

## FAQ REGARDING ROUTE 94 REDESIGN

**Q. If we do nothing to change the current Zoning Code could Rt 94 look like 211 in Middletown?**

A. Under the current Design Shopping Zone it can! That is why the Town wants to revise the zone to make it more in keeping with the character of the community. The goal is to improve aesthetics, enhance business vibrancy with positive tax benefit, and provide a modest number of single bedroom apartments above stores for young people and workers.

**Q. Why are we rezoning farmland?**

A. The Town is not rezoning farmland. The land in the Rt 94 area from Meadowcrest Plaza South to Pennings Lane is already zoned Designed Shopping (DS) and Office Industrial (OI). It has been since the 1970s, and farming continues to be a permitted use in the redesigned zone.

**Q. What is to stop this zone from extending along Rt 94?**

A. The zone cannot grow because it is bordered on the North and East by the PDR preserved Raynor, Sayre and Sweetman Farms. It is bordered on the West and South by Warwick School District property and residential housing. In addition, it is bounded on the west by an extensive wetland that precludes further development.

**Q. How will the Town encourage applicants to build what we want?**

A. The proposed code refinement will make it mandatory to use existing and enhanced guidelines for architectural and site development standards that will be required for any project approval. These will include, among other things, building styles, environmental friendly storm water requirements and energy efficiency standards.

**Q. Why can't the Town use the PDR money to buy the property?**

- A. The 9.5 million of PDR bond money has already been spent to preserve over 2,800 acres including establishing a green belt outside the village just northeast of the Rt 94 Designed Shopping Zone (Raynor, Sweetman, and Sayre Farms).

**Q. Will the proposed changes to the Rt 94 zone detract from our vibrant Village economy?**

- A. By defining uses in both size and type that compliment and do not directly compete with the majority of business categories that anchor the Village we can minimize negative effects. The Town would also incorporate bicycle and transit links between Rt 94 and Main Street in any zone changes.

**Q. Why do we need marginal access or interior travel lanes within the Rt 94 zone?**

- A. Rt 94 is a State highway. It is used not only by our residents, but also by commuters, as well as visitors to our Town and the rest of the County. When commercial construction is added to the already existing zone, the State Transportation Department requires lane widening or additions and in many cases traffic signal installation. Marginal access lanes are intended to avoid the ultimate conversion of Rt 94 to a four (4) lane highway.

**Q. Why can't we stop all commercial development in the zone?**

- A. The remaining properties in the zone are already zoned commercial and are privately owned. The law gives those owners some rights and the municipality cannot place unreasonable restrictions on the use. Rezoning the land as agriculture or even residential would be a diminishing of value. Taxpayer money would have to be spent to defend actions not supported by current case law.

**Q. Why don't we wait until after Price Chopper opens and we see how that impacts?**

A. The impacts of Price Chopper have already been documented in an extensive environmental impact statement (EIS) and are available for anyone to review. Currently two landowners have applications before the Town Planning Board under the existing zoning. They can decide to move their applications forward at any time provided they abide by the current law. As the zone builds out under current zoning it gets harder to incorporate sound planning techniques within the zone.