

## 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")**.

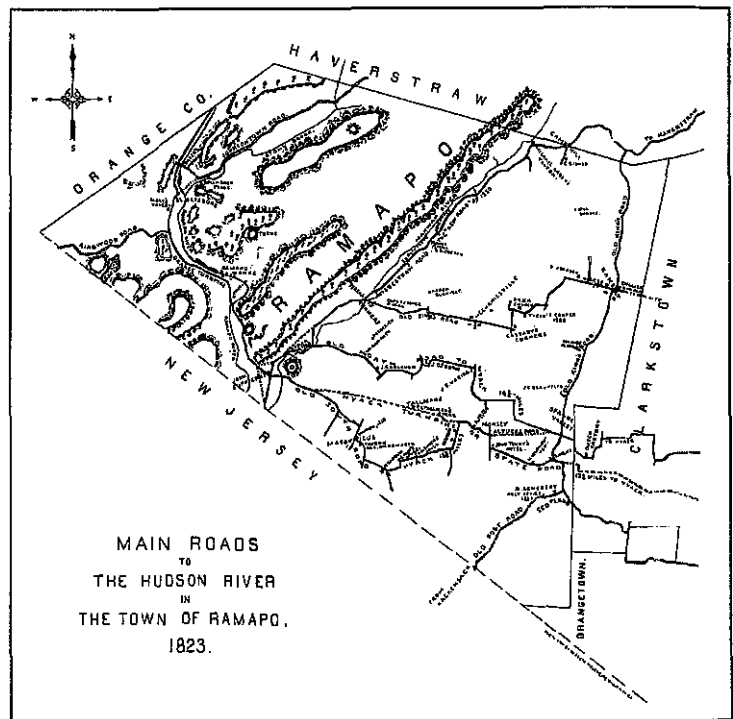
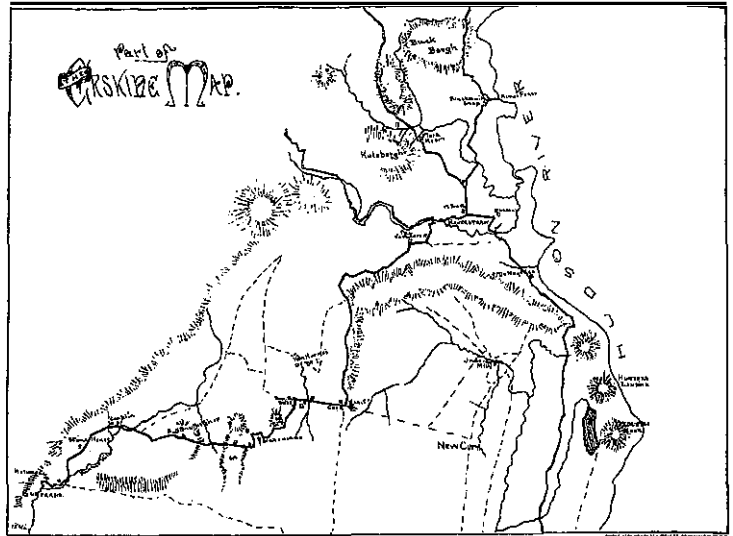
This element provides a brief narrative of the Village of Montebello's history, followed by recommendations for the preservation of the Village's historic features.

