

# Capturing Smart Growth: The Planning Net

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STRATEGIES AND  
RESOURCES  
TO HELP IMPLEMENT  
ECONOMICALLY VIABLE  
SMART GROWTH  
DEVELOPMENT

**POLICY  
PLAYBOOK**





# COMPREHENSIVE PLAN

A comprehensive plan, also called a master plan, is a written document supported by maps, charts, and other graphics, formally adopted by the local legislature that contains goals, objectives, and strategies for the future development and conservation of the community. It guides the municipality's physical and economic development and accommodates its social, environmental, and regional concerns and may include economic development strategies, zoning recommendations, waterfront plans, downtown corridor or hamlet plans, and other general plans.



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## WHY CREATE A COMPREHENSIVE PLAN?

**Land use planning presents an opportunity for a local government to inventory the needs and assets of its community, develop a shared vision for the future, and build consensus and support for actions that will implement the plan.**

The comprehensive plan creates a blueprint for a community's future development and preservation and provides the policy foundation upon which the community is built. Additionally, a comprehensive plan enables the locality to adopt strategic zoning controls and other land use regulations that implement the plan's vision. The New York State zoning enabling acts require land use regulations to be "in accordance with a comprehensive plan" or "in accordance with a well considered plan." NYS Village Law § 7-704; Gen. City Law § 20(25); Town Law § 263. The enabling statutes encourage local governments to adopt comprehensive plans and review these plans regularly to ensure that policy documents are keeping abreast of current community goals, zoning revisions, local and state regulations and market conditions.

## HOW TO CREATE A COMPREHENSIVE PLAN

*To develop a comprehensive plan, municipalities should consider the following steps:*

### **APPOINT A SPECIAL BOARD FOR THE COMPREHENSIVE PLAN.**

The local legislature is authorized by statute to prepare or amend the comprehensive plan but, by resolution, may direct the planning board or a special board to perform this task. See Village Law § 7-722, Town Law § 272-a, and General City Law § 28-a. The municipality should consider appointing a special board and tasking it with leading the comprehensive planning process. In addition to a designated chairperson, vice chairperson, and secretary, the special board could include local board members, residents, business owners, and other

interested stakeholders. The special board must include at least one planning board member and should set a meeting schedule, assign specific responsibilities for data collection and review, and establish an overall schedule for completion. The special board often is supported by paid consultant(s).

### **GATHER DATA.**

The special board should gather information about the municipality's current conditions, including demographics, infrastructure, housing, commercial uses, and natural, historic, cultural, and geographic assets (visit County Census and Statistics for data sources). The comprehensive plan should consider how to enhance or protect important features and how to address any community needs, such as increased housing stock, capital infrastructure, and economic development. When making these assessments, the municipality should consider regional economic, environmental, and social context.

### **INCLUDE CLEAR GOALS, OBJECTIVES, STRATEGIES, IMPLEMENTATION TECHNIQUES.**

Using gathered information, the municipality should develop long-term goals, shorter-term objectives, and strategies and implementation steps for accomplishing each objective. Long-term goals present broad statements of ideal future conditions, while objectives list statements of attainable, quantifiable, intermediate-term achievements that help accomplish each goal. For example, a community may aim to connect its downtown with waterfront recreational areas and then accomplish this goal through an objective like the design and construction of bike lanes. Strategies present a set of concrete actions that the locality will undertake to accomplish each objective using implementation techniques, such as zoning methods or non-regulatory techniques like tax incentives and infrastructure investment. Typically, comprehensive planning goals, objectives, and strategies are organized by component or element. The NYS enabling statutes suggest 15 components for inclusion in a plan, including land uses, natural and other resources, transportation facilities, utilities and infrastructure, and housing.

