



The Palisades Center has the potential for serving as a community hub but it requires improved transit options for better access, and a wider diversity of uses.

This plan proposes a multi use facility developed around a Commuter Rail Transit (train) as the heart of a Transit Oriented Development (T.O.D.) making it a destination for Rockland and the wider region.

Imagery used from “Barriers and Gateways to Green Infrastructure” 2011 Report  
from Clean Water American Alliance

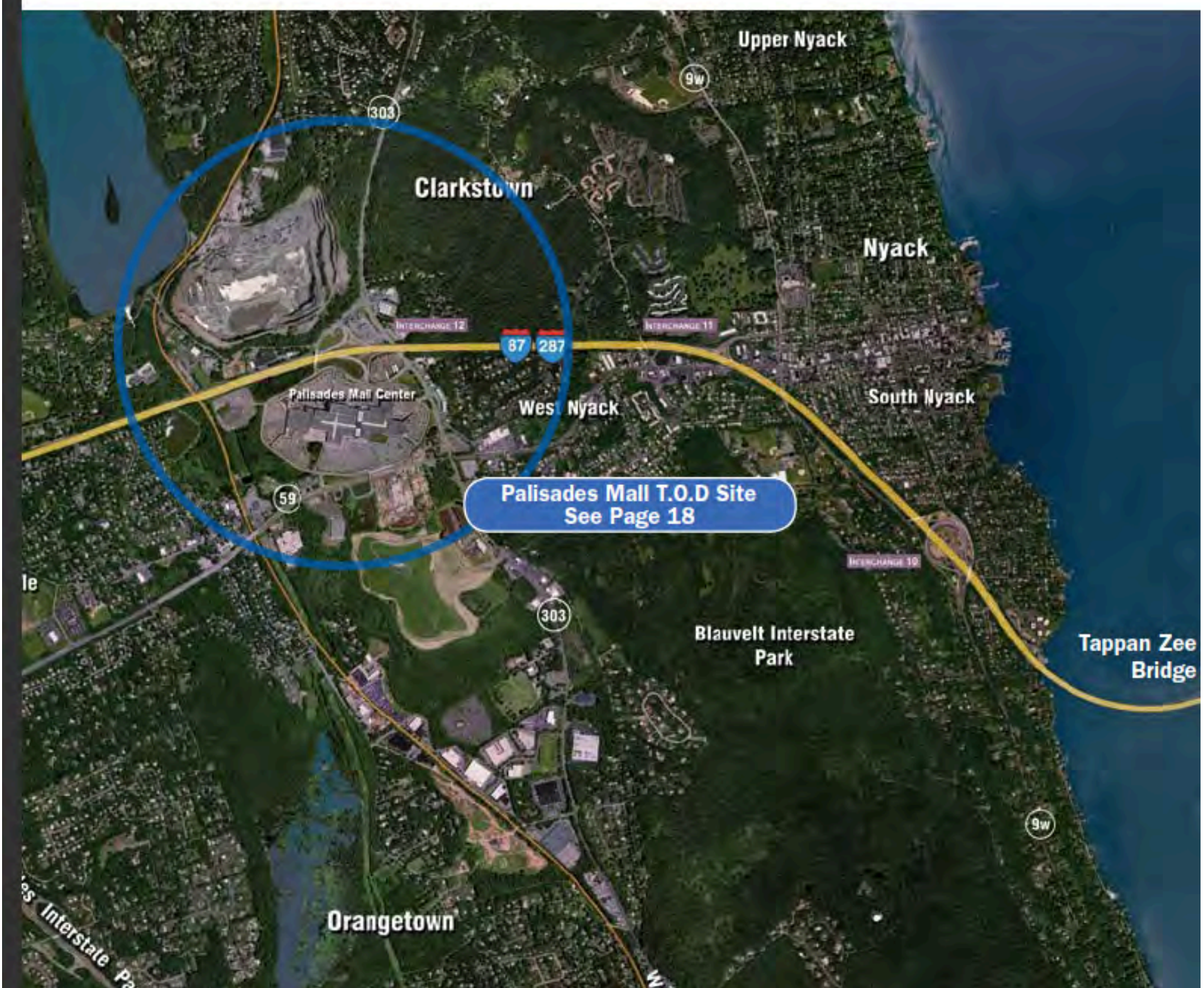


## Rockland Palisades Transit Oriented Development (TOD) “Building a Community Hub”

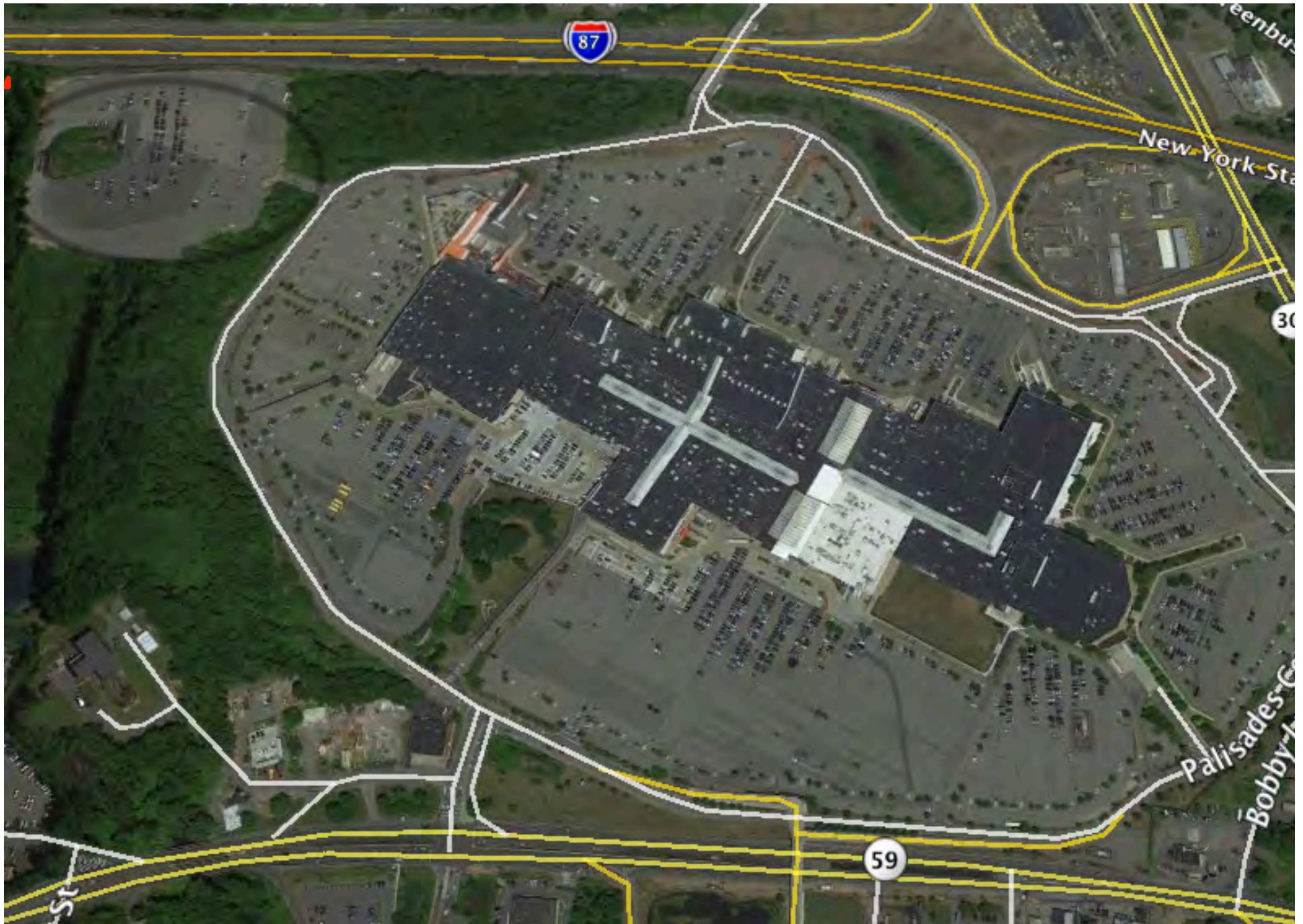
Our proposed plan recognizes some basic starting points:

