

Appendix

Please note: Appendix Sections I-IX are bound separately and available for download at the Town's Comprehensive Plan Update website at compplan2020.clarkstown.org/public-participation or for viewing at Town Hall in the office of the Planning Department. Upon adoption of the Comprehensive Plan Update, the Appendix will also be available through the Planning Department page of the Town's website (town.clarkstown.ny.us/town_hall/planning).

I. Summary of Progress on Goals & Objectives of the 2009 Comprehensive Plan

II. Public Comments on Preparation of the Draft Comprehensive Plan Update/DGEIS

III. Presentation on Summary of Changes Proposed within the Draft Comprehensive Plan Update/DGEIS

IV. Surveys

A. Student Community Survey – Town of Clarkstown - 2008

B. Clarkstown Housing Needs Survey – GMRS – October, 2008

V. Studies

A. Town of Clarkstown Economic Development Strategy - Saratoga Associates - November, 2008

B. Environmental Resource Assessment – John Mickelson – November, 2008

- C. Final Report - Citizens Advisory Board for Housing in the Town of Clarkstown – September, 2002*
- D. Recreation & Parks Master Plan – C.T. Male Associates - October, 2008*
- E. Town of Clarkstown Open Space Guidelines - Minutes of the Planning Board Meeting of March 22, 2000*
- F. Priority Recommendations of the Clarkstown Open Space Citizen's Advisory Committee – June 22, 2001*
- G. Report: Staff Advisory Committee on Clarkstown Open Space Acquisition – January 12, 2006*
- H. Clarkstown Comprehensive Transportation Plan - Cambridge Systematics, Inc. with The RBA Group and Howard/Stein-Hudson Associates - July, 2009*
- I. New City Hamlet Center Vision Plan – Behan Planning Associates, LLC with Frederick P. Clark Associates, Inc. – February, 2007*
- J. Congers Lake Road Ad Hoc Committee Recommendations – June 20, 2007*
- K. Comments on Congers and Valley Cottage Overlay Districts Memo – Jay A. Greenwell, PLS – March 28, 2009*
- L. Partnerships & Connections: Town of Clarkstown Commercial Corridor Transportation & Land Use Study - Cambridge Systematics, Inc. – 2015*
- M. NY Rising Community Reconstruction Plan - 2014*
- N. Complete Streets Committee Project Selection and Implementation Guide & Street Ranking Documentation - AKRF Consultants - 2017*
- O. Hamlet of Nanuet Transit Oriented Development Plan - Cambridge Systematics, Inc. – Final Report - 2017*

P. Clarkstown Geographic Information Systems Strategic Plan 2020-2025 - William Withington, Clarkstown GIS Coordinator - 2020

Q. Clarkstown Business & Economic Development Advisory Committee Report - 2019

R. 2021 Clarkstown Climate Action Plan – Joshua D. Rotbert - 2021

S. Covid-19 and NYC Metro Region Residential Sales Trends – 2021

T. Professional Complete Report, Clarkstown, NY – EASI Demographics - 2021

VI. Town Board Resolutions

VII. Scoping Document

VIII. Public Hearing Minutes of Town Board Meeting on the Draft Comprehensive Plan Update/DGEIS

IX. Correspondence on the Draft Comprehensive Plan Update/DGEIS

I. Summary of Progress on Goals & Objectives of the 2009 Comprehensive Plan

Summary of Progress on Goals and Objectives of the 2009 Comprehensive Plan

This document illustrates the progress that has been made on accomplishing the Goals and Objectives of the 2009 Comprehensive Plan. During the Comprehensive Plan update process, each of these items will be re-examined. Some goals and objectives have been entirely completed; others have been worked toward through several actions and are ongoing. As the Town receives input from the community throughout the public participation period, some goals and objectives will be revised and/or expanded upon, new goals will be added, and some may be removed if necessary.

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Economic Development:

- 1. Apply zoning changes to create and expand commercial and industrial development in areas that are best served by the Town's existing infrastructure and would not conflict with existing residential uses**
 - a) Regional Shopping (RS)/Major Regional Shopping (MRS) Zoning Changes (Route 59 East) (L.L. #1-2013)
 - b) Commercial Office (CO) and Commercial Office Support (COS) Zoning Districts (L.L. #8-2014)
 - c) Amendment of New City Hamlet Center Parking Regulations (2014)
 - d) West Nyack Commercial Office (CO) Zone Change and Commercial Office (CO) and Commercial Office Support (COS) Zoning District Truck Traffic, Shipping and Receiving Hours Restrictions Local Law (L.L. #6-2015)
 - e) Route 59 Zoning (Route 59 West) (L.L. #2-2015)
 - f) Regulation of Mini-Warehouse Facilities (L.L. #7-2018)
 - g) Regulation of Signs Within a Commercial Office (CO) District (2018)
 - h) Neighborhood Shopping (NS) Zoning District (L.L. #6-2018)
- 2. Construct a database of information about the Town's commercial sector**
 - a) Produced Economic Development Brochure
- 3. Enhance communication between the Town and the business community**
 - a) Formed Congers Commercial Corridor Committee
 - b) Formed Business and Economic Development Committee
- 4. Continue the Economic Development Office to attract new businesses and assist business already established within the community**
 - a) Budgeted to Hire Economic Development Specialist (2020)
- 5. Work to ensure that a variety of housing options exists within the Town**
 - a) West Nyack Hamlet Center Zoning (L.L. #5-2011)
 - b) Hamlet Center Senior Housing Overlay (L.L. #7-2011)
 - c) New City Hamlet Center Zoning (L.L. #3-2013)
 - d) Nanuet Hamlet Center Zoning (L.L. #3-2015)
 - e) Senior Housing in the Neighborhood Shopping (NS) Zoning District (2018)
 - f) Expiration of Zone Change Approvals AAR after 3 years (L.L. #3-2019)
 - g) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
- 6. Create connections between the commercial sector and educational institutions**
- 7. Implement new programs and continue those already in place that beautify the Town, making it an attractive place in which to live and conduct business**
 - a) Amendment of New City Hamlet Center Parking Regulations (L.L. #8-2018)
 - b) Regulation of Signs Within a Commercial Office (CO) District (L.L. #4-2018)
 - c) West Nyack Hamlet Center Zoning (L.L. #5-2011)
 - d) New City Hamlet Center Zoning (L.L. #3-2013)
 - e) Nanuet Hamlet Center Zoning (L.L. #3-2015)
 - f) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - g) Central Nyack Hamlet Center Revitalization
 - h) New City Hamlet Center Revitalization

Environmental Resources:

- 1. Protect Clarkstown's ridgelines**
- 2. Continue the acquisition of open space lands to protect sensitive environmental areas, as well as farmland**
 - a) Town acquired property:
 - I. Malenkara Property (Valley Cottage)
 - II. Traphagen Property (West Nyack)
 - III. Rockland Country Day School (Congers)
 - IV. Owens Property (West Nyack)
 - V. Cropsey Farm (New City)
 - VI. Marydell Property (Upper Nyack)
- 3. Continue enforcement of sediment and erosion control measures, both during and after construction**
 - a) Continued Enforcement through Written Violations
- 4. Protect and conserve both the sources and supply of potable water and the natural features which add to water quality**
 - a) Regulations for Lands Under Water (L.L. #3-2017)
- 5. Enact limits on total development coverage for all zoning districts**
 - a) Development Coverage Regulations (L.L. #5-2016) & (L.L. # 11-2016)
- 6. Require stormwater management to a higher extent than currently applicable where development is proposed in watersheds which experience flooding**
 - a) Regulating Peak Rate of Flow from New Developments and Projects (L.L. #2-2019)
- 7. Establish stream protection corridors**
- 8. Enact a wetland protection ordinance (subject to the procedures required by State Law)**
- 9. Lobby for air quality monitoring in the Town and County**
 - a) Request made (was denied by NYSDEC)
- 10. Continue to enforce regulations controlling dust and other airborne pollutants due to operations within the Town**
 - a) Continued Enforcement through Written Violations
- 11. Require more detailed flora and fauna surveys during reviews of development proposals on properties which might contain species of concern**
 - a) Tree Preservation Law Updates (L.L. #6-2013)
 - b) Ongoing - updated submittal requirements
- 12. Continue the acquisition of open space to preserve natural habitats**
 - a) Town acquired property:
 - I. Malenkara Property (Valley Cottage)
 - II. Traphagen Property (West Nyack)
 - III. Rockland Country Day School (Congers)
 - IV. Owens Property (West Nyack)
 - V. Cropsey Farm (New City)
 - VI. Marydell Property (Upper Nyack)
- 13. Protect views of wooded and natural areas from the removal of vegetation or other native materials which add to the character of the area**
 - a) Tree Preservation Law Updates (L.L. #6-2013)
- 14. Preserve the suburban and remaining semi-rural character of the Town**

Comprehensive Plan

Goals & Objectives (numbered), and Actions which met said goals/objectives (lettered)

- a) Tree Preservation Law Updates (L.L. #6-2013)
- b) Development Coverage Regulations (L.L. #5-2016) & (L.L. #11-2016)
- c) Consolidation and Amendments to Use Tables (L.L. #5-2016)
- d) Amendment to R-10 Bulk Table (L.L. #5-2016)
- e) Limiting Non-Residential Uses in Residential Zoning Districts to State and County Roads (L.L. #5-2016)
- f) Requirements for Dormitories/Accessory Sleeping Quarters (L.L. #5-2016)
- g) Additional Regulations for all Special Permit Uses in Residential Zones (L.L. #5-2016)
- h) Expansion of Enforcement Regarding building construction, fire prevention, housing, and noise (L.L. #10-2017)
- i) Regulation of Non-Residential Uses in Residential Zoning Districts (L.L. #6-2019)

15. Implement design standards for future commercial construction

- a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
- b) Signage Regulations (L.L. #3-2012)
- c) New City Hamlet Center Zoning (L.L. #3-2013)
- d) Commercial Office (CO) and Commercial Office Support (COS) Zoning Districts (L.L. #8-2014)
- e) Neighborhood Shopping Zoning District (L.L. #6-2018)

16. Designate Critical Environmental Areas in Clarkstown

17. Implement programs which require and/or encourage environmentally sound building design (same goal also in Housing section)

- a) Solar Power Regulations (L.L. # 5-2015)
- b) Regulation of Electric Vehicle Charging Stations (L.L. #7-2017)
 - I. EV Stations at Shops at Nanuet
 - II. EV Stations at Palisades Mall
 - III. EV Stations at Town Hall
- c) LEED in the Neighborhood Shopping (NS) Zoning District (L.L. #6-2018)
- d) LEED in Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)

18. Continue the investigation of and action against complaints of noise, dust and odor

- a) Continued Enforcement through Written Violations
- b) Ongoing Administrative Programs

19. Continue to assess the potential for noise, dust and odors in projects under review; require the elimination or mitigation of these pollutants as a condition of approval

- a) Regulation of Pet Service Facilities (L.L. #4-2019)
- b) Require Post Occupancy Noise Studies

Comprehensive Plan
Goals & Objectives (numbered), and Actions which met said goals/objectives (lettered)

Health Safety & Welfare:

- 1. Ensure the efficient provision of emergency services**
 - a) Added transfer switches at traffic lights
 - b) Upgraded of emergency system software
 - c) Acquired Drones for police use
 - d) Upgraded Town generator
 - e) Added Portable generators in community centers
 - f) Created Hazard Mitigation Plan
 - g) Coordinated Enforcement between Fire Inspectors and Code Enforcement Unit
- 2. Create zoning to encourage income adjusted housing for emergency service volunteers**
 - a) Acquired Normandy Village emergency service volunteer apartment
- 3. Ensure that Town building and fire codes are current and enforced**
 - a) Outdoor Cooking Regulations (L.L. #1-2011)
 - b) Requirement for Payment or Resolution of Taxes, Assessments, Violations and Other Fees (L.L. #5-2016)
 - c) Senior Housing Age Requirement Clarification (L.L. #10-2016)
 - d) Rental Registry (L.L. #10-2016)
 - e) Expansion of Enforcement Regarding building construction, fire prevention, housing, and noise (L.L. #10-2017)
 - f) Update of building and fire codes
 - g) Establishment of Code Enforcement Unit
 - h) Hired additional staff for Code Enforcement Unit (Code Enforcement Council, Code Enforcement Officer)
 - i) Added 311 system
- 4. Develop zoning and building regulations that reduce and eliminate potential drainage or flooding problems resulting from new construction**
 - a) Development Coverage Regulations (L.L. #5-2016) & (L.L. # 11-2016)
 - b) Regulating Peak Rate of Flow from New Developments and Projects (L.L. #2-2019)
- 5. Develop zoning and building regulations that reduce or restrict odors, sounds, commercial traffic, light pollution and other negative environmental impacts on residential areas**
 - a) Regulation of Maximum Building Height for Senior Housing, Hamlet Centers, and AAR Zoning Districts, and Eligibility for Application of the AAR Floating Zone (2014)
 - b) West Nyack Commercial Office (CO) Zone Change and Commercial Office (CO) and Commercial Office Support (COS) Zoning District Truck Traffic, Shipping and Receiving Hours Restrictions Local Law (L.L. #6-2015)
 - c) Consolidation and Amendments to Residential Use Tables (L.L. #5-2016)
 - d) Limiting Non-Residential Uses in Residential Zoning Districts to State and County Roads (L.L. #5-2016)
 - e) Additional Regulations for all Special Permit Uses in Residential Zones (L.L. #5-2016)
 - f) Transfer of Specific Requirements for Special Permits and Accessory Uses from Use Tables to Town Code Text and Changes to the Definition of Home Occupation (L.L. #5-2016)
 - g) Requirements for Dormitories/Accessory Sleeping Quarters (L.L. #5-2016)

Comprehensive Plan

Goals & Objectives (numbered), and Actions which met said goals/objectives (lettered)

- h) Temporary Storage Container Regulations (L.L. #5-2018)
 - i) Regulation of Non-Residential Uses in Residential Zoning Districts (L.L. #6-2019)
 - j) Regulation of Pet Service Facilities (L.L. #4-2019)
- 6. Develop zoning that encourages and protects the safety of pedestrian and bicycle traffic**
- a) Formed Sidewalk Committee
 - b) Received “Creating Healthy Schools & Communities Grant”
 - c) Formed Complete Streets Committee
 - a) Complete Streets Program - Ongoing
 - d) Secured NYMTC Funding for Route 303 & 304 Studies

Historic & Cultural Resources:

- 1. Identify and maintain an up-to-date inventory of historic resources**
 - a) Historic Road Preservation (L.L. #4-2010)
- 2. Enact legislation to ensure that those historic properties in private hands are not destroyed, or so renovated by subsequent owners as to lose their historic status**
- 3. Establish a mechanism which notifies the Historic Review Board when development is proposed on a historic property**
- 4. Establish a plan to improve the maintenance of all publicly owned historic properties and abandoned cemeteries within the Town**
 - a) Expanded Maintenance on Cemeteries
- 5. Create a plan to communicate with and educate Clarkstown residents about the historic and cultural resources of the Town**
 - a) Heritage of West Nyack Fall Festival
 - b) Display in Town Hall for 225th Anniversary
 - c) Founder's Day Festival

Comprehensive Plan
Goals & Objectives (numbered), and Actions which met said goals/objectives (lettered)

Housing:

- 1. Permit apartments over businesses**
 - a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
 - b) Nanuet Hamlet Center Zoning (L.L. #3-2015)
 - c) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
- 2. Create a mechanism for providing tax relief to volunteer emergency service personnel**
- 3. Create a comprehensive database of affordable housing units, potential affordable – housing units and lands that could be used for affordable housing**
- 4. Adopt zoning that requires a set aside of new units for workforce and volunteer housing**
- 5. Plan for and develop additional subsidized-affordable units for seniors**
 - a) Hamlet Center Senior Housing Overlay (L.L. #7-2011)
 - b) Amendments to Active Adult Residence (AAR) Zoning District and Senior Housing Requirements to Provide Affordable Housing (L.L. #5-2016)
 - c) Senior Housing in the Neighborhood Shopping (NS) Zoning District (L.L. #8-2018)
 - d) Regulation of Non-Residential Uses in Residential Zoning Districts (L.L. #6-2019)
- 6. Expand initiatives to safeguard neighborhoods from inappropriately scaled development**
 - a) Regulation of Maximum Building Height for Senior Housing, Hamlet Centers, and AAR Zoning Districts, and Eligibility for Application of the AAR Floating Zone (2014)
 - b) West Nyack Commercial Office (CO) Zone Change and Commercial Office (CO) and Commercial Office Support (COS) Zoning District Truck Traffic, Shipping and Receiving Hours Restrictions Local Law (L.L. #6-2015)
 - c) Development Coverage Regulations (L.L. #5-2016) & (L.L. # 11-2016)
 - d) Consolidation and Amendments of Residential Use Tables (L.L. #5-2016)
 - e) Amendment to R-10 Bulk Table (L.L. #5-2016)
 - f) Limiting Non-Residential Uses in Residential Zoning Districts to State and County Roads (L.L. #5-2016)
 - g) Additional Regulations for Multifamily Residential Uses (L.L. #5-2016)
 - h) Additional Regulations for all Special Permit Uses in Residential Zones (L.L. #5-2016)
 - i) Requirements for Dormitories/Accessory Sleeping Quarters (L.L. #5-2016)
 - j) Regulation of Signs Within a Commercial Office (CO) District (2018)
 - k) Regulation of Non-Residential Uses in Residential Zoning Districts (L.L. #6-2019)
 - l) Amendments to Various Sections of Chapter 290 (Zoning) of the Town Code (2019)
- 7. Implement programs which require and/or encourage environmentally sound building design (same goal also in Environmental Resources section)**
 - a) Solar Power Regulations (L.L. # 5-2015)
 - b) Regulation of Electric Vehicle Charging Stations (L.L. #7-2017)
 - IV. EV Stations at Shops at Nanuet
 - V. EV Stations at Palisades Mall
 - VI. EV Stations at Town Hall
 - c) LEED in the Neighborhood Shopping (NS) Zoning District (L.L. #6-2018)
 - d) LEED in Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)

Recreation, Parks & Open Space:

1. **Upgrade the pool at Germonds Park**
 - a) Completed
2. **Replace the existing soccer field at Zukor Park with artificial turf**
3. **Update the playground at Zukor Park**
 - a) Completed
4. **Construct a comfort station at King's Park**
5. **Construct a multi-use, domed sport and recreational facility**
6. **Construct a regulation sized ice rink**
7. **Develop walking trails at Davenport Preserve**
8. **Provide a complete trail around Congers Lake**
 - a) Completed
9. **Provide intra- and inter-Town trails**
 - a) Completed
10. **Continue the acquisition of open space lands following the amended Town of Clarkstown**

Open Space guidelines

 - a) Town acquired property:
 - I. Malenkara Property (Valley Cottage)
 - II. Traphagen Property (West Nyack)
 - III. Rockland Country Day School (Congers)
 - IV. Owens Property (West Nyack)
 - V. Cropsey Farm (New City)
 - VI. Marydell Property (Upper Nyack)

Transportation:

- 1. Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 59 corridor, and other parts of Clarkstown**
 - a) Secured NYMTC funding for Route 303 & 304 Studies
- 2. Add to the economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge reconstruction and other regional transportation initiatives**
 - a) Participated in Tappan Zee Bridge reconstruction meetings
 - b) Formed Tappan Zee Bridge Committee and issued report to NYS
- 3. Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes**
 - b) Formed Sidewalk Committee
 - c) Received "Creating Healthy Schools & Communities Grant"
 - d) Formed Complete Streets Committee
 - e) Complete Streets Program - Ongoing
 - f) Secured NYMTC funding for Route 303 & 304 Studies
- 4. Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors**
 - a) Participated in the Lower Hudson Transit Link Project
 - b) Town Continues to Provide Municipal Transportation (Mini-Trans)
- 5. Provide for commuter transit services that are accessible, efficient and safe**
 - a) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - b) Town Continues to Provide Municipal Transportation (Mini-Trans)
 - c) Shops at Nanuet Site Plan re-development included bus facilities
- 6. Create a walking environment that is accessible, safe, and enjoyable**
 - a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
 - b) New City Hamlet Center Zoning (L.L. #3-2013)
 - c) Neighborhood Shopping Zoning District (L.L. #6-2018)
 - d) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - e) Complete Streets Program - Ongoing
 - f) Central Nyack Hamlet Center Revitalization
 - g) New City Hamlet Center Revitalization
 - h) Traphagen/Germonds Park Walking Trail
 - i) Congers Lake Boardwalk Completion
- 7. Create a cycling environment that is accessible, safe, and enjoyable**
 - a) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - b) Complete Streets Program - Ongoing
 - c) Completed Congers Lake Boardwalk
 - d) New City Hamlet Center Revitalization
 - e) Central Nyack Improvements
- 8. Improve residents' health by reducing air, noise and light pollution related to motorized travel**
 - a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
 - b) New City Hamlet Center Zoning (L.L. #3-2013)
 - c) Regulation of Electric Vehicle Charging Stations (L.L. #7-2017)

Comprehensive Plan

Goals & Objectives (numbered), and Actions which met said goals/objectives (lettered)

- I. EV Stations at Shops at Nanuet
 - II. EV Stations Palisades Mall
 - III. EV Stations Town Hall
 - d) Neighborhood Shopping (NS Zoning) (L.L. #6-2018)
 - e) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - f) Town erected signs to stop truck traffic around Cambridge Press
- 9. Develop Hamlet Centers with transportation options and connections**
- a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
 - b) New City Hamlet Center Zoning (L.L. #3-2013)
 - c) Neighborhood Shopping Zoning District (L.L. #6-2018)
 - d) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - e) Central Nyack Hamlet Center Revitalization
 - f) New City Hamlet Center Revitalization
- 10. Create diverse mixed-use development areas that allow for walking and biking and are well served by public transportation**
- a) West Nyack Hamlet Center Zoning (Hamlet Commercial Zoning District) (L.L. #5-2011)
 - b) New City Hamlet Center Zoning (L.L. #3-2013)
 - c) Neighborhood Shopping (NS) Zoning (L.L. #6-2018)
 - d) Nanuet Transit Oriented Development (TOD) Zoning (L.L. #9-2019)
 - e) Central Nyack Hamlet Center Revitalization
 - f) New City Hamlet Center Revitalization

II. Public Comments on Preparation of the Draft Comprehensive Plan Update/DGEIS

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing		Modify zoning to encourage more market rate senior housing by allowing them at densities that are the same as non-for-profit senior housing, reducing the requirement to provide affordable housing, eliminating the need for Town Board Special Permits, increasing maximum height requirements and increasing allowable unit sizes and required parking	received from Jeff Gillies	3/7/2020	
Transportation	Recreation, Parks & Open Space	This is a popular area for residents to enter the Congers Lake park. There are cross lines painted on the road, but motorists do not slow down. This is a safety hazard. It would be great if there was signage which encouraged motorists to stop for pedestrian crossing.	Website - Recreation, Parks & Open Space Pins	5/19/2020	
Transportation	Transportation	Sidewalks along this stretch of road north of Phillips Hill Road should be installed to link Kennedy Dells and Zukor Park to the rest of New City. Also a safety issue for bikers and walkers.	Website - Transportation Pin	5/19/2020	
Economic Development	Economic Development	Landmark Corporate Park - under development.	Website - Economic Development Pins	5/23/2020	
N/A	Economic Development	Road Misspelled: should be 'BURTS ROAD'	Website - Economic Development Pins	5/23/2020	
N/A	Economic Development	Road name incorrect: changed by Town Board Resolution to: "LANDMARK DRIVE"	Website - Economic Development Pins	5/23/2020	
Recreation, Parks & Open Space		Prioritize the creation of permanent outdoor Pickleball courts to supplement the current temporary Pickleball facilities at Congers Lake Park (painted lines with portable nets and barriers). The number of Clarkstown Pickleball participants has increased exponentially over the past few years, consistent with the huge growth the sport has experienced both in nearby towns and nationally.	website guestbook	5/28/2020	
Recreation, Parks & Open Space		Would like the Town to acquire the property adjacent to the Pascack Community Center at 49 North Pascack Road, Nanuet, and put in a pool or tennis courts. The realtor is Rand #201-390-6884.	website guestbook	5/29/2020	
Housing		Would like the following goals from the 2009 Comp Plan to be addressed: affordable housing for volunteer first responders, affordable housing for millennials who wish to remain in Clarkstown, and affordable housing for seniors. To solve this issue, he would like the Town to pass the Accessory Apartment Law allowing fifty-five plus year olds with a half-acre property minimum along with three thousand square feet of house to have Accessory Apartments. Stressed his disagreement with the Rental registry, and enhanced Code Enforcement.	website guestbook	5/29/2020	
Housing		Concerned with overdevelopment in Clarkstown and the adverse effects it will have on our community. Specifically concerned with development other than that of a single family home, in a single-family residential zone. Requested the Town enact a building moratorium on projects until the updated Comprehensive Plan is put in place.	email to Joe Simoes	6/2/2020	
Housing, Health Safety & Welfare		Concerned that code and engineering standards applied to control traffic & safeguard our neighborhoods are no longer sufficient.	email to Joe Simoes	6/2/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development		Focus on Industrial Park Development Industrial parks attract small and medium sized companies for office space, warehouse and distribution center. Clarkstown has three industrial parks: Kohl Industrial, Congers Industrial and Clarkstown Executive Park. They are located in Valley Cottage and Congers. The Town should develop an industrial park to attract larger business in New City by acquiring space off Route 304 and Burts/Long Clove Roads in northern New City. The Town should hire a full time industrial park development manager to be the point person to identify, attract and negotiate for leasing commercial space in Clarkstown.	website guestbook	6/3/2020	
Economic Development		Focus on Retail Business Development The Supervisor should host a retail development meeting with all Rockland business real estate brokers, local Chambers of Commerce, commercial space landlord and local business leaders, including from the Rockland Business Association and the Rockland Economic Development Corp. I recommend that management from Onyx Equities developers for Hudson Cross Industrial Park be invited. The meeting should be used to develop ideas to attract and retain local retail businesses.	website guestbook	6/3/2020	
Economic Development		The Town should do everything possible to offer training and support for the local business community. The goals should be: Show businesses that our Town can do more to help them make a profit. Find ways to help start-ups get access to capital. Pay attention to the companies that are already doing well in the Town and keep them here. Build and showcase some small wins by recent retail businesses.	website guestbook	6/3/2020	
Economic Development		The Supervisor should appoint a Clarkstown manager to coordinate all Town government approvals and licenses for the opening of retail businesses. In addition, there should be a central database of all vacant retail space in the Town which will be available for access by all commercial retail brokers.	website guestbook	6/3/2020	
Transportation		Suggested adding more sidewalks, or a bike/walking path, throughout the Town. Specifically concerned with Mesa Place, S. Pascack Road, Convent Road, Middletown Road, and Old Turnpike Way in Nanuet.	email to compplan2020	6/4/2020	
N/A		Would like transparency throughout the process. Suggests the Town monitor their spending and assess its value, while allowing the public to be a part of the conversation beyond the development of the plan. Specifically would like a mechanism put in place to allow for individual feedback and assessment of the success or lack of success of these on an ONGOING basis.	website guestbook	6/4/2020	
Health Safety & Welfare, Housing, Environmental Resources		Concerned about over-development, stating that single-family residential zones within the town are being eroded by projects that propose development other than that of the single family home. This in turn leads to increased density, traffic, noise and other negative impacts on our quality of life. She provided the following suggestions: 1) Prohibit the combining of adjacent lots for purposes other than development of single family residences. Combining lots for other purposes leads directly to inappropriately scaled development; 2) Projects in the planning stage must be evaluated cumulatively, rather than viewing each in isolation. For example, there are already three private schools within a one-mile radius of another proposed school at 31-41 West Clarkstown Road. The cumulative impact of four schools within a one-mile radius must be considered, in terms of traffic, density, and noise that cannot be adequately mitigated. When do we reach critical mass?	website guestbook	6/4/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation	Health, Safety & Welfare	Consider adding a stop light or a blinker here. Dangerous intersection with curvy S. Mountain particularly making a left from Ridge Road.	Website - Economic Development Pins	6/4/2020	
Transportation	Recreation, Parks & Open Space	It would be really nice if a sidewalk could be added along Congers Road to allow people to walk along the reservoir.	Website - Recreation, Parks & Open Space Pins	6/4/2020	
Recreation Parks & Open Space, Health Safety & Welfare	Recreation, Parks & Open Space	There's an empty lot here which is untidy. It would be an excellent space for a community playground	Website - Recreation, Parks & Open Space Pins	6/4/2020	
Transportation	Transportation	Could the commuter parking lots (this and others) be changed to allow overnight parking? This would increase accessibility to the city, especially since we don't have a train line in New City.	Website - Transportation Pin	6/4/2020	
Recreation, Parks & Open Space		Suggested the Town provide additional tennis courts, and permanent pickleball courts both indoors and outdoors.	Facebook Live		6/4/2020
Housing		Proposed Senior and mixed housing at the old Davies Lake property by Little Tor Rd.	Facebook Live		6/4/2020
Housing		Would like to see rentals available of 1, 2, and 3 bedroom apartments with parking and garages available. Does not want this housing to have an age restriction.	Facebook Live		6/4/2020
Transportation		Suggested adding a bicycle lane, and sidewalks at the following location: Coming off Middletown Rd - turning onto Convent Rd - go over train tracks - driving past the former St. Agnes Foundling - the street turns into S.Pascack Rd - going up to Old Nyack Way .	Facebook Live		6/4/2020
Transportation		Concerned with the condition of roads in Nanuet, and suggests the Town add or repair sidewalks throughout Nanuet. Specifically concerned with Blauvelt Road.	Facebook Live		6/4/2020
Environmental Resources		Concerned about overdevelopment in Clarkstown. Suggested Clarkstown benchmark with other Hudson Valley towns like Beacon that have had expanded and now have to re-evaluate.	Facebook Live		6/4/2020
N/A		Concerned about a spike in property taxes next year without help from our federal government.	Facebook Live		6/4/2020
N/A		Do you know what's going on with Nyack College?	Facebook Live		6/4/2020
N/A		What's happening with the Palisades Center?	Facebook Live		6/4/2020
Recreation, Parks & Open Space, Environmental Resources		Suggested the Town utilize the now closed dump as a recreational facility (golf course) or increase its use as a solar farm.	Facebook Live		6/4/2020
Recreation, Parks and Open Space		Would like to see a senior center on the 3 acres at Eberling and New Hempstead Road in New City.	TeleTown Hall		6/4/2020
Recreation, Parks & Open Space		Would like to see a bacci court in the senior centers.	TeleTown Hall		6/4/2020
Economic Development		Concerned with the loss of major retail stores in the Palisades Mall.	TeleTown Hall		6/4/2020
N/A		New Square New City. Can you keep the property as open space open acquisition?	TeleTown Hall		6/4/2020
Housing		Would like to see Senior Housing that is not income-based.	TeleTown Hall		6/4/2020
Housing		Would like to see more multifamily housing in Clarkstown.	TeleTown Hall		6/4/2020
Transportation		Proposed bicycle lane or sidewalk on Middletown Road, Convent Road, and Nyack Way.	TeleTown Hall		6/4/2020
Housing		Concerned with overdevelopment, and the effect it will have on single family residences in Clarkstown.	TeleTown Hall		6/4/2020
Transportation		Requesting more sidewalks throughout Clarkstown.	TeleTown Hall		6/4/2020
Environmental Resources		Protection of Trees.	TeleTown Hall		6/4/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		With our \$104m/yr budget (%30 used for “security” @ CPD, is there anyone PLANS to implement a \$600 solution ATEMmini PRO to enhance these online broadcasts using the same LIVE broadcast tech used for security at LIVE events : https://youtu.be/tgLW0fJuIMQ	Facebook Live		6/4/2020
N/A		Enabling multi-cam, board members view, speaker podium view, Table view for plans & multiple audio inputs to improve on these new broadcasts w/ IMAGES and presentations? (The same could be used for planning meetings)	Facebook Live		6/4/2020
N/A		what is the plan to increase the taxes or distribute the costs among more property owners?	Facebook Live		6/4/2020
N/A		If Commercial is taxes @ %150 of Residential, Will there be plans to increase small COMMERCIAL SF space or more RESIDENTIAL SF space? How?	Facebook Live		6/4/2020
N/A		(Does Understanding past failures inform future plans?) Q: What are the 3 primary goals of the comprehensive PLAN? What was achieved or not achieved from the last PLAN?	Facebook Live		6/4/2020
Environmental Resources		What OPTIONS are there to incentivize POROUS pavement, like in Eastern Long Island where impervious is limited? (Are more ROCKS appropriate in ROCKLAND?)	Facebook Live		6/4/2020
Environmental Resources		What technology is being used to better analyze the EROSION CONTROL? (ArcGIS, LiDAR drone data by CPD, Time-lapse Video before and after Construction?)	Facebook Live		6/4/2020
N/A		can quicker more iterative technology give managers better situational awareness?	Facebook Live		6/4/2020
Housing		How can solutions to retain aging seniors, but open up homes for new families effect school budgets? (\$200m VS \$100m town budget?)	Facebook Live		6/4/2020
Economic Development		What is being done to identify and create CURB APPEAL in partnership with private property owners time improve desirability of the community and drive revenue to county owned assets?	Facebook Live		6/4/2020
Economic Development		What regulations can help incentivize EMPTY LOTS on MAIN STREET to be used as temporary gardens or off street event space?	Facebook Live		6/4/2020
Economic Development, Transportation		CN a historic MAIN STREET DESIGNATION in any hamlet center help create a “Special Lighting District” to create both. 24/7 safety and strengthen identity along public bus routes?	Facebook Live		6/4/2020
N/A		What was NOT ACHIEVED from the 2010 comprehensive plan that is now a priority?	Facebook Live		6/4/2020
N/A		What was achieved from the 2010 plan that is a success to build on?	Facebook Live		6/4/2020
N/A		How is success or failure from past COMPREHENSIVE PLAN measured?	Facebook Live		6/4/2020
N/A		Is there any use of 1000’s of students at home to photo document the community to aggregate those images for informing existing conditions?	Facebook Live		6/4/2020
Economic Development		Is there any input from the community about BEST EXISTING properties, curb appeal, intersections or solutions to suggest BEST PRACTICES as a design tool to inform public identity?	Facebook Live		6/4/2020
N/A		Are there any PLANNING MAPS provided online to INDICATE nodes or areas targeted for improvement ? (Historic locations, dry stone walls, well appointed intersections, improved routes, examples of shopping centers that represent our vision for a better identity, a good bus stop  or a nice neighborhood entrance...	Facebook Live		6/4/2020
N/A		what are our past, present, future metrics to monitor change? #of Residential, VS Commercial VS non-profits, vs Parkland, and how do we plan to change that.... (CITYengine.com is a software that can help visualize these changes)	Facebook Live		6/4/2020
N/A		Solutions to visualize a comprehensive plan: https://youtu.be/aFRqSJFp-I0	Facebook Live		6/4/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		how can our community colleges support the COMPREHENSIVE PLAN effort to visualize the data and provide virtual tools to decision makers? https://youtu.be/4_OOQbLZDU	Facebook Live		6/4/2020
Transportation		Are large areas like NANUET TOD examples of opportunities to raise the bar on how we communicate, iterate and plan in a proactive rather than reactive way? (Identity, Expérience, impact, traffic, Environmental and economic impacts....)	Facebook Live		6/4/2020
Transportation		How can Studio or 1-bedroom density over existing retail be addressed considering automated cars will require LESS parking in pedestrian friendly areas then once planned for?	Facebook Live		6/4/2020
Recreation Parks & Open Space		What are are waterfront assets and how can they be improved? (A resevoir beach, a Lake sea port, a state park riverfront recreation area, public transportation to keep parking required in these areas to minimum?	Facebook Live		6/4/2020
N/A		What digital tools can be offered to engage the 600 people joining today? Or the 27,000 homes and 82,000 residents of Clarkstown?	Facebook Live		6/4/2020
N/A		how do we measure the impact of the PLAN before it is implemented? (Can a "digital twin" of the community help illustrate those impacts ?)	Facebook Live		6/4/2020
N/A		How can the COMPREHENSIVE PLAN at www.CompPLAN2020.clarkstown.org be turned into a visual model that includes 100s of participants using free digital tools to make the processes inclusive and build skills among our 8000 students & their families?	Facebook Live		6/4/2020
N/A		Examples would be a DRONE PHOTOGRAMMY camp course to encourage kids to document or community and submit it to the town to create a aggregated model: https://youtu.be/APVnSinobx0	Facebook Live		6/4/2020
N/A		100s of Families helping to visualize and document areas specified in past plan for comparison: https://youtu.be/SATijfXnshg	Facebook Live		6/4/2020
N/A		Examples and FREE software to train the community to participate & document POINTS of INTEREST, intersections, road improvements ? https://youtu.be/1Dya4xTvE3Y	Facebook Live		6/4/2020
N/A		Rochester NY used City Engine to illustrate and iterate its COMPREHENSIVE PLAN and the impact of new construction on budgets and traffic to make better decisions: https://youtu.be/TXZD0emzEs4	Facebook Live		6/4/2020
N/A		DATA driven DECISIONS start with PLANNING TOOLS: https://youtu.be/s00IDzfsFU4	Facebook Live		6/4/2020
N/A		ESSENTIAL ELEMENTS of a COMPREHENSIVE PLAN: https://youtu.be/9eQ-UHID8mo	Facebook Live		6/4/2020
N/A		WHAT is a COMPREHENSIVE PLAN and how can you participate: https://youtu.be/KwdDxjNVv2E	Facebook Live		6/4/2020
N/A		FAIRFAX county SAMPLE of PSA: Comprehensive Planning 101 (attracting more people to participate starts with a quick education) https://youtu.be/f3jXgwesPSw	Facebook Live		6/4/2020
N/A		How to LOCATE your BIM MODEL in a COMPREHENSIVE PLANNING virtual model? https://youtu.be/-ii7jm_3uNU	Facebook Live		6/4/2020
N/A		How to inspire young URBAN PLANNERS with Sketchup CITY (free Google software to visualize your community) https://youtu.be/lvK7xJvTesk	Facebook Live		6/4/2020
N/A		Will these meeting be available for POD CAST or replayed on CHANNEL#78 Govt TV  to encourage max participation?	Facebook Live		6/4/2020
Economic Development		Can important DATA be shared on the WEBSITE like economic data is shown strength www.USdebtCLOCK.com	Facebook Live		6/4/2020
N/A		Wouldn't a LIVE MAP or DIGIAL MIDEL allow each weeks Teles-townhall or comments from events like this be able to be viewed, visualized and answered comprehensively? (WOULD that be a VIRTUAL COMPREHENSIVE PLAN???)	Facebook Live		6/4/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing, Transportation, Economic Development		Concerned about losing large retail stores in the Palisades and Nanuet malls. Suggested a suburban, not urban, renewal program that would generate a list for alternative uses should the market potential not materialize. Provided an article "Urbanism Without Effort" recently published in the Journal of the American Planning Association, third paragraph from the end, which mentions the concept of suburban renewal and also mentions office parks. The latter uses are more a Westchester County issue along I-287 and they have been taking some initiatives.	email to Joe Simoes	6/5/2020	
Recreation, Parks & Open Space, Environmental Resources		Suggested expanding the solar farm foot print in the town dump or repurpose it as a recreational facility (eg. golf course).	website guestbook	6/5/2020	
Economic Development, Housing	Economic Development	I would like this area considered for rezone to comply with area uses such as retail shopping and residential rental	Website - Economic Development Pins	6/5/2020	
Transportation	Health, Safety & Welfare	There is something wrong with the timing of these lights. The southbound light turns red while the northbound is still green. Drivers assume northbound is red like southbound and accidents occur. Please reconfigure.	Website - Health, Safety & Welfare Pins	6/5/2020	
Transportation	Health, Safety & Welfare	The delay between the Middletown Rd light turning red and the Ludvigh light turning green needs to be extended. Right now it appears to be a 3 second delay. Every single time I'm at this light someone on Middletown Rd runs the Red light while the Ludvigh light is green. Please adjust.	Website - Health, Safety & Welfare Pins	6/5/2020	
Transportation	Health, Safety & Welfare	sidewalks should be extended in this area	Website - Health, Safety & Welfare Pins	6/5/2020	
Transportation	Health, Safety & Welfare	There needs to be a proper crosswalk in this area	Website - Health, Safety & Welfare Pins	6/5/2020	
Economic Development, Transportation	Housing	I know this area is being considered for TOD development. On a vacation to Georgia we took a tour of Suntrust (now Trust Park) Stadium where the Braves play. On the tour we were told that the retail and residential area built around the stadium actually supports the maintenance of the stadium 100+ %. There is dining, entertainment (concert venues, bowling, bars) retail and hotels. It appears that it caters to many millennials. I think this area could be a good fit for something similar.	Website - Housing Pins	6/5/2020	
Economic Development, Transportation	Housing	Another suggestion is to do something similar to this complex in Texas https://www.dmsas.com/project/southlake-town-square/	Website - Housing Pins	6/5/2020	
Environmental Resources, Housing	Housing	Residential zones should not be allowed to be converted to high density housing or have residential properties combined to allow inappropriate development. Zoning laws should be changed to prohibit this development.	Website - Housing Pins	6/5/2020	
Housing	Housing	What is being done with this property? It seems as though this area would be well suited for senior housing	Website - Housing Pins	6/5/2020	
Transportation		Suggested adding more street lighting throughout the Town. Specifically concerned with N. Little Tor Rd in New City.	email to complan2020	6/8/2020	
Housing, Recreation, Parks & Open Space		Clarkstown has acquired several properties over the past few years including Grace Church in Nanuet, Rockland Country Day School in Congers and Marydell in Upper Nyack. The Town should not be in the land development business and should hire a land development company to assess the properties and make recommendations about what should be built on them. The primary needs for these properties are low income housing, especially for first responders, recreation needs and the environmental impact on the surrounding communities. Further property acquisitions by the Town should be deferred until these existing properties have an approved development plan.	website guestbook	6/8/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development		Would like to see new apartment complexes built that are not age restricted.	website guestbook	6/8/2020	
Economic Development, Housing, Transportation		Suggested a rezoning to allow under-utilized commercial properties to have the ability to convert to residential or mixed use apartments, retail, restaurants, and other similar uses. There is a need for additional housing as mixed use allowing for apartments above retail stores, restaurants and other services-particularly for our grown children who cannot yet afford a single family home-as well as those of us baby boomers who no longer want the upkeep and regular maintenance that home ownership requires.	via Facebook message & longer email to Joe Simoes	6/11/2020	
N/A		CUPON of Greater Nanuet disagrees with the requests CUPON Clarkstown is making in their letter dated June 2, 2020 and the manner in which they have chosen to approach the Town.	email to Joe Simoes	6/11/2020	
Economic Development		Mr. Cartelli owns a rental housing complex which has consistently had a low vacancy rate, and vacant units have been filled very quickly. He feels there is a need for additional rental housing options in Clarkstown that are a) not age restricted, and b) placed in appropriate areas. He feels these apartment complexes should be placed in areas with existing multi-family units, or mixed use.	website guestbook	6/11/2020	
Economic Development	Economic Development	Main Street, especially north of Congers Road needs to be cleaned up. It will be difficult to attract business that will thrive if the area is old, dirty, does not have consistent style. Create an image of well kept, "Main Street" style affluence that exists in many Hudson valley towns, and many more upscale businesses will want to come. If new business is successful, it would offer additional tax dollars and reduce our tax burden giving us more discretionary income to spend in these businesses.. hopefully a cycle of success.	Website - Economic Development Pins	6/11/2020	
Transportation	Health, Safety & Welfare	Sidewalks should be maintained and proper lighting needed along this entire road	Website - Health, Safety & Welfare Pins	6/11/2020	
Transportation	Health, Safety & Welfare	Request automatic speed ticketing camera installations on the length of Highview Ave. This is a pedestrian filled street with a school. Vehicles constantly and dangerously travel 10 to 30 mph over the speed limit. Even after requests, the Policing of speeders has been non-existent.	Website - Health, Safety & Welfare Pins	6/11/2020	
Transportation	Health, Safety & Welfare	Speed ticketing cameras needed	Website - Health, Safety & Welfare Pins	6/11/2020	
Transportation	Health, Safety & Welfare	This area of Market Street needs to have the lines repainted. Currently there is only a faint line and no one seems to know what lane they should be in.	Website - Health, Safety & Welfare Pins	6/11/2020	
Environmental Resources, Housing	Housing	Why are all the proposed AAR senior housing complexes that are apartment style High Density Housing? This type of housing does not belong in our rural neighborhoods. Zoning should be reconfigured to only allow similar density development.	Website - Housing Pins	6/11/2020	
Environmental Resources, Health, Safety & Welfare	Housing	Consider the aesthetics of a neighborhood, in addition to the zoning and environmental concerns. New building should be required to enhance the value of a neighborhood, as should town repairs. ie: bulldozing mature trees and vegetation and replacing with twigs; creating retention ponds that are not maintained properly; leaving street repairs unfinished for extended periods of time.	Website - Housing Pins	6/11/2020	
Housing	Housing	Does the demographic in Clarkstown still support the need for all of these high density senior housing developments? Even if so, what is the economic impact of having all of these in Clarkstown, if seniors typically contribute less \$\$ to the bottom line? (Less tax, less shopping, more \$\$ being spent on emergency services)	Website - Housing Pins	6/11/2020	
Transportation	Recreation, Parks & Open Space	The sidewalks are not maintained and barely walkable. No lights in the evenings making it extremely dangerous for pedestrians.	Website - Recreation, Parks & Open Space Pins	6/11/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation	Recreation, Parks & Open Space	Could a bike path be set up somewhere in Clarkstown? Very dangerous to have bicycles on random roads, especially south mountain with the twists and turns.	Website - Recreation, Parks & Open Space Pins	6/11/2020	
Transportation	Transportation	Could a bus be added that takes residents directly to Tarrytown?	Website - Transportation Pin	6/11/2020	
Economic Development, Recreation, Parks, & Open Space		Suggested a park or "useful building" be developed at the Sain Building property.	Facebook Live		6/11/2020
Economic Development		Concerned about rumors that the Palisades Mall is bankrupt, and has not been paying their mortgage, and the effect this will have on Clarkstown taxes.	Facebook Live		6/11/2020
Economic Development		Concerned about empty stores in the Shops at Nanuet (Fairway, Bone Fish Grill, etc.)	Facebook Live		6/11/2020
Health Safety & Welfare		Would like to see enforcement of handicapped parking. Specifically at the Nanuet Post Office where she has noticed many people without handicapped permits parking in HC spots.	Facebook Live		6/11/2020
Housing		Would like to see 55+ communities developed in Nanuet.	Facebook Live		6/11/2020
Transportation		Concerned with excessive speeding on Blauvelt Rd, primarily between Miller Elementary school and Townline Rd in Nanuet.	Facebook Live		6/11/2020
Environmental Resources		Would like to see electric vehicle charging stations throughout Clarkstown.	Facebook Live		6/11/2020
Economic Development		Concerned about rumors that the AMC movie theatre will not re-open at the Palisades mall, and how this will effect our economy.	Facebook Live		6/11/2020
Transportation		Concerned about poor road conditions, would like to see all roads throughout Clarkstown repaved.	Facebook Live		6/11/2020
Health Safety & Welfare, Environmental Resources		Concerned about damage to her home due to Tilcon of West Nyack blasts. Would like for Clarkstown to monitor blasting levels.	Facebook Live		6/11/2020
Economic Development		Would like to see 2-bedroom rental units.	Facebook Live		6/11/2020
Economic Development, Housing		Would like to know if there is any plan to rezone the Pfizer/IRG property area from the current LO and LIO status to residential?	Facebook Live		6/11/2020
Housing		Suggests a provision be added to the plan which will protect existing residential neighborhoods from multi-family zoning.	Facebook Live		6/11/2020
Environmental Resources, Recreation Parks & Open Space		Preserve and expand Clarkstown's open spaces and woodlands.	Facebook Live		6/11/2020
Economic Development, Housing, Transportation		The town should look at the malls that are partially being converted into Senior Housing. This would benefit the retail stores as well as provide much-needed housing to seniors in Clarkstown. Reclaim a portion of the parking lot to give them outdoor space as well. https://seniorhousingnews.com/.../from-sears-to-seniors.../	Facebook Live		6/11/2020
Housing, Transportation, Economic Development, Environmental Resources		There are projects in front of TAC such as 135 N. Main Street, Vanderbilt Grande, Clarkstown Commons etc. which are all Senior/AAR housing. These are all more in the hamlet/downtown types of areas where they are a better fit, not in R22 zones. Those types of zoning laws should be incorporated into the comprehensive plan thus protecting single-family areas.	Facebook Live		6/11/2020
Economic Development		Promote the use of existing storefronts, rather than new development on vacant lands in Clarkstown.	Facebook Live		6/11/2020
Transportation		Would like to see maintenance and repavement of sidewalks throughout Clarkstown. Specifically on Strawtown Rd between West Nyack Road and Green Road.	Facebook Live		6/11/2020
Housing		Does not want subsidized senior housing which will raise Clarkstown taxes.	Facebook Live		6/11/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Transportation		Would like to see sidewalks and Belgian block curbs preserved and properly maintained throughout Clarkstown. Specifically in Ward 1.	Facebook Live		6/11/2020
Housing		Would like to see Senior housing communities with detached single family homes. Similar in quality to that of West Nyack, but stressed the importance of the homes not being attached to one another.	Facebook Live		6/11/2020
Transportation		Would like more information on a potential bus terminal at the Shops of Nanuet.	Facebook Live		6/11/2020
Housing		Why are Active Adult Group homes which are defined as fully functional Seniors living together and sharing a household illegal in Clarkstown? This does not even help address one of the goals of the last Comprehensive Plan which is more housing for Seniors!	Facebook Live		6/11/2020
Transportation		Clarkstown could get together with the town of Croton and build a bridge across the Hudson from the intersection of 9W and 304 to Croton Point and connect to the four lane divided highway which is Route 9 on the Westchester side. Through out this country there are town bridges across major rivers. The Hudson River is only a mile wide at this point and there is plenty of bedrock to support a bridge! This would also be a major source of revenue for both towns and pay for itself!	Facebook Live		6/11/2020
Economic Development		Would like to attract young families to Clarkstown. Suggested a tax credit similar to IDA. Perhaps year 1 for the family is 40%, year 2 50% and full taxes year 5.	Facebook Live		6/11/2020
N/A		Why are there so many hotels in Nanuet? Do we have that many visitors?	Facebook Live		6/11/2020
Transportation		What are the plans for the empty lot across from Nanuet Hotel? It is an eyesore	Facebook Live		6/11/2020
Economic Development		Suggested the Town form a committee to solve the issue of empty storefronts in Clarkstown.	Facebook Live		6/11/2020
Transportation		Requesting the Town find a way to re-route the trucks which currently drive on West Nyack Road.	TeleTown Hall		6/11/2020
Economic Development, Housing		Requests the Town consider providing tax breaks for younger couples in Clarkstown similar to the Star Program for Seniors.	TeleTown Hall		6/11/2020
Housing		Would like the Town make sure affordable senior housing is actually affordable to seniors, stating that the Normandy Village apartments are \$1,800 per mo. Which she does not consider affordable.	TeleTown Hall		6/11/2020
Health, Safety & Welfare		Would like to see more police in Nanuet on First Street, Middle Town Road and area near the train station. Concerned about drug dealing, homeless persons coming in from the city, and other safety issues in this area.	TeleTown Hall		6/11/2020
N/A		Inquiry on status of the land across from old 90 west firehouse in Nanuet.	TeleTown Hall		6/11/2020
Transportation, Economic Development		Concerned about the 4-5 story buildings being put up in the Park Ridge area, as the TOD project intends to model this development. He finds these buildings unsightly, and that they do not maintain the character of the existing neighborhood.	TeleTown Hall		6/11/2020
N/A		Requesting a status update for the revitalization of Nanuet.	TeleTown Hall		6/11/2020
Housing		Suggests the Town plan for affordable housing for young families.	TeleTown Hall		6/11/2020
Economic Development, Housing, Transportation		Requests more multifamily housing throughout Clarkstown. Suggested the Palisades Center as a prime location.	TeleTown Hall		6/11/2020
N/A		Requesting a status update on getting the NYS DOT to look at Route 59 and its bottle neck.	TeleTown Hall		6/11/2020
Transportation		Would like Clarkstown to urge the NYS DOT to look at Rte 59 not in segments, but as one whole unit for flow, congestion, traffic, etc. from Suffern to Mountain View Ave and Rte 9W. He has concerns about how repurposing the Palisades Center Mall will impact traffic on Route 59, and wants to ensure that this will not be overlooked.	TeleTown Hall		6/11/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development		Would like for Clarkstown to prove there is a demand for more hotel rooms, provide proof of occupancy rates prior to pandemic, prior to approving and additional hotels to be built. Concerned there is not a need for more, as the Time hotel in Nyack had such a short run.	TeleTown Hall		6/11/2020
Transportation		Heard of negotiations with Onyx regarding providing Pondview Ave residents access out to Route 303. He is wondering if the Town could potentially require trucks accessing the Sullivan property, and the former Bradley Industrial Park, to enter/exit onto route 303.	TeleTown Hall		6/11/2020
Housing, Environmental Resources		Would like to maintain and preserve the character of Clarkstown, and is very concerned with over development, traffic, and other negative impacts.	TeleTown Hall		6/11/2020
Economic Development		Suggestions for the Palisades mall: Use vacant stores as office space, utilize the movie theatre for schools.	TeleTown Hall		6/11/2020
Housing, Transportation		Suggests mixed use re-zoning on Route 59 to allow for apartments over businesses.	TeleTown Hall		6/11/2020
N/A		Question about traffic and single family housing.	TeleTown Hall		6/11/2020
Housing, Environmental Resources		Would like the Plan to continue to "Preserve suburban and remaining semi-rural character of the town" which was a goal of the previous plan. Concerned about improperly scaled development in single family residential zones. Would like the plan to focus on preserving and safeguarding existing neighborhoods.	TeleTown Hall		6/11/2020
Housing, Environmental Resources		Suggested zoning which will prohibit the merging of residential lots.	TeleTown Hall		6/11/2020
Transportation		When are the roads in Rockland County that are not state funded going to be finished.	TeleTown Hall		6/11/2020
Housing, Transportation, Economic Development		Suggested apartments which are walkable to shopping and other amenities. Suggests they not be age restricted, as to allow the market to determine who ends up there.	TeleTown Hall		6/11/2020
Economic Development, Housing, Transportation		Suggested re-zoning to allow for underutilized commercial properties to convert to residential, or mixed use.	TeleTown Hall		6/11/2020
N/A		Requested an update on the revitalization project in downtown West Nyack. Specifically concerned with drainage, upgrades to the park, and relocation of the Route 59 ramp.	TeleTown Hall		6/11/2020
Economic Development, Housing		Would like to see more accessory apartments in Clarkstown/have them allowed per zoning and Town Code.	TeleTown Hall		6/11/2020
Economic Development, Housing		Would like to see more housing for seniors, millenials, first responders in Clarkstown.	TeleTown Hall		6/11/2020
Economic Development, Housing		Would like to see affordable apartments throughout Clarkstown for the younger (20-50) generation, rather than concentrating solely on senior housing.	TeleTown Hall		6/11/2020
N/A		How have the LAND USE PATTERNS in acres changed from 2000, 2010, 2020? (Red, Com, Open Space, Industrial, Agriculture, vacant...)	Facebook Live		6/11/2020
N/A		What revenues were derived from each of those Categories in 2000,2010,2020?	Facebook Live		6/11/2020
N/A		With the subdivision of the TOWN into 4 WARDS what are the TAX REVENUES or COSTS generated by each as a metric of VALUE, COST and OPPORTUNITY to balance the improvements or investments in each.	Facebook Live		6/11/2020
Historic & Cultural Resources		With dozens of HISTORIC locations, that provide our unique AMERICAN history since 1616 when Haverstraw was founded or 1791 when Clarkstown was founded, HOW are these locations being improved and promoted as a COMMUNITY VALUE?	Facebook Live		6/11/2020
N/A		From 1950-20 the county grew %197 in population from 80k to 280k, how does Clarkstown's growth compare to each Town & County? (Note: costs are distributed by # & value of parcels)	Facebook Live		6/11/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		Clarkstown was projected to grow from 87k (2000) to 90k (2005) to 95k (2010) ... what is today's Population and why did it or not meet those projects?	Facebook Live		6/11/2020
N/A		If the Town was mapped with RED YELLOW & GREEN representing projected revenues from taxes, which areas or locations are targeted to increase, decrease or remain steady through next 3-5-10 years?	Facebook Live		6/11/2020
Transportation		Will the introduction of Automated Transit OPTIONS or PUBLIC transportation to or from areas like NANUET TOD proposal effect parking requirement?	Facebook Live		6/11/2020
Environmental Resources		THE SUEZ HQ held discussions about there Lake Deforest improvements , what options or examples of impervious applications to parking is the town planning to reduce the HEAT EFFECTS of large parking areas? (Stone driveways along Main Street, raised parks over parking, plans for CURB appeal? Similar to eastern Long Island that protects their farmland & prevents erosion?)	Facebook Live		6/11/2020
N/A		What cost mitigations are being used to limit construction costs? (Ex: \$5m Street School CC Bathroom's & envelope could have generated \$\$\$ revenue from rental space to kitchen school, non-profit or a gym to create a ROI; not even multimedia was even added for the assembly space, the Congers School rehab wasn't just \$900k 3years earlier)	Facebook Live		6/11/2020
N/A		in 2000 %33 of the County Workforce (128k) worked locally, what is Clarkstown's portion of the Workforce and what is the strategy to improve that?	Facebook Live		6/11/2020
Transportation		What effect on EXPERIENCE & REVENUE can selected areas for SIDEWALK seating or "PARK-LETS" have as Suffern is doing with it's sidewalk/parking spaces?	Facebook Live		6/11/2020
Transportation		Without a COMMUTER RAIL on the west shore, what POSSIBILITY is there for a "Slow Train" w/ Dble decker Restaurant cats to travel on the Comercial libe through CLARKSTOWN north to Newburghe or upstate NY?	Facebook Live		6/11/2020
Transportation, Ecopnomic Development		What joint efforts are being planned with PIP Parks/Rockland Lake to improve the 9W corridor during events like the GRAND FONDO that has not generates revenue annually ?	Facebook Live		6/11/2020
Recreation Parks & Open Space		Clarkstown most distinctive waterfront (Lake deforest is un-utilized, what can be done to activate and give access to it? A bike path? A Beach? A Sea Plan Base? Electric or non moter access plan (like Lake Deforest Day?)	Facebook Live		6/11/2020
Economic Development		Areas like Little Tor Road South, are active for to Bime lane and side walks, what other "VIEW corridors" are planned for landscape & lighting improvements to add value to the communities along those routes?	Facebook Live		6/11/2020
N/A		If there are 3000 homes with kids and 6000 homes seniors what is the target # of senior housing units are needed to provide local options for long time residents?	Facebook Live		6/11/2020
Transportation		with \$Millions spent on Traffic studies every few years, is that data stored in an digital model to update based on IOT sensor data? (Why not?)	Facebook Live		6/11/2020
Economic Development, Transportation		Are there Incentives for Clustered housing or Zero Lot Line housing along certain routes to place yards and parking behind Bldgs to create Street Style character homes that are attractive to Professionals working at home?	Facebook Live		6/11/2020
N/A		What is the # Acres dedicated to Single Family, 2-Family, Multi Family ?	Facebook Live		6/11/2020
N/A		Is it true that commercial Property generates %150 compared Residential property (per \$1000 valuation?)	Facebook Live		6/11/2020
N/A		Currently the CPD is %30 of the \$104m Town budget, how does that compare to the other 4Towns and County?	Facebook Live		6/11/2020
Transportation		\$1m Boardwalk at congers lake has brought great value to the community? Are other investments or projects like that planned?	Facebook Live		6/11/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		\$2/3rds of the taxes service the \$212m CCSD school budgets, (VS the \$104m Town budget) what is being mitigate these \$75m/yr increase we have occurred in school budgets since 2005 when the enrollment peaked costs/student was \$10k less than today?	Facebook Live		6/11/2020
Housing		Should the TOWN provide a DEVELOPERS MAP that proactively targets parcels that could supply those housing needs,? (Example Jawanio Property could be a mixed use Street corner to replace existing structures but along the street to create a street front with parking behind)	Facebook Live		6/11/2020
Housing, Transportation		Is CHASE Bank & the COUNTY planning to provide a mid-rise walkable mixed-use development that could supply 300-500 senior condos in walking distance to MAIN street, supermarket, transportation,..... why not?	Facebook Live		6/11/2020
Transportation, Economic Development		Are 2-3story Condo with Worklive spaces (2 family) planned along north Main Street north of post office to preserve farm behind and create a streetfront concept along MAIN street rather than single family homes 🏡?	Facebook Live		6/11/2020
Transportation		What routes to NANUET TOD will be provided to connect local parking to Regional Transportation?	Facebook Live		6/11/2020
Housing		Germonds RD across from Felix Festa, is that a site for Workforce housing option for Teachers/1st responders in the neighboring schools and towns?	Facebook Live		6/11/2020
Transportation		can the STATE Rout 304 be better connect MAIN STREETS in the hamlets to distribute students and reduce traffic in afternoon? (Electric autonomous vehicles?)	Facebook Live		6/11/2020
N/A		Can special Lighting districts stregthen COMMUNITY IDENTITY 24/7 in hamlet centers? (Often revenue generators or future housing locations)	Facebook Live		6/11/2020
N/A		What is the expected REVENUE vs EXPENSE of the proposed TOD in NANUET?	Facebook Live		6/11/2020
N/A		How does that compare to other planned, proposed or multi-family projects in progress?	Facebook Live		6/11/2020
N/A		is there a DASHBOARD that provides metrics and Data comparisons on the website? Would that stimulate meaningful dialogues at meetings like this?	Facebook Live		6/11/2020
N/A		Is there a MOBILE APP that citizens can add pictures or ideas to be Geo locates in a digital map 📍 as they come up with ideas or suggestions? (SNAP, TEXT, UPLOAD to the Planners or Town Website?)	Facebook Live		6/11/2020
Economic Development		An image-a-day keeps the Blife away...Q: Is there a DAILY picture that distributes IDEAs, Curb Appeal, Storefront's or Landscapes that best characterize our community MOST SUCCESSFUL projects to promote the character we hope to build going FOWARD? (www.Pinterest.com is a FREE SOLUTION residents can subscribe to if the Town added images daily)	Facebook Live		6/11/2020
Economic Development		Would Classic Havestraw BRICKS 🧱 roads in center of each hamlet add to the Character of most HISTORIC areas in each hamlet? (Even if 1-2 blocks in each direction along with Special Lighting Requirment	Facebook Live		6/11/2020
Economic Development		What can be planned at each entrance to the TOWN to improve IDENTITY, as Havestraw has done, or some areas currently have decorated/planted corners (304/gobble road; 9W/Rt303; Little Tor/South Mountain; New Hempstead @ Exit 11; Rt304 @ NJ border; rt92 in Nyack)	Facebook Live		6/11/2020
Economic Development		Could a VIEW PLATFORM At south end of Lake Deforest, a popular local Route off 287 exit 12, could a VIEW of the RESEVIOR looking north	Facebook Live		6/11/2020
Economic Development, Historic & Cultural Resources		Provide an opportunity for ARTISTS to capture our waterfront identity	Facebook Live		6/11/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Historic & Cultural Resources		Can communities seeking a Town Maintained Entrance (like the nice ones created in Main Street) be applied for by residential blocks (which intersect the Town streets) to Improve the Identity of each neighborhood w/ (historic Rockwall, Flowers 🌸 grasses provided via town owned farms,) through a special Assesment \$10/year/home that employees students to get involved in the GREEN BERRETS of CLARSTOWN ?	Facebook Live		6/11/2020
Housing		Can Accessible Granny Jones of under 333sf provide minimal accessory housing?	Facebook Live		6/11/2020
Housing		We should be able to rent to seniors on single-family housing if the house and property is large enough to accommodate. The housing rules should be adjusted.	website guestbook	6/12/2020	
Environmental Resources	Economic Development	What is happening to this pond where there was a fountain to aerate? It's thick with Algae and believe it creates more mosquitoes which could be dangerous. Who is responsible for this pond when it was created with the mall.	Website - Economic Development Pins	6/12/2020	
Transportation	Economic Development	I see people walking dangerously on Route 59 to and from the Palisades mall to Nyack. Can a sidewalk be added?	Website - Economic Development Pins	6/12/2020	
Transportation	Economic Development	I see people often walking along the ramp from Rt 59 to Rt 303N. Can a Sidewalk be added	Website - Economic Development Pins	6/12/2020	
Economic Development, Housing, Transportation		Concerned with overdevelopment and closing big box stores. Stressed importance of maintaining single family residential neighborhoods. Solution: repurposing large retail and/or commercial locations into multi-family hosing with support stores located near or in the same building as the residential units. Recommended locations: The Hub in West Nyack, Palisades Mall, and "many other locations along the Route 59 corridor"	email to compplan2020	6/13/2020	
Economic Development, Housing, Environmental Resources		Town should create a formula that prohibits the development of new commercial and residential multi-family buildings, until existing unused building square footage falls below a certain amount	email to compplan2020	6/13/2020	
Heath, Safety and Welfare		Issue: Property Taxes "loopholes" for church, school, and non-for profit purposes should not include any locations which are used as residences. Proposed Solution: Hire more Code Enforcement Officers.	email to compplan2020	6/13/2020	
Economic Development		Attract film, television, and commercial work to the County to gain income tax revenue.	email to compplan2020	6/13/2020	
Transportation		Provide additional sidewalks and bike paths throughout Clarkstown.	email to compplan2020	6/13/2020	
Health, Safety & Welfare, Environmental Resources		Concerned with the increase in traffic on Mountainview Avenue, and increase in water runoff due to any increase in impervious surface due to construction on Mountainview Avenue. Recommends no additional traffic producing, or imprevious surface increasing, building construction be allowed on Mountainview Ave.	email to compplan2020	6/13/2020	
Ecpnomic Development, Housing		I am about to submit several different comments and suggestions- first is to read a great article entitled We Need a Major Redesign of Life - article from the Washington Post 11/29/2019 This is a well written article about retirement and the entire life cycle as it pertains to a community.	website guestbook	6/14/2020	
Housing		Look at Dr. Bill Thomas website "Changing Aging" as he promotes Age in Place and how to design a community with mixed demographic. The solution is not that all seniors move out of their house and into a senior facility.	website guestbook	6/14/2020	
Environmental Resources		Keep the charm, peace and quiet in Clarkstown. Don't overbuild. If we can't agree on a suitable use of the Sain building, knock down the eye sore and create a small town park	website guestbook	6/14/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Housing, Transportation		Give special thought to the lifestyle changes that have occurred since Covid-19. When building new housing in the community, consider multi zone use in the downtown areas with market rate rent and a prorated considerations to essential workers . Have apartments large enough to live and work at home with updated WiFi . The design in the living should meet the needs of different life stages with 2 bedrooms, either a nursery, home office or extra room for spouse or aide . Bench mark with Beacon New York as they had such success in expansion that they had to stop and reevaluate .	website guestbook	6/14/2020	
Economic Development		Made the following suggestions for empty large retail/commercial space: a) Reach out to movie productions or tv studios. b) Expanded medical facilities for testing or large facilities. c) Create satellite office space that meets new social distances and proper sanitizer guidelines. d) Extra classroom space with wider space between students for school or business training. e) Consider small manufacturing of PPE .	website guestbook	6/14/2020	
N/A		Would not like to see the expansion of religious zoning .	website guestbook	6/14/2020	
Transportation	Health, Safety & Welfare	I know that germonds road is a county road but it would be nice to have the sidewalks extended down past the bagel boys shopping plaza. It might be out of the scope of the comprehensive plan, but it would enhance the area and the walkability would make it more appealing. Once you pass the shopping center, the sidewalk is single file and in poor condition. Lots of a people walk, especially school kids, for pizza and bagels. If the sr housing is built at schimps, it could mean more walkers. The new hard wok plaza also has stores that would be appealing to walkers and at one time, they were talking to someone who wanted to put in a restaurant. Making this area more walkable could attract more younger families, and encourage non vehicle traffic to stores. You can't take a stroller on these sidewalks and majority of kids walk one on sidewalk and one in street, which is dangerous. Same thing with bardonia road. It would be nice if sidewalks extended down from 304 to post office plaza and further, if possible. The state is doing a great job on the sidewalks on 304, making it safer for walkers and exercising.	Website - Health, Safety & Welfare Pins	6/14/2020	
Recreation, Parks & Open Space	Recreation, Parks & Open Space	The lake would be an amazing place for local recreation (ex: kayaking, paddle boarding, etc.). A walking path around the lake would also be really nice.	Website - Recreation, Parks & Open Space Pins	6/14/2020	
Transportation		Suggested upgrades to the Nanuet Train Station and surrounding area. She would like to see a raised platform on both sides of the train tracks, and a paved walkway to connect the train tracks to Main Street. She added that the current handicapped access to the platform is difficult to navigate, and this could alleviate that issue while making it easier for all residents to access the train.	email to Joe Simoes	6/15/2020	
Housing, Transportation	Economic Development	This area is too congested for senior living. It will be dangerous for kids walking to school. We should not try to squeeze in high density housing. We should not have to widen the road for this builder.	Website - Economic Development Pins	6/15/2020	
Transportation	Health, Safety & Welfare	The timing of these lights are off. There are many MVAs at this intersection.	Website - Health, Safety & Welfare Pins	6/15/2020	
N/A		When will the Town of Clarkstown review allowing town residents in E Ramapo school District use clarkstown Schools	Facebook Live		6/15/2020
Recreation, Parks & Open Space		Would like to see renovations to Lake Nanuet – iron fencing, wood benches and grills need replacement, repair and/or upgrade. Suggested widening of pavement to provide room for bicycles and pedestrians walking around the lake.	Facebook Live		6/15/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Housing, Environmental Resources		Suggests the Town put measures in place to force the use of existing empty storefronts before any new construction, to preserve green space.	Facebook Live		6/15/2020
Recreation, Parks & Open Space		I'd like to see the construction of a multi-use, domed sport and recreational facility, a goal from the 2009 Comp Plan, remain a consideration. With the loss of Nyack College many sports programs are looking for places for winter training. Maybe as part of the Palisades Mall.	Facebook Live		6/15/2020
Recreation, Parks & Open Space		Development of an entertainment venue similar to the Paramount Theater in Peekskill. 24 hour fitness just filed for bankruptcy so there is a chance that another location at the mall will open up.	Facebook Live		6/15/2020
Economic Development		What about a satellite Community College or a Lincoln Tech type of trade school at the mall. There is a Lincoln Tech in the Bergen Town Mall.	Facebook Live		6/15/2020
Economic Development		Proposed an indoor outlet mall in Clarkstown.	Facebook Live		6/15/2020
Economic Development, Housing, Transportation		Suggested residential housing in the Palisades mall similar to that of the Ridge Hill Mall in Yonkers.	Facebook Live		6/15/2020
Transportation		Proposed more sidewalks, specifically in Ward 4.	Facebook Live		6/15/2020
Housing, Economic Development		Proposed large developments of high end mixed use buildings for seniors as well as younger generations. While keeping these proposed developments in appropriate locations as not to negatively impact or affect quality of living for existing residential neighborhoods.	Facebook Live		6/15/2020
Economic Development, Housing, Transportation		Suggested mixed use housing with built-in services at existing storefronts.	Facebook Live		6/15/2020
Transportation		Would like to see more bike lanes throughout Clarkstown.	TeleTown Hall		6/15/2020
N/A		Would like a status update on the Shops of Nanuet.	TeleTown Hall		6/15/2020
Transportation		Would like the Town to consider adding TOR, Rockland County transportation buses, to Clarkstown to offset the reduction in minitrans services.	TeleTown Hall		6/15/2020
Economic Development, Transportation		In New City, would like to see the Town renovate/revitalize the northside of Main Street to mirror that of the southside.	TeleTown Hall		6/15/2020
Economic Development		Would like to see statuary that is not modernistic such as a person walking a dog.	TeleTown Hall		6/15/2020
Recreation, Parks & Open Space		Suggested the Town place a linear park in West Nyack below the library, near the creek which runs beyond the Shop Rite. He is aware that this is a private property, and the owner is not interested in selling. However, he feels this is a great place for a park. Also feels the Greenburgh property would be an ideal place for a park.	TeleTown Hall		6/15/2020
Environmental Resources, Health Safety & Welfare, Housing		Wanted a status update on the following goals/objectives from the 2009 plan: a. Preserve the suburban and remaining semi-rural character of the Town b. Develop zoning and building regulations that reduce or restrict odors, sounds, commercial traffic, light pollution and other negative environmental impacts on residential areas c. Expand initiatives to safeguard neighborhoods from inappropriately scaled development. She is concerned that these goals/objectives are not being met citing Schimpf Farm and 31-41 West Clarkstown Rd projects as an example of an inappropriately scaled development in a residential zoning.	TeleTown Hall		6/15/2020
Recreation, Parks & Open Space		Suggested developing the Town's dump as a recreational space such as a golf course.	TeleTown Hall		6/15/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development		Find ways for Clarkstown to attract businesses to provide for smart economic development with community and businesses working together and supplying residents with significantly paying jobs.	TeleTown Hall		6/15/2020
N/A		Concerned about a re-assessment of the Palisades mall property, a decrease in Palisades mall taxes, and the impact this will have on taxes for the residences and other areas of Clarks town. Wants to ensure there will be transparency throughout this process, and that the Town will clearly show the effect this will have on homeowners taxes throughout Clarkstown.	TeleTown Hall		6/15/2020
Transportation		Suggests the Town do upgrades to the Nanuet Train Station, raising the platform and providing connectivity to sidewalks and Main Street.	TeleTown Hall		6/15/2020
Transportation		Concerned about redevelopment at the Nanuet Train Station	TeleTown Hall		6/15/2020
Transportation		Would like to see a transportation study done on Town rather than State roads, suggested: Pascack Road, West Clarkstown Road , New Clarkstown Road.	TeleTownHall		6/15/2020
Housing, Economic Development		Suggests providing millennial housing throughout Clarkstown.	TeleTownHall		6/15/2020
Recreation Parks & Open Space		UNIV sports use video to broadcast and replay their sports 24/7 to players and parents, HOW can the little league be used to teach and provide VIDEO & AUDIO services or add Youtube/podcasts to supplement school courses and add value to the parent/student community?	Facebook Live		6/15/2020
Economic Development		Is there an INPACT MAP 2020, that indicates those LOCATIONS around the TOWN that are potential improvement locations to either add REVENUE or VALUE? (Ex: Empty lot for Housing Development, old facility for Recreation Development, Farm for expanded retail, Community center for sublease to Private Gym or Training services?,...)	Facebook Live		6/15/2020
Economic Development		Is there a PUBLIC-Private partnership to involve students and enthusiasts to PHOTOGRAPH/Photogrammy areas that need improvements to make this process quarterly not every 10 years?	Facebook Live		6/15/2020
Economic Development		How can Town partner with Private property owners like Paramount CC to provide "CURB APPEAL" services if private owner purchases products from county/town subsidized FARM suppliers? (Improving 10 right away along town/county roads)	Facebook Live		6/15/2020
Transportation		Nyack (bear the entrance to 287) has a modern bus stop 101, what can be done to improve public transportation that is overgrown like the STOP 101 at Rt29 (old Rt304) at north Main Street.	Facebook Live		6/15/2020
Transportation		The empty LOT on Rt29 (old Rt304) was remediated by the Town (\$400k) can a walk/bike commuting bus 101 stop be relocated from the over grown one west near private Rockland County Historic Society / Street school basketball courts?	Facebook Live		6/15/2020
Environmental Resources, Economic Development, Historic & Cultural Resources		Can enhancing HISTORIC dry stonewalls or adding new ones add to the historic FARM STYLE CHARACTER embodies in the 1791 logo?	Facebook Live		6/15/2020
Transportation		Can sidewalks along North Little Tor Road be added as they were on South LittleTor road to eliminate walking/biking traffic in the roadways?	Facebook Live		6/15/2020
Economic Development, Transportation		Can Public Private Partnerships helps improve strategic CORNERS? (Ex: Goebble RD. @ Rt304 heading toward/away from Town center, or where PHILLIPS HILL ROAD meets North Main Street) indicating TOWN to LEFT, Community center RIGHT, Residential STRAIGHT and similar at all major intersections with traffic lights 101	Facebook Live		6/15/2020
Economic Development, Transportation		Can an Improvement at the SPLIT of 9W/Rt303 in Congers add to the clarity on this high traffic location and symbolic split between COMMERCIAL corridor/STATE Rt 9w bus route?	Facebook Live		6/15/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation		Along all PUBLIC BUS ROUTES that offer higher Altitude views to visiting tourists, is there "Special Attention" paid time improve the Curb Appeal, Lighting or homeownership to assure best 1st impressions on these "View Corridors" ?	Facebook Live		6/15/2020
Economic Development		Example of CURB APPEAL, tourists drive upstate to see orchards or Sunflowers 🌻 fields, what can be done to work with FARM OWNERS to plant indigenous crops in 50' from roadway to encourage social media PR by students or special event photography?	Facebook Live		6/15/2020
Recreation, Parks & Open Space		Can a SUEZ/Clarkstown PPP (Public-Private-Partnership) improve access by pedestrian/bike or other ways to our waterfront? (Perhaps use or old title League and a View Tower in a traffic circle 🌀 at Congers rd/Strawtown road where the annual Grand Fondo's 4000 bikers 🚴🏃🏃🏃 ride...	Facebook Live		6/15/2020
Transportation		How will driverless cars effect parking requirements? What is being planned to pilot test next years release or self parking cars 🚗?	Facebook Live		6/15/2020
N/A		After \$5m renovation of the Street school that added 2 bathrooms rooms, what is being done to rent our spaces to recoup that investment?	Facebook Live		6/15/2020
N/A		Several 200 unit senior housing (55+) have been proposed in north new city to offer seniors an option to remain local for 1/2 cost of a single family home and free up housing for new families & school age kids, HAS there BEEN A LIST Assembled of the 10000's interested to remain near friends and family	Facebook Live		6/15/2020
N/A		How many units of Sr Housing, Multi-Family, 2-Family, are needed to reduce or maintain current costs/budgets?	Facebook Live		6/15/2020
Transportation		Why are there limited or no CLEAR sidewalks from TOWN to STREET SCHOOL	Facebook Live		6/15/2020
N/A		What reductions in costs have been observed since SHUTDOWN? What costs INCREASED? How will those changes inform the plan?	Facebook Live		6/15/2020
N/A		What are the COST, VALUE & REVENUES incurred or earned during the past 3month (2qr) VS past 8qrs ? (Is a line graph of such quarterly changes available for public viewing or is that data secret?)	Facebook Live		6/15/2020
N/A		How are the costs/revenues TRACKED and GRAPHED for the Stakeholders or Tax-payers to view in effort to communicate where their escalating investment goes? (Can this be done with help from STEAM school Library resources and guided by concerned fox-income seniors?)	Facebook Live		6/15/2020
N/A		The CPD budget is \$30m or \$104m town budget, is that ratio typical for all 5 towns or the county Budget's? (Why is it less or more than the others?)	Facebook Live		6/15/2020
N/A		The CCSD \$200m budget increased to \$212m last year despite this years closures, since the enrollment peak in 2005 (\$135m fir 9500 students @ \$14k/student), today it is \$25k/student for just 8000 students what did the \$400m tax-payer investment go into?	Facebook Live		6/15/2020
N/A		If costs are spread across 4 wards, is there a tally that displays how the costs/revenues are incurred by each to prioritize investments over 10yrs?	Facebook Live		6/15/2020
N/A		If Residential Taxation is \$1/\$1000 valuation, Commercial Taxation is \$1.5/\$1000 valuation, Non-profits pay \$0/\$1000, what is the current mix & target 🎯 for 3-5-10 years to meet future budgets?	Facebook Live		6/15/2020
Economic Development		What strategies are SET to IMPROVE VALUE & ECONOMIC GROWTH? Job creation or Income retention by keeping local people and jobs local vs allowing in one to be dispersed outside community?	Facebook Live		6/15/2020
Economic Development		What part of the LOCAL RESIDENTS work/live locally or in county & how will that be improved? (Starting with a labor metric & resulting in a job swap incentive to hire local)	Facebook Live		6/15/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Historic & Cultural Resources		How can 87 historic spots on the national register be a focus of TOURISM by improving and promoting the improvements to attract tourism?	Facebook Live		6/15/2020
Transportation, Economic Development		How can the County & TOWN partner in cost or services to improve derelict roads to improve initial curb appeal? (AMERICOR? Student summer employment? Non-profit volunteers partnership? Adopt a roadway? Adopt a Park?)	Facebook Live		6/15/2020
N/A		What planning assistance & training can town offer to involve community (Esri, AutoCAD, Revit, Photogrammy, Video documentation,...).	Facebook Live		6/15/2020
N/A		Can expanding New City Library ☹️ services that educate and entertain turn COMMUNITY centers into training that helps the community to help the Town budgeting, planning, visioning or transparency?	Facebook Live		6/15/2020
N/A		If COSTS always expand, what VALUE improvements are planned in 1-3-5-10 years? (What were the 2000, 2010 goals met or not met)	Facebook Live		6/15/2020
Transportation		What future PUBLIC transportation can refuse congestion in main arteries or plan for connecting future TRANSPORTATION nodes like NANUET TOD?	Facebook Live		6/15/2020
Economic Development		Can ☹️ brick the streets in the HISTORIC HAMLET centers help strengthen the identity of our HISTORIC areas?	Facebook Live		6/15/2020
Housing		can detached GRANNY housing (<333sf) studios on single-Family lots offer options for parent child occupancy to keep seniors local?	Facebook Live		6/15/2020
N/A		How can County KENNEDY-DELLS park be improved to add community value? (Improves paths, drive-in, improves structures, Stone entry walls off Main Street, sidewalks leading to the park ...)	Facebook Live		6/15/2020
N/A		To SHARE these conversations will the Q&As be posted on TOWN WEBSITE to involve more input and answers given in previous PRESENTATIONS?	Facebook Live		6/15/2020
N/A		Will those Q&As be Geo later when possible to an INTERACTIVE MAP to encourage participation and convey community sentiment by location?	Facebook Live		6/15/2020
Economic Development		Can Small improvements to the CURRENT LOCATIONS (lighting, parking, curb appeal) temporarily improve the communities enthusiasm to GREATER future improvements?	Facebook Live		6/15/2020
N/A		Can these Q&As be summarized and broadcast like the HEOHM-TOWN happening show?	Facebook Live		6/15/2020
N/A		Can the SUMMARY of the workshops questions & answers be issued as a NEWSLETTER with a MAP 🗺️ indicating Q&A #00 on the map of the TOWN with 4 wards, bus routes , County/State Roads indicated ?	Facebook Live		6/15/2020
Economic Development		SHOULD there be different lighting, road style, curb appeal, planting, color schemes,... for RESIDENTIAL 🏠 , COMMERCIAL 🏢 , INDUSTRIAL 🏭 & agriculture 🌾	Facebook Live		6/15/2020
N/A		are there EXAMPLES of the "TOWN VISION" available from other communities to convey IDEAs on www.Pinterest.com (free online image collection)	Facebook Live		6/15/2020
N/A		What surveys have been done on WHO commutes, works local or works from home 🏠 , seniors interested to downsize but stay or downsize and move away?	Facebook Live		6/15/2020
N/A		If each TOWN & 17 proposes voting districts were each CHARACTERIZED slightly different, would local people circulate with county and therefore generate more local revenue ? (If they are all the same do they leave to find variety?)	Facebook Live		6/15/2020
Economic Development		example 4 wards, Ward#2 Congers-Valley RED & Gold signage, VS Ward#4 BLUE & Gold; WARD#3 GREEN & Gold,...	Facebook Live		6/15/2020
N/A		To improve this format can it be broadcast on channel#78 to involve as many stakeholders as possible?	Facebook Live		6/15/2020
Transportation		Would like additional sidewalks added to the Route 304 NYSDOT project. Specifically the section between Virginia Street and South Main Street on the west side of route 304.	email to compplan2020	6/16/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing		Suggests the Town put restrictions on how much rent can increase for Affordable Senior Housing units.	website guestbook	6/17/2020	
Housing		For seniors who want to reside here and have an apartment attached to their existing home so that their family can take over the larger home, the idea of 3000 square feet or more leaves out many whose homes are close but not as large but who meet the land requirement. We don't want semi-attached houses such as I grew up with in Brooklyn as that will overload services but seniors who have resided here for years should be able to coexist with their own family members with impunity. if we pay taxes for that comfort, it will be less than if we have to pick up and move to areas South that will become densely populated and which may not offer the services we have here for some time to come.	website guestbook	6/17/2020	
Economic Development		Would like to see a reduction in taxes.	website guestbook	6/17/2020	
Economic Development		Suggested a STEM centered complex with educational facilities using BOCES for a STEM high school for the County or a senior college complimenting RCC or even Westchester or the city in the Pfizer building.	website guestbook	6/17/2020	
Transportation		Would like to see more sidewalks built with connectivity to hamlet centers in mind, and specifically catering to walkers rather than bikers.	website guestbook	6/17/2020	
Environmental Resources		Would like to see more environmental and "green" opportunities in Clarkstown to attract younger people. Suggested solar farms in parking lots.	website guestbook	6/17/2020	
Economic Development, Environmental Resources	Economic Development	On the Rockland Park and Lot why are there so many Trailer Trucks and Vans parking there everyday? I've seen a white Van there for weeks. The amount of trucks are increasing yearly. This area is starting to look so Commercial that would bring down property value. Let make this corner of Clarkstown more beautiful. We pay the same amount of taxes for the town. I see New City improving every year.	Website - Economic Development Pins	6/17/2020	
Economic Development, Environmental Resources	Economic Development	What is happening to this area of the Rockland Park and Lot? There is a huge mound of dirt and is now fenced in. Does Rockland still own this area or have leased it? It looks like another dumping place in this corner of Clarkstown. Again, Let's make this Corner of Clarkstown beautiful.	Website - Economic Development Pins	6/17/2020	
Economic Development, Environmental Resources	Economic Development	I liked when I sent in ugly pictures of this Transfer Station from Route 303 and they cleaned it up. This can be improved by moving the trailers away from the fence facing Rt 303. A satellite picture shows there is other areas to put them. Let make this corner of Clarkstown beautiful. It lowers property value and we pay the same amount of taxes as the residence in New City.	Website - Economic Development Pins	6/17/2020	
Transportation	Economic Development	The traffic light on Rt 303 and Foxie Way is very long wait for people going to work and a lot of time there are no cars entering into Rt 303 from Foxie Way. RESIDENCE OF CLARKSTOWN goes through this traffic light EVERYDAY. This light was put in when FedEx was built. Traffic stops cost everyone. It stops the economy as time is money. It may seem small but if you add it all up it get into the billions. Through the many years at Rockland, traffic light have increased significantly. At least put a induction loops on Foxie that will sense a car and turn the light to green. I understand it's in Blauvelt but as I said it affects Clarkstown Residence.	Website - Economic Development Pins	6/17/2020	
Economic Development	Economic Development	Can we get trees planted on the medium of Route 59 in front of Palisades Mall? I would like to see more trees planted in this area. Let try to make West Nyack look a little less commercial. Its being done in other town and could increase retail and beautifies our town. This South East part of Clarkstown is a representative of the our town and county and placing trees is an investment.	Website - Economic Development Pins	6/17/2020	
Environmental Resources	Economic Development	There is a compost in this area and it needs to get the smell under control. It lowers the property value and retail businesses around. It's not everyday but often and offensive enough to make Clarkstown the armpit of Rockland.	Website - Economic Development Pins	6/17/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation, Economic Development	Economic Development	This intersection is dilapidated. It needs new sidewalks, some general revitalization, and some landscaping.	Website - Economic Development Pins	6/17/2020	
Economic Development	Economic Development	Main Street is highly commercial. Is it possible to strike a balance between businesses and restaurants? Other towns have restaurants on the bottom and businesses on the top floors, which encourages a more welcoming small town feel. Also, it would be amazing if we could encourage more local restaurants to open.	Website - Economic Development Pins	6/17/2020	
Economic Development, Transportation		Suggests the Town include initiatives that will generate revenue. Suggested the Town attract revenue from outside its borders without impacting negatively on 'quality of life', traffic, pollution, etc. Suggest the town encourage travelers to spend money in the Town on their way through by use of apps, advertising programs, etc. to help generate sales tax and other revenues. Find creative ways to generate revenue from the bridge's new walkway and bicycle path.	letter	6/19/2020	
Economic Development		Suggested the Town consider providing the County and nearby areas with a viable heliport and/or drone port. He suggested the commuter parking lot adjacent to the Palisades Mall as a possible location.	letter	6/19/2020	
Economic Development		Concerned about retail and it's changing landscape over the last few years and the effects of COVID as well. Suggests the Town consider repurposing some of the space in the palisades mall for facilities that accommodate a drive-thru pick-up area for online shoppers/some type of warehouse where online orders are shipped and distributed. Or possibly incorporating a work space for business people needing to "work from home" as a satellite location.	letter	6/19/2020	
Economic Development		Suggests the Town examine its current Zoning, to ensure there are enough areas in Clarkstown which allow for warehouse/distribution space for middle mile and last mile needs.	letter	6/19/2020	
Housing		There is a need for attractive and affordable Senior Housing in Clarkstown.	letter	6/19/2020	
Economic Development		Suggests the Town push for government support of robotics, AI, 3D printing, and other tech packages to help SME's (small to medium businesses) produce new tech, and high quality jobs for our area. Pushing for grant money to support domestic development of high-tech tools rather than outsourcing to Southeast Asia.	letter	6/19/2020	
Economic Development	Economic Development	Re:6 Townline Road needs to be able to add additional units as this is a corner lot & space is there to improve this property	Website - Economic Development Pins	6/19/2020	
Economic Development	Economic Development	subdivision of the lot	Website - Economic Development Pins	6/19/2020	
Economic Development	Historic & Cultural Resources	75 W Clarkstown Road should be able to be subdivided or allowed to knock down existing house & build either multi-family or semi-attached duplex	Website - Historic & Cultural Resources Pin	6/19/2020	
Health, Safety & Welfare, Economic Development		Concerned about noise pollution due to power operated lawn care equipment. Suggested the Town limit the hours of use, and possibly have different days of operation for each hamlet.	email to Joe Simoes	6/21/2020	
Transportation, Environmental Resources		Concerned about climate change and recommends the Town do whatever possible to reduce local emissions. He would like to see a chapter dedicated to this cause, and a committee be formed to work on it, with representation from the local climate activist community.	email to Joe Simoes	6/21/2020	
Transportation		Suggested the Town consider adding roundabouts (traffic circles) throughout the Town.	email to Joe Simoes	6/22/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development		Suggested the Town lift the covenant on the Palisades Center to allow the repurpose, redevelopment, or reinvention of this asset to allow it to be a viable entity into the future.	email to Joe Simoes	6/22/2020	
Transportation		At the intersection at Christian Herald Rd, Ridge Rd and Lake Rd there is the following issue: When traveling West on Lake Rd to the stop sign at Ridge Rd and Christian Herald Rd proceeding to the light at the intersection of Route 303, drivers on the left coming down Christian Herald Rd do not stop at their stop sign when making a left to go to the light at Route 303 or going straight to Ridge Rd. Proposed solution: install a speed bump on Christian Herald Rd just before the stop sign.	email to compplan2020	6/22/2020	
Transportation		I'd love to see a pathway going over the Causeway for walking and biking all the way to Congers Lake from New City.	website guestbook	6/22/2020	
Recreation, Parks & Open Space, Environmental Resources		Would like the town to retain, and continue to purchase as much Open Space areas in Clarkstown as possible, as this will deter from additional traffic, and over development, as well as retain the forests, trees and parks. Would like to see the former Rockland Country Day School property preserved as Open Space.	website guestbook	6/22/2020	
Recreation, Parks & Open Space, Environmental Resources		Would like to see the Town expand existing parks and gardens.	website guestbook	6/22/2020	
Recreation, Parks & Open Space		Suggested a public golf course on the solar farm.	website guestbook	6/22/2020	
Recreation, Parks & Open Space		Clarkstown is behind other towns in providing permanent Pickleball facilities for the ever-increasing number of residents each year who play this sport both indoors during cooler weather and outdoors when it's warmer. Some potential locations are: <ul style="list-style-type: none"> •King's Park, King's Highway, either on the fields by the basketball courts and playground OR on the huge field behind the trees by the ambulance building •Behind the Clarkstown Learning Center •Rockland Country Day School Potential funding sources In addition to the Clarkstown budget are: <ul style="list-style-type: none"> •www.nyshealthfoundation.org - A private, statewide foundation dedicated to improving the health of all New Yorkers •www.aarp.org/livable-communities/community-challenge/info-2020/2020-challenge.html- Applications were due by May 2020, but this source is worth checking for future grants •New York State Assembly/Senate •Rockland County Legislature (also could provide land for courts at facilities such as Kennedy Dells Park) 	website guestbook	6/22/2020	
Economic Development	Economic Development	Updated: 75 W Clarkstown Road..allow removal of existing home & allow for multi-family /2 -semiattached duplex or multi family zone	Website - Economic Development Pins	6/22/2020	
Housing, Health Safety & Welfare	Economic Development	This area is too congested for any high density housing there are too many schools in the area plus a Catholic Church. How did this pass a traffic study?	Website - Economic Development Pins	6/22/2020	
Transportation	Health, Safety & Welfare	You have people walking along the outer ring of the mall between Dicks and Target. I assume this is because the mall is closed and those people were dropped off at the bus stop by Dicks. You may want to look into getting more bus stops setup at the mall in case the mall has to close again due to the virus. It's a very dangerous area for them to be walking since there are no sidewalks.	Website - Health, Safety & Welfare Pins	6/22/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation	Health, Safety & Welfare	update this traffic light's timing... or install some type of updated solution. The light is very long for executive blvd, when there are almost always very few cars, creating a long backup on 303	Website - Health, Safety & Welfare Pins	6/22/2020	
Transportation	Transportation	is there anyway to apply pressure to ensure the horrible condition of this road is corrected (I see this is a state owned road). No matter how often pot holes are filled the road is so deteriorated it does not help.	Website - Transportation Pin	6/22/2020	
Transportation	Transportation	improve bus shelters along rt. 303, trash cans are rusty and shelters are in marginal condition. Often not enough seating for all the passengers waiting for the bus.	Website - Transportation Pin	6/22/2020	
Economic Development		Would like to see a clean up of closed businesses such as the Sain Building.	Facebook Live		6/22/2020
Transportation		Would like more information on DOT study/improve the 5 corners on Route 303 in Valley Cottage.	Facebook Live		6/22/2020
Housing		Suggested affordable housing for community volunteers (Fire, EMS, etc)as well as essential workers.	Facebook Live		6/22/2020
Housing, Environmental Resources		Concerned that multi-family, high-density housing will make Rockland more urban, increase congestion and traffic.	Facebook Live		6/22/2020
Housing		Does not want to see government subsidized apartments in Clarkstown. Concerned they will raise Clarkstown taxes.	Facebook Live		6/22/2020
Transportation		Concerned about improper road maintenance/road repairs. Suggested berms be done at the same time as road repavement, as if they are not water gets under the roadway and compromises it.	Facebook Live		6/22/2020
Health Safety & Welfare		HVPA Medics would like to be part of the planning and writing of the Comprehensive Emergency Management Plan	Facebook Live		6/22/2020
Health Safety & Welfare, Housing		In 2009 Plan you identified that volunteer were at risk but not much has been done to correct this issue... it's at a critical stage and in need of an intervention before it's too late... what are we doing about it. A consequence of non action is higher taxes and less coverage....	Facebook Live		6/22/2020
Transportation		Pleased with the addition of sidewalks on Route 304 in Bardonia adding to the walkability of Bardonia in this area especially to elementary school, CVS, etc.	Facebook Live		6/22/2020
Transportation		Urbanizing Clarkstown will definitely increase traffic, even in non-residential zones. What can the Town do to improve the intra-town public transit system? Its ease of use needs to be improved, and encouraged, in order to help discourage the additional automobile traffic that will come with increased development.	Facebook Live		6/22/2020
Economic Development		Suggested housing which will attract younger families to Clarkstown. Similar to Montclair where major development was encouraged which created premium retail that attracted this age group. Jersey City, Ridgewood, NJ, etc. as models.	Facebook Live		6/22/2020
Housing		Suggested putting rental units in the Rockland Country Day School.	TeleTown Hall		6/22/2020
Transportation		Are we going to repair the ramp 59 heading south toward 303 north?	TeleTown Hall		6/22/2020
Economic Development		Comment about Trader Joes	TeleTown Hall		6/22/2020
Economic Development		I was wondering if the Hub on Route 50 could be a candidate for Trader Joes.	TeleTown Hall		6/22/2020
Environmental Resources		I would like to know what you are going to do with Route 59 to reduce noise.	TeleTown Hall		6/22/2020
Transportation		What are the plans for the old State troopers facility on 303, and the gas station next to the Mobile gas station? What is the plan for Route 303.	TeleTown Hall		6/22/2020
Economic Development		Wants to address the issue of vacant office space in Clarkstown	TeleTown Hall		6/22/2020
N/A		I would like to clarify, about Germonds pool with the seniors. Do you have to make a reservation on line? I'm a senior, and I'm not going to do that. Please clarify how we are going to the pool.	TeleTown Hall		6/22/2020
Transportation		Question about Route 304 West Nyack area. If you are walking, it's hard trying to get into Aldi. Question about 5th street.	TeleTown Hall		6/22/2020