### **ENSURE THE PLAN IS MARKET REALISTIC.**

During plan development, a municipality should conduct a market analysis that studies demographic and market trends to identify what types of housing and businesses a defined geographical area can support. For example, a municipality could collect market data from the U.S. Department of Labor to identify local trends and demographic data from the U.S. Census Bureau to assess changes in population that may inform community needs. Market analysis results should inform planning recommendations to ensure they will attract employers and developers that the local economy can support and that are consistent with the plan's overall vision. To accomplish this, municipalities should consider adopting an Economic Development component in the comprehensive plan. For an example Economic Development component, see resources below.

### **BUILD COMMUNITY SUPPORT.**

Community support is essential for creating successful comprehensive plans. Without buy-in from local officials, land use board members, local businesses, real estate experts, environmental leaders, residents, and local media, a municipality may find it close to impossible to implement the plan. For any planning effort, a municipality should identify key stakeholders and facilitate their deep involvement in plan development, hold target community meetings for residents, host visioning charrettes, establish an interactive planning website, advertise the planning process in local media, and update local officials via email correspondence.

### **INCLUDE AN IMPLEMENTATION PLAN.**

An implementation plan designates the agencies or officials responsible for each planning action, identifies necessary resources, and establishes time periods for completing each action. By attempting to assign responsibilities, identify necessary resources, and adopt a time frame to accomplish specific actions, the local legislative board will discover whether strategies being explored are realistic or should be revised.

### **COMPLETE REQUIRED PROCESS STEPS.**

As required by NYS Village Law §7-722; Gen. City Law § 28-a; and Town Law § 272-a, the special board must forward the completed comprehensive plan to the local legislature, along with the board's adopted resolution recommending the plan. The special board also may forward the plan to the planning board for review and recommendations and must refer the plan to the Westchester County Department of Planning for recommendations. The local legislature must make the plan publicly available and hold a public hearing within 90 days of receiving the plan. Finally, the local legislature must review the draft plan under the New York State Environmental Quality Review Act (SEQRA). As the only board with the authority to adopt a comprehensive plan, the local legislature would serve as "Lead Agency" for this SEQRA review.

### **COMPLETE A GENERIC ENVIRONMENTAL IMPACT STATEMENT ON THE COMPREHENSIVE PLAN.**

SEQRA requires local agencies, including local legislatures and boards, to consider the potential environmental impacts of their actions, including plan adoptions and site-specific project approvals. Comprehensive plans and the large-scale development projects they envision often each require the preparation of an environmental impact statement (EIS). To reduce the need for an EIS for every subsequent large-scale development project, a municipality can prepare a Generic Environmental Impact Statement (GEIS) for the plan, as authorized by 6 N.Y.C.R.R. § 617.10. A GEIS identifies environmental conditions and develops standards and review thresholds to ensure that future development is compatible with or protective of those conditions. A GEIS may be broader and more general than a project- or site-specific EIS and should discuss the logic and rationale for the choices advanced. GEISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site-specific impacts, that were not adequately addressed or analyzed in the GEIS. When a final GEIS has

been filed, no further SEQRA compliance is required if a subsequent proposed project will conform with the GEIS's established conditions and thresholds; however, a supplement to the final GEIS must be prepared if the final GEIS did not adequately address the subsequent proposed project and that project may have one or more significant adverse environmental impacts.

A GEIS may help attract redevelopers because it can significantly shorten the project development timeline and diminish the time and money required to prepare site-specific EISs. Additionally, Section 617.13(a) authorizes the municipality to charge a portion of the GEIS preparation costs to developers of later projects as they submit permit applications, a highly cost-effective approach. Several Westchester municipalities have adopted GEISs, including the City of New Rochelle, which adopted a Final GEIS for its Downtown Overlay Zone and Zoning Map Amendments in 2015. Once a final GEIS is adopted and SEQRA review concludes, the local legislature may adopt the final comprehensive plan.

