



Village of Montebello, NY

Comprehensive Plan

Adopted December 16, 2009

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Introduction

Preface

New York State Law regulates the preparation of comprehensive plans. Section 7-722 of the Village Law describes a comprehensive plan 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 Montebello. A Comprehensive Plan provides a framework for this decision-making, i.e., specific actions may 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.

2009 Update Process

In September of 2008 the Village Board appointed a Commission of Montebello residents to review and update the 2003 version of the Village’s Comprehensive Plan. That Commission consisted of the following Members:

- Thomas Campbell – Planning Board and Commission Chairman)
- Jane Burke – Planning Board
- Rodney Gittens – Zoning Board of Appeals
- Melanie Golden – Chair Economic Development Commission
- Lance N. Millman – Deputy Mayor
- Anthony Piazza – Parks Commission
- Sandra Ward – Historical Preservation Commission

These Members included members of all the active boards within the Village, as well as persons with experience on previous Village boards or commissions. Also directly involved in the process were a number of Village staff, consultants, and professionals. These include:

- Ira M. Emanuel – Assistant Village Attorney
- Robert Geneslaw – Village Planner
- Debra Mastroeni – Village Clerk / Treasurer
- Shelly Flanagan-Ramos – Deputy Village Clerk
- Martin Spence – Village Engineer

By Resolution 08-117 the Commission was instructed to study and update the 2003 Plan and submit their Plan by March 17, 2009. Further, to prevent prospective developers from attempting to force through any development plans before the Commission may submit a new Comprehensive Plan that may impact their options, the Village Board enacted a moratorium on new subdivision or site plan approvals until May 1, 2009 (local law #6 of 2008).

The Plan Members first met October 27, 2008 and established a monthly meeting schedule to evaluate their approach and deliberate the contents of the 2003 plan. All meetings were open to the public. The first few meetings were spent establishing the Scope and Approach for the process, as well as identifying and gathering required external information and materials. By the end of December 2008 the Members determined they would need to meet twice per month to cover all the issues involved. Member Gittens, for reasons unrelated to the Commission, resigned his position in January 2009.

The Commission determined that the 2009 Plan document would be based substantially on the 2003 document, replacing the Land Use portion, and referencing the 2003 document where necessary but not including it. Members

felt the 2009 Plan's vision would be substantially in line with the 2003 vision, and no extensive surveys or external studies would be necessary.

A Public Hearing was held on January 20, 2009 to solicit input from the Village's residents and business leaders. Participants offered recommendations regarding green-space, mixed-use development, affordable housing, and walking / biking paths.

The Commission also collected information and reports about past and proposed changes to the Village and surrounding communities since the last Comprehensive Plan was prepared. Among other sources, this included:

- Identifying major residential and commercial properties that had been developed in Montebello, Suffern, Airmont, Wesley Hills, and Monsey over the past five years.
- Contacting the above communities, as well as Rockland County Planning, to identify any major developments currently in the planning stages.
- Meeting with representatives of the Tappan Zee Bridge / I-287 Environmental Review team
- Soliciting input from the Village Building Inspector of most common violations
- Reviews of the May 2007 Montebello Draft Report of the Citizens' Committee on Open Space
- Reviews of the June 2008 Montebello report of the Economic Development Commission
- The 2002 "Envisioning the Future - Visual Preference Survey" study prepared for the 2003 Plan
- The 2003 Comprehensive Plan's Circulation Plan
- Evaluation of all the recommendations made in the 2003 Plan and their status as of 2009

Realizing that the Commission could not properly analyze all the input as well as write and agree upon the new Plan by the original deadline of March 17, 2009, the Commission requested the Village Board extend their commission for an additional six months. The Village Board approved the request, giving the Commission until Sept 17, 2009 to submit their Plan, and extending the moratorium until November 1, 2009.

Executive Overview

This Montebello Comprehensive Plan is an update to the 2003 Plan, reflecting changes in community conditions and expectations. Significant changes in this document include:

- Replacement of the Village Center Zone with a Route 59 Development District zone subject to application to the Village Board;
- Re-incorporation of the Circulation Plan as an Element of the general Plan;
- Addition of an Economic Development Element to the Plan;

This document includes an appendix with a report on the outcomes of most of the recommendations made in the 2003 Comprehensive Plan. Although most of the 2003 recommendations were incorporated into code or practice, a few were either considered and rejected or not addressed due to lack of time or resources. Where appropriate, those recommendations were re-included in this Plan or modified to reflect the realities that may have led to their not being implemented. Also included in the Appendix of this document is an overview of the Montebello Trail concept.

Overall Observations

The Commission felt that on the whole, the 2003 Comprehensive Plan had identified key elements that defined the Village and recommended courses of action where appropriate. After studying the Village's current laws, regulations, and practices, the Commission noted that most of the recommendations were addressed in the years after the Plan's adoption. Particularly successful had been improvements in the areas of environmental protection and conservation.

This Comprehensive Plan focuses on improving the Village where practical and shoring up the areas that protect its strengths.

Key Recommendations for this plan

1. The Members spent a considerable amount of time trying to determine the best use for the parcel and surrounding areas known as Village Center II in the 2003 Plan. Their conclusion was that the Village Center plan was laudable, but ultimately not developed. The Plan recommends creating a more flexible special zone for the undeveloped parcel, the "Route 59 Development District", that could be used for commercial (retail and/or office) development, residential development, or a mixed usage. The Village Board, with input from the Planning Board, would have the ability to approve the land use based on future proposals that may be submitted by a developer.
2. In reviewing the Conservation Areas of the 2003 Plan, the Commission felt that a more protective approach needed to be taken. Therefore, it is recommended that the Village formally adopt a "Greenprint" which would include all environmentally sensitive areas and open spaces. The Plan also recommends replacement of the current Conservation Overlay district with a new Environmental Protection Overlay District. Last, the Plan recommends designation of Critical Environmental Areas (CEA) pursuant to SEQRA.
3. In light of the fact that there are significant remaining undeveloped commercial locations in the Village, the Village should pay particular attention to assuring that they are developed in ways that best benefit the Village and surrounding communities. While zoning laws may allow any developer to build a complying plan, by proactively seeking outstanding projects (typically underwritten by well funded firms) for these parcels the Village can assure that their potential for longevity, taxability, job creation and retention, and service to the community are maximized. The Plan recommends a number of actions the Village should take to support appropriate economic development including the use of a business liaison and seeking the expansion of the NY State Empire Zone to include more of Montebello.
4. Over the past few years Montebello has seen a number of houses in older sections of the village replaced with completely new ones. The Commission's Members believe that existing statutes remain inadequate to protect the Village's historic character, as expressed through its structures, stone walls, and historic viewsapes, and recommends the strengthening of the preservation regulations. The Commission also felt that the four corners of the Airmont Road / Montebello Road intersection (at Village Hall) require particular attention during any

future development to assure that this “gateway” into the Village be developed in such a way to highlight the Village’s historic flavor.

5. Numerous loopholes in Village zoning codes, particularly its residential portions, allow for significant mismatches in sizes and positioning of buildings in existing neighborhoods. In some cases, homes can actually be larger in R-35 zoned areas than in R-50 zoned areas - with inappropriate setbacks and land area coverages. Incomplete and out-of-date definitions of some terms have also led to contentious interpretations of key terms such as building height. This Plan includes numerous recommendations to evaluate these weaknesses as well as review other parts of Village bulk and use table code. The Commission does not suggest a specific approach to these reviews, and leaves it to the Village Board to determine the most effective method to accomplish them. Possible approaches may include study and recommendations by the Village’s professionals (Building Inspector, Village Planner, Engineer, Lawyer, etc), assignment as a special project for an existing Board (i.e. Planning Board, Zoning Board of Appeals), or ad-hoc committees as the need arises.
6. The Commission felt that Montebello was in a unique position to set a responsible example for the surrounding communities on the issue of climate control and sustainable building practices. As the first “Tree City” in Rockland County, as a village with significant water and open space, and among the first to incorporate solar power into our Village infrastructure, Montebello can leverage its trendsetter status to identify itself as a “Green” village. Updating our building codes to incorporate new state and national “green” standards in an obvious way may also help attract leading edge firms that recognize these values and the long-term savings they create.
7. The Commission struggled with the issues surrounding walking and biking trails through the Village. Recognizing that most of the Montebello Trail submitted in the 2003 Plan had not been realized, the Members evaluated the reasons and concluded that the impact on personal properties and required changes to major roadways in the Village were the underlying reasons. The 2009 Commission still placed great importance on trying to develop walking and biking trails in Montebello and did not want to abandon the concept of the Montebello Trail Plan. The Commission recommends that short-term efforts should concentrate on developing portions of the trail plan that cross existing public lands (schools, public parks, etc.) followed by a re-examination of the network for feasible next steps and / or redesign.

The Plan recommends that a Review and Renewal of this Plan be performed within seven (7) years of adoption of this Plan.

Values, Goals and Objectives

This section sets forth the five overarching goals of the Village's Comprehensive Plan, as well as stated objectives for each goal. Together, these goals represent Montebello's "Core Village Values", a term that is sometimes used in this Plan.

GOAL 1 Maintain and enhance the existing natural and residential character of the Village of Montebello, exemplified by winding roads framed by mature trees, homes set apart, rock walls and hedges, and beautiful views of the mountains surrounding the Village.

Objectives:

- a) Adopt a Land Use Plan and subsequent site planning standards that will maintain the existing residential scale of single family areas and enhance and protect the natural character of Montebello
- b) Institute street standards that will maintain and enhance the existing winding roads and edges
- c) Protect and enhance the Village's woodland character
- d) Maintain and enhance existing views through careful building siting and tree protection
- e) Protect and encourage the use of stone walls, rock walls and hedges
- f) Protect the existing historic buildings, structures, and landscapes of Montebello that give the Village its own unique identity.

GOAL 2: Preserve the critical environmental assets of the Village for the benefit of current and future citizens of Montebello

Objectives:

- a) Document a Village "Greenprint" to preserve the integrity of unfragmented natural resources to the extent that is still possible. The Greenprint will identify parkland, natural hydrologic features of the village (streams, wetlands, floodplains, aquifers, etc.), conservation easements and current open space, as well as identify environmental connections among these areas
- b) Create an Environmental Protection Overlay District (EPOD) for the Greenprint that allows for stricter development standards to achieve the Village's environmental protection goals
- c) Consider the designation of Critical Environmental Areas pursuant to the implementing regulations of the State Environmental Quality Review Act
- d) Continue to enact, strengthen and enforce local regulations, as necessary, to reduce stormwater runoff and protect trees, steep slopes, ridgelines, stream beds, floodplains, wetlands, watersheds, aquifers and water bodies and wildlife habitat

GOAL 3: Create a greener community by becoming more carbon neutral to help mitigate climate change and employing more sustainable practices in connection with land use and development.

Objectives:

- a) Encourage more energy efficient buildings within the Village (i.e., codes can require or encourage Energy Star or LEED standards) and encourage the use of renewable energy sources
- b) Reduce automobile traffic through a network of bicycling, jogging and walking paths
- c) Continue to protect and promote the planting of trees within the Village to support carbon sequestration and energy conservation and maintain Montebello's "Tree City" designation
- d) Promote the use of sustainable practices in development and construction within the Village

GOAL 4: Provide a more aesthetically enhanced, safe and efficient access to and from the NYS Thruway as well as a traffic-calmed road network within the Village that maintains and enhances the existing beauty of the road edges, e.g. stone walls and mature trees.

Objectives:

- a) Continue to review, identify and adopt appropriate traffic calming techniques, such as the traffic “humps” now in use within the Village
- b) Pursue greater enforcement of traffic speed limits
- c) Reduce the amount of congestion on Airmont Road, encouraging solutions such as the possible creation of additional NYS Thruway entrances and exits.

GOAL 5: Promote quality economic development in the Village to improve Montebello’s economy, increase its tax base and create employment opportunities while maintaining and enhancing the Village’s character and quality of life.

Objectives:

- a) Identify current and future locations of commercial and industrial facilities
- b) Seek quality employers who fall within the Village’s economic vision and provide a positive environment to retain businesses
- c) Encourage sustainable practices in the design, construction, expansion and operation of commercial, industrial and institutional facilities
- d) Maintain Village ambience and core Village values in connection with current commercial developments and future projects

Village Overview

Village Description

The Village of Montebello is a 4.75-square mile incorporated village located in the Town of Ramapo, Rockland County, New York. Montebello was established in 1986 in part to direct and control the intensity and types of land use allowed in the Village. The interior portion of the Village is marked by a sense of openness, with residential land uses decreasing in density as one travels south to north through the community. The Village is characterized by beautiful tree-filled, rock-strewn rolling hills with stone walls lining most of the older narrow roads.

An extensive network of streams, ponds and wetlands enhance the natural and open image of Montebello. As one approaches the New York State Thruway, running generally along the southern edge of the community, residential density increases. Nonresidential uses are prevalent and include corporate-style office buildings. There is a neighborhood shopping area along Route 59 on either side of Hemion Road. The primary development pattern has been separate, residential subdivisions laid out in conventional 50,000 square foot lots on curvilinear streets and cul-de-sacs. The Village grew 25% between 1990 and 2000 and infill will continue on remaining developable vacant land in the future. The Village has neither a center nor commercial focus. Circulation within Montebello 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 Thruway.

Montebello and Regional Statistics

The following information was compiled based on the year 2000 US Census Bureau study. The next study will be in the year 2010.

DEMOGRAPHIC DATA ELEMENT	DATA
2000 population estimate	3,688
2003 population estimate	3,703 (estimate)
2008 population estimate	4,007 (estimate)
2000 median Montebello household income	\$116,600
2000 median U.S. household income	\$41,994
2000 median Montebello per capita income	\$44,098
2000 median U.S. household per capita income	\$21,587
2000 Male	1,823
2000 Female	1,865
2000 Age Distribution – Percent	
15 or younger	27.1%
16-24	9.3%
25-44	28.1%
45-64	27.3%
65+	8.2%
Average Age	34.9 years
Percent of Montebello residents age 25 or older with Bachelors or advanced college degree	62%

Source U.S. Census Bureau.
 Rockland County Department of Planning
 Prepared by Robert Geneslaw Co.
 Note: Percentages were rounded

HOUSING DATA ELEMENT	DATA
2000 Total housing units	1,155
<i>2000 Renter occupied units</i>	49
Average number of household members	4.37
Average number of rooms	6.51
2000 Median year structure built	1967
2000 Median year household moved in	1995
2000 Median rent	\$705
<i>2000 Owner occupied housing units</i>	1,078
Average number of household members	3.13
Average number of rooms	8.55
Average number of vehicles	2.17
2000 Median structure built	1967
2000 Median year householder moved in	1992
2000 Median value	\$334,100
<i>Current Real Estate Values (as of 7/14/09)</i>	
Lowest listing price	\$375,000
Highest Listing price	\$2,998,000
Median listing price	\$750,000
<i>Source Better Homes and Gardens Rand</i>	

Source: U.S. Census Bureau.
 Rockland County Department of Planning
 Prepared by Robert Geneslaw Co.
 Note: Percentages were rounded

Land Use Element

This section of the Plan document describes the land use areas proposed within the Village. The figures at the end of this element (LU 1 through 4) depict the recommended land uses, current land uses, current zoning, and properties with development potential. The recommendations in this element have been formulated based on analysis of current conditions including the location of existing residentially developed areas, existing land use patterns, community facilities and public utilities, major transportation corridors, regional influences, and environmental constraints, particularly wetlands, floodplains, streams, and the forested and mountainous westerly border of the Village.

The recommended Land Use Plan will allow the Village of Montebello to maintain and enhance the existing natural character and traditional Village features. In general, the land use pattern proposes to utilize the areas near and to the south of the New York State Thruway (I-287) for commercial and limited higher-density residential uses. As one travels farther north and away from the I-287 corridor the village becomes primarily residential with decreasing densities. There is a desire to encourage new and replacement dwellings to be compatible with the neighborhoods in which they are to be located in terms of size or scale, particularly in the R-50, R-35, and R-25 zones. As noted in the individual area definitions that follow, the Plan strongly suggests that the Village review its code to identify and address weaknesses that encourage or allow departure from the existing character with regard to residential building size and placement.

A number of land use areas encourage conservation and stewardship of land. Review of the green areas on the Land Use map illustrates a continuous “green spine” or “Greenprint” for the Village. This Greenprint is created when the environmentally sensitive natural areas, schools, golf courses, and open space (including any significant undeveloped and under-developed lands) are combined.

The pages that follow contain descriptions and maps of each of the recommended Land Use areas.

Land Use Map

The recommended Land Use Plan includes the following 15 designations:

Greenprint

Estate Residential (e.g. ER80)

Estate – Office

Rural Residential (e.g. RR50)

Low Density Residential (e.g. R25 and R35)

Village Residential (e.g. R15)

Entry Level Residential (e.g. R-AH)

Senior Residential (e.g. RSH)

Office Campus (e.g. LO-C)

Office Hotel (e.g. LO)

Planned Industry Area (e.g. (PI)

Planned Industry campus (e.g. (PI-C)

Neighborhood Service (e.g. NS)

Rt. 59 Development District

Civic Area

Greenprint

The Village Greenprint is an open space and environmental assets map identifying significant public and private open space and environmentally sensitive locations in Montebello. As the Greenprint is intended to be the “continuous green spine” of Montebello, it includes Palisades Interstate Park Commission parkland, United Water New York well and wellhead protection properties, existing golf course, school sites, undeveloped and underdeveloped properties, and Conservation Easements. Environmentally sensitive areas such as steep slopes, wetlands, streams, ponds, and floodplains are included so they can be retained in as natural a condition as possible to protect water quality and ecological habitat. Another aim of the Greenprint is to identify areas and environmental connections among remaining open spaces that can serve as corridors for wildlife and maintain biodiversity. The Village also wants to avoid situations that compromise public safety such as locating development within floodplains.

A new overlay zone, the Environmental Protection Overlay District (EPOD) would identify parcels and portions of parcels within the Greenprint that require additional protection. Property within this EPOD would have additional controls regarding the use of undeveloped or natural areas and may require special Planning Board approval to protect the continuity of the Overlay area through the property. In addition, appropriate areas should be designated Critical Environmental Areas (CEA) pursuant to SEQRA.

New development (structures) and disturbances will be discouraged from the flood plains, wetlands or within appropriate setbacks of these natural features. Alterations to existing structures within these areas would be reviewed by the Planning Board to ensure that these alterations are designed and constructed in a manner that minimizes impacts to floodplains, wetlands and streams so as not to create or exacerbate drainage problems. Examples of environmentally sensitive design include allowing existing structures to be extended upward over existing foundations, and decks to be raised above grade on posts.

Village, New York State Department of Environmental Conservation (NYSDEC), Army Corps of Engineers (ACOE), and flood plain and floodway regulations also act to regulate and restrict additional development in this land use area. While the Greenprint area is not intended to prohibit existing or new development, it does limit the potential for negative environmental impacts.

School sites, golf course and pre-existing single-family residences should be designed and/or uses maintained and operated to minimize impacts, and maximize and maintain the green and natural character of the Greenprint.



Existing Pond



Spook Rock Golf Course

Recommendations:

- The Plan recommends the Village establish a formal Greenprint Map (initial draft included at end of this Element). The map can be coded or indexed to indicate the environmental importance of the identified areas.
- The Zoning Description “Conservation Overlay” should be renamed Environmental Protection Overlay District (EPOD) and should include all of the Greenprint OR designated high priority lands and parcels within the Greenprint. It is suggested that any environmentally sensitive property within this EPOD be carefully looked at to determine whether additional constraints should be considered. The change in Overlay name is also to avoid confusion with the term “Conservation Easements” and to reflect that while these areas may be environmentally sensitive, they may also be compatible with some development under greater scrutiny.
- The Greenprint should be evaluated to determine which portions should be designated Critical Environmental Areas (CEA) pursuant to SEQRA.

Estate Residential Areas

Estate Residential Areas are large relatively undeveloped parcels of land with specific historical or aesthetic importance to the Village. The Estate Residential designation is intended to protect the natural character of these parcels by minimizing disturbance to the land and its appearance from public viewsheds. All development would be based on the holding capacity of the land and would minimize tree removal, impervious coverage, and the altering of existing grades, slopes and natural vegetation. Most of the existing lots in this land use area would exceed 80,000 square feet of lot area.

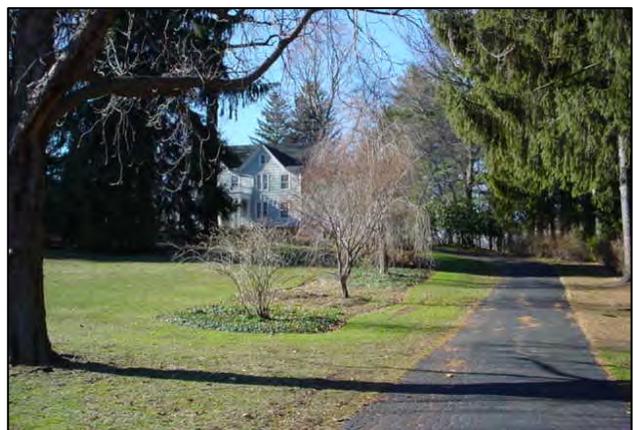
Estate Residential areas are adjacent to areas classified as “Conservation”. The Plan recommends that a 100-foot setback be considered along the outer boundaries of the Estate Residential parcel property lines within which the land can be neither disturbed nor graded except for a driveway or roadway giving access to the developed area. Utility connections should run parallel to the driveway or roadway with minimal disturbance of the natural state of the boundary. Where approved by the Planning Board, “Clustering” may be used to meet parcel capacities while maintaining the recommended parcel setbacks and viewshed protections.