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		Question about the Planning Board meetings over the summer and the time periods for taking questions and comments.	TeleTown Hall		6/22/2020
N/A		Question about progress on O'Sullivan building in Valley Cottage and update on the Country Day School property.	TeleTown Hall		6/22/2020
Economic Development		What can be done to coordinate with the STATE & COUNTY roads to improve curb appeal? (along most frequented or public transit routes)	Facebook Live		6/22/2020
N/A		Is there a MIND-CRAFT like map that allows Citizens to geo-TAG locations and to display progress of examples like Road paving?	Facebook Live		6/22/2020
N/A		Is there an IMAGE sharing board (like www.Pinterest.com) to share GOOD ideas that meet our community vision?	Facebook Live		6/22/2020
Economic Development		How can the TOWN incentivize curb appeal by connecting Private property owners to County/Town subsidized Farms to provide indigenous products, with Town providing service improvements?	Facebook Live		6/22/2020
N/A		How can citizens be empowered to PHOTOgraph SPOTS or suggest visual IDEAS that are incorporated into a Town Master Plan or Vision?	Facebook Live		6/22/2020
N/A		Will the Q&As be issued by PDF as a report to educate those that couldn't join the wonderful online workshops?	Facebook Live		6/22/2020
Transportation		Would like to see more roundabouts. Suggested that rigid adherence to the rule that the vehicles waiting to enter the circle always yield right-of-way to any vehicles already in the circle. This keeps traffic moving from all roads feeding into the circle and automatically deals with the mix of through traffic, left turns and right turns on all roads. Suggested them at the following intersections: Strawtown & Congers Road' Strawtown & Old Mill/Germonds Rd; Germonds & Bardonia Rd, etc.	email to Joe Simoes	6/23/2020	
N/A		RE: Town is to get appropriate permits as necessary. Request the Town Board notify the District upon adoption of the Comprehensive Plan 2020 Update, and provide them with an updated zoning map and Town Code.	email to Joe Simoes	6/23/2020	
Economic Development		Would like to see Route 9W corridor zoning remain to allow existing industrial uses to continue, and not be zoned out.	Town Board Meeting	6/23/2020	
Environmental Resources		He is concerned about property owners not properly following the proposed changes to the Tree Preservation Law.	Town Board Meeting	6/23/2020	
Housing, Economic Development	Economic Development	The lots next to the ambulance building have been vacant for years. Don't know who owns the property but can it be developed either with housing or a restaurant?	Website - Economic Development Pins	6/26/2020	
Economic Development, Housing		Update Town Code to encourage the switch to renewable energy to heat our homes and power our public and private transportation.	email to compplan2020	6/29/2020	
Transportation		Create and strengthen existing public transportation network to reduce congestion, minimize pollution, and provide mobility to residents who want to live without a car.	email to compplan2020	6/29/2020	
Environmental Resources		Conserve sources and supply of drinking water.	email to compplan2020	6/29/2020	
Environmental Resources		Limit total development coverage for all zoning districts and encourage pervious pavement.	email to compplan2020	6/29/2020	
Environmental Resources, Housing		Encourage green buildings.	email to compplan2020	6/29/2020	
Housing, Environmental Resources, Economic Development		Encourage the reuse and repurpose of existing building rather than new construction.	email to compplan2020	6/29/2020	
Environmental Resources		Protect water sources. Preserve or enhance our groundwater resources, including protecting Lake DeForest reservoir.	email to compplan2020	6/29/2020	
Environmental Resources		Establish stream protection corridors.	email to compplan2020	6/29/2020	
Environmental Resources		Enact a wetland protection ordinance.	email to compplan2020	6/29/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources		Provide flood control.	email to compplan2020	6/29/2020	
Transportation		Very concerned with truck traffic on Western Highway and wants this to be re-routed to Route 303.	Phone call to Planning Dept	6/29/2020	
Health Safety & Welfare		Requesting a sound barrier on Route 59 in West Nyack	Phone call to Planning Dept	6/29/2020	
Transportation		Would like to see sidewalks added in the following location: Coming off Middletown Rd – turning onto Convent Rd – pass the new fire station, cross the railroad tracks, Convent Rd turns into S. Pascack Rd – going all the way Up to Old Nyack Way.	website guestbook	6/29/2020	
Economic Development, Housing, Transportation		I would like to see development of state of the art multi tenanted housing you typically might see in Hoboken, Jersey City, that is not age restricted. Stressed the importance of doing so in appropriate locations such as the Shops of Nanuet, Palisades mall, and not in residential areas.	website guestbook	6/29/2020	
Economic Development, Housing, Transportation		It would be beneficial to have a re-zoning to allow under-utilized commercial properties to have the ability to convert to residential, and mixed use for apartments, retail, office, restaurants, and other similar uses. Suggested rezoning to allow for apartments in Shops at Nanuet, Palisades mall, and more mixed-use in the hamlet centers to allow for apartments over businesses.	website guestbook	6/29/2020	
Recreation, Parks & Open Space		Would like to see maintenance of the Rockland Lake State Park & Clarkstown's Lake Nanuet: iron fencing, wood benches and grills need replacement, repair and/or upgrade. Some of the old, rusted grills should be refurbished and/or replaced. Picnic tables as well.	website guestbook	6/29/2020	
Economic Development		Would like to see more statues of a fireman and policeman commemorating them for their ultimate sacrifice at 911.	website guestbook	6/29/2020	
Transportation		Through the Route 303 Sustainable Development Study, Orangetown has created the Route 303 overlay zoning district. This was done in order to increase safety and aesthetics and create a better traffic flow along Route 303 by requiring the land use boards to consider a separate set of requirements besides the normal requirements in the zoning code for all development along the roadway. It may be beneficial for Clarkstown to develop their own overlay zone along Route 303 and/or other major roadways like 304.	website guestbook	6/30/2020	
Economic Development	Economic Development	This area has many automotive uses, storage , contractors supply and warehouses, they mutually support each other , provide employment. Most important they provided essential services not only to the Town but the county, my concern is that multifamily areas continue to be developed in this area reducing the amount of commercial development land available for these companies to physically expand or be forced to sell the business to a residential developer or from new residents complaints about their activities. In NYC has industrial and manufacturing areas were allowed residential developments, the new residents complained to City Hall that the existing uses were incompatible with their lifestyle resulting in re-zoning and existing companies could not expand or had onerous new regulations to comply with that interfered with their business result in companies relocating or closing. Let us learn from experience and do not allow more residential development , keep our companies here	Website - Economic Development Pins	7/9/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Economic Development, Housing, Transportation	Economic Development	as a result of remote working due to C19 many office employers may decide they do not need to rent large, expensive space in Manhattan or White plains, perhaps rent local smaller space or shared office spaces, save on commuting time and expense. Many people may want a home office. Certain types of buildings will need to be re-purposed for new uses, the basic shell and infrastructure is already in place. Young people may decide to exit NYC and need homes in Rockland County . The Transit zone by Nanuet is planning for the future. Large malls have become white elephants due to the internet as it was predicted 20 years ago when the mall in west nyack was built, we need to be planning for the future and not vague promises of a mall owner who has proven over time their word cannot be relied upon and are not trust worthy members of our County and Town	Website - Economic Development Pins	7/9/2020	
Transportation		I would love for the town to add speed bumps on local roads, i.e. West Nyack Road, along with other roads that can be the pass through roads to main roads.	website guestbook	7/12/2020	
Transportation	Economic Development	The gas station located here has been looking to sell for a while. Adding either a restaurant or some kind of "Main Street" commercial space here would be great, especially with the trail entrance being right next-door.	Website - Economic Development Pins	7/12/2020	
Economic Development, Transportation	Economic Development	Adding sidewalks and street lights like the other hamlets to give it a more "Main Street" hamlet feel would be nice	Website - Economic Development Pins	7/12/2020	
Health Safety & Welfare	Recreation, Parks & Open Space	Just outside this entrance to the park is an Emergency Vehicle Access gate. However, there are travelers from out-of-town & out-of-state who use Woodhaven as a parking zone. Given the designation of the entrance for emergency vehicles, there should be no parking signs placed at the end of Woodhaven to ensure there is no hindrance to the gate's use and purpose.	Website - Recreation, Parks & Open Space Pins	7/12/2020	
Transportation, Recreation Parks & Open Space	Recreation, Parks & Open Space	This end of Reginald Drive is often used to circumvent the traffic light at the intersection of Kings Hwy & Congers Lake Rd. I think that if the town is preserving part of the Rockland Country Day school as parkland and would like to maximize the potential of the town-owned land, I think capping off Reginald drive in favor of proper parking for Kings Park would be favorable.	Website - Recreation, Parks & Open Space Pins	7/12/2020	
Recreation, Parks & Open Space	Recreation, Parks & Open Space	It would be nice if this park, due to its convenience and frequent utilization by sports teams and families, had proper restroom facilities. The Town of Clarkstown has just invested into new playground equipment, which is great for families, until one of the children needs to use the [nonexistent] restroom.	Website - Recreation, Parks & Open Space Pins	7/12/2020	
Health Safety & Welfare	Recreation, Parks & Open Space	Every day cars from out of state speed through this development to park on a dead end to access a park that should only be used by emergency and park vehicles. 2 access points are Phillips hill and Main Street. Driveways are being blocked in, multiple drugs and beer cans have been left in area and fences and trees have been graffitied. Unsafe for children walking or playing in area. Would appreciate more police presence and posting of no parking signs.	Website - Recreation, Parks & Open Space Pins	7/12/2020	
Health Safety & Welfare	Recreation, Parks & Open Space	Implementing No Parking Signs would be greatly appreciated. Dozens of cars at a time are currently parking at this Emergency Vehicle Only location in order to enter the trails at all hours of the day. Some vehicles are parking in the actual/physical Woodhaven Dr property and some vehicles are illegally parking in the opposite side of the road and/or blocking the Woodhaven DR driveway. This will not allow any Emergency vehicle from entering the trail if need be. Most vehicles are also out of state or nonresident visiting the trails. Speeding is also an issue on this road. No Parking Signs and enforcement by the law enforcement agency's in town would be appreciated.	Website - Recreation, Parks & Open Space Pins	7/12/2020	
Transportation	Transportation	Especially during peak travel times, it is difficult to make a left turn onto Strawtown Road from West Nyack Road. Installing a green left-turn signal should be explored.	Website - Transportation Pin	7/12/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation	Transportation	There should be a left-turn arrow added to this traffic signal when going from W Nyack Rd to Southbound Route 304. Waiting for all the traffic to cross over Route 304, only so many cars can make it through. There is already a left turn signal to go from Northbound 304 onto W Nyack Road, but another one is needed. West Nyack Road has seen an uptick in travel over the recent years due to new home developments being build, as well as commercial properties.	Website - Transportation Pin	7/12/2020	
Environmental Resources, Housing	Housing	The West Clarkstown Road corridor is being increasingly threatened with proposed developments that are non-residential and/or are inappropriately scaled to the surrounding area. The proposed school at 31-41 W. Clarkstown Road is out of scale to the surrounding single-family residential area, and the two-lane County Road cannot accommodate the potential added traffic, congestion and density.	Website - Housing Pins	7/15/2020	
Environmental Resources, Housing	Housing	The expansion of L'Dor Adult Home is another example of the erosion of the single-family character of West Clarkstown Road. This expansion involves a proposed lot merger for construction of a 41,000 square foot facility, which is out of scale to the surrounding single-family residential area.	Website - Housing Pins	7/15/2020	
Environmental Resources, Housing	Housing	The Camp Merockdim (former Champion Day Camp) property is currently for sale. This is another site along the West Clarkstown Road corridor that must be protected from over-development and inappropriately scaled development, to protect the residential character of the area.	Website - Housing Pins	7/15/2020	
Health Safety & Welfare, Housing	Housing	The ASHAR school on New Hempstead Road is within 1/4 mile of the proposed private school at 31-41 West Clarkstown Road. The cumulative impact of traffic, density and congestion at the intersection of New Hempstead & West Clarkstown Roads will have an adverse impact on the quality of life in this predominantly single-family residential area.	Website - Housing Pins	7/15/2020	
Health Safety & Welfare, Housing	Housing	The former Hillcrest Elementary school was purchased for use as a private school. When do we reach critical mass in terms of private schools? ASHAR, the former Hillcrest, Cornerstone School and the proposed school at 31-41 W. Clarkstown Road are all within a mile radius, and all impact the West Clarkstown Road corridor.	Website - Housing Pins	7/15/2020	
Health Safety & Welfare, Housing	Housing	Cornerstone Christian school is another private school on New Hempstead Road. In conjunction with ASHAR, the former Hillcrest School, and the proposed school at 31-41 West Clarkstown Road, we will potentially have 4 private schools within a 1-mile radius. ENOUGH!	Website - Housing Pins	7/15/2020	
Environmental Resources	Environmental Resources	Protect the trees along West Clarkstown Road, which are at threat due to the proposal for a private school at 31-41 W. Clarkstown Road. It's a shame for old trees to be taken down and "replaced" with a few meager replacements. Protect the natural habitat of this parklike property--birds, deer, etc.	Website - Environmental Resources Pin	7/16/2020	
Transportation	Health, Safety & Welfare	This road is mis-labeled. It is not Louis Road. It is a private, unpaved driveway and utility access road. Many drivers attempt to use it as a shortcut to Rheinlander Lane and ultimately New Hempstead Road, which creates a safety risk to the families, especially with young children and pets, whose properties abut this "road." I expect this danger will increase if/when the proposed school at 31-41 West Clarkstown Road is approved.	Website - Health, Safety & Welfare Pins	7/16/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Health Safety & Welfare		A goal that should be included in the Town's Comprehensive Plan should deal with restructuring the role of the Police Department. The Clarkstown Police Department represents about 40% of the Town's budget and has been growing each year. The proposal I would offer is to have the Clarkstown Police do patrol only for the Town and all other police services, i.e. detective bureau, youth court, crime prevention, evidence and animal control, etc., be outsourced to the Rockland Sheriff's Department. This would eliminate duplication of police services and the overlap of jurisdictions. The Clarkstown Police do an excellent job of responding to local problems and emergencies, but the other police services should be outsourced to eliminate duplication and reduce the Town's budget costs.	website guestbook	7/25/2020	
Transportation		Do whatever is necessary to build an access road between Western Highway and Rt. 303. This will require collaboration with Orangetown and negotiation with the new owners of the industrial park BUT it is a matter of health, safety and quality of life.	website guestbook	7/30/2020	
Environmental Resources, Health Safety & Welfare, Transportation		Press NY State to erect a sound barrier on Rt. 59 thru West Nyack. This is needed because after the State project the noise level is noticeably higher and the noise from speeders/racers is audible from afar.	website guestbook	7/30/2020	
Health Safety & Welfare, Transportation		Press the State to redesign the Doshier Avenue exit from Rt. 59 to facilitate safer entering and exiting. A traffic light would also help with cars racing.	website guestbook	7/30/2020	
Transportation		Improved program for road resurfacing and push for better response from NYS. Many roads are in great need of repair and some areas (such as West Nyack Way need constant attention).	website guestbook	7/30/2020	
Health, Safety & Welfare		Institute a parking enforcement program by hiring traffic agents to go to the shopping malls and write summonses for illegal parking (such as no parking zones) and unauthorized use of handicapped parking spaces.	website guestbook	7/30/2020	
Health, Safety & Welfare		Strict enforcement of building, fire and zoning laws and codes.	website guestbook	7/30/2020	
Housing, Economic Development		When large pieces of land are available consider converting the land to senior housing projects such as Thorpe Village or to mixed use buildings (ground floor commercial and upper floors residential).	website guestbook	7/30/2020	
Economic Development, Historic & Cultural Resources		Aggressively promote the town (and County) in the Tri-State region as a place to visit and as a place to live. This could be done in connection with local groups (such as Heritage of West Nyack), the County Historical Society, the Chambers of Commerce, Real Estate groups and other organizations. This could tie in with school day trips from around the area to West Point, Stony Point and Old Tappan	website guestbook	7/30/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing		Access to purchasing property and growing wealth has historically been supremely uneven racially, with loan policies, redlining, and disparate access to higher education and higher paying jobs favoring White people and discriminating against people of color, especially Black people. This dynamic is as true locally as nationally. How is Clarkstown deliberately working to provide access to housing and resources for historically marginalized groups? Further, how is Clarkstown fostering a sense of safety and belonging for its residents of color? I urge the town to prioritize affordable housing, incentivize employment opportunities for people of color and contracting with BIPOC-owned businesses, and to intentionally include community members of color in its planning efforts. As our society is learning more broadly, to undo generations of systemic racism, we need to be actively anti-racist in our process and development of policy. Clarkstown's leadership must commit themselves accordingly - for the sake of, yes, my Black family members (who live in Clarkstown because the wealth my White family had access to allowed us to buy a home here), and for ensuring a community that truly supports "a more perfect union" and advances "life, liberty, and the pursuit of happiness" equitably.	website guestbook	8/2/2020	
Housing		How is Clarkstown deliberately working to provide access to housing and resources for historically marginalized groups?	email to Joe Simoes	8/2/2020	
Health Safety & Welfare		How is Clarkstown fostering a sense of safety and belonging for its residents of color?	email to Joe Simoes	8/2/2020	
Housing, Economic Development		Urge the town to prioritize affordable housing, incentivize employment opportunities for people of color and contracting with BI POC-owned businesses, and to intentionally include community members of color in its planning efforts	email to Joe Simoes	8/2/2020	
Housing, Economic Development, Health Safety & Welfare		We need to be actively anti-racist in our process and development of policy.	email to Joe Simoes	8/2/2020	
Housing, Economic Development, Health Safety & Welfare		Clarkstown's leadership must commit themselves accordingly - for the sake of, yes, my Black family members (who live in Clarkstown because the wealth my White family had access to allowed us to buy a home here), and for ensuring a community that truly supports "a more perfect union" and advances "life, liberty, and the pursuit of happiness" equitably.	email to Joe Simoes	8/2/2020	
Transportation		Align transportation with land use changes to create sustainable travel and development patterns, while minimizing congestion and maximizing safety.	email to compplan2020	8/4/2020	
Transportation		Concerned about the rising population, which she quoted as 2461 people/square mile, and its effect on the environment. She cited a study compiled by the ICF International for NYSEDA in 2012 that estimates 44.2% of Clarkstown's CO2 emissions are coming from the transportation sector. She urges the Town to provide methods to discourage people from driving and encourage them to walk, bike, or take public transportation. Suggests the Town work in cooperation with the County to seek creative funding for bus infrastructure that is part of regional developments. Suggested the government seek monies from the State through the Congestion Mitigation and Air Quality Improvement Program for funding the building of infrastructure to convert the bus fleet to all electric and to actually consolidate TOR with Clarkstown's Mini-Trans and work on improving the routes, scheduling, signage, and marketing.	email to compplan2020	8/4/2020	
Health, Safety & Welfare	Health, Safety & Welfare	Tractor trailer and larger trucks from business along this area are a danger to the safety of our community and loved ones.	Website - Health, Safety & Welfare Pins	8/4/2020	
Environmental Resources		Control invasive species	email to Joe Simoes	8/5/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Health, Safety & Welfare, Transportation		The tractor trailers servicing the industrial areas should not travel on Western Highway. They should be provided an access road to Route 303	via telephone to C. Cirrone, then emailed to T. Dauksza	8/10/2020	
Economic Development, Housing		More housing developments serving all ages should be built.	via telephone to C. Cirrone, then emailed to T. Dauksza	8/10/2020	
Environmental Resources, Health Safety & Welfare, Transportation		Would like a sound barrier along Route 59 through West Nyack to alleviate noise pollution from drag racing, and increased traffic due to the Palisades and Crossfield malls.	website guestbook	8/10/2020	
Transportation		Would like the Town to provide an access road between Western Highway & Rt. 303 for a truck route which would be a lot safer than trucks being on residential roads.	website guestbook	8/10/2020	
Environmental Resources	Economic Development	Noise levels from rte 59 have increased dramatically. Quality of life has diminished. I can't sleep with the windows open due to the noise from rte 59. Also having called police twice in 2 months regarding the continued truck traffic, I was told from the police officer that they cannot enforce the no trucks on Doscher ave due to business complaints on west Nyack Rd and Orangetown not permitting trucks coming north on western highway. Having a sound barrier increases quality of life significantly. Having a cut through from 303 to western highway solves all problems: diminishes truck noise on 59 as trucks will come off Thruway to 303 exit instead of 59 exit. Solves the truck problem in residential areas on Doscher and west Nyack road	Website - Economic Development Pins	8/10/2020	
Environmental Resources, Housing		Maintain current zoning in Clarkstown.	Phone call to Planning Dept	8/12/2020	
Health, Safety & Welfare		Concerned with enforcement of Fire codes.	Phone call to Planning Dept	8/12/2020	
Health Safety & Welfare		Requesting a sound barrier by Pizzerina in West Nyack, Rte 59 South - many tractor trailers in this area.	Phone call to Planning Dept	8/12/2020	
Transportation		Concerned about a Senior Housing project she heard of to be located near the train tracks in Nanuet, is not comfortable with this due to the safety issues it may cause.	Phone call to Planning Dept	8/12/2020	
Economic Development, Transportation	Economic Development	Having lived in the area for five years, the single biggest thing that can be done in this area to improve quality of life for all residents is to add a road from the industrial companies on Western Highway directly to Route 303. 18 wheelers and large trucks are constantly driving by our homes. As a father of two young children, I won't let them play in the front yard of our house on Western Highway because of the high volume of noisy, dangerous trucks driving by. In addition, a sidewalk on either side of Western Highway (while possibly a county issue) would do wonders for anyone walking their dogs or going to the bus stop. As it is now, Western Highway is almost unwalkable because of all the truck traffic. This is a tragedy waiting to happen should a pedestrian ever get struck by one of these trucks.	Website - Economic Development Pins	8/12/2020	
Environmental Resources	Environmental Resources	This area is a wildlife corridor. Deer Fox and Turkey pass through this area frequently. Our Green spaces need to be preserved and not paved over.	Website - Environmental Resources Pin	8/13/2020	
N/A	Environmental Resources	This road is incorrectly labeled. This is a private driveway and not a town Rd. It is known as Stanley Rd.	Website - Environmental Resources Pin	8/13/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources, Health Safety & Welfare	Environmental Resources	There is a very bright LED street light in the woods by the property line. This produces very annoying light pollution and it would be nice to have it removed or at least dimmed.	Website - Environmental Resources Pin	8/13/2020	
Transportation, Environmental Resources	Health, Safety & Welfare	Christian Herald Road has become very busy over the past few years. Vehicles exceed the speed limit on a regular basis and have little regard for pedestrians. It has also seen a recent increase in bicycle traffic which compounds the problems of a narrow road with speeding traffic. Noise pollution from the increased number of vehicles has also become an issue. Commercial traffic regularly uses the road which results in noise and exhaust fumes. The sidewalk is narrow and has sections in need of repair. The sidewalk also is not safe for use by elderly or wheelchair/scooter pedestrians. Please make improving this road a priority. Thank you for all your work to improve our town.	Website - Health, Safety & Welfare Pins	8/14/2020	
Economic Development, Housing, Transportation	Economic Development	We need to look at millennial and gen Z housing, hotel/ entertainment and beautification of this mall/ area.	Website - Economic Development Pins	8/17/2020	
Economic Development	Economic Development	Due to Covid-19 and possible future pandemics, we need to reevaluate allowing drive thru's on Main Street New City. Drive thru's are also important for our elderly and handicap as well as, families with young children.	Website - Economic Development Pins	8/17/2020	
Environmental Resources		All developments (such as condominiums, apartments - housing, shopping centers etc...) are mandated to use WaterSense products- and there should be checks on that, Energy Star appliances, permeable paving , and re-cycled water just to name a few things	email to Joe Simoes	8/30/2020	
Environmental Resources		Developers can access grants to ensure that they will be mitigating environmental development issues by doing these things as well as by planting more shade trees for canopy protection	email to Joe Simoes	8/30/2020	
Environmental Resources		Clarkstown should insist that developers must create community land use projects instead of "buying or paying off" the exchange	email to Joe Simoes	8/30/2020	
Environmental Resources		Allowing large scale destruction of existing trees and shrubbery without adequate and meaningful replacement will lead to even more erosion, flooding and suburban heat island effect .	email to Joe Simoes	8/30/2020	
Environmental Resources		There must be enforcement of illegal activity with more meaningful fines	email to Joe Simoes	8/30/2020	
Housing, Transportation, Economic Development		Development should be more condensed and there could be redevelopment of big box businesses into community living areas with housing, shopping and reclaimed recreation areas for walking and biking.	email to Joe Simoes	8/30/2020	
Environmental Resources		Development MUST take into account our limited water supply	email to Joe Simoes	8/30/2020	
Environmental Resources		We also must hold United Water Suez accountable for providing better water. Water quality is terrible.	email to Joe Simoes	8/30/2020	
Environmental Resources		Any corporation or business in Clarkstown that emits chemicals or particulate matter must have air quality monitoring in place, with easy access for the public to view.	email to Joe Simoes	8/30/2020	
Environmental Resources		Given that Tilcon emits tons of dust and particulate matter and given that the Spectra Pipeline goes through Rockland and has occasional "blowdown" days in Stony Point where their "pigging station" is, where high amounts of poisons are released into the air - and in combination with the SouthEast pigging station, we should have an air monitoring station in Rockland - and it could be in Clarkstown.	email to Joe Simoes	8/30/2020	
Environmental Resources		Water Quality and Conservation are the two most important issues in Rockland County	email to Joe Simoes	8/30/2020	
Environmental Resources		We MUST protect our watershed - Lake DeForest from the overuse of fertilizers, and of other pollutants	email to Joe Simoes	8/30/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources		Money must be spent on educating the public to not let "things - like paint thinners!" go down the drains, into waste water basins or storm drains. Education for homeowners and commercial landscapers is most important and since Suez doesn't seem to be doing that much regarding education - it is up to our Town to step in and do this	email to Joe Simoes	8/30/2020	
Environmental Resources		Combat drought issues with planting drought resistant grasses and plants/trees	email to Joe Simoes	8/30/2020	
Environmental Resources		There is one situation where we believe that a light sprinkling of water may be a good thing. And that is in the areas where Tilcon has their rock crushing facilities (Stony Point, Dutch town and West Nyack- Crusher Road area). People in these areas are breathing in dust and particulate matter and tamping down that dust is important to air quality, health and quality of life. I believe that since Tilcon is the one creating a health problem, they should be responsible for mitigation - tamping down dust with collected rain water or other water they bring in - NOT using our water supply from Lake DeForest.	email to Joe Simoes	8/30/2020	
Environmental Resources		Habitat: By increasing fines and penalties against builder who defy Town Laws regarding trees	email to Joe Simoes	8/30/2020	
Environmental Resources		by incentivizing the planting of trees - especially canopy trees and by preserving and adding to Open Space Land Acquisitions, we may help save our wildlife from future extinction.	email to Joe Simoes	8/30/2020	
Environmental Resources		We must do all that we can to allow animals access to diverse habitats and clean water.	email to Joe Simoes	8/30/2020	
Environmental Resources		preservation of Open Space also allows for us humans to interact with nature - which has a positive effect on ones mental and physical health	email to Joe Simoes	8/30/2020	
Environmental Resources		Open Space Lands also help to store carbon, absorb storm water and helps to keep the earth in place, with deeply rooted trees and grasses.	email to Joe Simoes	8/30/2020	
Environmental Resources		All government cars and buses should be entirely electric	email to Joe Simoes	8/30/2020	
Environmental Resources		All school buses - if and when schools come back in person - should be electric. There are grants for this through NY State's DEC and the Volkswagon Settlement.	email to Joe Simoes	8/30/2020	
Environmental Resources		Children are like sponges and even small amounts of this kind of pollution interferes with their developing brains, other body organs and contributes to asthma.	email to Joe Simoes	8/30/2020	
Transportation		traffic congestion and the Town needs to be in touch with Hudson Link and demand that they use smaller buses that can navigate out streets and that don't pollute. Just the other day we saw three Hudson link buses heading towards the Mall with three passengers - one in each bus. A ridiculous waste of energy and money, one which also is creating traffic issues on our Town streets.	email to Joe Simoes	8/30/2020	
Environmental Resources		Urban/Suburban Heat Islands: Our Town spends a ton of money on road maintenance which is wonderful, except that as our earth warms, the products used for roadways is not up to the task. The infrastructure is failing because it is too hot. Our roads, parking lots, and living complexes are heat sinks. To combat the Urban heat island effect, some municipalities are painting their road and roofs white. Los Angeles is using a white colored coating called CoolSeal made by Guard Top. It has an added cooling property that reflects more than 35 percent of sunlight, which can cool temperatures down by up to 25 to 30 degrees. After usage (with tire marks), the mean temperature difference averages 12 degrees less than typical paving. According to a researcher with the Swiss Federal Institute of Technology; "Lighter land surfaces could help lower extreme temperatures by up to 2 or 3 degrees Celsius."	email to Joe Simoes	8/30/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources		There is also the roof initiative. In NYC for example, they introduced rules for white roofs into its building codes back in 2012., Chicago, Boulder Colorado, Los Angeles, Melbourne, Australia are all doing it and we can too! We need to cool down our street, housing and shopping centers. This mitigation will not stop global warming, but it could help mitigate the severe consequences of excess heat and allow people the chance to cool down, especially at night - possibly having fewer chances of dehydration, heat stroke and heart attacks. Please see the article: "Urban Heat: Can White Roofs Help Cool World's Warming Cities?" by Fred Pearce. Because believe it or not - we are not a "small town", we are a big town and more like a city	email to Joe Simoes	8/30/2020	
Environmental Resources		Solar car park roofs at parks which create energy and shade, at local shopping centers and Government Buildings	email to Joe Simoes	8/30/2020	
Environmental Resources		White washing roofs or green foliage roofing	email to Joe Simoes	8/30/2020	
Environmental Resources		Although there is some evidence that white washing produces better cooling - foliage roofs have other benefits. Calming the soul. Growing food. Cooling in summer and insulating in winter. Or dark solar panels that capture energy and give out low carbon electricity. So many options. We must think carefully of best options, cost, future maintenance etc... and plan. And implement. And become more resilient as a community - especially in light of the past several years and Orange and Rockland Utility Failures. Moving to CCA is brilliant but we must prepare for a future that is hotter and stormier than what we have already experienced.	email to Joe Simoes	8/30/2020	
Health Safety & Welfare		Government Buildings and Procurement: We believe that in light of this pandemic - and knowing that this will not be the only one, the Town should look into replacement of all door handles on Government buildings, schools and any medical facilities and consider ones with copper in them, which is known to effectively cut down on viruses. This would be a great addition to help protect workers as well as the public who need to interact with offices in Government Buildings, schools and medical facilities. One could also consider foot pedals to open doors (still keeping the handicap push buttons in place) as a way to be more resilient in this new world of very communicable diseases.	email to Joe Simoes	8/30/2020	
Environmental Resources		Procurement: As much as possible - locally sourced, New York State. The less traveling products travel, the smaller our global footprint. That should go for Government too. Whatever can be purchased locally - Clarkstown, Rockland County should be, especially after the devastation of this pandemic where so many people and businesses have suffered, we hope that local businesses can be a part of the supply chain.	email to Joe Simoes	8/30/2020	
Environmental Resources		We also have a concern for products such as cement that gets used on local and Government projects. Cement is all pervasive and contributes a huge amount to carbon emissions. It is a large part of the global warming puzzle in that it is the key ingredient in concrete and is the source of approximately 8 percent of the world's carbon dioxide emissions - CO2. So, for instance, the Town could purchase carbon capture cement which is stronger than regular cement and is a bit of a trade off in the CO2 emissions world.	email to Joe Simoes	8/30/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources, Health Safety & Welfare		Noise Pollution: Leaf blowers, lawn mowers, garbage trucks - the noise is astonishing. There are two issues. One is noise and the other is dust, dirt and fumes. Electric leaf blowers and mowers should be mandated to be used by landscaping companies which would certainly cut down on noise - which we all know is at extreme levels from these devices. Electric blowers and mowers would also cut down on fumes, which make people sick. They will not cut down on dirt and dust, which blows no matter if gas or electric is used. Therefore - landscapers need to use their eyes and when they see dirt instead of grass - to go around it!	email to Joe Simoes	8/30/2020	
Environmental Resources		Construction projects should not go into evening hours. 9-5/6 or 8-4/5. When people get home from work - they need peace and quiet for family time, to relax. And by the way, a Town Board member assured a resident who was worried that the construction project that is slated to move forward on Main Street/ New Hempstead Road, wouldn't really bother her because the earth would muffle the sound. Maybe so, but sound rises and she lives above the construction zone - so fact given is incorrect.	email to Joe Simoes	8/30/2020	
Health Safety & Welfare		We have too many lights. Why does it have to look like daylight during the night? This is very bad for nocturnal life and although switching to LED's is better for energy consumption it is worse for our wildlife and even humans sleeping habits. We should consider the white washing of our roads and using less lights. So much bright light puts animals off their feed and disorients wildlife- and we personally have a hard time getting to sleep at night because a great big street light shines right into our apartment. And we have black out curtains! There are communities across America which have made changes to keep night, night - so one can see the stars.	email to Joe Simoes	8/30/2020	
Environmental Resources, Health Safety & Welfare		Emergency Preparedness: Clarkstown learned a big lesson in this past storm. We MUST become self-reliant. All Government buildings must be sustainable. And must be able to accommodate the residents' needs in a crisis - such as having available Government Buildings and schools become cooling centers, warming centers, charging station centers - even food centers if needed. Clarkstown must move ahead in becoming its own energy provider - be the big back up charger so to speak for the people. This means solar fields, white washing streets and roofs and conserving energy for times of need.	email to Joe Simoes	8/30/2020	
Transportation		Would like the Town to provide a road connecting Western Highway to Route 303 that all commercial businesses located on Western Highway can use to access Carbone, Sullivan, and all businesses/renters from Onyx Industrial Park	Telephone to Planning Department	9/1/2020	
Transportation		Commercial Traffic needs to be banned on Western Highway from Pine View Avenue north to Route 59 overpass, residential area	Telephone to Planning Department	9/1/2020	
Transportation		Doscher Avenue needs to be dead ended.	Telephone to Planning Department	9/1/2020	
Environmental Resources		The Town must be ready for profound impacts due to climate change, and must reduce greenhouse gas emissions.	email to Joe Simoes	9/1/2020	
Environmental Resources		Urges the Town to be prepared for the serious crisis of species extinction.	email to Joe Simoes	9/1/2020	
Environmental Resources		Urges the Town to plan for limited water resources in Rockland County, which will be affected by both climate change and rapid population growth and development.	email to Joe Simoes	9/1/2020	
Environmental Resources		Protection of Trees and Natural Habitat.	email to Joe Simoes	9/1/2020	
Environmental Resources		Rockland faces serious water issues. Prioritize protection of critical areas for aquifer recharge.	email to Joe Simoes	9/1/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Environmental Resources		Adopt a tighter tree preservation/landscape ordinance that more strictly limits disturbance to or clearing of existing trees and vegetation and requires replacement of trees with native and climate resistant trees.	email to Joe Simoes	9/1/2020	
Environmental Resources		Extend protection to younger trees. (If only mature trees are preserved, then we are losing younger trees that would have become mature trees.)	email to Joe Simoes	9/1/2020	
Environmental Resources		Extend protection to non-native trees and secondary growth.	email to Joe Simoes	9/1/2020	
Environmental Resources		Ensure effectiveness of the tree ordinance with higher financial penalties and with stronger enforcement.	email to Joe Simoes	9/1/2020	
Environmental Resources		Incentivize the planting of new, native and climate change-resistant (drought resistant and deeper rooted) trees during construction so that we can restore the canopy as much as possible.	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish an online set of recommendations to residents in regard to native, climate resistant trees. Consider establishing a tree commission that could advise residents and better inform plantings by the town.	email to Joe Simoes	9/1/2020	
Environmental Resources		Street trees can be one measure to relieve extreme heat. Set targets to plant climate resilient street trees for shade and aesthetics and apply for funding to make this possible. Develop a street tree maintenance plan relying on local volunteers or Rockland Conservation & Service Corps.	email to Joe Simoes	9/1/2020	
Environmental Resources		Incentivize clustered development in new construction, in a way that maximizes retention of natural habitat, including trees and brush, instead of lawn.	email to Joe Simoes	9/1/2020	
Environmental Resources		Incentivize and encourage clustered housing, with natural areas protected.	email to Joe Simoes	9/1/2020	
Economic Development, Environmental Resources		Encourage multi-family housing for economic and environmental reasons.	email to Joe Simoes	9/1/2020	
Economic Development		Encourage commercial redevelopment on disused areas.	email to Joe Simoes	9/1/2020	
Economic Development, Housing, Transportation		Encourage mixed use development, with smaller stores in residential areas.	email to Joe Simoes	9/1/2020	
Housing, Environmental Resources		Require more stringent energy requirements in new construction and new appliances for larger houses, as has been done for years in Southampton.	email to Joe Simoes	9/1/2020	
Historic and Cultural Resources, Environmental Resources, Recreation Parks & Open Space		Prioritize an open space program to preserve habitat and historic buildings.	email to Joe Simoes	9/1/2020	
Environmental Resources		Prioritize protection of critical areas for aquifer recharge.	email to Joe Simoes	9/1/2020	
Environmental Resources		Proactively plan electric vehicle infrastructure and vigorously promote maps with information about electric vehicles and charging stations.	email to Joe Simoes	9/1/2020	
Transportation		Increase the use of mini-vans or other smaller alternatives to large buses in order to establish a more useful network of public transit	email to Joe Simoes	9/1/2020	
Transportation		Consider consolidating and merging with County fleets	email to Joe Simoes	9/1/2020	
Transportation		Convert to an electric bus fleet, using funding currently available from the state.	email to Joe Simoes	9/1/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation		Install bike racks at critical locations, such as shopping areas, parks and transit hubs. Request bike racks at state and county parks.	email to Joe Simoes	9/1/2020	
Transportation		Establish more bike lanes on critical arteries	email to Joe Simoes	9/1/2020	
Transportation		Require complete streets strategies	email to Joe Simoes	9/1/2020	
Transportation		Require review of complete streets checklist with any new development over a certain size.	email to Joe Simoes	9/1/2020	
Transportation		Plant street trees to make walking more attractive	email to Joe Simoes	9/1/2020	
Housing, Economic Development, Transportation		Incentivize mixed use development with small businesses included in any major new development.	email to Joe Simoes	9/1/2020	
Transportation		The best way to get people out of their cars is to put more things they need and want within easy and attractive walking distance. No one wants to walk on Route 59, no matter how wide the sidewalk, but they will walk if stores are close enough and on side streets.	email to Joe Simoes	9/1/2020	
Environmental Resources		Water Conservation Regulations	email to Joe Simoes	9/1/2020	
Environmental Resources		Pass water waste ordinance and use public education to promote it.	email to Joe Simoes	9/1/2020	
Environmental Resources		Outdoor irrigation is prohibited when it is raining	email to Joe Simoes	9/1/2020	
Environmental Resources		Handheld hoses used for lawn and landscape irrigation, vehicle washing, and other tasks must be equipped with an automatic shutoff nozzle.	email to Joe Simoes	9/1/2020	
Environmental Resources		Prohibit runoff from properties during irrigation	email to Joe Simoes	9/1/2020	
Environmental Resources		Prohibit hose washing of driveways, sidewalks, and patios	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage rainwater harvesting with tax incentives	email to Joe Simoes	9/1/2020	
Environmental Resources		Use bulk purchasing to distribute rain barrels from Cornell Cooperative Extension of Rockland.	email to Joe Simoes	9/1/2020	
Environmental Resources		Reduce lawn watering, which is one of the key drivers of peak water demand.	email to Joe Simoes	9/1/2020	
Environmental Resources		Require moisture and rain sensors on any new irrigation systems	email to Joe Simoes	9/1/2020	
Environmental Resources		Discourage in-ground automated irrigation systems in new construction.	email to Joe Simoes	9/1/2020	
Environmental Resources		Require that all automated systems be checked annually for leaks and needed adjustments. Provide information on how to perform a do it yourself irrigation system audit.	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish lawn watering schedules.	email to Joe Simoes	9/1/2020	
Environmental Resources		Incentivize reduced lawn area and native plantings in new construction	email to Joe Simoes	9/1/2020	
Environmental Resources		Use educational programming and resources to encourage reduction of lawn in favor of native flowers or food gardens	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish tax benefits for new construction that meets WaterSense Home standards	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage self-administered residential indoor water audits through educational programs. Provide template online.	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage recharge of aquifers and reduce stormwater runoff by reducing requirements for impervious surfaces	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider revising requirements for impervious driveways to enable use of pervious paving	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider reducing space requirements for commercial parking spaces.	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish protection of critical aquifer recharge areas as one of the goals of an open space protection program.	email to Joe Simoes	9/1/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
N/A		Rockland will need a watershed protection plan for the Ramapo/Mahwah watershed, where rampant development in Ramapo and Orange County threatens the adequacy and water quality of our shared watershed	email to Joe Simoes	9/1/2020	
Environmental Resources		We will also need a watershed protection for the Hackensack watershed.	email to Joe Simoes	9/1/2020	
Environmental Resources		Work with the County Water Task Force and with other municipalities to create a shared watershed protection plan and an ongoing Watershed Council to address development beyond our water resources, protection of aquifers, and water quality issues.	email to Joe Simoes	9/1/2020	
Environmental Resources		to protect the water quality of local streams and groundwater, ensure that the town is using the minimum effective quantity of road salt and the least harmful effective type of road salt	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish a program to actively discourage homeowners and landscapers from overuse of fertilizers and other lawn chemicals. Put special emphasis on education program for homes around the reservoir.	email to Joe Simoes	9/1/2020	
Environmental Resources		Take a closer look at possible runoff from French Farms composting facility into the reservoir in order to avoid the growth of bacteria and algae.	email to Joe Simoes	9/1/2020	
Environmental Resources		Establish micro-grid renewable energy-powered centers, perhaps within Clarkstown community centers, which could provide energy, heating, and cooling in emergencies.	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider working with local partners, such as schools and houses of worship to obtain grants to establish other micro-grids and emergency centers	email to Joe Simoes	9/1/2020	
Environmental Resources		Plan for future severe storms, with appropriate plantings and other nature-based features to help absorb flooding.	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage and incentivize green infrastructure beyond minimum stormwater requirements in all new construction	email to Joe Simoes	9/1/2020	
Environmental Resources		Remove requirements for paved driveways and incentivize pervious pavement or other solutions, such as gravel.	email to Joe Simoes	9/1/2020	
Environmental Resources		Reduce requirements for parking lots in commercial development	email to Joe Simoes	9/1/2020	
Environmental Resources		Protect water resources in the face of projected extended drought (as well as projected extreme precipitation). See recommendations above.	email to Joe Simoes	9/1/2020	
Environmental Resources		Participate in New York State programs that guide and assist communities through the process of mitigating their carbon footprint and increasing climate resilience: Climate Smart Communities and Clean Energy Communities.	email to Joe Simoes	9/1/2020	
Environmental Resources		Adopt the state universal permit for installation of solar energy projects	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage transition to renewable energy, electric vehicles, and sustainable electric heating	email to Joe Simoes	9/1/2020	
Environmental Resources		Provide educational programs and tax breaks for installation of renewable energy	email to Joe Simoes	9/1/2020	
Environmental Resources		Provide educational programs and tax breaks for residential electric vehicle charging station	email to Joe Simoes	9/1/2020	
Environmental Resources		Provide educational programs and tax breaks for sustainable electric heating such as air source heat pumps and geothermal installations	email to Joe Simoes	9/1/2020	
Environmental Resources		Require air source heat pumps in all new construction instead of furnaces powered by natural gas plus air conditioning	email to Joe Simoes	9/1/2020	
Environmental Resources		Promote sustainable building design - i.e., design that minimizes impact on environment. Consider tax breaks for sustainably designed new homes, such as Energy Star construction - and higher tax breaks for LEED certification or National Institute of Building Sciences Whole Building Design certification.	email to Joe Simoes	9/1/2020	
Environmental Resources		Require certification in one of the building performance codes listed above for new construction over a certain size.	email to Joe Simoes	9/1/2020	