*To view New Rochelle's Final GEIS for the Downtown Overlay Zone and zoning map amendments, go to <http://newrochelleny.com/DocumentCenter/Index/256>.*

## BEST PRACTICE EXAMPLES

### **THE 2017 NEW CASTLE COMPREHENSIVE PLAN: A FRAMEWORK FOR THE FUTURE OF NEW CASTLE**

On June 21st, 2017, the Town of New Castle adopted The 2017 New Castle Comprehensive Plan: A Framework for the Future of New Castle. Financed with general municipal funds, the plan benefited from a strong public participation process and features a chapter dedicated to a resilient economy, as well as a living implementation plan. The plan began with a robust community engagement process involving several volunteer working groups and a five-member Comprehensive Plan Steering Committee that worked with the Town's planning staff to create the plan. In addition, the Town collected resident input

during public outreach events. The community engagement process documented residents' goals, objectives and vision for the Town and identified the Town's priority issues, assets and challenges with regard to its land use patterns. Community engagement shaped the plan's policy discussion and its planning goals, which reflect preferences and feedback from all stakeholders. Additionally, the plan features a chapter focused on New Castle's economy that details the Town's current fiscal condition, its employment and workforce inventory, a summary of hamlet economic activity, a discussion of economic preparedness and resiliency. This chapter features goals to create a resilient economy that are based on the Town's economic status and recognizes the need to revitalize its two hamlets to support the Town's businesses in a changing economy. The plan utilizes the APA Sustaining Places Framework.

The plan concludes with a detailed implementation table that identifies actions to achieve each of the plan's goals. The Town incorporates these actions in its yearly budget process, and the Town Board, with advice from the Development Department, incorporates priority actions into the Town's daily work program. Through this process, the Town revises the implementation plan yearly to reflect the Town's current status.

*To learn more, go to [Town of New Castle, NY, Comprehensive Plan, available at http://mynewcastle.org/master-plan/about-the-project/](http://mynewcastle.org/master-plan/about-the-project/).*

### **THE CITY OF NEW ROCHELLE'S ENVISIONR**

In 2016, the City of New Rochelle adopted EnvisionR, the City's comprehensive plan. The City funded the planning process through a \$175,000 grant awarded by the New York State Energy Research and Development Authority (NYSERDA) under the Cleaner, Greener Communities Program. The EnvisionR planning process began with a strong, multi-year public engagement process that included initial visioning sessions, the establishment of a Comprehensive Planning Committee that worked with City staff, six public workshops attended by residents and local business owners, and an interactive website. EnvisionR is based on goals developed and refined during the public

engagement process and includes a chapter focused on the City's economy that inventories and analyzes New Rochelle's labor force and employment base, major industries and employers, public administration, and real estate market. This chapter then presents economic development recommendations based on this analysis. EnvisioNR also incorporates goals from GreeNR, the City's existing sustainability plan, as well as recommendations from New Rochelle's Sustainability Working Group. GreeNR sustainability goals incorporated into EnvisioNR include energy conservation and renewable energy, green infrastructure, and complete streets. Finally, EnvisioNR also includes a robust implementation plan that identifies the responsible implementing party and a general timeframe for implementation of each of the plan's recommendations.

*For more information about EnvisioNR, see City of New Rochelle, NY, EnvisioNR, available at <http://www.newrochelleny.com/944/EnvisioNR> and GreeNR, available at <http://www.newrochelleny.com/349/GreeNR-Sustainability-Plan>.*

### **ENVISION CORTLANDT – 2016 SUSTAINABLE COMPREHENSIVE PLAN**

The Town of Cortlandt received a \$175,000 grant from NYSERDA under the Cleaner, Greener Communities Program to fund Envision Cortlandt, the Town's 2016 Sustainable Comprehensive Plan. Awarded the 2016 New York Planning Federation Comprehensive Plan Award, Envision Cortlandt integrates sustainability principles throughout the master plan and includes metrics to measure sustainability progress toward the master plan's vision. A strong public engagement process informed Envision Cortlandt, including the creation of a Master Plan Committee (MPC) composed of diverse citizens, monthly public MPC meetings, a Town survey, workshops, public meetings, and MPC presentations.