The stone walls found throughout the Village are highly recommended along the road-facing property lines within this district.

- The plan Recommends that the Village review the ER-80 and RP-Overlay zoning codes to implement the above recommendations



Example of how good land stewardship preserves areas in a natural state.



Existing large lot with deep setback and narrow driveway.

Site Specific Areas

Spook Rock Road

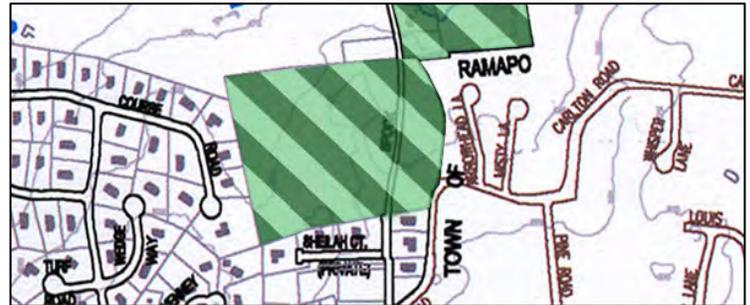
Two properties straddling Spook Rock Road have been identified as a “special area that epitomizes the rural character of the village”. These properties are also located within a major visual gateway to the interior of the Village. The 2003 Plan recommended that these sites be developed in accordance with a specific development plan to be formulated at the time a development application is submitted. The specific development plan would be required meet the following objectives:

- Preserve the vistas of the property visible from Spook Rock Road.
- Preserve the existing evergreens on the property.
- Preserve the existing homesteads by allowing a limited number of non-residential uses to occur provided the structures are retained in their essential character.
- Any new construction should be consistent with the existing “rural” architectural character of the area.
- Situate new homes in locations not readily visible from Spook Rock Road.

The Minetto Farm

The Minetto Farm and neighboring stables have various options for future development.

- The Plan recommends that efforts be made to retain the existing stables on this property
- The other alternative is to allow the reuse of the existing farmhouse as a “B&B” (Bed and Breakfast) with homes on the remainder of the buildable land. It is recommended that a home clustering approach be encouraged, computing the total lots on the land based on ER-80 square footages, but clustering toward the back of the property using R-25 or higher lot sizes and zoning rules. Lots toward the Spook Rock Road border should be larger and reasonably screened from view outside the development.



Fant Farm Area

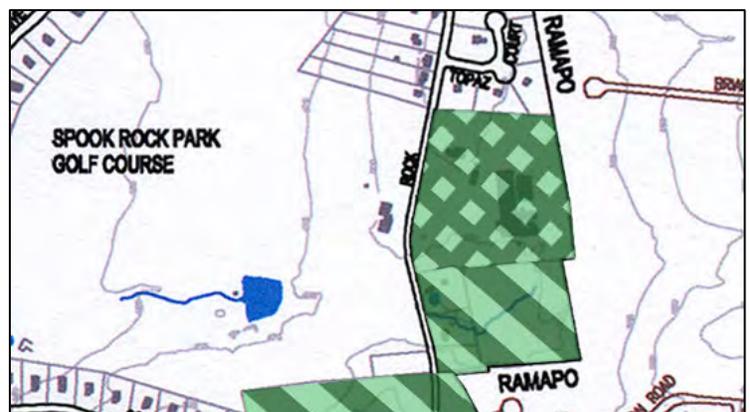
West Side (Fant property)

- Preserve evergreen forest.
- New housing should be situated behind the ridge, placing them closer to the golf course.

East Side

- Maintain as open space the narrow strip of land fronting the Fant property, in keeping with the rural architectural character.

As of the time of this 2009 Plan, the West side of the property has been developed using a plan closely following the recommendations from the 2003 plan.



The Minetto Farm and neighboring stables can sustain a wide variety of options for development

Estate – Office Area

This area is intended to preserve the unique character of the Ryan Mansion by allowing its internal partitioning for office space. As a building of historical importance, the Village may place restrictions on its future use.

The Village has also allowed a very limited number of single-family attached dwellings to be developed in the Estate Office Area. Carriage houses on either side of the main entrance have been approved and are under construction, with the dwellings complementing the architectural style and materials of the mansion. Carriage homes provide a developer/builder with the flexibility to develop the site while retaining the natural resources and quality of the built environment.



Existing mansion converted to offices



Carriage House style homes built around mansion

Rural Residential

The Rural Residential land use area encompasses existing low-density residential areas that have been developed with minimum lot sizes of 50,000 square feet. This recommended district remains consistent with the existing RR-50 Rural Residential Zone except for those environmentally sensitive areas that have been designated as Conservation or Estate Residential areas.

Many of the older homes in this land use area (constructed in the 1980s and earlier) are responsible for defining part of the character of Montebello. These homes have a more “organic” relationship to the land including: trees and rocks retained, homes not parallel to the street, varying setbacks, and the materials, colors and features of the homes selected to accentuate the natural environment.

In the Rural Residential Land Use Area, it is important that the “green/natural” signature of Montebello be maintained. For any new development or redevelopment¹ of an existing individual lot, it is important that the more mature trees (4" or more in caliper measured 4' from the ground) be preserved to the extent reasonably possible, and that substantial effort be made to preserve significant trees (12" or more in caliper measured 4' from the ground, or rare or specimen trees of any size). Similarly, it is important that existing natural contours of the land be preserved to the extent reasonably possible. In all cases, both categories of such trees which cannot be spared should be replaced in equivalent number and kind. As a guide, other special factors not being present (e.g., the desire to preserve a meadow), a minimum of twenty (20) existing or newly planted trees per acre, the latter no less than 2" in caliper measured 4' from the ground, should be required, with some also placed in the front yard exclusive of required street trees. Greater variety should be required in the building setback and angle to the street, façades should incorporate natural appearance materials (wood, stone), and a palette of natural colors should be utilized. The stone walls found throughout the Village are highly recommended along property lines within this district.

ARB applicable to all structures other than single family residences

- The plan recommends that the Village review the RR-50, ER-80 and RP-Overlay zoning codes to implement the above recommendations. Special

attention should also be paid to any allowances for “clustering” of smaller lots on a larger parcel.



This house enhances its site and surrounding area with its arrangement of materials, colors and architectural elements that blend with and retain the natural environment. The Plan encourages this type of residential site design.



An example of newer development with houses spaced more closely and fewer trees.

¹Re-development of an existing lot relates to either complete replacement of a house or building, including outer walls and roof, with one with a 50% larger or greater foot print, or volume, or an expansion increasing the footprint or volume by 50% or more. If no mature or significant trees are removed in the process such shall be considered as a mitigating factor, except that the larger volume or taller height may require additional screening. It is recommended that the tools to deal with such consequences be built into the appropriate codes.

Low Density Residential

This area is intended to permit single-family detached dwellings on lots with a minimum lot area of 25,000 or 35,000 square feet. This area generally coincides with areas currently zoned R-25 and R-35.

The Low Density Residential area is primarily built out. Many of the houses in this area were built in the 1950's through the 1980's for middle income families with ranch, raised-ranch, and simple 2-story architectures. As undeveloped lots become more difficult to find, one phenomenon is the complete removal and replacement of existing houses in established Low Density neighborhoods – the effective “Re-Development” of the lot – with larger houses and more complex architectures. Due to the floor area ratio, development coverage, and setback rules for this area, overly large replacement houses can be built on some of the bigger lots in this area - houses bigger than would be allowed on the same lot in an area zoned RR-50 or ER-80. These new houses often seem out of character with the surrounding neighborhood.

ARB applicable to all structures other than single family residences

- The plan recommends that the Village review the Floor Area Ratio, Setback, and related zoning restrictions associated with the Low and Medium Density Residential areas, with particular attention spent on loopholes allowing larger houses on R-25 and R-35 than in RR-50 for the same square footage lot size.



A typical residential street located in the Low Density Residential areas.

Village Residential Area

The Village Residential Land Use Area encompasses existing single-family detached dwellings on narrow lots that are representative of older quintessential village-scale housing. The Village Residential area is essentially unique to the homes on Orchard Street and a short section of Route 202 near the corner of Orchard Street.

ARB applicable to all structures other than single family residences

- The Plan recommends that this area be improved by additional streetscape elements on both sides of Orchard Street, such as street trees or other landscaping.
- As this area is completely built up, the Plan recommends the bulk requirements for this area be reviewed more accurately reflect existing conditions



Village Residential on Orchard Street

Entry Level Residential Area

This area encompasses the existing Indian Rock Village development located on the east side of Hemion Road, just north of the Indian Rock Shopping Center. One important benefit for the village is that this area provides affordable housing opportunities to individuals and families who work and provide public services in the village and surrounding communities.

ARB applicable to all structures other than single family residences.



Existing entry level housing located in the Village of Montebello.

Senior Residential Land Use Area

The Senior Residential Land Use Area is an existing site devoted specifically to senior housing and is currently zoned "RSH" and includes affordable housing.



Existing Senior Citizens Housing found in the Residential Senior Housing District.

Office Campus Area

The Office Campus Areas should roughly reflect the parts of the Village zoned LO-C. These include the “Village Gateway” properties on the three corners of Montebello Road, Airmont Road, and Rella Blvd (not including the northwest corner where Village Hall resides) and should include the “Archdiocese Property” between Montebello Road and I-287 bordered by the Montebello Elementary School and the Montebello Jewish Center.

The Office Campus Areas are designed to create a cohesive commercial activity environment that may include office space, a laboratory or research center, a regional recreation complex or other use permitted by code. Any uses where the primary business activity (i.e. warehouses, shipping / receiving, transportation center) would generate significant truck traffic or bus traffic would not be permitted. The architecture/facades for all the buildings in each parcel should be consistent and preferably be in keeping with the historical roots of Rockland County. Any parking areas should be screened from view from major roads with year-round vegetation or some sort of covered/underground parking facility. The stone walls found throughout the Village are highly recommended along the major road property lines within these areas.

- The Plan recommends that the above restrictions be added to the LO-C “Additional Use Requirements” in the Zoning Code’s use table.
- The Plan recommends that if developed, primary access to the Archdiocese Property be provided via a connection with Executive Boulevard. Access to the site from Montebello Road should be limited to emergency access. A significant Conservation Easement should run along its east, west, and northern borders to screen buildings from residential viewscapes. Potential non-residential uses should focus on the adaptive reuse of the existing structure, with limited new construction incorporated into the site.



***View of Office Campus Area
(Undeveloped)***

- The Plan recommends that the Village remain open to the idea of acquiring some or all of the Archdiocese property for Village ownership. If acquired, it would be used for recreation uses, ball fields, picnic groves, stables, a village community club, or similar community uses, or for economic development. The flat portion of the property closest to the NY Thruway has been identified as a potential location for the ball fields.

Office – Hotel Area

The Office-Hotel land use area covers the office park and hotel along Executive Boulevard just north of I287 exit 14B. The Plan acknowledges the commercial value of this land adjoining the Thruway interchange and proposes that it be developed for corporate office, research, hotel, and comparable regional commercial development uses as a means of providing tax ratables.

- The Plan recommends creating design standards for commercial buildings in the Executive Boulevard park, landscaping and signage to ensure that the office area maintains a high quality visual character. Most of the existing buildings in this area rated negative in the 2003 Visual Preference Survey (VPS). This district requires new design standards and additional landscaping. When these buildings are rehabilitated, the cold, impersonal corporate character of the façade should be modified. The parking lots should be re-landscaped with more trees and shrubs
- The Plan recommends the sign regulations for the Village should be reviewed and updated to reflect the Village's aesthetic preferences for commercial uses in all nonresidential land use areas.



Existing Office Building

Planned Industry

The Planned Industry land use area is an industrial district created specifically for environmentally-friendly industry with emphasis on landscaping and creating a campus-like setting in the future. Montebello has expressed a commitment to protect the environment and encourage industries that will minimize pollution while manufacturing their product.

Because much of this district is currently built-out with the most recent addition being a storage facility, the recommendations must include future additional landscaping of the lots and particularly the edge of the district along the NYS Thruway. The view of the PI district from the Thruway received a negative rating in the 2003 survey. A Conservation area will extend into the PI area along the east side of Hemion Road to protect its natural woodland character.

Uses recommended for the Planned Industry area are:

- Light Industry.
- Small ancillary public utility buildings only.
- Assembly as long as significant quantities of toxic, flammable, noxious or environmentally harmful chemicals are not used
- Wholesaling and warehouses provided that no chemicals are stored on site.

Uses that should be discouraged include:

- Hotels and motels
- Heavy Manufacturing
- Office Buildings
- Outdoor recreation facilities
- Auto sales
- Any use that requires significant storage of chemicals.
- Water towers (Reservoir)

The plan recommends the PI zoning code be updated to specifically include and exclude the uses as listed above, both by right and by special use permit. i.e. Uses Permitted by Special Permit of the Planning Board currently include “Same as LO, Nos. 1 through 4”. Likewise, Uses by Special Permit include hotels which should be removed from the PI Zone code.



Planned Industrial buildings along Dunnigan Drive

Planned Industry-Campus

The Montebello portion of the Novartis property is situated on the west side of Hemion Road just south of the New York State Thruway and Old Mill Road, and consists of 36.58 acres. The project site is vacant, except for a southerly secondary driveway that traverses the site to gain access to the main complex located in the Village of Suffern, and a corporate sign near Old Mill Road. The vacant parcel contains remnant stone walls, and a stream that cuts along the northeastern corner of the property.

If developed in the future, the primary objective is to retain the Hemion Road frontage of the Novartis property in its current wooded/landscaped setting. In the vicinity of the existing identification sign, the treeline is setback approximately 240 feet from the Hemion Road right-of-way.

Unlike the Planned Industry area which has direct access to Interchange 14B and the Thruway via Dunnigan Drive, traffic from the PI-C area would have broader traffic impacts as it would access the 14B interchange using either Montebello Road or Route 59. Also, the Novartis property includes steeply sloping areas. Significant grading and clearing would be required to establish the large flat building footprints for typical Planned Industry type uses.

- The Plan continues to recommend that in order to protect Hemion Road's natural and woodland character, the Conservation area extend from the centerline of the Hemion Road right of-way approximately 200 feet on both sides of the road from the railroad to the Thruway. Buildings, except small accessory utility buildings, decorative fencing, or similar accessory structures that would not detract from the landscape, could be situated within the Conservation area. Driveways giving access to the site and corporate identification signs would also be permitted.
- The Plan recommends that the Planned Industry-Campus area allow the following types of uses:
 - Light industrial uses subject to performance standards including manufacturing, fabrication, processing, converting, altering, assembling, testing or other handling of products.
 - Outdoor recreation facilities
 - Indoor commercial recreation facilities
 - Utilities and public utility buildings
 - Office buildings
 - Laboratories, research facilities, data centers, and corporate parks
 - Medical and dental clinics, health service complexes

Neighborhood Service

The Retail / Neighborhood Service Area runs primarily along the southern edge of the Village along Route 59 and is associated with the NS zone in the Village code. This includes the Indian Rock plaza and the Kinder Care plaza on the corner of Route 59 and Hemion Road. The properties in this area are mostly built out, with the exception of a small parcel for which a bank branch building has been approved.

Retail spaces, particularly “Strip Malls” rated poorly overall in the 2003 survey. Conspicuous window advertisements and banners associated with many strip malls are also considered an eyesore. The setback and greenery of the Indian Rock plaza was considered less unappealing than the retail plaza connected to the Kinder Care facility on Route 59. This is likely because less parking space at the Indian Rock plaza is visible from the roadways and the storefronts themselves are hidden by more foliage.

- The parcels with existing retail development (Indian Rock, Ramapo Plaza, and the proposed Valley National Bank) should be zoned as NS (Neighborhood Services).
- The Plan recommends that any future retail development, or re-development of existing retail parcels, include specific measures to minimize the view of parking spaces from either Route 59 or Hemion Road, through either creative placement, low walls, or year-round vegetation.
- Signage should conform to village sign laws.



Indian Rock Shopping Center

Rt. 59 Development District

Due to the unique environment surrounding the large undeveloped parcels along Route 59 from the Tagaste Monastery proceeding easterly to and behind the Kinder Care shopping center, the Plan recommends creating a special development zone for this parcel. While the parcels are best suited for office or retail use, a well designed residential area with low to medium density housing or some mixture of commercial and residential may also be appropriate. However, its proximity to the monastery, the traffic problems at the Route 59 / Hemion Road intersection, and a desire to retain some portion of its wooded nature make any potential use highly dependent on the specific plan proposed. The Plan also recognizes that this location had previously been part of the proposed Village Center.

The plan recommends:

- The creation of a special “Rt. 59 Development District” to include only the two parcels totaling 11.2 acres, formerly known as “Liberty Park”. Development of this property for any use according to the NS, LO-C, R-AH or the R-25 zoning districts, or a mix thereof, each portion complying with the requirements of the associated district, with a 100' Conservation Easement impressed along Route 59 preserving existing vegetation and the stone wall except as necessary for egress or ingress would require review and approval by the Village Board, with consultive input from the Planning Board and Village professionals. Development restrictions may also include requirements such as time-of-day restrictions on any business hours, density limitations, or specific traffic mitigation requirements.
- The Plan recommends that the Village reference the 2003 Comprehensive Plan's Village Center Plan “Design Vocabulary” for architectural inspiration when evaluating any future plans.
- The other parcels in the Village Center II District should be returned to their prior zoning designations.



Rt 59 Development District (Across from Good Samaritan Hospital)

Civic Area

The Civic area includes the parcel at 1 Montebello Road upon which the municipal offices, Village Pavilion, and the Senior Center are built. The site also has significant open space, and a children’s playground. The village offices are located on the property in a converted stone, Adirondack-style mansion with features found on a number of older houses scattered throughout the area, as well as in the Palisades Interstate Park system.

The Village also owns a Community Center (Montebello Community Center) on Haverstraw Road across from the Mayer Drive intersection. This facility includes a large meeting hall suitable for village meetings and events. It may also be rented to members of the public for special events. Another portion of the building includes office space and is rented to an outside professional practice which generates revenue to cover operating expenses for the rest of the building.

- The Plan recommends that the four corners of the Montebello/Airmont Road intersection which Village Hall shares with the office-hotel land use area be developed with a unified design to create a “gateway” for the community. This would include construction of additional stone walls, decorative lighting, and preservation of the trees that are characteristic of Montebello.