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Environmental Resources		Upgrade the town building code to the NYStretch Energy Code 2020 in order to require more energy efficient building design in new construction and substantial renovation.	email to Joe Simoes	9/1/2020	
Environmental Resources		Install renewable energy to power town buildings and community centers.	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage backyard composting of leaves and of food	email to Joe Simoes	9/1/2020	
Environmental Resources		Use educational programming to teach composting of food and leaves	email to Joe Simoes	9/1/2020	
Environmental Resources		Set up annual dates to distribute discounted and secure (pest resistant) food composting units from CCE	email to Joe Simoes	9/1/2020	
Environmental Resources		Encourage mulching of leaves in the fall in programs such as Bedford's Leave Leaves on the Lawn	email to Joe Simoes	9/1/2020	
Environmental Resources		Discourage illegal idling	email to Joe Simoes	9/1/2020	
Environmental Resources		Use public education and reminders at key spots, such as schools during pick up time, to make people aware of the law and of the harm that idling does to our air quality. Use spot enforcement to telegraph the message.	email to Joe Simoes	9/1/2020	
Environmental Resources		Use public education to encourage vegetable gardens	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider creating community gardens	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider reducing or turning off lights on streets where the residents do not welcome the light and it is not needed for public safety. This could also reduce municipal costs.	email to Joe Simoes	9/1/2020	
Environmental Resources		Use public education to discourage use of floodlights on private property, in favor of lower wattage or lights on motion sensors	email to Joe Simoes	9/1/2020	
Environmental Resources		Require motion sensors on any floodlights in new construction.	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider much stronger ordinances to limit noise pollution, including for leaf blowers and other landscaping equipment.	email to Joe Simoes	9/1/2020	
Environmental Resources		Consider a ban on the least necessary use of gas-powered leaf blowers, over the winter and summer months, as under consideration in Upper Nyack.	email to Joe Simoes	9/1/2020	
New (Sustainability), Environmental Resources	Sustainability	While the Plan is legitimately structured according to GEIS the absence of content on climate change and adaptation, or sustainability, is glaring. The Plan should have a separate section on this topic that complements corresponding items in Environmental Resources, Recreation, Parks & Open Space, and Transportation.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources	Sustainability	The Sustainability section should also match the goals and objectives in the New York State Climate Leadership and Community Protection Act including measurably reducing carbon footprints.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources	Sustainability	The Town can draw on sustainability plans developed and put into motion by dozens of towns and villages in the state, and choose which elements are appropriate for Clarkstown.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources	Sustainability	Sustainability in general and the Sustainability section must be re-examined more often than every ten years. There is simply not enough time to mitigate adverse climate change with a decenary approach.	email to Joe Simoes	9/2/2020	
New(Sustainability), Environmental Resources	Sustainability	Continue to enhance governmental, residential, and commercial building codes to adhere to LEED, NYStretch Energy, US Department of Energy Zero Energy Read Homes specifications, or some combination therein. Doing so will continue to increase jobs, make Clarkstown more attractive to prospective businesses, residents, and visitors, and make a significant difference in the Town's collective carbon footprint.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources	Sustainability	Continue the Transit Orient Development and other revitalization plans for Clarkstown communities and continue to emphasize lower carbon-emitting activities and infrastructure.	email to Joe Simoes	9/2/2020	

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New, Environmental Resources	Sustainability	Create a Sustainability Leader or Coordinator on Town staff. Draw on roles and responsibilities of Sustainability Coordinators in other communities in the region.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources	Sustainability	To the extent action items are constrained by available human resources the Town should reconsider its practices on allowing members of the community to support actions items on a volunteer basis. The Town should also reconsider tapping into local, county, and regional community groups and agencies for assistance while continuing to manage risk.	email to Joe Simoes	9/2/2020	
Environmental Resources, Recreation Parks & Open Space, Transportation		Note the amount of acreage represented by open space acquisitions, and what that represents as a percentage of Town-owned property. Note planned and underway trail and other recreational development in these properties.	email to Joe Simoes	9/2/2020	
Environmental Resources		Encourage the formation of community-based watershed alliances for waterways within the Town.	email to Joe Simoes	9/2/2020	
Environmental Resources		Note the location of the air-quality monitor requested of NYSDEC and when the request was made.	email to Joe Simoes	9/2/2020	
Environmental Resources		Elaborate on the "updated submittal requirements". What specifically were the updates?	email to Joe Simoes	9/2/2020	
Environmental Resources		What does "Designate Critical Environmental Areas" mean? What are supporting actions?	email to Joe Simoes	9/2/2020	
Environmental Resources		Environmental Resources should include protecting the Town's biodiversity	email to Joe Simoes	9/2/2020	
Environmental Resources		<p>One supporting action item is managing non-native invasive species (terrestrial and aquatic plants, animals). While many of these species are now established within the Town's borders there are steps the Town can take to minimize their spread and to reduce if not eliminate the risk of introducing other invasive species (e.g. spotted lanternfly). Examples of steps include:</p> <ul style="list-style-type: none"> • Training town staff on how to identify and control invasive species using best management practices within existing budgets and staffing. • Periodically reminding property owners to plant native species, especially those which help preserve biodiversity and local ecosystems. • Eliminating targeted species in Town parks so they do not spread or become established (e.g. tree of heaven). • Leveraging local (e.g. master gardeners), county (e.g. Rockland County Conservations and Service Corps, Cornell Cooperative Extension), and regional (e.g. Lower Hudson PRISM) resources to accomplish these goals. 	email to Joe Simoes	9/2/2020	
Economic Development		Continue the Adopt-A-Road, Adopt-A-Spot, and other Town beautification recognition programs. Increase awareness and participation in these programs by posting them and their participants on the Town's public online platforms for perpetuity, and continue to publicize them.	email to Joe Simoes	9/2/2020	
Historic & Culutural Resources, New (Sustainability)		Note the amount and type of support Clarkstown has given to local farming, farm to table, home produce, and composting.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Identify and implement measures to improve recycling rates by the Town and its residents and businesses.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Measure how well Town departments and staff recycle	email to Joe Simoes	9/2/2020	
New (Sustainability)		Leverage expertise and tools available from the Rockland County Solid Waste Management Authority.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Simple, easy first actions are making recycling and non-recycling receptacles and signage discreet and consistent throughout Town Hall work and gathering spaces.	email to Joe Simoes	9/2/2020	

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New (Sustainability)		Work with other agencies (e.g. school districts) to apply behavioral economics to reduce gas-powered vehicle idling and increase compliance with engine idling laws.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Accelerate the Town's transition from gas-powered to electric-hybrid vehicles in its fleet by not waiting for end-of life. Identify and declare assets nearing end-of-life as surplus and sell them to help offset cost of lower-carbon replacements. The market value of gas-powered vehicles and equipment will continue to decrease as more electric and hybrid products are introduced and purchased.	email to Joe Simoes	9/2/2020	
Historic & Culutral Resources		Note as appropriate the amount and type of support the Town gives to the Rockland County Historical Society and Congers Historical Society, both of which are based in the Town's borders.	email to Joe Simoes	9/2/2020	
Recreation Parks & Open Space		Note the amount and type of maintenance the Town provides for Congers Lake loop and other park trails.	email to Joe Simoes	9/2/2020	
Recreation Parks & Open Space		Elaborate on the intra- and inter-Town trails which were completed, and are planned for recently acquired properties.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Develop and implement a program to transition all gas-powered tools to electric. Like the vehicle transition program do not wait for end of life. Configure and purchase an all electric landscaping tool kit so the Town can begin to become experienced and eventually operationally master green kit use and maintenance.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Note how the Town supports recycling and other green practices in parks and community centers.	email to Joe Simoes	9/2/2020	
Housing, New (Sustainability)		Offer programs and services which help commercial and residential property owners retrofit buildings and other infrastructure to reduce energy and resource (e.g. water) consumption, and one-time and recurring carbon footprints.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Note all of the Town's environmental and sustainability accomplishments listed in the presentation given by Mr. Simoes during a panel discussion in Newburgh several months ago.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Expand the Town's green purchasing policies to include concrete products which have significantly lower greenhouse gas emissions in the manufacturing process. The Town can draw on policies enacted by Hastings-on-Hudson and other communities.	email to Joe Simoes	9/2/2020	
New (Sustainability)		Identify and correct instances of the Town leaking into the atmosphere refrigerants which have high global warming potential (GWP). Develop and implement a plan to replace those refrigerants with low GWP gases.	email to Joe Simoes	9/2/2020	
Housing		We are increasingly concerned that development continues without benefit of an updated Comprehensive Plan. We hereby renew our call for a moratorium on projects within single family residential zones, for anything other than single family development to take effect immediately and until such time as the new Comprehensive Plan is developed and enacted to codify protections- for our residential areas	email to Joe Simoes	9/2/2020	
Environmental Resources		Preserve the suburban and semi-rural character of the Town;	email to Joe Simoes	9/2/2020	
Housing		Expand initiatives to safeguard residential neighborhoods from inappropriately scaled development	email to Joe Simoes	9/2/2020	
Environmental Resources, Housing		While we understand the need for civic, religious and educational facilities within our communities, there must be guided, strategic planning to balance those needs with the need to maintain the primary residential character of our single-family neighborhoods	email to Joe Simoes	9/2/2020	
Environmental Resources, Housing		Amend residential zoning codes (Residential Zoning Districts Land Use, Table 1) so that "permitted by right" status is reserved for single-family development; other uses (non residential and high-density housing) are "special uses" which can be reviewed and approved by governing boards (ZBA, Planning & Town Boards) on a case by case basis, based on demonstration of community need and anticipated impact	email to Joe Simoes	9/2/2020	

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Housing		Amend L.L. #5-2016, which limits non-residential uses to State and County roads, so that non-residential uses can be more equitably distributed throughout the community, based upon determination of community need and evaluation of anticipated impact, rather than road type	email to Joe Simoes	9/2/2020	
N/A		Amend Zoning Code 290-14, so that it requires full payment of all taxes, (Town, County and School District) and all related penalties, fees, and charges due to the Town and County, and resolution of any violations, as a condition of review by any governing board (including Technical Advisory Committee, ZBA, Planning and Town Boards). Payment of delinquent taxes through an installment plan with the County, even if in good standing, does not constitute payment in full.	email to Joe Simoes	9/2/2020	
Housing, Environmental Resources		Prohibit the merging of two or more contiguous lots within, and lots adjacent to residential zoned areas, in order to prevent over-scaled development that would otherwise destroy the harmonious character of existing residential zoned areas.	email to Joe Simoes	9/2/2020	
N/A		Although the costs related to traffic studies are rightfully borne by the applicant, the studies should be conducted by independent consultants, commissioned by the Town rather than by the applicant, to ensure objectivity and impartiality.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources, Health Safety & Welfare		Evaluate, in the planning process, the cumulative impacts of non-residential projects, current and anticipated, on infrastructure, density and traffic, rather than evaluating each project in isolation.	email to Joe Simoes	9/2/2020	
Housing, Transportation, Economic Development		Limit high-density, multi-family and AAR floating zone development (hereinafter referred to as "high density housing") to commercial or mixed-use zones. While we recognize the need for senior housing and affordable housing for young adults, these should not be built to the detriment of single-family homeowners. High density housing should be limited to commercially zoned areas of the town, or in mixed-use downtown areas in hamlet centers, much of which is currently under-utilized and would provide tenants with more access to public transportation options.	email to Joe Simoes	9/2/2020	
Housing, Transportation, Economic Development		Focus on re-development rather than new development. The blight of empty store, business and malls through the Town suggests there is plenty of room for high-density housing to rejuvenate those areas.	email to Joe Simoes	9/2/2020	
Environmental Resources, Recreation Parks & Open Space		Require a "give-back" to the community, by requiring a set-aside of green space or recreational space in each development that can be used by local residents, to help build a sense of cohesive community.	email to Joe Simoes	9/2/2020	
Housing		Ensure that any high-density housing is compatible with the neighborhood in which it is proposed, in terms of size, height and architectural design.	email to Joe Simoes	9/2/2020	
New (Sustainability), Environmental Resources, Health Safety & Welfare		Evaluate, in the planning process, cumulative impacts of high-density housing on infrastructure, density, and traffic, in combination with other already existing or anticipated development in the area. i.e. schools, houses of worship, etc. rather than evaluating each project in isolation.	email to Joe Simoes	9/2/2020	
Economic Development		Concerned about vacant stores in the Palisades Mall, and Shops at Nanuet.	Telephone to Planning Department	9/9/2020	
Health, Safety & Welfare		Wants to Keep Rockland Beautiful, and would like to see increased Code Enforcement to ensure abandoned stores, and properties are properly maintained to avoid unmowed lawns, and litter, etc.	Telephone to Planning Department	9/9/2020	

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Economic Development		Suggested the Town provide additional landscaping in the road dividers on Route 59. Stated she contacted local landscapers, and secured Majestic Landscaping to provide this pro-bono, if they are able to place a sign with their business name on there. She contacted the Cornell Coop. who suggested beach grass which will be sustainable in the climate, etc. She contacted the DOT who was OK with signage, as long as it is breakaway to avoid exacerbating an accident if it is struck by a vehicle. She simply needs help from the Town to facilitate all of this.	Telephone to Planning Department	9/9/2020	
Housing		Would like to see affordable Senior Housing throughout Clarkstown.	Telephone to Planning Department	9/9/2020	
Economic Development		Atzl, Nasher & Zigler P.C. would like to submit the following recommendation to the Clarkstown Planning Board for their consideration in the 2020 revisions to the Clarkstown Comprehensive Plan. This recommendation is being submitted on behalf of Chartwell Pharmaceuticals (77 Brenner Drive, Congers). Clarkstown requires parking spaces to be calculated based solely on square footage of the development, requiring the Chartwell development to provide 209 parking spaces. This is far in excess of the maximum needed, based on the headcount for Chartwell's activities. Our analysis for the required number of additional parking spaces shows that 120 parking spaces will be sufficient to cater to the increased number of employees and manufacturing activities that will take place in the expanded development. Personnel may use office and lab spaces. It is likely that more mechanized and automated production techniques reduces the number of employees and personnel for manufacturing. Public transportation use will also bear effect and reduce the number of cars and vehicles that require parking.	email to Joe Simoes	9/11/2020	
Economic Development		The parking requirements as currently prescribed is highly restrictive to the continued use and expansion of the Site for the purposes mentioned above. We would like to put forth an alternative parking requirement proposal to be considered and approved by the Clarkstown Planning Board for the CO and COS districts in its 2020 Comprehensive Plan. This proposal is based on an analysis of parking requirements of various towns around Clarkstown and in the State of New York as shown in the following table.	email to Joe Simoes	9/11/2020	
Economic Development		In the various Towns studied, parking requirements for different manufacturing and/or warehousing facilities can be broadly categorized as follows: Number of parking spaces based on number of employees Number of parking spaces based on peak shift employee attendance Number of parking spaces based on vehicles directly used by the business and/or regular employee headcount Flexibility in total number of parking spaces provided based on either total number of employees or square footage of development	email to Joe Simoes	9/11/2020	
Economic Development		This report would like to recommend including an increased degree of flexibility when accounting for parking spaces provided in the CO and COS zoning districts in the Town of Clarkstown. In particular, this report would like to suggest the provision of 1 parking space per 1000 sq. ft. of floor area in the CO and COS zoning districts in Clarkstown. This will result in more productive use of the Site catering to the needs of the different developments that can be a part of these zoning districts of the Town.	email to Joe Simoes	9/11/2020	

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Economic Development		In conclusion, this report recommends that the Planning Board have the authority to issue the negative declaration and preliminary approval together. Giving the Planning Board the authority to grant preliminary approval and negative declaration jointly is a change to the current procedure with potential to streamline the process.	email to Joe Simoes	9/11/2020	
Economic Development		<p>We recommend that the current procedure for variance approval be further streamlined. Our proposal is based on research on Clarkstown's current variance approval procedure and the procedures followed by other New York towns, including Town of Orangetown (Rockland County) and Town of Shawangunk (Ulster County). Thus, we propose the following be considered by the Clarkstown Planning Board regarding its variance approval procedure in its 2020 Comprehensive Plan:</p> <ul style="list-style-type: none"> • In cases where the applicant goes before the Planning Board for environmental review, we recommend that the Planning Board issue the negative declaration and preliminary project approval jointly. • Then, the project would go before the ZBA for approval, followed by the ARHB for approval • Lastly, the project goes to the Planning Board for final approval. 	email to Joe Simoes	9/11/2020	
N/A		Completing a Comprehensive Plan for the Town's future would best be placed on hold until we return to a more normal situation with some clarity as to what effects this pandemic is going to leave us with. Right now, we simply do not know.	email to Joe Simoes	9/18/2020	
Economic Development, Health Safety & Welfare, Housing		As strip malls and major shopping centers lose tenants, new rentals lag, commercial business centers may be emptying with technology bring about more work from distant location,, which in turn impacts transportation considerations. Work from home needs may require larger square foot residences, versus smaller starter type apartment needs we've heard needed. Putting completion on hold for a while would also provide residents to participate more freely once the current urgencies subsided. Succintly stated, too many unknowns exist.	email to Joe Simoes	9/18/2020	
Environmental Resources, Housing		We oppose "urbanization" of our hamlet. Current town building height restrictions should be maintained. Alteration to allow taller buildings would set dangerous precedent.	email to Joe Simoes	9/18/2020	
Housing		We recognize need for senior housing and support utilizing part of the RCDS property as appropriate on this town owned site. However design, construction leasing/selling, and maintenancance would be best built and serviced by private commercial firms, not underwritten to town or with town funds.	email to Joe Simoes	9/18/2020	
Housing, Transportation		Clarkstown can assist with grant of Pilot type program, permit allowances, perhaps sales tax exemptions, etc to facilitate an age restricted project at RCDS as well as helping with local transportation for residents once move-ins are completed. Fiscal realities should prevail in light of our already high real estate taxes and bond indebtedness.	email to Joe Simoes	9/18/2020	
Housing		We endorse consideration for the town to assist in working to meet the housing need of Volunteer EMS and Fire responders, while being certain to address issues that relate to successful oversight of such. Needed controls are well known.	email to Joe Simoes	9/18/2020	
Transportation		There are several open areas along Lake Road that seem buildable for smaller, attractive street level tynd townhouse/apartments which if approved must required off street parking as integral component. This would assist local merchants and replace some unsightly lots.	email to Joe Simoes	9/18/2020	
Housing, Transportation		Congers, Lake Road is not conducive for any tear-down/multiple housing builds that are occurring in nearby towns such as Northvale NJ (Livingston ST), Park Ridge NJ (Kinderkamack Raod). Ugly and destructive of community character best describes those.	email to Joe Simoes	9/18/2020	

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Transportation		Congers Lake Road should not be altered to accommodate any additional east/west traffic load. However, improved intersection safety and RR crossing measures are needed, and at Rt. 303 due to its proximity as entrance to Congers Lake Trailway.	email to Joe Simoes	9/18/2020	
Recreation Parks & Open Space		As for other aspects of RCDS property, we believe community uses can be best designed by our very capable Parks and Recreation Department.	email to Joe Simoes	9/18/2020	
Recreation Parks & Open Space		We recommend a permanent restroom facility for Kings Park be included in plans.	email to Joe Simoes	9/18/2020	
Environmental Resources		Rockland County has the second worst drinking water quality in New York State and is concerned that stormwater runoff is affecting the water quality. The runoff of pollutants, fertilizers, pesticides, vehicles, industrial processes, etc. it is difficult to regulate stormwater of past development but future development needs to be curtailed. Particularly along the Hackensack river which drains into forest. We need more bio filtration systems installed throughout the Town. And redevelop retention basins that exist into bio filtration systems. Nonpoint source pollution needs to be tested and traced and therefore regulated. Suggesting that the Town follow New Jersey who funds stream buffering via a charge on their residents water bills.	Telephone to Planning Department	9/28/2020	
Environmental Resources, Transportation, Health Safety & Welfare		residential/commercial buildings, and maintain residential zoning not to be rezoned into commercial in our communities throughout all of Clarkstown without overdevelopment. People who live on the South Side of Route 59 and further in on the blocks along these areas would like to have a Sound Barrier. The People who live from Larch Ct. to Western Highway have experienced large volumes of noise that interfere with sleep, work, relaxation and the overall quality of life since the Rte. 59 improvement Project was completed. The project raised the Western Highway Bridge, realigned the road for an acceleration lane and replaced the open metal barrier between traffic with a concrete barrier which bounces off a larger, louder volume of noise. They are asking you to add this as a concern to your comments. The Tractor Trailers and other trucks that travel to and from the Industrial Companies located along Western Highway both from Clarkstown and Orangetown need to have an access road to and from Rte. 303 to allow banning of trucks from residential parts of Western Highway. These trucks pass homes and our village businesses and are a threat to the safety of our families, our homes and property values. There is a new owner there now called Onyx who are looking to the town for permission and assistance to build more, and we need the two towns to work together to negotiate a road to Rte. 303. THIS is something that we need for our neighborhood and the surrounding area. The road ,if built, would carry traffic along industrial areas and keep them away from homes and	website guestbook	9/30/2020	
Recreation Parks & Open Space		ADDRESS THE DAVENPORT PRESERVE, New City, NY: Form a Town committee of nearby citizens to present concerns about and possibilities for the Preserve. The Preserve has long been neglected by the Town, leading to moldering of the buildings and taking over of the grounds by invasive plants, as well as losing educational opportunities. Furthermore, the Covenant for the Preserve contains certain stipulations, one being that no vehicles be permitted into the Preserve. This has never been abided!	via email to planning@clarkstown.org	10/2/2020	
Environmental Resources		ADDRESS INVASIVE SPECIES/ WHITE-TAILED DEER: Besides human activity, invasive species and over-population of white-tailed deer represent the single largest threat to our native landscape. Without measures to control these invasive species/deer, our native flora and fauna in the Town will continue to diminish. For example: Will a forest continue to flourish at the Davenport Preserve and elsewhere when deer eat off tree seedlings and kill saplings by rubbing them with their antlers? This and other environmental concerns should be studied and remediated at the Davenport Preserve and other Town Parks.	via email to planning@clarkstown.org	10/2/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Transportation		The Palisades Mall (PM) is the staple of Clarkstown. It put our name on the map. Everyone sees it from the Highway is very easy to access. I could see the PM to be the major transportation hub from West Nyack to NYC in less than 20 mins. There are many benefits to having this hub. It also can extend to Albany and Buffalo. This can be done faster than building the bridge. If you like the idea to increase revenues for Clarkstown and create jobs. We can discuss my ideas further.	website guestbook	10/8/2020	
Economic Development		The Town should adapt its code to allow transferable development rights from one parcel to another. It will help businesses to better manage their land utilizations. Thanks, Eric Farkas Chartwell Pharmaceuticals.	email to compplan2020	10/9/2020	
Economic Development		The Town should consider implementing a Transfer of Development Rights (TDR) programs This mechanism would enable the Town to maximize development on parcels of land that can accommodate additional growth. This also provides a stimulus to existing property owners to invest in the Town and partake in its development.	email to Joe Simoes	10/20/2020	
Economic Development, Housing		As a resident of Clarkstown and a local realtor and landlord with a heavy emphasis on residential rentals for almost 30 years, I see an ever increasing demand and diminishing supply of rental homes. The town needs more rentals not just for the 55+ population, but for all age groups.	website guestbook	11/3/2020	
Housing		Also, the town should consider increasing the 35" height restriction by at least 10' for new buildings - especially for 55+ communities - so parking garages can be provided underneath the building - easy access into the building without being exposed to rain and snow.	website guestbook	11/3/2020	
Housing		Hello as a senior resident of Clarkstown for many years and also a local Realtor serving the housing needs for this community I make the following recommendations for your consideration please. We need the new building codes to support an additional story like 4 stories not 3 to support underground parking and allow the elevators to go to that level. All residents and especially seniors need and want convenient indoor parking. Many of our residents are used to having garages when they used to own a home. Additionally having an additional story would enable shorter hallways providing for less walking, better accessibility to go from inside to outside, be safer and overall would provide better functionality for all residents. Would also like your consideration to build unrestricted age rental properties so we will have more rental options for our community as a whole.	website guestbook	11/3/2020	
Housing		time to downsize and sell their primary homes tend to head off to New Jersey (Bergen), where there are a multitude of 55 and older complexes that meet their living needs and desires. Along with their move, they also take their spending money which Rockland Businesses need and depend on! Land is precious here in Clarkstown along with the rest of the county, but we do need more rental housing for area. Clarkstown is a place where people DO want to live in. It could be a young couple starting off, to a single parent looking to keep their child in the district. A large market that we are losing to other areas and States are the 55+ demographic. I personally grew up in New City, went to Clarkstown Schools and although I reside in Stony Point, my office has been here in Clarkstown for the love I have of this community. When I sold my parents home in New City in 1990 we searched for a community that would allow them the same comforts that they had been accustomed to. There was little or none at that time.. and sadly.. not much has changed in 30 years. One way housing could be increased which the town should consider is Height over acreage. To take a smaller parcel and build up. We have seemed to be ok with that when it came to commercial buildings ..ex "the Bennigan's Building" Squadron Blvd. along with others. I definitely do not want to make our town a city scape, but by increasing the height limits would allow this needed housing to be built allowing people indoor garages along with other wanted amenities on less land. Working with a large senior cliental, one of my	website guestbook	11/3/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Historic & Cultural Resources		The historical nature of our hamlet (West Nyack) be maintained and all development within the hamlet be consistent with that aesthetic.	Letter	11/11/2020	
Economic Development		West Nyack Revitalization Project	Letter	11/11/2020	
Environmental Resources		Alleviation of West Nyack Flooding problems	Letter	11/11/2020	
Economic Development, Housing		More rental properties for all age groups	Letter	11/11/2020	
Economic Development, Housing		More affordable housing for all age groups	Letter	11/11/2020	
Environmental Resources		All proposed housing should be architecturally designed cognizant of and consistent with the historical nature of our community	Letter	11/11/2020	
Transportation, New (Sustainability)		Our infrastructure needs to be reviewed and updated as necessary to meet the needs of the community.	Letter	11/11/2020	
Economic Development		Our current cell phone service is inadequate and needs to be upgraded, though with community input on the placement of additional or upgraded cellular towers.	Letter	11/11/2020	
Economic Development		Clarkstown needs to continue to seek more clean ratables.	Letter	11/11/2020	
Economic Development		The current situation with Palisades Center as well as all the empty retail space in our hamlet centers need to be addressed. We need some out-of-the-box thinking on potentially re-purposing these properties.	Letter	11/11/2020	
Environmental Resources, Recreation Parks & Open Space		We need to ensure that the little open space remaining in our town is maintained as such. We have some beautiful parks and amenities that many other communities do not have. We need to continue to safeguard our green space.	Letter	11/11/2020	
Traffic		Many years ago, when my children were in elementary school (they are now in their 30"s), I requested sidewalks on Red Hill Rd from Carrie to when the sidewalks currently start. I was told they would not be done because no children are walking to school, to which I commented that without sidewalks, of course they are no walking. Aside from children, I, as an adult walk everyday on Red Hill Rd, as well as countless others that I pass. Having no sidewalks is dangerous to walkers and the cars that move over into on coming traffic when they pass a walker.	General Comment on Comp Plan Website	12/4/2020	
Traffic		My other pet peeve is a traffic turn signal at Little Tor Rd and Burda. It is dangerous to make a left hand turn going northbound. I was told by the town many years ago that this would be completed when roadwork was done, in order to use I believe it was, Federal dollars. All roadwork projects were completed, without a turn signal. I especially worry about the teenagers.	General Comment on Comp Plan Website	12/4/2020	
(New) Sustainability		Has there ever been a discussion about a town composting program? I think this would be a great initiative for Clarkstown and would be amazing for the environment and local community farms	General Comment on Comp Plan Website	12/7/2020	
Recreation Parks & Open Space		create a separate pickleball area somewhere else in the town and renew the hockey rink to hockey players, box lacrosse, and our kids who enjoy riding their bikes, scooters and skates on the flat pavement WITHOUT having to worry about sand, scuffed paint (done by the town), moving pickleball nets and getting into unnecessary disputes with our fellow residents	General Comment on Comp Plan Website	12/8/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Recreation Parks & Open Space		As a hockey player it is critical to have a rink with a smooth surface, nets, and boards in order to play our respective sport. As apposed to Pickleball, which can be played on 5 different types of playing surfaces (grass, blacktop, sand, tennis-court, and dirt fields) allowing for many more options as to where the sport is able to be played, we would simply ask for Pickleball to be moved to a different location as this is our ONLY hockey rink available to us and we are limited to the this one rink.	General Comment on Comp Plan Website	12/8/2020	
Economic Development, Health Safety & Welfare, Housing		When will developers be required to landscape new or existing properties. We are so close to New Jersey towns where that is a mandatory requirement, residential properties must be landscape before construction begins. Landscaping is cheap compared to the value add for our town.	General Comment on Comp Plan Website	12/9/2020	
Historic & Cultural Resources	Historic & Cultural Resources	with respect to historic and Cultural goals in the plan, I hope there will be attention to the history of indigenous communities in the area. For example, the signage at Congers Lake references a history of names for the lake and corresponding communities, but it does not refer to pre-colonial names nor history.	email to compplan2020	12/9/2020	
Housing		We are a group of retirees who want to age in place, and are thinking about how we can scale down but still remain in our community with family and friends. We noticed many places for senior in other communities not only have transportation, but offer Cultural activities in or close to the community. This supports the residents and the not-for profits, and prevents social isolation. Attached is a very brief outline of what we think would be very successful in Clarkstown: 1. Clarkstown to purchase a large property, with or without existing buildings 2. Use existing building (if any) to create apartments for 55+ or a multi-generational population, with a preference for those approaching or in retirement 3. Add an educational/Cultural center, mimicking to some degree the Kendall and SUNY Purchase models.	email to compplan2020	12/10/2020	
Economic Development		Allow more Hamlet Center type development (retail, mixed use, apartments)of 12 Kings Highway, Congers, NY 10920	email to compplan2020	12/11/2020	
Housing, Transportation, Economic Development		I am writing to support the proposal of constructing residential space on the properties of our two major retail centers, The Shops at Nanuet and the Palisades Center. Firstly, projects of this size would create hundreds of construction jobs at a point where the job market needs a significant boost. Residential spaces attached to these shopping facilities would allow both properties to diversify their offerings and stay relevant, much-needed economic engines for Rockland County. Additional residential space would also significantly contribute to the tax base, thus lessening the economic burden the citizens of Rockland have endured during this devastating pandemic. Lastly, the residents of these spaces would most likely be predominantly young adults who would become valuable customers of our local businesses and supporting members of our broader community. In these challenging times, we need to explore all possible ways to grow and adapt to sustain the progress we have all worked so hard for. I thank you for your consideration	email to compplan2020	12/16/2020	
Historic & Cultural Resources, Economic Development		I'm a big believer in the ARTS driving both econ9mic development and quality of like in communities. What about taking long vacant stores and giving these spaces to artists for \$1 a year rent. When these artists open up there studios on a regular basis, people will follow and then business patronage will follow the people. It's a no brained. Also p, a more aggressive "art in outdoor places" also is a stimulus for economic growth and quality of life. No need to recreate this wheel—there are plenty of success stories in the country. You just need political will to make it happen.	email to compplan2020	12/16/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing, Transportation, Economic Development	Housing	I was a resident of Clarkstown for over 30 years, until 2020 when we had to sell our home. Due to a lack of adequate market rate rental apartments, we had to reluctantly leave Clarkstown. All of our services, comforts and familiar loved places are now further away due to the fact that we could not find housing that met our needs. Palisades Center and the other center in the MRS zone would be great opportunities for market rate housing in Clarkstown. Please make the changes during your 2020 Comp Plan.	Website - Housing Pins	12/21/2020	
Housing, Transportation, Economic Development	Housing	Retail has been challenged by online and COVID-19. We need support the property managers and help these businesses grow. Giving them the ability to add housing is a good step in the right direction.	Website - Housing Pins	12/21/2020	
Economic Development		I am in support of zoning modifications that will allow retail venues within Clarkstown to fully evolve.	email to compplan2020	12/21/2020	
Environmental Resources, Recreation Parks & Open Space		playgrounds and small vest pocket parks in neighborhoods - not in places you have to drive to - are a more organic way to create a real feeling of community	email to Joe Simoes	12/22/2020	
Housing, Transportation, Economic Development		consider senior housing/residential in the MRS zone, more specifically the Palisades Mall location for the following reasons: - Clarkstown/Rockland County are viable markets for development - Ease of access to major and minor roadways - Transportation hub is already part of the property - True mixed-use development is smart development, maximizing the existing infrastructure and protecting the environment.	email to compplan2020	12/22/2020	
(New) Sustainability		Watch this video clip https://www.youtube.com/watch?v=Rmlnv3rijSY from "Now You Know". It talks about why Westport, CT police department purchased a Tesla for their police cars. Tesla would save the town money in the long run and the video talks about additional advantages. Teslas are fully electric cars and could be tied into our Green electrical grid. I believe when the Tesla Cyber truck would be a better car for our police cars. It will start to be built next year. The body is made out of stainless steel which will harder to dent and be scratched easily. The windows will be laminated for better protection for the officers. Lets start being leaders of our future.	General Comment on Comp Plan Website	12/22/2020	
Housing, Transportation, Economic Development	Housing	There is a strong need for residential housing in Clarkstown and the Palisades Center and the other shopping center need to be developed to allow for new housing. Please review the MRS zoning and allow for multi use development at these locations as we cannot afford to let these locations languish behind the development happening around us.	Website - Housing Pins	12/23/2020	
Transportation		The following streets would benefit from the creation or upgrade of sidewalks. Germonds Rd. from Rt 304 to S. Little Tor & Middletown Roads. N. Middletown Rd (Nanuet) sidewalk should be on one side of the street instead of sometimes on the south and sometimes on the north Laurel Rd sidewalk in poor shape or non existent Rt 59 entire length New Hempstead Rd and Congers Road to Rt 9W	email to planning	12/28/2020	
Transportation		Extensive bike paths would be wonderful. The one on S. Little Tor should be extended.	email to planning	12/28/2020	
Housing, Transportation, Economic Development	Housing	Housing (hotel or multifamily units) would be a great addition to the Palisades Center. We have to think about the small millennial and gen z and future generations ahead of us who will see this as a major convenience and appreciate the live, community and career opportunities.	Website - Housing Pins	12/28/2020	
Housing, Transportation, Economic Development	Economic Development	The mall needs to be reinvented and reengineered with mixed use residential for millennials, senior housing, medical, hotel and entertainment. We need to help the mall not only survive, but thrive!	Website - Economic Development Pins	12/28/2020	

Comprehensive Plan Section (As Per Town Staff)	Comprehensive Plan Section (As Per Commenter)	Comment/Question	Platform	Comment Date (not associated w/ public outreach session)	Public Outreach Session Date
Housing, Recreation, Parks & Open Space, Economic Development	Economic Development	This site would make an excellent Toll Brothers or Lennar community. If not perhaps the town would look to purchase the site for parkland, walking trails and an environmental educational center. (Davies Pond, New Valley Road)	Website - Economic Development Pins	12/28/2020	
Housing, Transportation, Economic Development		I am writing to support the construction of both residential and/or hotel space at the Palisades Center. As the CEO of a business that serves the community, we know that housing that is accessible is nearly non existent. This is an opportunity to innovate and improve access to housing for any Rockland resident. The need for residential space for the next generation and the need for Hotel space for the customers and travelers are vital to a growing economy here in Rockland. We must think about our future and evolving the "retail" space into a community, dining, entertainment and resource environment!	website guestbook	12/29/2020	
Transportation	Health, Safety & Welfare	Handicap accessible sidewalks from the west and east need to be connected between Chestnut and W. Broadway.	Website - Health Safety & Welfare pins	12/30/2020	
Housing, Transportation, Economic Development	Economic Development	Support our RC malls! Look at what is happening at other mall properties across the nation - they're adding housing, hotels, offices, grocery stores and more. Changes are generating revenues for towns/cities and attracting young people. There are so many possibilities for these existing structures. We need to remove barriers so progress can happen	Website - Economic Development pins	12/30/2020	
Transportation	Health, Safety & Welfare	Unsafe. No handicapped compliant walkway here. There are safe walkways on either side but a very unsafe lapse here. Cars travel fast on this stretch.	Website - Health Safety & Welfare pins	12/31/2020	
Housing, Transportation, Economic Development	Economic Development	My friends and family in the Rockland Community would love to see this shopping center fully evolve. Including market rate housing. Clarkstown should consider including housing for all MRS zones. It would be economically beneficial for the town and all of it's residents. We could really use more housing options.	Website - Economic Development pins	12/31/2020	
Housing, Transportation, Economic Development		consideration of residential housing to be constructed at major retail centers. Also, consideration of commercial space, such as hotels, at these sites is additional evidence of the town's appreciation for 21st Century approaches to economic development. As a member of the Executive Committee of the Governor's Mid-Hudson Regional Economic Development Council, I have seen the value of mixed use developments (Retail, Commercial and Housing) throughout our region and look forward to such development in Clarkstown. It is no surprise to me that Clarkstown has reached this moment as it has a history of forward thinking regarding economic development. Current considerations follow findings and recommendations contained in the 2008 Economic Development Strategy Report, which specifically identified that Malls in Clarkstown would be changing. As President/CEO of the Rockland Business Association, I was proud to serve on the committee that generated that report. Additionally, I had the honor of serving on Supervisor Hoehmann's Transition Team (focusing on issues regarding economic development) and on his Business & Economic Development Committee of 2019, which recommended the lifting of the restrictive covenant at Palisades Center. I believe that adding housing (both market rate and affordable) at places like the Palisades Center and the Shops at Nanuet is a natural extension of Clarkstown's on-going consideration of the importance of these facilities as economic engines benefiting town residents and all of Rockland. Located adjacent to	website guestbook	12/31/2020	

**III. Presentation on Summary of Changes
Proposed within the Draft Comprehensive
Plan Update/DGEIS**

CLARKSTOWN COMPREHENSIVE PLAN UPDATE

Project Update and Overview of Changes to Plan Goals and Objectives



Presented By:

George Hoehmann, Supervisor

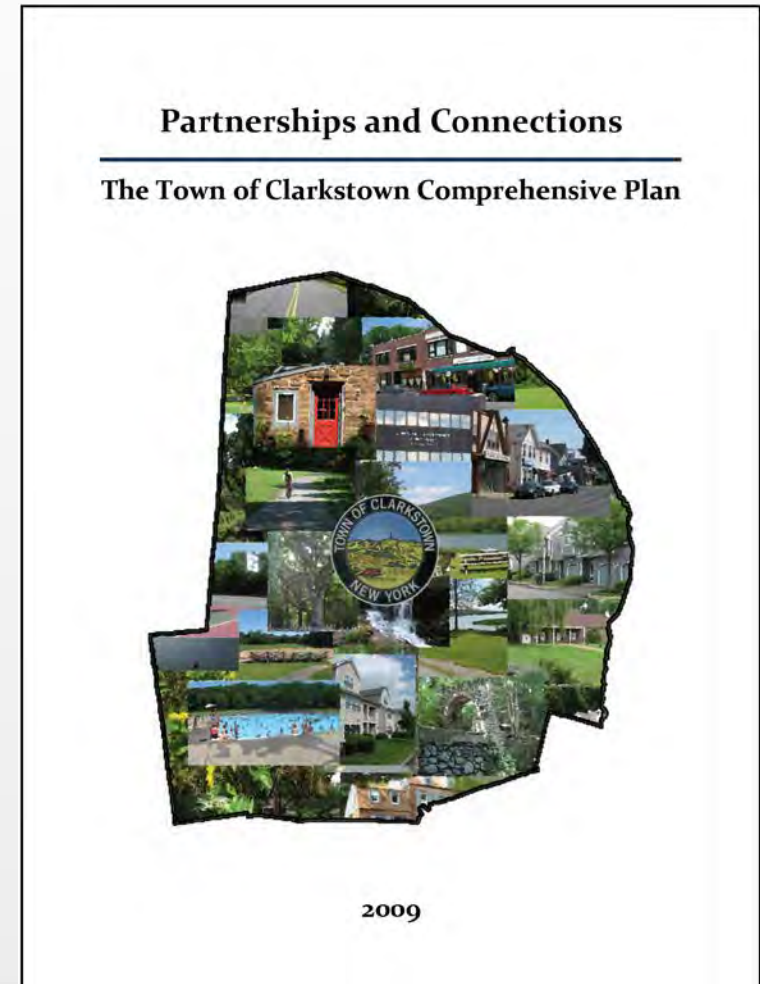
Joe Simoes, Principal Planner

Town of Clarkstown

December 9, 2020

Comprehensive Plan Background

- Clarkstown's Comprehensive Plan
 - Adopted in 2009
 - Structured as an Environmental Impact Statement (EIS)
 - Pace University Land Use Law Center 2011 Founder's Award
 - New York Planning Federation 2012 Comprehensive Plan Award
- Comprehensive Plan Special Board
 - Developed the 2009 Plan
 - Tasked with implementing the goals of the Plan
 - Now developing the Plan Update



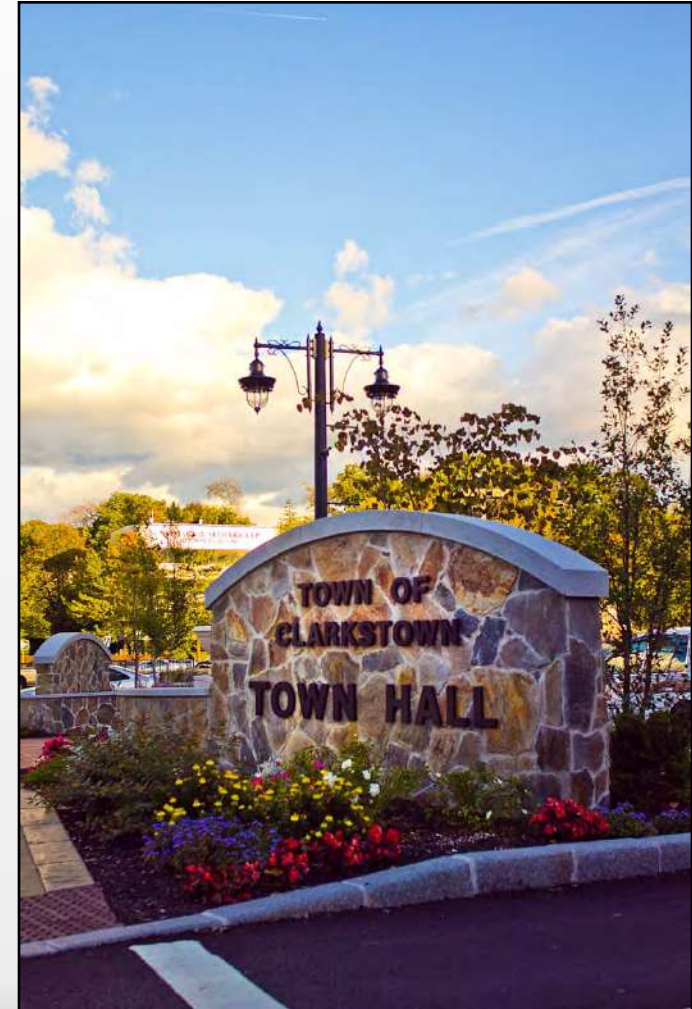
Public Outreach

- Website: <https://compplan2020.clarkstown.org/>
- Facebook: facebook.com/TownOfClarkstown
- Email: compplan2020@clarkstown.org
- Mail & in person: 10 Maple Ave, New City
- Phone: 845-636-2070
- E Newsletter
- Town-wide Mailing
- Public Teleconference Workshops
 - June 4th
 - June 11th
 - June 15th
 - June 22nd



Public Comment Review Procedure

- Over 650 comments were received
- Every comment was reviewed, categorized and addressed by:
 - Acknowledging that the current Plan already addressed the comment
 - Proposing a change in the Plan to address the comment
 - Making note that a comment may not be applicable to the Comprehensive Plan but will be sent to appropriate Departments or Agencies for their consideration
 - Making note that comments will be addressed during plan implementation



Goals and Objectives Categories

- Economic Development
- Environmental Resources
- Health Safety & Welfare
- Historic & Cultural Resources
- Housing
- Recreation, Parks & Open Space
- Transportation
- ***Sustainability & Resiliency (new)***

Proposed Changes to Goals and Objectives

- Continuing Goals – No changes proposed to Plan goal
- Text Change – Changes proposed to Plan text
- Goal Change – Changes proposed to Plan goal
- Goal Movement – Goal proposed to be moved to different section of Plan
- Goal Removal – Goal proposed to be removed from Plan
- New Goal – New goal proposed to be added to Plan

Economic Development – Continuing Goals

- ❖ **Construct a database of information about the Town's commercial sector**
- ❖ **Enhance communication between the Town and the business community**
- ❖ **Create connections between the commercial sector and educational institutions**
- ❖ **Implement new programs, and continue those already in place, that beautify the Town, making it an attractive place in which to live and conduct business**



Economic Development – Text Changes

- ❖ **Apply zoning changes to create and expand commercial and industrial development in areas that are best served by the Town's existing infrastructure and would not conflict with existing residential uses**

Update text to include result of Palisades Mall Referendum

Update text to consider amended parking requirements

- ❖ **Work to ensure that a variety of housing options exist within the Town**

Update text to emphasize housing inclusivity (i.e. housing for younger/older/disabled persons/multiple income levels)



Economic Development – Goal Changes

Original:

- Continue the Economic Development Office to attract new businesses and assist business already established within the community

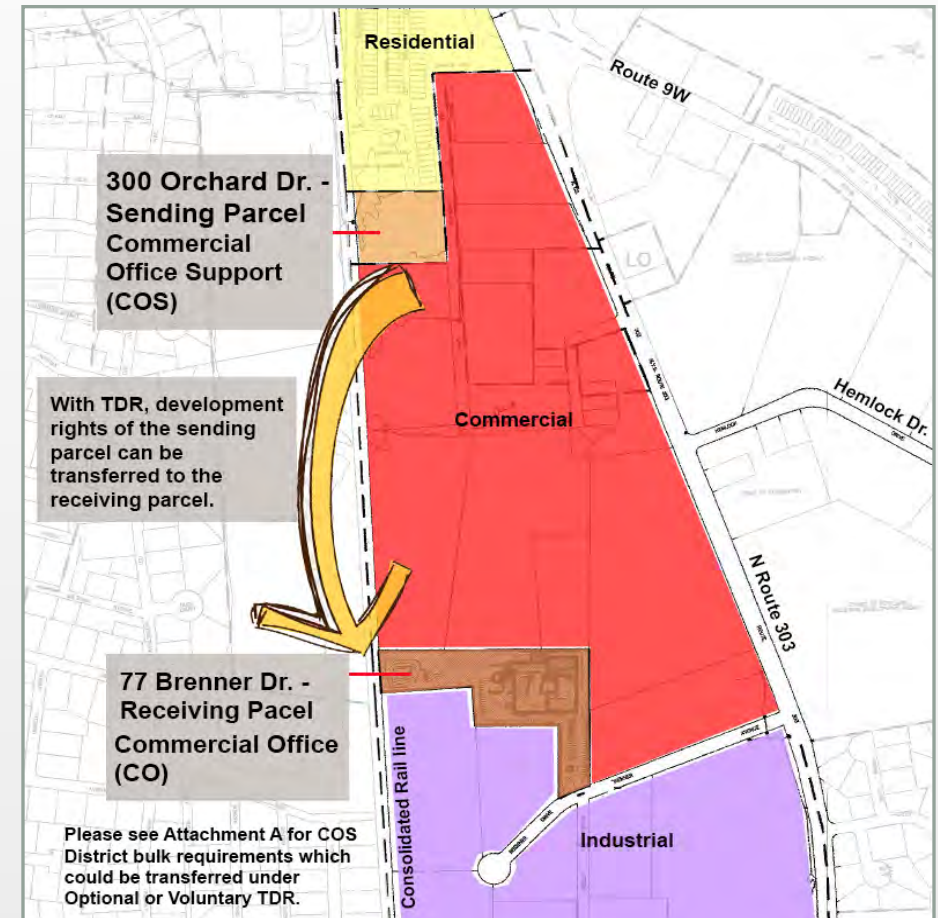
Proposed:

- ❖ ***Continue the Office of Intergovernmental Relations to attract new businesses and assist business already established within the community***

Update to reflect current title of position

Economic Development – New Goals

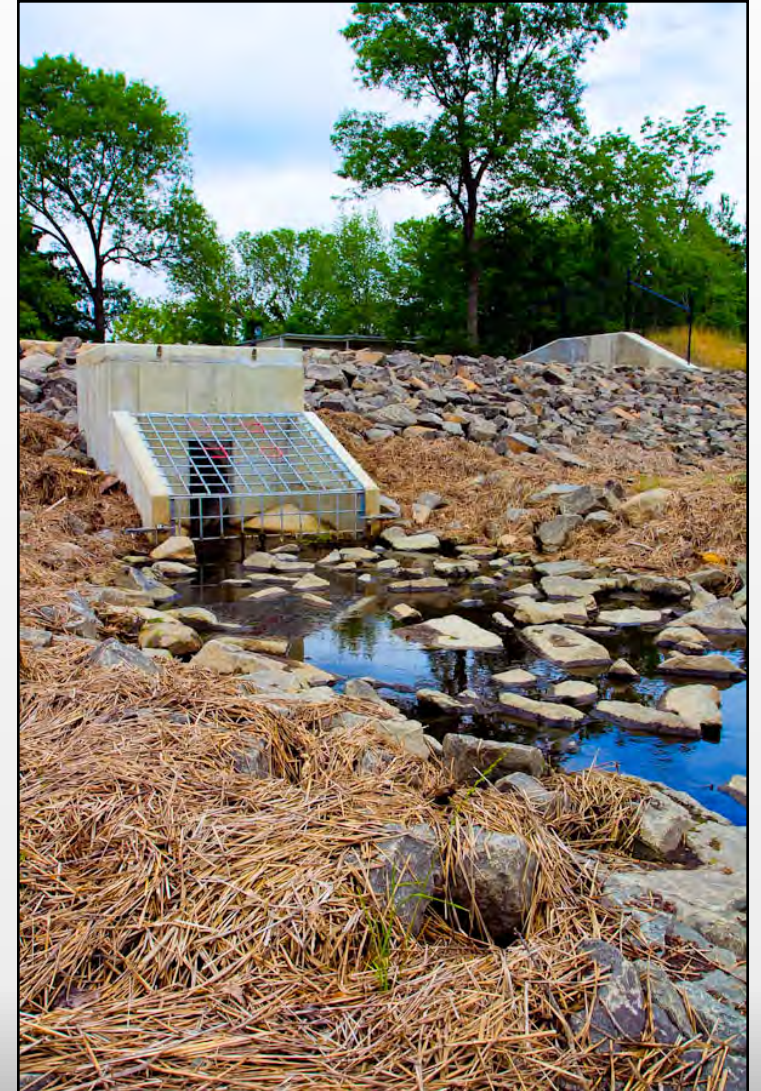
- ❖ Explore new zoning to permit housing in underutilized retail areas and other ways to re-use and re-purpose vacant or underutilized commercial spaces
- ❖ Work to ensure the Zoning Code can accommodate new and upcoming commercial and industrial uses
 - High-Technology (Data Centers, etc.)
 - Biotechnology
 - Film Industry
 - Satellite offices
 - Consumer Trends – Delivery/Pickup Services
 - Impacts of Covid-19
- ❖ Consider the implementation of a transfer of development rights program



Source: Atzl, Nasher & Zigler P.C.

Environmental Resources – Continuing Goals

- ❖ Continue the acquisition of open space lands to protect sensitive environmental areas, as well as farmland
- ❖ Protect Clarkstown's ridgelines
- ❖ Continue enforcement of sediment and erosion control measures, both during and after construction
- ❖ Establish stream protection corridors



Environmental Resources – Continuing Goals

- ❖ Enact a wetland protection ordinance (subject to the procedures required by State Law)
- ❖ Lobby for air quality monitoring in the Town and County
- ❖ Continue the acquisition of open space to preserve natural habitats
- ❖ Preserve the suburban and remaining semi-rural character of the Town
- ❖ Designate Critical Environmental Areas in Clarkstown



Environmental Resources – Text Changes

- ❖ **Protect and conserve both the sources and supply of potable water and the natural features which add to water quality**

Update text to reference the Stormwater Consortium

Update text to reference Rockland County Task Force on Water Resources Management

- ❖ **Require stormwater management to a higher extent than currently applicable where development is proposed in watersheds which experience flooding**

Update text to reference the Stormwater Consortium

Reference legislation reducing stormwater runoff by 10 percent

Environmental Resources – Goal Changes

Original:

- Enact limits on total development coverage for all zoning districts

Proposed:

- ❖ ***Continue to* enact limits on total development coverage for all zoning districts**

Preface with “Continue to...”

Environmental Resources – Goal Changes

Original:

- Continue to enforce regulations controlling dust and other airborne pollutants due to operations within the Town

Proposed:

- ❖ ***Continue to coordinate with the New York State Department of Environmental Conservation regarding air emissions within the Town***

Include coordination with the New York State Department of Environmental Conservation



Environmental Resources – Goal Changes

Original:

- Require more detailed flora and fauna surveys during reviews of development proposals on properties which might contain species of concern

Proposed:

- ❖ ***Continue to*** require more detailed flora and fauna surveys during reviews of development proposals on properties which might contain species of concern, ***both those at risk and invasive***

Preface with “Continue to...”

Reference invasive species

Update text to reference the Tree Preservation law update

Environmental Resources – Goal Changes

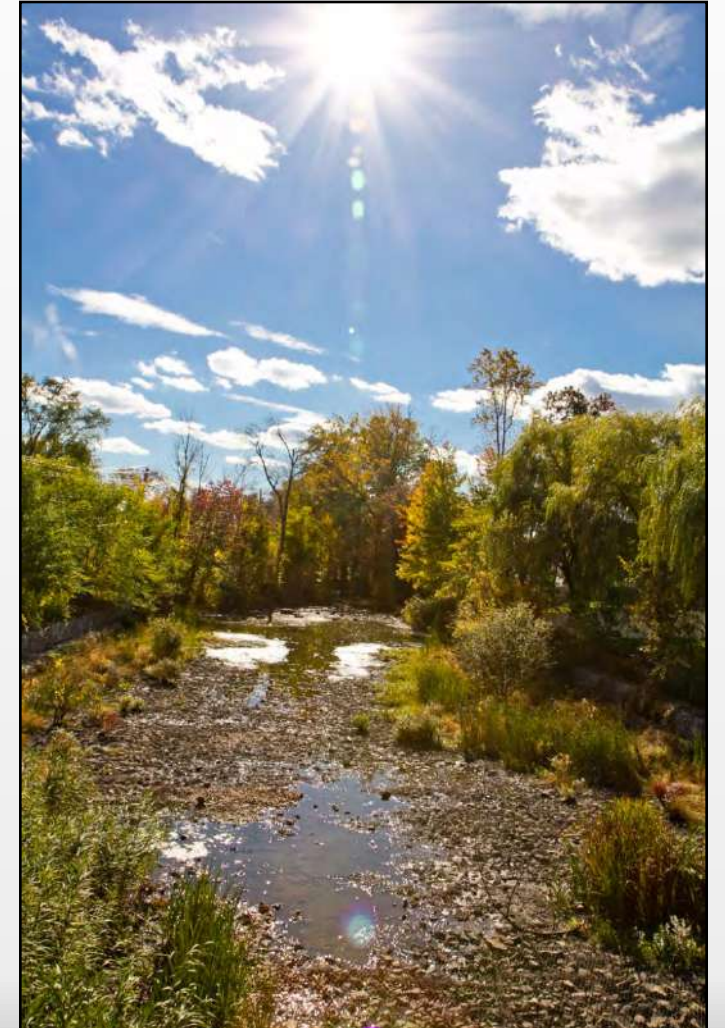
Original:

- Protect views of wooded and natural areas from the removal of vegetation or other native materials which add to the character of the area

Proposed:

- ❖ **Protect wooded and natural areas from the removal of vegetation or other native materials which add to the character of the area**

Expand beyond protection of “views”



Environmental Resources – Goal Changes

Original:

- Implement design standards for future commercial construction

Proposed:

❖ ***Implement design standards for future construction***

Expand beyond “commercial” construction

Update text to reference historic design standards

Consider design standards for multi-family housing

Environmental Resources – Goal Changes

Original:

- Continue the investigation of and action against complaints of noise, dust and odor

Proposed:

- ❖ **Continue the investigation of and action against complaints of noise, dust, odor *and light pollution***

Expand to include light pollution



Environmental Resources – Goal Changes

Original:

- Continue to assess the potential for noise, dust and odors in projects under review; require the elimination or mitigation of these pollutants as a condition of approval

Proposed:

- ❖ **Continue to assess the potential for noise, dust, odors *and light pollution* in projects under review; require the elimination or mitigation of these pollutants as a condition of approval**

Expand to include light pollution

Update text to reference the Dark Sky Initiative

Environmental Resources – Goal Change/Movement

Original:

- Implement programs which require and/or encourage environmentally sound building design

Proposed:

- ❖ **Implement programs which require and/or encourage environmentally sound construction methods, *and building, subdivision and site design***

Expand to include land use and construction

Update text to reference cluster development

Move goal to Sustainability & Resiliency section of Plan

Environmental Resources – New Goals

- ❖ **Manage and remove invasive flora species, both terrestrial and aquatic**



Health, Safety & Welfare – Continuing Goals

- ❖ Ensure the efficient provision of emergency services
- ❖ Continue to develop zoning and building regulations that reduce and eliminate potential drainage or flooding problems resulting from new construction



Health, Safety & Welfare – Goal Changes

Original:

- Ensure that Town building and fire codes are current and enforced

Proposed:

- ❖ **Ensure that zoning, building and fire codes are current and enforced, *and ensure that the conditions of site, subdivision, landscape and tree preservation plans are enforced***

Include Town ordinances, site plans, landscape and tree preservation plans

Health, Safety & Welfare – Goal Changes

Original:

- Continue to develop zoning and building regulations that reduce or restrict odors, sounds, commercial traffic and other negative environmental impacts on residential areas

Proposed:

- ❖ **Develop zoning and building regulations, *and implement roadway changes* that reduce or restrict odors, sounds, *light pollution*, commercial traffic and other negative environmental impacts on residential areas**

Include the implementation of roadway changes

Add reduction of light pollution



Health, Safety & Welfare – Goal Movement

- ❖ **Create zoning to encourage income adjusted housing for emergency service volunteers**

Move goal to Housing section of Plan

Historic & Cultural Resources – Text Changes

- ❖ **Identify and maintain a current up-to-date inventory of historic resources**

Reference Traphagen/Budke and Cropsey properties

Add section and list of Town Historic Roads

- ❖ **Establish a plan to improve the maintenance of all publicly owned historic properties and abandoned cemeteries within the Town**

Reference Traphagen/Budke and Cropsey property improvements

Reference Nyack Rural Cemetery



Historic & Cultural Resources– Goal Changes

Original:

- Enact legislation to ensure those historic properties in private hands are not destroyed, or so renovated by subsequent owners as to lose their historic status

Proposed:

- ❖ ***Expand upon*** legislation to ensure those historic properties in private hands are not destroyed, or so renovated by subsequent owners as to lose their historic status

Preface with “Expand upon...”

Health, Safety & Welfare – Goal Removal

- ❖ **Develop zoning that encourages and protects the safety of pedestrian and bicycle traffic**

Goal already covered in Transportation section of Plan

Historic & Cultural Resources– Goal Changes

Original:

- Establish a mechanism which notifies the Historic Review Board when development is proposed on a historic property

Proposed:

- ❖ **Establish a mechanism which notifies the *Architectural Historic Review Board* when development is proposed on historic properties *and roadways***

Change to reference the Architectural Historic Review Board and historic roads

Update text to reference GIS Strategic Plan

Historic & Cultural Resources– Goal Changes

Original:

- Create a plan to communicate, promote and educate Clarkstown residents of the historic and cultural resources within the Town

Proposed:

- ❖ ***Communicate, promote and educate Clarkstown residents of the historic and cultural resources within the Town***

Remove reference to creation of a “plan”

Update text to reference co-operation with historic preservation organizations on promoting sites, such as Congers Civic Association (Congers History Museum), Heritage of West Nyack (Traphagen property), and the Rockland County Historic Society (museum).



Housing – Continuing Goals

- ❖ **Permit apartments over businesses**
- ❖ **Adopt zoning that requires a set aside of new units for workforce and volunteer housing**
- ❖ **Expand initiatives to safeguard neighborhoods from inappropriately scaled development**



Housing – Goal Changes

Original:

- Create a comprehensive database of affordable housing units, potential affordable - housing units and lands that could be used for affordable housing

Proposed:

- ❖ ***Create an inventory of existing residentially zoned institutional properties and consider obtaining the right of first refusal for any property that may become available for future residential development***

Re-word to focus on institutional properties in residential zones

Include Town right of first refusal

Housing – Goal Changes

Original:

- Plan for and develop additional subsidized-affordable units for seniors

Proposed:

- ❖ ***Plan for and develop additional housing units to provide homes for seniors of all income levels, lifestyles and levels of care***

Remove “subsidized-affordable”

Add content referencing the provision of a range of types of senior housing for different lifestyles, levels of care and incomes

Reference the consideration of different styles (heights/configurations) of senior housing developments

Housing – Goal Movement

- ❖ **Create a mechanism for providing tax relief to volunteer emergency service personnel**

Move goal to Health, Safety & Welfare section of Plan



Housing – Goal Removal

- ❖ **Implement programs which require and/or encourage environmentally sound building design**

Goal already covered in Sustainability & Resiliency section of Plan

Recreation, Parks & Open Space – Continuing Goals

- ❖ Replace the existing soccer field at Zukor Park with artificial turf
- ❖ Construct a comfort station at King's Park
- ❖ Construct a multi-use, domed sport and recreational facility
- ❖ Develop walking trails at Davenport Preserve
- ❖ Continue the acquisition of open space lands following the amended Town of Clarkstown Open Space guidelines



Recreation, Parks & Open Space – Text Changes

❖ Provide inter- and intra- Town trails

Update text to reference the NY/NJ Trail Conference



Recreation, Parks & Open Space – Goal Removal

❖ Upgrade the pool at Germonds Park

Goal has been accomplished

❖ Update the playground at Zukor Park

Goal has been accomplished

❖ Provide a complete trail around Conger's Lake

Goal has been accomplished

❖ Construct a regulation sized ice rink

Goal is no longer a priority



Recreation, Parks & Open Space – New Goals

- ❖ **Construct pickle ball courts at Town parks and recreational facilities**
- ❖ **Continue to upgrade the equipment and infrastructure at Town park and recreational facilities to maximize the safety and benefit of residents**
- ❖ **Continue the provision of a variety of senior citizen recreational facilities and senior citizen programs**
- ❖ **Construct a fixed performance area for Town concerts and events**

Transportation – Continuing Goals

- ❖ Improve residents' health by reducing air pollution related to motorized travel



Transportation – Text Changes

- ❖ **Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors**

Update text to include Complete Streets Program

- ❖ **Provide for commuter transit services that are accessible, efficient and safe**

Update text to include Complete Streets Program

Include reference to Nanuet train station upgrades



Transportation – Text Changes

- ❖ **Create a walking environment that is accessible, safe, and enjoyable**

Update text to include Complete Streets Program

- ❖ **Create a cycling environment that is accessible, safe, and enjoyable**

Update text to include Complete Streets Program



Transportation – Text Changes

- ❖ **Develop Hamlet Centers with transportation options and connections**

Update text to include Complete Streets Program
Reference Nanuet Transit Oriented Development

- ❖ **Create diverse mixed-use development areas that allow for walking and biking and are well-served by public transportation**

Update text to include Complete Streets Program
Reference Nanuet Transit Oriented Development



Transportation – Goal Changes

Original:

- Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 59 corridor, and other parts of Clarkstown

Proposed:

- ❖ **Provide efficient travel between the *Governor Mario M. Cuomo Bridge*/I-287 corridor, Route 59 corridor, and other parts of Clarkstown**

Update to “Mario M. Cuomo Bridge”

Edit to emphasize regional transportation

Update text to reference Lower Hudson Transit Link



Transportation – Goal Changes

Original:

- Add to economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge reconstruction and other regional transportation initiatives

Proposed:

- ❖ **Add to economic strength and quality of life in Clarkstown *by encouraging, and coordinating with, regional transportation initiatives and studies***

Update text to reference “Mario M. Cuomo Bridge”

Update text to include NYMTC Grant for 303/304 studies

Recommend Study of Route 59 (as was done for other Towns)

Transportation – Goal Changes

Original:

- Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes

Proposed:

- ❖ ***Implement a Complete Streets program that ensures safe and efficient travel through and within Clarkstown, lowers the number of vehicle crashes that occur in the area and minimizes conflict between travel modes***

Edit to emphasize Town/local transportation

Include travel “efficiency” as part of goal

Update text to reference street lighting

Add Complete Streets Program information

Sustainability & Resiliency – New Goals

- ❖ **Create a Town Committee on Sustainability and Resiliency**

- ❖ **Develop programs to reduce greenhouse gas (GHG) emissions**
 - Built Environment (LED street lighting and environmentally sound building design)
 - Transportation (Mini-Trans; EV charging legislation and sites)
 - Power Supply (Solar landfill and Community Choice Aggregation)
 - Environmental Conservation (Open space acquisition)



Sustainability & Resiliency – New Goals

❖ **Develop programs to educate Clarkstown residents on issues of sustainability and resiliency**

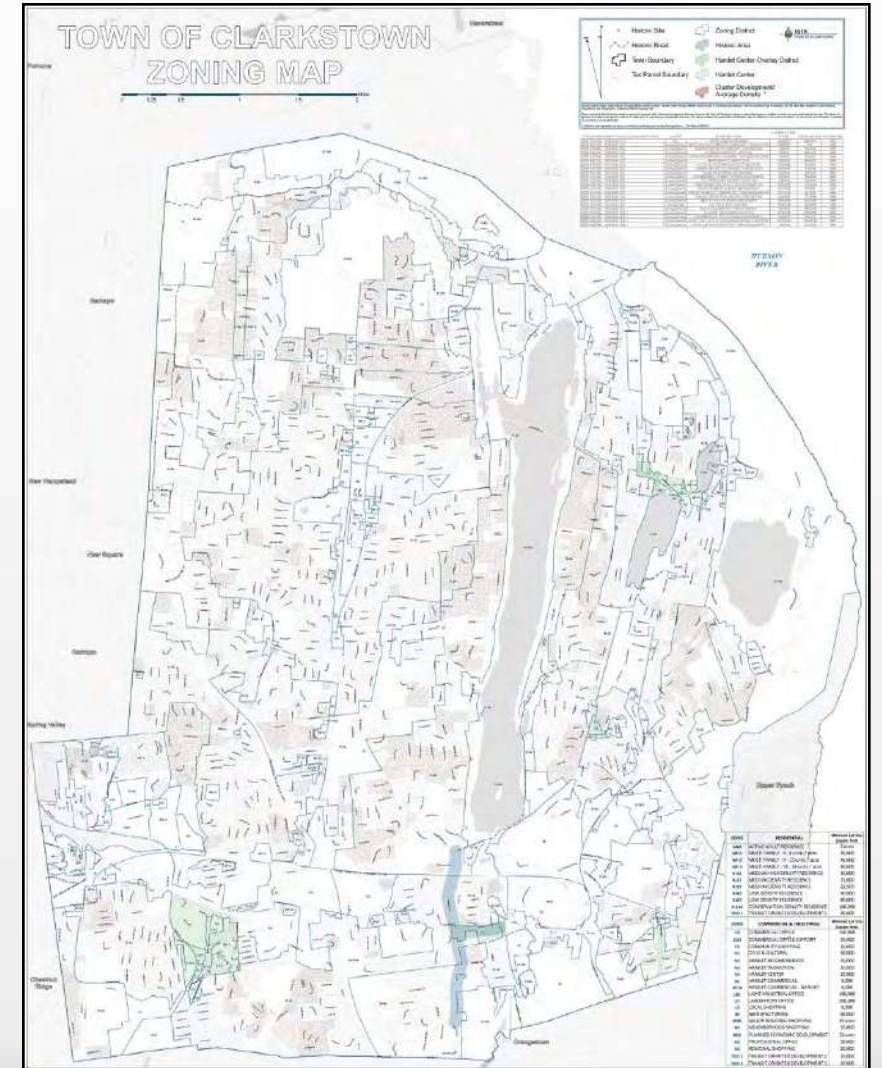
❖ **Develop programs to increase the Town's resiliency to the effects of climate change**

- Micro-grids
- Renewable energy
- Energy storage
- Tree planting
- Flood mitigation (Klein Avenue, Cranford Drive and West Nyack Phase 1)
- Drought protection
- Water conservation



Implementation

- Policy Changes
- Critical Environmental Area Designation
- Infrastructure Improvements
- Town Official Map Changes
- Inter-Municipal Agreements
- Zoning Text Amendments
- Land Use Changes
- ***Records and Asset Management Information System (new)***



Next Steps

- Draft Plan Update/Draft Generic Environmental Impact Statement (GEIS) deemed complete by Town Board
- Comment period and Public Hearing established for Draft Plan Update/Draft GEIS
- Comments addressed in Final Plan Update/Final GEIS
- Final Plan Update/Final GEIS adopted by Town Board



QUESTIONS?