- 1) **There is no actual commuter rail transit station (CRT) at the mall** – we placed one for this project in the existing 6 acre ‘Park and Ride’, 800 parking space lot based on a Tappan Zee Bridge study from 2007. (link to study on our website)
- 2) There is an **existing LARGE structure** that has potential for improved community use as a mixed use space.
- 3) The whole mall is cut off from the community - **Traffic** and safe **access** are two main concerns that we could address through T.O.D
- 4) The existing space has **significant paved areas** (> 8,000 parking spots)
- 3) The mall is a **source of goods, revenue (tax base) and jobs**, so linking transit and greater service diversity could revitalize it.

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# LOCATION OF THE COMMUTER RAIL TRANSIT AT THE ROCKLAND PALISADES T.O.D. PROJECT

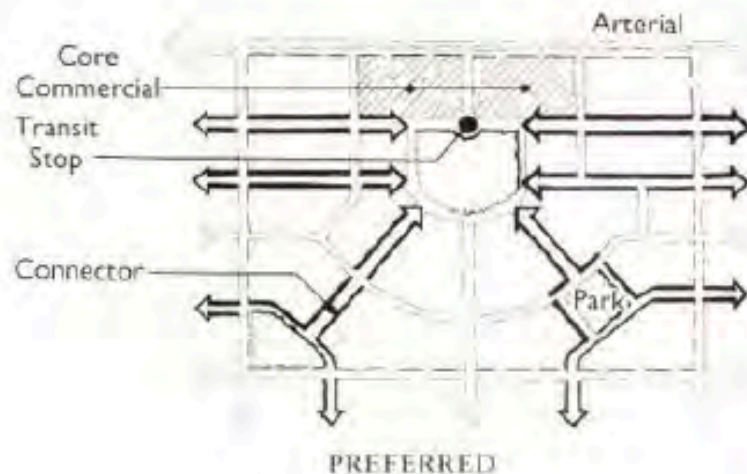


## What is Transit Oriented Development?

A mix of housing, shops, restaurants, offices, civic buildings and open space in a compact, pedestrian-friendly environment within walking distance of a train station, and that supports both community character and transit ridership.