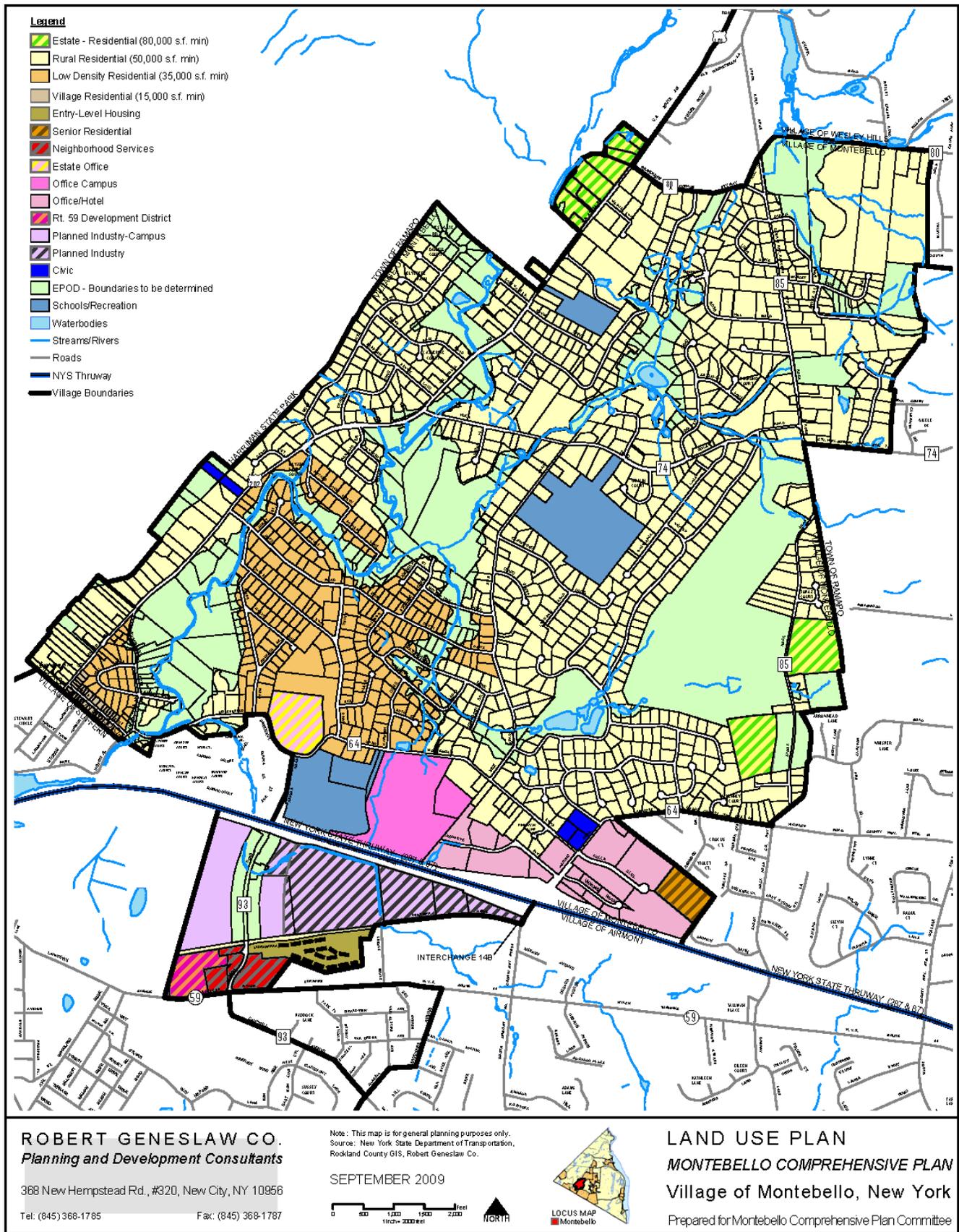
Village Hall viewed from Airmont Road



Montebello Community Center Meeting Hall



Open Air Gazebo adjacent to Village Hall



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Figure LU-1 – Recommended Land Use for Montebello

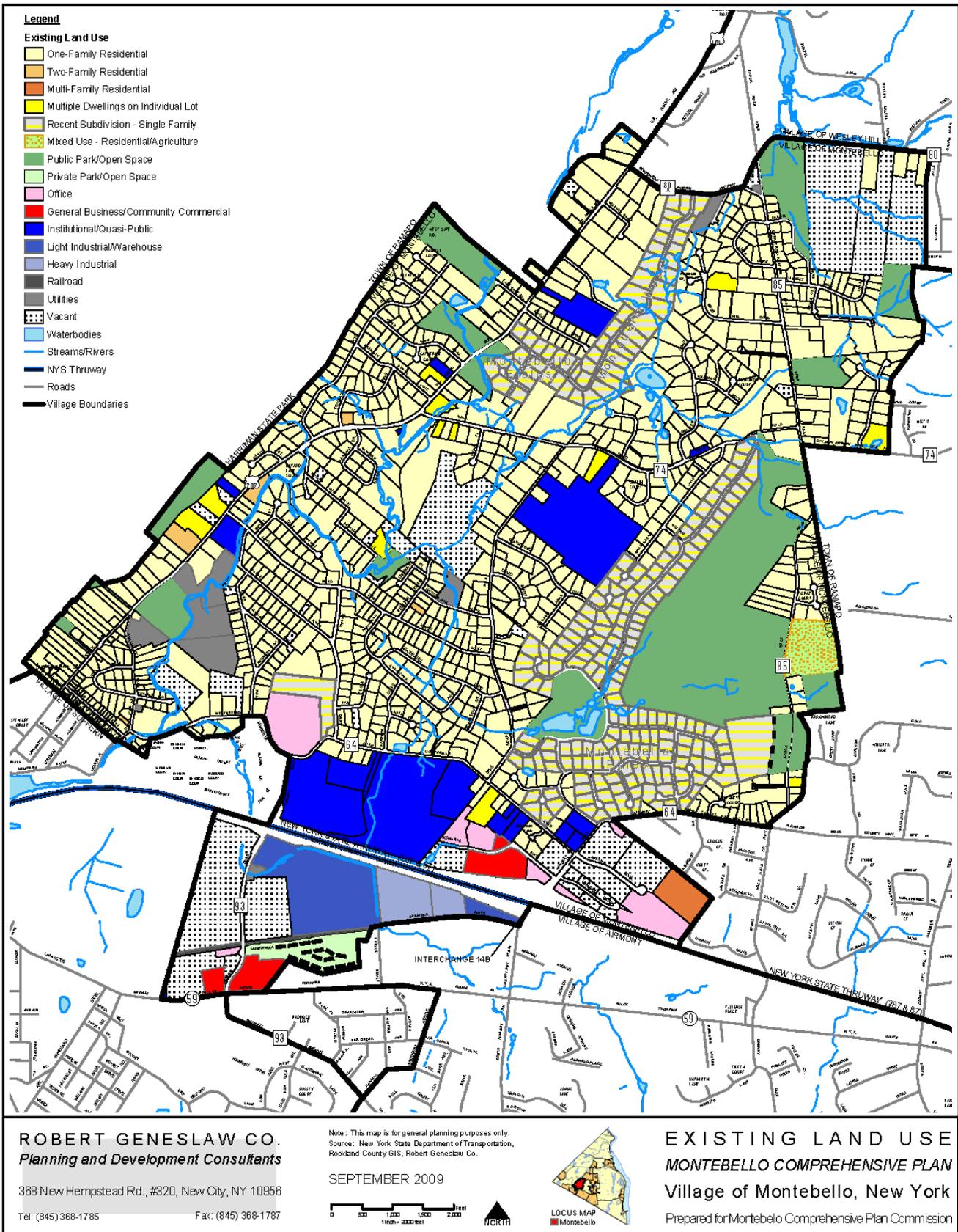
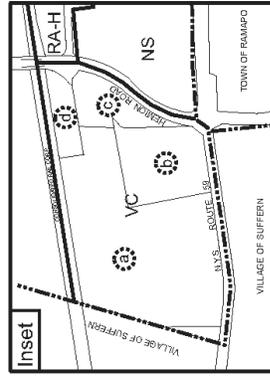


Figure LU-2 – Current Land Use for Montebello

- Legend: Zoning District**
- ER-80 Estate Residential (80,000Sq.Ft.)
 - RR-50 Rural Residential (50,000Sq.Ft.)
 - R-35 Low-Density Residential (35,000Sq.Ft.)
 - R-25 Medium-Density Residential (25,000Sq.Ft.)
 - R-15 Residential Senior Citizen (15,000Sq.Ft.)
 - RSH Residential Senior Citizen
 - RA-H Medium-Density Affordable Housing
 - NS Neighborhood Shopping
 - VC Village Center (See Inset)
 - LO-C Laboratory Office
 - LO-C Laboratory Office-Campus
 - PI Planned Industry
 - PLC Planned Industry, Campus
 - Conservation Overlay
 - Estate Preservation Overlay
 - Rural Preservation Overlay



- * VILLAGE HALL
- * Conservation Overlay measured from center of Hemion Road

CURRENT ZONING
VILLAGE OF MONTEBELLO
ROCKLAND COUNTY, NEW YORK

ROBERT GENESI LAW CO.
 A PROFESSIONAL CORPORATION
 BASE MAP: Replotted Co. Planned Dist.
 UPDATED FROM: Town of Ramapo Tax Maps

Prepared for the Montebello
 Comprehensive Plan Commission

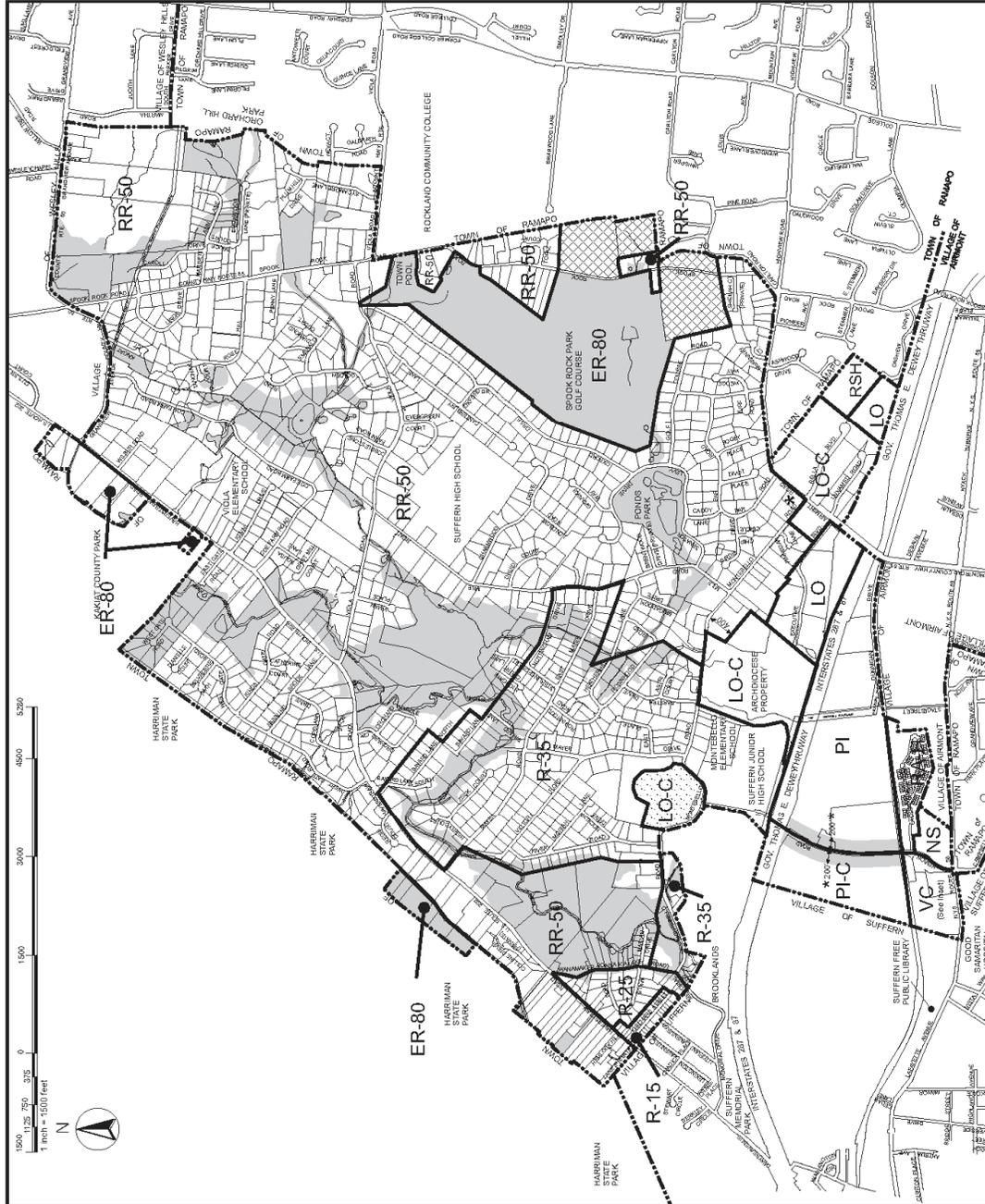


Figure LU-3 – Current Montebello Zoning

Natural Resources Element

Overview

Montebello's community character is derived in part from the natural resources found within it. The preservation of natural areas provides the Village its sense of openness and "greenness" as well as many other benefits. For example, avoidance of wetland systems limits potential storm water runoff impacts associated with development. Wetlands are a natural "filter" and help absorb pollutants within storm water runoff. Avoidance of steep slopes helps to limit soil erosion and sedimentation in the Village's water bodies and streams, also limiting future drainage problems. The Village seeks to protect its natural resources that help to establish its existing community character and protect the environment.

Physiography and Geology

Montebello's unique form is in part a function of its geology. The Village lies within both the Reading Prong section of the New England physiographic province (known regionally as the Hudson Highlands) characterized by bedrock-controlled uplands and the Triassic Lowlands characterized by small hills and valleys. Most of Montebello is contained within the Triassic Lowlands; the Highlands portion of Montebello is primarily state parkland contained within the Palisades Interstate Park system.

The Ramapo Fault, following the trend of the Mahwah River, separates the Highlands from the Lowlands. Millions of years ago the mountains that form the Highlands in the western portion of the Village were uplifted along this fault zone. Although the Ramapo Fault is not nearly as active or extensive as faults found in other areas of the world, it does represent the source of minor tremors in the area.

Topography and Steep Slopes

Steep ridges and valleys characterize the topography of the western, Highlands, portion of the Village, whereas the eastern, Lowlands, portion of the Village is characterized by rolling terrain with gentle to moderately sloping ridges and valleys. The lowest elevations in the Town of Ramapo are found in the Village surrounding the Mahwah River, with elevations ranging from 200 to 300 feet Mean Sea Level (MSL), whereas the highest elevations and steepest slopes occur in the western, Highlands portion of the Village ranging from 900 to over 1000 feet MSL. Development within the Village is not limited or controlled by significant steep slopes as much of the terrain is rolling. Currently, the Village does not prohibit development of steep slopes, but no credit given for slopes greater than 25% and only 75% credit for slopes of 15-25%. Proposed disturbance on a slope of

25% or greater must be reviewed by the Village Engineer and approved by the Planning Board.



This aerial photograph provides a bird's eye view of the Village's built and natural environments.

Groundwater Resources

Groundwater is defined as water in a saturated zone or stratum beneath the surface of the land. This zone is usually made up of unconsolidated deposits, or porous stone permitting the movement of water and allowing it to travel to wells and springs. Groundwater is a source of potable water supply.

Groundwater from the Valley-Fill Aquifer is the source of all of the Villages' potable water via both individual and United Water New York (UWNY) wells. The Valley-Fill aquifer is part of the larger Ramapo River Basin sole source aquifer system (SSA) designated by the U.S. Environmental Protection Agency (EPA). The EPA defines the SSA as one that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer, and where these areas have no alternative drinking water sources. The Valley-Fill aquifer is classified as an unconfined, surficial aquifer that is located close to the land surface and is highly permeable. A combination of the Valley-Fill aquifer's permeability and its recharge from the Ramapo River

result in the potential for contamination. Groundwater protection zones, designated by the U.S. Environmental Protection Agency, are established to prevent the contamination of ground water and to protect public health. At this time, there is no formal local protection of the aquifer system from potential pollutants. Since much of the Village is residential, particularly the area located within the aquifer area, any potential threats to the groundwater system would be those introduced from residential uses or from vehicles traveling along the roads crisscrossing the aquifer. Examples of pollutants include pesticides and herbicides used on individual properties, household chemicals that may be discharged outside of the sewer system.

Drainage Basins and Surface Water Resources

Montebello is drained by a system of intermittent and year-round streams that discharge to the Mahwah River. From there, water enters the Ramapo River and drains to the Passaic River in New Jersey. The Passaic River drains to the lower Hudson River bay.

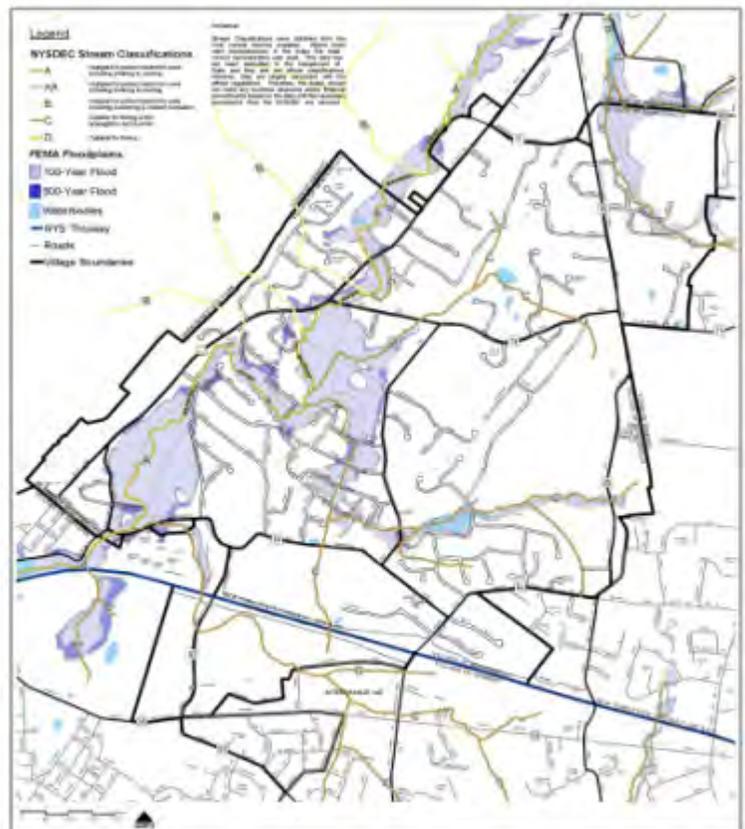
For purposes of protecting water quality, the NYS Department of Environmental Conservation (NYSDEC) classifies fresh surface waters based on their “best usage”. The highest classification, “AA” or “A”, are assigned to protect waters for uses including drinking and cooking. Class “B” waters are protected for uses including swimming and other contact recreation, but not for drinking water. The best uses of class “C” are fishing, and fish propagation and survival. Class “D” are suitable for fishing, however, due to natural conditions, such as intermittency of flow, the waters will not support fish propagation. Additionally, fresh surface water classifications may also include the modifier (t) indicating that waters are protected at a level that will support trout populations. The NYSDEC regulates activities to streams that are classified “C” and higher.

Sections of the Mahwah River have been classified as A(t) waters, one of the highest water quality standards. Since the adoption of the 2003 Comprehensive Plan, the Village Board has adopted a Wetlands and Stream Protection Law with the stated intention of furthering the Natural Resource portion of the Comprehensive Plan to preserve, protect and conserve its wetlands, water bodies and watercourses. A permit, or waiver, issued by the Planning Board is required to alter any freshwater wetland 1/10 acre or larger or vernal pool or any area within 100 feet of these resources, any watercourse or body shown as a blue line on U.S. Geological Survey quadrangle maps, or any area within 50 feet of a natural intermittent watercourse or stream that is running at least three months per year.

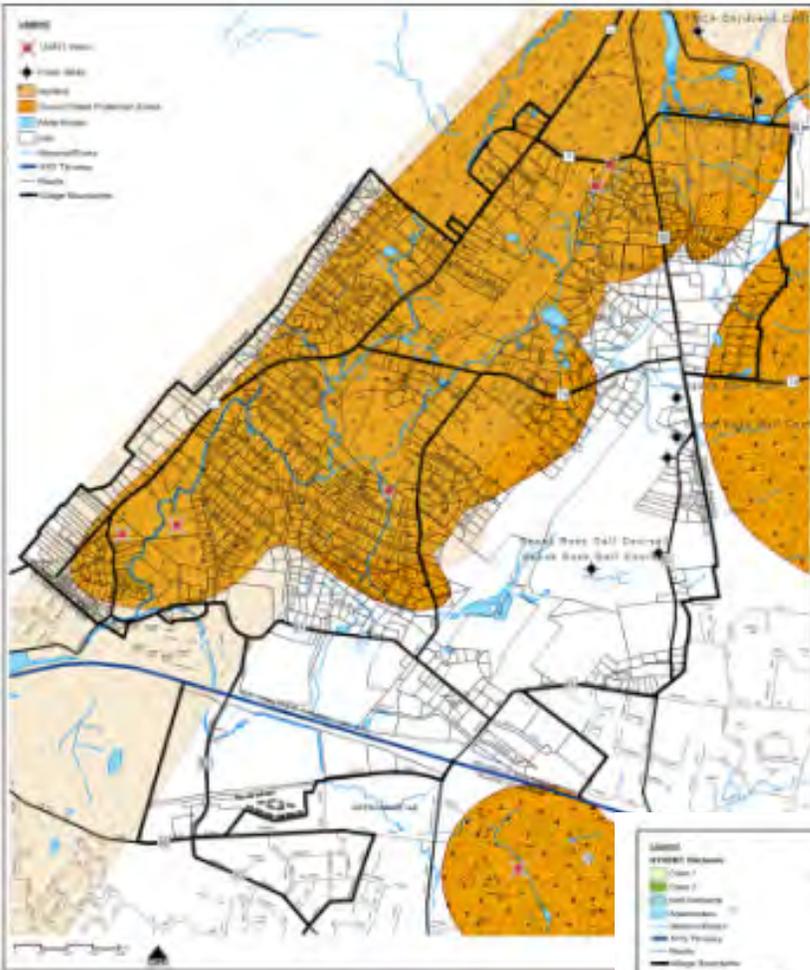
In addition to Village wetlands permits, the NYS Department of Environmental Conservation (DEC) and

US Army Corps of Engineers have jurisdiction over disturbance to wetlands over certain sizes and containing particular characteristics, and the DEC also has jurisdiction upland of areas within 100 feet of a designated wetland. Any proposed wetland disturbance within the jurisdiction of these agencies must obtain permits and often requires that new wetland areas be created or other wetland areas be expanded as conditions of permit issuance.