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IV. Surveys



STUDENT COMMUNITY SURVEY

1. Age: (a) 15 (b) 16 (c) 17 (d) 18 (e) 19
2. Grade: (a) 11 (b) 12
3. In which hamlet do you currently reside? If your hamlet is not listed here, fill in (e) and go on to question 4.
(a) Bardonia (b) Central Nyack (c) Congers (d) Nanuet (e) not listed
4. In which hamlet do you currently reside? If you completed question 3, fill in (e) and go on to question 5.
(a) New City (b) Rockland Lake (c) Valley Cottage (d) West Nyack (e) not listed
5. In what type of residence do you currently reside?
(a) single family (b) multi-family (condo/townhouse) (c) apartment
6. Does your family own or rent your current home? (a) own (b) rent
7. How many bedrooms are in your current residence?
(a) 1 (b) 2 (c) 3 (d) 4 or more
8. How long have you lived in Clarkstown?
(a) up to five years (b) six to ten years (c) eleven years or more
9. Do you expect to attend college? (a) yes (b) no
10. If no, will you remain in Clarkstown? (a) yes (b) no
11. If yes, would you remain in/return to Clarkstown after graduation? (a) yes (b) no
12. Would you plan to live with your family or on your own? (a) family (b) own
13. Would you prefer to own or rent your homes? (a) own (b) rent
14. Would you consider living in a studio or one bedroom “accessory apartment” (small apartment in a single-family home with its own entrance, kitchen, and bedroom)?
(a) strongly consider (b) not consider (c) do not know (d) other
15. The proximity of your residence to public transportation is:
(a) very important (b) somewhat important (c) not important

16. How important is it to you to be within walking distance of shopping centers?
(a) very important (b) somewhat important (c) not important
17. If you were moving to a multi-family complex (i.e., condo or townhouse), how important would special amenities be, such as a pool, tennis court and other recreational facilities?
(a) very important (b) somewhat important (c) not important
18. Would you consider joining any of these volunteer services?
(a) fire department (b) EMT or ambulance (c) other
19. If you were to move after graduation, where would you consider moving?
(a) within Clarkstown (b) outside of Clarkstown, but within Rockland County
(c) outside of Rockland County
20. Please select the type of housing you would consider.
(a) rental apartment complex (b) condo/townhouse/co-op (c) single family home
21. The residence would have (a) one (b) two (c) three (d) four or more bedroom(s).

For questions 22-28 please indicate how important each of the following might be to you when selecting a place to live in the future.

22. Job location (a) very important (b) somewhat important (c) not important
23. Cost of living/taxes (a) very important (b) somewhat important (c) not important
24. Larger residence (a) very important (b) somewhat important (c) not important
25. School district (a) very important (b) somewhat important (c) not important
26. Traffic/population density (a) very important (b) somewhat important (c) not important
27. Cost of the house itself (a) very important (b) somewhat important (c) not important
28. Live near family (a) very important (b) somewhat important (c) not important

For questions 29-36 please indicate if you support protection for any of the following areas.

29. Farmland: (a) yes (b) no
30. Forestland: (a) yes (b) no
31. Open spaces: (a) yes (b) no

- 32. Scenic vistas: (a) yes (b) no
- 33. Wetlands: (a) yes (b) no
- 34. Stream corridors: (a) yes (b) no
- 35. Aquifers/groundwater: (a) yes (b) no
- 36. Historic building sites: (a) yes (b) no
- 37. Of the following grounds improvements, which do you feel is the most needed at the community parks?
(a) playground equipment (b) public restrooms (c) benches
(d) bike and walking trails (e) riverfront access for boats/canoes/kayaks
- 38. Of the following athletic facilities, which do you feel should be added to or improved at the community parks?
(a) skateboarding parks (b) basketball courts (c) tennis courts
(d) baseball fields

For questions 39-53, please mark how often you and your family use the following Town Park.

- 39. Germonds Park:
(a) often (b) occasionally (c) never (d) not aware
- 40. Lake Nanuet Park:
(b) often (b) occasionally (c) never (d) not aware
- 41. Congers Lake Memorial:
(a) often (b) occasionally (c) never (d) not aware
- 42. Congers Lake Community Center:
(c) often (b) occasionally (c) never (d) not aware
- 43. Congers Community Center:
(a) often (b) occasionally (c) never (d) not aware
- 44. Kings Park:
(a) often (b) occasionally (c) never (d) not aware
- 45. Tennyson Park:
(a) often (b) occasionally (c) never (d) not aware
- 46. Davenport Preserve:
(a) often (b) occasionally (c) never (d) not aware

- 47. Twin Ponds:
(a) often (b) occasionally (c) never (d) not aware
- 48. Zukor Park:
(a) often (b) occasionally (c) never (d) not aware
- 49. Street Community Center:
(a) often (b) occasionally (c) never (d) not aware
- 50. Central Nyack Community Center:
(a) often (b) occasionally (c) never (d) not aware
- 51. Pascack Community Center:
(a) often (b) occasionally (c) never (d) not aware
- 52. West Nyack Hamlet Green:
(a) often (b) occasionally (c) never (d) not aware
- 53. Congers Station Park:
(a) often (b) occasionally (c) never (d) not aware

For Questions 54-59, please mark how often you and your family use the following County Park.

- 54. South Mountain Park:
(a) often (b) occasionally (c) never (d) not aware
- 55. Kennedy-Dells Park:
(a) often (b) occasionally (c) never (d) not aware
- 56. Demarest Lake Park:
(a) often (b) occasionally (c) never (d) not aware
- 57. Dutch Gardens:
(a) often (b) occasionally (c) never (d) not aware
- 58. Mountainview Nature Park:
(a) often (b) occasionally (c) never (d) not aware
- 59. Buttermilk Falls Park:
(a) often (b) occasionally (c) never (d) not aware

For questions 60-63, please mark how often you and your family use the following State Park.

60. High Tor Park:
(a) often (b) occasionally (c) never (d) not aware
61. Hook Mountain Park:
(a) often (b) occasionally (c) never (d) not aware
62. Rockland Lake Park:
(a) often (b) occasionally (c) never (d) not aware
63. Nyack Beach Park:
(a) often (b) occasionally (c) never (d) not aware

Please offer any comments you might have regarding housing issues facing the town.

Please identify one or two ideas you have for making our community a better place in which to live.

STUDENT COMMUNITY SURVEY - TABULATED RESULTS

1. Age:

<i>11</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>	<i>19</i>	<i>No Response</i>	Total
1	7	509	650	210	11	4	1392
0.1%	0.5%	36.6%	46.7%	15.1%	0.8%	0.3%	100.0%

2. Grade:

<i>10th</i>	<i>11th</i>	<i>12th</i>	Total
4	732	648	1384
0.3%	52.9%	46.8%	100.0%

3.-4. In which hamlet do you currently reside?

<i>Bardonia</i>	<i>Central Nyack</i>	<i>Congers</i>	<i>Nanuet</i>	<i>New City</i>	<i>Rockland Lake</i>	<i>Valley Cottage</i>	<i>West Nyack</i>	Total
50	41	179	300	558	9	92	108	1337
3.7%	3.1%	13.4%	22.4%	41.7%	0.7%	6.9%	8.1%	100.0%

5. In what type of residence do you currently reside?

<i>Single Family</i>	<i>Multi-family</i>	<i>Apartment</i>	Total
1202	122	56	1380
87.1%	8.8%	4.1%	100.0%

6. Does your family own or rent your current home?

<i>Own</i>	<i>Rent</i>	Total
1245	138	1383
90.0%	10.0%	100.0%

7. How many bedrooms are in your current residence?

<i>1</i>	<i>2</i>	<i>3</i>	<i>4 or more</i>	Total
12	73	390	911	1386
0.9%	5.3%	28.1%	65.7%	100.0%

8. How long have you lived in Clarkstown?

<i>Up to 5 years</i>	<i>6 to 10 years</i>	<i>11 or more</i>	Total
183	301	842	1326
13.8%	22.7%	63.5%	100.0%

9. Do you expect to attend college?

<i>Yes</i>	<i>No</i>	Total
1351	32	1383
97.7%	2.3%	100.0%

10. If no, will you remain in Clarkstown?

<i>Yes</i>	<i>No</i>	Total
173	382	555
31.2%	68.8%	100.0%

11. If yes, would you remain in/return to Clarkstown after graduation?

<i>Yes</i>	<i>No</i>	Total
688	605	1293
53.2%	46.8%	100.0%

12. Would you plan to live with your family or on your own?

<i>Family</i>	<i>On your own</i>		Total
320	1038		1358
23.6%	76.4%		100.0%

13. Would you prefer to own or rent your homes?

<i>Own</i>	<i>Rent</i>		Total
1125	251		1376
81.8%	18.2%		100.0%

14. Would you consider living in a studio or one bedroom "accessory apartment"?

<i>strongly consider</i>	<i>not consider</i>	<i>do not know</i>	<i>other</i>		Total
352	209	757	59		1377
25.6%	15.2%	55.0%	4.3%		100.0%

15. The proximity of your residence to public transportation is:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
272	654	452		1378
19.7%	47.5%	32.8%		100.0%

16. How important is it to you to be within walking distance of shopping centers?

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
204	667	509		1380
14.8%	48.3%	36.9%		100.0%

17. If you were moving to a multi-family complex, how important are a pool, tennis court and other recreational activities?

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
486	649	241		1376
35.3%	47.2%	17.5%		100.0%

18. Would you consider joining any of these volunteer services?

<i>Fire Department</i>	<i>EMT or Ambulance</i>	<i>Other</i>	<i>Fire/EMT</i>	<i>Fire/EMT/Other</i>	<i>Fire/Other</i>	<i>EMT/Other</i>	<i>No</i>		Total
170	278	750	8	4	1	3	3		1217
14.0%	22.8%	61.6%	0.7%	0.3%	0.1%	0.2%	0.2%		100.0%

19. If you were to move after graduation, where would you consider moving?

<i>In Clarkstown</i>	<i>land but not Clarksttside of Rockla</i>	<i>Other</i>		Total
194	228	916	20	1358
14.3%	16.8%	67.5%	1.5%	100.0%

20. Please select the type of housing you would consider:

<i>Rental Apt</i>	<i>Condo/TH/Co-op</i>	<i>Single Family</i>	<i>Rental/Condc</i>	<i>All</i>	<i>Condo/Single</i>	<i>Rental/Single</i>		Total
394	268	657	8	13	9	7		1356
29.1%	19.8%	48.5%	0.6%	1.0%	0.7%	0.5%		100.0%

21. The residence would have :

<i>1 bedroom</i>	<i>2 bedroom</i>	<i>3 bedroom</i>	<i>4 or more</i>		Total
207	476	293	365		1341
15.4%	35.5%	21.8%	27.2%		100.0%

22. Job Location:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
989	355	25		1369
72.2%	25.9%	1.8%		100.0%

23. Cost of living/taxes

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
1100	245	25		1370
80.3%	17.9%	1.8%		100.0%

24. Larger residence:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
358	828	174		1360
26.3%	60.9%	12.8%		100.0%

25. School district:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
830	395	142		1367
60.7%	28.9%	10.4%		100.0%

26. Traffic/population density:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
453	799	118		1370
33.1%	58.3%	8.6%		100.0%

27. Cost of house itself:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
1051	288	29		1368
76.8%	21.1%	2.1%		100.0%

28. Live near family:

<i>Very important</i>	<i>omewhat importan</i>	<i>Not important</i>		Total
434	748	183		1365
31.8%	54.8%	13.4%		100.0%

Student Community Survey - Questions 29 - 63

	No	Yes
29	498	860
30	273	1089
31	446	909
32	331	1017
33	615	735
34	500	846
35	369	984
36	365	986

	A	B	C	D	E
37*	280	342	91	398	151
38*	244	424	337	247	

*Questions 37 and 38 had a high number of multiple answers selected. See attached breakdown for further details.

	Often	Occasionally	Never	Not Aware
39 Germonds Park	165	624	469	104
40 Lake Nanuet Park	97	361	730	169
41 Congers Lake Memorial	122	317	704	215
42 Congers Lake Comm. Cntr.	110	266	736	239
43 Congers Comm. Cntr.	109	273	726	250
44 Kings Park	115	379	605	259
45 Tennyson Park	85	202	710	358
46 Davenport Preserve	18	56	744	534
47 Twin Ponds	67	172	644	460
48 Zukor Park	298	550	325	173
49 Street Comm. Cntr.	108	323	602	315
50 Central Nyack Comm. Cntr.	45	145	801	352
51 Pascack Comm. Cntr.	45	164	746	392
52 West Nyack Green	22	73	803	447
53 Congers Station Parks	43	119	759	425
54 South Mountain Park	37	100	744	458
55 Kennedy-Dells Park	85	136	683	436
56 Demarest Lake Park	29	89	757	462
57 Dutch Gardens	23	54	768	493
58 Mountainvie Nature Park	17	78	757	486
59 Buttermilk Falls Park	22	57	748	510
60 High Tor Park	47	156	744	392
61 Hook Mountain Park	128	232	632	349
62 Rockland Lake Park	404	609	227	102
63 Nyack Beach Park	127	207	648	347

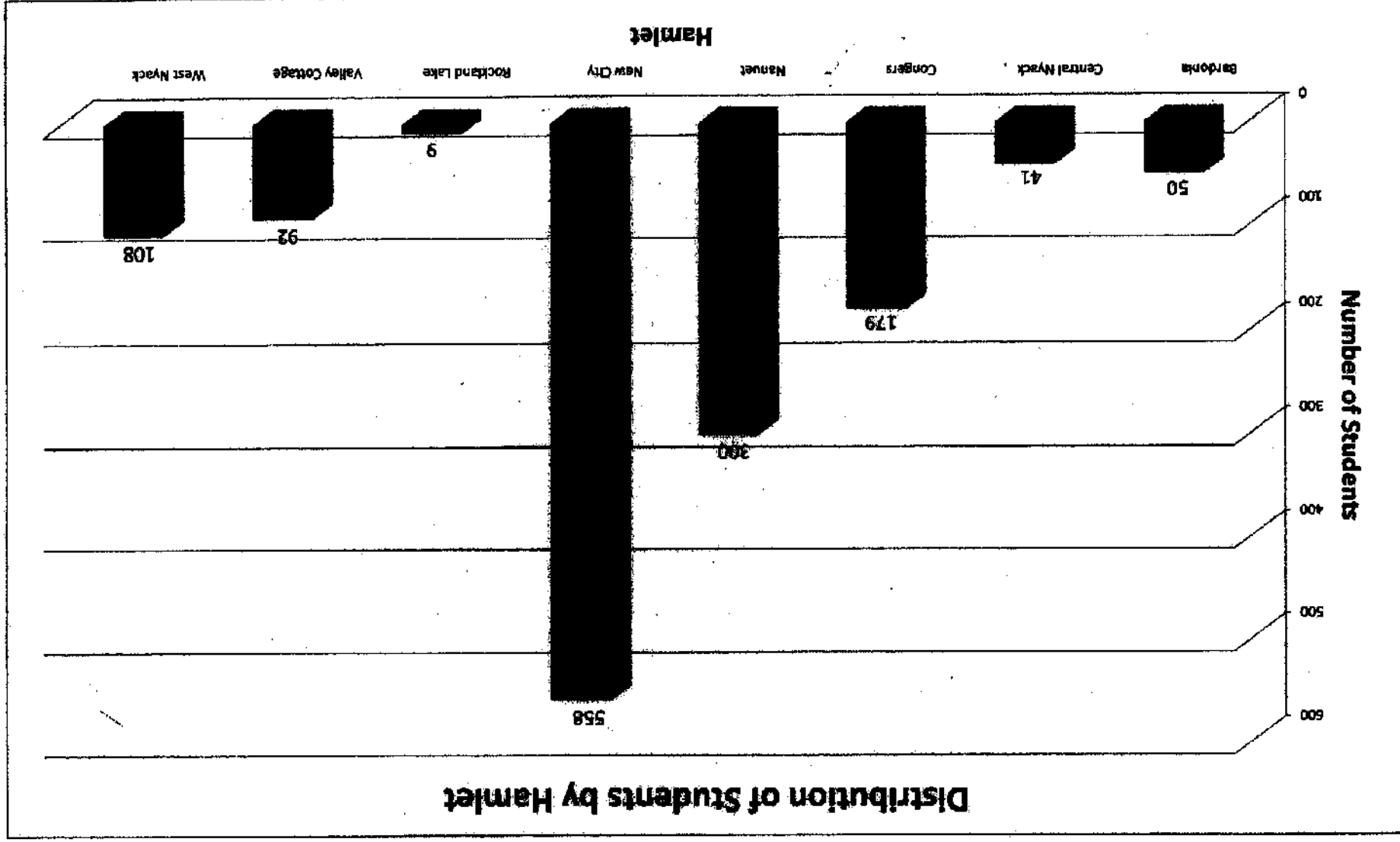
Student +
housing

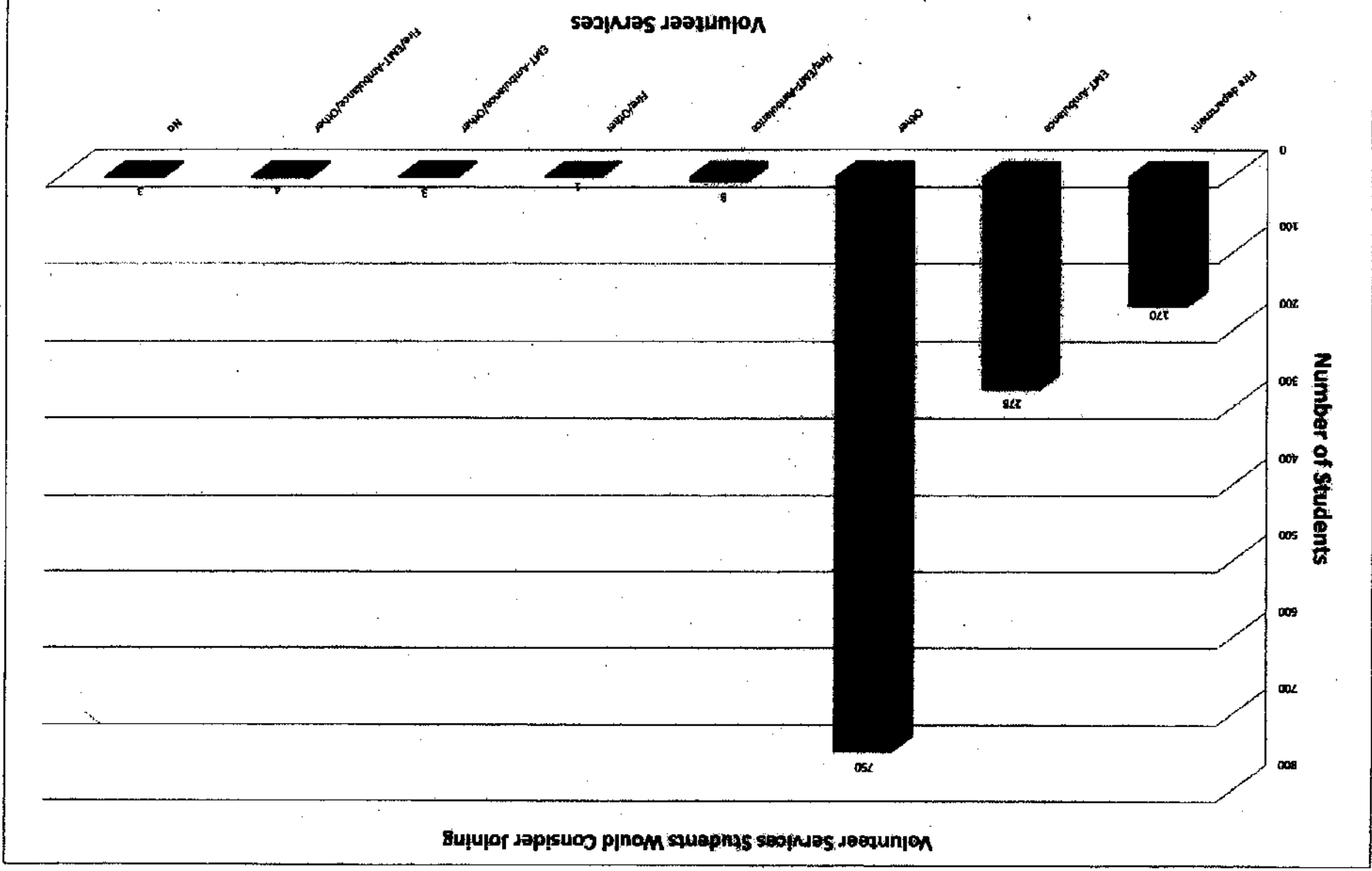
12. - Would you plan to live with your family or on your own?

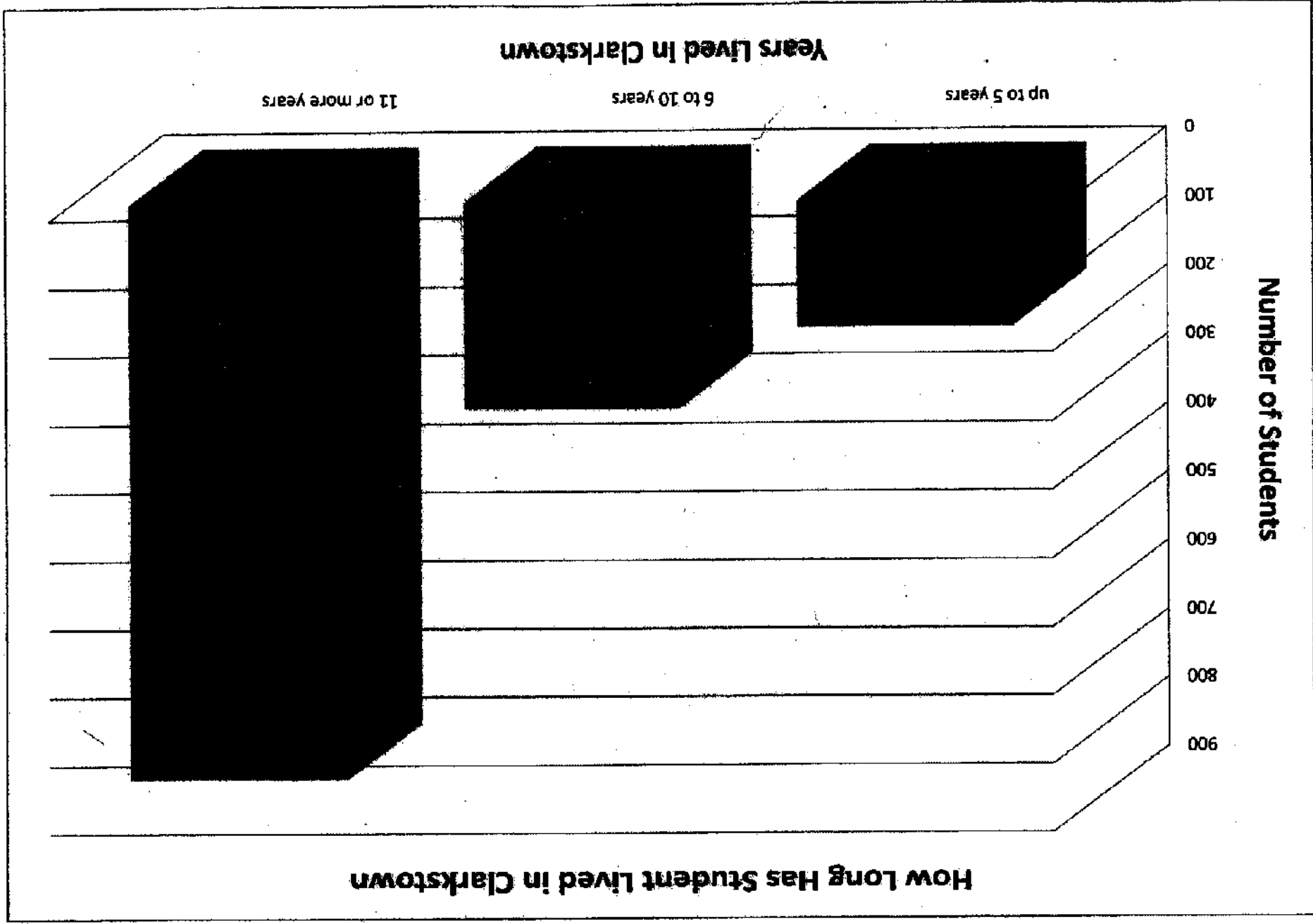
Hamlet	Total	Family	Own
Bardonia	47	10	37
		21%	79%
New City	533	106	427
		20%	80%
Central Nyack	38	7	31
		18%	82%
Rockland Lake	3	1	2
		33%	67%
Congers	174	49	125
		28%	72%
Valley Cottage	85	24	61
		28%	72%
Nanuet	299	78	221
		26%	74%
West Nyack	102	29	73
		28%	72%
Hamlet not specified	69	14	55
		20%	80%
Total	1,350	320	1,038
		24%	77%

14. - Would you consider living in a studio or one bedroom "accessory apartment"?

Hamlet	Total	Strongly Consider	Not Consider	Do not know	Other
Bardonia	50	14	9	27	0
		28%	18%	54%	0%
New City	542	137	95	291	19
		25%	18%	54%	4%
Central Nyack	39	10	5	21	3
		26%	13%	54%	8%
Rockland Lake	3	2	0	1	0
		67%	0%	33%	0%
Congers	178	41	22	106	9
		23%	12%	60%	5%
Valley Cottage	84	21	11	50	2
		25%	13%	60%	2%
Nanuet	298	72	42	169	15
		24%	14%	57%	5%
West Nyack	105	31	14	56	4
		30%	13%	53%	4%
Hamlet not specified	70	22	10	32	6
		31%	14%	46%	9%
Total	1,369	353	209	758	58
		26%	15%	55%	4%







64: Student Comments Report

houses are too expensive

I don't know,

to not overpopulate the town by making and building many houses in the town

more homes for elders, more high rises

The cost of housing is too expensive in the area. The cost of single family housing and rental townhousing has increased annually and it makes the cost of living too expensive.

Don't build too many houses and use the ST. Agathus land to build a recreation center for Nanuetation.

To many houses not enough piers

The town should consider building houses. We have some areas of undeveloped land, and Nanuet is a growing place

no more houses in nanuet

none

housing prices are too high, too much new construction

lower taxes

The backyards in Nanuet on 38 Jerry's Ave need to be leveled and cleared up of the murky because it is infested with mosquitos, which is a good place for the West Nile Virus

The property taxes are so high, that the construction companies have to build large houses to make a profit

The cost of housing these days is a big concern

housing market in recession

We need cheaper places to live for teenagers

I wouldn't know

n/a

prices too high

a nice condo complex near the water. Indoor garage only condo owners can use

n/a

Too many people moving into the areas lead to cutting down forest.

skunks

it became expensive

put more trees on yards

high taxes

The town should focus less on town houses apartments and move towards more large, single family homes.
Get rid of a lot of the low-income housing. Less parks, more businesses

no leaks and no electricity problems. Also must be clean

keep and preserve the remaining forests that still exist, because we run the risk of losing rockland county's natural beauty that captivated the first settlers of the area. The loss of places with trees and forests is sickening and takes away from the beauty of our area.

keep community from becoming too densely populated

No comments

Bigger garages

housing prices too high

nonw

housing is too expensive, too crowded

I live in Pearl River and they would not let me go to Lake Nanuet and they ruined my childhood when they no longer accepted my fake ID when I was little

the taxes have the ability to be reduced

housing too expensive

possible rebuilding of some of the older houses 20 years or more

stop large housing developments

in the town of clarkstown some housing issues would be overpopulation and modernizing old houses

homeless, don't raise taxes

build pools and condiums and town houses.

no comment

don't raise taxes

costs of housing are high

keeping property clean

less houses, too crowded

too expensive for the cost of living

houses too expensive

too close, bigger yards

To much building/not enough selling

housing is too expensive

none

too much of tan

Prices too high, over population, too many houses in tight areas
Too much money for housing. Some areas for housing are bad.

prices are way too high

no comments

apartments

less houses, too crowded

The possibility of rising prices because many new homeowners want to live here, but find those options limited because of high house (and tax) costs
cheaper housing

housing is too expensive

Limit buildings of new houses due to inflations in school districts.

taxes are too high

housing too expensive

no comment

nicer

housing prices has risen to a very high amount.

make town safe

there is not housing issues to me in rocklands

The price of housing is becoming very high. Families that used to be able to live in a comfortable home have to live in apartments or condos.

I believe the housing issue should be an important problem. I believe that the cost of housing should decrease or at least the taxing on homes.

housing is too expensive

I feel that there has been too much building within the town and the country

I think the taxes are too high it is difficult to live here.

extremely expensive and high taxes

more apartment in valley cottage and nyack for young people.

More condos

help out the plazas in Nyack make them better.

The price of buying a house in rockland is extremely expensive

stop suburban sprawl!!

Taxes are higher than people can afford.

housing has become far too expensive. Also was it really needed to knock down woods to make so many overly expensive similar houses?

I don't have any housing issues

prices keep going up on new houses, but there is no one to buy them so they remain vacant

don't build any more houses. The schools are getting crowded

it should be more inexpensive cause the economy isn't what it used to be.

reduce taxes for price. It's ridiculous.

lower property taxes

the town is getting overpopulating and lower property taxes

:)

better recreational facilities

I think that the new garage cans need to be replaced with what they used to be. The fact that they are painted on makes them look dirty, and also out of place. If we could replace them with the ones we used to have they would all look alike.

none

get rid of the high school and its drug dealers

closer attention needs to be paid attention to in regards to closeness of other housing. Over population is becoming an issue

Well I live in Orangetown so I don't care.

pearl river needs more apartments

water should be cleaner, renting is very expensive

too expensive

save planet, stop building ugly houses.

The prices for taxes for the houses in Nyack are going to high and there was a possibility of a bridge that was going to be built. That would cause many houses to be destroyed and the owners of the houses would have to look for another houses.

no more houses this will make more traffic which is not a good thing.

homes are way too expensive

too expensive, do you really think population will increase if you leave prices that high??

Beautiful architecture does help people want to live somewhere

Too many new developments overcrowding school.

Stop building them!

Don't build on farmland. PLEASE.

Don't not build on farmland PLEASE

too many houses!!

Taxes too high!

don't build on farmland
expensive real estate
not enough houses, destroy the forest
we need some basketball courts in good condition near housing
none
disallows further building on undeveloped land. It's making the town unpleasant to live in due to the massive amounts of people already living here
n/a
taxes are too high
The high prices is the cost of living here has to be addressed.
none
Taxes are expensive
housing is too expensive
more apartment complexes and parks
WTF
very expensive
don't ask high schoolers
what the hell?
more affordable housing
congers needs a little shopping center like new city has
lower taxes
none
lots of spacial housing
lower taxes
-to close together there is not enoug land on each house property
pot holes in roads
some of the housing projects aer made too fast that problems arise soon and then theres just become public nuisance
you should put sidewalks on the streets so people can walk
many houses in congers don't have basements
lower taxes
for the last 14 years of living in rockland, there has been a horrible gas leak on my street yet to be fixed. Raven terrace
warsaying

the water should be cleaner

it's all good

I like houses

less expensive housing

prices of housing needs to go down because our generation could not afford it

way too expensive, I don't know enough about it to make fair judgement

there isn't enough affordable housing in nyack. There is no middle - million dollar homes/condos to low-income housing

taxes are too high

the parking lot and bradleys the entire shopping center needs to be rebuilt and with proper establishments the economy of the town would boost.

More housing cheaper and housing taxes lower.

There are too many houses being built. The town is already overpopulated, and the construction of larger house just invites more people to move in.

fix historical houses and properties that have and retain historical value to the town and country.

I frequently get blackouts. There are too many jews and I feel left out. Plus too many teens here smoke and drink. I hate Rockland with all my life. Once I move out, I plan never to come back.

lower cost of housing. Rising taxes

N/A

got none

I think that gas and charcoal grills should be allowed in condominiums and town houses

I like houses.

houses should be more affordable

the cost of housing is expensive

housing is too expensive

none

water floods basement where I live

The new development on the North Little Tor will certainly crowd nearby elementary schools and traffic to the road as well as the rest of New City.

no more houses

better cable

too many people, not enough resources

the housing is too expensive and it is getting difficult to afford to live here. My parents are planning on moving after I finish college

no comment

immigration laws

Really mess neighbors
make it nicer! Rent control! Orangetown is better and nicer to live in!
what are the housing issues facing the town?
surveys like this
stop building houses
I think that
turf soccer fields, recycling and nature conservation
Fewer mansions and large houses. More eco friendly center town condo complices.
sidewalks, conerstores
taxes are high and should be lowered
there should be a train station for commuters. Would increase growth of town
there are lots of houses
,
?!?!?!
there are too many
none
save trees. No more developments. Stop building. You are ruining the environment
I like turtles
the dells entrance needs to be cleaned the proper way and howe it look like the enteranec of delwood
too many houses in little spaces.
don't care
Flooding problems should be fixed more variety get some solar power
Housing is coming increasing expensive.
too many homes are being put up too close together
we needto have more housing.
the houses are too close together
the roads need to be paved in new city.
The houses prices is down.
it's all good
to expensive, to crowded
Enough is enough don't make more just make nicer.

Haverstraw

more apartments needed

encourage lowering taxes. Rent is very high and taking out loans is always a risk. Finding a great job right after graduation isn't easy for everyone. In fact, it's a challenge especially if you're a full-time freshman college student

get some good school

There are way to mant residenttail areas, too many people in Rockland its very overcrowded and there is not enough land open to the people.

With prices increasing so rapidly and big housing. I feel as if in a couple of years everything will be high end and unaffordable.

indoor pools needed

Too many huge houses are being buillt and not enough moderate using something that the lower-end of middle class can afford but no houses for the poor should be made in this lanes there is a reason why there is a low crime rate,because not too many poor people are here,

Too close together and too much traffic

too many developments being built overcrowding of houses and business

less suburban sprawl (see nest question)

put mailbox on same side of the street as the house

taxes are too high

I was not actually aware that there are housing issues facing the town

people want big houses for cheap

no more houses

or what

yo

improve the schools, - I'm 16, I don't know any of this

Too high cost of living.

more property

Im only 16 I don't care

they should demolish the apartments w/ the poor people in them

to espensive

none

too expensive

get rid of insects. Should be apartments' owners responsibility to get rid of bugs.

I couldn't give a sh-- because there are no housing issues in Clarkstown so stop whining

Overflooding when it rains.

Make them nicer & bigger.

parking

it's in good condition - no need for change/ use taxes for something more useful than building in our affluent town. Please. Thank you

there should be stricter codes for fines

costs of living- incredibly expensive so many large houses few can afford

don't allow cheaply made and poorly constructed houses built

housing here is too expensive

prices are too high, no one is buying

new homes are not affordable

More houses should be given ample space for a decent backyard.

I feel the town becoming over populated and you should regulate building of houses because our town isn't that big and there are too many people.

nothing!

Build larger, more inexpensive housing and demolish old and worn down buildings.

or what?!

the houses are too expensive

The housing issues could there could be one or two houses that aren't sold for like 700,00-800,00 dollars where not that I know of is going to buy

the prices for land should be lower

there are too many people in Woodglen elementary!

lower the prices, make the community cleaner

house prices are too high and need to be lowered

County upkeep of streets and sidewalks should be improved

I would consider renting an apartment in Nyack or Pearl River after college because it is in a town with a village that has stuff to do in the evening.

There is too much building in Rockland and especially where there is a lot of over crowding and violating of building codes.

fluctuation of acid rain in the area, more power plants

Put up less apartments and town houses. Keep Rockland Upper-middle class. Keep the school systems the best+ continue to pay teachers + police high salaries because they are the backbone of Rockland+ keep our streets safer, children smarter and our reputation high.

The town is building houses way too close to each other and making Clarkstown look cluttered. For example near Saint Pauls elementary schools near the rail road they just built too many houses there.

what is scenic vista?

no comment.

The houses are alright I guess.

I think the housing market is unfair today.

make more Nyack-like towns to attract residents. More apartment complex near busy towns.

Lower the prices.

The constant building of larger homes of RT 304 is going to increase the taxes and despite green land around the area which is making Rockland less attractive.

many college graduates return home to parents. We should encourage them either to move out and buy their own homes in Rockland or elsewhere or to get jobs and contribute economically and socially, also many don't vote. Our town instead of outsourcing them to the city.

houses are built on swamps

the houses should be made to look nicer

the cost of property is too high. Too much traffic is disturbing home owners

They are so expensive and taxes are so high. However schools are worth it.

n/a

more woods, less buildings

More affordable housing small homes+apartments. Safety important too.

it doesn't matter to me, I'm out of here!

Places for teen to hang out. Spread them out for kids who don't have cars.

lower property taxes would be nice to see for a change

build homes that low income families could buy

need to stop cutting down trees and wooded areas to build more homes

It expensive

less housing, less people, less taxes. Less mega-mansions

limits on number of houses in one area

Don't build any more obnoxiously big houses!

Cost of living here is too high

give this to adults only.

n/a

too much construction.

a little expensive

too crowded. Kick people out.

prices are increasing and people cannot afford them.

too many houses in unnecessary places--who would want to live on 304 looking out to a highway?

I think there should be more diversity as supposed to so many high rancher. I would also like to suggest more sidewalks + stores closer for walking distance.
IHOP please.

no comment!

1.More scenic landscaping

2.More shopping complexes

cheaper housing for younger people

none

I have not lived in rockland five years.

banana pancakes! Less taxes. More space.

housing wa?

My house is fine with me.

houses should not contain multiple families

Forest and open land spaces are being destroyed to build more homes. Over populated towns.

clean and nice houses

I think tones should be

I don't know less money for using AC or heat cause you need them.

make them cheaper

Tiki Huts

Better facilites.

rapists off the streets

They Suck

Taxes are really high.That an issue with me living here.

Find or build cheaper houses.

tearing down too many trees and building new houses

Less Condos

more affordable housing, small home and apartments

decreas taxes on housing.

places for teens are too far spread out for kids without cars

taxes.

the prices are getting too steep.

prices should decrease & more house developments should occur

If there were issues with the housing in the town it is the landlord's responsibility to take care of it. The community is fine and I don't appreciate having to take this survey. The only problem I could possibly see is rising real estate taxes caused by the greedy Clarkstown municipality sitting at their desks waiting for their kickbacks.....

houses cost way too much in clarkstown, taxes should decrease

internet access

none

Stop adding new neighborhoods.

Do not cut down forest.

cost of living indexes expenses

none

So much spent on senior citizens so there should be cheaper condos for people getting out of college.

all is good son

no professional sports

how do you house a hosue

the property values makes it difficult to own a home

taxes way too high.

please stay aware of the effects to the natural surroundings and the impact housing may have on the species of animals in the are near the construction.

we need more places for kids in which they can go after school and be in a safe environment.

Connect halls.

Atheltic department.

more land

we are building too many houses making less parkland

new houses built are too big and expensive.

not enough affordable housing and apartmentd available specially near mass transit

taxing

Too many houses.

there is too mcuh housing

just don't build houses on top of eachother.

sometimes I feel like hteir staring at me. Why don' t they understand?

lower taxes

plaw my drive way so my dad doesn't have to

lower taxes on houses

Lower taxes(local and school)
it should be less expensive
snow plowing--accuracy with wehre plowerds plow(sometimes mess up lawn)
Need more + bigger houses.
the payment is high
small cheap apartments
don't make houses so big that there is more space and trees.
nice houses
More inspection.
Ensure the fire system
Barbeque distance music.
Housing is way too expensive.
Too crowded
no comment
Don't know anything about the topic in the first place.
Monsey is a complete fire and safety hazard. Prices of taxes on houses are astronomical. Nyack has too many crack heads walking the street.
lack of security
lower house prices for mortgages
I live in upper middle class and am aware of mortgage rates (though we heard they were higher) upper middle class has nice housing
taxes are too high
too expensive
none
too expensive and property taxes are way too high
idk
extra entrance to south
costs
there are wayyy to many
n/a
none
the constant "upgrade" of housing in the community
the prices of houses go down

preserve more forestland

It is too expensive for kids that graduated college to come back and live here. They would only be able to afford living with their parents

too many new houses being built

taxes are high

The taxes are too high



Overall Report

October 8, 2008

GMRS

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Background and Objectives

Background

- Clarkstown, New York has approximately 83K residents and 22K households. The town is preparing a Comprehensive Plan. The planning process includes obtaining resident reaction to the current and projected housing utilization and needs.

Objectives

- The overall goal of the study is to evaluate upcoming housing needs across targeted age groups.
- The specific objectives are to:
 - Identify upcoming housing needs of local residents
 - Measure reaction to several housing options that might encourage residents to remain in the town as their future needs develop.

Methodology and Sample

- 602 telephone interviews were conducted among residents of:
 - Bardonia
 - Central Nyack
 - Congers
 - Nanuet
 - New City
 - Valley Cottage
 - West Nyack
- Rockland Lake was excluded from the sample due to small representation in the sample.
- Qualified respondents are 19+ years old and are residence of the hamlets in Clarkstown. They were identified from a listed sample of residents in the listed hamlets.
- Quotas were established for three age groups:
 - 202 interviews among 19-35 year olds
 - 199 interviews among 36-54 year olds
 - 201 interviews among 55+ years
- In order to more accurately reflect the sample, quotas by gender were established.
- The data were weighted to reflect population by age. At a 95% confidence level, the margin of error is +/- 2%-4% for the overall sample. For individual age groups (n=200), the margin of error is +/- 3%-7%.
- Data collection occurred between August 26 and September 8, 2008.

Predictive Discounting Formula

- One of the realities of survey research is that respondents' stated behavior rarely matches their actual behavior. That is, the percent of respondents who state that they are "very likely" or "somewhat likely" to act in a certain way is higher than the percent who actually participates in that behavior.
- For instance, 17% of residents state that they are "very likely" or "somewhat likely" to move in the next 12 months. If we were to re-visit the situation in a year, fewer than 17% will have actually moved.
- In an effort to obtain a more realistic assessment of behavior, discount estimates are applied.
- The estimate used to factor the data in this report is to count:
 - 1/2 of the "very likely" responses
 - 1/4 of the "somewhat likely" responses
- The logic of this formula is that the probability of following through on the stated behavior is greater for the most committed respondents (i.e., "very likely") than for the less committed respondents (i.e., "somewhat likely").
- Therefore, the discount factor applied to the 17% of stated behavior translates these intentions to 6% of resulting behavior.

Summary and Implications

Moving Intentions

- Clarkstown has a migrating population base. Intentions to relocate are strong, particularly among the youngest and minority residents. Nearly two-fifths (38%) of residents state that they are very/somewhat likely to move in the next 5 years. Yet almost one-fifth (17%) have plans for the next 12 months.
 - As stated intentions typically over-estimate actual behavior, a discounting estimate (1/2 of the very likely and 1/4 of the somewhat likely responses are counted) was applied to the data. With the discounted estimates, 6% of the population are very/somewhat likely to move in the next year; 15% are likely to move in the next 5 years.
 - Relocation intentions are significantly stronger among younger residents (19-35 years) — 37% intend to move in the next 12 months; 67% in the next 5 years.
 - In addition, intentions are higher among non-White residents — 25% in the next 12 months.
- The majority of the moves will be outside of Clarkstown. In fact, only one-quarter (25%) of likely movers plan to stay in Clarkstown. While 15% plan to leave Clarkstown but remain in Rockland County, more than one-half (56%) of likely movers plan to relocate outside of the county.
 - Although directional in nature, it appears that 19-35 year olds are the least likely to leave Rockland County. This might be a function of the high percentage (57%) of 19-35 year olds who currently live with their parents. The move might represent their own first residence.
- On average, residents are willing to spend a maximum of \$358.2K for a new home purchase. They are willing to spend a maximum of \$1,300 per month for rent.
- Two-fifths (43%) of residents likely to move in five years prefer to live within walking distance of conveniences such as local shopping, transportation, and houses of worship. The proximity to conveniences is an important consideration for likely movers, particularly for the most mobile population — 19-35 year olds and non-White residents.

Summary and Implications (cont'd.)

Residential Considerations for 19-35 Year Old Residents

- 19-35 year olds are more than twice as likely to plan to purchase their new home rather than rent (71% and 29%, respectively). Purchase plans are more prevalent among 19-35 year olds who are employed and report higher income.
 - A single family home is the preferred option of 19-35 year olds who prefer to purchase their next home. They also tend to want larger houses — an average of 3.4 bedrooms.
 - Those who plan to rent are more likely to plan on an apartment complex than a condo (53% vs. 29%, respectively).
- When asked to cite the three most important factors considered in a move, job location, school districts, cost of living, taxes, the price of the house, and proximity to family/friends earn the most mentions.
- 19-35 year old residents also rated the importance of several considerations. Strong importance was placed on the proximity to shopping, major roads, and entertainment. Secondary considerations are public transportation and recreational facilities. Amenities that have the least impact on a moving decision are churches and outdoor recreation (e.g., pools and tennis courts).

Summary and Implications (cont'd.)

Reaction to Accessory Apartment Options — 19-35 Year Old Residents

- One-half (51%) of those who prefer to rent were asked about their intentions to rent a studio apartment or an accessory apartment. Based on the description provided, 51% would choose an accessory apartment, while 46% would opt for a studio apartment.
- The opportunity to rent housing that is dedicated to Clarkstown volunteers had a positive impact on the volunteer force.
 - Approximately one-in-ten (12%) 19-35 year olds currently volunteer in Clarkstown — the fire, police, EMT, or other public service. Incidence of volunteering is higher among lower income households.
 - 5% of 19-35 year olds are very/somewhat likely to join the fire department or EMT service in the future. However, those intentions more than triple to 17% with the prospect of dedicated housing. (The discounted estimate is 7%).
 - Fire department prospects skew towards residents in smaller households and those who did not graduate college. However, non-White residents are more likely to volunteer for EMT (with or without the dedicated housing).

Summary and Implications (cont'd.)

Reaction to Retirement Housing — 36+ Year Old Residents

- Clarkstown is a community in which retiring residents prefer to stay. Two-fifths (40%) of residents 36+ years plan to retire in their current residence. And one-quarter have already retired.
 - However, nearly one-third (31%) of 55+ year old residents are likely to move in the next five years.
 - Single family homes (49%) is the preferred retirement housing option, particularly one-floor homes. However, 31% would prefer to move into multi-family homes.
- It appears as if the creation of a permit for special accessory housing would appeal to these residents. One-third (35%) of 36+ year old residents would be very/somewhat likely to remain in their home with a permit for special accessory housing. When discounted to more accurately reflect actual behavior, 13% are likely to stay in their home with special accessory housing. However, only one-quarter (24%) of those who would create special accessory housing would rent their house and live in the accessory apartment themselves.
 - Older residents (55+ years) and college non-graduates exhibit greater intentions to take advantage of the special accessory permit.
- One-quarter (24%) of 50+ year old residents are likely to move to an active adult community in the next five years, especially those who currently live alone in their household. When intentions are discounted to better predict behavior, intentions are 8%.
- However, intentions to move to an active adult community double once a proposed active adult community in Clarkstown was presented. Approximately one-half (49%) of 50+ year olds are very/somewhat likely to reside in an active senior community once they reach 55 years of age. When discounted to more closely predict behavior, 17% of 50+ year olds might consider this senior housing. Females and non-White residents are key prospects for an active senior community.

Summary and Implications (cont'd.)

Reaction to Retirement Housing — 36+ Year Old Residents

- Aspects that are deemed to be the most important when considering a move are community social activities, one-level living, and a recreation area. Secondly, additional parking, limited kitchen facilities, pool, and a clubhouse are also important.
 - Dining facilities are notably more important to those who are 55+ years old or retired.

Conclusions

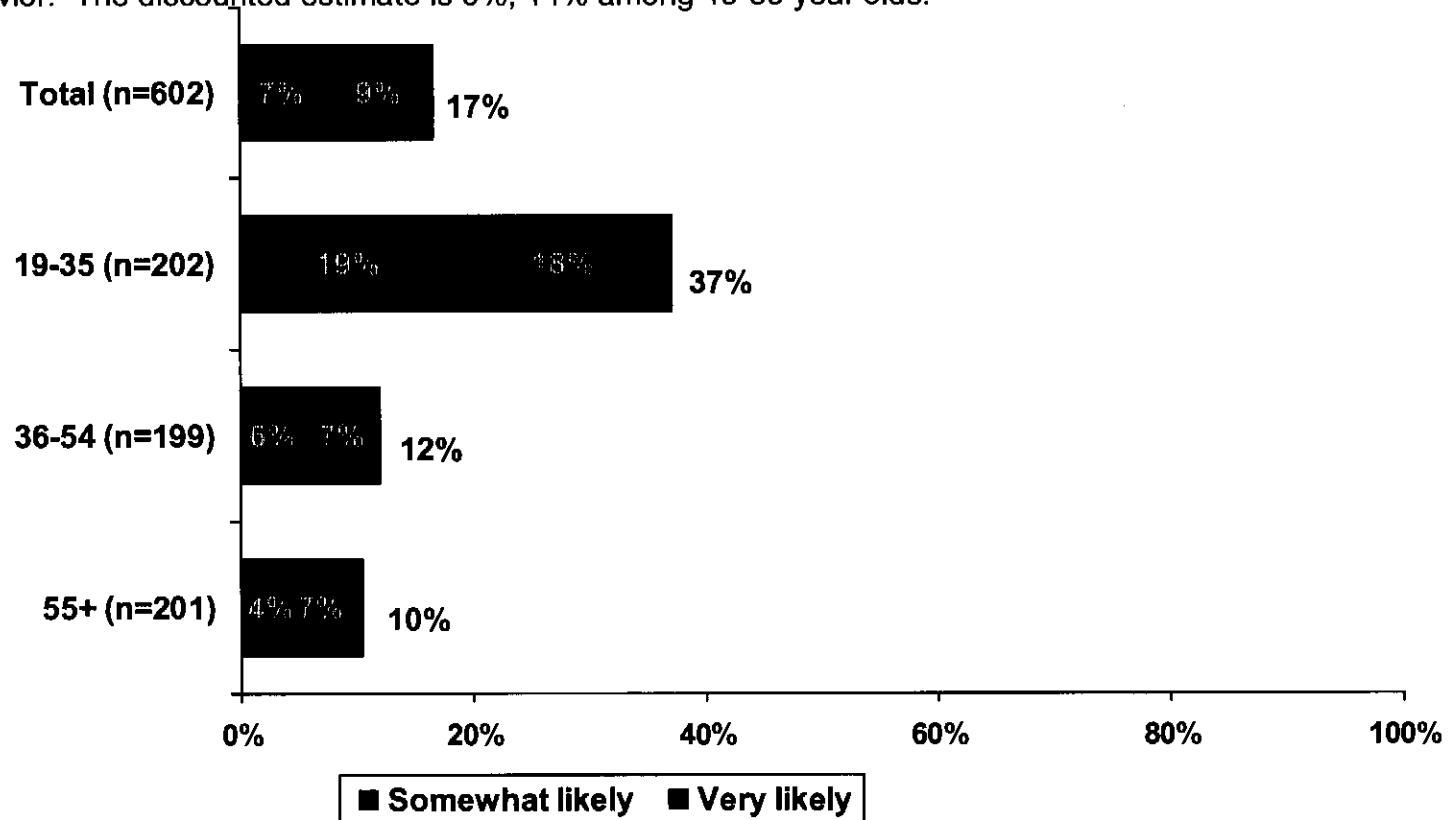
- It appears as if Clarkstown's proposed housing plans could mitigate the migration of residents to other towns and counties. Dedicated volunteer housing and retirement housing both generate interest among residents.
- The desire to purchase rather than rent will be a barrier with which to deal. Consideration should be given to positioning the benefits of renting in Clarkstown (e.g., proximity to conveniences, friends/family).
- The proposed housing tends to appeal to non-White and less educated residents. Specifically, prospects are:
 - **Dedicated volunteer housing:** More likely to be non-White and college non-graduates.
 - **Senior accessory apartment:** More likely to be 55+ years old and college non-graduates.
 - **Active adult community:** More likely to be female, non-White, and to a lesser extent, those who currently live alone. Those who are 55+ years old are directionally more likely to be interested in this community.



Overall Relocation Intentions

Intent* to Move in Next 12 Months - Very/Somewhat Likely

- Nearly one-fifth (17%) of residents state that they are very or somewhat likely to move in the next 12 months. Relocation intentions are significantly stronger among younger residents (37% of 19-35 year olds). In addition, intentions are higher among non-White residents (25%).
- In contrast, retired residents are less likely to move.
- As intentions do not translate directly into behavior, a discounting formula¹ is applied to predict the actual moving behavior. The discounted estimate is 6%; 14% among 19-35 year olds.



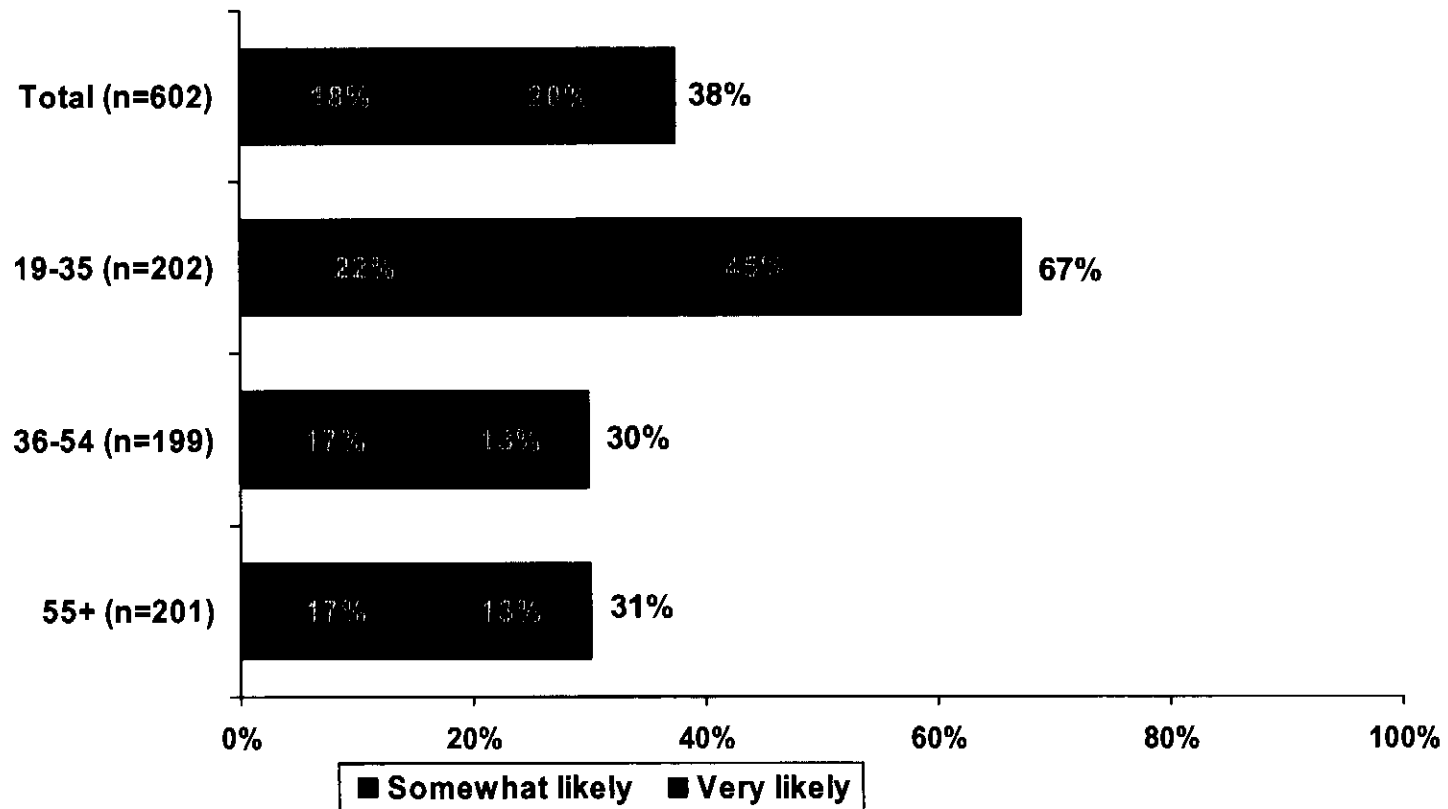
*Rating on a 4- point scale

¹ Discount factor = ½ of very likely responses and ¼ of somewhat likely responses

Q13 In the next 12 months, would you say that you are (READ) to move?

Intent* to Move in Next 5 Years - Very/Somewhat Likely

- Compared to the 17% who might move in the next year, intentions more than double for plans to move in the next 5 years (38%). The discounted estimate is 15%.
- Notably, two-thirds (67%) of the 19-35 year old population would consider a move in the next 5 years. These younger residents are the most mobile age group in Clarkstown.



*Rating on a 4- point scale

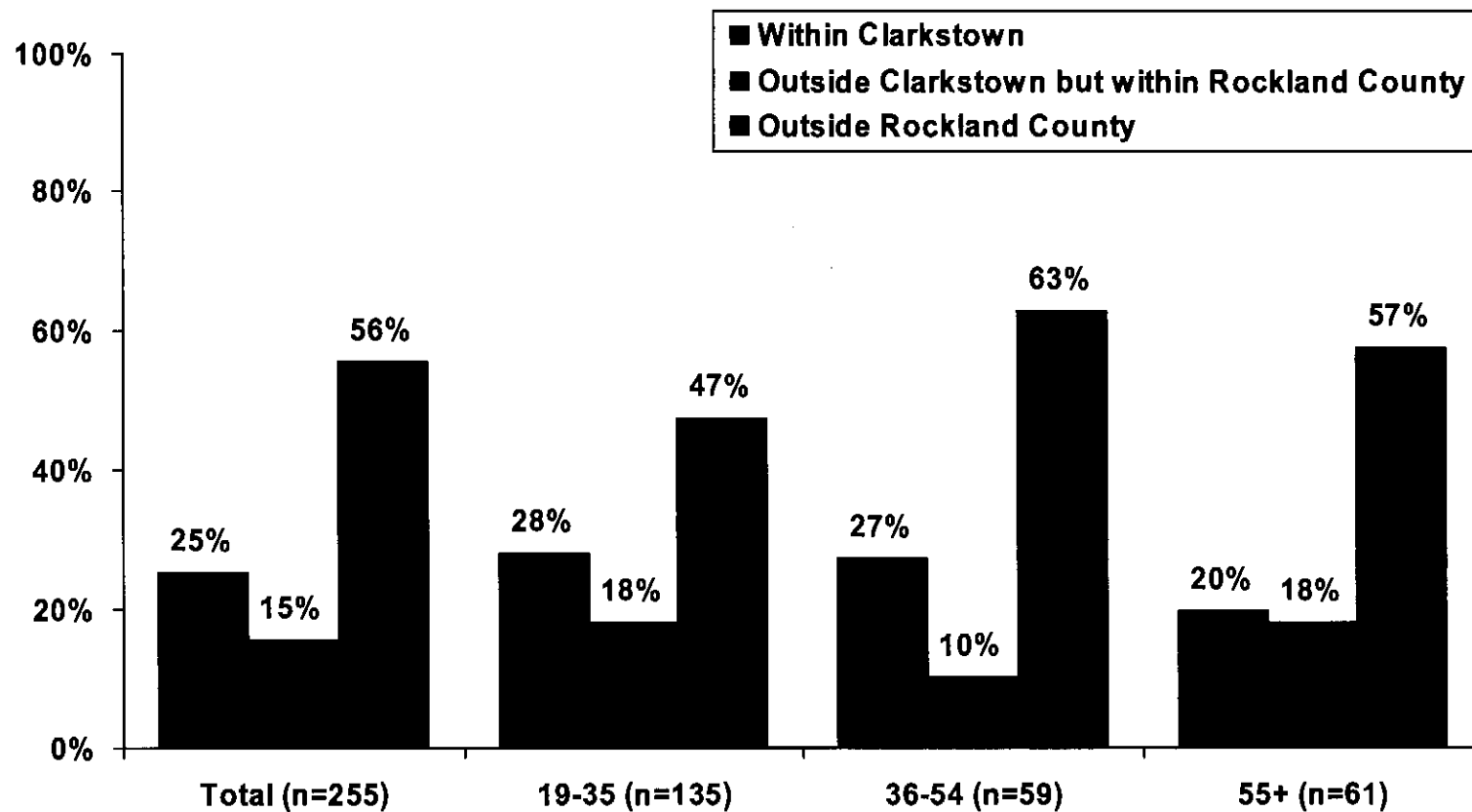
¹ Discount factor = 1/2 of very likely responses and 1/4 of somewhat likely responses

Q14 And in the next 5 years, would you say that you are (READ) to move?

Intended Relocation

- Among those likely to move within 5 years

- The majority of likely movers (56%) plan to relocate outside of Rockland County. Only one-quarter (25%) plan to stay in Clarkstown. Although directional in nature, it appears that 19-35 year olds are the least likely to leave Rockland County.

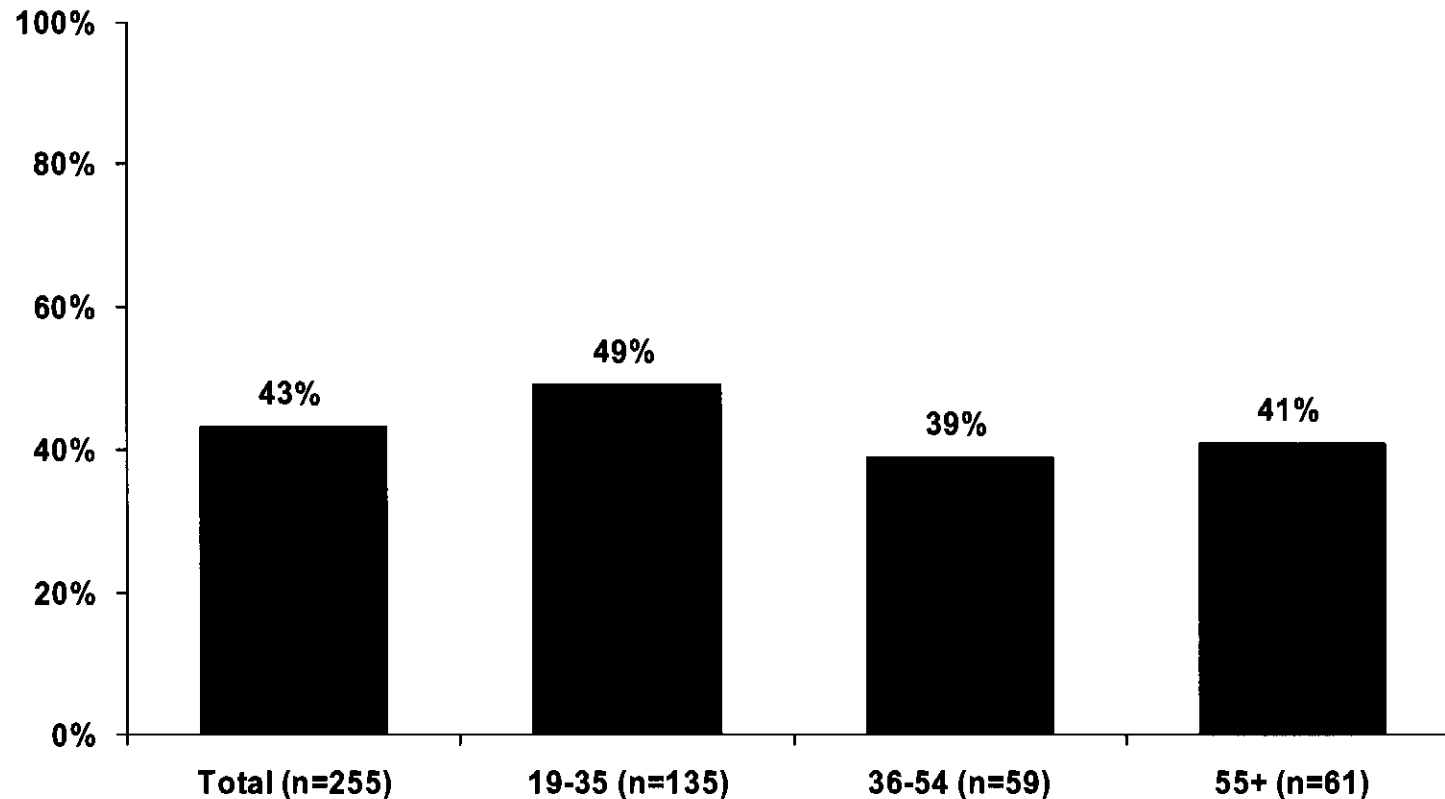


Q15 If you were to move, would you consider moving...?

Plan to Live in Walking Distance of Convenience

- Among those likely to move within 5 years

- Two-fifths (43%) of residents likely to move in five years prefer to live within walking distance of conveniences such as local shopping, transportation, and houses of worship.
- 19-35 year olds report directionally stronger intentions to live in walking distance of conveniences. Among ethnicity, the proximity to conveniences have a greater impact on Non-White residents.