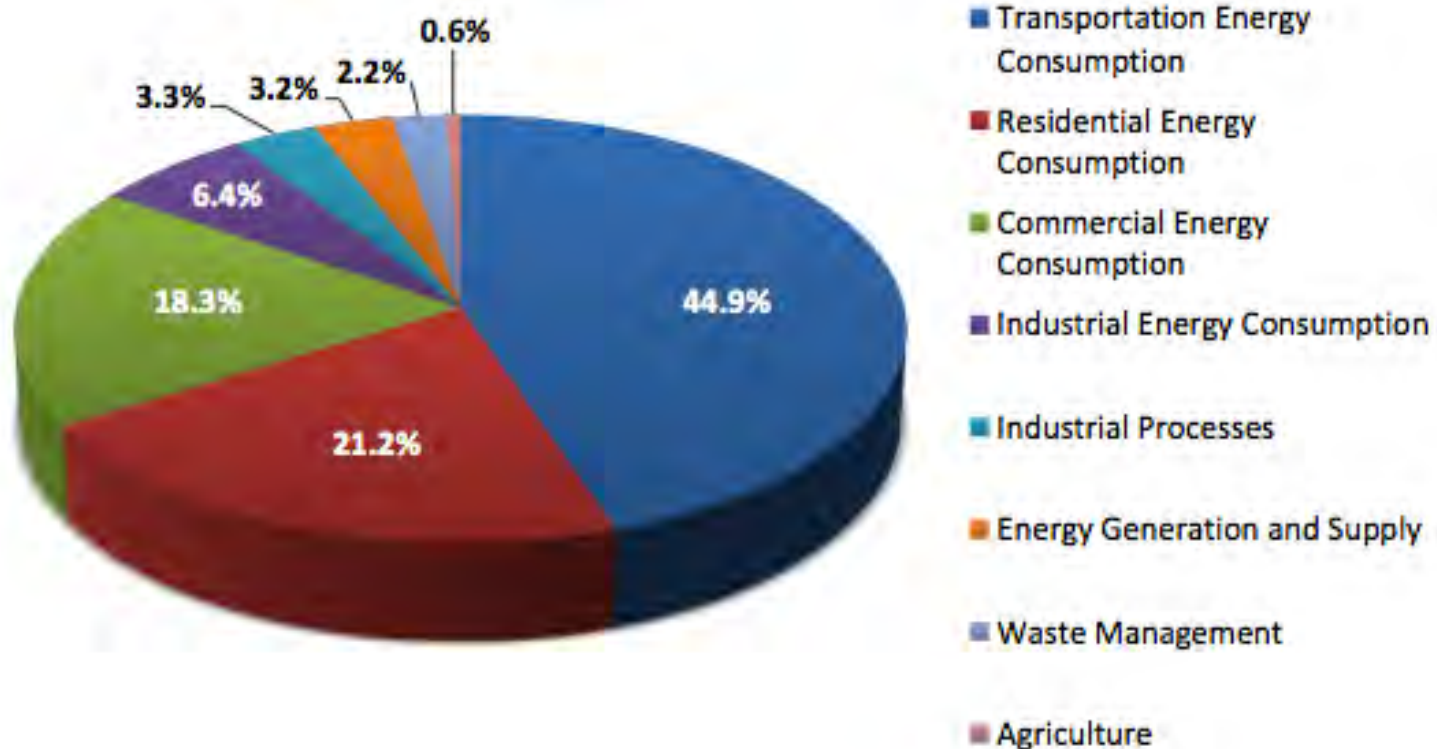
### Characteristics:

- Connects the surrounding area to the transit facility by creating an environment that accommodates the automobile but favors pedestrians and bicyclists.
- Favors uses that support compact, mixed-use environments as opposed to auto-dependent uses.
- Orients buildings towards streets and public spaces and solves the parking problem creatively.
- Encourages building architecture that is scaled to pedestrian activity.



From: Tappan Zee Corridor Transit-Oriented Development Study 2007: Regional Plan Association (NY-NJ-CT)

# Why Focus on Transportation? Consider the following...



This graph from the Mid-Hudson Regional Sustainability Report showing that more than 80% of our Region's emissions come from transportation and our homes and buildings – but over half of that is transportation! We need to move people more efficiently.

[http://www.co.orange.ny.us/filestorage/124/1362/MHRSP\\_FinalDraftExecSummary\\_May2013.pdf](http://www.co.orange.ny.us/filestorage/124/1362/MHRSP_FinalDraftExecSummary_May2013.pdf)

# Building a transit stop into the heart of 'Rockland Palisades T.O.D.'



The current mall does not have a train station. We selected these images to represent a possible CRT station in the Mall Park & Ride. Our focus is to rethink this type of station, and working with the entire Mall property, make the whole area a thriving T.O.D. with mixed use, community events and parkland.

**Rebuilding the Station:** A 2 story station will be built with a **covered walkway to connect the train station to the Mall.** This offers a safe method moving people to and from the train and assists in cold & wet weather. Additionally 'golf cart style' people movers will be available for people needing assistance.

Outside bike paths & walkways will connect the station to the rest of the mall.





# Let's Get Connected!!

Linking Train, Buses, Walking,  
Biking & Community!