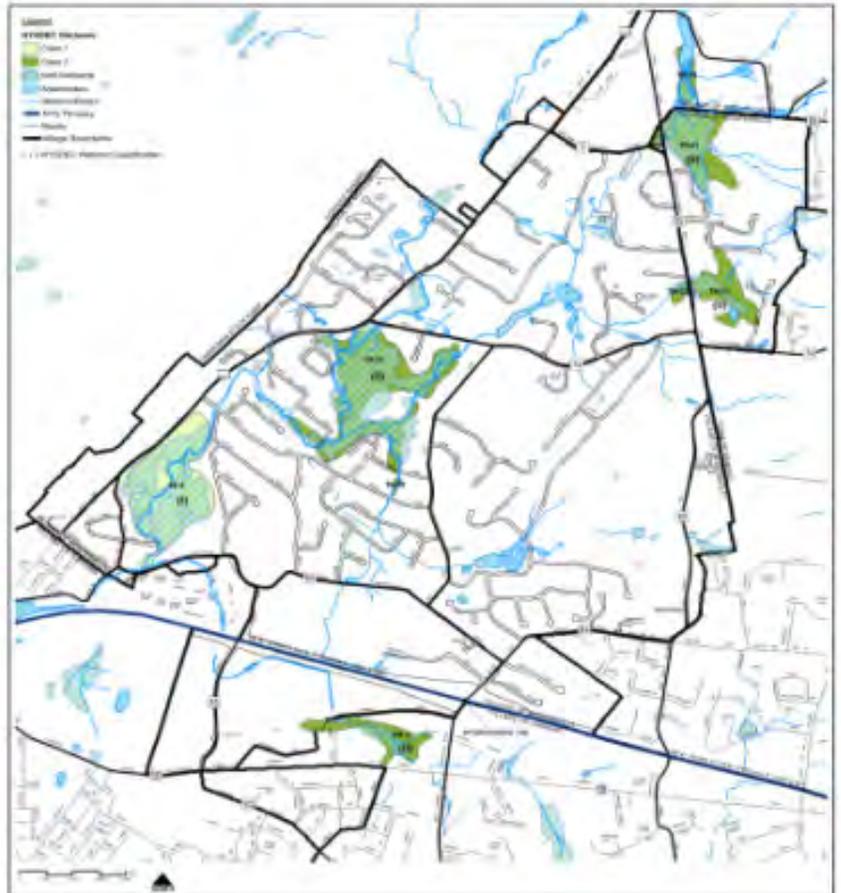
One important element of stream and wetland protection is public education, advising the public of the important values of streams and wetlands. In Rockland County most municipalities have contracted with Cornell Cooperative Extension to provide an essentially county wide educational program.



Surface water features in the Village of Montebello



Location of the sole source aquifer within the Village of Montebello



Location and Classification of wetlands within the Village.

Floodplains

A floodplain is defined as the area of land, for a given flood event, adjoining a continuous watercourse which has been covered temporarily by water. Floodplains characteristically provided many beneficial functions, including ground water recharge, water quality maintenance, and flood control. The “100-year floodplain” is the area of land subject to a 1% probability, in any given year, of a certain size flood. Floodplain boundaries are often used in flood mitigation efforts to identify areas prone to significant flooding. However, it should be noted that as a result of development in an area over time, including changes in impervious surfaces, and the contours of the land, boundaries change. The FEMA 100-year floodplains in the Village are located along the Mahwah River and Willow Tree Brook in the northeastern portion of the Village. Several residential neighborhoods have been constructed within the 100-year floodplain that has resulted in drainage and wetness problems for existing residences.

Wetlands

Wetlands are defined as areas of land that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, and similar areas and provide many benefits, including water quality protection, flood and erosion control, fish and wildlife habitats, groundwater recharge, and opportunities for recreation and education.

Wetlands within the Village are protected at the State and/or federal level. Five state-regulated wetlands are located wholly or partially within the Village. State wetlands are classified I, II, III, or IV depending upon the prevalence of one or more of 43 defined characteristics. While all wetlands have value, Class I and II wetlands are considered more valuable than Class III and IV wetlands. SL-4, a Class I wetland, is the location of several United Water New York wells. TH23 is also the location of a United Water New York well.

As a well has been developed here, it might be appropriate for the Village to petition the NYSDEC to upgrade the wetland classification from II to I. TH-21 should be examined to determine whether there is any hydraulic connection between the wellfield on the west side of Spook Rock Road; if so, redesignation of the wetland to a Class I may be appropriate. TH-22 and PR-4 are designated Class II wetlands.

The potential impacts to wetlands are reviewed for those properties that are subject to site or subdivision review. However, some concern exists as to what happens after a development is completed, and individual owners own

and maintain the land upon which wetlands are situated. Concern exists that individual property owners may unknowingly alter, drain or fill in portions or all of wetlands thereby impacting the quality of environment. These potential impacts are more difficult to monitor. The adopted Wetlands and Stream Protection Law has penalty provisions, but these can only be effective if Village officials have knowledge of actual or potential violations. In several situations, applications for building permits have included proposed disturbance that require a permit, and these cases have been referred to the Planning Board for review.

Soils

Soils are a dynamic natural resource that consists of a physical matrix containing mineral particles and organic matter, which provide a chemical environment and biological setting for the exchange of water, nutrients, air and heat. Detailed descriptions of the soil series and soil map units are available in the 1990 Rockland County Soil Survey, prepared by the Soil Conservation Service (now the Natural Resources Conservation Service – NRCS). Of the 33 soil types in the Village of Montebello the most prevalent are the Wethersfield gravelly silt loams (WeC and WeB), comprising more than 30 percent of the Village. Wetness and slope are the main limitations to building development. A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part of the soil. Hydric soils are key factors in determining the location of wetland areas. The hydric soils found within the Village are: Adrian Muck (Aa), Alden silt loam (Ad), Carlisle Muck (Ca), Fluvaquent and Medisaprists, Fredon loam (Fr), Palms muck (Pa), Rippowam sandy loam (Ra), Sloan silt loam (Sa).

The Village requires soil erosion and sediment control plans as part of site and subdivision applications to ensure that erosion and sedimentation is limited during land clearing and construction activities. Once a site or subdivision plan is approved, there is continuing review of individual building permit applications that might propose significant grade changes which could result in erosion, and site inspections during construction.

Vegetation

The Village of Montebello consists primarily of a patchwork composition of mixed deciduous woodland, except for the continuous forest found within the state park system. The mixed deciduous woodland includes oak, ash and hickory with conifers including hemlocks and spruce mixed among the hardwoods. The principal characteristics of these uplands is that there is not a single dominant tree, but many. A tree survey performed for the Montebello West subdivision is indicative of the general tree species found in

Montebello, which include, but are not limited to: ash, locust, maple, basswood, cherry, hickory, poplar, elm, oak, walnut, birch, tulip, spruce, beech. While some species are second growth that have taken over abandoned farm fields and pastures, older mature trees can be found scattered throughout the Village. Many mature tree specimens can be found lining the older historic Village roads. . Wetland vegetation is found within the wetlands areas described previously, and along stream and river banks.

In 1998, in an effort to protect the Village’s woodland environment, a local law was passed entitled the “Tree Preservation and Landscape Maintenance Law” whose principal purpose was to “preserve an important attribute of the Village, by encouraging owners of existing development lands, and developers of lands, to save or replace as many native and mature tree species as possible when making improvements to real property.” Some concern exists that current development trends favor large homes that require more land disturbance and clear cut to accommodate on a lot. In addition, recent residential construction has favored landscaping with large lawn areas which are inconsistent with other older areas of the Village where more woodland has been preserved. Lawn areas are also much more water consumptive. In 2005, several amendments to the local law were adopted, reflecting experience in applying the provisions of the law.

Significant Species

The presence of rare species in Montebello was discovered through a search of the NYSDEC Natural Heritage Program’s database. The NYSDEC has indicated that they cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. This information should not be substituted for on-site surveys that may be required for environment impact assessment. The following species have been identified:

- Timber Rattlesnake, a reptile (State Threatened)
- Sheep Fescue, a vascular plant (State Endangered)
- Northern Pygmy Clubtail, a Dragonfly/Damselfly (Unprotected)
- Gray Petaltail, a Dragonfly/Damselfly (Unprotected – Special Concern)
- Bog Turtle (State endangered/Federal threatened)

The timber rattlesnake would be expected to inhabit the bedrock-controlled topography west of Route 202, particularly within the state park system. However, their roaming range is very large, often covering several miles, therefore, it is possible for them to forage in other parts of Montebello. The bog turtle is suspected of inhabiting wetlands in Montebello, including those

located in the vicinity of Grandview Avenue and Spook Rock Road (Rosedale Manor area).

Recommendations:

- **Adopt a Greenprint and designate an Environmental Protection Overlay District (EPOD)**
The Greenprint would be an open space and environmental assets map (Figure NR-1 at the end of this Element). The Environmental Protection Overlay District (EPOD) could apply to the entire Greenprint or include only specifically identified properties or portions of properties deserving of special consideration based on standards to be established. This could potentially include properties that might not be eligible for the CEA designation but that are important locally; but would not have the same level of legislative authority available to CEA properties.
- **Consider establishment of Critical Environmental Area (CEA) legislation**
The State Environmental Quality Review Act (SEQRA) provides authorization for municipalities to designate Critical Environmental Areas, geographic areas within the community that have an exceptional or unique character such as fish and wildlife habitat, forests and vegetation, open space and areas of important aesthetic or scenic quality; agricultural, social, cultural, historic, archaeological, recreational, or educational values; an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change. Designation allows the municipality to conduct a more extensive environmental review of development proposals and may increase the potential to receive grants to protect the identified resources.
- **Consider adopting an Aquifer Protection Program/Overlay Zone**
- The Plan recommends that an aquifer protection program be instituted. Property owners should be educated on the location of the aquifer within the community and activities that may be harmful to it. The program could also provide recommendations on alternative landscaping which does not require pesticide or herbicide control, as well as practices to avoid, e.g., outdoor discharge of household chemicals. The Plan suggests that the Village consider an aquifer overlay that would limit the land uses and density of development within the aquifer

area.

- **Tree Preservation**

As a general matter, the Plan recommends that educational leaflets or materials be distributed from time to time explaining the benefits of retaining existing woodlands and enhancing existing landscapes to include treed areas, e.g., less maintenance and water consumption compared with lawn areas.

The Plan also recommends that the Village work cooperatively with the County Highway Department and New York State Department of Transportation to ensure that trees are preserved along County and State roads.

- **Promote ecologically sensitive design standards and guidelines**

As a general matter, infrastructure improvements and building designs should always attempt to limit impacts to ecological habitat which supports a diversity of species. For example, wooded wetlands are home to a host of amphibians, including salamanders. Curbs limit the ability of amphibians to move about and within habitats. Bottomless culverts which retain the natural stream bottom are much more environmentally friendly than culverts with concrete bases. These standards help to limit impacts to aquatic habitats. Careful consideration should be given to ecological communities where development is proposed. Where necessary, biological inventories should be conducted to assure that infrastructure and building placement is done in a manner which protects the Village's remaining natural habitats to the maximum extent. Special attention should be given to inventorying ecological species likely to inhabit particular natural habitats in the Village, e.g., the bog turtle.

- **Encourage clustering within Environmentally Sensitive Areas**

The Plan recommends that clustering be used to limit large lot development in areas that are environmentally sensitive without increasing average density. Remaining environmentally sensitive areas should be preserved within contiguous open space systems, and should not be "chopped" up among individual properties wherever possible.

- **Revise Zoning to Limit Development within Environmentally Sensitive Areas**

The Village's current zoning law requires larger minimum lot sizes for properties constrained by certain features, e.g., floodplains, wetlands, and

steep slopes, in order to protect these sensitive environmental features. The Zoning code limits, but does not prohibit development within these sensitive areas. The Plan recommends that the zoning code be revised to further limit potential disturbance to the environmentally sensitive feature, and to provide no credit for sensitive environmental features when determining size.

- **Consider Reducing Development Coverage for Nonresidential Uses**

The Village, at the time zone amendments are contemplated, should review and reduce, if necessary, the maximum development coverage limitations currently regulating nonresidential development. Incentives should be considered to encourage developers to use new technologies in the design of a development that will induce groundwater recharge, e.g., the use of permeable surfaces.

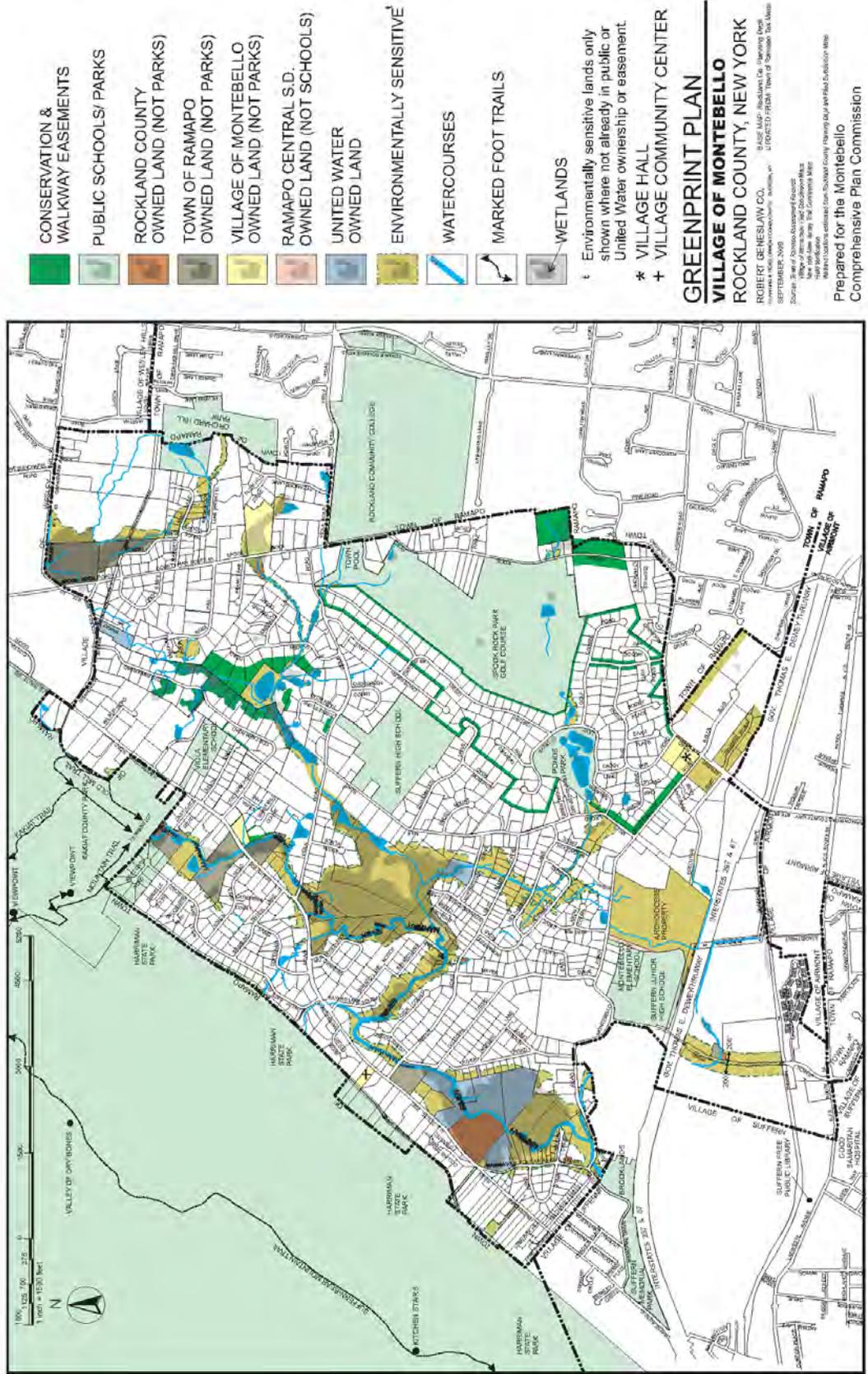


Figure NR - 1 – Montebello Greenprint

Historic & Aesthetic Preservation Element

The Village of Montebello is dotted with older, historic homes, buildings and landscapes reminiscent of its agricultural heritage. The historic homes, outbuildings, stone walls, and other features provide the community with its own unique character and heritage. Many of these structures are recognized as contributing to the historic character of the village, town and county, and several of these structures have been formally designated “historic”.

According to the results of a questionnaire administered to Village residents in 2003, **65 percent of respondents believe that certain areas or locations in Montebello should be considered for historic designation (another 20 percent stated “maybe”).**

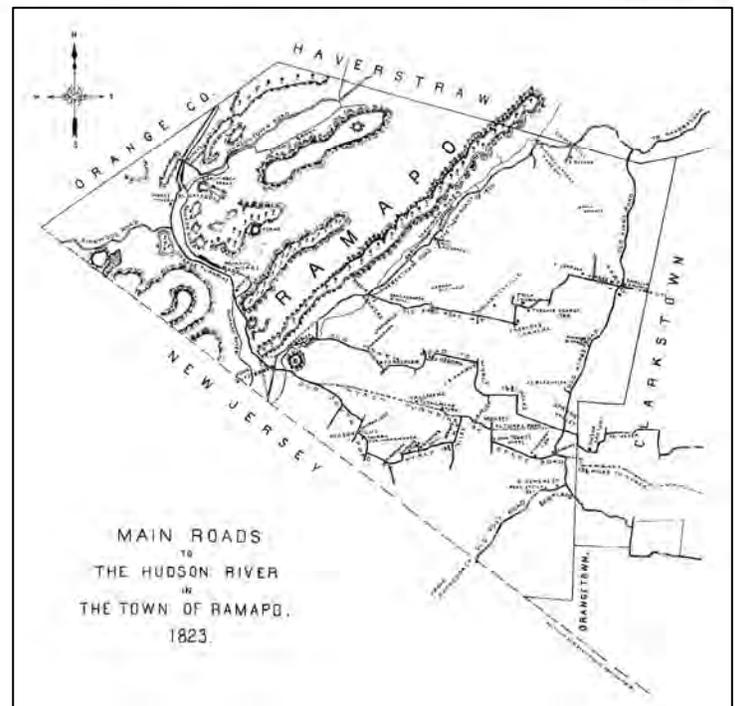
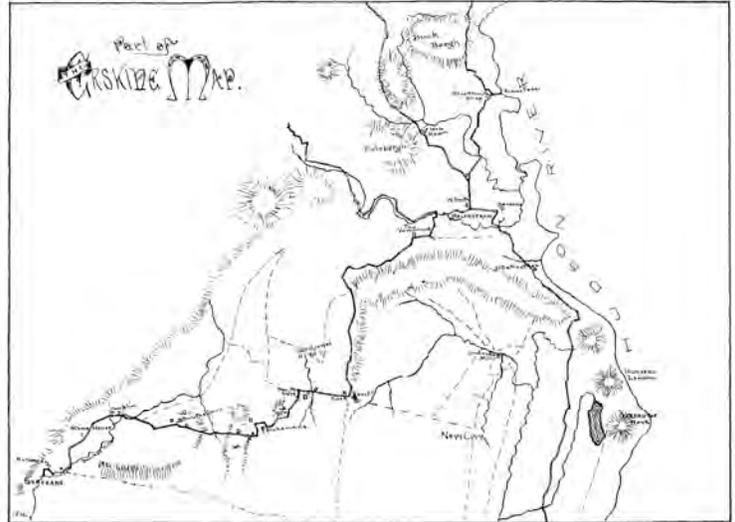
This element provides a brief narrative of the Village of Montebello’s history, followed by recommendations for the preservation of the Village’s historic features.

General History

The Village of Montebello is an incorporated village within the Town of Ramapo. Ramapo was known by the Native American name as “Kakiat”, but was given the official name “New Hempstead” in 1791. In 1827, to avoid confusion with the town of “Hempstead” on Long Island, the Legislature decreed to rename the town “Ramapo”. [1]

The area now known as Montebello began as a pre-revolutionary farming community just north of the Village of Suffern. Neighboring Suffern was the location known as the “Point of the Mountain” and was an origination point for pre-revolutionary or colonial roads destined to regions throughout the original thirteen colonies. Early inland settlements depended on this road network to transport goods to ports along the Hudson River. The combination of fertile land and road network encouraged early inhabitants to choose this area as a place to settle. Pre-revolutionary settlements thrived in this area before and after the war. Some of the early inhabitants played prominent roles in the founding of our country and in the civil war, including Aaron Burr, who had property in Montebello at one time where he built a cabin. (The cabin no longer exists.)

An early map of the County prepared by Robert Erskine, a Surveyor General for the Continental Congress, illustrated a pre-revolutionary road following the alignment of lower Route 202 (Haverstraw Road) and Viola Road. Viola Road is one of the oldest roads in the County.



[1] General History excerpted from the Town of Ramapo Plan Report, dated 1930, prepared by Earnest P. Goodrich and Wayne D. Heydecker, page 16.