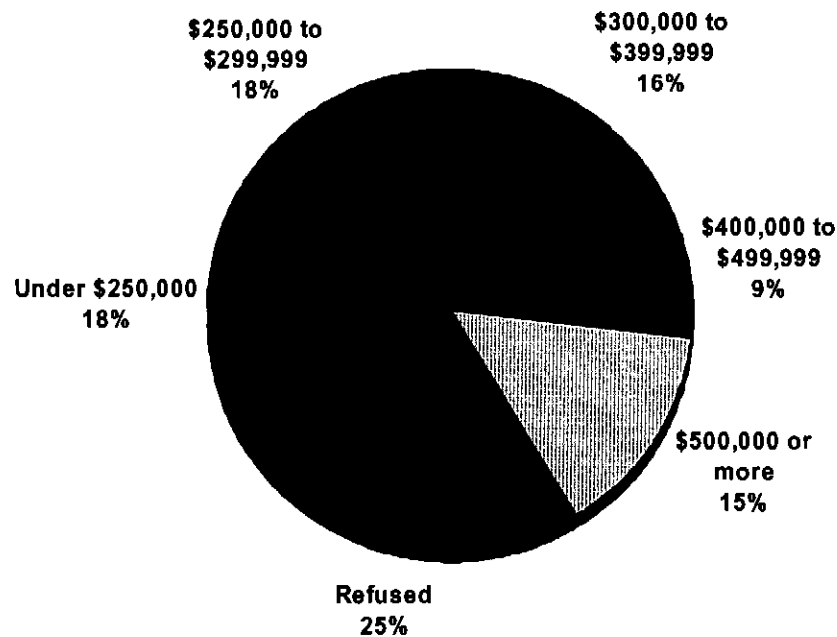


Q16 Do you plan to live within walking distance of local shopping, transportation, and/or houses of worship?

Maximum Amount Willing to Spend on Home

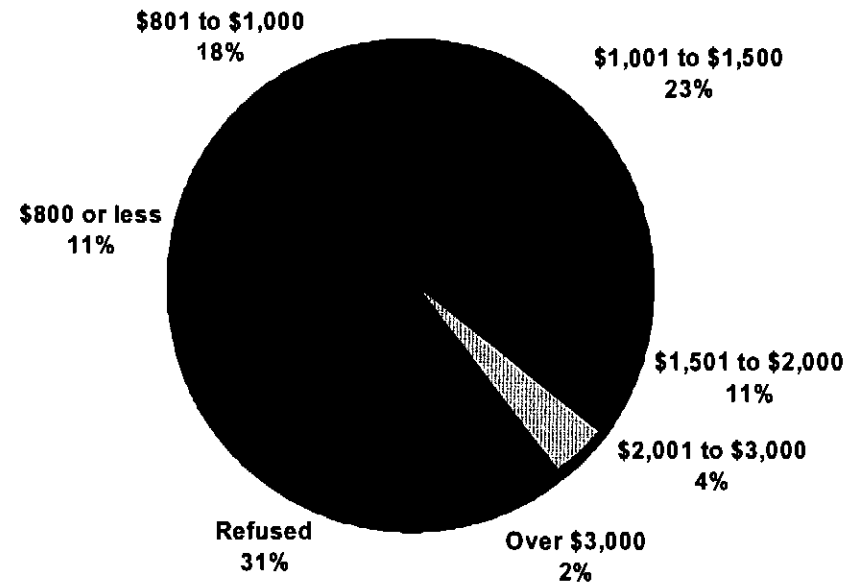
- On average, residents are willing to spend a maximum of \$358.2K for a new home purchase. Willingness to spend more on a purchase is higher among: younger residents, males, larger households (3+ members), those employed, college graduates and higher income residents.
- In contrast, the maximum amount residents would spend per month for renting a residence is \$1,300, on average. Males, college grads, and those who earn \$100K+ are willing to pay more for rent.

Purchase



Mean = \$358.2K

Rent



Mean = \$1.3K

Base (602)

Q36 What would the maximum amount you would consider spending to purchase a new home?

Q37 What would the maximum amount you would spend per month for rent?

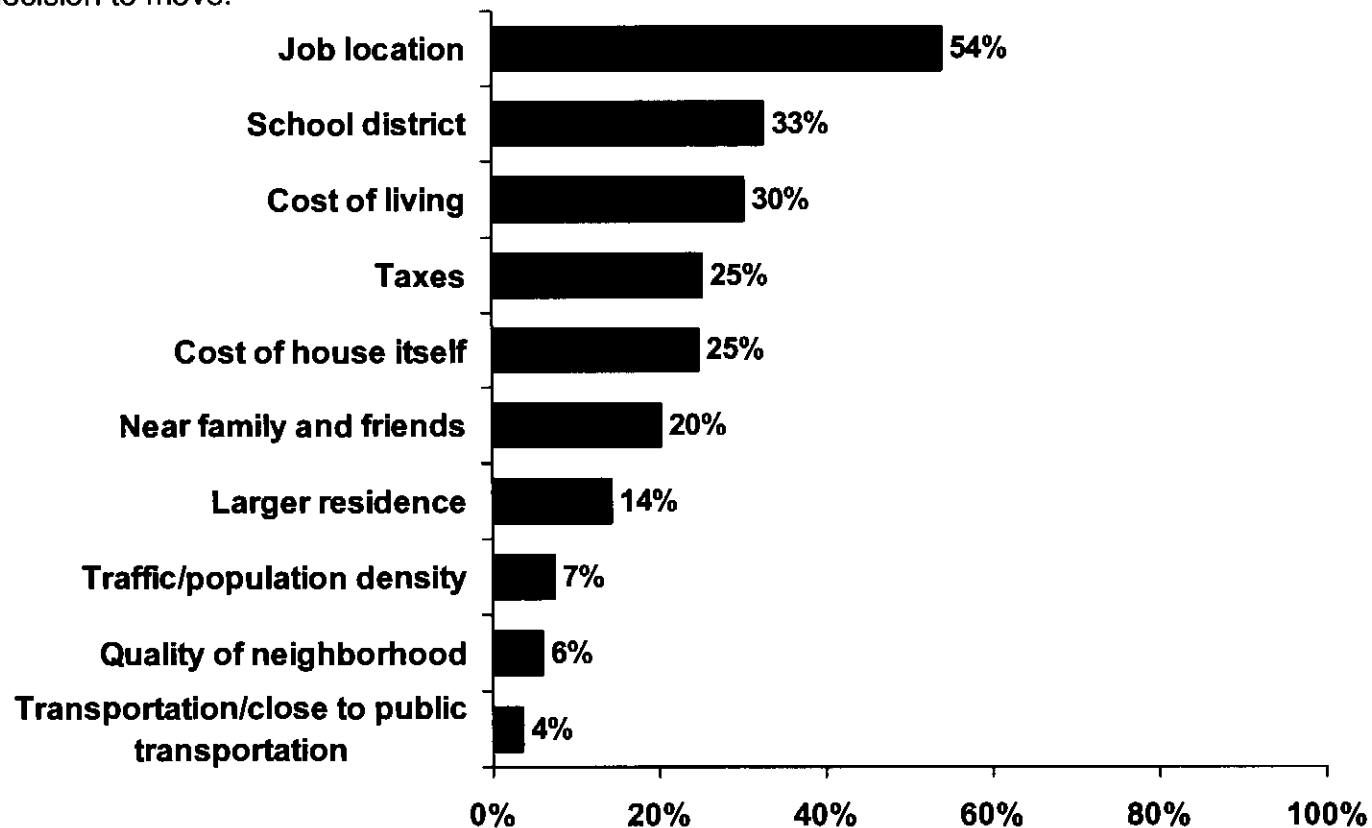


Relocation Preferences - 19-35 years -

Most Important Factors in Decision to Move (Unaided)

- Among those 19-35 years

- When asked to volunteer the factors that impact the moving decision, job location earns the greatest support among the youngest residents.
- School districts, cost of living, taxes, the price of the house, and proximity to family/friends also have a role in the decision to move.

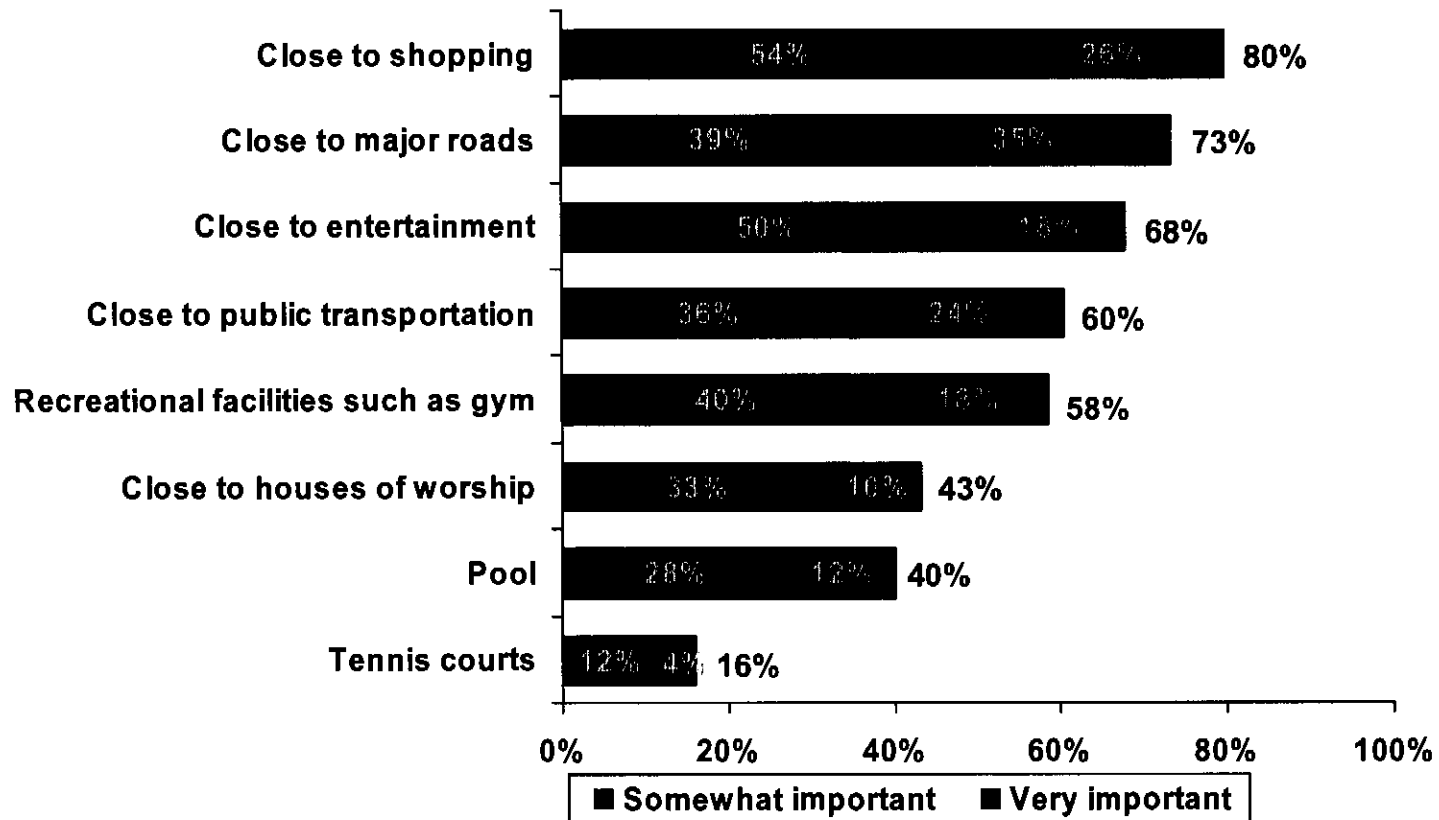


Base (202)

Q17 What are the three most important factors in a decision to move?

Importance* in Decision to Move - Very/Somewhat Important - Among those 19-35 years

- Proximity to shopping, major roads, and entertainment are primary criteria used by 19-35 year olds when deciding on a new location.
- Secondary considerations are public transportation and recreational facilities. Amenities that have the least impact on a moving decision are churches and outdoor recreation (e.g., pools and tennis courts).



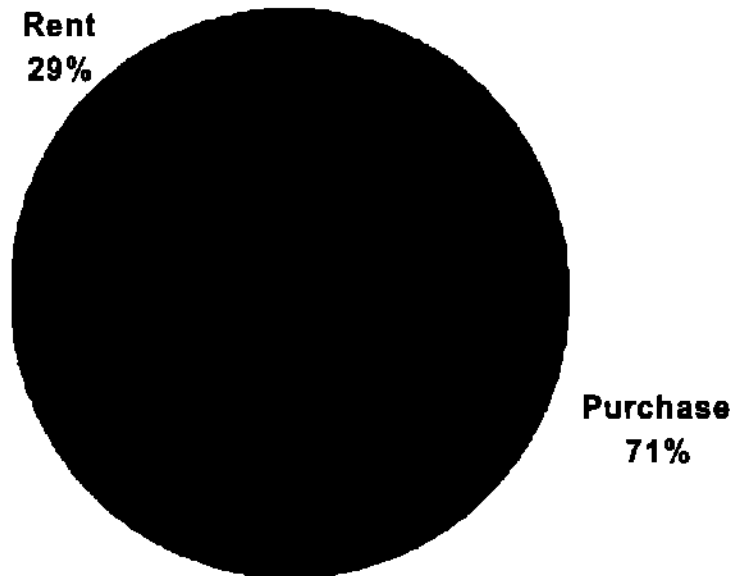
Base (202)

*Rating on a 4- point scale

Q18 How important would each of the following aspects be in a decision to move?

More Likely to Rent or Purchase New Home - Among those 19-35 years

- 19-35 year old residents are more than twice as likely to purchase rather than rent a new home (71% and 29%, respectively).
- Not surprisingly, employed residents and those who earn \$100K+ income are more inclined to purchase their new home.



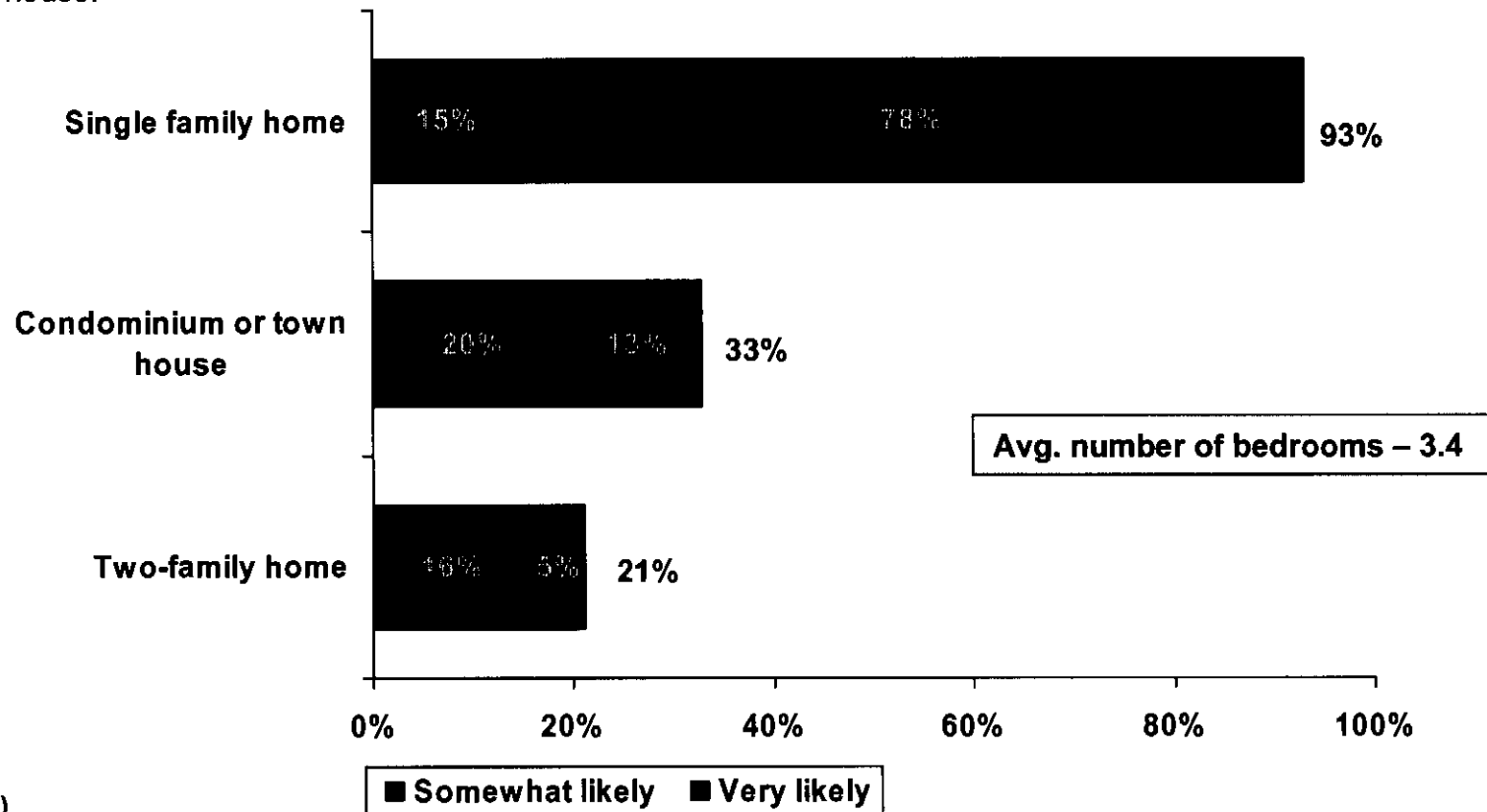
Base (202)

Q19 If you were to move, would you be more likely to rent or purchase your home?

Intent* to Purchase Choice - Very/Somewhat Likely

- Among those 19-35 years preferring to purchase

- Virtually all 19-35 year olds who prefer to purchase their next home are very/somewhat likely to purchase a single family home. The strength of this intention is noted by nearly four-fifths (78%) who are **very** likely to choose a single family home.
- These younger residents intend to purchase larger houses. They anticipate an average of 3.4 bedrooms in the new house.



Base (143)

*Rating on a 4- point scale

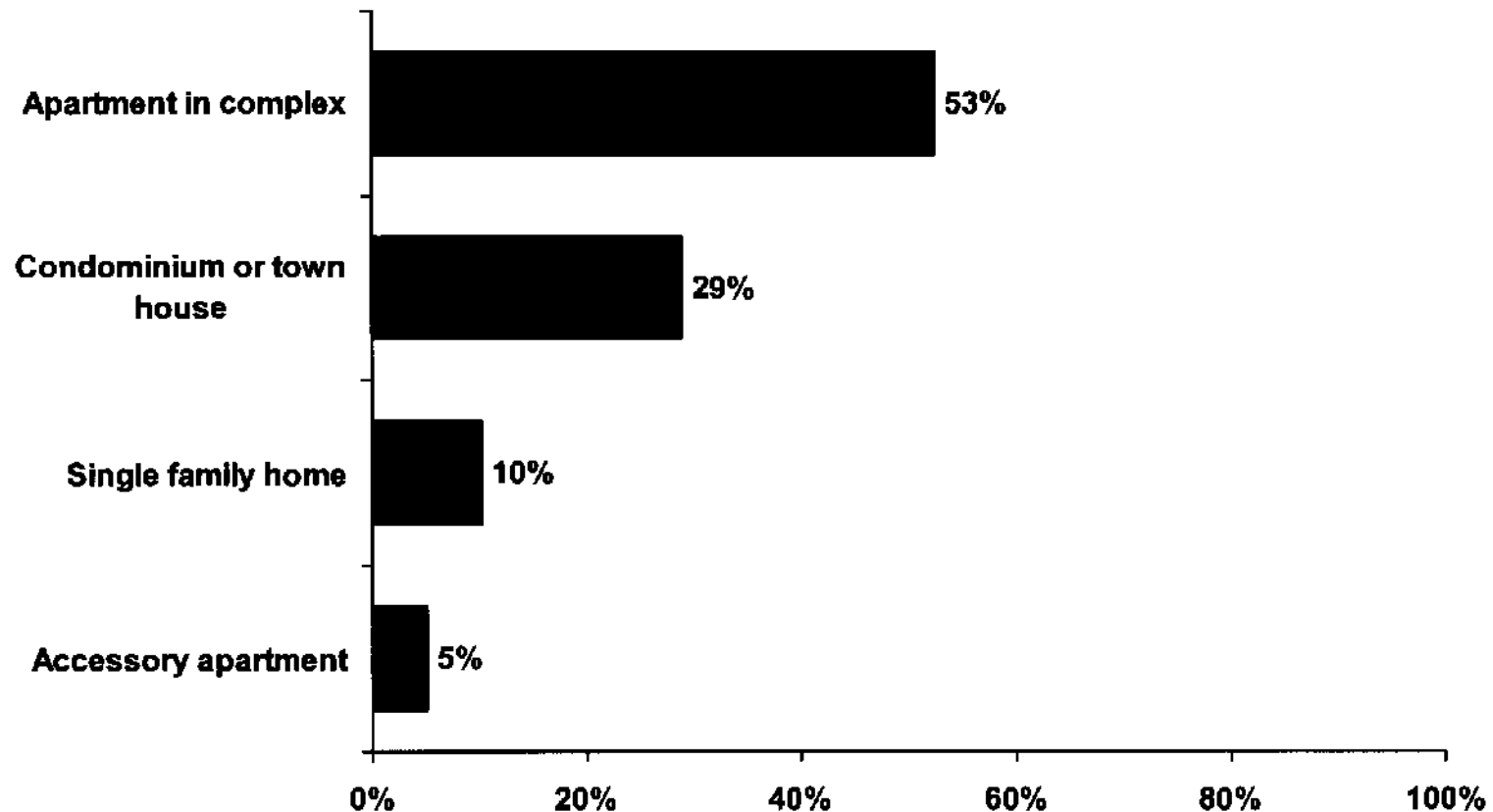
Q23 How likely would you be to purchase a [READ]. How likely would you prefer to purchase?

Q24 When considering a new home purchase, how many bedrooms would you look for?

Type of Rental Preferred

- Among those 19-35 years preferring a rental

- Those who prefer to rent a residence would be most likely to seek an apartment complex (53%). Condos (29%) also earn notable levels of preference.

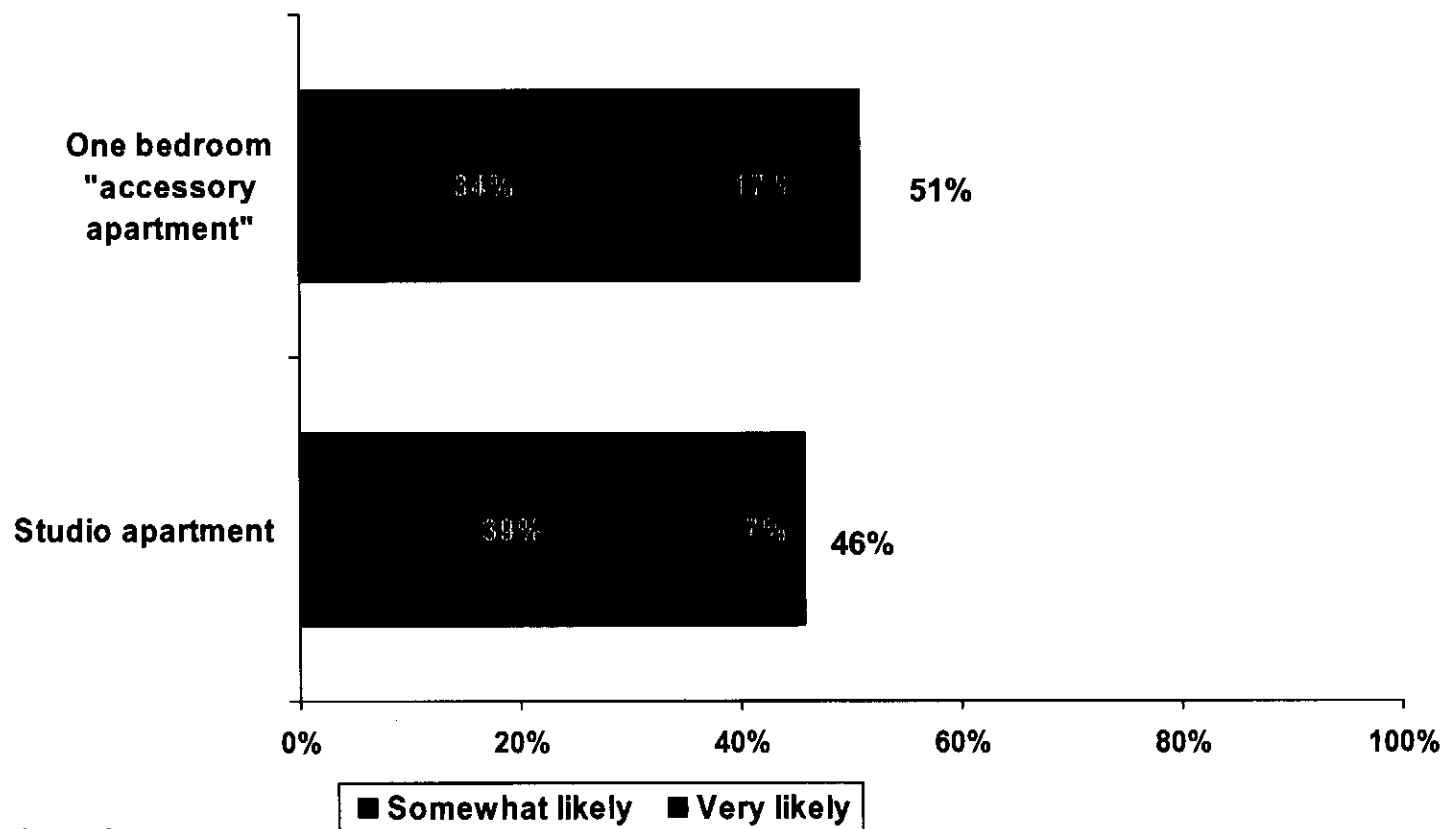


Base (59)

Q21 When you consider renting your next home, would you prefer to rent...?

Intent* to Rent Potential Housing Options - Very/Somewhat Likely - Among those 19-35 years preferring a rental

- Based on a description, intentions to rent an accessory apartment is strong. One-half (51%) of those who prefer to rent would choose an accessory apartment.
- However, the option of a studio apartment also generates strong intentions (46%).



Base (59)

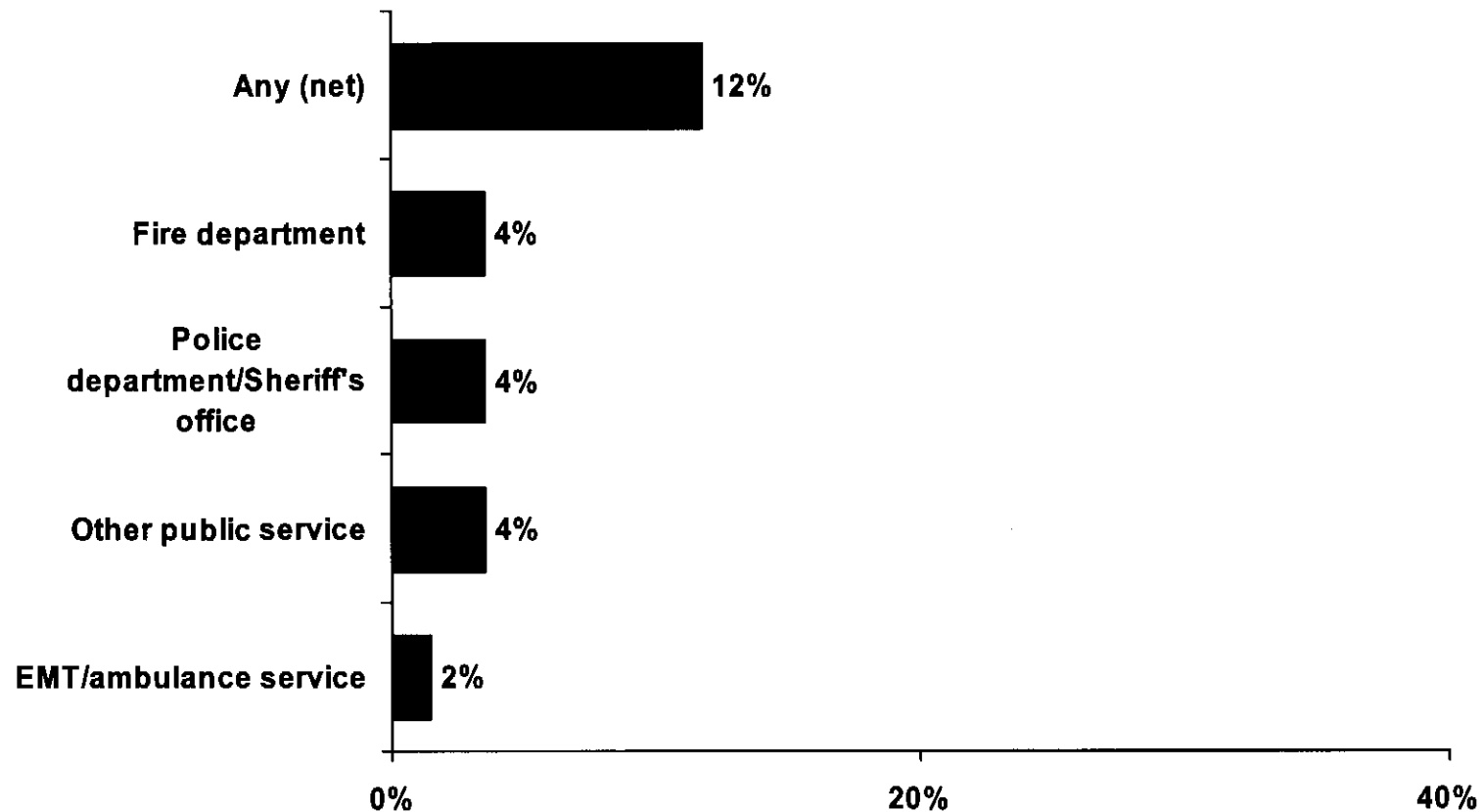
*Rating on a 4- point scale

Q22 I'm going to read you a description of two types of rental apartments. For each, please tell me how likely you would be to rent each. Let's start with [READ]. How likely would you prefer to rent?

Current Volunteer Community Involvement

- Among those 19-35 years

- Approximately 12% of 19-35 year olds are involved in volunteer community efforts. 4% participate in the fire, police, or other public service. 2% are EMT volunteers.
- Lower income households (under \$100K) are more likely to participate as fire department volunteers.

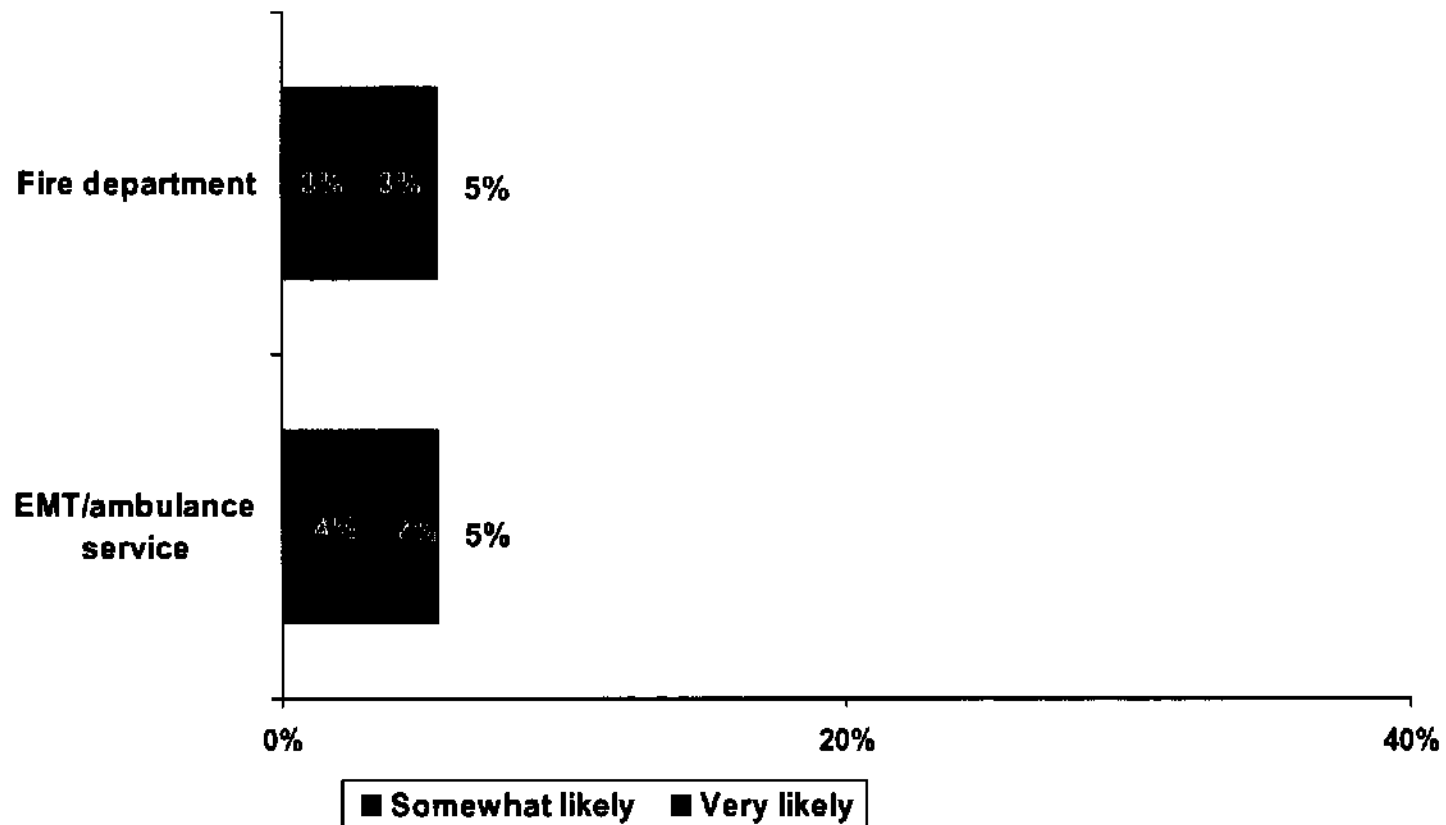


Base (202)

Q25 Are you, or is anyone in your household, currently active in...?

Intent* to Join Volunteer Services - Very/Somewhat Likely - Among those 19-35 years

- 5% of 19-35 year olds are very/somewhat likely to join the fire department or EMT service.
- Intentions to volunteer with the fire department are stronger among residents who live in smaller households (up to 2 household members) and those who did not graduate college.
- Non-White residents express greater intentions to become an EMT volunteer.



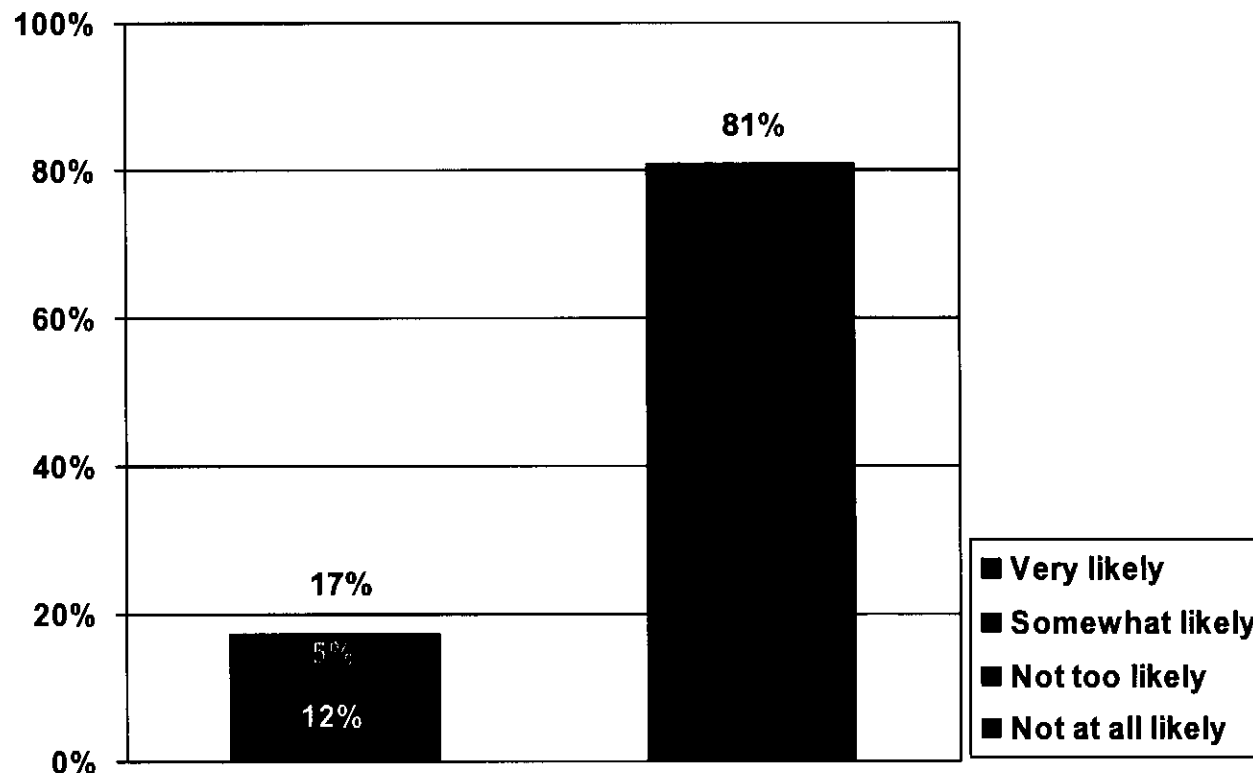
Base (202)

*Rating on a 4- point scale

Q26 How likely would you or anyone in your household be to join [READ] in the next 12 months?

Likelihood* of Volunteering with Rental Option - Very/Somewhat Likely - Among those 19-35 years

- Intentions to volunteer are heightened with the prospect of dedicated housing. Nearly one-fifth (17%) of 19-35 year olds are very/somewhat likely to volunteer with the option of renting dedicated housing.
- With the discount factor¹, intentions are 7%.
- Again, non-White residents express far greater intentions to volunteer for the benefit of the rental option (31%).



Base (202)

*Rating on a 4 - point scale

¹ Discount factor = 1/2 of very likely responses and 1/4 of somewhat likely responses

Q27 Clarkstown is considering the option of providing dedicated housing for volunteers. These housing options would be renting a one or two bedroom apartment. If you knew that you could rent one of these dedicated housing options, how likely would you be to volunteer for the fire department or EMT/ambulance service?

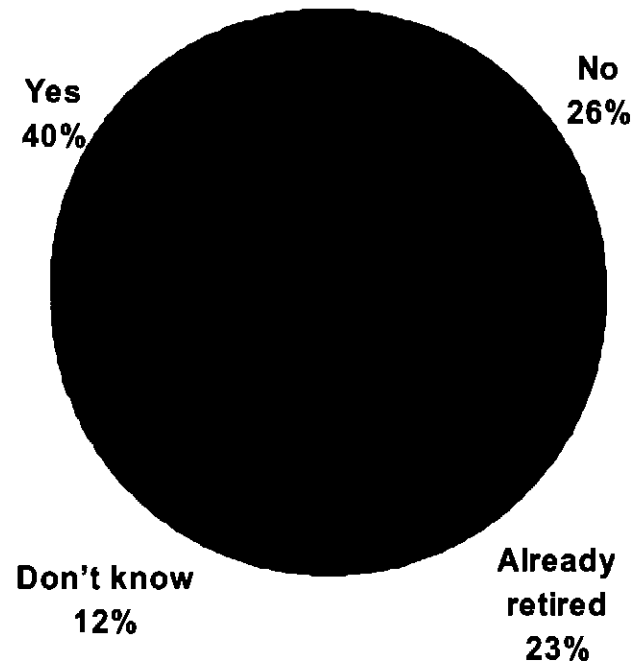


Relocation Preferences - 36+ years -

Planning to Retire to Current Residence

- Among those 36+ years

- Clarkstown will have a growing retired population. Nearly one-quarter have already retired. An additional two-fifths (40%) of residents who are at least 36 years old plan to retire in their current residence.
- Retirement plans in their current residence are stronger among 50+ year olds, those who are employed, and have at least 2 people in their household.

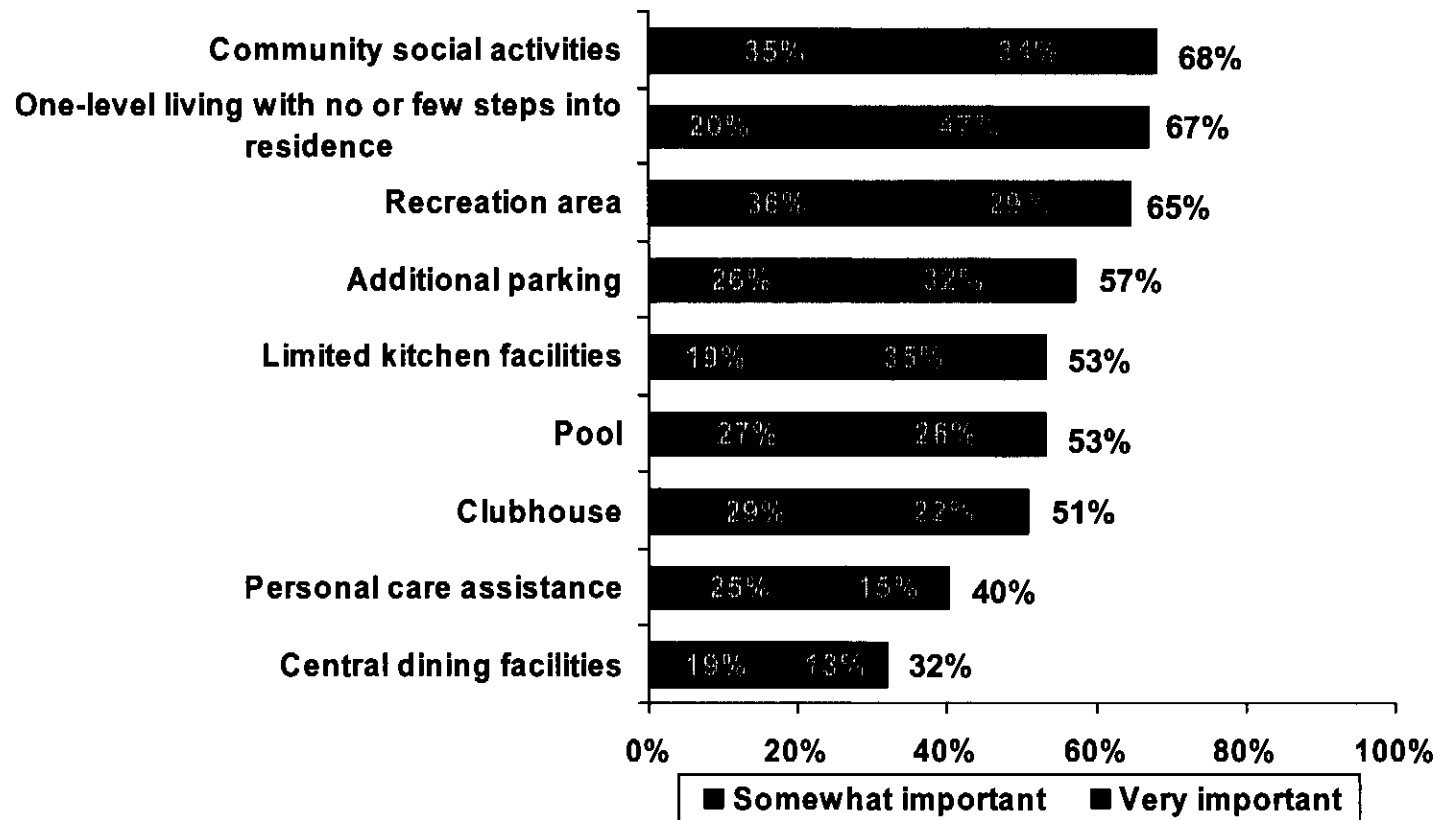


Base (400)

Q28 Are you planning to retire in your current residence?

Importance* in Decision to Move - Very/Somewhat Important - Among those 36+ years

- Aspects that are deemed to be the most important when considering a move are community social activities, one-level living, and a recreation area.
- Second tier concerns include additional parking, limited kitchen facilities, pool, and a clubhouse.
- Dining facilities are notably more important to those who are 55+ years old or retired.



Base (400)

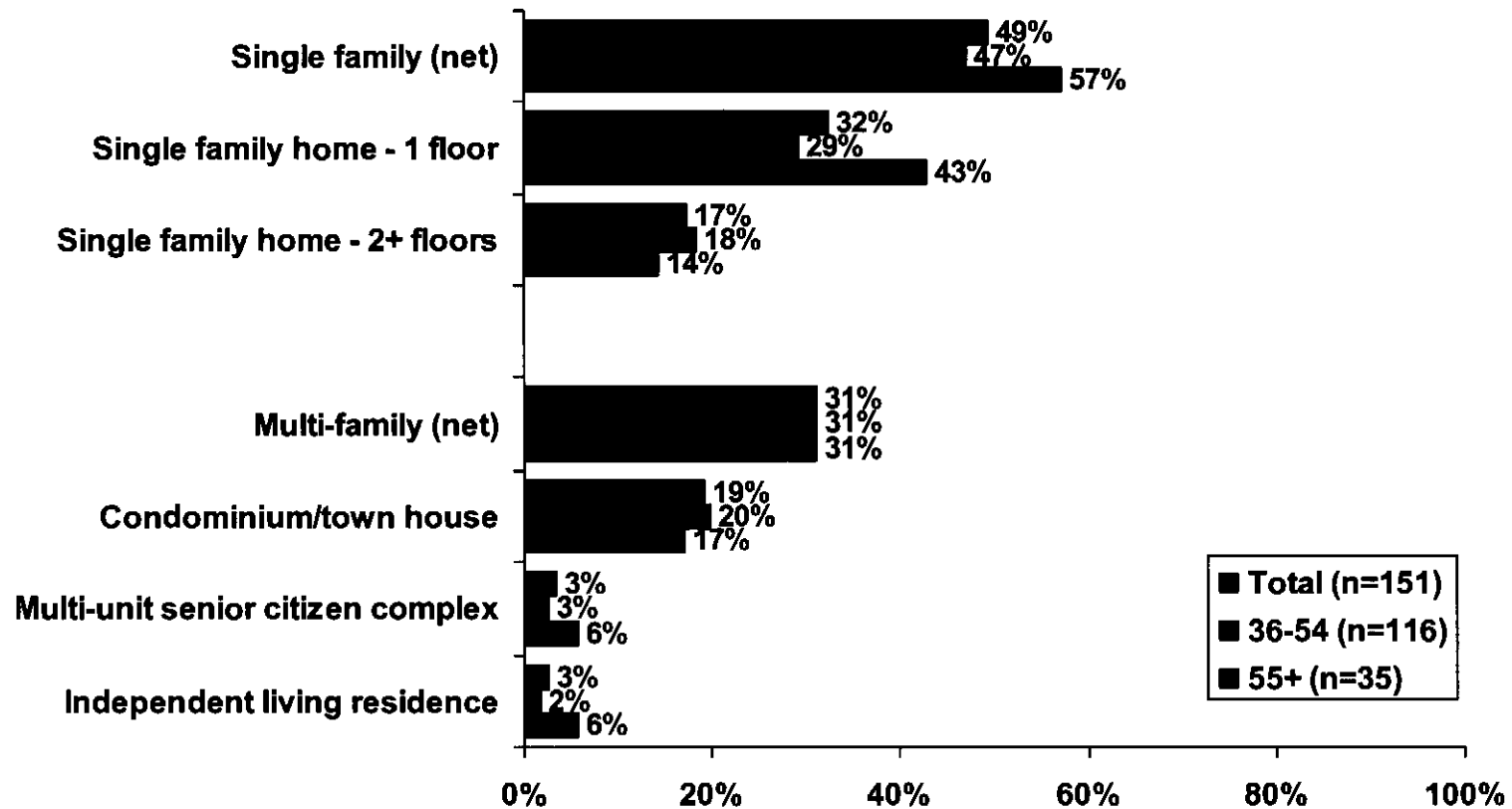
*Rating on a 4- point scale

Q33 If you were to move, how important would each of the following aspects be to your decision to move?

Retirement Residence Preference

- Among those 36+ years

- A single family homes is the preferred retirement housing option, particularly one-floor homes. The 55+ year old population appears to be the most concerned about one-floor homes.
- Nearly one-third (31%) of those 36+ years prefer multi-family housing for their retirement needs.

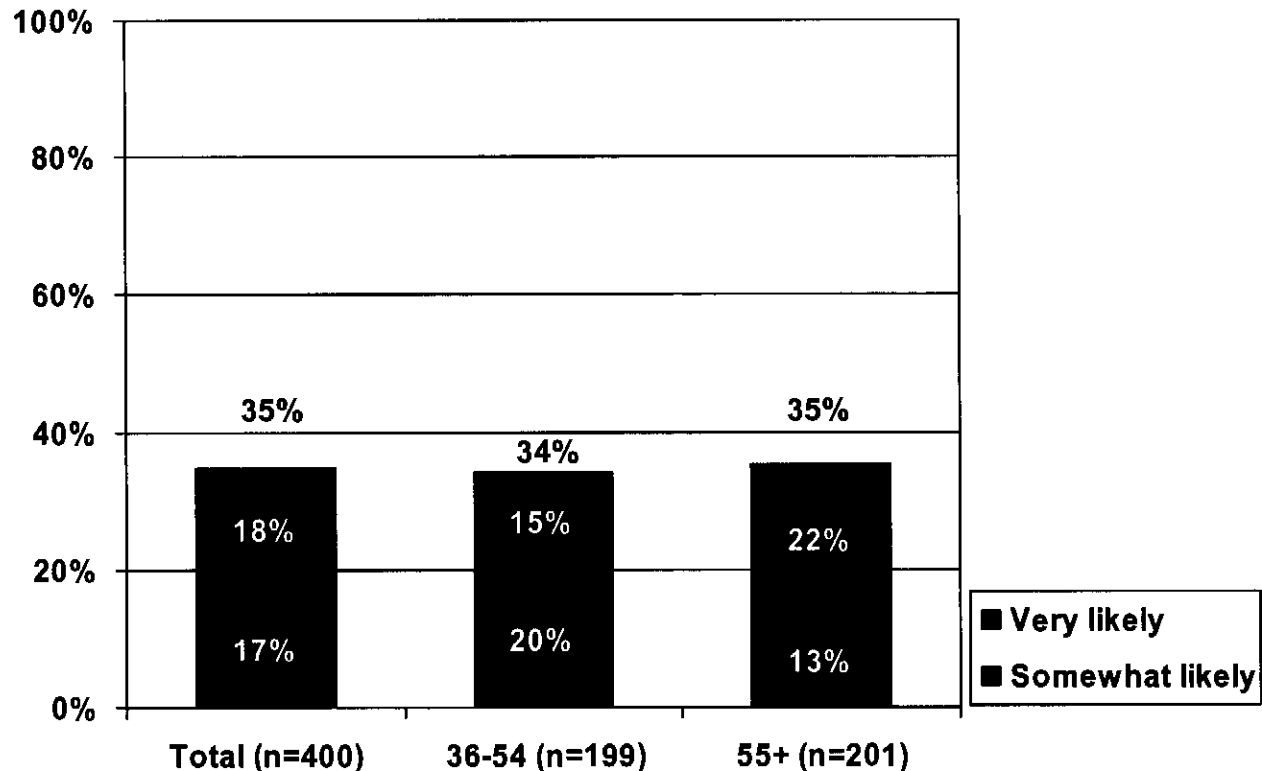


Q29 As you consider your retirement, would you prefer to move to...?

Intent* to Remain in Home with Accessory Housing Option

- Among those 36+ years

- One-third (35%) of 36+ year old residents would be very/somewhat likely to remain in their home with a permit for special accessory housing, particularly older residents (55+ years) and college non-graduates.
- Discounting¹ results in 13% intentions.



*Rating on a 4 - point scale

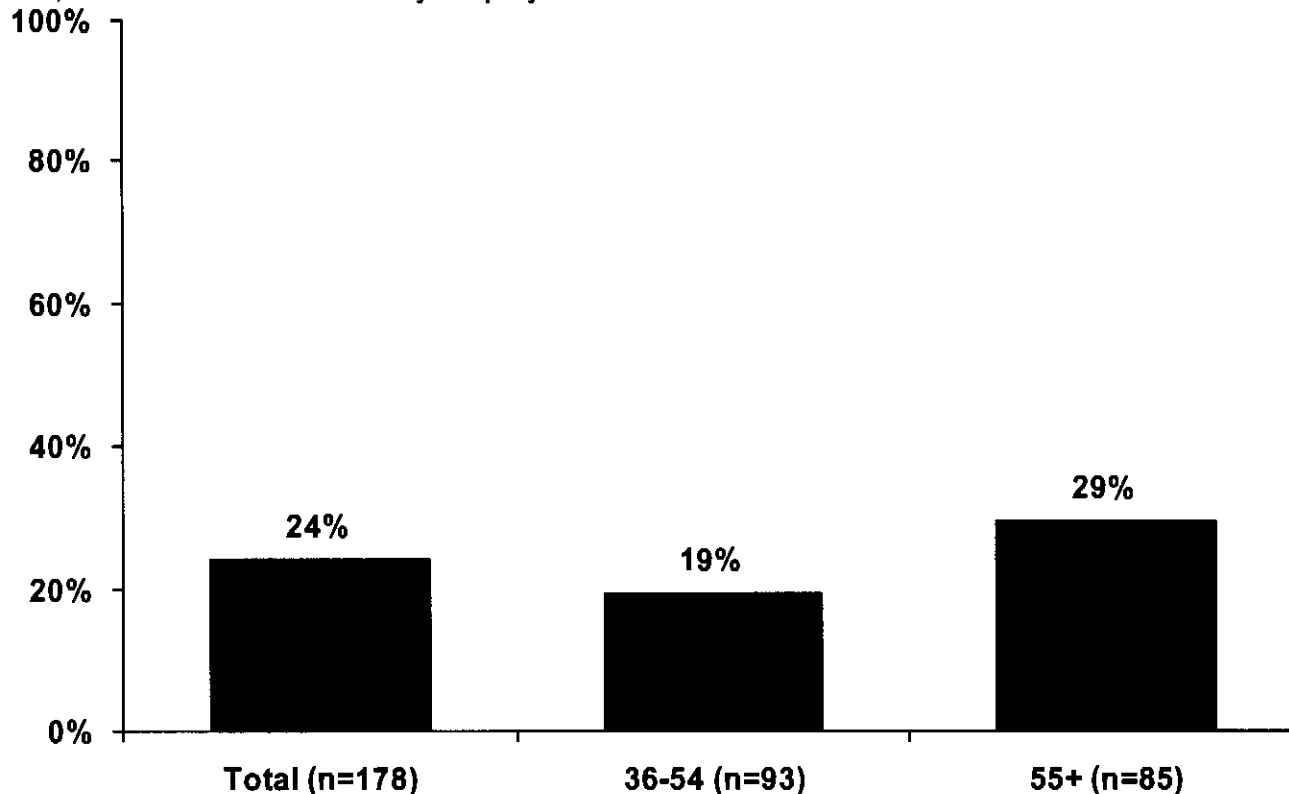
¹ Discount factor = ½ of very likely responses and ¼ of somewhat likely responses

Q30 How likely would you be to remain in your home if the Town would permit special accessory housing? That is, a small rental apartment in your current home with its own entrance, kitchen, and bathroom. Would you be [READ]?

Would Rent House and Live in Accessory Apartment

- Among those 36+ years likely to use housing option

- One-quarter (24%) of 36+ year olds likely to take advantage of the accessory apartment option would live in the apartment themselves.
- Seniors (55+ years) are more likely to live in the accessory apartment rather than the main house. Intentions to rent the house and live in the accessory apartment are also higher among those who did not graduate college, are non-White, and who are not currently employed.

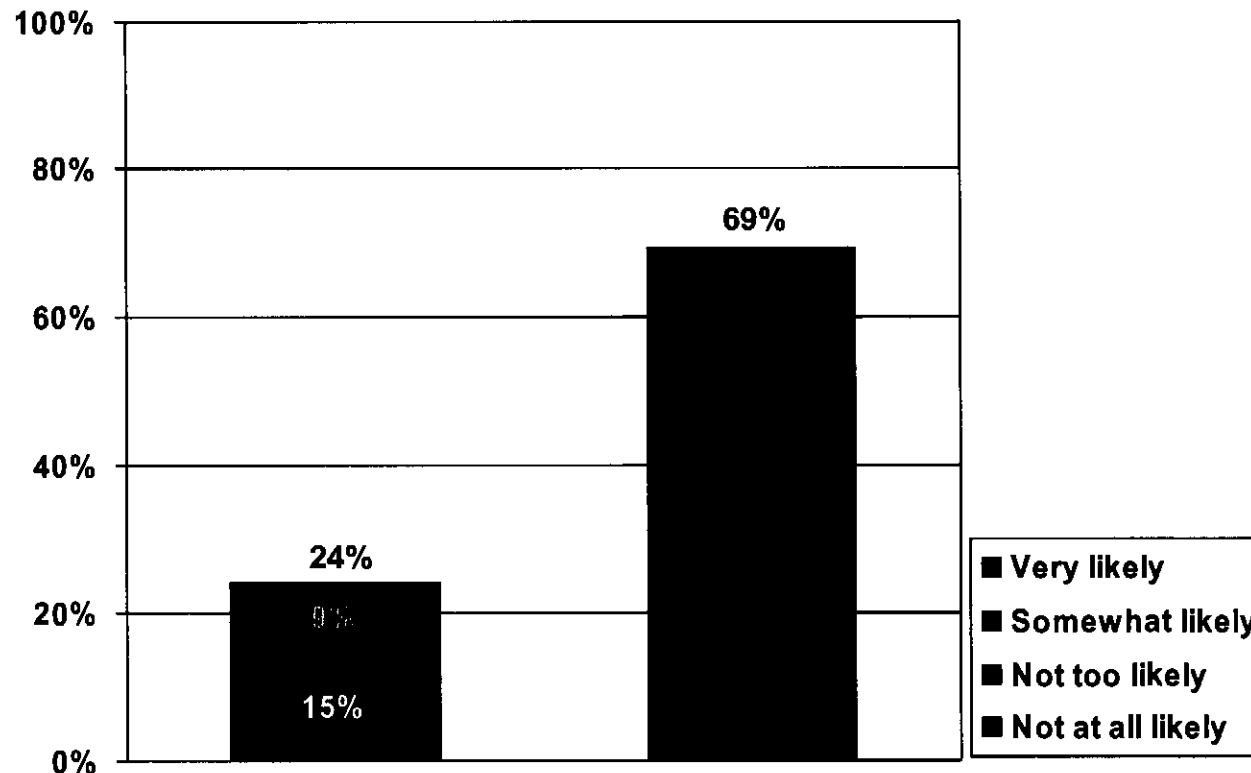


Q31 If you would consider this housing, would you rent the house and live in the smaller accessory apartment?

Intent* to Move to an Active Adult Community in Next 5 Years

- Very/Somewhat Likely - Among those 50+ years

- One-quarter (24%) of 50+ year old residents are likely to move to an active adult community in the next five years, especially those who currently live alone in their household. When intentions are discounted to better predict behavior, intentions are 8%.



Base (279)

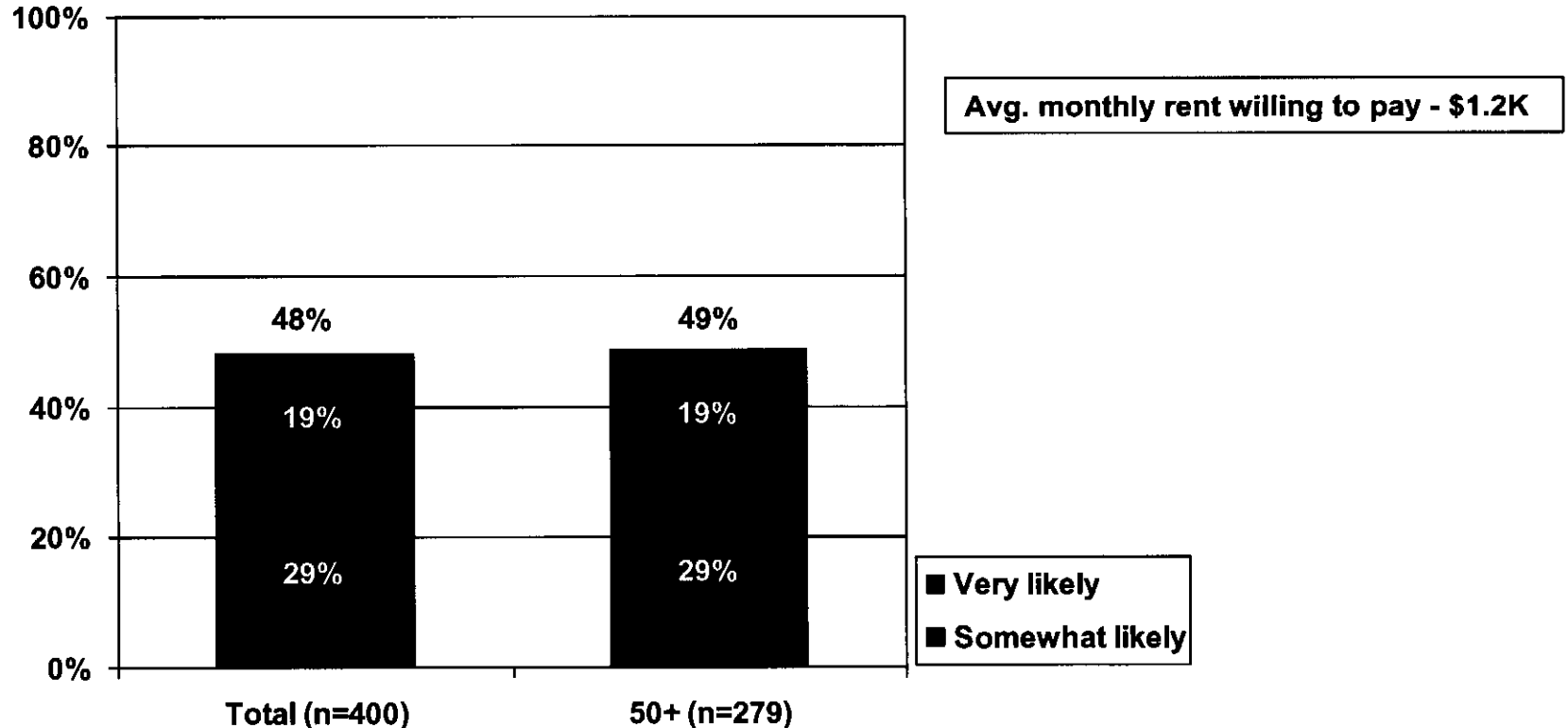
*Rating on a 4 - point scale

Q32 In the next 5 years, how likely would you be to move to an active adult residence specifically designed for and limited to residents aged 55 and older?

Intent* to Purchase or Rent in Clarkstown's Active Adult Community

- Very/Somewhat Likely - Among those 36+ years

- Based on a description, nearly one-half (48%) of 36+ year old residents are very/somewhat likely to reside in Clarkstown's prospective senior community. When discounted to more closely reflect behavior, 17% of 36+ year olds might consider this senior housing. They would pay an average of \$1,200 per month for renting this housing.
- Females (22%) and non-White residents (35%) are significantly more likely to consider these residences than are their cohorts.



Base (400)

*Rating on a 4 - point scale

¹ Discount factor = 1/2 of very likely responses and 1/4 of somewhat likely responses

Q34 Clarkstown is considering the option of providing active adult residences designed for and limited to residents who are at least 55 years old. These housing options would be a one or two bedroom apartment. If you knew these residences were available, how likely would you be to purchase or rent in this Clarkstown community?

Q35 What is the maximum amount you would spend per month on rent for this adult residence in Clarkstown?



Descriptive Profiles

Residential Profile

- The residential profile indicates that residents tend to:
 - skew towards living in New City
 - almost universally live in Clarkstown all year, though part-time residents spend winters away
 - be longer term residents, reporting an average Clarkstown residency of 23.6 years
 - primarily live in single family homes
- Younger residents are more likely than others to live in Nanuet, while older residents are more likely to live in West Nyack than are their younger counterparts.
- Those 55+ years report the longest Clarkstown tenure.

Residential Profile

	<u>Total</u>	<u>19-35</u>	<u>36-54</u>	<u>55+</u>
<u>Residence by Hamlet</u>				
New City	25%	25%	23%	26%
Valley Cottage	18	16	17	19
Nanuet	17	29	13	15
Congers	16	16	17	16
West Nyack	15	8	17	15
Central Nyack	6	3	9	5
Bardonia	4	3	5	4
<u>Clarkstown residence status</u>				
All year	97%	94%	99%	97%
Live at another location	3	6	1	4
<u>Length of time living in Clarkstown</u>				
Up to 20 years	45%	61%	62%	21%
21+ years	54	38	38	79
Mean (years)	23.6	15.8	19.9	31.2
<u>Current residence</u>				
Single family home	85%	84%	88%	83%
Condominium or town house	9	9	8	11
Apartment	3	3	2	4
(Base)	(602)	(202)	(199)	(201)

Home Profile

- The home profile suggests that:
 - the vast majority of residents own their residence (87%)
 - residents live in homes with 4+ bedrooms (51%)
 - car ownership is high with 95% who have at least one car in the household
 - approximately one-half (47%) of residents own a pet
- 19-35 year old residents are more likely than others to rent their residence. Nearly one-fifth neither rent nor own, most probably due to the fact that they live with their parents.
- Few differences exist between 36-54 year olds and 55+ year olds. One exception is that the oldest residents are the least likely to own pets and multiple cars in the household.

Home Profile

	<u>Total</u>	<u>19-35</u>	<u>36-54</u>	<u>55+</u>
<u>Bedrooms in residence</u>				
One	5%	5%	4%	7%
Two	11	9	11	12
Three	32	37	32	28
Four+	51	48	53	51
Mean	3.3	3.3	3.4	3.2
<u>Home ownership</u>				
Own	87%	68%	93%	92%
Rent	7	13	4	8
<u>Pets in HH</u>	<u>47%</u>	<u>49%</u>	<u>58%</u>	<u>35%</u>
Dogs	33	31	43	23
Cats	18	20	21	15
Other	12	19	18	2
<u>Cars in HH</u>	<u>95%</u>	<u>96%</u>	<u>94%</u>	<u>95%</u>
Mean	2.1	2.3	2.3	1.9
(Base)	(602)	(202)	(199)	(201)

Demographic Profile

- Overall the demographic profile indicates that Clarkstown residents are:
 - 46.6 years old, on average
 - living in households with multiple residents — spouse (78%) or children (51%)
 - employed (64%), although 26% have already retired
 - likely to have graduated college (70%)
 - White (80%)
 - in households with a reported income of \$109.5K, on average
- 19-35 year old residents differ in that they are more likely to live with their parents. They are also less likely to be White.
 - In comparison to 36-54 year olds, they are also less likely to be employed or a college graduate.
- Older residents (55+ years) exhibit greater demographic differences. They tend to live with fewer people in their household, are retired, less likely to have graduated college, and earn the lowest household income. (The difference in the percent retired shifts from 23% to 26% in this survey, depending on respondent classification.)

Demographic Profile

	<u>Total</u>	<u>19-35</u>	<u>36-54</u>	<u>55+</u>
<u>Gender</u>				
Male	40%	40%	40%	40%
Female	60	60	60	60
<u>Age</u>				
19-35	20%	100%	-	-
36-49	24	-	61%	-
50-54	16	-	39	-
55+	40	-	-	100%
Mean	46.6	21.0	46.2	60.0
<u>HH size (mean)</u>	2.9	3.5	3.5	2.1
<u>HH size in next 5 years</u>				
Mean (months)	2.7	3.2	3.1	1.9
<u>HH residents</u>				
Spouse/significant other	78%	48%	84%	91%
Children	51	49	71	28
Parents	18	57	9	4
<u>Employed</u>	<u>64%</u>	<u>74%</u>	<u>83%</u>	<u>39%</u>
Retired	26	1	5	60

(cont'd.)

Demographic Profile (cont'd.)