**Rockland Palisades TOD must be the  
hub of a connection**



- **Buses** - We need to **connect the train stop to buses** to move people to Nyack, & New City, up to RCC and Ramapo and other Rockland locations. Some Rockland towns are already on the train line but we need to link all areas of Rockland with transit. The train stop will have a bus stop at the front to move people locally to and from this location. We will **need a logo & campaign** to get people using them!
- **Bikes** - A **bike path connecting the surrounding communities** to the Palisades Community Hub would be a priority design with bike racks installed to facilitate usage. We will work with Clarkstown to install dedicated protected bike lanes along the sides of Rte. 59 to move people from from the other side of Rte. 59 and Nyack. Installation of bike racks at the train station rather than over by the larger mall to avoid a trip hazard.
- **Walkways** - The existing location is a challenge for walkability but **overpasses and sidewalks to the mall** from the West Nyack's 4 corners and the community across Rte. 59 would be important.





## Rethinking the Space to Develop A T.O.D.

**Reduced Need For Mall Parking:** A minimum of 30% of the parking area will be removed. With the improved transit to the mall fewer cars will be used. Reducing parking will further incentivize using mass transit. The following few slides review what the space will be used for.

**Benefit:** Remove impervious surface to stop runoff and all for groundwater infiltration to help with flooding, cool the area by removing black reflective surface, improve aesthetics, provide recreational space.



# Replace Asphalt with outdoor recreation/park space with a playground, gazebo and picnic areas.

- The park and recreation space will encourage community gathering as a destination in addition to just shopping.
- The remaining parking areas will be redesigned so that it is not a flat slab of concrete to include planted areas.
- Bike and walking paths will be linked between the outdoor space and the main mall.
- We will preserve historic graveyard and include signage and connect it to the open areas.

Gazebo image from “[Chicagofolksandroots.org](http://Chicagofolksandroots.org)”





**Increase Plantings:** The whole mall space was once a wetland and floods in even small storms. We will create small swales and elevation differences to assist with runoff and drainage, install connected planted areas meandering throughout the parking area using native wetland plants and designed with curb cuts into the beds turning traditional run off into ‘run-in’ of water to the beds. We will plan a few demonstration rain gardens to encourage more of them to be installed in the community.

“Barriers and Gateways to Green Infrastructure” 2011 Report from Clean Water American Alliance



## Farmer's market & Local Businesses

- The ground floor of the mall will include a year round farmer's market featuring locally grown fruits and vegetables in season, and modeled after The Reading Terminal Market in Philadelphia with local honeys, cheeses, whole foods. We will work with the Rockland Farm Alliance to explore this.
- We will explore setting up hydroponic gardens from the ceiling in this market area.
- All store on the 1st floor of the mall will be locally owned businesses.
- **Benefits:** Healthy food, local businesses, customer draw.

Image from <http://www.messyandpicky.com/index.php/category/locations/reading-terminal-market/> AND <http://ilovebricks.blogspot.com/>



# Second Floor: Retain Corner Anchor & Franchise Stores

**The second floor of the mall and the corner 'anchor stores'** would be reserved for the current model of franchise or chain stores. The corner store structure would allow these stores to be several floors tall which improves their visibility and is the design they need to attract enough buyers to support their larger overhead.

**Benefit:** Keeps the tax base, large franchise stores have a strong community draw, diversifies the appeal.



## Third Floor A focus on community and service

- **Restaurants:** The third floor of the mall will be a mix of restaurants which would include both local fare and franchises – somewhat like a European Plaza of different food options we envision a variety of choices and options that will appeal to the young adult, families, mature adults etc.
  - **Services:** This floor will also include central space for activities for all ages such as: A Children’s Center Museum; We will work in partnership with RSVP (senior’s group) to provide a senior center for this growing demographic in the county, with a lunch program that incorporates the farmer’s market foods and will plan to coordinate some intergenerational activities with the Children’s Museum;
- Benefits:** Provide a wide range of services at the mall for all stages of life.