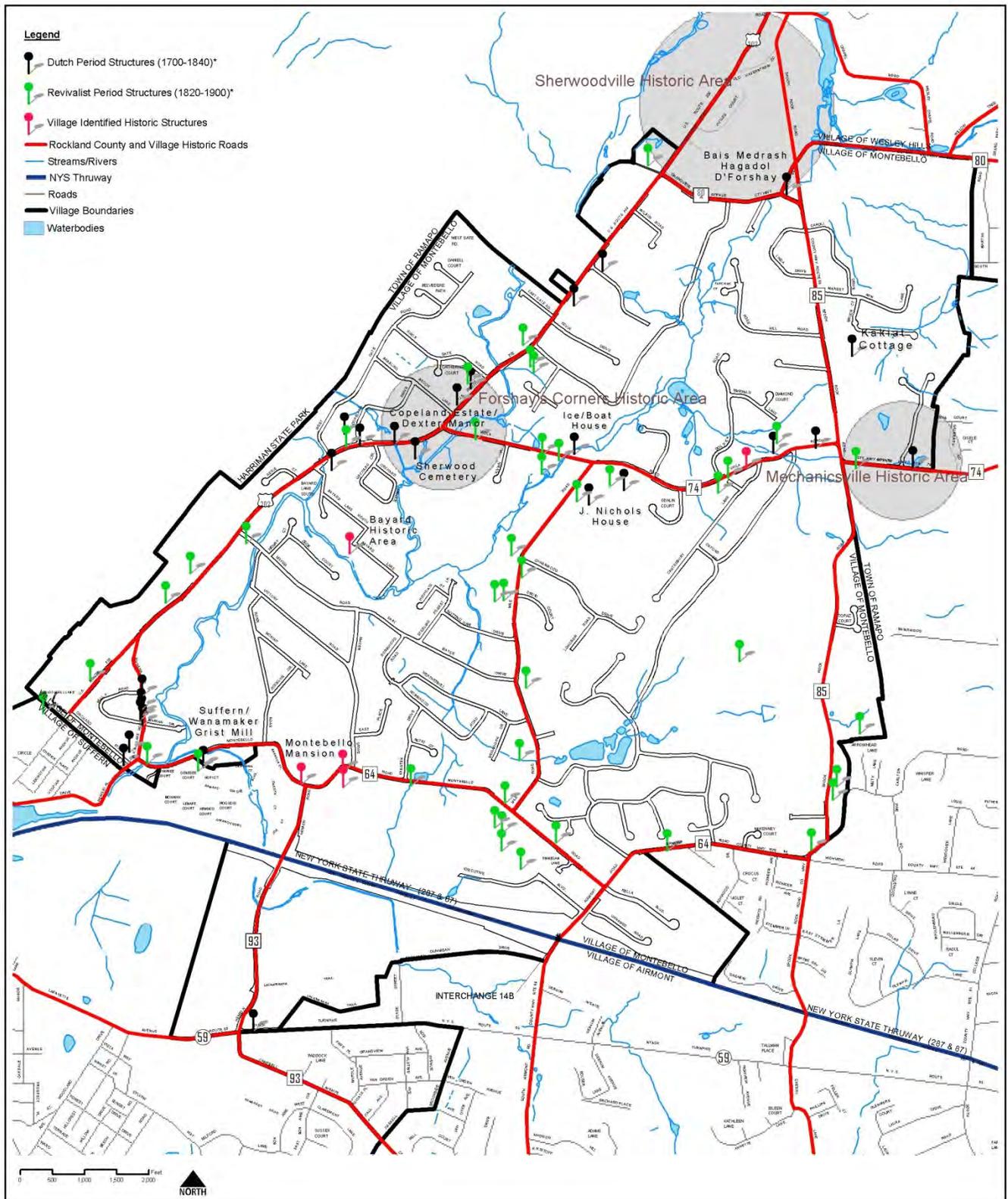


Figure HP 1 – Historic Roads, Buildings, and Districts within Montebello

As early as 1794, the importance of these roads were recognized and the state legislature enacted laws to straighten and extend several routes in the area. Haverstraw Road (State Route 202) was a regionally important route for transporting bricks from Haverstraw to Suffern and cordwood from the Haverstraw Mountains (present day Harriman State Park) to Haverstraw. The road was built upon sections of pre-revolutionary roads and was originally chartered in 1814. However, the road was built piecemeal over the next few years. Obstacles, such as swamps and bypasses, made the road difficult to complete.

Other locally important roads follow the same path as their pre-Revolutionary alignment. Present day Viola Road was known as Old Kings Road and was a main east-west alternative until Nyack Turnpike was constructed (which follows the approximate route of present day Route 59).

The intersection of Viola Road (Old Kings Road) and Route 202 (Haverstraw Road) was known as “Forshay’s Corners”, the location of an early polling place in Ramapo, and home to a distillery and several homes owned by the Forshay and Conklin families in 1823. Just east of the intersection on the north side of Viola Road was the grist and saw mill of Abbot Copper, built in 1808. The Sherwood, Hopper and Coe families would also have a presence here.

Viola Road was a main thoroughfare of the farming community located in and around the Montebello area, which traded goods and services in the former hamlet of Mechanicsville, which was renamed Viola in 1882. Mechanicsville, or Viola, was centered in and around the intersection of present day Viola Road and Maple Avenue, with homes and business extending west and east along the road. The Viola hamlet was still active in 1930, but described in the Town of Ramapo Plan Report as a “place of no great significance except that it is the area of the County Poor Farm and a center for the community of farmers surrounding it.”

Farther north of Forshay’s Corner was an early settlement known as “Sherwoodville” which was centered in present day Wesley Hills, but which extended southward to include the northernmost points of present day Montebello. Immediately west of the Route 202 intersection with Grandview Avenue, a foundry and mills were situated along the Mahwah River.

Present day Montebello Road was known as Old North Road during the Pre-revolutionary era, and was renamed after the Ryan summer home and grounds, which Mr. Ryan referred to as “Montebello Park.” Portions of the former Old North Road include present day Memorial Road, which turned south toward Suffern.

Present day Lake Road was the only road that connected Suffern to the Haverstraw Road and Kings Highway (present day Viola Road). Although some of these roads may not today have great historic significance because of the changes that have occurred, these roads are more likely to have older homes that would be historically or architecturally significant. The significance of the homes in this area would be linked to their association with early prominent homesteaders, or because the building represents an excellent example of a particular type of dwelling for its era.

[1] *A copy of the survey can be obtained at the Rockland County Planning Department or the Rockland County Historical Society*

Structures in Montebello associated with the Village's history of settlement were identified by the Rockland County Historical Society as part of a countywide volunteer effort to catalog historic resources in Rockland County. The survey was completed in 1999 with the assistance of the Rockland County Planning Department. Within Montebello, the survey identifies 50 historic properties: 19 of these properties are associated with the "Dutch Period" and constructed between 1700 and 1840; the balance were constructed during the "Revivalist Period" between 1820-1900. Properties in the Rockland County database include homesteads, former gristmills that have been converted to housing, barns, cemeteries, and Indian Rock. The properties are identified according to their early family associations and include the Coe family, Damon family (Kakiat Farm), the Conklin family, the Johnson family, the Blauvelt family, the Wannamaker family, the Nichols family, Dan Sherwood, Royal S. Copeland, and Otis Cutler.[1]

A prominent summer home was "Montebello Park, built by the Ryan family in 1902.[1] The Ryan family eventually moved to the community and lived in the house on a year-round basis. The Ryans were significant benefactors of several public or quasi-public institutions, including the hospital, schools, and churches located in Suffern. Another prominent residence is the home of Stanley Morse, which in now Montebello Village Hall.

Indian Rock is regarded by local historians and history buffs as having originally been a pre-historic Native American worship alter. Recent excavations around the site failed to provide physical evidence of its use by the Native Americans, however, the site has been a landmark for over a century, and may have long been a target for artifact hunters. This rock became a prominent feature of the Cutler Estate, which was known as "Boulder Farm".

[1] *Archaeological Investigation of the U.S. Realty of Montebello, Inc. Property.* By Edward J. Lenik and Ronald J. Dupont, Jr. of Sheffield Archeological Consultants, June 1989.

[2] *History of the Borsodi "Bayard Lane Utopia" excerpted from Bayard Lane: The Borsodi Experiment* by Craig Long, *Village Historian*, article published in the *Montebello Review*, edited by Helen Airo, Spring 2002 issue.

Another noteworthy area in Montebello is the Bayard Lane community located on the east side of Route 202 containing homes built in the 1930's. The community was based on the "utopia" vision of Ralph Borsodi, a nationally-recognized author, economist, and philosopher. His vision was to create a self-sustaining cooperative community based on an agrarian lifestyle to benefit struggling families in the inner city. In order to create this community, he acquired land through a non-profit cooperative he helped establish, called the Independence Foundation, and invited modest income families from New York City to take part in his community-style of living. The area retains its historic charm and character and is one of the many architectural treasures of Montebello. Many of the original homes are still located on Bayard Lane.[2]

Post-World War II development has established the current rural-suburban setting that exists today. Many of the original farmhouses that remind one of the early settlers still exist, intermingled between the newer residential subdivisions and neighborhoods within the Village.

Historic Eligibility

A property may achieve historic designation at the national, state or local level if it meets the criteria established for inclusion in such programs.

The National Park Service maintains a list of properties that are eligible for listing on the National Register of Historic Places. The standards for inclusion are set by the U.S. Secretary of the Department of the Interior and are as follows:

"...districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- a. are associated with events that have made a significant contribution to the broad patterns of our history; or***
- b. are associated with the lives of persons significant in our past; or***
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or***
- d. that have yielded, or may likely to yield, information important in prehistory or history. (applies mostly to archeological sites)***

Ordinary cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions, or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the last 50 years are not generally eligible for

the National Register of Historic Places unless they fall within the following categories:

- a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- a building or structure removed from its original location but which is significant primarily for architectural values, or which is the surviving structure most importantly associated with a historic person or event; or
- a birthplace or grave of a historic figure of outstanding importance if there is not other appropriate site or building directly associated with his productive life; or
- a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- a reconstructed building when accurately executed in a suitable environment and presented as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- a property primarily commemorative in intent of design, age tradition, or symbolic value has invested it with its own historical significance; or a property achieving significance within the past 50 years if it is of exceptional importance.”

The properties listed on the National Register of Historic Places have been determined to meet a minimum standard of significance as described above. This significance can be at the national, state or local level of importance. A building where George Washington may have headquartered a campaign (national level of significance) and a building of a prominent local citizen such as Montebello Park (local level of significance) are equally eligible for listing on the National Register.

The New York State Historic Register includes New York properties only, and is maintained by the State Historic Preservation Office (referred to herein as SHPO), a division of the New York State Office of Parks, Recreation and Historic Preservation. The criteria for listing are identical. Properties in New York that are placed on the National Register are automatically placed on the State Register.

Although several properties may be eligible for the National or State Historic Registers, none are listed.

Section 195-60 of the Montebello Village Code establishes a Historic Preservation Commission, the duties of which include recommending that the Village Board designate certain properties for local landmark and local historic district designation. Four properties have received such designation:

- The Ryan estate on Montebello Road
- Village Hall on Montebello Road
- The Fant farm on Spook Rock Road
- The Johnson farm on Viola Road

In addition, when presented with the opportunity to do so, the Planning Board has recognized the aesthetic value of historic properties and required developers to preserve a historic home's setting and to integrate elements of that setting, e.g., stone walls, into the overall design of new development.

Recommendations

Throughout its history, Montebello has maintained a rural atmosphere that should be maintained. Preserving this atmosphere is crucial to the continued setting and context of the historic homes and farms in Montebello. The context of this landscape includes the tree-lined winding roads with narrow carriageways, stone walls, older wooden fences, openness and undeveloped setting, as well as the homes and farms that were constructed during various settlement periods in Montebello's history.

The Plan makes the following recommendations for protecting historic resources in the Village:

1. Identify the historic resources in the Village.

The Historic Preservation Commission must undertake a formal survey of the historic structures and resources in Montebello, utilizing the services of an architectural historian to update and expand upon the survey conducted by the Rockland County Historic Society. The results of this survey will form the basis for subsequent review of potential inclusion in the designation of local landmarks, historic districts, etc.

2. Official designation under Section 195-60.

Based upon the survey results, any properties noted as having particular significance should be considered for designation by the Historic Preservation Commission and Village Board. Structural changes to such properties would require a Certificate of Appropriateness from the Historic Preservation Commission.

Historic districts should be created as appropriate (e.g. Bayard Lane) to insure that infill development is constructed in a manner visually consistent with adjacent historic structures.

3. Encourage the continued maintenance and preservation of historic resources located in the Village.

- a. Educate the citizens of Montebello on the history of the village and the merit of preserving historic resources through the village website, programs at village events, providing information for use in any appropriate school programs, etc.

- b. Designate a public area within the Montebello Community Center for the display of historic information and artifacts.
- c. Develop a program of proactive outreach by the Historic Preservation Commission to the owners of historic properties including consultation and education on preservation, and referral to resources which could assist them in preserving and enhancing the historic nature of their property.
- d. Provide financial and recognition incentives to historic property owners in support of the goal of preservation.

4. Create special character historic districts/view sheds where planned new construction should be required to be in keeping with the character of adjoining historic elements.

Development adjacent to designated local landmarks should be required to include complementary architectural style, landscaping, stone walls, etc.

5. Protect the character of the Village's historic roads.

Roads that are identified as "historic" in Montebello include: Grandview Avenue; Viola Road, Montebello Road, North Airmont Road, Hemion Road, Spook Rock Road, State Route 202 (Haverstraw Road), Lake Road, and Mile Road, and Bayard Lane. To protect the scenic and historic characteristics of these roads, the following should be required of any plans for development and/or maintenance:

- a. Maintain the tree cover and general width of the road.
- b. Avoid unnecessary alteration to existing pavement widths.
- c. Preserve all existing stone walls and rural wood fences along these roads, and replace missing stone walls and fences as properties are modified. All new or rebuilt stone walls must be of natural and native stone, not be engineered or synthetic and be consistent with the historic and rural characteristics of its neighborhood. Seek out ways for the Village to restore or encourage the restoration of existing stone walls.
- d. Create educational materials for property owners explaining the historic significance, styles, and construction of stone walls, encouraging wall owners to pick up their walls as stones fall out, and identifying destructive vegetation (such as vines and bayberry) that should be removed from walls.
- e. Erect new street signs or other freestanding signs that visually identify the roads as distinct

and different from other roads in the community. This could be accomplished by using a different street sign color, an old-world font, or different post or pole to identify the historic roads in the Village.

- f. Petition the County for historic designation and/or recognition signage for the roads falling within their jurisdiction.
- g. Minimize the use of concrete sidewalks along historic roads. If a walkway is necessary, slate or brick should be used as construction material, and the sidewalk should be planned to avoid loss of tree canopy.
- h. Minimize the impact of new road openings, particularly on the setting of any historic homes in the vicinity.
- i. Adopt design policies that preserve the character of an historic road. For example, homes on historic roads should be oriented with their front façade to the road; open garage bays should not be the visible element. If a home must be oriented with its front façade not facing the street, appropriate screening should be provided.
- j. Where a new structure will not be substantially in keeping with the historic character of the road or adjoining historic buildings, it should be screened and set back to minimize its visual impact.
- k. Add "Village of Montebello" signs to the entrances to the Village which do not presently have them, and insure that the signs are structurally maintained and landscaped.
- l. Take any opportunity to encourage the underground burial of all existing and future utility lines, and require such burial if a road is being significantly rebuilt. The Village Engineer and Planner will identify potential opportunities, and with the support of the Mayor, aggressively pursue the utility companies to bury all lines.

6. Strengthen the legal penalties for failure to comply with the Village Code and Certificate of Appropriateness process governing historic properties.

The current penalties established in the Village Code are insufficient to prevent a developer or homeowner planning significant construction from demolishing a historic structure. The Plan proposes notifying all homeowners and developers of the Code's requirements, and then strengthening the penalty for unauthorized demolition to a percentage (i.e. 20%) of the property's full market value as listed on the Town assessment roll, as equalized.

Economic Development Element

Goal: To promote quality economic development in the Village to improve Montebello's economy, increase its tax base and create employment opportunities while maintaining and enhancing the Village's character and quality of life.

This Plan incorporates the following four objectives in order to attain the Village's economic goal:

1. Identify current and future locations of commercial and industrial facilities
2. Seek quality employers who fall within the Village's economic vision and provide a positive environment to retain existing businesses
3. Encourage sustainable practices in the design, construction, expansion and operation of commercial, industrial and institutional facilities
4. Maintain Village ambiance and Core Village Values in connection with current commercial developments and future projects

Background

Montebello recognizes that economic development serves important Village interests by improving Montebello's local economy, increasing its tax base and creating employment opportunities. The Village of Montebello and its commercial properties stand in a most desirable and somewhat unique place—just off the New York State Thruway with much of its commercial property accessible by commercial rail. It is the first major employment center south of Orange County on the New York State Thruway and coming north on Interstate 287 from New Jersey. While many of the Village's commercial areas have been developed, undeveloped commercial properties in Montebello still remain.

This element provides a narrative of the Village of Montebello's economic development history, followed by a commercial and industrial area inventory and then recommendations to achieve the Village's economic objectives.

History of Economic Development in Montebello

The contemporary beginning of economic development in what is now Montebello began in the 1960's with the development of the Dunnigan Drive area, the Holiday Inn on Executive Boulevard and the Ramapo Center strip center, with a dry cleaners, pizza shop and

several other retailers, and the construction of the Airmont Road access to the New York State Thruway, Interchange 14B. This was followed by One and Two Executive Boulevard, both Class A office buildings.

Several decades later, as interest grew in completing the 19 mile missing link of Interstate 287 between Montville, New Jersey and the connection to the Thruway at Suffern/Hillburn, it became evident that the Airmont Road interchange would become the first full interchange after crossing from New Jersey into New York. The Office Center at Montebello (Provident Bank Building) was started in anticipation of the interstate connection. It was to be part of an office campus of Class A buildings, but the commercial recession of the late 1980's postponed construction of the balance of the campus.

When Montebello was formed as an independent Village with its own land use controls, the leaders of the Village decided that non-residential zoning should remain restricted to the area south of the Thruway except for the established but not fully developed Rella Boulevard and Executive Boulevard areas and the properties between them, with the balance of the Village remaining residential.

The Indian Rock Shopping Center and the Indian Rock residential community followed a failed attempt to develop that property into an industrial park and the Village Board saw the opportunity to provide work force housing on a portion of the property with retail, restaurant and service businesses at the prominent intersection of Route 59 and Hemion Road.

The 2003 Comprehensive Plan identified areas then zoned for commercial and/or industrial activities, including a proposed "Village Center" on the westerly side of Hemion Road. This new designation, consisting of four separate parcels, was designed to provide for a mix of retail, offices and residential dwellings. Most of the land located in the area designated as Village Center has remained undeveloped.

In May of 2007, Montebello's Village Board created an Economic Development Commission (EDC) for the purpose of preparing an Economic Development Report that would provide recommendations to promote economic development revolving around three key initiatives:

1. Identifying strategic public investments to promote and strengthen the economic activity of

Montebello in an effort to create jobs and enhance the tax base.

2. Identifying key real estate properties and suggesting policies and land-use regulations to foster economic growth.
3. Proposing tax incentives, credits and fee reductions to leverage quality development and attract future development.

The EDC issued its draft report in June of 2008. The Report was reviewed in connection with this updated Plan.

Commercial and Industrial Village Inventory

As part of its review, the EDC conducted a commercial and industrial area inventory. This Plan includes an updated version of the EDC inventory. A “Commercial and Industrial Property Inventory Map” (see figure ED-1) identifies and labels current and proposed commercial and industrial land use areas in Montebello.

A “Table Inventory of Commercial Industrial Properties” (see Figure ED-2) sets forth the current use of identified commercial and industrial areas and notes undeveloped sites.

A more detailed description of the current status of the Village’s major commercial areas, which highlights key undeveloped sites, follows.

Dunnigan Drive Area: This distribution center/warehouse area with relatively large buildings and a high amount of truck traffic is located between Airmont and Hemion Roads, running along the southern border of the NYS Thruway. The area is desirable for distribution operations because it has immediate access to a full interchange on the NYS Thruway and the interstate system, as well as rail availability. The westerly end of Dunnigan Drive as a public road terminates at the Dress Barn property. An internal private drive on the Dress Barn property continues along the northern side of the parking lot and continues to Hemion Road, where truck access is prohibited. The only undeveloped parcel in the Dunnigan Drive area is in this area bordering Hemion Road, identified as D-5 on the Inventory Map.

Rella Boulevard area: Rella Boulevard is a public street located off Airmont Road near the NYS Thruway exchange, presently providing access to the Office Center at Montebello (the Provident Bank building). There are three undeveloped parcels in this area

totaling almost 25 acres. One parcel is approximately five (5) acres on the south side of the Boulevard, with two parcels totaling approximately 20 acres on the north side.

In addition, there is an unapproved and undeveloped 6-lot subdivision located between the NYS Thruway and the southern portion of the Rella Boulevard area (identified as property A-2 on the Inventory Map); there is, however, no access from Rella Boulevard.

Executive Blvd Area: Executive Boulevard is a public street, accessed off of Airmont Road near the NYS Thruway interchange. The surrounding area has been under development for 25 to 30 years (as market conditions warrant) in accordance with an overall site plan originally approved by the Town of Ramapo. There is a Holiday Inn and 3 office buildings currently located there. Two office buildings west of the Holiday Inn are in the site plan approval stage, the last lot on the original plans to be developed.