	<u>Total</u>	<u>19-35</u>	<u>36-54</u>	<u>55+</u>
<u>Education</u>				
College grad+	70%	73%	83%	55%
<u>Ethnicity</u>				
White	80%	71%	83%	83%
Asian	6	13	6	4
Hispanic	4	8	2	4
African American	3	4	4	3
<u>HH income</u>				
<\$75K	24%	17%	17%	34%
\$75K+	47	52	56	34
Mean (\$K)	109.5	118.3	122.8	90.3
(Base)	(602)	(202)	(199)	(201)

STUB: SEX[11]
ENTER GENDER:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Male	227	39.4%	39.4%
Female	349	60.6%	100.0%
Total Responses	576		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 3

TABLE 003

STUB: Q1[12]
1. Which of the following categories best describes your age?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
19-35 years	202	35.1%	35.1%
36-49 years	104	18.1%	53.1%
50-54 years	70	12.2%	65.3%
55+ years	200	34.7%	100.0%
REFUSED	-	-	100.0%
Total Responses	576		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 4

TABLE 004

STUB: Q2[13.2]
2. In which, if any, of the following hamlets do you currently reside?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Bardonia	22	3.8%	3.8%
Congers	94	16.3%	20.1%
Central Nyack	21	3.6%	23.8%
Nanuet	111	19.3%	43.1%
New City	149	25.9%	68.9%
Rockland Lake	1	0.2%	69.1%
Valley Cottage	100	17.4%	86.5%
West Nyack	78	13.5%	100.0%
NONE OF THE ABOVE	-	-	100.0%
REFUSED	-	-	100.0%

Total Responses

576

0

Computers for Marketing Corp. - SCAN of othfix.tr - Page 5

TABLE 005

STUB: Q3[15.2]

3. How long have you lived in Clarkstown?

ENTER '1' FOR LESS THAN ONE YEAR

ENTER '99' FOR REFUSED

YEARS:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
01	16	2.8%	2.8%
02	13	2.3%	5.0%
03	16	2.8%	7.8%
04	13	2.3%	10.1%
05	27	4.7%	14.8%
06	13	2.3%	17.0%
07	13	2.3%	19.3%
08	12	2.1%	21.4%
09	15	2.6%	24.0%
10	21	3.6%	27.6%
11	6	1.0%	28.6%
12	14	2.4%	31.1%
13	8	1.4%	32.5%
14	8	1.4%	33.9%
15	18	3.1%	37.0%
16	3	0.5%	37.5%
17	5	0.9%	38.4%
18	12	2.1%	40.5%
19	7	1.2%	41.7%
20	33	5.7%	47.4%
21	5	0.9%	48.3%
22	15	2.6%	50.9%
23	13	2.3%	53.1%
24	19	3.3%	56.4%
25	17	3.0%	59.4%
26	10	1.7%	61.1%
27	5	0.9%	62.0%
28	13	2.3%	64.2%
29	10	1.7%	66.0%
30	43	7.5%	73.4%
31	8	1.4%	74.8%
32	11	1.9%	76.7%
33	11	1.9%	78.6%
34	9	1.6%	80.2%
35	21	3.6%	83.9%
36	10	1.7%	85.6%
37	3	0.5%	86.1%
38	4	0.7%	86.8%
39	5	0.9%	87.7%
40	19	3.3%	91.0%
41	5	0.9%	91.8%
42	3	0.5%	92.4%
43	2	0.3%	92.7%
44	2	0.3%	93.1%

	clarkstown_scan_0908		
45	5	0.9%	93.9%
46	1	0.2%	94.1%
47	1	0.2%	94.3%
48	5	0.9%	95.1%
49	3	0.5%	95.7%
50	6	1.0%	96.7%
52	1	0.2%	96.9%
55	3	0.5%	97.4%
56	1	0.2%	97.6%
57	1	0.2%	97.7%
59	1	0.2%	97.9%
60	3	0.5%	98.4%
61	1	0.2%	98.6%
71	1	0.2%	98.8%
73	2	0.3%	99.1%
78	1	0.2%	99.3%
80	1	0.2%	99.5%
99	3	0.5%	100.0%
Numeric	576	100.0%	200.0%
Alpha	-	-	200.0%
Q3			
Sum	13097.0	13097.0	13097.0
Mean	22.7	22.7	22.7
Std. Dev.	15.4	15.4	15.4
Std. Error	0.6	0.6	0.6
Median	22.0	22.0	22.0
Min	1.0	1.0	1.0
Max	99.0	99.0	99.0

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 6

TABLE 006

STUB: Q4[17]
4. Do you currently live in a (READ LIST)?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Single family home	493	85.6%	85.6%
Two-family home	12	2.1%	87.7%
Apartment	15	2.6%	90.3%
Condominium or town house	53	9.2%	99.5%
Senior citizen housing	1	0.2%	99.7%
OTHER (Please specify)	1	0.2%	99.8%
REFUSED	1	0.2%	100.0%
Total Responses	576		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 7

TABLE 007

STUB: Q5[18]
5. Do you live in Clarkstown year round, that is for the full year?
Or do you also live at another location for some part of the year?

	-COUNT-	-% OF TOTAL-	-CUM %-
--	---------	--------------	---------

clarkstown_scan_0908

Total	576		
No Answer	-		
Any Response	576	100.0%	
All year	555	96.4%	96.4%
Live at another location	20	3.5%	99.8%
REFUSED	1	0.2%	100.0%
Total Responses	576		

Computers for Marketing Corp. - SCAN of othfix.tr - Page 8

TABLE 008

STUB: Q6[19.2]
6. Approximately how many months of the year do you spend in Clarkstown?
ENTER '99' FOR REFUSED
MONTHS:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	556		
Any Response	20	100.0%	
02	4	20.0%	20.0%
03	1	5.0%	25.0%
04	2	10.0%	35.0%
05	1	5.0%	40.0%
06	3	15.0%	55.0%
07	3	15.0%	70.0%
08	1	5.0%	75.0%
09	3	15.0%	90.0%
10	1	5.0%	95.0%
11	1	5.0%	100.0%
Numeric	20	100.0%	200.0%
Alpha	-	-	200.0%
Q6			
Sum	119.0	119.0	119.0
Mean	6.0	6.0	6.0
Std. Dev.	2.9	2.9	2.9
Std. Error	0.6	0.6	0.6
Median	6.0	6.0	6.0
Min	2.0	2.0	2.0
Max	11.0	11.0	11.0

Computers for Marketing Corp. - SCAN of othfix.tr - Page 9

TABLE 009

STUB: Q7[21]
7. Do you typically spend the winter away from Clarkstown?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	556		
Any Response	20	100.0%	
Yes	14	70.0%	70.0%

	clarkstown_scan_0908		
No	6	30.0%	100.0%
REFUSED	-	-	100.0%

Total Responses 20

Computers for Marketing Corp. - SCAN of othfix.tr - Page 10

TABLE 010

STUB: Q8[22]
8. How many bedrooms are in your current residence?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
One	32	5.6%	5.6%
Two	60	10.4%	16.0%
Three	185	32.1%	48.1%
Four or more	295	51.2%	99.3%
(DNR:) DON'T KNOW	4	0.7%	100.0%
Total Responses	576		

Computers for Marketing Corp. - SCAN of othfix.tr - Page 11

TABLE 011

STUB: Q9[23]
9. Do you currently (READ LIST) your residence?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Own	482	83.7%	83.7%
Rent	48	8.3%	92.0%
NEITHER	41	7.1%	99.1%
REFUSED	5	0.9%	100.0%
Total Responses	576		

Computers for Marketing Corp. - SCAN of othfix.tr - Page 12

TABLE 012

STUB: Q10[24]
10. Including yourself, how many people currently live in your household?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
1	65	11.3%	11.3%

	clarkstown_scan_0908		
2	149	25.9%	37.2%
3	135	23.4%	60.6%
4	151	26.2%	86.8%
5 or more (Specify)	71	12.3%	99.1%
REFUSED	5	0.9%	100.0%

Total Responses 576

Computers for Marketing Corp. - SCAN of othfix.tr - Page 13

TABLE 013

STUB: Q11[25,26,27,28]
11. In addition to yourself, who else currently lives in your household?
[MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	70		
Any Response	506	100.0%	
A spouse or a significant other	366	72.3%	72.3%
A roommate	13	2.6%	74.9%
Children	249	49.2%	124.1%
Parents	134	26.5%	150.6%
NONE OF THE ABOVE	7	1.4%	152.0%
REFUSED	2	0.4%	152.4%

Total Responses 771

Computers for Marketing Corp. - SCAN of othfix.tr - Page 14

TABLE 014

STUB: Q12[29]
12. Thinking about the next five years, how many people, including yourself, do you think will live in your household?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
1	70	12.2%	12.2%
2	204	35.4%	47.6%
3	106	18.4%	66.0%
4	111	19.3%	85.2%
5 or more (Specify)	50	8.7%	93.9%
REFUSED	35	6.1%	100.0%

Total Responses 576

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TABLE 015

STUB: Q13[30]
13. In the next 12 months, would you say that you are (READ) to move?
Page 6

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	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Very likely	63	10.9%	10.9%
Somewhat likely	54	9.4%	20.3%
Not too likely	78	13.5%	33.9%
Not at all likely	371	64.4%	98.3%
(DNR:) DON'T KNOW	10	1.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	117	20.3%	120.3%
NOT TOO/NOT AT ALL LIKELY (NET)	449	78.0%	198.3%
Total Responses	1142		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 16

TABLE 016

STUB: Q14[31]

14. And in the next 5 years, would you say that you are (READ) to move?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	63		
Any Response	513	100.0%	
Very likely	76	14.8%	14.8%
Somewhat likely	109	21.2%	36.1%
Not too likely	67	13.1%	49.1%
Not at all likely	231	45.0%	94.2%
(DNR:) DON'T KNOW	30	5.8%	100.0%
VERY/SOMEWHAT LIKELY (NET)	185	36.1%	136.1%
NOT TOO/NOT AT ALL LIKELY (NET)	298	58.1%	194.2%
Total Responses	996		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 17

TABLE 017

STUB: Q15[32,33,34]

15. If you were to move, would you consider moving...?

[MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	328		
Any Response	248	100.0%	
Within Clarkstown	66	26.6%	26.6%
Outside of Clarkstown but			

	clarkstown_scan_0908		
within Rockland County	41	16.5%	43.1%
Outside of Rockland County	129	52.0%	95.2%
(DNR:) DON'T KNOW	23	9.3%	104.4%
Total Responses	259		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 18

TABLE 018

STUB: Q16[35]
16. Do you plan to live within walking distance of local shopping, transportation, and/or houses of worship?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	328		
Any Response	248	100.0%	
Yes	113	45.6%	45.6%
No	108	43.5%	89.1%
DON'T KNOW	27	10.9%	100.0%
Total Responses	248		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 19

TABLE 019

STUB: Q17[36.2,38.2,40.2]
17. what are the three most important factors in a decision to move?
[MULTIPLE RESPONSES] [DO NOT READ RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Job location	108	53.5%	53.5%
Cost of living	61	30.2%	83.7%
Taxes	50	24.8%	108.4%
Larger residence	28	13.9%	122.3%
Traffic/population density	15	7.4%	129.7%
School district	65	32.2%	161.9%
Cost of house itself	49	24.3%	186.1%
Near family and friends	41	20.3%	206.4%
Other (Please specify)	32	15.8%	222.3%
(DNR:) DON'T KNOW	3	1.5%	223.8%
Total Responses	452		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 20

TABLE 020

STUB: Q18A[42]
18a. Close to public transportation
Page 8

clarkstown_scan_0908
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	49	24.3%	24.3%
Somewhat important	73	36.1%	60.4%
Not too important	33	16.3%	76.7%
Not at all important	46	22.8%	99.5%
(DNR:) DON'T KNOW	1	0.5%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	122	60.4%	160.4%
NOT TOO/NOT AT ALL IMPORTANT (NET)	79	39.1%	199.5%
Total Responses	403		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 21

TABLE 021

STUB: Q18B[43]
18b. Pool
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	25	12.4%	12.4%
Somewhat important	56	27.7%	40.1%
Not too important	47	23.3%	63.4%
Not at all important	74	36.6%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	81	40.1%	140.1%
NOT TOO/NOT AT ALL IMPORTANT (NET)	121	59.9%	200.0%
Total Responses	404		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 22

TABLE 022

STUB: Q18C[44]
18c. Tennis courts
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	

	clarkstown_scan_0908		
Very important	8	4.0%	4.0%
Somewhat important	24	11.9%	15.8%
Not too important	48	23.8%	39.6%
Not at all important	122	60.4%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	32	15.8%	115.8%
NOT TOO/NOT AT ALL IMPORTANT (NET)	170	84.2%	200.0%
Total Responses	404		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 23

TABLE 023

STUB: Q18D[45]
18d. Recreational facilities such as a gym
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	37	18.3%	18.3%
Somewhat important	81	40.1%	58.4%
Not too important	33	16.3%	74.8%
Not at all important	50	24.8%	99.5%
(DNR:) DON'T KNOW	1	0.5%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	118	58.4%	158.4%
NOT TOO/NOT AT ALL IMPORTANT (NET)	83	41.1%	199.5%
Total Responses	403		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 24

TABLE 024

STUB: Q18E[46]
18e. Close to shopping
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	53	26.2%	26.2%
Somewhat important	108	53.5%	79.7%
Not too important	18	8.9%	88.6%
Not at all important	23	11.4%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	161	79.7%	179.7%
NOT TOO/NOT AT ALL IMPORTANT (NET)	41	20.3%	200.0%

Total Responses

404

□

Computers for Marketing Corp. - SCAN of othfix.tr - Page 25

TABLE 025

STUB: Q18F[47]

18f. Close to major roads

[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	70	34.7%	34.7%
Somewhat important	78	38.6%	73.3%
Not too important	28	13.9%	87.1%
Not at all important	25	12.4%	99.5%
(DNR:) DON'T KNOW	1	0.5%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	148	73.3%	173.3%
NOT TOO/NOT AT ALL IMPORTANT (NET)	53	26.2%	199.5%
Total Responses	403		

□

Computers for Marketing Corp. - SCAN of othfix.tr - Page 26

TABLE 026

STUB: Q18G[48]

18g. Close to entertainment

[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	36	17.8%	17.8%
Somewhat important	101	50.0%	67.8%
Not too important	34	16.8%	84.7%
Not at all important	31	15.3%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	137	67.8%	167.8%
NOT TOO/NOT AT ALL IMPORTANT (NET)	65	32.2%	200.0%
Total Responses	404		

□

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TABLE 027

STUB: Q18H[49]

18h. Close to houses of worship

clarkstown_scan_0908
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very important	20	9.9%	9.9%
Somewhat important	67	33.2%	43.1%
Not too important	46	22.8%	65.8%
Not at all important	69	34.2%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	87	43.1%	143.1%
NOT TOO/NOT AT ALL IMPORTANT (NET)	115	56.9%	200.0%
Total Responses	404		

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TABLE 028

STUB: Q18I[129]
18i. Is there any other aspect that would be important?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Yes	59	29.2%	29.2%
No	137	67.8%	97.0%
DON'T KNOW	6	3.0%	100.0%
Total Responses	202		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 29

TABLE 029

STUB: Q18I2[130]
18i2. How important would this aspect be in a decision to move? :
ANSWERFROM(Q18I_OE)
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	517		
Any Response	59	100.0%	
Very important	49	83.1%	83.1%
Somewhat important	10	16.9%	100.0%
Not too important	-	-	100.0%
Not at all important	-	-	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT			

clarkstown_scan_0908

(NET)	59	100.0%	200.0%
NOT TOO/NOT AT ALL IMPORTANT (NET)	-	-	200.0%
Total Responses	118		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 30

TABLE 030

STUB: Q19[50]
19. If you were to move, would you be more likely to rent or purchase your home?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Rent	59	29.2%	29.2%
Purchase	143	70.8%	100.0%
Total Responses	202		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 31

TABLE 031

STUB: Q21[51]
21. When you consider renting your next home, would you prefer to rent...? [READ AS ROTATED]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	517		
Any Response	59	100.0%	
An apartment in an apartment complex	31	52.5%	52.5%
A single family home	6	10.2%	62.7%
A condominium or town house	17	28.8%	91.5%
An accessory apartment, that is a small apartment in a single family home with its own entrance, kitchen, and bathroom	-	-	91.5%
OTHER (Please specify)	3	5.1%	96.6%
(DNR:) DON'T KNOW	2	3.4%	100.0%
Total Responses	59		

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TABLE 032

STUB: Q22A[52]
22a. How likely would you prefer to rent...
Page 13

A studio apartment, a small apartment that does not have a separate bedroom?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	517		
Any Response	59	100.0%	
Very likely	4	6.8%	6.8%
Somewhat likely	23	39.0%	45.8%
Not too likely	10	16.9%	62.7%
Not at all likely	21	35.6%	98.3%
(DNR:) DON'T KNOW	1	1.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	27	45.8%	145.8%
NOT TOO/NOT AT ALL LIKELY (NET)	31	52.5%	198.3%
Total Responses	117		

Computers for Marketing Corp. - SCAN of othfix.tr - Page 33

TABLE 033

STUB: Q22B[53]

22b. How likely would you prefer to rent a...

One bedroom 'accessory apartment', a small apartment in a single-family house with its own entrance, kitchen, and bathroom?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	517		
Any Response	59	100.0%	
Very likely	10	16.9%	16.9%
Somewhat likely	20	33.9%	50.8%
Not too likely	18	30.5%	81.4%
Not at all likely	10	16.9%	98.3%
(DNR:) DON'T KNOW	1	1.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	30	50.8%	150.8%
NOT TOO/NOT AT ALL LIKELY (NET)	28	47.5%	198.3%
Total Responses	117		

Computers for Marketing Corp. - SCAN of othfix.tr - Page 34

TABLE 034

STUB: Q23A[54]

23a. How likely you would be to purchase a....
Single family home?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	433		
Any Response	143	100.0%	

clarkstown_scan_0908

very likely	111	77.6%	77.6%
Somewhat likely	22	15.4%	93.0%
Not too likely	3	2.1%	95.1%
Not at all likely	5	3.5%	98.6%
(DNR:) DON'T KNOW	2	1.4%	100.0%
VERY/SOMEWHAT LIKELY (NET)	133	93.0%	193.0%
NOT TOO/NOT AT ALL LIKELY (NET)	8	5.6%	198.6%
Total Responses	284		

□

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TABLE 035

STUB: Q23B[55]
23b. How likely you would be to purchase a.....
Condominium or town house?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	433		
Any Response	143	100.0%	
very likely	18	12.6%	12.6%
Somewhat likely	29	20.3%	32.9%
Not too likely	25	17.5%	50.3%
Not at all likely	70	49.0%	99.3%
(DNR:) DON'T KNOW	1	0.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	47	32.9%	132.9%
NOT TOO/NOT AT ALL LIKELY (NET)	95	66.4%	199.3%
Total Responses	285		

□

Computers for Marketing Corp. - SCAN of othfix.tr - Page 36

TABLE 036

STUB: Q23C[56]
23c. How likely you would be to purchase a.....
Two-family home?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	433		
Any Response	143	100.0%	
very likely	7	4.9%	4.9%
Somewhat likely	23	16.1%	21.0%
Not too likely	28	19.6%	40.6%
Not at all likely	83	58.0%	98.6%
(DNR:) DON'T KNOW	2	1.4%	100.0%
VERY/SOMEWHAT LIKELY (NET)	30	21.0%	121.0%
NOT TOO/NOT AT ALL LIKELY			

(NET) clarkstown_scan_0908 111 77.6% 198.6%

Total Responses 284

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TABLE 037

STUB: Q24[57]

24. When considering a new home purchase, how many bedrooms would you look for?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	433		
Any Response	143	100.0%	
One	4	2.8%	2.8%
Two	13	9.1%	11.9%
Three	50	35.0%	46.9%
Four or more	74	51.7%	98.6%
DON'T KNOW	2	1.4%	100.0%

Total Responses 143

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TABLE 038

STUB: Q25[58,59,60]

25. Are you, or is anyone in your household, currently active in...?
[MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	542		
Any Response	34	100.0%	
Fire department	7	20.6%	20.6%
EMT/ambulance service	3	8.8%	29.4%
Some other public service (Specify)	15	44.1%	73.5%
REFUSED	9	26.5%	100.0%

Total Responses 34

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TABLE 039

STUB: Q26A[61]

26a. How likely would you or anyone in your household be to join the Fire department in the next 12 months?

	-COUNT-	-% OF TOTAL-	-CUM %-
--	---------	--------------	---------

Total 576

	clarkstown_scan_0908		
No Answer	374		
Any Response	202	100.0%	
Very likely	5	2.5%	2.5%
Somewhat likely	6	3.0%	5.4%
Not too likely	36	17.8%	23.3%
Not at all likely	153	75.7%	99.0%
(DNR:) DON'T KNOW	2	1.0%	100.0%
VERY/SOMEWHAT LIKELY (NET)	11	5.4%	105.4%
NOT TOO/NOT AT ALL LIKELY (NET)	189	93.6%	199.0%
Total Responses	402		

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TABLE 040

STUB: Q26B[62]
26b. How likely would you or anyone in your household be to join EMT/ambulance service in the next 12 months?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
Very likely	3	1.5%	1.5%
Somewhat likely	8	4.0%	5.4%
Not too likely	38	18.8%	24.3%
Not at all likely	151	74.8%	99.0%
(DNR:) DON'T KNOW	2	1.0%	100.0%
VERY/SOMEWHAT LIKELY (NET)	11	5.4%	105.4%
NOT TOO/NOT AT ALL LIKELY (NET)	189	93.6%	199.0%
Total Responses	402		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 41

TABLE 041

STUB: Q27[63]
27. Clarkstown is considering the option of providing dedicated housing for volunteers. These housing options would be renting a one or two bedroom apartment. If you knew that you could rent one of these dedicated housing options, how likely would you be to volunteer for the fire department or EMT/ambulance service?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	374		
Any Response	202	100.0%	
very likely	10	5.0%	5.0%
somewhat likely	25	12.4%	17.3%

	clarkstown_scan_0908		
Not too likely	37	18.3%	35.6%
Not at all likely	126	62.4%	98.0%
(DNR:) DON'T KNOW	4	2.0%	100.0%
VERY/SOMEWHAT LIKELY			
(NET)	35	17.3%	117.3%
NOT TOO/NOT AT ALL LIKELY			
(NET)	163	80.7%	198.0%
Total Responses	400		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 42

TABLE 042

STUB: Q28[64]
28. Are you planning to retire in your current residence?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Yes	152	40.6%	40.6%
No	91	24.3%	65.0%
ALREADY RETIRED	90	24.1%	89.0%
DON'T KNOW	41	11.0%	100.0%
Total Responses	374		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 43

TABLE 043

STUB: Q29[65.2,67.2,69.2,71.2,73.2,75.2,77.2,79.2,81.2,83.2,85.2]
29. As you consider your retirement, would you prefer to move to...?
[READ AS ROTATED] [MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	444		
Any Response	132	100.0%	
Single family home with rooms on one floor	45	34.1%	34.1%
Single family home with rooms on two or more floors	23	17.4%	51.5%
Condominium or town house	28	21.2%	72.7%
Multi-unit senior citizen complex	5	3.8%	76.5%
An accessory apartment that is located in a single family home with its own entrance, kitchen, and bathroom	4	3.0%	79.5%
with family	4	3.0%	82.6%
Apartment	2	1.5%	84.1%
Independent living residence	4	3.0%	87.1%

	clarkstown_scan_0908		
Assisted living	1	0.8%	87.9%
Continuum living, that is independent living to a nursing home in one complex	1	0.8%	88.6%
OTHER (Please specify)	1	0.8%	89.4%
NONE OF THE ABOVE	24	18.2%	107.6%
Total Responses	142		

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TABLE 044

STUB: Q30[87]
 30. How likely would you be to remain in your home if the Town would permit special accessory housing? That is, a small rental apartment in your current home with its own entrance, kitchen, and bathroom. would you be (READ)?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very likely	71	19.0%	19.0%
Somewhat likely	62	16.6%	35.6%
Not too likely	38	10.2%	45.7%
Not at all likely	166	44.4%	90.1%
(DNR:) DON'T KNOW	37	9.9%	100.0%
VERY/SOMEWHAT LIKELY (NET)	133	35.6%	135.6%
NOT TOO/NOT AT ALL LIKELY (NET)	204	54.5%	190.1%
Total Responses	711		

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TABLE 045

STUB: Q31[88]
 31. If you would consider this housing, would you rent the house and live in the smaller accessory apartment?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	405		
Any Response	171	100.0%	
Yes	41	24.0%	24.0%
No	102	59.6%	83.6%
DON'T KNOW	28	16.4%	100.0%
Total Responses	171		

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TABLE 046

STUB: Q32[89]
 32. In the next 5 years, how likely would you be to move to an active adult residence specifically designed for and limited to residents aged 55 and older?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	306		
Any Response	270	100.0%	
Very likely	25	9.3%	9.3%
Somewhat likely	40	14.8%	24.1%
Not too likely	42	15.6%	39.6%
Not at all likely	145	53.7%	93.3%
(DNR:) DON'T KNOW	18	6.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	65	24.1%	124.1%
NOT TOO/NOT AT ALL LIKELY (NET)	187	69.3%	193.3%
Total Responses	522		

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TABLE 047

STUB: Q33A[90]
 33a. Clubhouse
 [ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	82	21.9%	21.9%
Somewhat important	112	29.9%	51.9%
Not too important	50	13.4%	65.2%
Not at all important	115	30.7%	96.0%
(DNR:) DON'T KNOW	15	4.0%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	194	51.9%	151.9%
NOT TOO/NOT AT ALL IMPORTANT (NET)	165	44.1%	196.0%
Total Responses	733		

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TABLE 048

STUB: Q33B[91]
 33b. Recreation area
 [ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
--	---------	--------------	---------

clarkstown_scan_0908

Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	106	28.3%	28.3%
Somewhat important	136	36.4%	64.7%
Not too important	38	10.2%	74.9%
Not at all important	82	21.9%	96.8%
(DNR:) DON'T KNOW	12	3.2%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	242	64.7%	164.7%
NOT TOO/NOT AT ALL IMPORTANT (NET)	120	32.1%	196.8%
Total Responses	736		

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TABLE 049

STUB: Q33C[92]
33c. Pool
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	94	25.1%	25.1%
Somewhat important	107	28.6%	53.7%
Not too important	56	15.0%	68.7%
Not at all important	102	27.3%	96.0%
(DNR:) DON'T KNOW	15	4.0%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	201	53.7%	153.7%
NOT TOO/NOT AT ALL IMPORTANT (NET)	158	42.2%	196.0%
Total Responses	733		

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TABLE 050

STUB: Q33D[93]
33d. Additional parking
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	121	32.4%	32.4%
Somewhat important	97	25.9%	58.3%
Not too important	46	12.3%	70.6%
Not at all important	93	24.9%	95.5%

	clarkstown_scan_0908		
(DNR:) DON'T KNOW	17	4.5%	100.0%
VERY/SOMEWHAT IMPORTANT			
(NET)	218	58.3%	158.3%
NOT TOO/NOT AT ALL			
IMPORTANT (NET)	139	37.2%	195.5%
Total Responses	731		

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TABLE 051

STUB: Q33E[94]
33e. Central dining facilities
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	50	13.4%	13.4%
Somewhat important	74	19.8%	33.2%
Not too important	67	17.9%	51.1%
Not at all important	152	40.6%	91.7%
(DNR:) DON'T KNOW	31	8.3%	100.0%
VERY/SOMEWHAT IMPORTANT			
(NET)	124	33.2%	133.2%
NOT TOO/NOT AT ALL			
IMPORTANT (NET)	219	58.6%	191.7%
Total Responses	717		

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TABLE 052

STUB: Q33F[95]
33f. Community social activities
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	128	34.2%	34.2%
Somewhat important	131	35.0%	69.3%
Not too important	38	10.2%	79.4%
Not at all important	64	17.1%	96.5%
(DNR:) DON'T KNOW	13	3.5%	100.0%
VERY/SOMEWHAT IMPORTANT			
(NET)	259	69.3%	169.3%
NOT TOO/NOT AT ALL			
IMPORTANT (NET)	102	27.3%	196.5%
Total Responses	735		

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TABLE 053

STUB: Q33G[96]
 33g. Limited kitchen facilities
 [ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	133	35.6%	35.6%
Somewhat important	70	18.7%	54.3%
Not too important	28	7.5%	61.8%
Not at all important	112	29.9%	91.7%
(DNR:) DON'T KNOW	31	8.3%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	203	54.3%	154.3%
NOT TOO/NOT AT ALL IMPORTANT (NET)	140	37.4%	191.7%
Total Responses	717		

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TABLE 054

STUB: Q33H[97]
 33h. Personal care assistance
 [ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	59	15.8%	15.8%
Somewhat important	97	25.9%	41.7%
Not too important	57	15.2%	57.0%
Not at all important	137	36.6%	93.6%
(DNR:) DON'T KNOW	24	6.4%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	156	41.7%	141.7%
NOT TOO/NOT AT ALL IMPORTANT (NET)	194	51.9%	193.6%
Total Responses	724		

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TABLE 055

STUB: Q33I[98]
 33i. One-level living with no or few steps into the residence
 [ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
--	---------	--------------	---------

clarkstown_scan_0908

Total	576		
No Answer	202		
Any Response	374	100.0%	
Very important	181	48.4%	48.4%
Somewhat important	74	19.8%	68.2%
Not too important	35	9.4%	77.5%
Not at all important	69	18.4%	96.0%
(DNR:) DON'T KNOW	15	4.0%	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	255	68.2%	168.2%
NOT TOO/NOT AT ALL IMPORTANT (NET)	104	27.8%	196.0%
Total Responses	733		

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TABLE 056

STUB: Q33J[99]
33j. Is there any other aspect that would be important?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Yes	127	34.0%	34.0%
No	223	59.6%	93.6%
DON'T KNOW	24	6.4%	100.0%
Total Responses	374		

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TABLE 057

STUB: Q33J2[100]
33j2. How important would this aspect be in a decision to move? :
ANSWERFROM(Q33J_OE)
[ROTATE TOP TO BOTTOM, BOTTOM TO TOP]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	449		
Any Response	127	100.0%	
Very important	99	78.0%	78.0%
Somewhat important	23	18.1%	96.1%
Not too important	3	2.4%	98.4%
Not at all important	2	1.6%	100.0%
(DNR:) DON'T KNOW	-	-	100.0%
VERY/SOMEWHAT IMPORTANT (NET)	122	96.1%	196.1%
NOT TOO/NOT AT ALL IMPORTANT (NET)	5	3.9%	200.0%

Total Responses

254

□

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TABLE 058

STUB: Q34[101]

34. Clarkstown is considering the option of providing active adult residences designed for and limited to residents who are at least 55 years old. These housing options would be a one or two bedroom apartment. If you knew that these residences were available, how likely would you be to purchase or rent in this Clarkstown community?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
Very likely	72	19.3%	19.3%
Somewhat likely	110	29.4%	48.7%
Not too likely	55	14.7%	63.4%
Not at all likely	112	29.9%	93.3%
(DNR:) DON'T KNOW	25	6.7%	100.0%
VERY/SOMEWHAT LIKELY (NET)	182	48.7%	148.7%
NOT TOO/NOT AT ALL LIKELY (NET)	167	44.7%	193.3%
Total Responses	723		

□

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TABLE 059

STUB: Q35[102]

35. What is the maximum amount you would spend per month on rent for this adult residence in Clarkstown?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	202		
Any Response	374	100.0%	
\$800 or less	47	12.6%	12.6%
\$801 to \$1,000	72	19.3%	31.8%
\$1,001 to \$1,500	79	21.1%	52.9%
\$1,501 to \$2,000	34	9.1%	62.0%
\$2,001 to \$3,000	8	2.1%	64.2%
over \$3,000	5	1.3%	65.5%
REFUSED	129	34.5%	100.0%
Total Responses	374		

□

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TABLE 060

STUB: Q36[103]
36. what would the maximum amount would you consider spending to purchase a new home?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Under \$250,000	99	17.2%	17.2%
\$250,000 to \$299,999	101	17.5%	34.7%
\$300,000 to \$399,999	95	16.5%	51.2%
\$400,000 to \$499,999	59	10.2%	61.5%
\$500,000 or more	90	15.6%	77.1%
REFUSED	132	22.9%	100.0%
Total Responses	576		

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TABLE 061

STUB: Q37[104]
37. what would the maximum amount would you spend per month for rent?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
\$800 or less	67	11.6%	11.6%
\$801 to \$1,000	98	17.0%	28.6%
\$1,001 to \$1,500	141	24.5%	53.1%
\$1,501 to \$2,000	67	11.6%	64.8%
\$2,001 to \$3,000	29	5.0%	69.8%
over \$3,000	9	1.6%	71.4%
REFUSED	165	28.6%	100.0%
Total Responses	576		

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TABLE 062

STUB: Q39A[105.2]
39a. Dogs
ENTER '0' FOR NONE
'99' FOR REFUSED
NUMBER OF DOGS:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
00	391	67.9%	67.9%
01	134	23.3%	91.1%

	clarkstown_scan_0908		
02	42	7.3%	98.4%
03	4	0.7%	99.1%
04	2	0.3%	99.5%
99	3	0.5%	100.0%
Numeric	576	100.0%	200.0%
Alpha	-	-	200.0%
Q39A			
Sum	535.0	535.0	535.0
Mean	0.9	0.9	0.9
Std. Dev.	7.1	7.1	7.1
Std. Error	0.3	0.3	0.3
Median	0.0		
Min	0.0		
Max	99.0	99.0	99.0

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TABLE 063

STUB: Q39B[107.2]
 39b. Cats
 ENTER '0' FOR NONE
 '99' FOR REFUSED
 NUMBER OF CATS:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
00	468	81.3%	81.3%
01	58	10.1%	91.3%
02	29	5.0%	96.4%
03	6	1.0%	97.4%
04	5	0.9%	98.3%
05	3	0.5%	98.8%
06	2	0.3%	99.1%
09	1	0.2%	99.3%
10	1	0.2%	99.5%
99	3	0.5%	100.0%
Numeric	576	100.0%	200.0%
Alpha	-	-	200.0%
Q39B			
Sum	497.0	497.0	497.0
Mean	0.9	0.9	0.9
Std. Dev.	7.2	7.2	7.2
Std. Error	0.3	0.3	0.3
Median	0.0		
Min	0.0		
Max	99.0	99.0	99.0

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TABLE 064

STUB: Q39C[109.2]
 39c. How many other kinds of pets, if any, currently live in your household?
 ENTER '0' FOR NONE
 '99' FOR REFUSED
 NUMBER OF OTHER PETS:

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
00	502	87.2%	87.2%
01	30	5.2%	92.4%
02	18	3.1%	95.5%
03	8	1.4%	96.9%
04	1	0.2%	97.0%
05	6	1.0%	98.1%
07	1	0.2%	98.3%
08	1	0.2%	98.4%
09	2	0.3%	98.8%
10	3	0.5%	99.3%
12	1	0.2%	99.5%
14	1	0.2%	99.7%
99	2	0.3%	100.0%
Numeric	576	100.0%	200.0%
Alpha	-	-	200.0%
Q39C			
Sum	411.0	411.0	411.0
Mean	0.7	0.7	0.7
Std. Dev.	6.0	6.0	6.0
Std. Error	0.2	0.2	0.2
Median	0.0		
Min	0.0		
Max	99.0	99.0	99.0

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TABLE 065

STUB: Q40[111]

40. How many cars do you or does anyone in your household own?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
One	96	16.7%	16.7%
Two	261	45.3%	62.0%
Three or more	189	32.8%	94.8%
None	23	4.0%	98.8%
REFUSED	7	1.2%	100.0%
Total Responses	576		

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TABLE 066

STUB: Q41[112]

41. What is the highest level of formal education you have completed?

	-COUNT-	-% OF TOTAL-	-CUM %-
--	---------	--------------	---------

clarkstown_scan_0908

Total	576		
No Answer	-		
Any Response	576	100.0%	
Some high school or less	2	0.3%	0.3%
High school graduate	77	13.4%	13.7%
Vocational, technical, or trade school	10	1.7%	15.5%
Some college	78	13.5%	29.0%
College graduate	238	41.3%	70.3%
Attended or completed graduate school	164	28.5%	98.8%
REFUSED	7	1.2%	100.0%

Total Responses 576

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TABLE 067

STUB: Q42[113,114,115,116,117]
42. Are you currently (READ)?
[MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Employed full time	301	52.3%	52.3%
Employed part time	71	12.3%	64.6%
Retired	129	22.4%	87.0%
A homemaker	33	5.7%	92.7%
Not working right now	30	5.2%	97.9%
A student	29	5.0%	103.0%
Other (Specify)	3	0.5%	103.5%
REFUSED	6	1.0%	104.5%

Total Responses 602

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TABLE 068

STUB: Q43[118,119,120,121,122]
43. Which, if any, of the following racial and/or ethnic descriptions apply to you? [MULTIPLE RESPONSES]

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
African American	17	3.0%	3.0%
Asian	44	7.6%	10.6%
Hispanic	26	4.5%	15.1%
white	455	79.0%	94.1%
Or some other racial or ethnic identity	6	1.0%	95.1%

clarkstown_scan_0908
 REFUSED 31 5.4% 100.5%
 Total Responses 579

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TABLE 069

STUB: Q44[123]
 44. Finally, which of the following categories best describes your total household income before taxes last year?

	-COUNT-	-% OF TOTAL-	-CUM %-
Total	576		
No Answer	-		
Any Response	576	100.0%	
Less than \$25,000	22	3.8%	3.8%
Between \$25,000 and \$34,999	15	2.6%	6.4%
Between \$35,000 and \$49,999	31	5.4%	11.8%
Between \$50,000 and \$74,999	64	11.1%	22.9%
Between \$75,000 and \$99,999	67	11.6%	34.5%
Between \$100,000 and \$124,999	75	13.0%	47.6%
Between \$125,000 and \$149,999	31	5.4%	53.0%
\$150,000 or more	100	17.4%	70.3%
REFUSED	171	29.7%	100.0%
Total Responses	576		

Housing	Affordable vs Senior Housing
Housing	Town builds - use open space.
Housing	Housing Authority.
Housing	Preference to residents $\leq \$400,000$.
Housing	Town subsidies.
Housing	Effect of open spaces - makes costs rise.
Housing	Affordable not for seniors only.
Housing	Illegal apartments - enforcement.
Housing	AAR did not help.
Housing	Affordable based on years in Clarkstown.
Housing	Housing vs water needs.
Housing	All changes in land use must be based on needs of people who live here now!
Housing	Volunteer emergency services housing. Young people can not afford housing.
Housing	Auxiliary apartments - young & old.
Housing	Impact of multi-family houses.
Housing	Area should remain countrified.
Housing	Increase setbacks.
Housing	Impact of AAR on property.
Housing	Taxes if seniors move in.
Housing	Moratorium on building until Comprehensive Plan is completed for developments & zone changes.
Housing	Height profiles - no high rises.
Housing	Affordable volunteer & senior housing.
Housing	Keep track of large institutional properties to see if they can be used to meet affordable housing needs.
Housing	Investigate building moratorium town wide to stop overcrowding. Affordable housing is the only exception. Volunteers need to stay in housing for specified period to avoid flipping property to a non-volunteer.
Housing	Property owners should be allowed to do whatever they want with their property. No moratorium.
Housing	Update zoning code as part of Comprehensive Plan. Enforce the new code and limit variances.
Housing	Make sure Comprehensive Plan addresses and enforces fire and safety codes. Include provisions to deal with "blight" if foreclosures increase and also neglected and abandoned homes.
Housing	Consider allowing multi-family on any parcel with a minimum area.
Housing	Require green building practices.
Housing	Add floors for residential over commercial.
Housing	Incentives for affordable housing - seniors, family and volunteer.
Housing	Balance green with economics.
Housing	Balance density with infrastructure capacity.
Housing	Housing for volunteers, young people and seniors so they can stay in Clarkstown.

Housing	Developers need to fix any and all problems prior to getting C of O and listen to those who identify problems.
Housing	Follow up activities by the Town after downtown revitalization is complete.
Housing	Restrictions on house building immediately adjacent to railroad lines.
Housing	Address the issue of abandoned homes which become an eyesore and detract from property values.
Housing	As part of downtown revitalization, reconsider apartments over stores to enhance vitality of downtown.
Housing	Legislation to set aside certain portion of property for volunteers, youth and senior citizens.
Housing	Clarify the categorization of motels on Rt. 9W as to whether they are residences or motels/hotels.
Housing	Look at the densities of condo complexes along Rt. 9W in Congers creating traffic issues in the area.
Housing	In general and in downtown revitalization, consider allowing apartments over professional offices (Congers).
Housing	No action taken on item above although suggested to the Town.
Housing	Create a mechanism where developers contribute to the school districts as a condition of approval, particularly in situations where they are adding to the school population.
Housing	In order to keep inventory of affordable housing for volunteers, system must be in place to monitor numbers activity in order for them to keep rental - oversight by Town.
Housing	Look at possibility of providing tax breaks to volunteer families. This should also be monitored.
Housing	Consider zoning on smaller area basis, hamlet /neighborhood.
Housing	Senior housing in downtown New City - near transit/pedestrian.
Housing	Housing in downtown area will help business and reduce traffic.
Housing	Review housing codes and enforcement re: apartment over commercial - overcrowding, meeting actual need i.e. seniors, maintaining purpose.
Housing	Do not need additional housing/building, need more trees/open space.
Housing	Preserve neighborhood character - avoid McMansion construction where appropriate.
Housing	Multi-family homes in single family zone - enforcement needed.
Housing	Additional expense of multi-family homes in single family zone that does not generate additional revenue.
Housing	Prohibition/enforcement of commercial equipment in residential areas.
Housing	Outside storage of junk cars and other materials: Unlicensed vehicles/boats/junk/sheds.
Housing	Volunteer housing for emergency services (Orangetown - Camp Shanks).
Housing	Tax breaks for volunteers.
Housing	Code enforcement or reform to allow development in character of the neighborhood.
Housing	Out of scale housing avoided.
Housing	Proper signage/numbers on houses to be visible from the road.
Housing	Balance new housing vs over development/density.
Housing	Balance housing and impacts on environment.

V. Studies

TOWN OF CLARKSTOWN ECONOMIC DEVELOPMENT STRATEGY

Town of Clarkstown, New York

November 2008

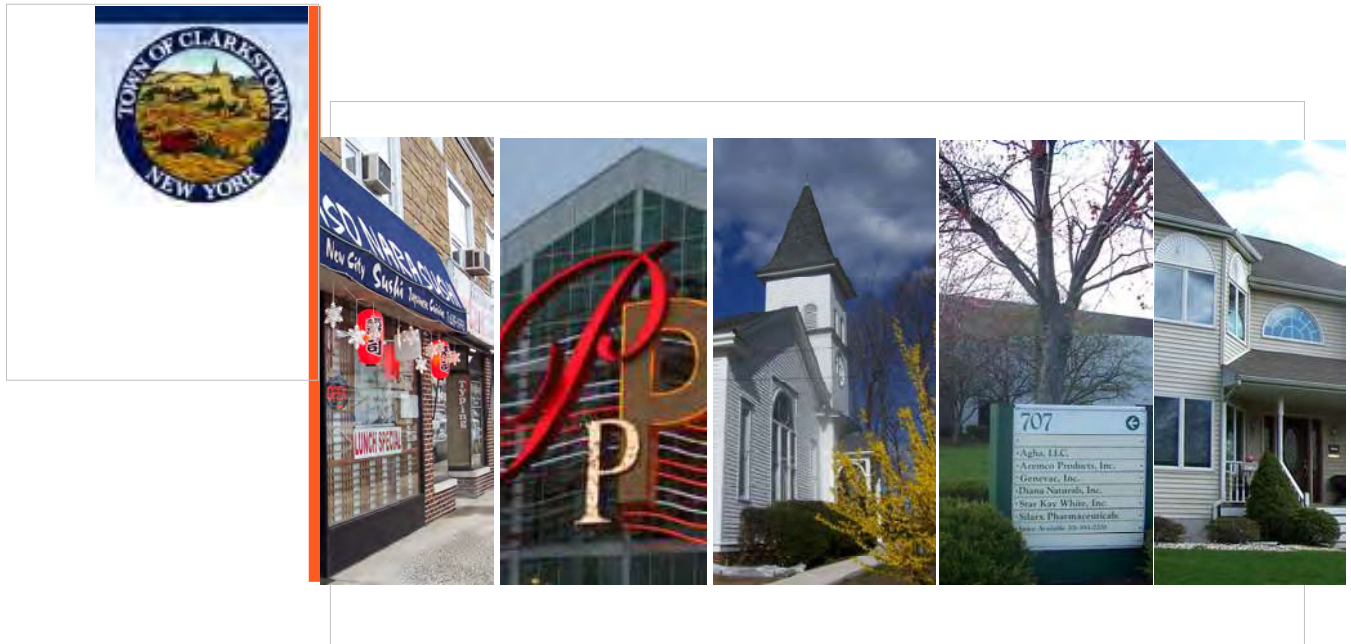


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Executive Summary

Section 1

1.1 INTRODUCTION

What will it be like living and working in Clarkstown five years from now? Ten years from now? What steps does the Town need to take to make life in Clarkstown the best it can possibly be? An Economic Development Strategy is a vehicle through which a community can respond to these questions. It enables a community to set a vision for its economic development future, and then outline the policies and projects required to achieve that vision. Through its policy recommendations, it can foster new ways to approach business attraction and retention, workforce issues, and quality of life.

It is important to note that the Economic Development Strategy is a flexible document that is intended to evolve as the community's needs and desires change over time. The Strategy focuses on a wide range of issues affecting the community. The Strategy does not, however, examine project-specific issues. Rather, the Strategy examines a broader set of community wide economic development issues, provides recommendations to address such issues, and outlines an implementation plan to achieve success.

1.2 PLANNING PROCESS

The Economic Development Strategy was developed through a year-long planning process. Plan development was guided by the Economic Development Strategy Advisory Committee, which was comprised of 14 members selected by the Town.

Advisory Committee Members

Alex Bourghol
Chris Cefola
Michael DiBella
Karen Franchino
Ronald Hicks
Dom Riolo
Al Samuels
Jeff Ventola
Shirley Washington
Russ Woolley
Catherine Nowicki
Rudy Damonti
Joe Simoes
Ken Seltman
Alex Gromack
Rudolph J. Yacyshyn

1.3 PLAN ORGANIZATION

The Town of Clarkstown's Economic Development Strategy is comprised of the following sections:

> **Section 1: Inventory and Analysis**

At the beginning of the planning process, existing conditions within the Town were inventoried. Development of the inventory involved information gathering at both the local and regional levels with regards to economic and demographic trends, labor force characteristics, and quality of life.

> **Section 2: Economic Base Analysis**

The purpose of an Economic Base Analysis is to identify potential target industries that will provide Clarkstown with high employment growth and a competitive advantage. The analysis included identification of existing industry clusters in the Hudson Valley Region, conducting a location quotient analysis, and the identification of existing academic and research initiatives in the County, as well as private research initiatives.

Based on the Economic Base Analysis, the following target industries are recommended for the Town of Clarkstown:

- Biotechnology
- Clean technology /alternative energy
- Educational services
- Financial services
- Information technology
- Medical devices
- Professional and technical services

> **Section 3: Commercial and Industrial Strategies**

This section of the report provides an inventory of existing commercial and industrial development space available in the Town, as well as an estimate of future demand based on occupational projections.

Key findings indicate that the Town of Clarkstown has the potential to add approximately 196,000 square feet of non-residential real estate annually between 2004-2014. This figure compares to an estimated 653,000 square feet of annual non-residential real estate growth projected for Rockland County during the same time period.

> **Section 4: Mall Redevelopment Study**

Many communities today are faced with outdated, failing shopping centers. This section of the report provides the Town with a guidebook for potential mall revitalization projects by examining the history of shopping centers, current trends in reuse and revitalization, and a benchmarking study that looks at six case studies of communities that applied mall reinvestment, adaptive reuse, and single- and multi-use development.

The study also revealed that the Town of Clarkstown has the necessary conditions in place to support the conversion of a failed shopping center into a Mixed-Use Town Center (also known as a Lifestyle Center). According to the Congress for New Urbanism, those conditions include:

- Trade area with a high median household income
- Visible location, with easy freeway access
- Conditions that will support a diversity of housing and commercial options
- Property owners (of shopping center) who can attract and retain national and regional stores
- Community that is ready for a change
- Developer that is willing to engage the community in visioning and development.

> **Section 5: Housing Strategies**

Like most communities located at the outskirts of the New York Metropolitan Area, Clarkstown is experiencing pressure to build residential units that will cater to the growing number of residents moving out of New York City. This outward movement to the suburbs has resulted in higher housing costs and exacerbated the need for more affordable and workforce housing in Clarkstown, in addition to increasing pressures to develop more residential sites.

This section of the report provides a housing analysis to determine housing affordability for both homeowner and rental units based on the income profile of the community's residents. The findings from this analysis resulted in specific policy guidelines regarding housing development to increase housing diversity to cater to different sectors of the community.

> **Section 6: Land Use and Development**

The development of an economic development strategy is closely tied to the understanding of current and future land use trends, local and regional, the readiness of areas to sustainably accommodate growth through updated comprehensive, land use and other economic development plans, effective zoning and other land use regulations, and a comprehensive understanding of the number, locations and environmental conditions of appropriate sites for future development.

Recommendations for Land Use and Development, include:

- Increasing the available space for industrial and office uses, through redevelopment of underutilized retail strip centers, revitalization of hamlet centers, and land assembly
- Attract and retain businesses by maximizing Empire Zones and providing local tax incentives, and streamlining the re/development application process

> **Section 7: Business Climate**

Overall, the business climate in the Town of Clarkstown is strong. As part of the research process, the Saratoga Associates project team interviewed several business owners in the community to identify the Town's strengths, weaknesses and overall business climate.

Based on the interview results, some of the Town strengths include:

- A strategic location which is favorable for both residential and economic development
- Good transportation access due to proximity of the New York State Thruway and Palisades International Parkway
- Business-friendly environment, including town staff and others that are willing and able to support small business owners

Some of the issues and concerns that were raised by business owners include:

- Availability of land, buildings and labor
- Utilities
- Infrastructure, specifically improvements to Route 303
- Taxes, energy costs

> **Section 8: Vision Statement**

A vision statement for the Town of Clarkstown's Economic Development Strategy was compiled from information provided by citizens during town- and neighborhood-wide planning sessions and a visioning exercise completed by the members of the Advisory Committee.

The Town of Clarkstown will be a destination for economic growth by creating a climate that supports the growth of existing businesses, attracts new businesses, fosters entrepreneurship, creates a world-class workforce, and strives for a higher quality of life.

> **Section 9: Plan Recommendations**

To implement the Town's economic vision, the following goals and recommendations were set forth:

Business Retention and Expansion

Goal: Facilitate the retention and expansion of local business and industry in the Town of Clarkstown.

Recommendations:

- Continue to partner with local economic development organizations, such as the

County of Rockland Economic Development Corporation and Rockland Business Association, to expand and improve outreach efforts to existing business.

- Develop a marketing and information program to support business retention and expansion efforts in Clarkstown.

Business Attraction

Goal: Diversify the Town’s economy by attracting new business and industry to Clarkstown through targeted marketing efforts.

Recommendations:

- Develop a Community Preparedness strategy that includes the development of an up-to-date community profile, mock prospect visit program, and property database of available commercial and industrial properties.
- Develop a Marketing Strategy, including a web-based marketing program.
- Form target industry teams.
- Fast track target industry businesses.
- Continue to secure and facilitate federal and State financial and tax incentive programs.
- Explore feasibility of a hotel/convention center.

Entrepreneurship & Technology

Goal: Create an environment in the Town of Clarkstown that fosters the start-up, growth and expansion of small high tech businesses and entrepreneurship.

Recommendations:

- Work with local Chamber to establish an Entrepreneurs Association.
- Develop an Entrepreneurship Committee to give direction and leadership to small business development efforts.
- Establish an entrepreneurship center.
- Create a youth entrepreneurship program.
- Host a one-day Entrepreneurship Education Workshop.
- Connect local technology entrepreneurs to existing angel investor networks.
- Grow seed and venture capital funds.
- Work with local lenders and existing non-traditional funding organizations.
- Conduct a business incubator feasibility study.

Workforce Development & Education

Goal: Expand upon our skilled, educated and globally competitive workforce and ensure that it meets the needs of existing businesses and emerging industries in the Town of Clarkstown.

Recommendations:

- Identify the future needs of the local companies regarding long-term employment
- Determine academic programs presently available at colleges and high schools that meet the present and future employment needs including: new skill sets that are anticipated for the future.
- Support Internship and Mentoring Programs for high school students.
- Support and promote apprentice programs for those new to workforce or those re-entering the workforce as a result of retirement, imprisonment, immigration, and career changers.

Land Use and Development

Goal: Ensure the availability of industrially and commercially zoned land to support existing businesses as well as providing diverse opportunities for new businesses to locate in Clarkstown.

Recommendations:

- Encourage redevelopment of underutilized retail strip centers and shopping centers into industrial/commercial.
- Redevelop Hamlet Centers with additional office uses.
- Acquire/assemble underutilized property, especially Brownfields.
- Maximize Empire Zones (EZ) to encourage greater economic growth.
- Streamline re/development application process.

Quality of Life

Goal: Strive for a higher quality of life in Clarkstown and improve those elements most likely to attract young professionals and businesses among the recommended target industries.

Recommendations:

- Coordinate with the Comprehensive Plan Housing Subcommittee and support their recommendations.
- Encourage infill development, adaptive reuse, and mixed use in specified areas (hamlet centers).
- Adopt design standards for the Hamlet Center
- Continue to prioritize pedestrians, not parking.
- Continue to encourage volunteer landscape efforts.
- Pursue public arts opportunities throughout the hamlet centers.
- Establish a young professionals network.
- Continue to recruit young professionals to serve on local boards and advisory committees.
- Encourage residential units above retail in designated hamlet centers.
- Conduct a Retail Market Analysis to identify/attract commercial and retail services that appeal to young professionals

- Provide a variety of active sports programs that will appeal to young professionals and the creative class.

Establish an Economic Development Advisory Committee

It is further recommended that an Economic Development Advisory Committee, comprised of representatives from the public and private sectors, be established to help guide the implementation of these strategies.

> Section 10: Implementation Plan

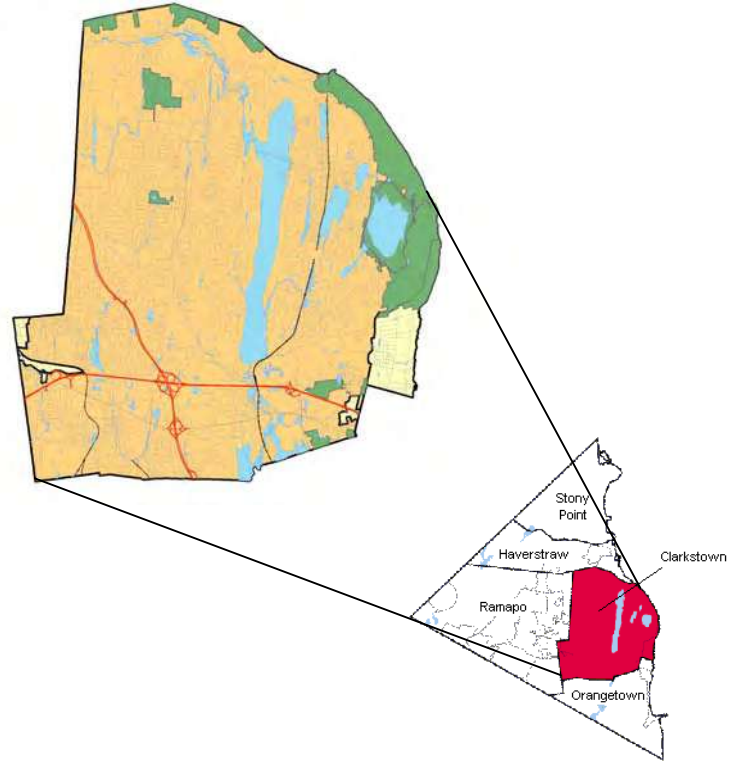
The information obtained during the planning process was used as a basis for plan recommendations. The Advisory Committee, working with Saratoga Associates, developed specific policies and actions to address the issues and concerns identified by the committee, local residents and business owners. Finally, a strategy for implementing the recommended was created. The Plan prioritizes actions, and where appropriate, identified resources for implementation.

Section 1: Economic Inventory

Section 1

SUMMARY OF KEY FINDINGS

The Town of Clarkstown is comprised of eight hamlets: Bardonia, Central Nyack, Congers, Nanuet, New City, Rockland Lake, Valley Cottage and West Nyack. However, the U.S. Census Bureau does not recognize Central Nyack and Rockland Lake as places, and therefore, data is only presented for the six hamlets shown in the accompanying tables and graphs. The entire Village of Upper Nyack, as well as portions of the Villages of Nyack and Spring Valley are also within the Town's boundaries.



Population Characteristics

- > Clarkstown has experienced a steady population base since 1990. Population has increased by 3.4% between 1990 and 2000 and is forecasted to increase an additional 0.9% between 2000 and 2012. The Town witnessed the least amount of growth over the 1990s when compared to the County, the Tri-County region, Orange County, Bergen County and the CBSA. Orange County and Bergen County are the two geographic areas under study that have experienced the greatest overall growth since 1990.
- > Population has fluctuated among the Town's various subsets. While the Village of Upper Nyack experienced considerable population loss over the 1990s, the Hamlet of Nanuet witnessed an increase of nearly 19% between 1990 and 2000. With the exception of Bardonia and West Nyack, all hamlets have experienced moderate growth since 1990.
- > Reflective of the population growth, the number of households has increased in nearly every study area, both between 1990 and 2000 (with the exception of the Village and West Nyack), as well as the projected growth between 2000 and 2011/2012. Rockland County and Orange County are the two geographic areas under study that have experienced the greatest overall growth since 1990.

- > Valley Cottage and Nanuet are the sections of the Town that are projected to experience the greatest growth in terms of the number of households, indicating the continued attractiveness of these Town hamlets.
- > The number of households increased at a faster rate than the population in each study area, indicating a shift toward smaller household sizes throughout Clarkstown and the region.
- > The Town is relatively older – by 1 to 7 years – than the population throughout Rockland County, the Tri-County region, Orange County, Bergen County and the CBSA. This indicates the likeliness of older families and individuals – especially in the Village of Upper Nyack and the Hamlet of Bardonia who both have substantial populations over the age of 55 years – settling into the area, perhaps due to housing affordability issues.
- > Bardonia, New City, West Nyack and the Village of Upper Nyack are the subsets of the Town with the highest household incomes and the highest per capita incomes. Per capita incomes in the Village of Upper Nyack are especially high, at nearly \$58,000 per capita.
- > As of 2000, over 3,000 Clarkstown residents, or 3.7% of the Town’s population are below the poverty level. This compares to 9.3% in Rockland County, 8.4% in the Tri-County region, 10.2% in Orange County, 4.9% in Bergen County and 13.3% in the CBSA.
- > Roughly 13.1% of the families living in Clarkstown could be considered extremely low-income or low-income, earning less than or equal to \$35,450 per year. Each subset of Clarkstown is relatively on par with the income levels seen within the Town in its entirety. All other areas under study have a higher percentage of extremely low-income and low-income households than the Town and its subsets.

Economic Condition

- > The Town’s prospering economy is evidenced by its low unemployment rate. However, the low unemployment rates seen in both Clarkstown and throughout Rockland County have resulted in the challenge to find experienced help, especially in the retail trade industry. This indicates an apparent need for additional workforce development programs to assist inexperienced workers gain the appropriate tools and skills needed for continued prosperity in the local economy.
- > As of 2005, Retail Trade was Clarkstown’s leading industry, with nearly 7,900 employees employed within 515 establishments. However, the industry is declining, and the Health Care and Social Assistance industry is likely to replace Retail Trade as the Town’s leading industry in the near future.
- > The industries located in Clarkstown that saw considerable growth in both the number of establishments and the number of employees between 2000 and 2005 were Utilities; Transportation and Warehousing; Real Estate and Rental and Leasing; Health Care and Social Assistance
- > The Town’s declining industries in terms of both the number of establishments and the number of employees between 2000 and 2005 were: Wholesale Trade; Retail Trade; Finance and Insurance;

Management of Companies and Enterprises; Administrative Support, Waster Management and Remediation Services.

Labor Force Characteristics

- > Residents in the Town of Clarkstown have higher educational attainment levels than those residing in all other geographic areas under study. As of 2006, nearly 60% of the Town's residents over the age of 25 have a college degree, be it Associate, Bachelor, Graduate or Professional. Furthermore, a mere 6.4% of these residents have less than a high school education – down from 10% in 2000. The Town, and the region as a whole, should continue to create strategies that attract and maintain additional high-skilled employees and jobs to the area.
- > Nearly half of Clarkstown's workforce composition is employed within Management and Professional occupations. This data indicates that Clarkstown likely has higher percentages of higher-paid workers than the rest of the region. These higher-paid workers are reflective of the higher educational attainment levels, which are reflected in the higher household and per capita income levels seen throughout the Town.
- > Only 15.3% of residents live and work in Clarkstown. Although the figure has slightly increased since 2000, continued efforts should be made to encourage additional employment opportunities within the Town.
- > Numerous workforce development initiatives exist in Rockland County, presenting many opportunities for individuals wishing to upgrade their skill set, or for local businesses to utilize for training their employees. In addition, over 40 academic institutions or campuses exist within the Tri-County region. While few are actually located in Clarkstown, they have the potential of teaming with organizations within the community to provide residents and employees with necessary skills training that could be used to meet the needs of business and industry.

Physical Condition

- > Residential land use dominates the Town's landscape, with over 23,000 parcels comprising 87.5% of all parcels, and 48.8% of the Town's total acreage. There are also a significant number of commercial parcels, however they combine to constitute a mere 4.7% of the town's acreage. Approximately 7.6% of the Town is vacant land. These vacant parcels, which are predominantly located along the northern portion of the Town as well as between State Route 303 and the waterfront, may represent opportunities for future development or opportunities to create additional community service areas or recreation areas.

Business Climate

- > Relatively speaking, the property and school tax rates in the Town of Clarkstown are lower than the majority of the other Towns within Rockland County. Clarkstown's existing business climate is quite advantageous, acting as a major factor in attracting and retaining business to the Town.

- > Clarkstown's strategic location is favorable for both residential growth and economic development. The Town is located at the crossroads of the New York State Thruway and the Palisades International Parkway, making it easily accessible to New York and New Jersey, Connecticut and Pennsylvania. In addition, Clarkstown is within a one-hour drive of six major airports, and is easily accessible via rail, water and numerous modes of public transportation.

Quality of Life

- > While Clarkstown has added 400 units to its housing stock, the Town's vacancy rate has significantly increased between 2000 and 2006. This could be indicative of a future lull or lessening demand in the region's housing market. As such, there is likely to be an abundance of housing options for existing and future residents. There may be a perception that additional housing is still needed, but in reality, the housing market may have slightly loosened.
- > Other subsets of the Town, most notably Nanuet, Valley Cottage and West Nyack, may still be an attractive and affordable option for residents in the Town. This is reflected in the substantial growth in the number of housing units, and a decreasing vacancy rate between 2000 and 2006.
- > The school districts serving the Town of Clarkstown are excellent. Three out of the four districts have significantly outperformed students throughout New York State in elementary and secondary testing. The weaker performance levels in the East Ramapo Central School District, however, should be addressed through initiatives including after school programs, internships, job shadowing and mentoring programs, and partnerships with local businesses and higher educational institutions in the region.
- > The crime rate in Clarkstown has dropped by nearly 32% between 1990 and 2005.
- > As of 2005, crime rates were higher in Clarkstown than in the rest of Hudson Valley and Bergen County. They were, however, substantially lower than the statewide crime rates in both New York State and New Jersey. Although Clarkstown has seen a vast decrease in the number of crimes over the past 15 years, the Town still needs improvement, most notably among property crimes. As of 2005, there were 1,459 incidents of larceny theft, comprising over 84% of all crimes committed within the Town.

1.0 POPULATION CHARACTERISTICS

Population trends allows for insight on the demographic makeup of the community, the potential labor pool, the nature of the market that will support the local economy, and those that will use the community's resources.

1.1 POPULATION TRENDS

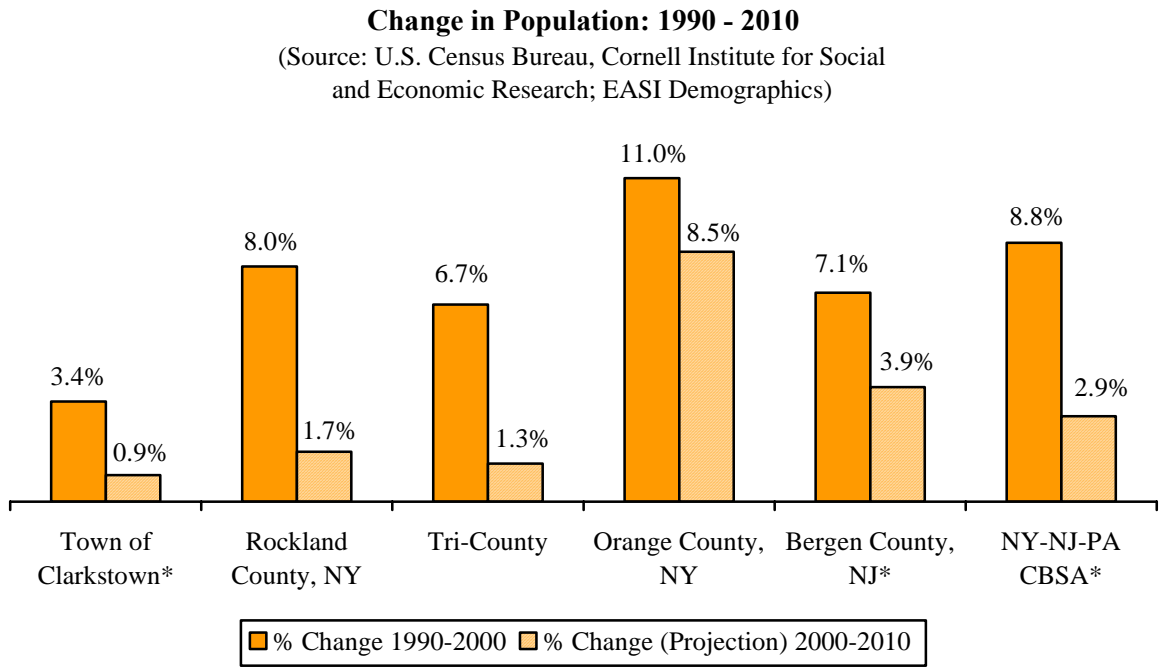
The Town of Clarkstown has experienced steady growth between 1990 and 2000, and is forecasted to continue at a similar, yet slightly lower rate through 2010. Rockland County, the Tri-County region (Putnam, Rockland and Westchester counties), Orange County, Bergen County, and the New York – Northern New Jersey – Long Island, NY-NJ-PA, CBSA¹ each saw considerable growth between 1990 and 2000. However, all areas are also anticipated to experience a smaller percentage of growth over the first decade of the 21st century than what was seen over the 1990s.

Population Trends: 1990 – 2010 (Source: U.S. Census Bureau; Cornell Institute for Social and Economic Research; 2006 American Community Survey; EASI Demographics)						
	Town of Clarkstown	Rockland County, NY	Tri-County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA²
1990	79,346	265,475	1,224,282	307,647	825,380	16,937,653
2000	82,082	286,753	1,305,957	341,367	884,118	18,425,439
2006	81,430	294,965	1,344,923	376,392	904,037	18,929,455
2010 (Projection)	82,812*	291,706	1,322,290	370,521	918,727*	18,965,590
% Change 1990 – 2000	3.4%	8.0%	6.7%	11.0%	7.1%	8.8%
% Change 2000 – 2006	-0.8%	2.9%	3.0%	10.3%	2.3%	2.7%
% Change (Projection) 2006 – 2010	1.7%*	-1.1%	-1.7%	-1.6%	1.6%*	0.2%
% Change (Projection) 2000 – 2010	0.9%*	1.7%	1.3%	8.5%	3.9%*	2.9%

*Note: Population projections for 2012 were used for the Town of Clarkstown, Bergen County and the CBSA

¹ CBSA's are Core Based Statistical Areas, a new census geography stemming from the results of Census 2000. CBSAs include both Metropolitan Areas (formerly MSAs) and new Micropolitan Areas.

² It is important to note that the geographic areas included in the CBSA slightly differed between 1990, 2000 and 2006. However, each was adjusted so that the same geographic areas were examined over time.



*Note: Population projections for 2012 were used for the Town of Clarkstown, Bergen County and the CBSA.

The Town of Clarkstown has experienced steady growth between 1990 and 2000, increasing 3.4%. While population within the Town as a whole has increased steadily, the population has vastly fluctuated among the Town’s various subsets over the same time. While hamlets including Congers, New City and Valley Cottage experienced slight growth since 1990, Bardonia, West Nyack, and especially the Village of Upper Nyack all experienced slight population decline. Conversely, Nanuet experienced tremendous growth over the 1990s, indicating the exceptional quality of life, and overall attractiveness of the community.