The plan identifies four geographic areas ripe for economic growth, including the area around the Cortlandt Train Station, as well as the Town's waterfront. After adopting the master plan, Cortlandt undertook an economic development analysis to identify the best use of properties along its waterfront and began a process to update

its zoning in accordance with Envision Cortlandt, specifically for the proposed Medical Oriented District (MOD) located in the vicinity of the New York Presbyterian/Hudson Valley Hospital Center. Additionally, the Town established a Master Plan Implementation Committee (MPIC) that is creating a citizen's guide to engage the public in the master plan implementation process.

*For more information about Envision Cortlandt, visit <http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=14613>.*

## **RESOURCES**

*For more information about creating land use plans, consult the following resources.*

### **Well Grounded: Using Local Land Use Authority to Achieve Smart Growth (Chapters 1-3)**

John R. Nolon

Environmental Law Institute (2002)

<https://www.eli.org/eli-press-books/well-grounded-using-local-land-use-authority-achieve-smart-growth>

### **Westchester County Department of Planning**

<https://planning.westchestergov.com/>

### **Westchester County Census and Statistics**

<https://planning.westchestergov.com/census-statistics/>

### **Zoning and the Comprehensive Plan**

#### **New York State Department of State (2015)**

[https://www.dos.ny.gov/lg/publications/Zoning\\_and\\_the\\_Comprehensive\\_Plan.pdf](https://www.dos.ny.gov/lg/publications/Zoning_and_the_Comprehensive_Plan.pdf)

#### **Guide to Planning and Zoning Laws of New York State**

#### **New York State Department of State (current 2018)**

[https://www.dos.ny.gov/lg/publications/Guide\\_to\\_Planning\\_and\\_Zoning\\_Laws.pdf](https://www.dos.ny.gov/lg/publications/Guide_to_Planning_and_Zoning_Laws.pdf)

**Creating the Community You Want: Municipal Options for Land Use Control**  
**New York State Department of State (current 2018)**

[https://www.dos.ny.gov/LG/publications/Creating\\_the\\_Community\\_You\\_Want.pdf](https://www.dos.ny.gov/LG/publications/Creating_the_Community_You_Want.pdf)

**PE6 Action: Comprehensive plan with Sustainability Elements**  
**Climate Smart Communities (current 2018)**

<https://climatesmart.ny.gov/actions-certification/actions/#open/action/66>

**The SEQR Handbook**

**NYS DEC Department of Environmental Conservation (2010 3rd Ed.)**

[https://www.dec.ny.gov/docs/permits\\_ej\\_operations\\_pdf/seqrhandbook.pdf](https://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf)

**Gaining Ground Database Economic Development Resources**  
**Land Use Law Center at Pace Law**

Includes model economic development policy designed to supplement the comprehensive plan

<https://appsrv.pace.edu/>

[GainingGround/?do=TopicSearch&Topic=127#bottom](https://appsrv.pace.edu/GainingGround/?do=TopicSearch&Topic=127#bottom)

**Advancing the Economic Development Element**  
**in Comprehensive Plans**

Luis Nunez

*American Planning Association PAS Memo (2017)*

<https://www.planning.org/pas/memo/2017/jan/>

**The Local Comprehensive Plan (PAS QuickNotes 52)**

**American Planning Association (2014)**

<https://www.planning.org/media/document/9007647/>

**Sustaining Places: The Role of the Comprehensive Plan (PAS 567)**

**David Godschalk, FAICP & William Anderson, FAICP**

American Planning Association (2012)

<https://www.planning.org/publications/report/9026891/>

**Sustaining Places: Best Practices for**  
**Comprehensive Plans (PAS 578)**

David Godschalk, FAICP & David Rouse, FAICP

American Planning Association (2015)

<https://www.planning.org/publications/report/9026901/>

**Sustaining Places Practices for Comprehensive**  
**Planning (PAS EIP-35)**

**American Planning Association (2015)**

Includes example comprehensive plans and companion matrix for PAS 578

<https://www.planning.org/pas/infopackets/#35>

**Best Practices for Integrating Sustainability into Long-Range**  
**Planning Video**

APA Sustainable Communities Division (2015)

<http://vimeo.com/116200297>

**On Demand: Sustaining Places through the**  
**Comprehensive Plan Webinar**

David Rouse, et al.