Executive Boulevard also abuts several commercial properties, including the 46 acre site currently owned by the New York Archdiocese (identified as O-1 on the Inventory Map). There is an entrance to the Archdiocese property off of Montebello Road. This property is zoned LO-C and is substantially undeveloped. Another property, identified as A-4 on the Inventory Map, also has frontage on Montebello Road and Airmont Road. A medical office building was proposed some years ago but was not built, and the property remains wooded.

Hemion Road Area: There are commercial lots located along Hemion Road between the southern border of the NYS Thruway and Route 59. One vacant parcel (identified as H-3 on the Inventory Map) is on the west side of Hemion Road just south of the existing medical building. Valley National Bank of New Jersey received site plan approval in June of 2009.

As identified above, there is an undeveloped parcel in the Dunnigan Drive area that borders on Hemion Road (identified as D-5 on the Inventory Map).

In addition, there is an undeveloped Novartis-owned parcel (identified as O-3 on the Inventory Map) on the west side of Hemion Road. This property borders and acts as a buffer for the Novartis office and production facilities, which are situated in the Village of Suffern.

Finally, the area that had been designated as a Village Center in the 2003 Plan is located in the Route 59/Hemion Road area. It is discussed more fully in the recommendations section of this element.

Recommendations:

Objective: To identify current and future locations of commercial and industrial facilities

The Plan recommends the creation of a Route 59 Development District and the elimination of the Village Center land use designation contained in the 2003 Plan.

The 2003 Plan identified locations of commercial and industrial areas within the Village. This Plan recommends only one change to the 2003 commercial land use designations. Specifically, in the 2003 Plan it was proposed that a Village Center be developed at the corner of Route 59 and Hemion Road to encompass the following four identified areas: Liberty Park (11.2 acres); Ramapo Center (3.3 acres); Medical Building (1.1 acres) and Vacant Lot (1.6 acres)

This Plan recommends that zoning for the area designated as Village Center be eliminated, as the original vision for the property has not been realized. Two parcels within the 11.2 acre Liberty Park remain undeveloped (the remaining 6 acres of the designated Village Center area have been developed or have approved development plans).

The Plan also recommends the creation of a Route 59 Development District for the two undeveloped parcels. This new category would allow for commercial (retail and/or office) development, residential development or a mixed usage, and it is discussed in more detail in the Land Use Element section.

Objective: To promote economic development by using undeveloped commercial property for ratable businesses. To seek quality employers who fall within the Village’s economic vision and provide a positive environment to retain existing companies and attract new ones.

To meet this objective, the Plan recommends the following three actions:

1. The Village should develop a pilot program through the use of an economic development liaison/facilitator to attract ratable businesses to the undeveloped sites listed above.

The responsibilities of this role should include:

(i) Working closely with the Rockland Economic Development Corporation (REDC), the Rockland

County Industrial Development Agency and commercial real estate brokers so as to encourage quality businesses to invest in Montebello

(ii) Contacting desirable companies interested in expansion or relocation

(iii) Assisting in the evaluation of a proposed development project to determine if it falls within the Village’s economic vision

(iv) Enhancing communications and coordinating Village outreach to existing businesses

(v) Clarifying and facilitating the Village’s development process to help provide certainty and understanding of the approval process, including the preparation of an informational booklet for prospective and current business property owners that would highlight relevant laws, procedures, requirements, fees and/or other resources.

2. A formal request should be made by the Village to the Rockland Economic Development Corporation to encourage expansion of Empire Zone property located in Montebello to include commercial areas in and around the Route 59 Development District, Dunnigan Drive, Rella Boulevard and Executive Boulevard.

Qualifying businesses located in designated Empire Zones (EZ) receive numerous tax incentives. An EZ is defined by the Empire State Development Agency (ESD), New York’s economic development agency, as “Geographically defined areas where businesses have access to vacant land, existing industrial and commercial infrastructure, a skilled workforce and abundant resources such as power and water supplies.” In Rockland County, the REDC administers the program in partnership with ESD and the State Departments of Labor and Taxation and Finance.

The only property in Montebello that is currently designated in an EZ (the Ramapo EZ) is a parcel of 36.58 acres located west of Hemion Road and south of Old Mill Road (identified as SBL 55.06-1-1 and O-3 on the Inventory Map). This property is owned by Novartis and currently constitutes a buffer to its office and production facilities located in the Village of Suffern.

EZ boundaries in Rockland can be changed and this Plan recommends that the Ramapo EZ should be expanded to include the Route 59 Development District, Dunnigan Drive, Executive Boulevard (and the adjacent Archdiocese property) and the Rella Boulevard areas. Vacant and/or underdeveloped properties exist in these areas, and EZ incentives would be useful to promote quality development and/or redevelopment.

Any change in the Ramapo Zone must be initiated by the REDC and approved by the state. While there are constraints relating to total acreage, as well as contiguity requirements, the Plan recommends that the Village Board make a formal request to expand the Ramapo EZ to include the additional specified areas in Montebello.

3. The Village should conduct activities that encourage support of local businesses

While specific activities would need to be determined, the Plan recognizes the importance of promoting local businesses in Montebello and the surrounding community. Possible actions could include a local business showcase or the publication of a local business directory for distribution.

Objective: To encourage sustainable practices in the design, construction, expansion and operation of commercial, industrial and institutional facilities.

To meet this objective the Plan recommends the following action:

The Village Building Inspector and/or other appropriate Village personnel or agencies should review and evaluate village codes and/or provide incentives to incorporate “green” standards. wherever possible.

Potential initiatives could include:

(i) Encouraging the use of solar, geothermal and small wind energy units, perhaps with tax incentives. The Village has already been a leader in this regard with its installation of solar panels at Village Hall.

(ii) Encouraging commercial buildings that are “green” building certified, such as those certified under Leadership in Energy and Environmental Design (LEED) provisions. The United States

Green Building Council’s LEED Green Building Rating System includes integrated and measurable goals relating to the design, construction and operation of commercial and institutional buildings.

(iii) Encouraging or requiring that native species constitute a minimum percentage (perhaps 30%) of landscaping material in new commercial developments. This requirement would reduce the need for water, fertilizer, and pesticides.

(iv) Encouraging alternative parking initiatives that reduce impervious ground cover. For example, underground parking is extremely expensive to construct but has the advantage of limiting impervious surface and allowing for more open space and trees. The Village could consider providing various incentives for underground parking. Multi-level parking or under building parking has similar environmental benefits but code provisions may discourage or prevent such parking designs.

Objective: To maintain Village ambiance and Core Village Values in connection with current commercial developments and future projects.

The Plan recommends the following four actions to meet this objective:

1. The Village Building Inspector and/or appropriate Village personnel or agencies should evaluate the Village Code to determine how it can be updated to encourage economic development without sacrificing Core Village Values.

The EDC recommends that appropriate Village personnel or agencies review the Village Code to determine if there are provisions that unnecessarily impede commercial development. Such a review previously occurred with respect to the Zoning Code's definition of "Gross Floor Area". The definition was amended to exclude basement or cellar mechanical rooms and underground parking. The purpose of the amendment was to discourage the unsightly placement of mechanical rooms on the roof, and to reduce the amount of surface parking, thereby reducing the amount of impervious coverage. By doing so, it made development more attractive (in that a building with more usable office space could be built), but it also fostered the Village's desire to reduce paved surfaces and increase the aesthetics of buildings. A further review by appropriate Village staff may identify other portions of the Zoning Code that could be amended to encourage economic development while still protecting the environment.

2. The Village should continue its involvement in New York State's Tappan Zee Bridge/I-87-I287 Corridor Project as a participating agency. After the state finalizes its preferred mass transit mode(s), the Village should evaluate the plans and the impact on appropriate economic development and related Village policies and values.

The New York State Department of Transportation (NYSDOT), the New York State Thruway Authority (NYSTA) and the Metro-North Railroad, a subsidiary of the Metropolitan Transportation Authority (MTA) (together, the Agencies) are planning transportation improvements within the Tappan Zee Bridge/I-87-I-287 Corridor (the Corridor). The Corridor extends 30 miles from the I-287/I-87 interchange in Suffern, New York to the I-287/I-95 Interchange in Port Chester, New York and includes the Tappan Zee Bridge. The Agencies are in the process of preparing an

Environmental Impact Statement (EIS) evaluating multimodal highway and transit alternatives that will address the transportation and mobility needs of the Corridor. The initial Notice of Intent to prepare an EIS was filed in December of 2002 and was revised in February of 2008.

The EIS will present a tiered analysis for the Corridor project: a transit analysis (Tier 1) and a highway and bridge analysis (Tier 2). The preferred mass transit modes were announced in the project's May 2009 Scoping Summary report (and available at www.tbzsite.com) and consist of the following two transportation modes:

(i) A Commuter Rail Transit (CRT) that would connect to the existing Metro-North service at Suffern run across Rockland County in the Thruway right-of-way, cross the Tappan Zee replacement bridge and continue to New York City, providing a one seat ride to Grand Central Station in Manhattan. Three new multi-modal rail stations are contemplated in Hillburn, Spring Valley and West Nyack.

(ii) A full corridor Bus Rapid Transit (BRT) running from Suffern to Port Chester would be implemented, with buses running through Rockland County within the existing NYS thruway right-of-way in either a dedicated travel way or in shared-use HOV lanes. The Piermont Railroad right-of-way that runs through Montebello could be used. Bus transit stations are contemplated at the new multi-modal stations as well as in Suffern, Airmont, Monsey and Nyack.

Stations will likely require acquisition of property, depending on their final locations and design. As presented, there may be modifications to the Exit 14B Thruway interchange, several nearby mass transit stations (the Village would have no control over the siting of a station outside its boundaries such as the proposed ones in Airmont, Suffern and Hillburn). There has even been discussion by the Agencies about an alternate BRT station in Montebello (although according to the Agencies, they do not plan to site a station in an unwilling host municipality).

The Village is a participating agency in the Project review, and the Plan recommends that Montebello should continue its active participation and evaluate any proposed plans in light of the Village's economic vision and Core Village Values.

3. The Village should work with the Town of Ramapo, the County of Rockland, and NY State

to correct the difficulty of ingress and egress to Dunnigan Drive, and address the more general problem of traffic congestion on Route. 59 and along Airmont Road encouraging solutions such as the possible creation of additional NYS Thruway entrances and exits.

There is no traffic signal at the intersection of Dunnigan Drive and Airmont Road, despite large amounts of truck traffic. In addition, too much traffic channels through the Exit 14B Thruway interchange. The creation of an additional interchange could help alleviate the congestion. Related traffic issues include:

- The number of intersections and driveways along Airmont Road from Route 59 to the Montebello Road – Rella Boulevard intersection;
- The number of traffic signals in this same area;
- The need to give priority to the interstate highway, state highway, and county roads (in that order) to maintain traffic movement on this heavily traveled roadway; and
- The multiple governmental jurisdictions needing to concur with potential solutions to the traffic problems.

4. The Village should take action to improve the visual aesthetics along Airmont Road by the Thruway ramps through the use of cohesive, coordinated signage supplemented with landscaping. It should reach out and try to coordinate action among the appropriate public and private entities involved.

COMMERCIAL AND INDUSTRIAL PROPERTY INVENTORY

Map Key:

- Reila Boulevard:
 - R-1 Office Center at Montebello
 - R-2 Undeveloped
 - R-3 Undeveloped
 - R-4 Undeveloped
- Airmont Road
 - A-1 Medical Offices - Undeveloped
 - A-2 Loft & Others - Undeveloped
 - A-3 Professional Offices
 - A-4 Weg Property - Undeveloped
- Dunnigan Drive
 - D-1 Storage Post
 - D-2 Manhattan Beer
 - D-3 Manhattan Beer
 - D-4 Dress Barn, Xerox, Par Pharmaceuticals
 - D-5 Undeveloped
- Executive Boulevard
 - E-1 One Executive Boulevard - Offices
 - E-2 Two Executive Boulevard - Offices
 - E-3 Three Executive Boulevard - Holiday Inn
 - E-4 Four Executive Boulevard - Offices
 - E-5 Five Executive Boulevard - Prop. Offices
- Hemion Road at Route 59
 - H-1 Indian Rock Center - Retail
 - H-2 Ramapo Center - Retail
 - H-3 Proposed Valley National Bank
 - H-4 Medical Offices
 - H-5 Route 59 Development District
- Others
 - O-1 Archdiocese of NY - Partly Developed
 - O-2 Montebello Park - Offices (Part of Property)
 - O-3 Novartis Pharmaceuticals - Undeveloped

- * VILLAGE HALL
- + VILLAGE COMMUNITY CENTER

September 2009

VILLAGE OF MONTEBELLO

ROCKLAND COUNTY, NEW YORK
ROBERT GENESLAU CO.
A VILLAGE DEVELOPMENT CONSULTANTS

Prepared for the Montebello
Comprehensive Plan Commission



Figure ED - 1 – Commercial and Industrial Property Inventory Map

**Commercial and Industrial Properties
Montebello – As of September 2009**

MAP ID NO.	NAME/ADDRESS	CURRENT USE	ZONING	TAX ID	ACREAGE
D-1	<u>Dunnigan Drive (some rail access)</u> Storage Post	Storage Post (Mini-storage)	PI	55.07-1-13	3.69
D-2	Manhattan Beer	Beer & Soft Drink Distributors	PI	55.07-1-11	5.61
D-3	Manhattan Beer	" "	PI	55.07-1-12	15.51
D-4	Dress Barn, Xerox, Par Pharmaceutical	Corp. Offices, Distribution Facility	PI	55.06-1-3.1	49.12
D-5	Undeveloped*	Undeveloped	PI	55.06-1-3.2	16.16
<u>Executive Blvd.</u>					
E-1	One Executive Blvd.	Offices – Prof. & Medical	LO	55.07-1-4	1.95
E-2	Two Executive Blvd.	Offices – Prof. & Medical	LO	55.07-1-7.2	3.85
E-3	Four Executive Blvd.	Offices	LO	55.07-1-7.1	3.85
E-4	Three Executive Blvd.	Holiday Inn	LO	55.07-1-5	9.00
E-5	Five Executive Blvd.	Not yet built - Offices	LO	55.07-1-9	5.59
<u>Rella Blvd.</u>					
R-1	Office Center at Montebello	Offices	LO	55.08-1-8	12.99
R-2	Available land	Undeveloped	LO-C	55.08-1-5	8.61
R-3	Available land	Undeveloped	LO-C	55.08-1-6	10.73
R-4	Available land	Undeveloped	LO-C	55.08-1-9	6.36
<u>Airmont Road</u>					
A-1	Medical Offices	Offices	LO-C	55.08-1-16	1.16
A-2	Lotito & Others	Undeveloped	LO-C	55.08-1-10 thru 15	6.85
A-3	Professional Offices	Offices	LO-C	55.08-1-4	.91
A-4	Weg Property	Undeveloped	LO-C	55.08-1-3	4.5
<u>Hemion Road at Route 59</u>					
H-1	Indian Rock	Shopping Center	NS	55.10-1-5.1	8.21
H-2	Ramapo Center	Shopping Center	VC	55.10-1-5.3	3.27
H-3	Proposed Valley Natl Bank	Bank	VC	55.10-1-5.2	1.57
H-4	Medical Offices	Medical Offices	VC	55.10-1-4	1.1
H-5	Route 59 Development District	Undeveloped	Proposed Rte. 59 DD	55.10-1-2	11.1
<u>Others</u>					
O-1	Archdiocese of NY	Partly Developed	LO-C	48.19-1.41	45.00
O-2	Montebello Park	Offices	LO-C	48.14-1.11	4.95
O-3	Novartis – Hemion Road*	Undeveloped	PI-C	55.06-1-1	36.58

* Conservation overlay 200 feet deep from Hemion Road restricts development
Hi-Lighting = Undeveloped / partly undeveloped Commercial / Industrial Properties

Figure ED - 2 – Commercial and Industrial Property Inventory Table

Community Facilities Element

Overview

Community services and facilities are important components of the Village that enhance its quality of life. The term “community” includes not only those facilities owned by the Village, but also those owned and operated by the Town of Ramapo, Rockland County, and other public, quasi-public, and private organizations for the benefit of the Village’s population. The demand for more and varied community facilities and services will increase as the Village’s population increases, existing facilities become outmoded, and public expectations rise. The 2003 Plan recommended a comprehensive Recreation and Open Space Study. In 2007 a draft report of Open Space recommendations was generated in 2007 by a Montebello Citizens Committee.

Community needs will also depend on the population being served – for example, senior citizens will require different services than teenagers.

This section addresses emergency services, police protection, educational facilities, library, open space and recreation.

Emergency Services

Ambulance and Medical Service

The Ramapo Valley Ambulance Corps (Rt.59 and Airmont Road) serves the Town of Ramapo west of Route 306, including the villages of Montebello, Airmont, and Suffern. It is anticipated that the corps will continue to serve the Village.

Good Samaritan Hospital adjoins the Village along its southwesterly border with Suffern. Good Samaritan Hospital is a non-profit facility with 370-beds, and is a major health care provider for Rockland County residents. Hospital services include: emergency, medical, surgical, obstetrical/gynecological and acute care. The hospital also provides specialties including cardiac care with a comprehensive cardiac surgery program and cancer treatment, and serves as a Level II Trauma Center. A level II Trauma Center is a licensed acute care hospital designated by the local EMS. It is also certified and designated as a Primary Stroke Center. The hospital has the appropriate equipment and supplies to be capable of providing prompt initial evaluation and definitive treatment of all trauma patients, adult and pediatric, that have sustained critical injuries. While not physically located in the Village, use and expansion of the hospital facility has implications for land use planning within the southwestern portion of the Village.

Fire Protection

Fire services are provided to the Village primarily by Fire District #20, the Tallman Volunteer Fire Department, 289 Route 59, Tallman, New York. In addition, Fire District #7, the Brewer Fire Engine Company #1, 16 Grove Street, Monsey, New York, serves a very small portion of Montebello. Each district has approximately 50-60 part-time volunteer fire fighters and seven fire trucks. District # 20 has a special Ice Rescue Dive Team. Other than increases in local traffic and local residents’ failure to recognize and/or yield to fire volunteers (who have cars with dashboard flashing blue lights), there are no reported difficulties responding to fire calls.

Police Protection

Police protection in Montebello is provided by the Town of Ramapo Police Department, located at 237 Route 59 in Airmont. The Police Department with its force of 120 officers serves approximately 74,000 of Ramapo’s 115,000 residents. The Ramapo Police Department is divided into three units consisting of a Patrol Division, which has patrol squads providing 24 hour coverage in all patrol sectors, a Headquarters Division, which is the administrative body of the police department, and a Special Services unit. The Special Services unit is responsible for criminal investigations, as well as community collaborations with school administrators and health educators to prevent substance abuse. It consists of the following eight functional units: detectives, youth officers, community selective enforcement team, community policing, narcotics, intelligence, and D.A.R.E. and school resource officers. Future plans include assigning personnel to the joint terrorism task force. The Department handled approximately 55,000 calls for service in 2008 consisting of police, medical emergency and general service calls.

The Rockland County Sheriffs Department is involved with county jurisdictional cases. The New York State Police are primarily responsible for patrolling Route 87/287. Although they do have the power to patrol and enforce laws on all roads in New York State they primarily rely on the Ramapo Police Department to handle enforcement in the Village of Montebello.

With regard to police protection and enforcement, the Village has expressed concern with the number of vehicular accidents that occur within its borders. In addition, speeding is a perceived problem in the Village.

Educational and Library Services

Ramapo Central School District

Public school services, from kindergarten to grade 12, are offered to residents in Montebello by the Ramapo Central School District. The Ramapo Central School District serves all or parts of the Villages of Wesley Hills, Airmont, Hillburn, Montebello, Suffern, Sloatsburg and a small-unincorporated area of the Town of Ramapo. The district's facilities include five elementary schools, one middle school and one high school serving a total student population of 4,666 students (June 2009). Viola Elementary, Montebello Elementary, Suffern Middle, and Suffern High schools are located in Montebello.

The elementary schools serve students in grades K through 5, the middle school enrolls students in grades 6 through 8, and the high school enrolls students in grades 9 through 12. A universal pre-kindergarten program is available to provide preschool experience for children of eligible families who will be four years old by December 1st of the school year.

At the time of the 2003 Comprehensive Plan, the district was in the midst of a school renovation and building program in response to increasing enrollment trends. Major construction under that program is now complete with some minor projects (i.e., roof, boiler, storage, and press box) ongoing.

Current enrollment is projected to be maintained so it is expected that school district properties within Montebello will continue to function as educational facilities for the foreseeable future. The school district has not expressed any facility expansion plans that necessitate land acquisition within the Village.

Post-Secondary Education

There are no post-secondary educational facilities located in the Village. However, Rockland County Community College property directly adjoins the Village at the southeast corner of Spook Rock Road and Viola Road. As this campus expands, it is possible that secondary effects, particularly traffic, will be experienced in the Village. As the enrollment continues to increase, it is possible that the campus could be expanded in a manner that would have a more direct, noticeable impact on the Village's environs.

Library

The Suffern Free Library, a facility located in Suffern just west of Montebello on Route 59, serves Village residents as well as other communities in the Ramapo Central School District. The library loans books, music and videos and offers many programs for children.