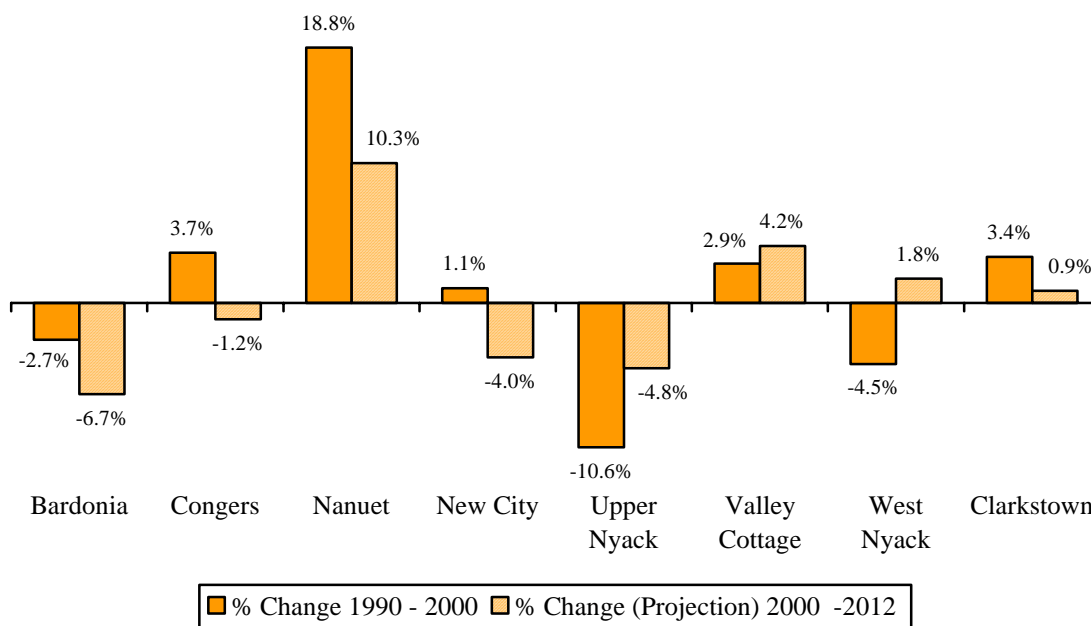
As illustrated in the table on the following page, the Town of Clarkstown is projected to experience slight growth – by 0.9% between 2000 and 2012. Much of this growth can be attributed to the continued expansion of Nanuet’s population base. Nanuet is forecasted to grow by an additional 10.3% through 2012. Similarly, yet on a slightly smaller scale, Valley Cottage is anticipated to witness a 4.2% population increase between 2000 and 2012. However, population projections are anticipated to slow throughout all of the other hamlets; Bardonia, Congers, New City, and Upper Nyack are all forecasted to decline in population between 2000 and 2012. The vast differences seen among each subset of the Town indicate that there are parts of Clarkstown that are more attractive than others. This could be attributed to the availability and costs of housing, crime, school district boundaries, or other factors that would attract and/or retain residents to these parts of town.

Population Trends, Town and Subsets of Clarkstown: 1990 – 2012								
(Source: U.S. Census Bureau; EASI Demographics)								
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
1990	4,487	8,003	14,065	33,673	2,084	9,007	3,437	79,346
2000	4,367	8,303	16,707	34,038	1,863	9,269	3,282	82,082
2007 (Estimate)	4,119	8,250	17,817	33,293	1,807	9,572	3,327	82,779
2012 (Projection)	4,074	8,202	18,427	32,681	1,773	9,660	3,341	82,812
% Change 1990-2000	-2.7%	3.7%	18.8%	1.1%	-10.6%	2.9%	-4.5%	3.4%
% Change (Estimate) 2000-2007	-5.7%	-0.6%	6.6%	-2.2%	-3.0%	3.3%	1.4%	0.8%
% Change (Projection) 2007-2012	-1.1%	-0.6%	3.4%	-1.8%	-1.9%	0.9%	0.4%	0.0%
% Change (Projection) 2000-2012	-6.7%	-1.2%	10.3%	-4.0%	-4.8%	4.2%	1.8%	0.9%

*Note: Population projections for 2012 were used for the Town of Clarkstown, Bergen County and the CBSA.

Change in Population, Town and Subsets of Clarkstown: 1990 - 2012

(Source: U.S. Census Bureau; EASI Demographics)



1.2 HOUSEHOLD TRENDS

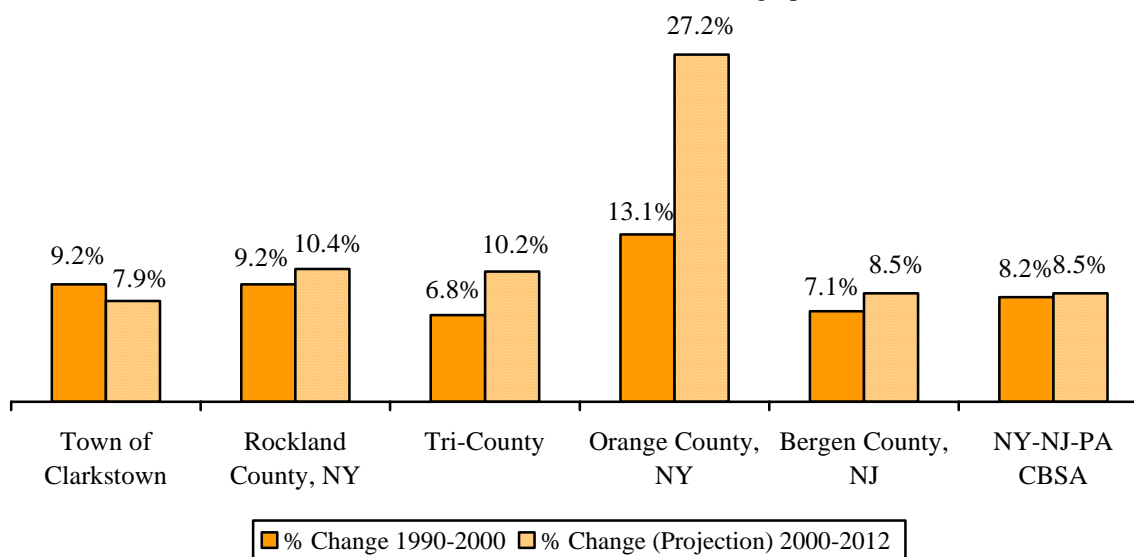
As important as population growth, the trends in household growth can determine Clarkstown's future physical characteristics. As the population shifts to different localities throughout the Town, Rockland County and the region, the number of households may grow at a faster pace in some areas, compared with slow or little growth in others. Reflective of the population growth, the number of households has increased in each study area between 1990 and 2000. This growth is projected to continue to increase throughout each study area between 2000 and 2012. Clarkstown has experienced a 9.2% increase in the number of households between 1990 and 2000, and is projected to continue this trend through 2012.

The greatest amount of overall growth between 1990 and 2012 is seen in Orange County. The County saw a 13.1% increase in the number of households over the 1990s and is projected to increase by an additional 27.2%, or 31,000 households between 2000 and 2012. The number of households increased at a faster rate than the population in each study area (with the exception of the CBSA between 1990 and 2000), indicating a shift toward smaller household sizes throughout the region.

Household Trends: 1990 – 2012						
(Source: U.S. Census Bureau; 2006 American Community Survey, EASI Demographics)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
1990	25,357	84,874	432,998	101,506	308,880	6,208,891
2000	27,697	92,675	462,520	114,788	330,817	6,715,623
2006	27,152	92,115	458,773	121,887	333,469	6,750,638
2012 (Projection)	29,875	102,339	509,898	145,991	358,951	7,284,951
% Change 1990 – 2000	9.2%	9.2%	6.8%	13.1%	7.1%	8.2%
% Change 2000 – 2006	-2.0%	-0.6%	-0.8%	6.2%	0.8%	0.5%
% Change (Projection) 2006 – 2012	10.0%	11.1%	11.1%	19.8%	7.6%	7.9%
% Change (Projection) 2000 – 2012	7.9%	10.4%	10.2%	27.2%	8.5%	8.5%

Change in the Number of Households: 1990 - 2012

(Source: U.S. Census Bureau, EASI Demographics)

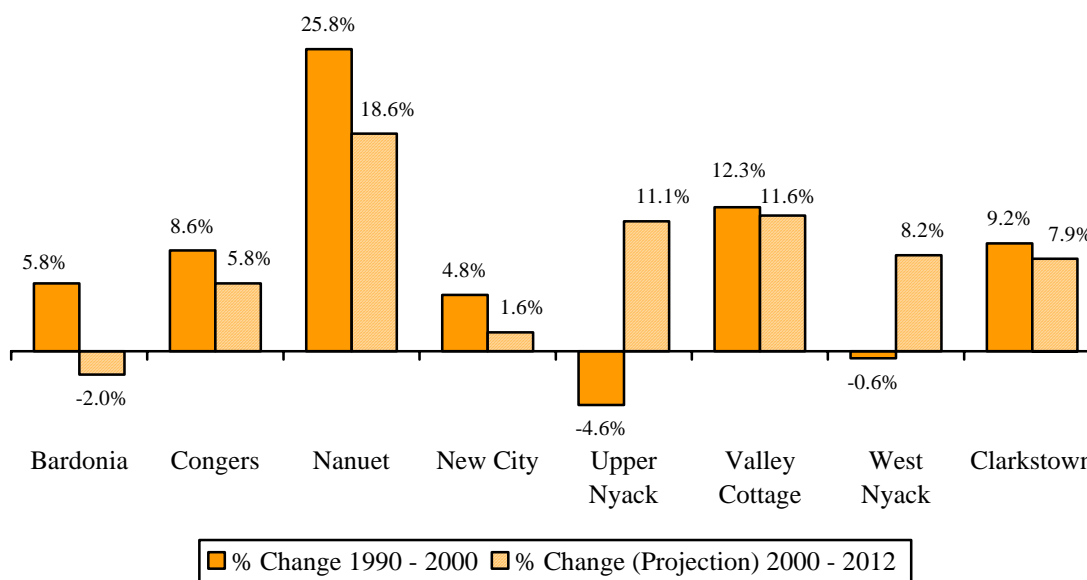


Although the population trends varied among the Town's subsets, the household trends were fairly similar among the Village and each of the Town's hamlets. Not surprisingly, Nanuet experienced the greatest growth in terms of the number of households, and the Village and West Nyack experienced a decline in the number of households between 1990 and 2000. All geographic areas are projected to witness an increase in the number of households between 2000 and 2012. Valley Cottage and Nanuet are projected to experience the greatest growth, indicating the continued attractiveness of these sections of the Town.

As was seen in the larger geographic areas, the number of households increased at a faster rate than the population within each study area, indicating a shift toward smaller household sizes in the Village and each of Clarkstown's hamlets.

Household Trends, Town and Subsets of Clarkstown: 1990 – 2012								
(Source: U.S. Census Bureau; EASI Demographics)								
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
1990	1,403	2,526	4,694	10,364	746	3,028	1,085	25,357
2000	1,484	2,743	5,904	10,857	712	3,399	1,078	27,697
2007 (Estimate)	1,471	2,845	6,591	11,012	717	3,665	1,135	29,131
2012 (Projection)	1,454	2,901	7,005	11,036	720	3,794	1,166	29,875
% Change 1990-2000	5.8%	8.6%	25.8%	4.8%	-4.6%	12.3%	-0.6%	9.2%
% Change (Estimate) 2000-2007	-0.9%	3.7%	11.6%	1.4%	0.7%	7.8%	5.3%	5.2%
% Change (Projection) 2007-2012	-1.2%	2.0%	6.3%	0.2%	0.4%	3.5%	2.7%	2.6%
% Change (Projection) 2000-2012	-2.0%	5.8%	18.6%	1.6%	1.1%	11.6%	8.2%	7.9%

**Change in Number of Households,
Town and Subsets of Clarkstown: 1990 - 2012**
(Source: U.S. Census Bureau; EASI Demographics)



1.3 AGE COHORT PROFILE

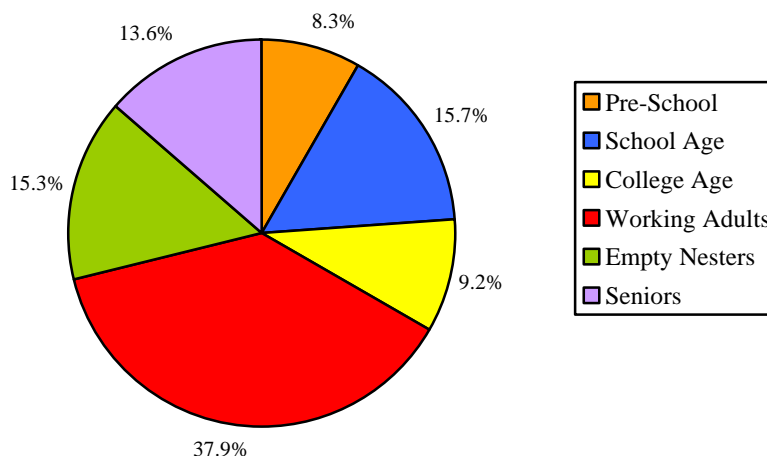
The population can be broken down into cohorts or groups, by age. An analysis of these age cohorts is an important component in determining the demographic profile of the geographic divisions under study. Following typical age cohort profiles, Baby Boomers are those born from 1946 to 1964. Those that belong to Generation X were born from 1965 to 1976, while the Generation Y or Echo Boomers were born from 1977 to 1994. As the decade moves on, these age cohorts mature and take on the characteristics of older generations, therefore changing the population trends and needs over time. As a result of these population adjustments, age cohorts help determine the types of development that a community may need to adapt to future change.

For purposes of this study, age cohort profiles will be examined based on the following classifications:

- > Pre-school: less than 6 years old
- > School Age: 6 to 17 years old
- > College Age: 18 to 24 years old
- > Working Adults: 25 to 54 years old
- > Empty Nesters: 55 to 64 years old
- > Seniors: 65+ years old

Age Cohort Profile, Town of Clarkstown: 2006

(Source: 2006 American Community Survey)



An age cohort analysis indicates that the Town is relatively older – by 1 to 7 years – than the population throughout Rockland County, the Tri-County region, Orange County, Bergen County, and the CBSA. Relatively speaking the Town has a small percentage of pre-school, school age, and college age persons.

This indicates the likeliness of older families and individuals – rather than younger families with children – settling into the area, perhaps due to housing affordability issues. Orange County, on the other hand, has a substantial portion of younger cohorts, and less than 20% of the County’s population is aged 55 or older. There are a greater portion of empty nesters and seniors residing within the Town than all other study areas. Approximately 28.9% of the Town’s population is comprised of persons 55 years or older. The substantial empty nester and senior population, combined with the progression in aging of the population, indicates that a greater demand for senior housing and senior services may be needed in the community.

Age Cohort Profile: 2006						
(Source: 2006 American Community Survey)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
Pre-School	8.3%	9.0%	8.1%	8.3%	7.0%	8.0%
School Age	15.7%	17.9%	16.9%	18.2%	15.3%	15.9%
College Age	9.2%	10.2%	9.1%	10.7%	8.1%	9.2%
Working Adults	37.9%	37.9%	40.9%	43.1%	43.0%	43.5%
Empty Nesters	15.3%	12.4%	11.7%	9.9%	12.0%	10.7%
Seniors	13.6%	12.5%	13.3%	9.9%	14.6%	12.7%
Median Age	41.5 years	37.4 years	39.1 years	34.6 years	40.8 years	37.4 years

An age cohort analysis of the Village and hamlets within Clarkstown indicate that for the most part, the Town’s hamlets are relatively younger than the Town on the whole. Congers and New City are the two hamlets with the greatest pre-school and school age population, comprising 25.9% and 25.8% of their respective populations. This could be indicative of younger families moving into these hamlets.

The Village of Upper Nyack, on the other hand, has a median age that is four years greater than the Town. Not surprising, the Village has the greatest percentage of persons over 55 years old, when compared to all of the Town’s geographic subsets. Roughly 29% of all residents in the Village of Upper Nyack are comprised of empty nesters and seniors. Bardonia also has a considerable empty nester and senior population, comprising 28% of the hamlet’s population. When examining the possibility of new senior housing and senior services within the Town, areas including Upper Nyack and Bardonia should be considered primary targets. However, the Town should ensure an appropriate generational mix throughout each of their individual communities, and hamlets with relatively younger populations should not be overlooked for such senior-related types of development.

Age Cohort Profile, Subsets of Clarkstown: 2006 (Source: EASI Demographics)							
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack
Pre-School	7.3%	8.8%	8.2%	7.8%	6.4%	6.9%	8.1%
School Age	17.5%	17.2%	15.6%	18.0%	15.4%	14.1%	16.2%
College Age	7.5%	7.1%	7.9%	6.4%	4.4%	7.0%	6.3%
Working Adults	39.6%	46.2%	45.1%	42.6%	44.8%	45.9%	43.8%
Empty Nesters	15.1%	10.9%	11.9%	13.6%	13.8%	12.3%	13.3%
Seniors	12.9%	9.9%	11.4%	11.5%	15.2%	13.8%	12.3%
Median Age	41.6 years	37.5 years	37.8 years	40.7 years	45.5 years	41.2 years	40.4 years

1.4 RACIAL COMPOSITION

Reflective of most suburban communities of the New York Metropolitan area, the majority of residents in the Town of Clarkstown are white. A mere 8.0% of the Town is black or African-American, and 10.0% is Hispanic or Latino. The minority population within the Town is much lower than the other geographic areas under study. However, the Town's Asian population is relatively large. With the exception of Bergen County, the Town has a far greater Asian population than all other areas under study.

While the Town's racial composition has remained relatively unchanged between 2000 and 2006, there have been several slight fluctuations. The white population has decreased by roughly 2.0% over the six-year span, giving way to larger Asian and the Hispanic/Latino populations between 2000 and 2006.

Racial Composition: 2000 – 2006												
(Source: U.S. Census Bureau; 2006 American Community Survey)												
	Town of Clarkstown		Rockland County		Tri-County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
White	80.0%	77.8%	76.9%	77.6%	74.2%	71.8%	83.7%	77.1%	78.4%	74.4%	61.8%	59.8%
Black/African American	7.9%	8.0%	11.0%	11.3%	12.6%	12.5%	8.1%	8.9%	5.3%	5.7%	18.1%	17.5%
Asian	7.9%	10.3%	5.5%	6.2%	4.5%	5.4%	1.5%	2.7%	10.7%	13.9%	7.4%	9.2%
Other	2.2%	2.3%	4.1%	3.5%	5.9%	8.4%	4.1%	9.0%	3.2%	4.6%	9.2%	11.9%
Hispanic/Latino	6.9%	10.0%	10.2%	12.7%	13.7%	16.6%	11.6%	15.4%	10.3%	14.1%	19.4%	21.1%
Two or more races	2.0%	1.7%	2.5%	1.4%	2.8%	1.5%	2.2%	2.4%	2.3%	1.4%	3.6%	1.7%
Note: Figures may not add up to 100%. Hispanic population may be included in other races.												

1.5 INCOME

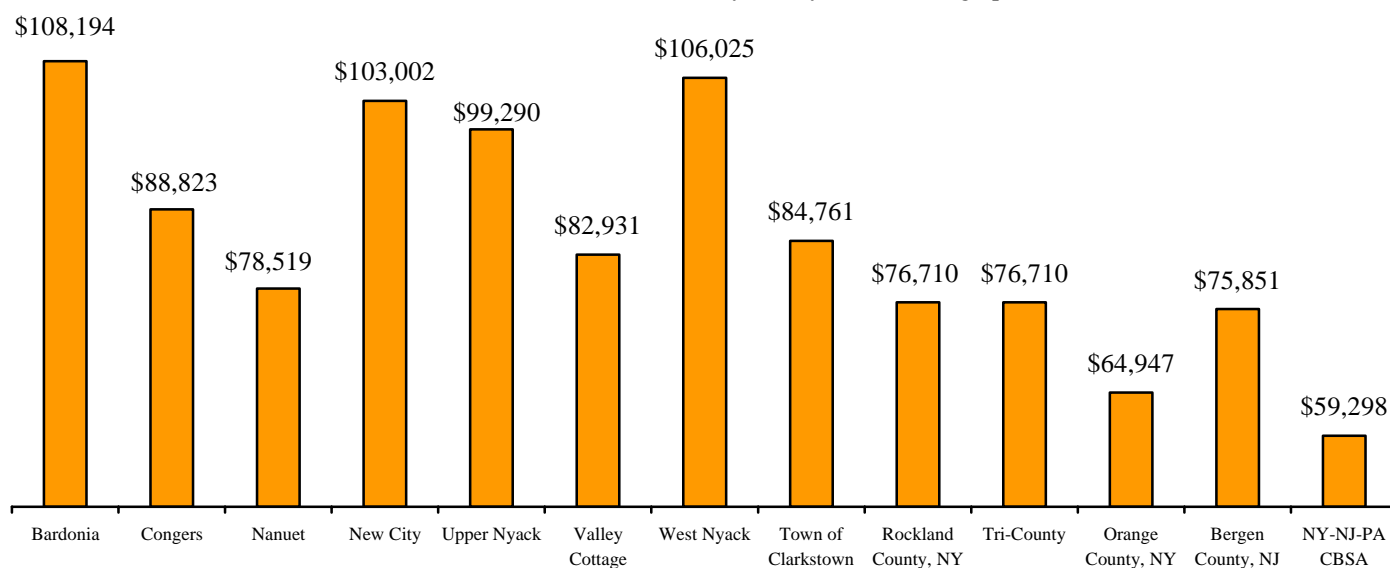
The median household incomes and per capita incomes for the Village of Upper Nyack and all other geographic subsets of the Town, the Town of Clarkstown, Rockland County, the Tri-County region, Orange County, Bergen County and the CBSA are depicted in the accompanying charts and tables.

Bardonia, New City, West Nyack and the Village of Upper Nyack seem to be the portions of the Town with the highest household income levels. On the other hand, Nanuet and Valley Cottage have median household levels lower than that of the Town. All of the Town's subsets have higher household income levels than Rockland County and the Tri-County region, as well as Orange and Bergen counties and the CBSA. Orange County and the CBSA are the geographic areas under study with the lowest household income levels.

The average household incomes in each study area are much greater than that of each area's median household incomes. This indicates the presence of substantial income gaps within each area under study. Income gaps are reflective of numerous households with greater household incomes, thus skewing the average household income to reflect higher income levels. The widest income gap under study is in the Village of Upper Nyack, where the median household income is 67.7% of, or over \$47,000 less than, the average household income. However, there are still significant income gaps in other parts of Clarkstown, as well as the rest of the region.

Median Household Income: 2006

(Source: 2006 American Community Survey; EASI Demographics)

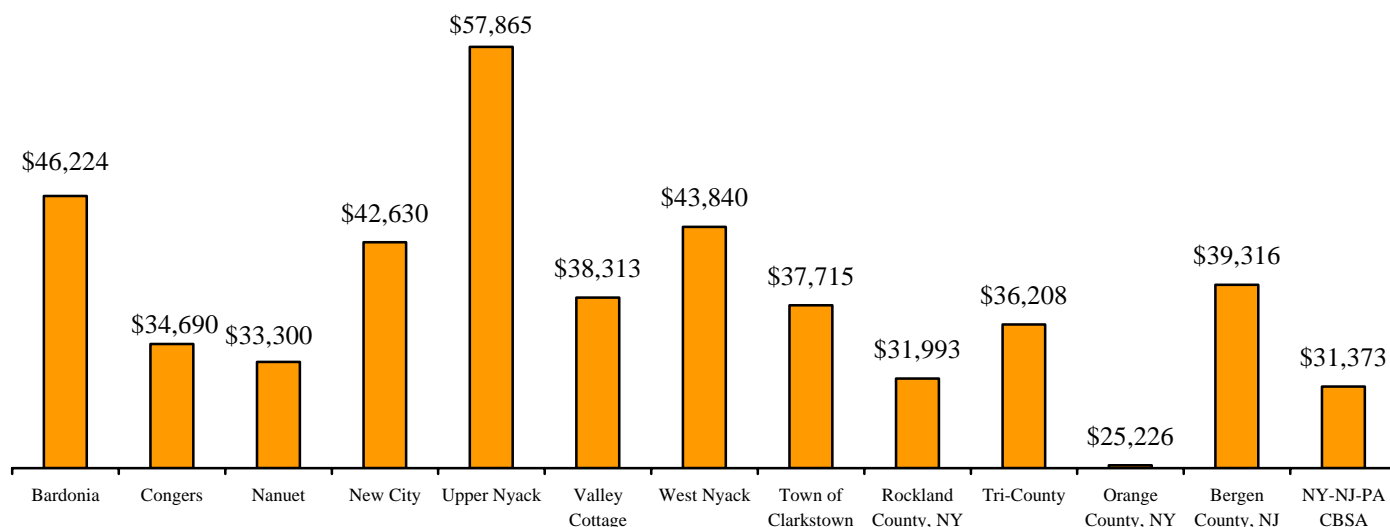


The per capita income levels are reflective of the median household income levels seen within each geographic study area. As such, Bardonia, New City and West Nyack are the hamlets with the highest

per capita incomes, where Congers and Nanuet have lower per capita incomes than the Town as a whole. At nearly \$58,000 per capita, incomes in the Village of Upper Nyack are much greater than those found within each study area, and are nearly double those found in the CBSA and Rockland County.

Per Capita Income: 2006

(Source: 2006 American Community Survey; EASI Demographics)



While median household income and per capita income help depict the financial state of a neighborhood, the poverty levels are what actually determine whether or not there is economic hardship or need. Poverty is measured by federal thresholds and the income that is associated with these thresholds. The official definition uses 48 thresholds that take into account family size, ranging from one to nine people, and the presence and number of family members under 18 years old. Seen as a major discrepancy, poverty thresholds are not adjusted for regional, state, or local variation in the cost of living.

As of 2000, the poverty threshold ranged from \$7,990 for one person over 65 years old to \$37,076 for a family of nine people or more with one related child under 18 years old. Each additional person over 18 years old added to the family unit increases the poverty threshold by approximately \$3,000 to \$5,000, however, each related child under 18 years old decreases the threshold by a slight amount³. For the purpose of this analysis, the individuals that are below the poverty level pertain to those people who do not generate enough income to reach these aforementioned thresholds.

Reflective of the higher incomes seen throughout Clarkstown, the Town has a much lower poverty rate than all other geographic areas under study. According to the U.S. Census Bureau, over 3,000 Clarkstown residents, or 3.7% of the Town's population are below the poverty level. This compares to 9.3% in

³ U.S. Census Bureau, 2000

Rockland County, 8.4% in the Tri-County region, 10.2% in Orange County, 4.9% in Bergen County, and 13.3% in the CBSA.

Household Income Characteristics: 2006						
(Source: U.S. Census Bureau; 2006 American Community Survey)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
Median Household Income	\$84,761	\$76,710	\$76,710	\$64,947	\$75,851	\$59,298
Average Household Income	\$109,331	\$98,447	\$104,982	\$73,990	\$103,418	\$84,542
Per Capita Income	\$37,715	\$31,993	\$36,208	\$25,226	\$39,316	\$31,373
Individuals Below Poverty Level (2000)	3,060	26,772	109,849	34,672	43,417	2,457,267
% of Total Population (2000)	3.7%	9.3%	8.4%	10.2%	4.9%	13.3%

As illustrated in the table on the following page, a distribution of household incomes in each geographic area reflects similar trends as were seen when examining household and per capita income levels. As of 2006, only 5.6% of the households in the Town have incomes below \$15,000. On the contrary, over 43% of the Town's households have incomes in excess of \$100,000. This is compared to 36.4% in Rockland County, 38.2% in the Tri-County region, 25.7% in Orange County, 36.5% in Bergen County, and 27.4% in the CBSA. It is clear that household incomes among Clarkstown residents are considerably higher when compared to the surrounding region.

Household Income Characteristics: 2006						
(Source: U.S. Census Bureau; 2006 American Community Survey)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
Less than \$15,000	5.6%	8.5%	7.9%	9.7%	7.9%	13.4%
\$15,000 - \$24,999	3.0%	7.0%	6.8%	8.7%	7.0%	9.0%
\$25,000 - \$34,999	4.2%	6.7%	7.7%	8.1%	6.6%	8.6%
\$35,000 - \$49,999	10.9%	10.6%	10.4%	11.5%	10.7%	11.9%
\$50,000 - \$74,999	17.5%	16.1%	16.3%	20.1%	17.3%	17.1%
\$75,000 - \$99,999	15.7%	14.8%	12.7%	16.2%	14.0%	12.5%
\$100,000 - \$149,999	21.8%	17.8%	17.1%	18.2%	17.9%	14.3%
\$150,000 - \$199,999	12.0%	10.1%	8.4%	4.3%	8.1%	6.1%
\$200,000+	9.3%	8.5%	12.7%	3.2%	10.5%	7.0%

A detailed analysis of the 2007 Household Income Characteristics for the Town of Clarkstown, including the Village and other subsets of the town is provided in the Section 5 (Housing Strategies) of this report.

1.6 HUD – INCOME CLASSIFICATIONS

The HUD-Area Median Family Income (HAMFI) is often used to determine eligibility for many federal and state programs. The Department of Housing and Urban Development (HUD) classifies households into the following categories:

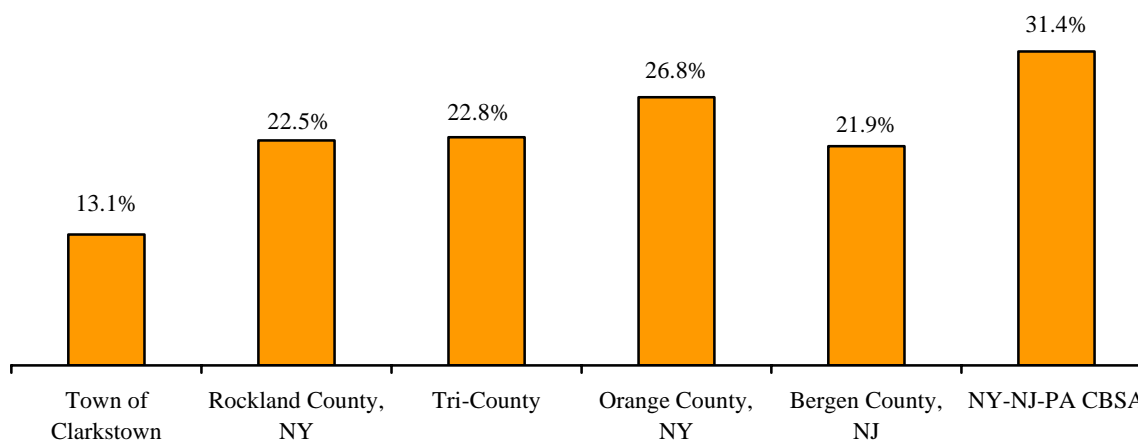
- > Extremely Low-Income: $\leq 30\%$ HAMFI ($\leq \$21,270$)
- > Low-Income: 31% to 50% HAMFI (\$21,270 to \$35,450)
- > Moderate Income: 51% to 80% HAMFI (\$35,450 to \$56,720)
- > Middle Income: 81% to 95% HAMFI (\$56,720 to \$67,355)
- > All Other Income: $> 95\%$ HAMFI ($> \$67,355$)

In 2006, New York-Northern New Jersey-Long Island, NY-NJ-PA, CBSA's HUD-Area Median Family Income (HAMFI) is \$70,900. This figure is used to determine household income classification for the Town of Clarkstown (including the Village and other subsets of the Town), Rockland County, the Tri-County region, Orange County, Bergen County, and the CBSA.

As was the case with household and per capita incomes, there is much variation among residents throughout the Town. Only 13.1% of the families could be considered extremely low-income or low-income, earning less than or equal to \$35,450 per year. In comparison, Rockland County has 22.5%, the Tri-County region has 22.8%, Orange County has 26.8%, Bergen County has 21.9%, and the CBSA has 31.4% of their population that is deemed extremely low-income or low-income.

Extremely Low-Income and Low-Income Households: 2006

(Source: 2006 HUD-Area Median Family Income; 2006 American Community Survey; EASI Demographics)



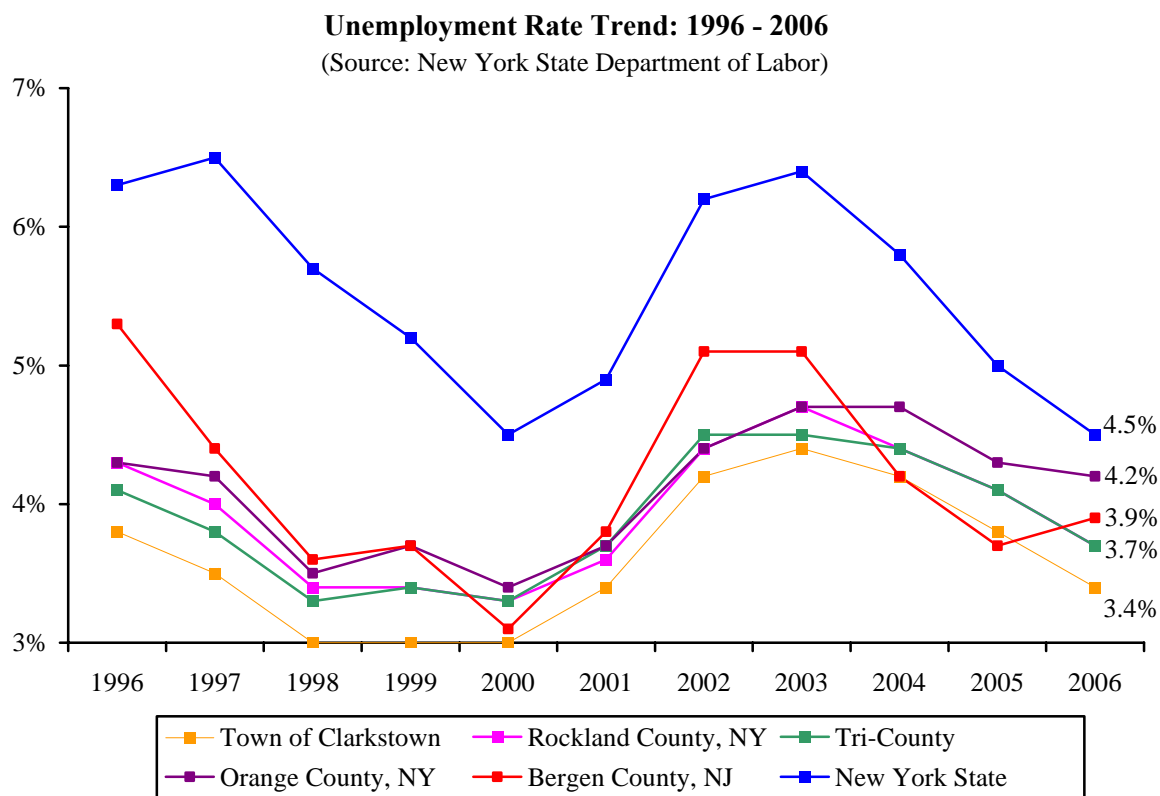
Distribution of Households by Income Cohort: 2006 (Source: 2006 HUD-Area Median Family Income, 2006 American Community Survey)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
Extremely Low-Income	2,036	11,848	56,109	18,450	40,993	1,286,800
% of Total Households	7.5%	12.9%	12.2%	15.1%	12.3%	19.1%
Low-Income	1,526	8,845	48,251	14,232	31,908	833,197
% of Total Households	5.6%	9.6%	10.5%	11.7%	9.6%	12.3%
Moderate- Income	4,156	13,424	66,369	20,165	50,165	1,090,559
% of Total Households	15.3%	14.6%	14.5%	16.5%	15.0%	16.2%
Middle-Income	2,027	6,298	31,759	10,400	24,528	489,760
% of Total Households	7.5%	6.8%	6.9%	8.5%	7.4%	7.3%
All Other Income	17,408	51,699	256,286	58,639	185,875	3,050,322
% of Total Households	64.1%	56.1%	55.9%	48.1%	55.7%	45.2%

A detailed analysis of the 2007 HUD-AREA Median Family Income (HAMFI) for the Town of Clarkstown, including the Village and other subsets of the town is provided in the Section 5 (Housing Strategies) of this report.

2.0 ECONOMIC CONDITION

2.1 UNEMPLOYMENT RATE

Unemployment rates are a reflection of the current economic state of a community, and as seen in the accompanying chart, they have fluctuated in each study area between 1996 and 2006, corresponding to changes in the economy. Nevertheless, the unemployment rate in Clarkstown has remained lower than Rockland County, the Tri-County region, Orange County, Bergen County (with the exception of 2004 and 2005) and New York State as a whole. In 2006, the Town had an unemployment rate of only 3.4%, compared with 3.7% in both Rockland County and the Tri-County region, 3.9% in Bergen County, 4.2% in Orange County, and 4.5% in the CBSA. The Town's low unemployment rates are indicative of a prospering economy, where many of the employment gaps have already been filled. However, low unemployment rates throughout Rockland County have resulted in the challenge to find experienced help, especially within the County's retail trade industry. Job-training and workforce development programs will help inexperienced workers obtain the appropriate tools and skills needed for the region's continued prosperity.



Often times, there is a mismatch between available workforce and available jobs creating tension and higher unemployment rates. A low unemployment rate supports the hypothesis that the job supply is adequately matched to the population. Taking that a step further, however, this does not explain the location of where residents are employed. This information is important to determine what businesses, if any, are needed in a community and if they would have a sufficient workforce available in that community. With the evidence of suburban sprawl, it is easy to assume that many residents of Clarkstown are commuting out of the Town for employment, likely to other municipalities in Rockland and Westchester counties, New York City and New Jersey. If most residents are commuting outside the Town for work, then there is a spatial mismatch between jobs and workers, and this will need to be addressed in the future.

2.2 CLARKSTOWN'S TOP EMPLOYERS

As seen in the accompanying table, 39 out of Rockland County's top 100 employers are located in Clarkstown. These employers account for over 13,500 jobs throughout Clarkstown. Many of the County offices and departments are located in Clarkstown, accounting for over 36% of the employees within the Town's top employers. Other strong sectors within the Town include health care and retail. The health care and social assistance industries employ roughly 3,000 persons (excluding County jobs) within the Town's top employers. Retail jobs at Target, Macy's, Lord & Taylor, Boscov's, Costco, Home Depot, J.C. Penney and Sears, Roebuck & Co., account for nearly 2,000 of the employees within the top employers. In addition, the Town itself employs approximately 700 persons.

Top Employers, Town of Clarkstown: 2007 (Source: Rockland Economic Development Corporation)			
Name of Employer	Location and Contact Information	Number of Employees	Comments
Rockland County	Ms. Patricia Prendergast, Commissioner of Personnel 18 New Hempstead Road New City, NY 10956 (845) 638-5224	3,385	County government
Jawonio, Inc.	Mr. Paul J. Tendler, LCSW, Executive Director/CEO 260 N. Little Tor Road P.O. Box 312 New City, NY 10956 (845) 634-4648	811	Center for people with disabilities and special needs

Name of Employer	Location and Contact Information	Number of Employees	Comments
BOCES of Rockland County	Dr. James M. Ryan, Chairman of the Association of Rockland County School Executives 65 Parrott Road West Nyack, NY 10994 (845) 627-4701	780	Educational services and resources
Town of Clarkstown	The Honorable Alexander J. Gromack, Supervisor 10 Maple Avenue New City, NY 10956 (845) 639-2050	700	Local government
A & T Healthcare, LLC	Ms. Toni Babington, President 339 N. Main Street, Suite 5B New City, NY 10956 (845) 638-4342	650	Health care
ARC of Rockland	Ms. Karyl Caplan, Executive Director 25 Hemlock Drive Congers, NY 10920 (845) 267-2500	633	Association for people with developmental disabilities
Camp Venture, Inc.	Mr. Daniel C. Lukens, Executive Director 25 Smith Street, Suite 510 Nanuet, NY 10954 (845) 624-3860	600	Provider for habilitative services to developmentally disabled
Tilcon New York, Inc.	Mr. John Cooney, Jr., President 162 Old Mill Road West Nyack, NY 10994 (845) 480-3285	400	Construction and materials
Prudential Rand Realty	Mr. Matt Rand, Managing Partner 10 Schriever Lane New City, NY 10956 (845) 825-8024	398	Real estate
Rockland Bakery, Inc.	Mr. Sal Battaglia, President 94 Demarest Mill Road Nanuet, NY 10954 (845) 623-5800	359	Bakery
Target	Ms. Charlene Hicks, Team Leader Human Resources 4120 Palisades Center Drive West Nyack, NY 10994 (845) 348-6440	250	Retail

Name of Employer	Location and Contact Information	Number of Employees	Comments
W&W Glass, LLC	Mr. Jeffrey Haber, Managing Partner 302 Airport Executive Park Nanuet, NY 10954 (845) 425-4000	250	Architectural glass and metal contractor
Sears, Roebuck & Co.	Ms. Auria Fernandez, General Manager 100 Route 59 Nanuet, NY 10954 (845) 627-4500	246	Retail
Intercos America, Inc.	Ms. Anne Hayden, Controller 200 Route 303 N. Congers, NY 10920 (845) 267-3601	205	Global cosmetics contract manufacturer
The Salvation Army	Lawrence R. Moretz, Commissioner 440 W. Nyack Road West Nyack, NY 10994 (845) 620-7200	202	Charity organization
Costco Wholesale, Inc.	Mr. Steve Marchionni, Manager 50 Overlook Boulevard Nanuet, NY 10954 (845) 425-1469	200	Retail
Friedwald Center for Rehab & Nursing	Mr. Barry Winet, CEO 475 New Hempstead Road New City, NY 10956 (845) 678-2000	200	Health care/ rehabilitative services
Home Depot	Mr. Fred Munk, General Manager 43 Hutton Avenue Nanuet, NY 10954 (845) 627-2038	200	Retail
Lord & Taylor	Ms. Lisa Damian, General Manager 1825 Palisades Center Drive West Nyack, NY 10994 (845) 353-6440	200	Retail
Nyack Manor Nursing Home	Ms. Christine O'Toole, Administrator 476 Christian Herald Road Valley Cottage, NY 10989 (845) 268-6861	200	Nursing home

Name of Employer	Location and Contact Information	Number of Employees	Comments
Home Depot	Mr. Jeremy Zitofsky, General Manager 2024 Palisades Center Drive West Nyack, NY 10994 (845) 348-0566	185	Retail
Technical Traffic Consultants	John N. Mecchella, Esq., President 30 Hemlock Drive Congers, NY 10920 (845) 623-6144	185	Transportation data management services
United Parcel Service	Mr. Jerry Delorenzo, Manager 31 Murray Hill Drive Nanuet, NY 10954 (845) 352-2731	183	Transportation and material moving
St. Agatha of the New York Foundling	Ms. Patricia Hackler, Executive Director 135 Convent Road Nanuet, NY 10954 (845) 623-3461	161	Social services/ Social assistance
Macy's	Ms. Ericka Murphy, Store Manager 200 Nanuet Mall, Route 59 Nanuet, NY 10954	160	Retail
The Bank of New York	Ms. Alena Segro, Regional Manager 250 S. Middleton Road Nanuet, NY 10954 (845) 624-2565	160	Finance and insurance
Mental Health Association of Rockland County, Inc.	Dr. Karen Oates, President and CEO 706 Executive Boulevard, Suite F Valley Cottage, NY 10989 (845) 267-2172	155	Social services
Bee-Alive, Inc.	Mrs. Madeline Balletta, President 7 New Lake Road Valley Cottage, NY 10989 (845) 268-0960	150	Health and beauty products
Boscov's Department Store	Ms. Barbara Vito, Store Manager 75 Route 59 W. Nanuet, NY 10954 (845) 627-0001	150	Retail
General Bearing Corporation	Mr. David L. Gussack, CEO 44 High Street West Nyack, NY 10994 (845) 358-6000	150	Manufacture and supply of bearing components and products

Name of Employer	Location and Contact Information	Number of Employees	Comments
Macy's	Ms. Jennifer Hicks, General Manager 1920 Palisades Center Drive West Nyack, NY 10994 (845) 358-7990	150	Retail
J.C. Penney	Ms. Darcy McClure, Store Manager 1403 Palisades Center Drive West Nyack, NY 10994 (845) 348-0382	125	Retail
Tolstoy Foundation Nursing Home	Ms. Dorothy Corbett, LNHA, Administrator 100 Lake Road Valley Cottage, NY 10989 (845) 268-6813	120	Nursing home
Valois of America, Inc.	Mr. Paul Heffernan, Controller 250 N. Route 303 Congers, NY 10920 (845) 639-3692	120	Design and manufacture of spray and delivery systems
Palisades Center	Mr. Peter L. Janoff, General Manager 1000 Palisades Center Drive West Nyack, NY 10994 (845) 348-1005	117	Retail
Cambridge University Press	Mr. Ian Bradie, Director, West Nyack & Press 110 Brook Hill Drive West Nyack, NY 10994 (845) 353-7500	109	Printing and publishing
Cablevision	Ms. Laura Florin, Human Resources Manger 235 W. Nyack Road West Nyack, NY 10994 (845) 624-3500	100	Telecommunications and entertainment
New York Health Care	Ms. Rosemarie Cappello, Branch Manager 200 E. Route 59, Suite 8 & 9 Nanuet, NY 10954 (845) 627-0610	100	Health care
Wide World of Cars, LLC	Mr. Gary Stone, General Manager 125 E. Route 59 Spring Valley, NY 10977 (845) 425-2600	100	Car dealership
TOTAL: TOP EMPLOYERS, TOWN OF CLARKSTOWN		13,549	

Rockland County is home to some of the top corporations from around the world. Foreign-based corporations include German-based Arri, Inc., a motion picture cameras and theatrical lighting equipment distributor; United Kingdom-based Camera Dynamics, Inc., a manufacture of robotic equipment; Charabot & Co., Inc., a French-based supplier of raw materials to the perfume industry; CWS Powder Coatings LP, a German-based manufacture of powder coatings; Daikin America, Inc., a Japanese-based fluoro-chemicals manufacturer; Emmi (USA) Inc., a Swiss-based importer and producer of cheeses and dairy products; Japanese-based Fujitsu Network Communications, Inc.; Genevac, Inc., a United Kingdom-based company that focuses on the distribution and service of centrifugal evaporators for pharmaceutical companies; Groupe Clarins, a French-based distribution and manufacturer of cosmetics; Instrumentation Laboratory, a Spanish-based manufacturer of reagents for medical testing; Intercos America, Inc., an Italian-based global cosmetics contract manufacturer; Konica Minolta Business Solutions, a Japanese-based company focused on the manufacture and distribution copier parts; Kratos Analytical, Inc., United Kingdom-based manufacture of scientific instruments; Novartis Pharmaceuticals Corporation, a Swiss-based Pharmaceutical company; Olympus Surgical & Industrial America, Inc., a United Kingdom-based company focused on the service and distribution of optical equipment; Opticon, Inc., a Japanese-based manufacture of barcode scanning equipment; Wacom Corporation, a Japanese-based importer and exporter of semiconductor manufacturing spare parts; Swiss-based Weleda USA, a company that focuses on homeopathic and anthroposophic medicines; and Wenger, N.A., a Swiss-based company that focuses on Swiss army knives and military watches.

2.3 EMPLOYMENT AND ESTABLISHMENTS BY INDUSTRY

An analysis of the U.S. Census Bureau’s Zip Code and County Business Patterns⁴ between 2000 and 2005 illustrate the predominant industries within the Town of Clarkstown, as well as those in Rockland County, the Tri-County region, Orange County, Bergen County (NJ), and the CBSA. The industries are broken down to reflect those with the largest number of employees and establishments, as classified by NAICS (North American Industrial Classification System) code. A complete listing of the NAICS codes can be found in *Appendix A: NAICS Codes and Classifications*.

Industrial trends have fluctuated in the Town, as well as within each geographic area between 2000 and 2005. As of 2005, Retail Trade was Clarkstown’s leading industry, with nearly 7,900 employees employed within 515 establishments. However, the industry is declining in the Town; the number of establishments decreased by 9.5%, whereas the number of employed persons in the industry declined by 14.5% in five years. If trends continue, Retail Trade will soon give way to the Health Care and Social Assistance Industry, which saw considerable growth in both the number of employees and the number of establishments in the Town. In five years, the industry added 37 establishments and over 760 employees,

⁴ It is important to note that Zip Code and County Business Patterns do not report data for self-employed persons, employees of private households, railroad employees, agricultural production workers, and for government employees (except for those working in wholesale liquor establishments, retail liquor stores, Federally-chartered savings institutions, Federally-chartered credit unions, and hospitals).

resulting in a 10.7% increase in the number of establishments, and a 12.5% increase in the number of persons employed in the industry.

The industries located in Clarkstown that saw considerable growth in both the number of establishments and the number of employees between 2000 and 2005 were the:

- > Utilities Industry;
- > Transportation and Warehousing Industry;
- > Real Estate and Rental and Leasing Industry;
- > Health Care and Social Assistance Industry

The Town's declining industries in terms of both the number of establishments and the number of employees between 2000 and 2005 were the:

- > Wholesale Trade Industry;
- > Retail Trade Industry;
- > Finance and Insurance Industry;
- > Management of Companies and Enterprises Industry;
- > Administrative Support, Waste Management and Remediation Services Industry

The industry that saw the most growth in terms of both the number of establishments and the number of employees in the Town was the Forestry, Fishing, Hunting and Agricultural Support Industry. Although the industry is quite small, the number of establishments increased by 200% (from one in 2000 to three in 2005), and the number of employees increased by over 1,200% (from three in 2000 to 34 in 2005). While this industry also grew substantially in Orange County and the CBSA, it served as the industry in Rockland County that saw the greatest loss in terms of the number of employees. The Forestry, Fishing, Hunting and Agricultural Support Industry also experienced the greatest loss in terms of the number of employees in the Tri-County region.

The Mining Industry in the Town of Clarkstown grew significantly from 2000 to 2005. While the Mining Industry is showing stability in Rockland County, the industry declined in terms of both the number of establishments and employees in the Tri-County region, declined in terms of employment in Bergen County, yet increased in terms of the number of establishments in Orange County and the CBSA.

It is interesting to note that while both the Retail Trade and the Finance and Insurance industries declined in terms of the number of establishments and the number of employees in Clarkstown, the same industries considerably increased in all other areas under study (with the exception of Bergen County). This

indicates that there has been a shift in the local economy, with such industries being attracted to other parts of the region.

In addition, both the number of utility establishments and the number of persons employed in the utilities industry has increased in each geographic area (with the exception of Rockland County, which did not experience any growth in terms of the number of establishments, and saw a 0.6% decrease in the number of employees). Moreover, the transportation and warehousing industry increased in terms of the number of establishments and employees in each geographic area. The arts, entertainment and recreation industry experienced an increase in the number of establishments in each area, as well as an increase in the number of employees in each geographic area except Clarkstown. Emerging trends among industrial sectors and sub-sectors will be discussed in further detail in *Section 2: Economic Base Analysis*.

Industrial Trends: 2000 – 2005												
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)												
	Town of Clarkstown		Rockland County		Tri- County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005
11---Forestry, Fishing, Hunting and Agriculture Support												
Establishments	1	3	7	5	47	59	14	25	6	5	325	326
# Employees	3	34	60	60	244	69	60	60	10	10	1,949	1,760
21---Mining												
Establishments	1	1	3	3	20	10	6	8	7	6	153	145
# Employees	35	75	175	175	244	234	60	60	60	10	3,337	2,351
22---Utilities												
Establishments	2	3	9	9	26	33	9	13	25	26	406	528
# Employees	210	226	1,175	1,168	3,099	4,468	375	759	839	1,133	36,865	36,470
23---Construction												
Establishments	320	313	839	991	4,633	5,298	999	1,191	2,877	3,076	42,368	48,404
# Employees	2,080	2,336	5,391	5,908	34,568	33,061	4,686	4,807	17,750	19,699	339,627	341,036
31 - 33---Manufacturing												
Establishments	89	75	308	284	1,213	1,091	336	334	1,693	1,378	23,282	19,559
# Employees	1,263	1,408	9,859	9,643	29,487	38,075	9,586	7,690	53,477	43,709	599,694	104,760
42---Wholesale Trade												
Establishments	236	185	677	636	2,700	2,551	458	488	3,690	3,562	42,395	41,205
# Employees	2,222	1,482	6,318	6,433	32,834	25,266	7,275	8,509	54,397	50,097	478,633	514,061
44 - 45---Retail Trade												
Establishments	569	515	1,236	1,276	5,738	5,799	1,484	1,561	4,278	4,263	74,536	77,765
# Employees	9,216	7,884	13,858	14,716	65,056	66,197	18,343	21,548	54,715	52,896	802,099	842,751
48 - 49---Transportation and Warehousing												
Establishments	46	52	154	163	727	817	200	238	860	886	12,790	13,950
# Employees	363	465	1,695	2,197	10,144	14,238	4,417	4,513	14,127	15,459	301,436	288,065

Industrial Trends: 2000 – 2005												
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)												
	Town of Clarkstown		Rockland County		Tri-County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005
51---Information												
Establishments	60	61	174	177	932	959	117	131	710	649	11,283	11,352
# Employees	1,600	1,271	3,852	4,188	20,769	18,294	2,988	2,316	21,550	21,254	361,911	325,629
52---Finance and Insurance												
Establishments	158	152	435	465	2,183	2,434	393	441	1,626	1,749	30,315	28,266
# Employees	1,191	1,083	4,461	4,537	25,442	26,069	4,134	4,414	26,454	26,362	641,695	620,138
53---Real Estate and Rental and Leasing												
Establishments	119	131	361	443	2,433	2,714	296	414	1,395	1,472	29,364	33,402
# Employees	560	650	1,323	1,508	10,849	11,674	1,299	1,614	9,586	7,891	166,157	184,801
54---Professional, Scientific and Technical Services												
Establishments	453	476	1,115	1,235	5,528	6,046	676	837	4,553	4,540	63,899	68,891
# Employees	2,921	2,687	5,198	7,657	30,235	32,554	3,901	5,102	30,473	33,304	631,959	675,237
55---Management of Companies and Enterprises												
Establishments	9	7	25	27	205	221	28	30	261	297	3,303	2,740
# Employees	309	47	1,321	1,611	18,899	10,896	1,349	1,596	32,631	28,272	253,515	263,449
56---Administrative Support, Waste Management and Remediation Services												
Establishments	225	208	507	521	2,508	2,592	367	414	1,995	1,897	26,514	26,948
# Employees	4,752	1,981	7,817	4,216	41,584	27,349	4,742	5,153	42,066	45,524	592,810	534,152
61---Educational Services												
Establishments	40	52	121	159	590	693	80	109	389	424	5,729	6,799
# Employees	635	620	4,305	4,679	19,012	18,816	1,863	2,035	9,533	9,337	238,138	101,041
62---Health Care and Social Assistance												
Establishments	346	383	969	1,087	4,336	4,821	870	928	3,025	3,358	47,713	53,774
# Employees	6,093	6,856	19,179	21,994	91,576	86,657	15,083	18,510	48,695	65,054	1,106,164	1,227,337

Industrial Trends: 2000 – 2005												
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)												
	Town of Clarkstown		Rockland County		Tri- County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005	2000	2005
71---Arts, Entertainment and Recreation												
Establishments	56	65	162	189	789	919	124	148	383	448	8,457	10,291
# Employees	826	652	1,489	1,750	9,921	10,583	1,309	1,584	4,884	5,566	118,233	134,082
72---Accommodation and Food Services												
Establishments	196	204	554	652	2,511	2,916	653	782	1,874	2,167	34,357	39,756
# Employees	3,254	2,943	6,961	6,830	29,887	30,055	6,907	8,678	24,272	27,269	449,126	506,599
81---Other Services (except Public Administration)												
Establishments	281	267	802	841	4,203	4,370	830	885	3,032	3,150	50,547	53,468
# Employees	1,669	1,706	4,948	5,243	26,222	25,912	4,617	4,860	19,102	17,655	339,334	355,674
95---Auxiliaries (except Corporate, Subsidiary and Regional Management)												
Establishments	0	N/A	8	N/A	528	N/A	17	N/A	66	N/A	788	N/A
# Employees	0	N/A	1,453	N/A	40,851	N/A	674	N/A	4,134	N/A	60,684	N/A
99---Unclassified Establishments												
Establishments	34	7	126	43	602	174	119	21	430	145	8,538	2,150
# Employees	115	14	175	60	985	64	274	60	375	175	12,819	1,760
TOTAL												
Number of Establishments	3,241	3,160	8,592	9,206	41,986	44,517	8,076	8,998	33,175	33,498	517,062	539,719
Actual Number of Employees	34,404	34,386	100,520	104,581	512,356	511,609	93,961	103,838	469,175	470,635	7,593,794	7,590,195

Note: The numbers of employees within each industry are estimates and may not add up to the actual total number of employees in each area under study.

Change in Establishments and Employees: 2000 – 2005						
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)						
	Town of Clarkstown	Rockland County	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
11---Forestry, Fishing, Hunting and Agriculture Support						
Establishments	200.0%	-28.6%	25.5%	0.3%	78.6%	-16.7%
# Employees	1260.0%	0.0%	-71.7%	-9.7%	0.0%	0.0%
21---Mining						
Establishments	0.0%	0.0%	-50.0%	-5.2%	33.3%	-14.3%
# Employees	114.3%	0.0%	-4.1%	-29.5%	0.0%	-83.3%
22---Utilities						
Establishments	50.0%	0.0%	26.9%	30.0%	44.4%	4.0%
# Employees	7.6%	-0.6%	44.2%	-1.1%	102.4%	35.0%
23---Construction						
Establishments	-2.2%	18.1%	14.4%	14.2%	19.2%	6.9%
# Employees	12.3%	9.6%	-4.4%	0.4%	2.6%	11.0%
31 - 33---Manufacturing						
Establishments	-15.7%	-7.8%	-10.1%	-16.0%	-0.6%	-18.6%
# Employees	11.5%	-2.2%	29.1%	-82.5%	-19.8%	-18.3%
42---Wholesale Trade						
Establishments	-21.6%	-6.1%	-5.5%	-2.8%	6.6%	-3.5%
# Employees	-33.3%	1.8%	-23.0%	7.4%	17.0%	-7.9%
44 - 45---Retail Trade						
Establishments	-9.5%	3.2%	1.1%	4.3%	5.2%	-0.4%
# Employees	-14.4%	6.2%	1.8%	5.1%	17.5%	-3.3%
48 - 49---Transportation and Warehousing						
Establishments	13.0%	5.8%	12.4%	9.1%	19.0%	3.0%
# Employees	28.3%	29.6%	40.4%	-4.4%	2.2%	9.4%
51---Information						
Establishments	1.7%	1.7%	2.9%	0.6%	12.0%	-8.6%
# Employees	-20.5%	8.7%	-11.9%	-10.0%	-22.5%	-1.4%
52---Finance and Insurance						
Establishments	-3.8%	6.9%	11.5%	-6.8%	12.2%	7.6%
# Employees	-9.1%	1.7%	2.5%	-3.4%	6.8%	-0.3%
53---Real Estate and Rental and Leasing						
Establishments	10.1%	22.7%	11.5%	13.8%	39.9%	5.5%
# Employees	16.2%	14.0%	7.6%	11.2%	24.2%	-17.7%
54---Professional, Scientific and Technical Services						
Establishments	5.1%	10.8%	9.4%	7.8%	23.8%	-0.3%
# Employees	-8.0%	47.3%	7.7%	6.8%	30.8%	9.3%

Change in Establishments and Employees: 2000 – 2005						
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)						
	Town of Clarkstown	Rockland County	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
55---Management of Companies and Enterprises						
Establishments	-22.2%	8.0%	7.8%	-17.0%	7.1%	13.8%
# Employees	-84.8%	22.0%	-42.3%	3.9%	18.3%	-13.4%
56---Administrative Support, Waste Management and Remediation Services						
Establishments	-7.6%	2.8%	3.3%	1.6%	12.8%	-4.9%
# Employees	-58.3%	-46.1%	-34.2%	-9.9%	8.7%	8.2%
61---Educational Services						
Establishments	30.0%	31.4%	17.5%	18.7%	36.3%	9.0%
# Employees	-2.3%	8.7%	-1.0%	-57.6%	9.2%	-2.1%
62---Health Care and Social Assistance						
Establishments	10.7%	12.2%	11.2%	12.7%	6.7%	11.0%
# Employees	12.5%	14.7%	-5.4%	11.0%	22.7%	33.6%
71---Arts, Entertainment and Recreation						
Establishments	16.1%	16.7%	16.5%	21.7%	19.4%	17.0%
# Employees	-21.0%	17.5%	6.7%	13.4%	21.0%	14.0%
72---Accommodation and Food Services						
Establishments	4.1%	17.7%	16.1%	15.7%	19.8%	15.6%
# Employees	-9.6%	-1.9%	0.6%	12.8%	25.6%	12.3%
81---Other Services (except Public Administration)						
Establishments	-5.0%	4.9%	4.0%	5.8%	6.6%	3.9%
# Employees	2.2%	6.0%	-1.2%	4.8%	5.3%	-7.6%
95---Auxiliaries (except Corporate, Subsidiary and Regional Management)						
Establishments	N/A	N/A	N/A	N/A	N/A	N/A
# Employees	N/A	N/A	N/A	N/A	N/A	N/A
99---Unclassified Establishments						
Establishments	-79.4%	-65.9%	-71.1%	-74.8%	-82.4%	-66.3%
# Employees	-87.8%	-65.7%	-93.5%	-86.3%	-78.1%	-53.3%
TOTAL						
Establishments	-2.6%	7.1%	6.0%	4.4%	11.4%	1.0%
# Employees	-0.05%	4.0%	-0.1%	0.0%	10.5%	0.3%

An examination of the business starts provides further information on the Town's and region's up-and-coming industries. According to the U.S. Census Bureau, the industry with the highest number of net business starts (total number of businesses that opened, less the number of businesses that closed in the same time period) in the Town is the Health Care and Social Assistance Industry. In the five years

between 2000 and 2005, a net total⁵ of 37 businesses have emerged within this industry, in the Town alone. The Health Care and Social Assistance Industry is also on the rise in the region; a net total of 118 businesses have emerged in Rockland County, 485 in the Tri-County region, 58 in Orange County, 333 in Bergen County, and over 6,000 Health Care and Social Assistance-related businesses have emerged in the CBSA between 2000 and 2005. Another important emerging industry is that of Professional, Scientific and Technical Services; a net total of 23 businesses in the industry have either started up or relocated in the Town of Clarkstown between 2000 and 2005. The same is true for the region: a net total of 120 businesses have emerged in Rockland County, 518 in the Tri-County region, 161 in Orange County, and nearly 5,000 in the CBSA. Other thriving industries throughout the region include Transportation and Warehousing, Real Estate and Rental and Leasing, Educational Services, Arts, Entertainment and Recreation, and Accommodation and Food Services.

An analysis of the business starts, coupled with the Industrial Trends in the previous tables, indicates that there has been a shift in the location of businesses within certain industries. The Town of Clarkstown experienced a net loss of 81 establishments between 2000 and 2005. Perhaps the most significant loss was within the Retail Trade industry – a net total of 54 businesses have closed between 2000 and 2005. This is especially surprising given the fact that the Town of Clarkstown is a major retail hub – several major shopping centers, including the Palisades Mall and the Nanuet Mall are located within the Town’s boundaries. This could be indicative of a declining retail base within the Town. Strategies regarding possible redevelopments within the industry should be considered.

Over 2,000 Finance and Insurance-related businesses and 563 Management businesses have left the New York – Northern New Jersey – Long Island, NY-NJ-PA, CBSA between 2000 and 2005. While Clarkstown has also seen several of these businesses leave town, Rockland County, the Tri-County region, Orange County and Bergen County have all seen a substantial number of net business starts in both industries, most notably the Finance and Insurance industry. This indicates that such industries have likely shifted out of New York City, and into these nearby counties. This could be attributed to the mass relocation of businesses following September 11, 2001.

⁵ It is important to note that this section analyses both the number of new businesses that have started and the number of businesses that have closed, and the data illustrates this with a net number.

Net Business Starts (or Closures): 2000 – 2005						
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)						
	Town of Clarkstown	Rockland County, NY⁶	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
11 – Forestry, Fishing, Hunting and Agriculture Support	2	(2)	12	11	(1)	1
21 – Mining	0	0	(10)	2	(1)	(8)
22 – Utilities	1	0	7	4	1	122
23 – Construction	(7)	152	665	192	199	6,036
31 - 33 – Manufacturing	(14)	(24)	(122)	(2)	(315)	(3,723)
42 – Wholesale Trade	(51)	(41)	(149)	30	(128)	(1,190)
44 - 45 – Retail Trade	(54)	40	61	77	(15)	3,229
48 - 49 – Transportation and Warehousing	6	9	90	38	26	1,160
51 – Information	1	3	27	14	(61)	69
52 – Finance and Insurance	(6)	30	251	48	123	(2,049)
53 – Real Estate and Rental and Leasing	12	82	281	118	77	4,038
54 – Professional, Scientific and Technical Services	23	120	518	161	(13)	4,992
55 – Management of Companies and Enterprises	(2)	2	16	2	36	(563)
56 – Administrative Support, Waste Management and Remediation Services	(17)	14	84	47	(98)	434
61 – Educational Services	12	38	103	29	35	1,070
62 – Health Care and Social Assistance	37	118	485	58	333	6,061
71 – Arts, Entertainment and Recreation	9	27	130	24	65	1,834
72 – Accommodation and Food Services	8	98	405	129	293	5,399
81 – Other Services (except Public Administration)	(14)	39	167	55	118	2,921

⁶ It is important to note that Rockland County's figures are inclusive of the Town of Clarkstown, as well as all other municipalities located within the County. Therefore, a net total of 614 business starts among all industries in Rockland County reflects the 81 businesses that have closed in all industries in the Town of Clarkstown, in addition to the 696 businesses that have emerged in other parts of Rockland County.

Net Business Starts (or Closures): 2000 – 2005						
(Source: Zip Code Business Patterns, County Business Patterns: U.S. Census Bureau)						
	Town of Clarkstown	Rockland County, NY⁶	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
95 – Auxiliaries (except Corporate, Subsidiary and Regional Management)	N/A	N/A	N/A	N/A	N/A	N/A
99 – Unclassified Establishments	(27)	(83)	(428)	(98)	(285)	(6,388)
TOTAL: ALL INDUSTRIES	(81)	614	2,531	922	323	22,657

2.4 INDUSTRIAL WAGES

Industrial wages were examined at the sector level, to determine the top-paying industries in the region. While this information was not available at the Town level, Rockland County's top paying jobs fall within the Management of Companies and Enterprises industry. Employees within this industry average annual wages of just over \$91,000 – far greater than every other industrial sector. Other high paying industries in the County include Utilities, with annual wages of \$77,253; Manufacturing, with annual wages of \$66,706; Information, with annual wages of \$63,215; and Wholesale Trade, with annual wages of \$61,336.

While industrial wages seem to be relatively high in Rockland County, they are actually among the lowest paying geographic areas under study, second only to the wages seen in Orange County. Rockland County's only competitive paying industries are in Construction and Manufacturing industries. Rockland County pays higher than the majority of areas under study in both of these industries. This indicates that Rockland County may have a competitive advantage in these industries, and thus is able to attract and retain a skilled workforce to the community. In turn, this results in the ability for employers in Rockland County to pay wages higher than those seen in other parts of the region.

While wages in the Construction and Manufacturing industries are relatively competitive, wages in all of the other industries are not as competitive. The areas in direct competition with Rockland County – Bergen County, NJ, and the CBSA, have wages that are 20-30% higher than wages in Rockland County. This lack of competitive wages is likely to explain the driving force behind the large share of residents who commute outside of the County for work.