American Planning Association (2015)

<https://www.planning.org/events/course/9026948/>

**Make the planning and development process more inclusive,**  
**predictable, and efficient**

The Fourth Regional Plan Recommendations

Regional Plan Association (2017)

<http://fourthplan.org/action/planning-process>

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WESTCHESTER COUNTY ASSOCIATION



# TARGET AREA PLANS

Like the comprehensive plans described in the previous section, a target area plan is a written document formally adopted by the local legislature that contains planning goals, objectives, and strategies for a specially selected area within a municipality. Localities create target area plans to guide development along a waterfront, for example in a riverfront plan or an Local Waterfront Revitalization Plan (LWRP), in a downtown area or corridor, at a transit station, at a brownfield site, or at any other selected area where a community wishes to guide development.



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## WHY CREATE A TARGET AREA PLAN?

Often, the unique character of an area lends itself to a targeted approach. A municipality may wish to expand use of desirable waterfront property for public parks and recreation, as well as economic development opportunities, while protecting natural resources and habitat. Similarly, a locality may seek to concentrate housing and commercial development around transit hubs, redevelop previously contaminated properties into productive uses, or preserve the historic and cultural character of a particular corridor. If resources are limited, a municipality may find that target area planning is easier to finance than a full comprehensive plan. Also, because it focuses on a smaller area within a municipality, the target area planning process typically takes less time to complete than a comprehensive planning process but is often more detailed.

## HOW TO CREATE A TARGET AREA PLAN

*To create a target area plan, a community should consider the following steps:*

### **IDENTIFY A TARGET AREA WITH A PARTICULAR NEED OR ECONOMIC POTENTIAL TO PRIORITIZE USE OF**

**RESOURCES.** Some municipalities will identify a target area because of its particular needs, such as vacant, underutilized, or contaminated land or its assets, such as a transit station or waterfront. Other municipalities may use economic impact analyses to identify an appropriate target area with existing infrastructure and development potential.

### **PREPARE A DETAILED MASTER PLAN FOR THE TARGET**

**AREA.** Communities should apply the planning steps detailed above in the Comprehensive Plan section to the target area planning process. This process should engage all interested stakeholders, such as residents, local businesses, municipal officials and staff, and local organizations, as well as resource-rich state agencies and anchor

institutions, to help develop the plan's goals, objectives, strategies, and implementation techniques. Implementation measures could include zoning amendments and other land use regulations to guide development in the target area. Additionally, the plan should incorporate an economic impact analysis that studies demographic and market trends to identify what types of housing and businesses the target area can support. The target area plan should conclude with a detailed implementation schedule that includes short-, medium-, and long-term measures, as well as specific responsibilities for planning actions, resources for these actions, and a time frame to ensure the final plan is executed.

### **COMPLETE A GENERIC ENVIRONMENTAL IMPACT STATEMENT ON THE TARGET AREA PLAN.**

As with comprehensive plans, target area plans also must undergo SEQRA review and often require the preparation of an environmental impact statement (EIS), as do any subsequent large-scale development projects in the target area. To reduce the need for in-depth SEQRA reviews for future projects, the municipality can prepare a Generic Environmental Impact Statement (GEIS) for the target area plan. To learn more about GEISs and their benefits, review the Comprehensive Plan section above.

### **ADOPT THE TARGET AREA PLAN AND INCORPORATE IT INTO THE COMPREHENSIVE PLAN.**

To clarify planning priorities and facilitate zoning that implements the target area plan, the municipality can adopt the plan as a new component of the community's existing comprehensive plan after the SEQRA process concludes. Formal adoption will ensure any new zoning adopted to implement the target area plan conforms to the comprehensive plan, which is required by law, thus insulating the zoning from legal challenges.