The library is a member of the Ramapo Catskill Library System. The Plan anticipates that the Suffern Library has sufficient capacity to handle the additional demand for service that may be generated by future Village residents. While the library is located within walking distance of the southwestern portion of the Village, there is currently no pedestrian connection for children or non-driving members of Montebello's population to access the facility.

Governmental Services

Day-to-day governmental services are administered through a combination of Village and Town programs and services. Functions carried out at Montebello Village Hall, located at the northwest corner of the Montebello Road/North Airmont Road intersection, include: local law enactment; building inspection/code enforcement; park planning for Village facilities; site and subdivision plan review; board of appeals; senior citizen programs. Tax assessment and the maintenance of local roads are administered by the Town of Ramapo. However, due to the increasing cost of the town-provided road services, the Village has looked at alternatives and is sought bids in 2009 for Village road maintenance from other parties. Ramapo Town Hall is located on Route 59 in Airmont.

The Town's Highway Department adjoins the Village and is located at the southwestern corner of North Airmont Road and Spook Rock Road.

Recreation and Open Space

Recreational facilities and properties are located throughout the Village and are owned and maintained by a number of regional and local agencies. These include:

State Parks and Open Space

Harriman State Park – Harriman State Park borders the Village; a small area of the park is located in Montebello. The state park system is owned and maintained by the Palisades Interstate Park Commission (PIPC). The park spans over 46,000 acres in both Rockland and Orange counties. Recreational activities permitted in Harriman State Park include:

- Hiking (200 park trails including Appalachian Trail, Long Trail)
- Picnicking
- Boating
- Camping
- Swimming (several beaches)
- Road Biking

County Parks and Open Space

The 353-acre Kakiat County Park is located in Montebello west of Route 202 in the vicinity of Viola Elementary School. Amenities within the park include fishing along the Mahwah River, guided tours, hiking (the Kakiat Trail starting from the parking area crosses through the park into Harriman State Park ending up in Dater Mountain County Park), horseback riding, picnicking, and scenic viewing. An off-leash dog run/park is located near the parking lot. The park supports a number of wildlife and forestry conservation projects. Improvements to hiking trails, picnic areas, and the conservation program are planned and construction of a disabled-accessible bridge and installation of a solar powered comfort station have begun. This park became a county park in 1972.

Town Parks and Open Space

Spook Rock Pool and Spook Rock Golf Course, both located on Spook Rock Road, are major Town park facilities within Montebello. This 160-acre area houses a golf course, driving range, caterer, restaurants, a swimming pool and basketball courts.

Orchard Hills Park is located along the Village's northeast border with the Town of Ramapo. The facility includes two tennis courts, two handball courts, basketball hoops, a ball field and playground; there is no direct access to this facility from Montebello. It also has extensive open space.

The Town of Ramapo's Senior Citizen Community Center is located on the corner of Route 202 and Mayer Drive in Montebello. It provides various activities including arts & crafts, bingo, games, fitness classes, special theme events and luncheons.

In addition to its facilities located within Montebello's borders, the Town of Ramapo has expanded its recreational facilities in areas in close proximity to Montebello. The Joseph T. St. Lawrence Community, Health and Sports Center located on Torne Valley Road is home to an outdoor turf field for football, lacrosse, soccer and field hockey. The stands seat 1800 spectators complete with restrooms and a concessions stand. The indoor Sports Dome is heated and air conditioned and contains a multi-recreational indoor turf field. The community center has three indoor basketball courts, a running track, cardio equipment, two racquetball courts, locker rooms meeting rooms and fitness classes. It also affords passive recreation with its nature walk across a bridge over the Ramapo River to 37 acres of preserved for hikes, picnics and bird watching.

The Ramapo Tennis & Swim Facility is a new 10 acre center in Airmont that is home to eight har-tru tennis

courts, two hard courts, locker rooms, a swimming pool, kiddie pool, playground, tennis lessons and free clinics. Camp Scuffy, also located in Airmont, is a 25 acre camp property with swimming pools, boating pond, ball fields, tennis courts and other camp facilities. It is open during the non-camp season for walking, ballgames and general community enjoyment. Finally, the Ramapo Equestrian Center, 60 acres at the foothills of the Ramapo Mountains, is located just off of Route 202 and includes outdoor and indoor horseback riding rings, trails, horse stalls and riding lessons.

Village Parks and Open Space

Ponds Park located on Senator Levy Drive off of Mile Road in the southeastern portion of the Village is part of the Village's park system; it is currently undeveloped but is planned to be a passive park. A playground, 9/11 memorial botanical garden built as an Eagle Scout project and an outdoor pavilion, available for special events and gatherings, are located on a portion of the land surrounding Village Hall. The Jaeger Center at Village Hall is home to local Senior Citizens Clubs.

The Montebello Community Center, located along Route 202 near Mayer Drive, is a new Village owned facility. Currently, it is used for community meetings and is available to Montebello residents for private functions on a fee basis.

While private, the Indian Rock residential neighborhood has two playgrounds for use by its residents.

Ramapo Central School District Recreational Facilities

The Village of Montebello is home to four of the seven school sites serving children enrolled in the Ramapo Central School District. These facilities have recreational fields and equipment that are available for Village use during non-school hours. These facilities include but are not limited to: tot lot; playground equipment; basketball hoops; softball/baseball fields; tennis courts; track, football, soccer, baseball and softball fields.

Many of these recreational facilities have been expanded and/or improved in recent years including the installation of two synthetic turf fields at Suffern Middle School with lights for evening play. These fields can be used for soccer, football and lacrosse, and the main field, along with the new track that surrounds it, comprises a new track and field facility. Suffern High School has had its track, tennis courts, outdoor basketball courts, indoor pool and fitness center all renovated and refurbished in recent years. The fields at Viola and Montebello Elementary Schools have also been refurbished.

Recommendations

1. The Village should continue, initiate and/or expand relationships with other service providers to share the burden of providing services and community facilities where economically appropriate

In identifying current and future needs relating to governmental services and community facilities, the Plan is sensitive to the results of the 2003 VPS survey where 75 percent of respondents expressed that it is “important” to “very important” to keep the current tax burden essentially the same. The Village will need to balance the needs of the community with the costs associated with expanded services and new facilities. Given the Village’s current and anticipated population base, this Plan continues to recommend that the Village explore partnerships where the cost and maintenance of services and facilities are shared among other agencies and service providers, whenever appropriate. The Plan recognizes that the Village is one of many incorporated communities within the larger Town of Ramapo. Where possible and economically viable, the Village should partner with other local communities and/or the Town of Ramapo or Rockland County in connection with community services and facilities.

2. The Village should strive to preserve more undeveloped land as open space and additional passive recreational opportunities should be pursued by the Village whenever possible. The Village Parks Commission should evaluate on a periodic basis whether additional active recreational facilities (i.e. ball fields and tot parks) are needed based on changing population and available facilities.

Open Spaces: This Plan supports the conclusions reached by the 2007 draft Report of the Citizens’ Committee on Open Space regarding the importance of preserving additional open space to maintain the rural nature, low density and bucolic setting of the village. These goals can be reached through the acquisition of undeveloped land through agreements with developers, direct purchases, land swaps,

Passive Recreation: Village residents have been surveyed on several occasions to communicate their recreational preferences. In a 1998 Village survey, passive recreation, e.g., wildlife viewing areas, rated highest among all options. In the most recent 2002 VPS survey, the following responses related to recreational opportunities:

80% supported passive parks.

74% supported a community green or common.

Therefore the Plan recommends that the Village concentrate its efforts and resources on acquiring and developing more passive recreation facilities within the village. In the near term the Village should move forward with its plans to complete Ponds Park in Montebello Pines. Further, it should continue to look for opportunities to designate lands for passive activities and allocate resources to make these locations available to residents where possible. One example of such an opportunity would be the possible creation of a trailhead into Harriman State Park from the new Montebello Community Center to make the park more accessible to Montebello residents.

Active Recreation: In the 2002 VPS Survey 71% of respondents favored active recreation facilities, like soccer fields, ball fields, including night lighting.

Based on the conditions at the time, the 2003 Plan recommended a Comprehensive Recreation Study. This Plan no longer recommends that study because in the years since the 2003 Comprehensive Plan was approved, a significant number of regional active recreational facilities have been developed such as several new ball fields at local schools and the facilities at nearby the Joseph T. St. Lawrence Community Health & Sports Center in Torne Valley. It should be noted however, that these facilities must be shared with residents of several neighboring towns and villages. This Plan now recommends that the Village Parks Commission periodically evaluate (possible through a survey or Village meeting) whether the active recreational needs of the Village are being met.

3. The Village should pursue the establishment of the biking and walking trail network known as the Montebello Trail (originally presented in the 2003 Plan), which links neighborhoods and facilities within the Village. The ownership of this project should be assigned to the Montebello Parks Commission. Paths through publically owned areas (schools, parks, etc.) should be pursued initially followed by a re-examination of the network to determine feasible next steps or redesign. The Parks Commission should pursue state and other public or private funding sources to begin establishing the network.

In a 1998 survey, a walking/running path was the highest-rated active recreational resource supported by respondents. In the 2002 VPS survey, 90% of respondents supported bike/walking paths, particularly

those connecting schools, recreation & existing subdivisions. The Montebello Trail system, first proposed in the 2003 Plan, was intended to provide a cohesive and comprehensive system of walking/bike paths that would link Montebello's schools, parks, and neighborhoods.

Only a very small portion of the proposed Trail System has been created (i.e., the Coe-Farm Road portion) due to budgetary constraints, property/legal issues and the time it takes to implement such a multifaceted plan. This Plan recognizes, however, that it is still a goal to which the community should aspire. A coordinated biking and walking trail system will make travel within the Village safer and more accessible. It will promote the physical well being of Village residents, while creating a more sustainable and carbon neutral community. A map of the Montebello Trail proposed in the 2003 Plan is included as appendix B.

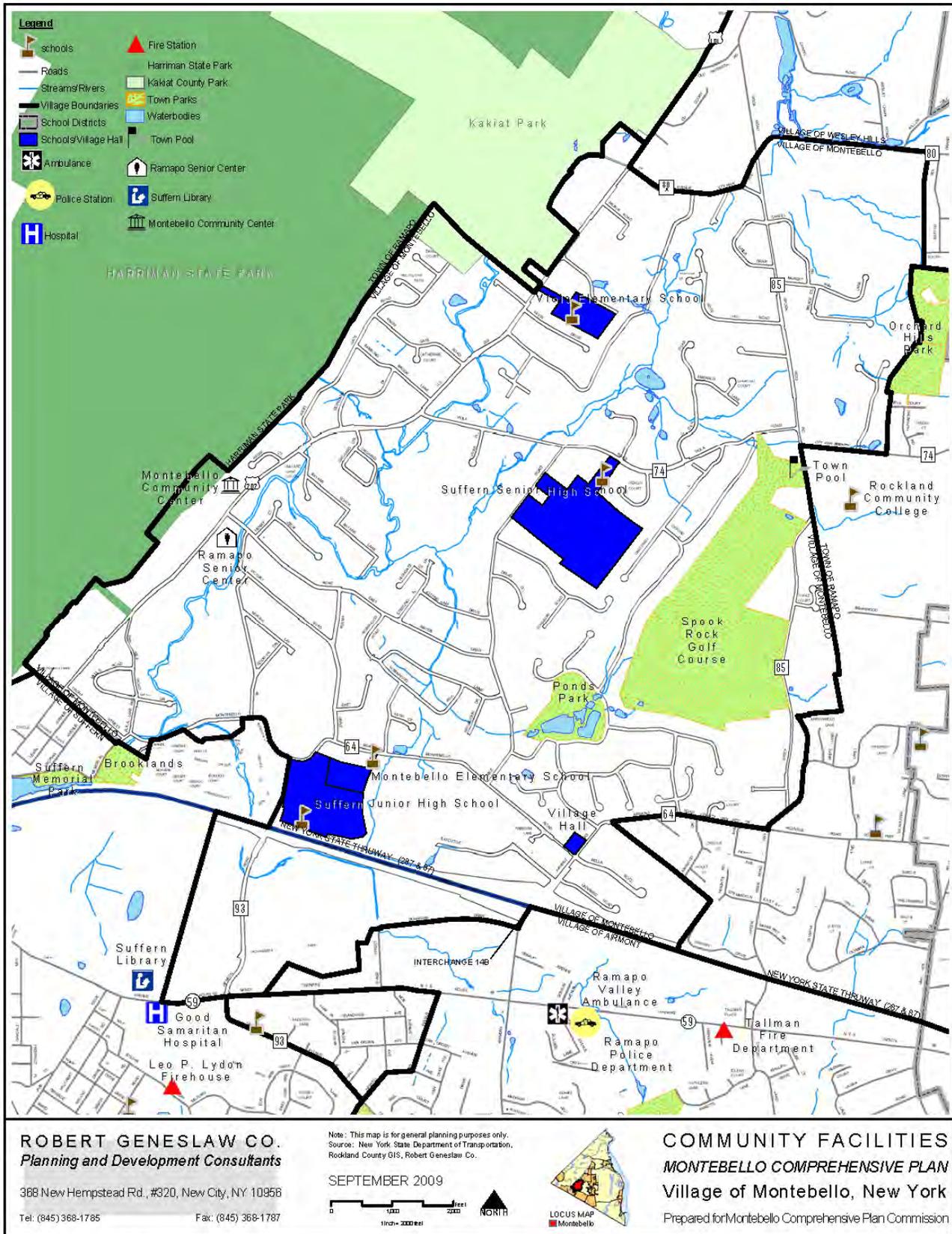


Figure CF – 1 Montebello Community Facilities Map

Traffic & Circulation Element

Overview

The Traffic and Circulation Element addresses the existing vehicular and pedestrian concerns in Montebello and takes into consideration the future traffic that will be generated as the Village grows.

The Plan recognizes that not all the roads through the village are under its direct jurisdiction. Therefore, many of the circulation issues will need the approval of other jurisdictions. See map in Figure 1 at the end of this Element.

Goal 1: To improve driving safety

Both speeding and dangerous intersections are problems in most villages and towns. A study conducted for the Montebello 2003 Comprehensive Plan spent considerable resources identifying Village areas of concern and defining possible solutions.

Since the adoption of the 2003 Plan, the Village has implemented at least one of the options in the form of speed humps on a number of residential roads. Anecdotal evidence points to this being an effective yet minimally intrusive solution in the places they have been installed.

Speeding on the Village's major thoroughfares remains a problem, particularly streets that cross the village connecting to major thoroughfares. In 2009 alone, two nearly fatal speed-related accidents occurred on both Mayer Drive and Montebello Road. Speed humps on these higher-traffic roads are typically not practical. Further, the majority of these roads are owned by the state or county, who often have different objectives for the roads than does the Village.

Based on a study in 2003, there was also a perception that a number of intersections were congested and/or dangerous. Since then a number of those intersections have been improved (the thruway interchange) or in the planning process of being improved (the intersection of Hemion and Montebello roads.)

Goal 2: To improve pedestrian / cyclist safety

As a community that places high value on a rural aesthetic and respect for its historic elements, most of the roads in the Village have purposely been prevented from taking on typical suburban characteristics such as

sidewalks. This can make walking and bicycling in the village dangerous, particularly along and across the major roads in the Village.

The Plan recognizes that walking and biking continue to become more and more important modes of transportation as fuel costs increase, the effects of automobile carbon emissions become more understood, and basic health and exercise options reinforce the importance of physical exercise. Improving the safety, as well as the enjoyment, of walking and biking in Montebello is an important goal to pursue in both the short and long term.

Difficulties with building a network of paths and trails in an established, built-out community are numerous. Most importantly, the availability of land to build connectors between roads, as well as the availability of right-of-way space on older roads can be very difficult to surmount. Other problems that may be encountered include the effect that road-widening or tree clearing for trails can have on speeding, increased opportunities for accidents at major intersections, and neighborhoods that do not welcome additional foot traffic by their homes.

Recommendations:

1: Continue to use the current process whereby residents on a street may request traffic calming on that street through the use of speed humps where feasible or other practices that may be introduced in the future. Periodically publicize the availability of this option in quarterly newsletters or other publications.

2: Gather current accident and police reports to identify the major thoroughfares and intersections that are most accident prone. Work with state and county highway agencies to evaluate possible calming solutions and document the outcome.

3: Review, update, and begin implementation of the Montebello Trail concept included in Appendix B.

This Plan recommends that the Parks Commission should be given responsibility for the planning and development of the trail system, subject to Village Board approval. The trail system should be implemented incrementally with priority given to "easy wins" such as trails through school land and parks that are publically owned and do not require

extensive capital improvements. The Parks Commission should re-examine the remainder of the Trail network to determine feasible next steps and consider redesign based on property, legal and economic constraints. Current and future paths should be maintained on a regular basis. Finally, the Parks Commission should pursue state and other public and private funding to continue to implement and maintain the trail network

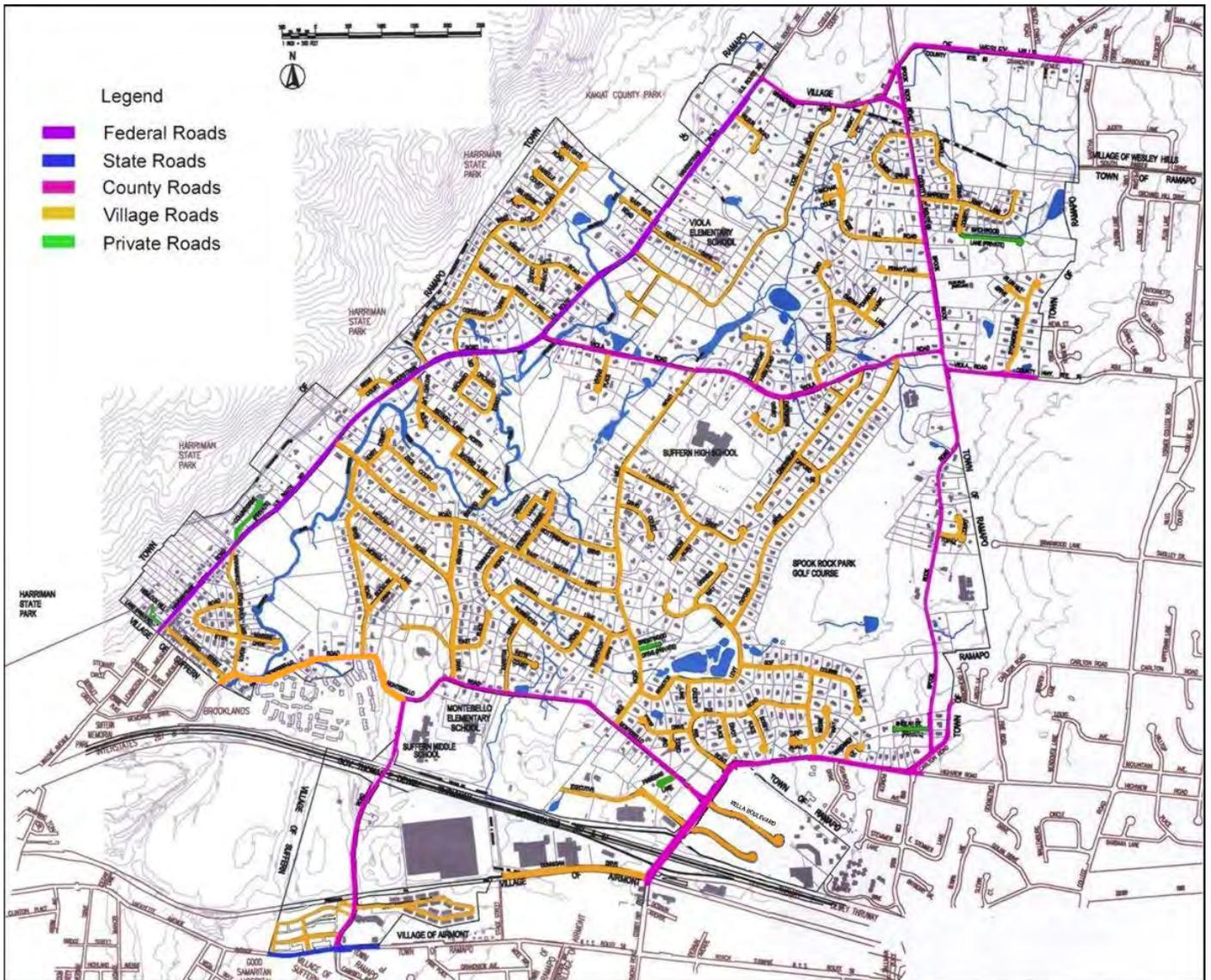


Figure TC – 1 Road Jurisdiction in Montebello

Appendices

Appendix A – Report on Recommendations in 2003 Comprehensive Plan

<i>Section and Recommendation from 2003 Comprehensive Plan</i>	<i>2009 Status</i>
<p>ZONING - Estate Residential (Land Use Page 20)</p> <p>Residential dwellings on lots with a minimum lot size of 80,000square feet are recommended for this land use area.</p>	
<p>“Conservation”. The Plan recommends that a minimum 100-footsetback be created along Estate Residential property lines within which the land can be neither disturbed nor graded except for a driveway giving access to the lot. Utility connections would not be permitted within these setbacks.</p> <p>Horse stabling is allowed and encouraged on these large lots.</p>	DONE
<p>In addition, for the Fant and Minetto properties, a larger setback is recommended, along with protection of the existing farmhouse structures on the properties which are reminiscent of the Village’s rural and agricultural heritage. In order to preserve the character of these two properties, the Village intends to allow the properties to be developed at the same density as is permitted in the Rural Residential land use category. In exchange for the increased density, the scenic vistas and farmhouses must be preserved.</p> <p>If the owners opt not to make use of the incentive, the Plan recommends that the Village use its average density provisions to require that new residential dwellings be situated outside the scenic vistas described in more detail on the proceeding page</p>	DONE
<p>Estate Residential – Site Specific Areas (Land Use Page 21)</p>	
<p>Two properties, the Fant and Minetto Farm properties- The Plan envisions establishment of a “Rural Preservation Overlay (RPO)” zone that would be applied to the properties.</p>	DONE
<p>Estate Office Area (Land Use Page 22)</p> <p><i>(Montebello Park)</i></p>	
<p>The following is recommended:</p> <ul style="list-style-type: none"> •If the mansion is preserved, the Village would permit the development of single-family attached carriage-style homes on the property. It would also allow conversion of the existing mansion to dwellings, provided the building’s façade is not altered.... 	DONE
<p>Rural Residential land area (Land Use Page 23)</p> <p>This land use area generally coincides with areas currently zoned “RR-50” ...</p>	
<p>... A minimum of twenty (20) existing or newly planted lawn trees (3 inch caliper or larger) should be required on each new acre lot. These lawn trees should be in addition to any required street trees.</p>	Commission should request again
<p>Greater variety should be required in the setback and building angle to the street and a palette of natural colors and materials should be recommended.</p>	ARB
<p>Streets providing access to new development should be kept</p>	Review Commission should request again-