### 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.

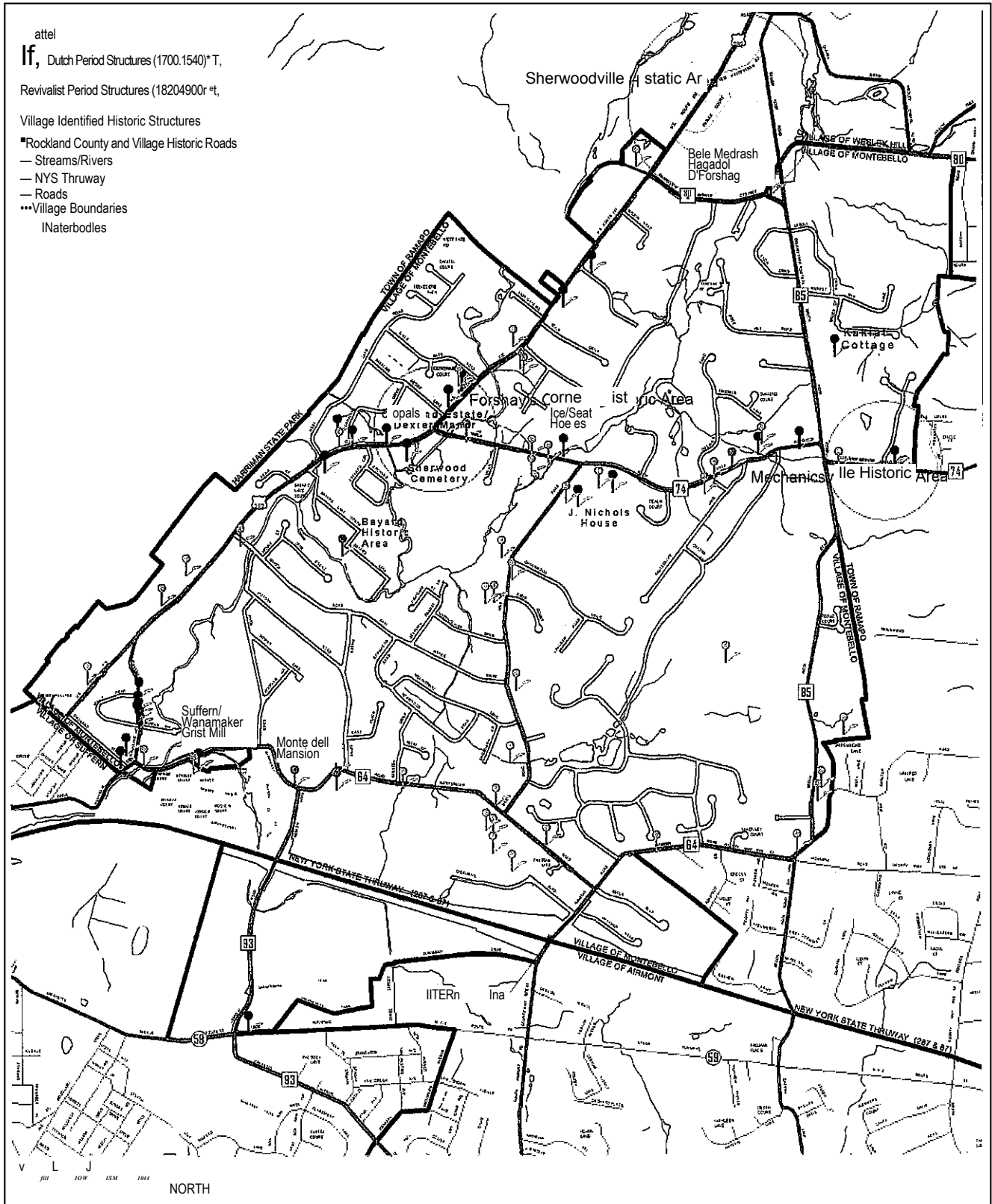


Figure HP 1- Historic Roads, Buildings, and Districts within Montebello

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 is 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.

(21 *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 Afro, 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 figures, 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 facade to the road; open garage bays should not be the visible element. If a home must be oriented with its front facade 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 Villages 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 0-1 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 0-3 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:

- 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

- Contacting desirable companies interested in expansion or relocation

- Assisting in the evaluation of a proposed development project to determine if it falls within the Village's economic vision

- Enhancing communications and coordinating Village outreach to existing businesses

- 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 55.061-land 0-3 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 Bella 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.

(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 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.

**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-87-1287 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-87-1-287 Corridor (the Corridor). The Corridor extends 30 miles from the 1-287/I-87 interchange in Suffern, New York to the 1-287/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](http://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:**

- R-1 Office Center at Montebello
- R-2 Undeveloped
- R-3 Undeveloped
- R-4 Undeveloped

- Airman, Road
- A-7 Medical Offices
- A-2 Lotto 8 Others - Undeveloped
- A-3 Professional Offices
- A-4 Weg Property - Undeveloped

- Dunnigan Drive
- 13-1 Storage Post D-2
- Manhattan Beer 0-3
- Manhattan Beer
- 0-4 Dress Barn, Xerox, Par Pharmaceuticals
- D-5 Undeveloped

- executive Boulevard
- E1 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**

- 0-1 Archdiocese of NY - Parity Developed
- 0-2 Montebello Park - Offices (Part of Property) 0
- 3 Novels Pharmaceuticals - Undeveloped

- \* VILLAGE HALL
- + VILLAGE COMMUNITY CENTER

**September 2009**

**VILLAGE OF MONTEBELLO  
ROCKLAND COUNTY, NEW YORK**

ROBERT GENESON CO. rstraterrtorn.