### **INVEST IN AREA THROUGH CAPITAL PLAN AND BUDGET.**

Municipalities should coordinate adoption of plans and implementing regulations with capital budget planning and budgets or secure outside funding to ensure that public amenities and infrastructure are supportive of anticipated private sector development.

## **BEST PRACTICE EXAMPLES**

### **CITY OF PEEKSKILL LOCAL WATERFRONT REVITALIZATION PROGRAM**

In 2015, Peekskill updated and adopted its Local Waterfront Revitalization Program (LWRP), which implements NYS Coastal Management Program policies through local plans and regulations. With funding from the NYS Environmental Protection Fund's Local Waterfront Revitalization Program, Peekskill coordinated with NYS Department of State (DOS) to prepare the LWRP, which includes a comprehensive land and water use plan for the City's waterfront and developed waterfront resources, as well as a local consistency review law. Eager to facilitate transit oriented development (TOD) around the Peekskill Metro-North Train Station that is situated along the City's waterfront, Peekskill incorporated an array of TOD policies and zoning changes in its LWRP. These policies include allowing a mix of uses and mixed-use buildings in the waterfront's southern planning area, increased building heights in the central planning area, and reduced parking requirements within a third-mile of the train station, as well as planning for infill of underutilized sites, structured parking, on-street parking, and improved pedestrian connections along the waterfront and with downtown. After the NYS Secretary of State and the federal Office of Coastal Resources Management approve Peekskill's 2015 LWRP, state and federal actions must be consistent with the adopted Plan.

*For more information about the LWRP process, visit the City's Local Waterfront Revitalization Program (LWRP) Update 2015 webpage at <https://www.cityofpeekskill.com/planning-and-development/pages/local-waterfront-revitalization-program-lwrp-update-2015>.*

### **CITY OF WHITE PLAINS TRANSIT DISTRICT STRATEGIC PLAN**

In 2016, White Plains released the White Plains Transit District Strategic Plan, which was funded by a \$1 million grant awarded by the New York State Energy Research and Development Authority (NYSERDA) under the Cleaner, Greener Communities Program. This Plan is part of the City's Multimodal Transportation Center Redevelopment Project to transform its transit center, an area encompassing a third-mile radius around the White Plains Metro-North Station, into an integrated regional transportation hub. The Plan creates a redevelopment strategy to (1) integrate transit services, including the existing Westchester County Bee-Line TransCenter Bus Terminal and future stops on the planned Lower Hudson Transit Link Bus Rapid Transit, (2) reestablish the surrounding area with pedestrian friendly streets, a balanced mix of land uses, and engaging public spaces, and (3) strengthen connections between transit nodes and downtown White Plains. The Plan was informed by an extensive, 15-month community engagement process that included public meetings, City events, "Question of the Week" surveys, and solicitation and review of web-based comments. Robust public engagement and a thorough analysis of market conditions influenced the plan's goals and objectives, which include catalyzing economic development and opportunities for transit oriented development. Using the Plan's framework, White Plains will rezone several blocks to facilitate the redevelopment of 4.5 acres of City-owned land near the transit center.

*For more information, visit the City's Downtown White Plains Transit District Study webpage at <http://www.wptransitdistrict.com/>.*

*To learn more about the Multimodal Transportation Center Redevelopment Project, go to <http://www.cityofwhiteplains.com/index.aspx?nid=588>.*