<p>narrow up to a 27-foot maximum paved width.</p> <p>The stone walls found throughout the Village are highly recommended along the front property lines within this district.</p>	<p>roadway standards would have changed</p>
<p><i>Low Density Residential Areas (Land Use Page 24)</i></p> <p>This area generally coincides with areas currently zoned "R-35" ...</p>	
<p>The Plan recommends that design standards be created to guide housing size, form and character. This is particularly important where older, smaller houses will be acquired for "scrape off" or "pop up."</p>	<p>ARB</p>
<p>Floor area ratios should be evaluated and revised if necessary to protect the nature and character of the Village, and should be reviewed by the Village Board as part of the update of the zoning code, with support from the Village's technical advisors</p>	<p>Commission should request again-FAR was changed in 2003</p>
<p>Suburban residential street frontage design standards should include specific nature-based design elements such as rock walls, organic clusters of trees in natural areas, and linear rows of trees. These could be made requirements of the issuance of variances or other approvals</p>	<p>NOT DONE</p>
<p><i>Medium Density Residential Land Use Area (Land Use Page 25) ... currently zoned "R-25"</i></p>	
<p>Like the Low Density Residential area, similar design standards should be implemented to guide current and future housing size, form and character.</p>	<p>ARB</p>
<p><i>Village Residential Area (Land Use Page 26) "R-15"</i></p>	
<p>The Village Residential area is proposed to be expanded to include the south side of Orchard Street to match the fabric on the north side of the street.</p>	<p>will not be implemented</p>
<p>... The Plan recommends that this area be improved by additional streetscape elements on both sides of Orchard Street, including sidewalks, street trees and front fences.</p>	<p>will not be implemented</p>
<p><i>Entry Level Residential Area (Land Use Page 27)</i></p> <p>... Indian Rock Village development located on the east side of Hemion Road, just north of the Indian Rock Shopping Center.</p>	
<p>Care should be taken to integrate pedestrian and bicycle linkages between this neighborhood and the shopping center to the south.</p>	<p>Pre-existing-- not feasible</p>
<p><i>Senior Residential Land Use (Land Use Page 28)</i></p> <p>... is an existing site devoted specifically to senior housing and is currently zoned "RSH".</p>	<p>Yes-the site next to Urcioli's Bldg on N. Airmont Road</p>
<p>The Plan supports an interconnection between Montebello Commons, the senior residential development, and Rella Boulevard. ... The Plan recommends that a pedestrian and vehicular connection be created.</p>	<p>Village Board did not wish to implement</p>
<p><i>Village Center (Land Use Page 29-30)</i></p> <p>A Village Center is proposed to be located along Route 59, proceeding westerly from its northwest corner with Hemion Road...</p>	<p>DONE BUT NOT EXECUTED</p>

<p>. The Plan recommends that the housing be diverse, with a percentage of the units prioritized for existing Montebello residents and family members including empty nesters, volunteers with ambulance and fire protection agencies serving the Village, and others who serve the Village who may be seeking moderately priced housing.</p>	<p>DONE BUT NOT EXECUTED</p>
<p>Plan recommends a “Village Center” zone which would establish bulk standards and uses for the individual parcels that make up the Village Center.</p>	<p>DONE BUT NOT EXECUTED</p>
<p><i>Office Campus Area (Land Use Page 31)</i></p> <p>This area includes the Archdiocese property and another neighboring religious facility.</p>	
<p>The Plan recommends that the Village obtain a right of first refusal on the property to acquire some or all of the Archdiocese property for Village ownership. If acquired, it would be used for recreational uses, ball fields, picnic groves, stables, a village community club, or similar community uses. ...</p> <p>If the Village cannot acquire the Archdiocese property, the Plan recommends that it be mapped for development as LOC, a low-density office campus.</p> <p>In zoning these properties, the Plan also recommends that the existing uses be permitted to continue.</p>	<p>NOT DONE BUT DISCUSSED IN EDC REPORT</p>
<p><i>Office-Hotel Area (Land Use Page 32)</i></p> <p>The Office-Hotel land use area encompasses several properties on both sides of Airmont Road just north of the Thruway in the vicinity of Interchange 14B.... The area includes property along Executive Boulevard and Rella Boulevard.</p>	
<p>The Plan recommends creating design standards for commercial buildings, landscaping and signage to ensure that the office area maintains a high quality visual character.</p>	<p>ARB</p>
<p>The parking lots should be re-landscaped. A recommended standard is one tree for every four parking spaces, and 75% visually impervious edge-screening. In general, the sign regulations for the Village should be reviewed and updated to reflect the Village’s aesthetic preferences for commercial uses in all nonresidential land use areas.</p>	<p>ARB</p>
<p>The Plan recommends that the floor area ratio, development coverage, and parking standards be reviewed and amended, as necessary,</p>	<p>CHANGED DEV. AREA ON LOC TO 20%</p>
<p><i>Planned Industry Area (Land Use Page 33)</i></p> <p>Dunnigan Drive area</p>	
<p>The recommendations must include future additional landscaping of the lots and particularly the edge of the district along the NYS Thruway.</p>	<p>Planning Board</p>
<p><i>Planned Industry-Campus (Land Use Page 33)</i></p> <p>The Novartis property is situated on the west side of Hemion Road just south of the New York State Thruway and Old Mill Road, and consists of 36.58 acres</p>	

<p>The Plan recommends that the Conservation area extend from the Hemion Road right-of-way approximately 200 feet into the Novartis property, or 50 feet beyond the existing tree line whichever is greater.</p>	<p>DONE</p>
<p>It is recommended that the Planned Industry-Campus area allow the following types of uses:</p> <ul style="list-style-type: none"> •Light industrial uses subj. to performance standards including manufacturing, fabrication, processing, converting, altering, assembling, testing or other handling of products. •Outdoor recreation facilities •Indoor commercial recreation facilities •Utilities and public utility buildings •Office buildings •Laboratories, research facilities and corporate parks •Medical and dental clinics, health service complexes <p>In order to promote a “green” campus-like environment ,development coverage should be limited to 50 percent, and the floor area ratio should not exceed 0.25. Building height should be limited and buildings stepped into the landscape.</p>	<p>Building height limited check zoning code for uses</p>
<p><i>Civic Area (Land Use Page 34)</i></p> <p>The Civic area includes the parcels upon which the municipal offices, Village Pavilion, and the Senior Center</p>	
<p>The Plan recommends that the four corners of the Montebello/Airmont Road intersection which Village Hall shares with the office-hotel land use area be developed with a unified design to create a “gateway” for the community. This would include construction of additional stone walls, decorative lighting, sidewalks, and preservation of the “pines” that are characteristic of Montebello.</p>	<p>DONE AS ARB WAS ESTABLISHED</p>
<p>In addition, the Village desires to create a more formal entry by exploring the potential construction of a roundabout at the intersection of Montebello Road, North Airmont Road, and Rella Boulevard with a decorative clock tower providing a focal point to this entry.</p>	<p>Village cannot afford at this time</p>
<p><i>Natural Resources Element (Land Use Page 37)</i></p>	
<p>... SL-4, a Class I wetland, is the location of several United Water New York wells. TH23 is also the location of a United Water New York well.</p> <p>As a well has been developed here, The Plan recommends that the Village request the NYSDEC to upgrade the wetland classification from II to I. TH-21 should be examined to determine whether there is any hydraulic connection between the wellfield on the west side of Spook Rock Road; if so, re-designation of the wetland to a Class I may be appropriate.</p>	<p>NOT DONE</p>
<p><i>Natural Resources (Land Use Page 39 -40)</i></p>	
<p>Adopt a Freshwater Wetlands/Stream Protection Law</p>	<p>DONE</p>
<p>Consider adopting a Aquifer Protection Educational Program/Overlay Zone</p>	
<p>Formalize Stormwater Protection Policies</p>	<p>DONE</p>
<p>Consider adopting Steep Slope Policies</p>	<p>DONE</p>

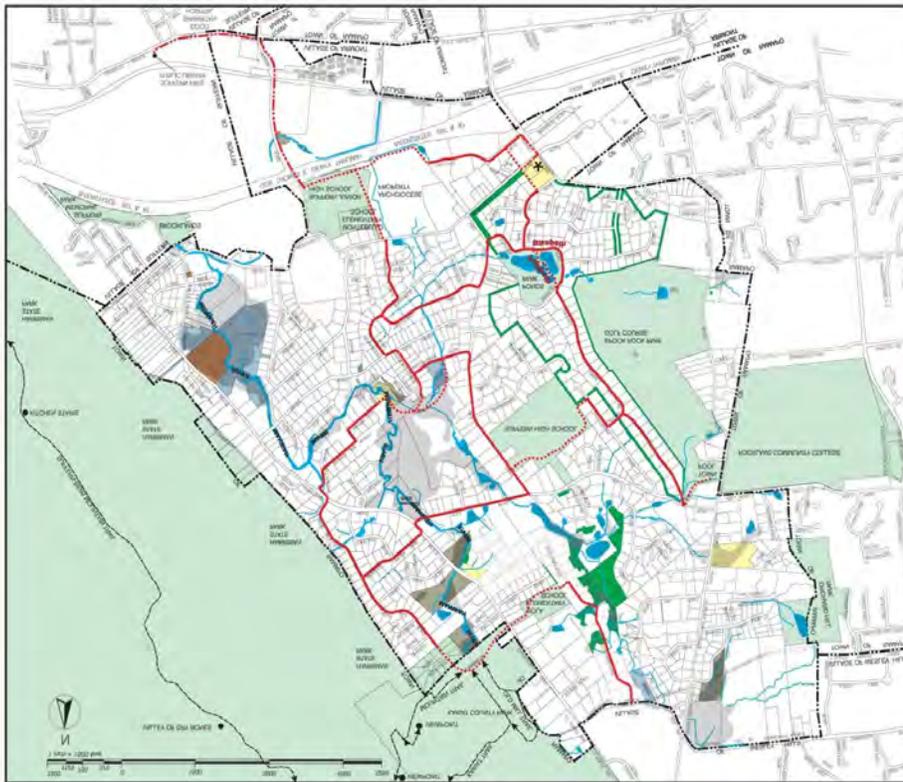
Revise Tree Preservation Law	DONE
Promote ecologically sensitive design standards and guidelines	ARB
Encourage clustering within Environmentally Sensitive Areas	DONE
Revise Zoning to Limit Development within Environmentally Sensitive Areas	DONE
Consider Reducing Development Coverage for Nonresidential Uses	DONE (20-25%)
COMMUNITY FACILITY RECOMMENDATIONS (Land Use Page 45 - 46)	
Traffic Enforcement - The Plan recommends that the Village implement a traffic enforcement program.	Speed Humps & Police
Traffic Enforcement - The Plan recommends that the Village explore the feasibility establishing a village court to process these and other violations.	REJECTED
Library - The Plan does recommend that the Village work cooperatively with the NYS Department of Transportation and the Village of Suffern and property owners where necessary to construct a sidewalk or path that links the library with the proposed Village Center.	NOT DONE
Library - The Plan seeks to connect the library to the larger, proposed trail system.	VC Construction could be implemented then
Comprehensive Study of Recreation Opportunities – Prepare a comprehensive Recreation and Open Space Study	Open Space Study completed Recreation Study Not Done [or deemed unnecessary]
Recreation - Acquire and preserve property for passive recreational opportunities, e.g., wildlife viewing areas. Allow only limited disturbance to these areas.	IN PROCESS
Recreation - Acquire and develop property for active recreational facilities, e.g., league fields. Introduce improvements that would allow expanded seasonal and daily use.	MCC
	NOT DONE
Montebello Trail System (Land Use Page 47)	
The trail would be implemented incrementally, with priority given to those areas that do not require extensive capital improvements at this time. ...	Residents do not want trails through their back yards
Historic and Aesthetic Resources Element (Land Use Page 52)	
Historic and Scenic Roads - Maintain the tree cover and general width of the road.	DONE
Historic and Scenic Roads - Avoid unnecessary alteration to existing pavement widths.	DONE
Historic and Scenic Roads - Preserve stone walls and rural wood fences along these roads.	DONE

Historic and Scenic Roads - Erect new street signs that visually identify the roads as distinct	DONE
Historic and Scenic Roads - Minimize the use of concrete sidewalks along historic roads. ...	DONE
Historic and Scenic Roads - Minimize the impact of new road openings, particularly on the setting of any historic homes in the vicinity.	DONE
Historic and Scenic Roads - Adopt design policies that preserve the character of an historic road.	ONE
Historic and Scenic Roads - Where a new structure will not be substantially in keeping with the historic character of the road or adjoining historic buildings, it should be screened and set back to minimize its visual impact.	DONE
Identify the historic resources in the Village. The resources identified in this element should be reviewed and updated.	DONE
<ul style="list-style-type: none"> Adopt a local historic preservation law. <p>The Village should consider adopting a local law that would allow the Village to review applications that propose to demolish, alter, or change a structure that is identified as "historic".</p>	DONE
List Village Hall on the National Register of Historic Places.	TRIED BUT NOT POSSIBLE
Create a Historic Landmark Program within the Village of Montebello	DONE
Encourage property owners to list their eligible properties on the National Register of Historic Places and the Stat Historic Register. ...	Requires liaison info. referred to HPC
Traffic Calming – (Circulation Plan Page 18)	
The first recommendation for traffic calming is to establish a program of posting lower speed limits throughout the Village.	DONE
Traffic Calming - (Circulation Plan Page 19)	
The second recommendation for traffic calming is to narrow lane widths by painting or removing pavement.	Inadvisable technique for safety. We institute a safer traffic calming plan.
Specific Recommendations - Rt 202 – Page 21	
Route 202 is a designated state bike route. The recommendation is to construct a separate 8 foot bike path on one side of Route 202. In addition, the lane width shall be reduced to 12 feet per lane with a grassed shoulder.	State Road-We lack jurisdiction
Specific Recommendations – Mile Rd/Viola Rd – (Circulation Plan Page 22)	
Viola and Mile Roads are typical streets recommended to include sidewalks, similar in character to Spook Rock Road. The traffic calming measure recommendation is to reduce lane widths to 10' 6" each. In addition, creating a pedestrian realm through construction of a	County Road-We lack jurisdiction

walking/bike path on Viola and Mile Roads is recommended.	
Specific Recommendations – Senator Levy Drive – (Circulation Plan Page 23-24)	
Senator Levy Drive is an example of a separated shoulder lane as a traffic calming measure. To include the separated shoulder lane, the lane width is recommended to be reduced to 9 feet each. In each simulation, a separated shoulder is simulated on either one or both sides of the street. Each separated shoulder lane shall range between 4 to 8 feet in width.	NOT DEDICATED YET
Specific Recommendations – Mayer Drive – (Circulation Plan Page 25)	
Mayer Drive is an example of a street in which a shoulder lane traffic calming measure is recommended. In order to accommodate the shoulder lane on each side of the street, each lane width is reduced to 9 feet. The recommendation is to construct the designated 3' 6" painted shoulder lanes on each side of the street. The shoulder lanes allow to increase bicycle and pedestrian traffic throughout the village.	Placed traffic calming speed humps as alternate
Recommendation Three (Circulation Plan Page 26)	
See Map - Roads in red, illustrated below, are recommended for additional traffic calming measures. •Montebello Road - Install a parallel path for children who are traveling to and from school and/or sports facilities. •Signs - Should be posted on Montebello West/ Fields lots proposed as potential trail connections to alert future homeowners of future trail access easements. •Lane widths - Should be reduced where a wider shoulder is necessary to accommodate pedestrians/cyclists. Pavement width should not be expanded.	NOT DONE Signs- Not dedicated
• Viola Road/ Mile Road - Intersection improvements should include pedestrian crosswalks and traffic control measures such as stop signs. Improvements could include raised intersections (tables) or texturing the intersection.	COUNTY or STATE ROADS
• Viola Road/ Spook Rock Road - Intersection improvements should include pedestrian crosswalks and traffic control devices such as stop signs. Improvements could include raised intersections (tables) or texturing the intersection.	COUNTY or STATE ROADS
• Mayer Road/ Route 202 - Intersection improvements should include pedestrian crosswalks and traffic control devices such as stop signs. Improvements could include raised intersections (tables) or texturing the intersection.	COUNTY or STATE ROADS
Route 202 - Pedestrian/bicycle crosswalks are recommended along Route 202 at the intersections with the following Village streets: Orchard Street, Wanamaker (Lake) Road, Mayer Road, Bayard Lane, Viola Road, Viola Elementary School ingress/egress, and Grandview Road.	COUNTY or STATE ROADS
Montebello Road - Pedestrian/bicycle crosswalks are recommended along Montebello Road at the intersections with the following Village streets: Hemion Road, Kirsten Drive, Mile Road, and North Airmont Road.	COUNTY or STATE ROADS
Montebello Road/ Hemion Road - Intersection improvements should include pedestrian crosswalks and traffic control devices such as stop	COUNTY or STATE

signs. Improvements could include raised intersections or intersection texturing.	ROADS
North Airmont Road - Pedestrian/bicycle crosswalks are recommended along North Airmont Road at the intersections with the following Village streets: Executive Drive, Montebello Road and Par Road.	COUNTY or STATE ROADS
Hemion Road between Route 59 and Lackawanna Trail - Intersection improvements should include pedestrian crosswalks and traffic control devices such as stop signs or traffic signals. Improvements could include raised intersections or intersection texturing.	COUNTY or STATE ROADS
Rella Boulevard/ North Airmont Road - Street improvements include the development of a large traffic circle. Add pedestrian crosswalks to this intersection	COUNTY or STATE ROADS
Village Center - Street improvements for this Village include the development of a street grid of 400 foot X 250 foot blocks.	NOT DEVELOPED
• North Airmont Road/ Exit 14B - Install a “NO RIGHT ON RED” sign to prevent drivers from turning right from the westbound NY Thruway exit ramp onto North Airmont Road when the ramp light is red.	COUNTY or STATE ROADS
• North Airmont Road - Southbound should be one lane north of Par Road. Signage northbound for the merge north of Par Road must be improved. North Airmont Road between Par Road and Route 59 should be redesigned as a boulevard, with a landscaped center median.	COUNTY or STATE ROADS
• Hemion Road - Install a landscaped median to create a boulevard.	COUNTY ROAD
• Hemion Road/ Route 59/ Campbell Ave - Add pedestrian crosswalks to this intersection.	COUNTY ROAD
Mayer Road - Install a landscaped median to create a boulevard.	Traffic calming installed
<i>Montebello Trail Plan – (Circulation Plan Page 29)</i>	
The Montebello Trail forms the backbone of the pedestrian/bike circulation plan. It is the basic network as proposed by the Montebello Parks and Recreation Commission. The plans that follow enhance this network and provide more specific recommendations. The plan connects the major recreation and activity generators in the Village. It is meant to complement the natural character of the landscape and provide opportunities for mobility beyond dependence of the private car.	Requires dedication of Montebello Pines. Remains complicated and highly controversial.

Appendix B – Montebello Trail Concept
Montebello Trail System



The original trail was intended to link the following destinations. Except for the Suffern Library, all locations are in the Village:

- Village Hall
- Ponds Park
- Town swimming pool
- Suffern High School
- Viola Elementary School
- Kakiat Park
- Montebello Community Center
- Montebello Elementary/Suffern Middle School
- Suffern Public Library

Optional extensions of the proposed trail included:

- A walking loop within Spook Rock golf course
- A connection to Orchard Hills Park
- Connection to neighborhoods in Southwest corner of the Village