## THIRD FLOOR: Teen Space & Service Learning Center

- **Teens:** A teen creative hang-out - working with Apple Computer we will establish an internet café where teens could develop creative enterprises to share as a talent spot; focus on developing a non-alcohol serving teen dance or comedy facility which would feature local talent.
- A Service Learning Center to connect experience working in some of the career paths with the local schools would be a key enterprise in the third floor set up, and would encourage Rockland Conservation & Service Corps to set up a satellite office in this location to facilitate some of the youth and intergenerational activities.

**Benefits:** The county needs this central hub for youth – both an activity and a learning goal is met here.



# Fourth Floor: Convert to Housing

## Plan Residences

- Reuse of the existing space for studio and one bedroom residences, relocating existing businesses to another section of the mall.
- Minimum of 15% being designated as affordable units to include some senior housing as our community is aging.

**Benefits:** close to job opportunities, close to services, close to shopping, close to transit.





The residential units design will be a minimum of LEED gold and will include at a minimum:

- skylights and other features to incorporate & capture natural light,
- compact florescent (CFL) & LED lighting
- solar on the roof to generate energy.
- Low energy appliances & fixtures
- Low flow fixtures and appliances to conserve water

**Benefits:** Energy and resource efficient

Imagery used from "Barriers and Gateways to Green Infrastructure" 2011 Report from Clean Water American Alliance



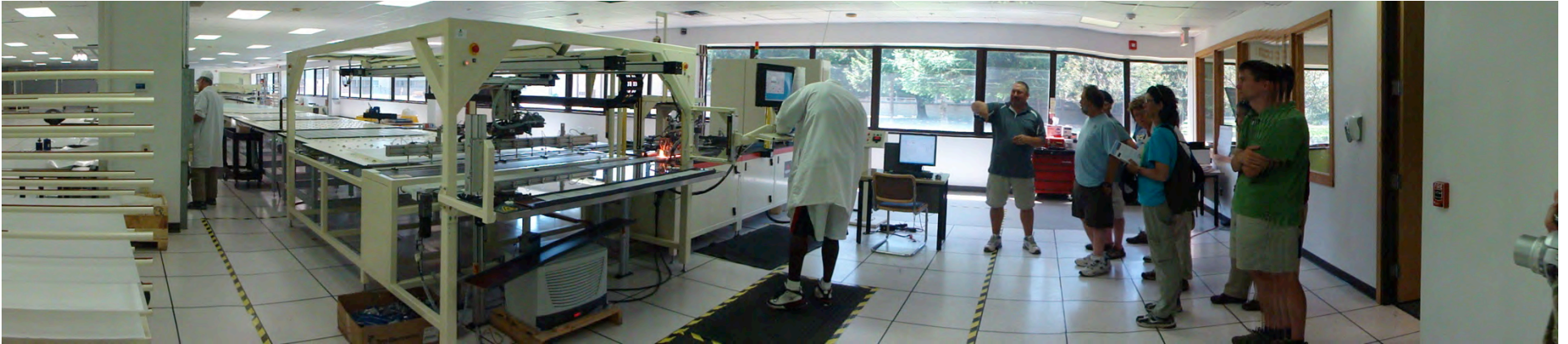
**Rooftop Use:** Access to the roof to include wide expansive views, and planted beds including a community garden which can provide vegetables and fruits for the Farmer’s Market.

**Benefit:** Local produce, community building activity, green roof with water retention and cooling benefits.

Imagery used from “Barriers and Gateways to Green Infrastructure” 2011 Report from Clean Water American Alliance



- **Enhance the Medical:** With the new paramedic location in the frontage along Rte. 59 and the West Nyack Fire Dept. relocation to this area we have a perfect opportunity to reinforce the medical placing an Urgent Care facility in this space.
- **Benefit:** This will be especially beneficial with the increased service and residential uses of the mall space.



## Include 'Light' Industry

**Light industry** would provide diverse job options to our community and add to the employment opportunities available close to a transit hub. Much as a solar panel facility has been set up in a section of the Kingston IBM building (photo above) a separate space could be used for this so that it would have its own space for supplies pick up and shipping. There is ample space for this adjacent to the CRT station in the Park & Ride.

**Benefit:** Diversification of employment options and opportunities.