### **CITY OF YONKERS WATERFRONT MASTER PLAN & HUDSON PARK**

In the 1990s, Yonkers sought to revitalize its downtown waterfront, a vacant former industrial site, and engaged in a waterfront planning process. In 1996, Yonkers adopted a waterfront master plan that

proposed extending the urban fabric of downtown Yonkers to the waterfront through a medium-scale, urban and residential community with irregular streets, appropriately scaled buildings, interconnected public places, including the Yonkers Metro North Train Station, and a variety of pedestrian friendly public open spaces. Funded through a Community Development Block Grant, the plan includes highly prescriptive development guidelines for infrastructure, streets and blocks, utilities, open space, and building design. When the waterfront master plan was adopted, City Council concurrently zoned the waterfront area as a planned development and redevelopment zone (PDR), with the master plan development guidelines providing the use, density, parking, open space, and street configuration requirements for that PDR district. This technique permitted development in accordance with the master plan. The City then embarked on a collaborative effort with Collins Enterprises, LLC to redevelop the Yonkers waterfront into Hudson Park, a transit oriented, mixed-use development adjacent to the train station. To obtain a building permit for Hudson Park, the developers submitted a site plan to the City's planning board showing master plan compliance. Built in three phases over a 17-year period beginning in 2001, Yonkers and the developer utilized several public/private partnership tools to finance the project. The project also benefited from the City's downtown infrastructure investments and the Metropolitan Transportation Agency's restoration of the Yonkers train station and track infrastructure, as well as the Sawmill River daylighting project in later years. The Hudson Park project now features four buildings with residential apartments, retail, and a pedestrian esplanade along the water. Since the Hudson Park project was approved, City Council has rezoned this waterfront area and now approves projects in this area via the City's PUR special use regulations that still require compliance with the waterfront master plan.

*For a copy of the master plan, contact the Land Use Law Center. For more information about Hudson Park, visit [https://newyork.uli.org/wp-content/uploads/sites/35/2018/09/ULI-TSLUC\\_Hudson-Park-Case-Study-Report\\_FINAL.pdf](https://newyork.uli.org/wp-content/uploads/sites/35/2018/09/ULI-TSLUC_Hudson-Park-Case-Study-Report_FINAL.pdf).*

## RESOURCES

*For more information about creating target area plans, consult the following resources.*

### **Making the Most of Your Waterfront: Enhancing Waterfronts to Revitalize Communities**

NYS Department of State Guidebook (2009)

[https://www.dos.ny.gov/opd/programs/pdfs/LWRP\\_guidebook.pdf](https://www.dos.ny.gov/opd/programs/pdfs/LWRP_guidebook.pdf)

### **Coastal Zone Management (PAS 581)**

Elizabeth Felter & Marya Morris

American Planning Association (2016)

<https://www.planning.org/publications/report/9026904/Mixed-Income-Transit-Oriented-Development-Action-Guide-MITOD.org>

### **Transit-Oriented Development (EIP-19)**

American Planning Association (2008)

<https://www.planning.org/pas/infopackets/#19>

### **Brownfield Redevelopment Toolbox: A Guide to Assist Communities in Redeveloping New York State's Brownfields**

NYS Department of Environmental Quality (updated 2015)

[http://www.dec.ny.gov/docs/remediation\\_hudson\\_pdf/bftoolbox.pdf](http://www.dec.ny.gov/docs/remediation_hudson_pdf/bftoolbox.pdf)

### **Community-Based Brownfield Redevelopment**

David Morley

American Planning Association PAS Memo (2008)

<https://www.planning.org/pas/memo/2008/jan/>

### **Downtown Revitalization in Small and Midsized Cities (PAS 590)**

Michael A. Burayidi

American Planning Association (2018)

<https://www.planning.org/publications/report/9142015/>

**Planning and Zoning for Downtown Redevelopment (EIP-26)**

American Planning Association (2010)

<https://www.planning.org/pas/infopackets/#26>

**Breaking Ground: Planning and Building in Priority Growth Districts**

John R. Nolon & Jessica Bacher

Yale School of Forestry & Environmental Studies (2005)

[https://environment.yale.edu/publication-series/land\\_use\\_and\\_environmental\\_planning/942.html](https://environment.yale.edu/publication-series/land_use_and_environmental_planning/942.html)