Prepared for the Montebello  
Comprehensive Plan Commission

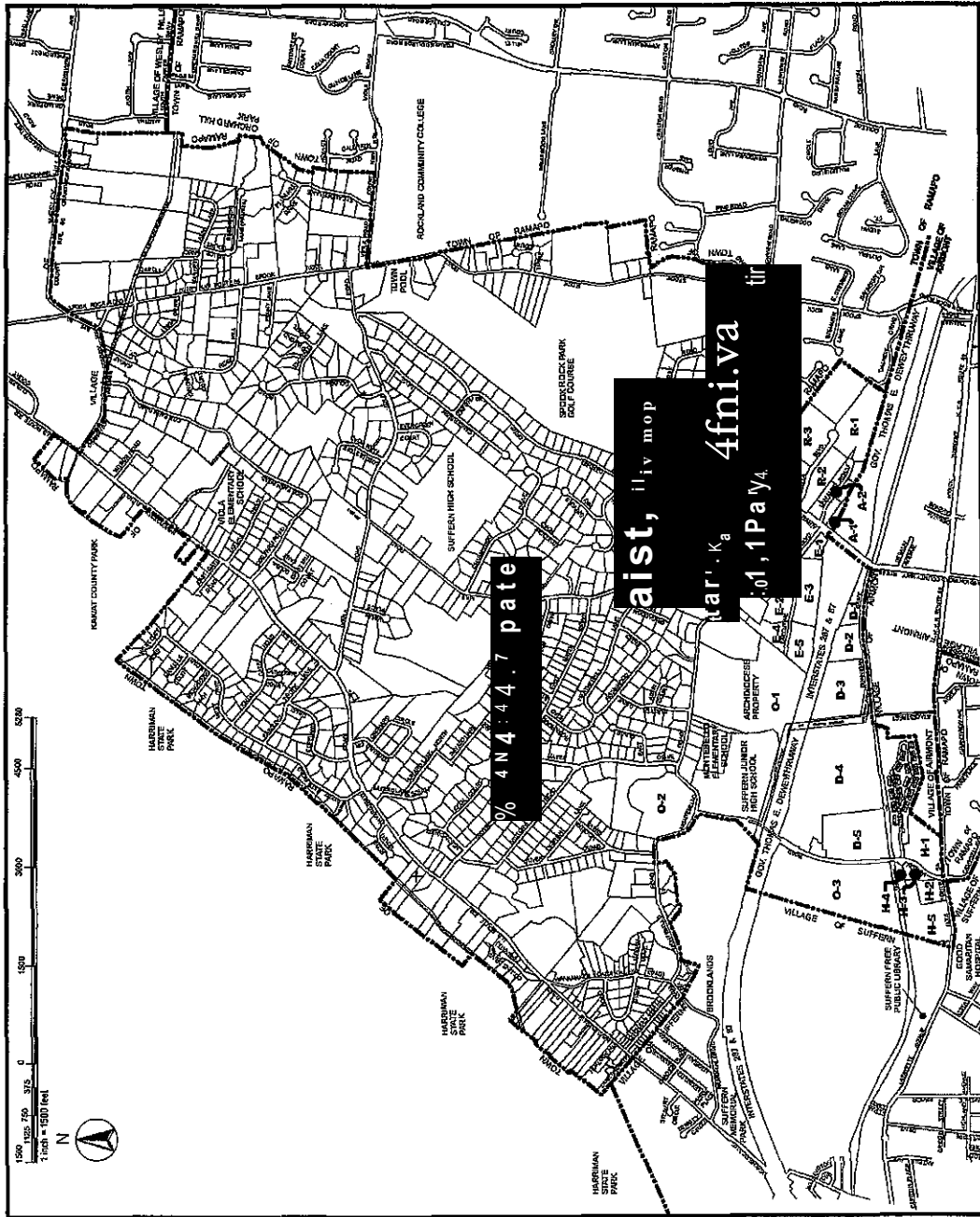


Fig 3 0 0 0 ID 0) a -13a 0 3 de

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

MAP ID NO.	NAME/ADDRESS	CURRENT USE ZONING	TAX ID	OgREAGE
D-1	<u>Dunniaan Drive (some rail access)</u> Storage Post			Storage Post (Mini-storage)
D-2	Manhattan Beer			Beer & Soft Drink Distributors
D-3	Manhattan Beer			
D-4	Dress Barn, Xerox, Par Pharmaceutical Corp.	Offices, Distribution		
D-5	Undeveloped	Undeveloped		
	<b>X4filt</b>		P	55.06-1-3.1 49.12
<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>Rel a 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	Wed 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
<u>Others</u>				
44 MIC et.	Montebello Park	Partly Developed	LO-C	48.19-1.41 45.00
		Offices	LO-C	48.14-1.11 4.95
		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

## 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 Tome 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 Scurfy, 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 Tome 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 publican/ 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.

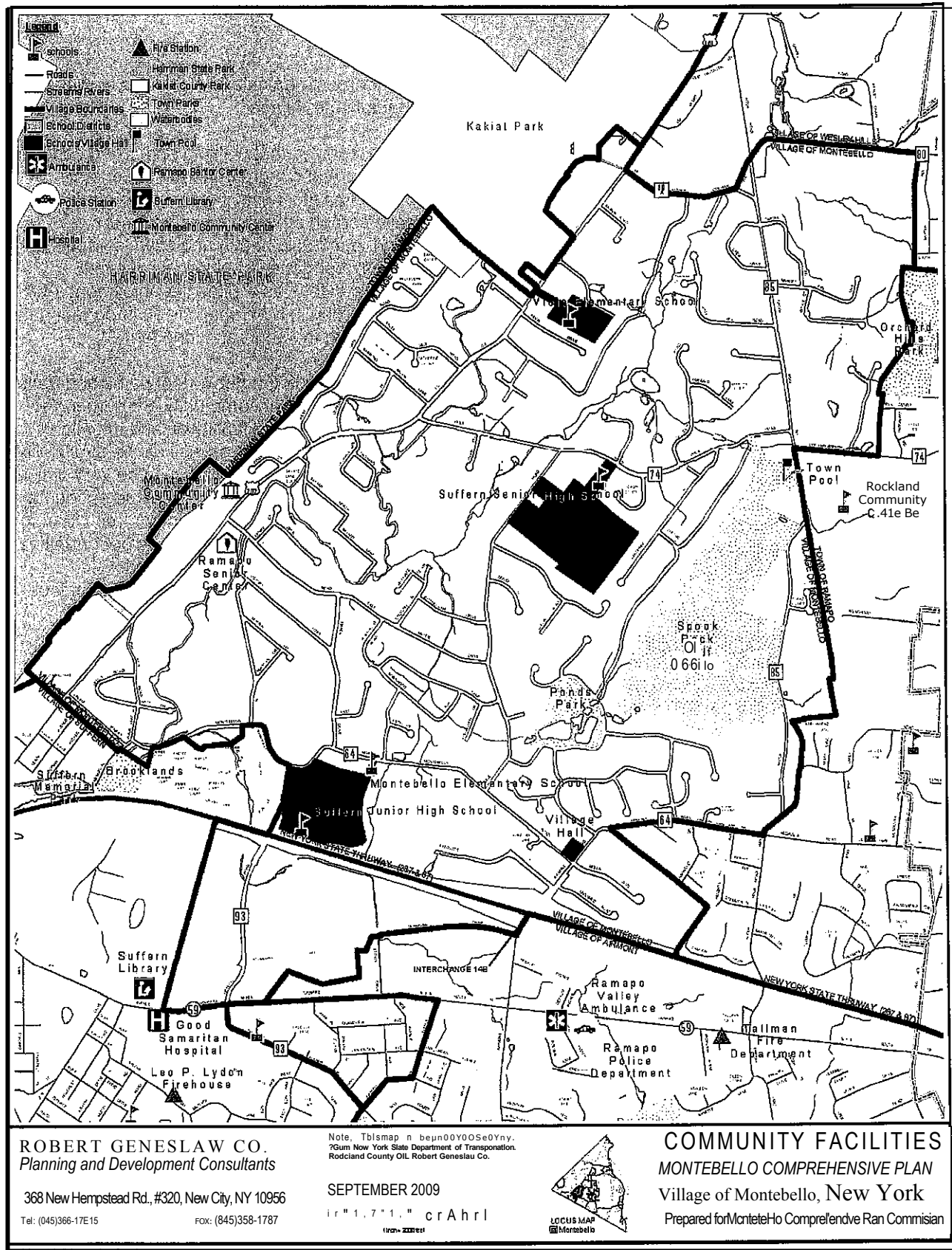


Figure CF - 1 Montebello Community Facilities Map

## 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

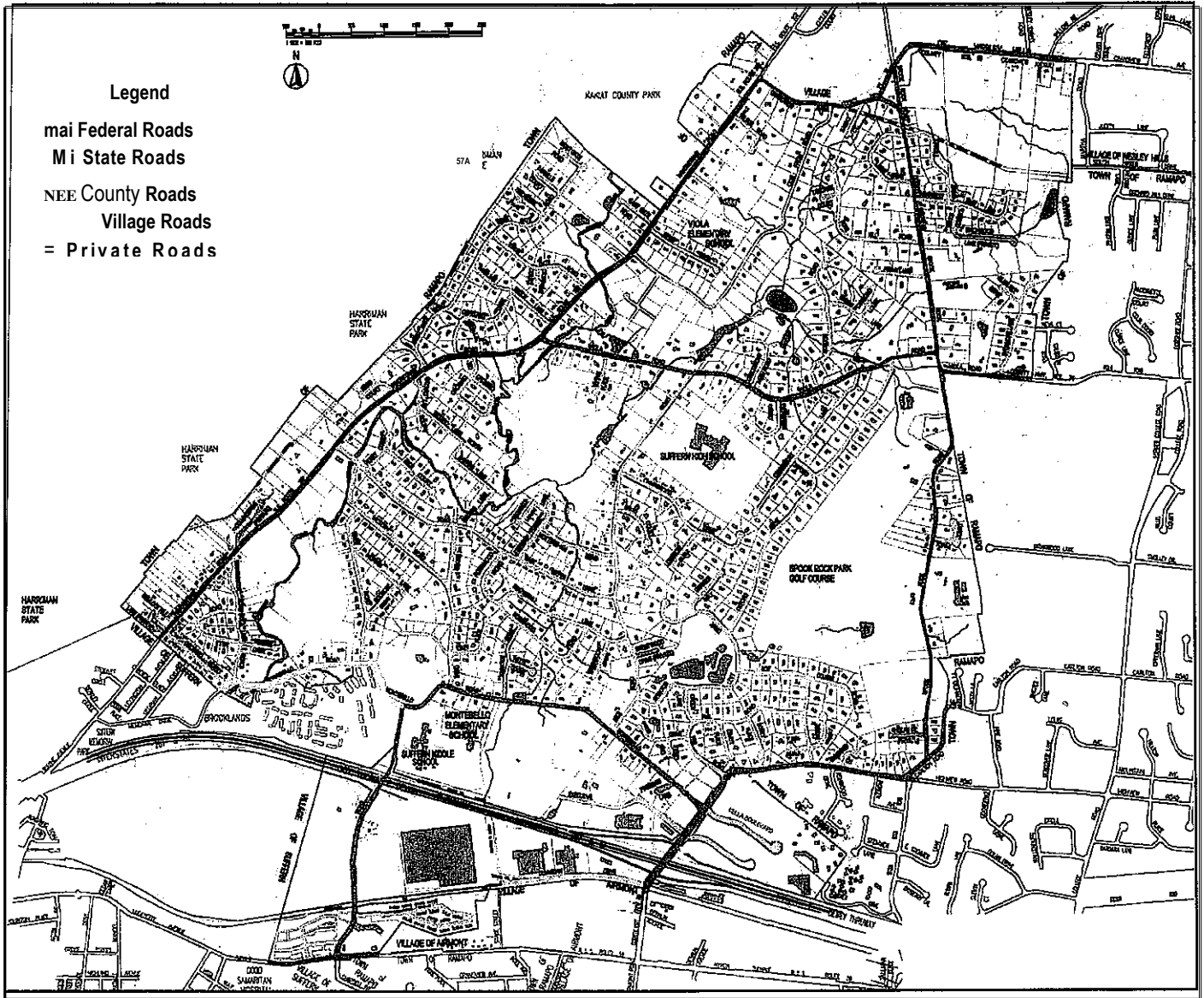


Figure TC - 1 Road Jurisdiction in Montebello

# Appendices

## Appendix A - Report on Recommendations in 2003 Comprehensive Plan

Section and Recommendation from 2003 Comprehensive Plan	2009 Status
<p><b>ZONING - Estate Residential (Land Use Page 20)</b></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>	<b>DONE</b>
<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</p>	<b>DONE</b>
<p><b>Estate Residential - Site Specific Areas (Land Use Page 21)</b></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>	<b>DONE</b>
<p><b>Estate Office Area (Land Use Page 22)</b></p> <p>(Montebello Park)</p>	
<p>The following is recommended: 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</p>	<b>DONE</b>
<p><b>Rural Residential land area (Land Use Page 23)</b></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>	<b>Commission should request again</b>
<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>	<b>ARB</b>
<p>Streets providing access to new development should be kept</p>	<b>Review Commission should request again-</b>

narrow up to a 27-foot maximum paved width. The stone walls found throughout the Village are highly recommended along the front property lines within this district.	<b>roadway standards would have changed</b>
<b>Low Density Residential Areas (Land Use Page 24)</b> This area generally coincides with areas currently zoned "R-35" ...	
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."	<b>ARB</b>
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	<b>Commission should request again-FAR was changed in 2003</b>
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	<b>NOT DONE</b>
<b>Medium Density Residential Land Use Area (Land Use Page 25) ...</b> currently zoned "R-25"	
Like the Low Density Residential area, similar design standards should be implemented to guide current and future housing size, form and character.	<b>ARB</b>
<b>Village Residential Area (Land Use Page 26) "R-15"</b>	
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.	<b>will not be implemented</b>
... 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.	<b>will not be implemented</b>
<b>Entry Level Residential Area (Land Use Page 27)</b> ... Indian Rock Village development located on the east side of Hemion Road, just north of the Indian Rock Shopping Center.	
Care should be taken to integrate pedestrian and bicycle linkages between this neighborhood and the shopping center to the south.	<b>Pre-existing-- not feasible</b>
<b>Senior Residential Land Use (Land Use Page 28)</b> ... is an existing site devoted specifically to senior housing and is currently zoned "RSH".	<b>Yes-the site next to Urcioli's Bldg on N. Airmont Road</b>
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.	<b>Village Board did not wish to implement</b>
<b>Village Center (Land Use Page 29-30)</b> A Village Center is proposed to be located along Route 59, proceeding westerly from its northwest corner with Hemion Road...	<b>DONE BUT NOT EXECUTED</b>

<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><b>Office Campus Area (Land Use Page 31)</b></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><b>Office-Hotel Area (Land Use Page 32)</b></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. <del>The area includes property along Executive</del></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><b>Planned Industry Area (Land Use Page 33)</b></p> <p>Dunniqan 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><b>Planned Industry-Campus (Land Use Page 33)</b></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</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><b>DONE</b></p>
<p>It is recommended that the Planned Industry-Campus area allow the following types of uses:</p> <ul style="list-style-type: none"> <li>'Light industrial uses subj. to performance standards including manufacturing, fabrication, processing, converting, altering, assembling, testing or other handling of products.</li> <li>'Outdoor recreation facilities</li> <li>'Indoor commercial recreation facilities</li> <li>'Utilities and public utility buildings</li> <li>'Office buildings</li> <li>'Laboratories, research facilities and corporate parks</li> <li>'Medical and dental clinics, health service complexes</li> </ul> <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</p>	<p><b>Building height limited check zoning code for uses</b></p>
<p><b><i>Civic Area (Land Use Page 34)</i></b></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</p>	<p><b>DONE AS ARB WAS ESTABLISHED</b></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><b>Village cannot afford at this time</b></p>
<p><b><i>Natural Resources Element (Land Use Page 37)</i></b></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><b>NOT DONE</b></p>
<p><b><i>Natural Resources (Land Use Page 39 -40)</i></b></p>	
<p>Adopt a Freshwater Wetlands/Stream Protection Law</p>	<p><b>DONE</b></p>
<p>Consider adopting a Aquifer Protection Educational Program/Overlay Zone</p>	
<p>Formalize Stormwater Protection Policies</p>	<p><b>DONE</b></p>
<p>Consider adopting Steep Slope Policies</p>	<p><b>DONE</b></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%)
<b>COMMUNITY FACILITY RECOMMENDATIONS (Land Use Page 45 - 46)</b>	
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 - <i>Acquire and preserve property for passive recreational opportunities, e.g., wildlife viewing areas. Allow only limited disturbance to these areas.</i>	IN PROCESS
Recreation - <i>Acquire and develop property for active recreational facilities, e.g., league fields. Introduce improvements that would allow expanded seasonal and daily use.</i>	MCC
	NOT DONE
<b>Montebello Trail System (Land Use Page 47)</b>	
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
<b>Historic and Aesthetic Resources Element (Land Use Page 52)</b>	
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
<i>Identify the historic resources in the Village. The resources identified in this element should be reviewed and updated.</i>	DONE
<ul style="list-style-type: none"> <li>• <b>Adopt a local historic preservation law.</b></li> </ul> <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
<b>Create a Historic Landmark Program within the Village of Montebello</b>	DONE
<b>Encourage property owners to list their eligible properties on the National Register of Historic Places and the Stat Historic Register. ...</b>	Requires liaison info. referred to HPC
<b>Traffic Calming — (Circulation Plan Page 18)</b>	
The first recommendation for traffic calming is to establish a program of posting lower speed limits throughout the	DONE
<b>Traffic Calming - (Circulation Plan Page 19)</b>	
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
<b>Specific Recommendations — Mile Rd/Viola Rd — (Circulation Plan Page 22)</b>	
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.	
<b>Specific Recommendations — Senator Levy Drive</b> <b>—</b> <b>(Circulation Plan Page 22-24)</b>	
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.	<b>NOT DEDICATED YET</b>
<b>Specific Recommendations — Mayer Drive —</b> <b>(Circulation Plan Page 25)</b>	
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.	<b>Placed traffic calming speed humps as alternate</b>
<b>Recommendation Three (Circulation Plan Page 26)</b>	
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.	<b>NOT DONE</b>  <b>Signs- Not dedicated</b>
• 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.	<b>COUNTY or STATE ROADS</b>
• 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.	<b>COUNTY or STATE ROADS</b>
• 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.	<b>COUNTY or STATE ROADS</b>
Route 202 - Pedestrian/bicycle crosswalks are recommended along Route 202 at the intersections with the following Village streets: Orchard Street, Wanemaker (Lake) Road, Mayer Road, Bayard Lane, Viola Road, Viola Elementary School ingress/egress, and Grandview Road.	<b>COUNTY or STATE ROADS</b>
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.	<b>COUNTY or STATE ROADS</b>
Montebello Road/ Hemion Road - Intersection improvements should include pedestrian crosswalks and traffic control devices such as stop	<b>COUNTY or STATE</b>

signs. Improvements could include raised intersections or intersection texturing.	<b>ROADS</b>
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.	<b>COUNTY or STATE ROADS</b>
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.	<b>COUNTY or STATE ROADS</b>
Rella Boulevard/ North Airmont Road - Street improvements include the development of a large traffic circle. Add pedestrian crosswalks to this intersection	<b>COUNTY or STATE ROADS</b>
Village Center - Street improvements for this Village include the development of a street grid of 400 foot X 250 foot blocks.	<b>NOT DEVELOPED</b>
• 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.	<b>COUNTY or STATE ROADS</b>
• 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.	<b>COUNTY or STATE ROADS</b>
• Hemion Road - Install a landscaped median to create a boulevard.	<b>COUNTY ROAD</b>
• Hem ion Road/ Route 59/ Campbell Ave - Add pedestrian crosswalks to this intersection.	<b>COUNTY ROAD</b>
Mayer Road - Install a landscaped median to create a boulevard.	<b>Traffic calming installed</b>
<b><i>Montebello Trail Plan - (Circulation Plan Page 29)</i></b>	
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.	<b>Requires dedication of Montebello Pines. Remains complicated and highly controversial.</b>

## Appendix B - Montebello Trail Concept

### Montebello Trail System



- EXISTING FEATURES**
- 1 CONSERVATION & WALKWAY EASEMENTS
  - PUBLIC SCHOOLS/PARKS
    - ROCKLAND COUNTY OWNED LAND (NOT PARKS)
    - TOWN OF RAMAPO OWNED LAND (NOT PARKS)
    - ( VILLAGE OF MONTEBELLO OWNED LAND (NOT PARKS)
    - ) RAMAPO CENTRAL S.D. OWNED LAND (NOT SCHOOLS)
  - POUNTED WATER OWNED LAND
  - WATERCOURSES
  - MARKED FOOT TRAILS
  - WETLANDS
  - VILLAGE HALL
- PROPOSED FEATURES**
- K/ON-STREET TRAIL (NO IMPROVEMENT REQUIRED)
  - I OFF-STREET TRAIL - (REQUIRES CONSTRUCTION)
  - TRAIL FOLLOWS SIDEWALK

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