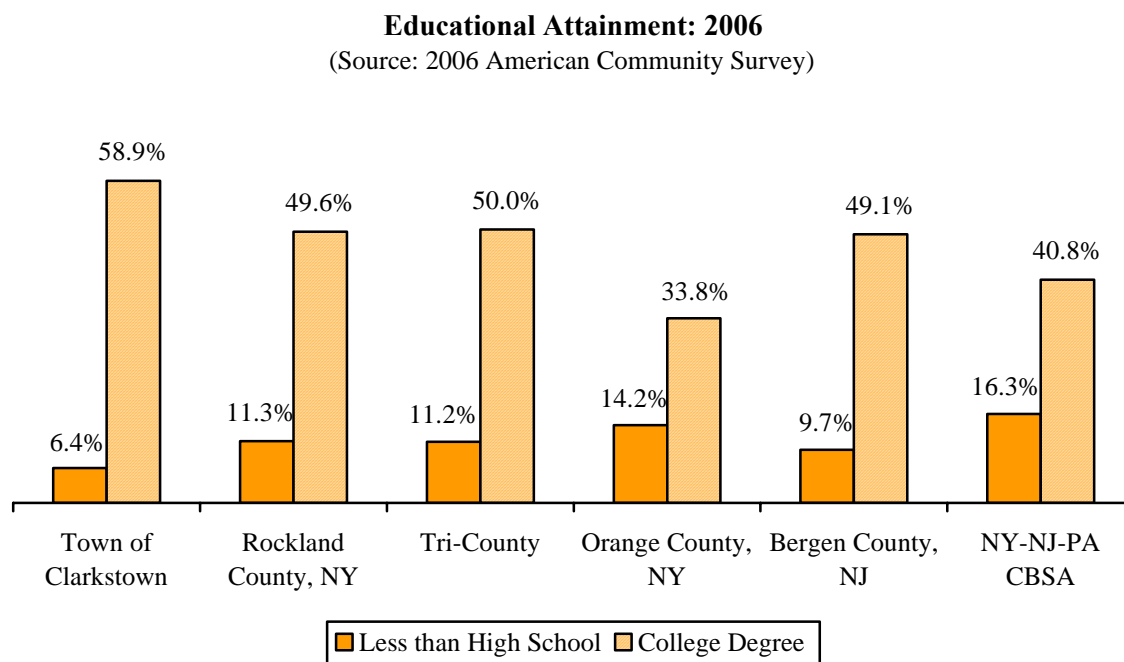
Industrial Wages: 2005 (Source: New York State Department of Labor, New Jersey Department of Labor and Workforce Development)						
	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
11 – Forestry, Fishing, Hunting and Agriculture Support	N/A	\$28,675	\$31,911	\$20,576	\$31,057	\$31,754
21 – Mining	N/A	N/A	N/A	\$61,482	\$32,778	\$95,794
22 – Utilities	N/A	\$77,253	\$88,508	\$77,912	\$85,322	\$84,619
23 – Construction	N/A	\$53,593	\$51,378	\$41,347	\$50,611	\$54,365
31 - 33 – Manufacturing	N/A	\$66,706	\$68,353	\$40,442	\$57,511	\$49,609
42 – Wholesale Trade	N/A	\$61,336	\$61,411	\$44,832	\$71,702	\$64,689
44 - 45 – Retail Trade	N/A	\$25,971	\$27,811	\$24,637	\$30,835	\$30,684
48 - 49 – Transportation and Warehousing	N/A	\$31,144	\$38,804	\$36,122	\$42,783	\$41,176
51 – Information	N/A	\$63,215	\$63,479	\$44,352	\$69,882	\$79,248
52 – Finance and Insurance	N/A	\$56,304	\$72,836	\$44,101	\$74,795	\$141,487
53 – Real Estate and Rental and Leasing	N/A	\$34,647	\$40,555	\$29,898	\$61,413	\$52,172
54 – Professional, Scientific and Technical Services	N/A	\$59,183	\$63,249	\$46,492	\$74,788	\$74,784
55 – Management of Companies and Enterprises	N/A	\$91,025	\$142,547	\$81,504	\$106,873	\$118,735
56 – Administrative Support, Waste Management and Remediation Services	N/A	\$30,376	\$33,842	\$25,308	\$40,326	\$36,737
61 – Educational Services	N/A	\$29,980	\$34,038	\$26,327	\$37,322	\$37,364
62 – Health Care and Social Assistance	N/A	\$38,910	\$40,812	\$33,776	\$47,943	\$41,889
71 – Arts, Entertainment and Recreation	N/A	\$22,201	\$24,248	\$17,471	\$59,009	\$43,755
72 – Accommodation and Food Services	N/A	\$17,750	\$17,776	\$14,048	\$18,028	\$21,808
81 – Other Services (except Public Administration)	N/A	\$20,889	\$24,695	\$22,893	\$30,584	\$31,670
99 – Unclassified Establishments	N/A	\$27,154	\$29,902	\$21,386	\$24,818	\$31,988
TOTAL: ALL INDUSTRIES	N/A	\$43,061	\$46,417	\$35,218	\$51,807	\$56,258

3.0 LABOR FORCE CHARACTERISTICS

3.1 EDUCATIONAL ATTAINMENT

Educational attainment refers to the highest level of education that a person has attained, whether it is the highest grade completed or the highest degree received. Educational data is important to understand, as education levels strongly influence the economic success of a community. As there are a number of collegiate opportunities within the immediate region, the levels of education are steady.

As seen in the accompanying chart, residents in the Town of Clarkstown have higher educational attainment levels than those residing in every other area under study. As of 2006, nearly 60% of the Town's residents over the age of 25 have a college degree, be it Associate, Bachelor, Graduate or Professional. Furthermore, a mere 6.4% of residents in Clarkstown have less than a high school education – down from 10% in 2000. It is clear that efforts have been made to further increase the educational attainment levels throughout both the Town and the region between 2000 and 2006. Each study area has witnessed increasing percentages of their residents choosing to complete high school, going on to obtain a college degree. Continued efforts should be made, not only within the Town, but in the region as a whole, in order to attract and maintain additional high-skilled employees and jobs to the area.



Educational Attainment, Population 25+ Years Old: 2000 – 2006

(Source: U.S. Census Bureau; 2006 American Community Survey)

	Town of Clarkstown		Rockland County, NY		Tri- County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Less than High School	10.0%	6.4%	14.7%	11.3%	15.6%	11.2%	18.2%	14.2%	13.4%	9.7%	21.2%	16.3%
High School	20.0%	21.0%	22.5%	24.5%	22.6%	25.5%	31.1%	34.7%	26.2%	25.6%	26.4%	28.4%
Some College	17.4%	13.6%	17.9%	14.6%	16.1%	13.2%	20.1%	17.4%	17.0%	15.6%	16.5%	14.5%
Associate Degree	7.4%	11.6%	7.4%	9.8%	6.0%	6.8%	8.2%	8.9%	5.1%	6.4%	5.6%	6.3%
Bachelor Degree	24.8%	27.8%	21.2%	22.1%	21.0%	22.2%	13.2%	14.8%	24.0%	26.9%	17.8%	20.4%
Graduate or Professional Degree	20.4%	19.6%	16.3%	17.8%	18.6%	21.0%	9.3%	10.1%	14.2%	15.8%	12.5%	14.1%

3.2 LABOR FORCE PARTICIPATION

Labor force participation is a reflection of the current economic state of a community. The Town of Clarkstown, Rockland County, the Tri-County region, Orange County, Bergen County and the CBSA all have high labor force participation rates. Approximately 78.7% of the Town's population is of working age, 65.5% of which are in the labor force.

Employment Statistics: 2006

(Source: 2006 American Community Survey)

	Town of Clarkstown	Rockland County, NY	Tri- County	Orange County, NY	Bergen County, NJ	NY-NJ-PA CBSA
Working Age Population as % of Total Population	78.7%	76.1%	77.9%	76.7%	80.3%	78.7%
Population in Labor Force as % of Working Age Population	65.5%	66.2%	63.7%	66.7%	65.9%	64.1%

3.3 EMPLOYMENT BY OCCUPATION

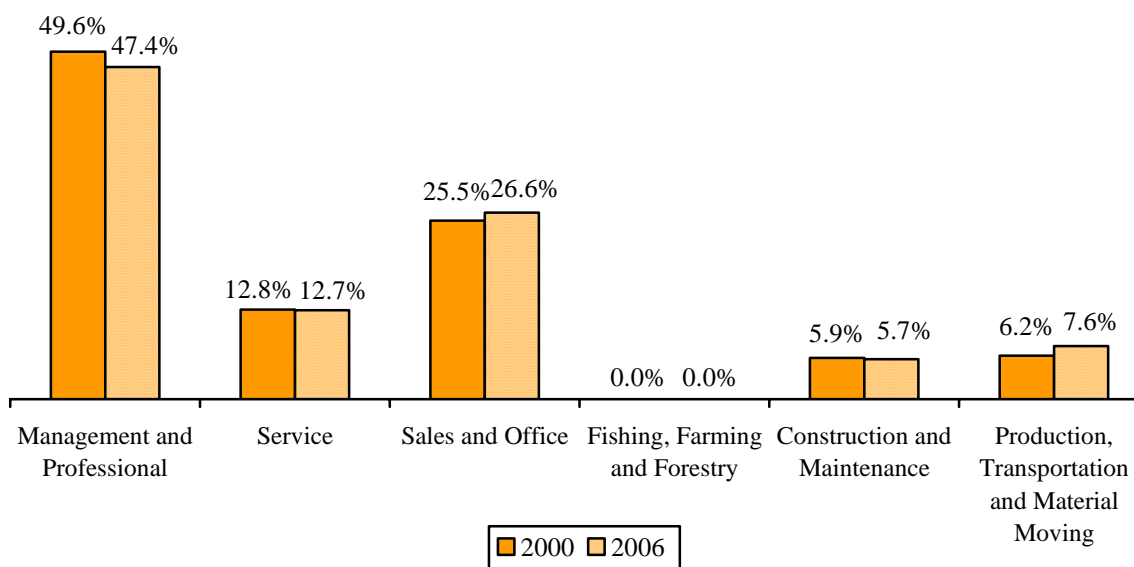
Data on Employment by Occupation indicates that Clarkstown's workforce composition has higher percentages of Management and Professional occupations than the other geographic areas under study. There are not a significant number of Farming, Fishing and Forestry occupations in Clarkstown, nor

throughout the region. This data indicates that Clarkstown likely has higher percentages of higher-paid, white-collar workers than the rest of the region. These higher-paid workers are reflective of the higher educational attainment levels, which are reflected in the higher household and per capita income levels seen throughout the Town.

There have been slight fluctuations in the Town's occupational distribution between 2000 and 2006. Whereas minimal changes occurred within the majority of occupations, the number of workers in Management and Professional occupations has decreased between 2000 and 2006, with over 2,200 workers leaving the occupation. On the contrary, the number of workers in the Sales and Office, as well as the Production, Transportation and Material Moving occupations has increased.

**Employment by Occupation, Civilian Population 16+ Years Old,
Town of Clarkstown: 2000 - 2006**

(Source: U.S. Census Bureau; 2006 American Community Survey)



Employment by Occupation, Civilian Population 16+ Years Old: 2000 – 2006

(Source: U.S. Census Bureau; 2006 American Community Survey)

	Town of Clarkstown		Rockland County, NY		Tri- County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Management, Professional, and Related	49.6%	47.4%	44.2%	41.6%	44.9%	43.8%	33.2%	34.7%	43.1%	43.5%	38.4%	38.2%
Service	12.8%	12.7%	15.1%	16.8%	14.4%	16.8%	16.5%	15.6%	10.9%	11.9%	15.4%	18.0%
Sales and Office	25.5%	26.6%	25.9%	25.4%	26.1%	24.6%	27.6%	28.4%	30.2%	30.9%	28.1%	26.7%
Farming, Fishing, and Forestry	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	0.4%	0.6%	0.0%	0.1%	0.1%	0.1%
Construction, Extraction, and Maintenance	5.9%	5.7%	7.0%	9.0%	7.5%	8.3%	10.2%	9.7%	6.6%	5.7%	7.3%	7.7%
Production, Transportation, and Material Moving	6.2%	7.6%	7.7%	7.2%	6.9%	6.3%	12.1%	11.1%	9.1%	7.9%	10.7%	9.4%

3.4 COMMUTING PATTERNS

Outside of the CBSA, there has not been a significant change in the transportation patterns to work since 2000, in Clarkstown or throughout the rest of the region. In 2006, approximately 86.7% of Clarkstown residents commuted to work via automobile. This includes those who carpooled. Only 6.5% of residents utilized public transportation to get to and from work. However, the mean travel time has decreased by over three minutes, from 33.8 minutes in 2000 to 30.6 minutes in 2006. Residents in Rockland County, the Tri-County region, Orange County, Bergen County and the CBSA depend less on the automobile, and more on alternate means of transportation, including public transportation, walking and biking. Such means of transportation have become increasingly popular, especially in Bergen County and the CBSA, most likely in part to rising prices of gasoline.

Transportation Patterns to Work, Employees 16+ years old: 2000 – 2006

(Source: U.S. Census Bureau; 2006 American Community Survey)

	Town of Clarkstown		Rockland County, NY		Tri- County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Car, Truck, Van	87.1%	86.7%	84.8%	81.1%	75.4%	71.6%	87.6%	85.1%	82.5%	78.3%	62.2%	58.3%
Public Transportation	6.9%	6.5%	8.2%	8.6%	16.7%	16.9%	4.7%	4.1%	11.0%	12.8%	28.1%	29.7%
Other Transportation	2.0%	3.3%	3.5%	5.3%	4.2%	6.5%	5.0%	5.5%	3.4%	4.8%	6.8%	8.3%
Work at Home	4.1%	3.6%	3.5%	4.9%	3.7%	4.9%	2.7%	5.2%	3.1%	4.1%	2.9%	3.7%
Mean Travel Time to Work (minutes)	33.8	30.6	32.6	29.1	34.6	32.4	32.5	31.7	29.7	28.2	34.0	34.1

While data is not available for specific occupations, the majority of persons living in Clarkstown commute outside of the Town for work. In addition, a good portion commutes outside of the State for work. According to the 2006 American Community Survey, 86.2% of Clarkstown's residents work in New York State, leaving the remaining 13.8% of the Town's population commuting out of state – most likely crossing the border into Bergen or other counties in New Jersey. Approximately 55.4% of the Town's residents are employed in Rockland County, up more than 5% from 2000. Only 15.3% of residents, however, live and work in Clarkstown. Although the figure has slightly increased since 2000, continued efforts should be made to encourage additional employment opportunities, as well as healthy and safe transportation alternatives within the Town.

Place of Employment, Residents of the Town of Clarkstown: 2000 – 2006

(Source: U.S. Census Bureau; 2006 American Community Survey)

	2000	2006	Change: 2000-2006
Employed within New York State	87.0%	86.2%	(0.8%)
Employed within Rockland County	50.1%	55.4%	5.3%
Employed within Clarkstown	14.9%	15.3%	0.4%

3.5 EXISTING WORKFORCE DEVELOPMENT PROGRAMS

There are several workforce development-training programs and initiatives that local employers could avail. These are sponsored by statewide, countywide and local agencies and organizations.

The Career Life Skills Center

Located in West Nyack, New York, the Career Life Skills Center seeks to provide job counseling for the disabled in Orange, Rockland, Sullivan and Westchester counties. Services offered include vocational assessment, counseling and job placement.

Community Action Program of Rockland County, Inc.

The Community Action Program of Rockland County, Inc. (CAP), offers numerous programs that are dedicated to improving the overall wellbeing of Rockland County by helping low-income people help themselves and each other. CAP offers various programs to the public, ranging from providing support to prison families, to fostering family development, to assisting first time homebuyers with a HomeStore of sorts. One of the most interesting programs, however, is the Micro-Enterprising program. The Entrepreneurship Program offers youth counseling, mentoring, reading enrichment and reinforcement, training and placement and a literacy program that attempt to teach young people how to start their own business.

Rockland Board of Cooperative Educational Services (BOCES)

Rockland BOCES is located on Parrott Road in West Nyack, New York. The BOCES program offers basic and intermediate job-training programs in several occupations. These programs include but not limited to Administrative Medical Office Specialist, Advanced Medical Billing and Coding, Certified Nursing Aide, EKG Technician, Medical Assistant and Microsoft. Classroom training is available for all of these training programs. Both daytime and evening classes are offered in a classroom setting for most programs. All courses are taught in English, with the duration of the programs ranging between 75 hours and 250 hours, with a cost of \$610 to \$1,990 per course.

Rockland Business Association

Rockland Business Association (RBA) is a business membership organization located in Pearl River, with services and links of special interest to small businesses. Its mission is to educate, inform and provide beneficial services to members and actively represent, promote and support the business community of Rockland County. RBA also serves those firms throughout the Hudson Valley and New Jersey wishing to do business in Rockland County.

Rockland County Youth Bureau

The Rockland County Youth Bureau offers several programs out of its New City, New York office. Programs are offered for training in Youth Assessment and Youth Case Management. In addition, the Bureau offers basic job experience on a work site and basic pre-employment training for youth.

Rockland Economic Development Corporation

The Rockland Economic Development Corporation (REDC) provides economic development services for Rockland County. REDC strives to foster the creation and attraction of new business and the retention and expansion of existing businesses in Rockland County. The Procurement Technical Assistance Center

is a resource for small businesses to access information to effectively market and sell products and services to government agencies. Clients of the Assistance Center have been credited with creating and retaining a total of nearly 4,000 jobs in 2006.

Small Business Development Center

The U.S. Small Business Association supports the Small Business Development Center (SBDC). There are several outreach offices, serving Putnam, Rockland and Westchester counties. The Mercy Outreach office is located at Mercy College in Dobbs Ferry, New York; the White Plains Outreach office is located in White Plains, New York; and the Rockland Outreach Office is located at the SUNY Rockland Community College in Spring Valley.

The SBDC is a small business resource for small businesses and entrepreneurs, which provides specific and individualized management and technical assistance. Such assistance includes helping residents of the Tri-County start a business, understand the importance and provide assistance in preparing a business plan, discover sources of funding, prepare for e-commerce, identify avenues for exporting goods and services, assess an invention's viability, and comply with licensing and regulations. The SBDC regularly offers seminars, classes and training events in conjunction with local experts.

State University of New York Rockland Community College

State University of New York Rockland Community College (SUNY RCC) offers students approximately 40 programs within disciplines including Social and Behavioral Sciences, Liberal Arts and Humanities, Information and Engineering Technologies, Business Technologies, Community Health, Mathematics and Sciences, and a Mentor/Talented Student Honors Program.

SUNY RCC is home to the Center for Personal and Professional Development. The Center offers E-Learning and classroom training in basic and specialized programs and workshops including Certificate Programs in Entrepreneurship Series, and Project Management Essentials, a Real Estate Sales Licensing Course, and various personal development offerings. SUNY RCC specializes in Job-training programs for Health Professionals, with specific programs including Dialysis Technicians, Spanish for the Healthcare Professional as well as Trauma Nursing for Children and Adults. Corporate Training is offered at the Technology Center

The Institute for Senior Education offers courses and workshops to adults over 50 years old. The Center for Personal and Professional Development also caters to students through several programs, including a Homework Help Center and Skill Builders program; A.C.T. Prep for college-bound students, College Advisement, Elementary Reading programs, Educational and Sports camps, and other programs geared to improving education among students of all ages.

Tomorrow's Workplace

Tomorrow's Workplace serves as Rockland County's One Stop Center. Located in Spring Valley, New York, Tomorrow's Workplace is a high-tech employment resource center serving Rockland County residents and residents of the regional tri-state area. The organization is accessible via public transportation. The employment center assists both job seekers and employers with tools and resources without cost. The center provides access to personal computers with up-to-date professional software including resume makers, career path assessment software, and business plan software. Books, reference materials, brochures and videos to assist in such tasks as entrepreneurial planning, preparing cover letters and resumes, applying to college, interviewing, and networking are available for the public to utilize. Moreover, weekly workshops are offered on computer basics, resume and cover letter writing, interviewing skills and the Internet.

Washington Online Learning Institute

The Washington Online Learning Institute offers a Paralegal Certificate Program. The program is a 10-month online course based in Nanuet, New York. The course is a web-based distance-learning program, offering both daytime and evening courses in English. The program is offered at a cost of \$6,490.

Westchester Community College

Westchester Community College (WCC) provides educational and related services to individuals and businesses in Westchester County. WCC's main campus is located in Valhalla, with extension centers in Mahopac, Mt. Vernon, New Rochelle, Ossining, Peekskill, Port Chester, Shrub Oak, White Plains and several locations in Yonkers. WCC offers 50 programs leading to an associate degree, as well as numerous continuing education courses, and courses in personal and professional development. WCC offers an eight-week Small Business Training Program, and other courses designed for mature adults.

WCC offers a variety of short and long-term career training options geared toward those looking for a quick review of basic skills, as well as for those considering career changes. "Project Transition" helps displaced homemaker to enter or re-enter the paid workforce. The program provides computer software training, career decision counseling, work readiness coaching, job search and placement services and extensive information and referral services. Perkins Training Programs are designed for the mature adult. These programs offer a 75-hour computer-training course that provides 12 hours of job search training and 63 hours of computer training that includes basics of MS Word and Windows with an overview of Excel. In addition, a 30-hour workplace-training course provides 12 hours of job search training and 18 hours on how to succeed in the workplace and includes basic computer training. In addition, Operation Talent Bank is a 42-hour course co-sponsored by the Westchester County Office for Women that provides 12 hours of job search training and 30 hours of computer training.

Women's Enterprise Development Center

The Women's Enterprise Development Center (WEDC) is located in White Plains, and strives to help women achieve economic self-sufficiency by providing training and technical assistance through workshops and training programs. WEDC's core entrepreneurial training program consists of a fifteen-week course on how to start your own small business. Classes are offered in both English and Spanish. WEDC also provides training and technical assistance to women wishing to expand their businesses through special workshops on topics such as certifying your business, marketing strategies, advanced business planning, and networking events.

3.6 KNOWLEDGE – BASED RESOURCES

Knowledge-based resources, such as technical schools, community colleges, and higher-educational institutions are key to a community's economy, and overall quality of life. Numerous academic institutions or campuses exist in close proximity to the Town of Clarkstown. While there are few collegiate level educational facilities actually located within the Town's boundaries, there are numerous educational institutions within the region. Undergraduate, graduate, professional and other educational and job training programs in Rockland, Westchester and Orange counties include:

- > Berkeley College, located in White Plains, New York
- > Cochran School of Nursing, located in Yonkers, New York
- > College of New Rochelle, located in New Rochelle, New York
- > College of Westchester, located in White Plains, New York
- > Concordia College, located in Bronxville, New York
- > Dominican College, located in Orangeburg, New York
- > Dominion Trading Institute, located in Hawthorne, New York
- > Evci Career College, Inc., located in Yonkers, New York
- > Fordham University, Graduate School of Business, located in Tarrytown, New York
- > Iona College, Rockland Campus, located in Pearl River, New York
- > Iona College, located in New Rochelle, New York
- > Globe Institute of Technology, located in Monsey, New York
- > Hoff-Barthelson Music School, located in Scarsdale, New York
- > Institute of Socioeconomic Studies, West Harrison, New York
- > Lamont-Doherty Earth Observatory, The Earth Institute at Columbia University, located in Palisades, New York
- > Long Island University, Rockland and Westchester Graduate Campuses located in Orangeburg, and Purchase, New York
- > Manhattanville College, located in Purchase, New York
- > Marist College, located in Goshen, New York
- > Marymount College, located in Tarrytown, New York
- > Mercy College, located in Dobbs Ferry, Yorktown Heights and White Plains, New York

- > Monroe College, located in New Rochelle, New York
- > Mount St. Mary College, located in Newburgh, New York
- > New York Medical College, located in Valhalla, New York
- > Nyack College-Seminary-Graduate School, located in Nyack, New York—has an adult degree completion program
- > Pace University, located in Pleasantville, Ossining and Briarcliff Manor, New York
- > Polytechnic University, located in Hawthorne, New York
- > Rockland BOCES, Adult and Business Education, located in West Nyack, New York
- > Rockland Teachers' Center Institute, located in Thiells, New York
- > Sanford Brown Institute, located in White Plains, New York
- > Sarah Lawrence College, located in Bronxville, New York
- > St. Thomas Aquinas College, located in Sparkill, New York
- > State University of New York, Empire State College, located in New City, New York
- > State University of New York, Empire State College, located in Hartsdale, New York
- > State University of New York, Orange County Community College
- > State University of New York – Purchase College, located in Purchase, New York
- > State University of New York, Rockland Community College, located in Suffern and Hartsdale, New York
- > State University of New York Westchester Community College
- > Sunbridge College, located in Chestnut Ridge, New York
- > Ultrasound Technical School, located in White Plains, New York
- > United States Military Academy, located in West Point, New York
- > Young Adult Institute, located in Tarrytown, New York

Many other colleges and universities are located in the neighboring Bergen County, New Jersey. These include Bergen Community College, Berkeley College, Dover Business College, Fairleigh Dickinson University, Felician College and Ramapo College of New Jersey.

The region is also home to a number of high-technology teaching and research centers, such as Nathan S. Kline Institute for Psychiatric Research in Orangeburg, Cornell Cooperative Extension, George Candrewva Environmental Center in Ossining, Center for Environmental Education in Valhalla, National Institute of Research and Development in White Plains, Eastview in the Towns of Greenburgh/Mount Pleasant, the Thomas Watson Research Center in Hawthorne and Yorktown, and the Hudson Valley Technology Development Center in Fishkill

Such academic institutions provide the community with a major asset that has yet to be fully tapped. Although the majority of these higher education institutions are located outside of Clarkstown, they have the potential of teaming with organizations within the community to provide residents and employees with necessary skills training that could be used to meet the needs of business and industry.

4.0 PHYSICAL CONDITION

4.1 EXISTING LAND USE

The accompanying Land Use Map illustrates the locations of various land uses in Clarkstown. Land uses are determined by the Town Assessor and are categorized according to property classification codes that are found in the New York State Office of Real Property Services. This organization of property into land use classifications allows for the breakdown and comparison of the local tax base composition.

The existing land use patterns will shape the future character of the Town. The type of development that occurs (i.e. residential, industrial or commercial), the form or design of that development, and the scale of that development can transform the appeal of a community. Land use can also impact the functionality of a community's infrastructure and roadway systems. Allowing new development in a previously undeveloped area, for example, could increase traffic along a corridor or require additional water and sewer infrastructure or roadways. Alternatively, allowing development in an area already equipped with sufficient infrastructure and roadways would likely reduce the impacts on a community.

Although land use within Clarkstown varies, Residential land use dominates the Town's landscape, with over 23,000 parcels comprising 87.5% of all parcels, and 48.8% of the Town's total acreage. There are also a significant number of commercial parcels, however they combine to constitute a mere 4.7% of the town's acreage. Approximately 7.6% of the Town is vacant land. These vacant parcels, which are predominantly located along the northern portion of the Town as well as between State Route 303 and the waterfront, may represent opportunities for future development or opportunities to create additional community service areas or recreation areas. Land use patterns will be discussed in further detail in *Section 7: Land Use and Zoning*.

Existing Land Use, Town of Clarkstown: 2007 (Source: Rockland County Geographic Information Systems Data)				
Land Use Classification	Number of Parcels	Percent of Total Parcels	Acreage	Percent of Total Acreage
Agricultural	18	0.1%	312	1.3%
Residential	23,688	87.5%	11,329	48.8%
Vacant Land	762	2.8%	1,755	7.6%
Commercial	974	3.6%	1,094	4.7%
Recreation and Entertainment	269	1.0%	3,252	14.0%
Community Services	220	0.8%	1,246	5.4%
Industrial	135	0.5%	716	3.1%
Public Services	168	0.6%	2,212	9.5%
Wild, Forested, Conservation Land and Public Parks	2	<0.1%	33	0.1%
No Data	838	3.1%	1,288	5.5%
TOTAL	27,074	100.0%	23,237	100.0%

4.2 EXISTING ZONING

The accompanying table shows the Town's existing zoning. It is important to note that the total acreage for the existing zoning within the Town differs from the total acreage for the existing land use in the aforementioned section. This is due to the fact that calculations for zoning include roadways and other rights of way. When measuring existing land uses, those public places are excluded. Most of the area is zoned commercial or industrial, including all of the land immediately fronting the roadway.

It is also of note that when conducting an analysis of the Clarkstown Zoning Map files using Geographic Information System (GIS) technology, some parcels fell into multiple zoning polygons, thereby increasing the total number of parcels.

Existing Zoning, Town of Clarkstown: 2007				
(Source:)				
Zoning District	Number of Parcels	Percent of Total Parcels	Acreage	Percent of Total Acreage
R-160: Conservation Density Residence	1,657	5.32	6,359.43	25.31
R-40: Low Density Residence (40,000 SF)	3,745	12.02	3,809.52	15.16
R-15: Medium Density Residence (15,000 SF)	18,549	59.52	10,637.25	42.34
R-10: Medium High Density Residence (10,000 SF)	671	2.15	197.61	0.79
MF-1: General Residence, Low Density	388	1.25	106.86	0.43
MF-2: General Residence, Medium Density	3,842	12.33	609.66	2.43
LO: Laboratory Office	516	1.66	631.46	2.51
LS: Local Shopping	249	0.80	94.43	0.38
CS: Community Shopping	420	1.35	290.54	1.16
MRS: Major Regional Shopping	400	1.28	582.96	2.32
LIO: Light Industrial Office	180	0.58	851.32	3.39
M: Manufacturing	180	0.58	867.57	3.45
PED: Planned Economic Development	21	0.07	57.07	0.23

4.3 INVENTORY OF PARKING FACILITIES

There are several parking facilities located within the Town of Clarkstown, both used for local purposes, as well as for those who park and ride. While municipally and privately owned, the Town is reimbursed from the County for the costs associated with maintaining these lots. These include:

- > Valley Cottage Hamlet Center – municipal lot owned by the Town of Clarkstown
- > Town Hall – municipal lot owned by the Town of Clarkstown
- > Route 59 in Nanuet – commuter lot
- > Prospect Street in Nanuet – commuter lot
- > Middletown Road in Nanuet – commuter lot
- > Route 303/ Route 59 in Valley Cottage – commuter lot

5.0 BUSINESS CLIMATE

5.1 EXISTING TAXES

The business climate in Clarkstown is a major factor in determining whether new businesses decide to locate, or whether existing businesses decide to remain in the Town. Part of the attraction of living and doing business in an area such as Clarkstown are the low taxes, both property and school. Residents and business owners are likely to pay between \$19 and \$26 per \$1,000 assessed valuation of their property, depending on their location within the Town. This does not include taxes paid to special districts within the Town; each special district tax rate ranges from \$0.05 to \$1.08 per \$1,000 assessed valuation of their property, with the location of the property determining which of these special district taxes are paid.

Existing Property and School Tax Rates, Town of Clarkstown: 2006 (Source: New York State Office of Real Property Services)	
Taxing Area	Rate (per \$1,000 Assessed Valuation)
Town of Clarkstown (Range)	13.40 – 19.94
<i>Cities, Towns outside Village Area, Villages</i>	19.94
<i>Towns inside Village Area</i>	13.40
Rockland County	3.99
School Districts within Town of Clarkstown (Range)	39.73 – 54.33
<i>Clarkstown Central School District</i>	39.73
<i>East Ramapo Central School District</i>	49.22
<i>Nanuet Central School District</i>	48.51
<i>Nyack Central School District</i>	54.33
Total Overall (Range)	57.12 – 78.26
Equalization Rate (Municipal and County)	.3100
Equalization Rate (School Districts)	.3425
Total (Range)	19.00 – 26.03

Existing Special District Tax Rates, Town of Clarkstown: 2006 (Source: New York State Office of Real Property Services)	
Special District	Rate (per \$1,000 Assessed Valuation)
Congers/Valley Cottage Ambulance District	0.21
Nanuet Ambulance District	0.16
New City Ambulance District	0.15
Nyack Ambulance District	0.16
Rockland Lake Fire 1	1.16
Valley Cottage Fire District #2	2.11
Congers Fire District #3	2.30
New City Fire District 4	0.85
West Nyack Fire District	1.23
Nanuet Fire	1.18
Moleston Fire	1.69
Nyack Joint Fire	3.49
Clarkstown Con Light	0.27
Rockland County Sewer #1	1.74
Clarkstown Sewer Area	1.81
Refuse/Garbage District	0.00
Clarkstown Con Water 1	0.36

Relatively speaking, the property and school tax rates in the Town of Clarkstown are lower than the majority of the other Towns within Rockland County. The chart below compares Clarkstown's tax rates with those of Haverstraw, Orangetown, Ramapo and Stony Point. Depending on the location of the property, taxes range from a rate of \$19 to \$26 in Clarkstown. This is on par with rates in Orangetown and Ramapo, yet much less than the rates seen in Haverstraw and Stony Point. It is clear that Clarkstown's existing business climate is quite advantageous, acting as a major factor in attracting and retaining business to the Town.

Existing Property and School Tax Rates, Equalized, Municipalities in Rockland County: 2006 (Source: New York State Office of Real Property Services)					
	Clarkstown	Haverstraw	Orangetown	Ramapo	Stony Point
Property Taxes (Range)	5.39 – 7.42	6.10 – 6.88	1.98 – 5.59	2.50 – 3.19	6.51
School Taxes (Range)	13.61 – 18.61	16.86 – 28.54	14.61 – 17.61	16.86 – 21.80	22.48
TOTAL: Property and School Taxes (Range)	19.00 – 26.03	22.96 – 35.42	16.89 – 23.20	19.36 – 24.99	28.99

Another important component of fiscal stability of a municipality is the sales tax revenue. The higher the revenue from sales tax, the lower property taxes will be, adding incentives for homeowners and prospective buyers to stay in or relocate to the area. Rockland County has a sharing agreement in place,

which in 2007 enabled the County to retain 99.75% of all revenues. The remaining 0.25% in sales tax revenues was distributed among the towns and villages, based on population.

Between December 1, 2006 and November 31, 2007, Rockland County allocated over \$7.4 million in sales tax revenues to municipalities within the county. The Town of Clarkstown is the largest municipality within the County, and as such, received the greatest share of sales tax revenues - \$2,060,177, or 27.7% of all revenues. Likewise, the County disbursed 17.1% of shared sales tax revenues to the Village of Nyack (totaling \$127,565), an additional 9.4% of revenues to the Village of Spring Valley (totaling \$699,060), and 0.5% of revenues to the Village of Upper Nyack (totaling \$35,276). Clarkstown School districts in Rockland County do not benefit from such tax revenues.

5.2 MUNICIPAL SERVICES

The capability of the Town's infrastructure, such as utilities, sewer and water systems, to accommodate both current and future development is a critical consideration. Improvements to existing infrastructure are constant and typically require significant financial resources. The addition of new or expansion of existing infrastructure requires public investment and can have dramatic impact on the character, function and safety of the Town. Such expansion requires careful thought with regard to growth inducing impacts.

5.2.1 *Utilities*

The entire Town of Clarkstown is serviced by Orange & Rockland Utilities, Inc., a subsidiary electric and gas company of Consolidated Edison, Inc. Cablevision and Comcast are the leading providers of Telephone, Internet and cable television services to those living and working in Clarkstown. Both Cablevision/Optimum and Comcast provide high-speed Internet, digital cable television and digital voice service to residents and businesses in Clarkstown. In addition, various local and nationwide satellite television providers service Clarkstown.

5.2.2 *Water*

The Town of Clarkstown is serviced by United Water New York, a company that provides water services to roughly 266,000 Rockland County residents. The current production capacity, average day (long-term) supply and peak day supply during normal conditions can be found in the following chart.

Existing Water Supply, United Water New York: 2008 (Source: United Water New York)			
Source of Supply	Production Capacity (millions of gallons per day)	Average Day Supply (millions of gallons per day)	Peak Day Supply (millions of gallons per day)
System Wells	21.5	15.0	20.5
Ramapo Valley Well Field	10.0	7.0	7.0
Lake DeForest Water Treatment Plant	20.0	10.0	20.0
Letchworth Water Treatment Plant	3.0	1.0	3.0
Total Supply (permitted)	54.5	33.0	50.5

The water supply is currently sufficient to meet the projected maximum day demand, however, the supply will need to be expanded to meet future projections. Projections for both the annual average demand and the maximum day demand determined that demand would be exceeded once in 20 years, due to the type of irrigation intensive growth that is occurring. In order to meet the projected water demands, United Water New York has developed a water supply plan to add 1.5 millions of gallons per day to the average capacity, and 7.1 millions of gallons per day to the peak capacity by 2015. This will be done through the Sparkill Air Stripper project (adding 0.58 millions of gallons per day peak), as well as through various well improvements.⁷

5.2.3 Sewer

The majority of the Town of Clarkstown is served by Rockland County Sewer District #1. This district has a maximum capacity of 28.9 millions of gallons per day, and currently operates at 20-21 millions of gallons per day. A portion of the Town (in the hamlet of Upper Nyack) is serviced by Orangetown's system, which has a capacity of 12.75 millions of gallons per day. The system currently operates at nine millions of gallons per day. There are no expansions planned for either system, and both systems utilize secondary treatment.

5.3 EXISTING REGULATIONS AND THE PERMITTING PROCESS

There exists various regulations and codes in Clarkstown, the most notable being the Town's zoning ordinance. The Town's zoning ordinance defines acceptable uses, minimum and maximum lot sizes, height, setbacks, permitted accessory uses, and permitted levels of noise, among others. The Town's Zoning Board of Appeals handles all variances concerning the zoning ordinance, as well as special permit applications, and other appeals regarding decisions of the Town's Building Inspector.

The Town of Clarkstown's Building Department provides building permits and certificates of occupancy for all new construction or renovations in any residential or commercial property. Upon submitting a

⁷ Information provided by Bob Raczko, United Water New York, March 2008.

permit application, the Town’s Building Department will review plans and assure that all building conforms to New York State Building Code. Fees for building permits vary, and are based upon the cost of the construction. Fees are also charged for sign permits, and special permits or variances. A certificate of occupancy will be issued if a building complies with the Town of Clarkstown Zoning Ordinance, as well as with all New York State Fire Prevention and Building codes, all applicable Town Codes, and the New York State Energy Code and Multiple Residence Law Town of Clarkstown Fire Code.

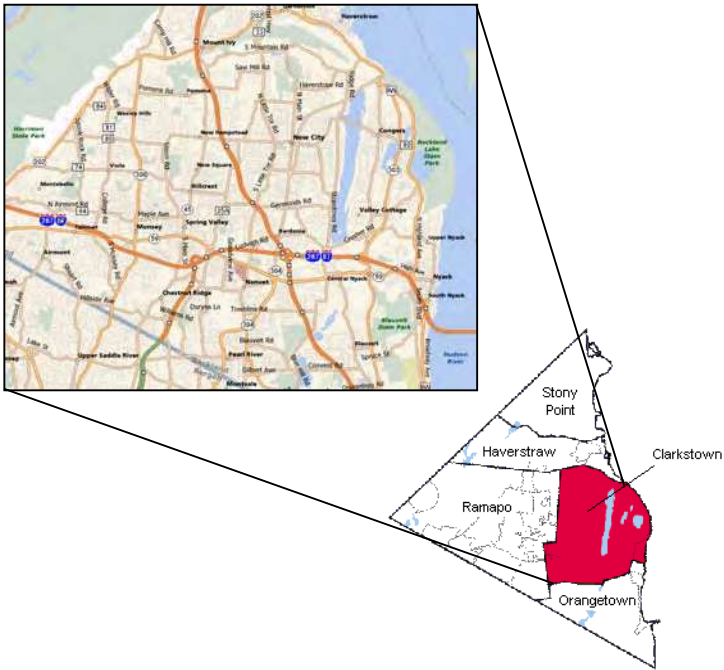
Certain occupancies – including (but not limited to) bowling alleys, dry cleaners, garage and service stations, junkyards, lumber yards, multiple residence buildings and those buildings that house explosives, flammable liquids, hazardous chemicals and liquefied petroleum gases – must obtain a Fire Permit to operate in the Town of Clarkstown. Such permits are granted on an annual basis, given the occupancy complies with fire codes. Fees vary based on the type of occupancy.

The Town of Clarkstown’s Planning Board is responsible for reviewing and approving all land subdivisions, site developments, and certain special permit applications proposed throughout the Town. The Town of Clarkstown’s Department of Environmental Control, the Technical Advisory Committee and the Architecture and Landscape Commission provide necessary advice and assistance to the Town’s Planning Board. All new development is subject to the New York State Environmental Quality Review process.

5.4 TRANSPORTATION NETWORK

5.4.1 Road Access

There are approximately 300 miles of roads that traverse the Town of Clarkstown. Major roads include the New York State Thruway (Interstate 87) and Interstate-287, which run as one road along the southern portion of the Town. The Palisades Parkway traverses the western portion of the Town, where exits 9W and 9E of the Palisades Parkway intersect with exists 13N and 13S of the New York State Thruway. The 2.4 mile long Garden State Parkway Connector connects the New York State Thruway, via exit 14A, with the Garden State Parkway at the New Jersey border. The connector highway passes through the southwestern portion of the Town, serving as the only part of the New York State Thruway that prohibits commercial vehicles – per the Garden State Parkway’s regulations.



Route 9W traverses the entire length of the eastern part of the Town, running north and south, parallel to the Hudson River. Route 59 runs east and west, crossing into the Town near its intersection with the New York State Thruway, and continues parallel and south of the Thruway into Nyack. Route 304 extends north from the southern boundary of the Town until its intersection with Route 80 where it veers northeast toward the Hudson River and meets up with Route 9W. Route 303 is parallel to the River and Route 9W, running between Congers Lake and Swarthout Lake before it meets with Route 9W in the northern part of the Town.

5.4.2 Air Access

The Town of Clarkstown is located within a one-hour driving distance of six major airports. The two closest airports are the Teterboro Airport, located in Teterboro, New Jersey, and the Westchester County Airport, located in White Plains, New York. Although these airports are smaller than the major hubs in the Metropolitan New York region, they provide service to a substantial number of passengers each year. The Teterboro Airport is approximately 26 miles and 34 minutes from Clarkstown, and is the oldest operating airport in the New York/New Jersey Metropolitan Area. The airport is owned and operated by the Port Authority of New York and New Jersey, and serves as a reliever airport in the region. The airport has 19 hangars and four runways, which in 2006 were responsible for nearly 190,000 aircraft movements.

Westchester County Airport is located approximately 27 miles and 35 minutes from Clarkstown. The airport provides non-stop commercial services to 24 major cities throughout the east coast, midwest and Canada. The airport is serviced by Air Canada, Air Tran, American, Continental, Delta, Jet Blue, Northwest, United and U.S. Airways, accommodating over 1 million passengers each year.

In addition to the regional airports, there are four international airports in close proximity to Clarkstown. The closest, Stewart International Airport, is located in New Windsor, New York. This is roughly 31 miles and a 41-minute drive from Clarkstown. La Guardia International Airport is located in Flushing, New York, roughly 34 miles and a 48-minute drive; Newark Liberty International Airport, located in Newark, New Jersey, is approximately 44 miles and a 54 minute drive; and John F. Kennedy International Airport, located in Jamaica, New York, is approximately 45 miles and an hour drive from the Town.

5.4.3 Rail Access

There are two rail lines currently serving or passing through the Town of Clarkstown. The West Shore Line, operated by CSX is currently used only for freight. The other line is for passenger service, provided via the Pascack Valley Line. The line is owned and operated by Metropolitan Transportation Authority, through Metro-North Railroad. The Pascack Valley Line runs north of

Nanuet to Spring Valley, and south crossing into New Jersey to Hoboken Terminal and across the river to Penn Station. Morning and evening commuter service is available through the Nanuet station on Prospect Street. In addition, one late-night train runs between Spring Valley and Hoboken, New Jersey. Commuters bound for lower Manhattan can take the PATH train from Hoboken.

5.4.4 Port Access

The easternmost boundary of the Town is shared with the Hudson River, and as such presents many opportunities for access – both commercial and recreational. However, there are no major ports located along the portions of the river along Clarkstown. Several marinas/boat repair shops include Action Marine Service and Julius Peterson, Inc., both located in Nyack, within the Town’s boundaries. Numerous other marinas and boat launches are located just outside of Clarkstown and throughout Rockland County.

The Haverstraw-Ossining Ferry

Sponsored by New York State Department of Transportation and Rockland County Department of Public Transportation, the Ferry Xpress Bus is a free shuttle that originates in Mt. Ivy, and stops at Crystal Hill Club, Rosman and Highway 202, Central Highway and Highway 202, before making its way to the Haverstraw Ferry Dock. Although the shuttle does not stop in Clarkstown, it remains a valuable service to many residents, especially those who reside closest to Mount Ivy and Garnerville, in the northernmost parts of Clarkstown.

5.4.5 Public Transportation Access

Transport of Rockland

The Rockland County Department of Public Transportation provides the Transport of Rockland (TOR), a bus system with 7 routes, three loops and a Ferry Express. As of May 2006, fares are \$1.00 for adults, and \$0.40 for senior citizens, with an additional \$0.10 transfer fee.

Route 59 is the most prominent route that traverses Clarkstown, with weekday service beginning at 5:35am and continuing until 2:15am. Service is available on Saturdays beginning at 6:30am with the last stop at 1:36am, and on Sundays beginning at 8:00am with the last stop at 11:45pm. Route 59 is a fixed route, with stops beginning at Chestnut Street in Suffern, and continuing eastbound to Cedar and Main Streets in Nyack. The westbound route begins at Cedar and Main Street in Nyack, and reverses the eastbound trend until it makes its last stop at Chestnut Street in Suffern. Route 91 is also a fixed route, beginning at the Spring Valley Transportation Center in Spring Valley, continuing eastbound into Haverstraw before making several stops within the Town – in Congers, Valley Cottage and Nyack. Route 92 also begins at the Spring Valley Transportation Center and continues eastbound, with the route’s last stop at Cedar and Main Streets in Nyack. Service to Clarkstown on Routes 93 and 97 are limited, whereas neither Routes 94 and 95, nor Loop #1, Loop #2 or Loop #3 traverse the Town of Clarkstown.

Clarkstown Mini Trans

Four Routes: Route A, Route B, Route C, Route D

Weekdays: Beginning 6:55am (7:30am Nanuet), ending 6:55pm (7:30pm Nanuet)

Saturday: 9-5:55, 9:35-6:30 Nanuet

Route A:

- > Lakewood Drive – Route 9W
- > Kings Highway – Congers
- > Lake Road – Valley Cottage
- > Mountainview – Route 59
- > Palisades Mall
- > Route 59 – 304
- > Nanuet Mall
- > After Mall, reverses back to Lakewood for a total of 1 hour and 10 min route
- > Saturday has the same route
- > Some Saturday routes only one-way and do not reverse. Total of 35 – 40 min routes, some afternoon routes that do reverse are 1 hour and 15 minutes

Route B:

- > Zukor Park, New City
- > Collyer Avenue – Main Street
- > Little Tor – Germonds Road
- > Germonds Park
- > Clarksville Corners
- > West Nyack Road – Route 304
- > Nanuet Mall
- > After Mall, reverses back to Zukor Park, New City for a total of 1 hour and 10 min route
- > Saturday has the same route
- > Some Saturday routes only one-way and do not reverse. Total of 35 – 40 min routes, some afternoon routes that do reverse are 1 hour and 15 minutes

Route C:

- > South Mountain Road/ Little Tor Road
- > New Hempstead Road
- > West Clarkstown Road
- > West Clarkstown Road – Lariat Court
- > Middletown Road – Parkway

- > Middletown Complex (service starts later and ends sooner)
- > Middletown Road – Route 59
- > Nanuet Mall
- > After Mall, reverses back to South Mountain Road/ Little Tor Road (with exception of Middletown Road – Parkway stop, addition of New Hempstead Road – Little Tor Road stop) for a total of 1 hour and 10 min route
- > Saturday has the same route
- > Some Saturday routes only one-way and do not reverse. Total of 35 – 40 min routes, some afternoon routes that do reverse are 1 hour and 15 minutes

Route D:

- > Waldron Avenue – Route 59
- > Palisades Center
- > Clarkesville Corners
- > Rose – Townline Road
- > Main Street – Prospect Avenue
- > New Holland Village
- > Nanuet Mall
- > After Mall, reverses back to Waldron Avenue – Route 59 for a total of 1 hour and 10 min route
- > Saturday has the same route
- > Some Saturday routes only one-way and do not reverse. Total of 35 – 40 min routes, some afternoon routes that do reverse are 1 hour and 15 minutes

Park and Ride

There are twelve park and ride lots at seven designated places throughout Clarkstown. Three lots are located off of exit 12 of the New York State Thruway, on the outskirts of Palisades Mall. The three lots total 1,330 parking spaces, 24 of which are handicapped. There are three additional lots located off of exit 14 of the New York State Thruway, totaling 493 parking spaces, 19 of which are handicapped. There is a 25-space lot (two handicapped spaces) on Middletown Road, between Exxon and Stop & Shop at Route 59, and there is a 101-space lot (three handicapped spaces) located on North Middletown Road at exit 10 of the Palisades International Parkway. Two lots totaling 561 spaces (of which 24 are handicapped) are located at the Nanuet Rail Station, one lot with 286 parking spaces (seven handicapped spaces) located on Smith Street at the corner of Routes 59 and 304, and one 75-space lot (without handicapped spaces) in Valley Cottage on Rockland Lake Road and Kings Highway.

Transportation Resources Intra-County for Physically Handicapped and Senior Citizens, Inc.

Sponsored by the Rockland County Department of Transportation, Transportation Resources Intra-County for Physically Handicapped and Senior Citizens, Inc. (T.R.I.P.S.) is a curbside-to-curbside para-

transit bus service for Rockland County residents who are physically or mentally challenged or senior citizens over the age of 60 years old who find it difficult or impossible to use fixed-route bus service. Service is provided throughout Rockland County, Monday through Saturday and on select holidays. Fares are \$1.00 each way, and \$2.00 for a T.R.I.P.S. ADA fare. Service is only available via ride requests, which must be made within two weeks in advance of requested service.

Tappan ZExpress

The Tappan ZExpress originates in Suffern, and makes its way east into Airmont and Spring Valley before serving Clarkstown in Nanuet and Nyack before crossing over the Tappan Zee Bridge and concluding the route in either Tarrytown or White Plains. From there, Metro-North connections are made into Grand Central Terminal. The service runs weekdays, and on select Saturday holidays. Fares are \$1.50 with an additional \$0.40 for transfers, and \$0.60 for seniors with an additional \$0.20 for transfers. Unlimited weekly and monthly bus/rail passes are also available.

6.0 QUALITY OF LIFE

6.1 HOUSING UNITS, TENURE AND OCCUPANCY

The estimated number of housing units in Clarkstown has increased by 1.4% between 2000 and 2006, with nearly 400 new units in the Town's existing housing stock. At the same time, however, the number of occupied units has slightly decreased, giving way to a higher town-wide vacancy rate. The same is true throughout Rockland County, the Tri-County region, Orange County, and Bergen County: both the number of units and the vacancy rate slightly increased between 2000 and 2006. The increase in vacancy rates in each study area could be indicative of a future lull or lessening demand in the region's housing market. There is likely to be an abundance of housing options for existing and future residents. In addition, there may be a perception that additional housing is still needed, but in reality, the housing market has likely loosened.

A community's housing stock and owner to renter ratio is a strong indicator of its stability. Typically, a homeowner is more attentive to property maintenance, and tends to remain in their home for a longer period of time than a renter. This, in turn, reduces the amount of turnover in a neighborhood. These and other factors contribute to the level of investment in a neighborhood, and ultimately contribute to the value and character as well. There has been a minimal increase in the number of homeowners in Clarkstown between 2000 and 2006, resulting in a slightly lower percentage of the Town's residents who rent their homes. These trends are reflective of the region as a whole; slight increases in the homeownership rate occurred in every other geographic area under study, over the same time period.

Housing Characteristics: 2000 – 2006 (Source: U.S. Census Bureau; 2006 American Community Survey)												
	Town of Clarkstown		Rockland County		Tri-County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Number of Units	28,220	28,602	94,973	97,021	467,145	489,073	122,754	132,983	339,820	348,180	7,132,308	7,383,825
Occupied	98.1%	94.9%	97.6%	94.9%	96.5%	93.8%	93.5%	91.7%	97.4%	95.8%	94.2%	91.4%
Homeowners	82.0%	85.0%	71.7%	73.8%	64.0%	67.4%	67.0%	70.0%	67.2%	68.0%	50.9%	53.9%
Renters	18.0%	15.0%	28.3%	26.2%	36.0%	32.6%	33.0%	30.0%	32.8%	32.0%	49.1%	46.1%
Vacant	1.9%	5.1%	2.4%	5.1%	3.5%	6.2%	6.5%	8.3%	2.6%	4.2%	5.8%	8.6%

While the Town has experienced an overall increase in the number of housing units, there are substantial variations in this trend throughout the different portions of the Town. Not surprisingly, Nanuet and Valley Cottage were the two hamlets that saw significant growth in the number of housing units, increasing by 9.0% and 9.9% respectively. These sections of the Town were among those with the largest population growth and the growth in the number of households during the 1990s and the projections through 2011. However, these are also two of the Town's subsets with the lowest per capita and household incomes. Given this data, it is likely that sections of Clarkstown, such as New City and West Nyack, may have become unaffordable. Reflected in the recent growth patterns, other subsets of the Town including Nanuet and Valley Cottage, may still be an attractive and affordable option for residents in the Town.

The majority of the Town – Bardonia, Congers, New City and Upper Nyack – did not see substantial fluctuations in occupancy or tenure. In contrast, Nanuet, Valley Cottage and West Nyack each experienced a slight decrease in the vacancy rate, indicating that the housing market may be beginning to contract in these parts of Town. Nanuet and West Nyack also saw an increase in the homeownership rate, while Valley Cottage saw considerable growth, nearly 6% in the portion of the Town who rents. This indicates the likeliness that many of the hamlet's 339 new housing units, between 2000 and 2006, were rental units.

Housing Characteristics, Subsets of Clarkstown: 2000 – 2006										
(Source: U.S. Census Bureau; EASI Demographics)										
	Number of Units		Occupied		Vacant		Homeowners		Renters	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Bardonia	1,468	1,479	98.8%	98.9%	1.2%	1.1%	85.6%	85.5%	14.4%	14.5%
Congers	2,743	2,854	98.3%	98.2%	1.7%	1.8%	85.8%	85.3%	14.2%	14.7%
Nanuet	6,134	6,684	97.4%	97.9%	2.6%	2.1%	70.9%	71.8%	29.1%	28.2%
New City	11,161	11,140	98.8%	98.9%	1.2%	1.1%	90.7%	91.3%	9.3%	8.7%
Upper Nyack	732	731	97.3%	97.5%	2.7%	2.5%	86.9%	87.4%	13.1%	12.6%
Valley Cottage	3,410	3,749	98.2%	98.6%	1.8%	1.4%	82.2%	76.3%	17.8%	23.7%
West Nyack	1,132	1,135	97.8%	98.9%	2.2%	1.1%	88.5%	90.2%	11.5%	9.8%

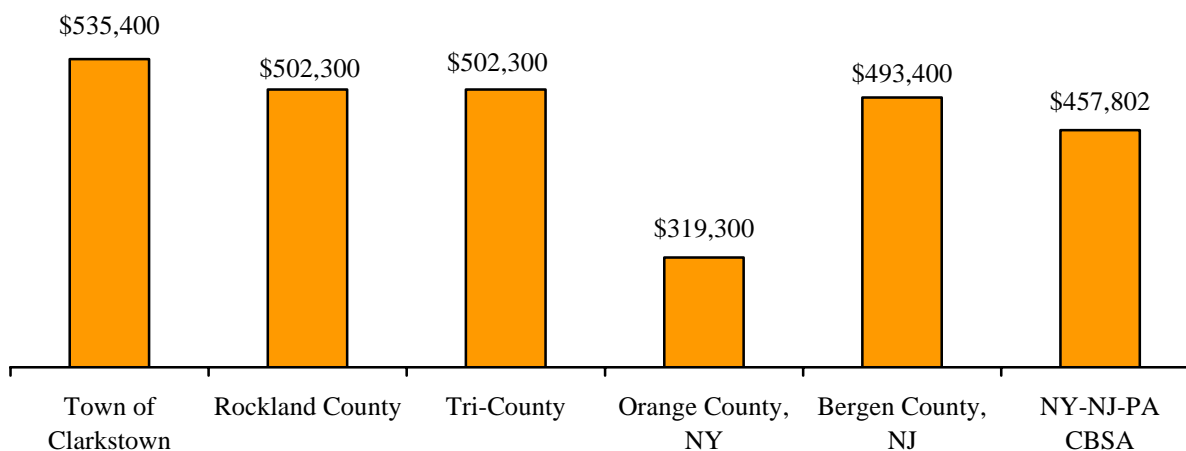
6.2 HOUSING VALUES AND RENTAL VALUES

Housing prices have been on the rise in recent years, creating a shortage of affordable and decent housing. Some communities in Clarkstown are experiencing rapid increases in selling prices as more people want to locate there. This is reflected in the fact that Clarkstown has the highest median housing value and the highest monthly rent than all other geographic areas under study. The housing values have more than doubled in Clarkstown, with a median housing value rising from \$255,700 in 2000 to over \$535,000 in

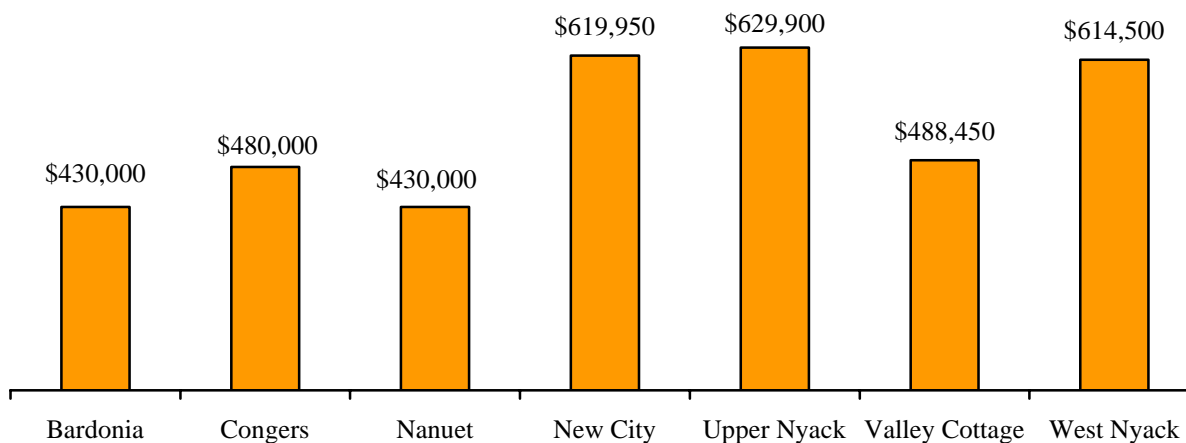
2006. These housing values are reflective of values throughout the region that have doubled or more than doubled since 2000.

Distribution of Housing Values: 2000 – 2006 (Source: U.S. Census Bureau; 2006 American Community Survey)												
	Town of Clarkstown		Rockland County		Tri-County		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006	2000	2006
Less than \$50,000	0.4%	1.1%	0.5%	0.8%	0.4%	0.6%	1.3%	2.2%	0.6%	0.6%	0.9%	1.3%
\$50,000- \$99,999	0.8%	0.0%	1.3%	0.5%	1.3%	1.9%	17.6%	2.3%	0.7%	1.4%	4.7%	1.6%
\$100,000- \$149,999	4.7%	0.8%	7.5%	2.1%	5.8%	3.3%	35.3%	4.7%	4.9%	1.3%	16.0%	2.4%
\$150,000- \$199,999	14.7%	0.6%	19.6%	1.9%	14.8%	4.0%	26.3%	10.0%	23.3%	1.9%	25.1%	3.8%
\$200,000- \$299,999	49.7%	6.0%	44.7%	8.0%	33.7%	7.4%	14.1%	24.8%	34.7%	7.4%	29.3%	11.0%
\$300,000- \$499,999	25.1%	35.1%	21.8%	36.4%	27.3%	26.4%	4.4%	43.4%	23.9%	38.9%	16.9%	38.5%
\$500,000+	4.6%	56.3%	4.5%	50.3%	16.7%	56.4%	1.1%	12.6%	11.8%	48.5%	7.1%	41.5%
Median Housing Value	\$255,700	\$535,400	\$242,500	\$502,300	\$242,500	\$502,300	\$144,500	\$319,300	\$250,300	\$493,400	\$217,200	\$457,802

Median Housing Values: 2006
(Source: 2006 American Community Survey)

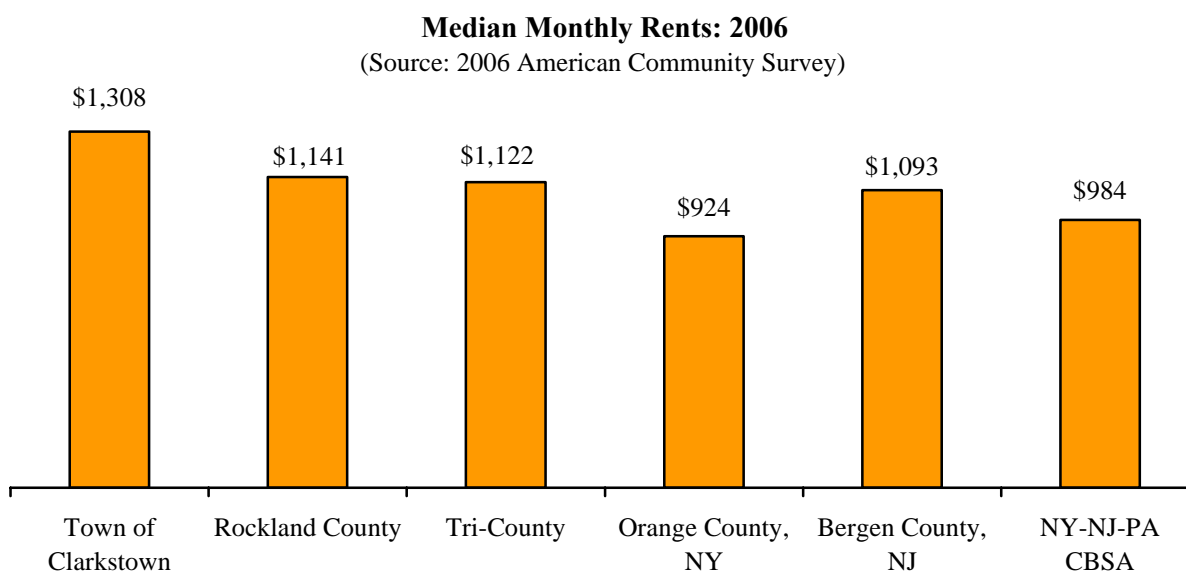


Median Housing Values: 2007
(Source: MLS Listing as of July 2007)

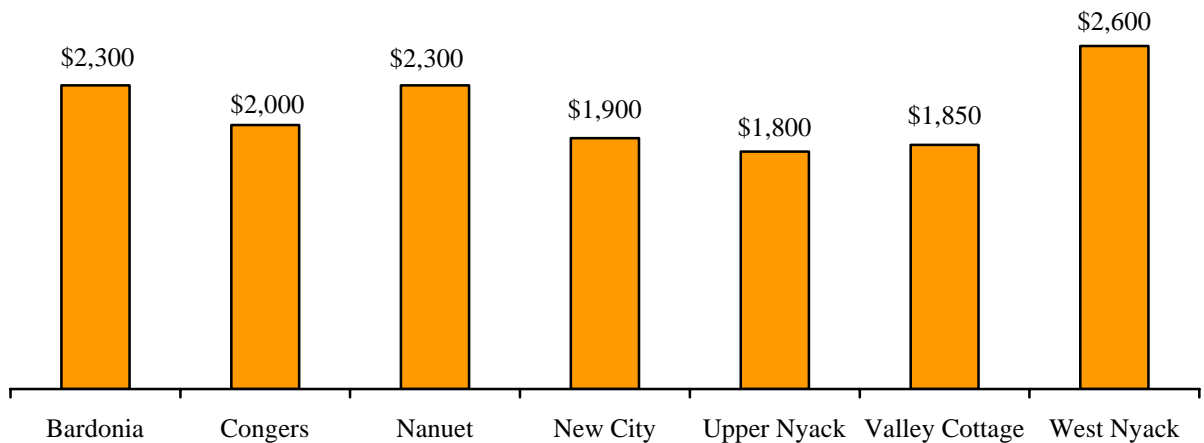


Distribution of Monthly Rent: 2006												
(Source: U.S. Census Bureau; 2006 American Community Survey)												
	Town of Clarkstown		Rockland County		Tri-County*		Orange County, NY		Bergen County, NJ		NY-NJ-PA CBSA	
	2000	2006	2000	2006	2000	2006*	2000	2006	2000	2006	2000	2006
Less than \$200	2.3%	N/A	3.8%	1.1%	3.5%	2.2%	2.1%	0.8%	2.1%	1.2%	5.4%	3.2%
\$200-\$499	7.2%	N/A	8.5%	8.8%	10.5%	7.1%	12.4%	7.1%	5.9%	5.0%	14.4%	9.8%
\$500-\$749	10.4%	N/A	17.5%	3.9%	22.1%	8.7%	39.0%	15.3%	20.5%	6.0%	30.1%	13.8%
\$750-\$999	24.5%	N/A	33.3%	21.8%	29.5%	20.5%	26.5%	32.9%	37.3%	26.4%	26.1%	23.3%
\$1,000-\$1,499	33.0%	N/A	25.2%	38.8%	23.5%	35.5%	12.2%	29.8%	20.9%	38.1%	14.9%	29.9%
\$1,500+	17.3%	N/A	7.5%	22.6%	7.7%	23.0%	1.5%	8.9%	10.0%	18.8%	6.5%	17.0%
No Cash Rent	5.3%	N/A	4.1%	3.1%	3.3%	3.1%	6.3%	5.3%	3.3%	4.4%	2.5%	3.0%
Median Monthly Rent	\$1,034	\$1,308	\$884	\$1,141	\$884	\$1,122	\$714	\$924	\$872	\$1,093	\$773	\$984

Note: Distribution of monthly rents was not available for Putnam County in 2006. 2006 figures reflect only Rockland and Westchester Counties.



Median Monthly Rents: 2007
(Source: MLS Listing as of July 2007)



6.3 QUALITY OF PUBLIC EDUCATION

Residential growth in a community can impact the educational system as an influx of school age children places increased pressures on existing systems. This pressure is often passed onto residents through increased taxes. Therefore, when examining the growth, the impact on schools must also be considered. There are four school districts serving students in the Town of Clarkstown:

- > Clarkstown Central School District
- > East Ramapo Central School District
- > Nanuet Union Free School District
- > Nyack Union Free School District

Although there are four separate school districts located within the Town of Clarkstown's boundaries, the majority of students attend the Clarkstown Central School District. This district solely serves residents of the Town of Clarkstown, as well as those residing within the Villages of Nyack, Spring Valley and Upper Nyack. The Nanuet and Nyack Union Free School Districts are much smaller, with both districts serving residents of the Towns of Clarkstown and Orangetown, as well as those residing within the Villages of Grand View-on-Hudson, Nyack, Piermont, South Nyack and Spring Valley. Roughly 10% of students residing within the Town of Clarkstown attend the East Ramapo Central School District. In addition to Clarkstown, the district serves residents of the Towns of Haverstraw and Ramapo, as well as residents within the Villages of Airmont, Chestnut Ridge, Haverstraw, Hillburn, Kaser, Montebello, New Hempstead, New Square, Nyack, Pomona, Sloatsburg, Spring Valley, Suffern, Wesley Hills and West Haverstraw.

The school districts in the Town are comprised of 37 public schools, 25 of which are elementary schools, 5 are middle schools, six are high schools, and one – the Birchwood School – is a special education school.

Type and Number of Schools, School Districts within Town of Clarkstown: 2005 – 2006				
(Source: New York State Education Department)				
	Clarkstown Central SD	East Ramapo Central SD	Nanuet Union Free SD	Nyack Union Free SD
Elementary Schools	10	10	2	3
Middle Schools	1	2	1	1
High Schools	2	2	1	1
Special Education Schools	1	0	0	0
TOTAL	14	14	4	5

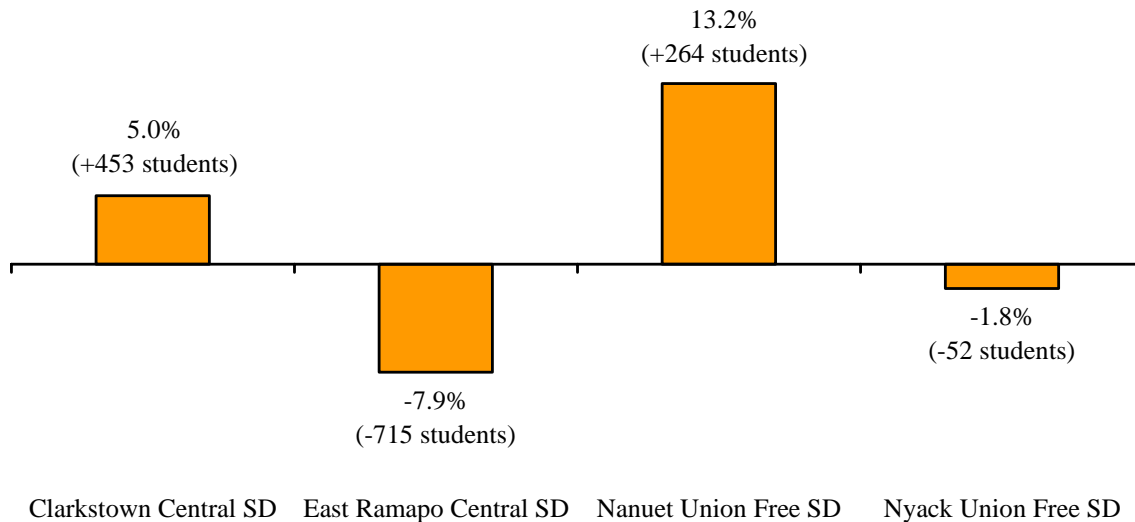
In addition to the four public school districts serving Clarkstown, there are numerous private and parochial schools located within the Town. Blue Rock School is a private K-8 school located in West Nyack; Cornerstone Christian School is a private K-6 school located in New City; Reuben Gittleman Hebrew Day School is a Pre-K-4 Jewish school located in New City; The Rockland Country Day School is a private Pre-K – 12 school located in Congers; Saint Augustine School is a Christian Pre-K-8 school located in New City; Merkaz Hakolilim Dshikun Square is a private K-12 school located in New City; Monsey Academy for Girls is a private Jewish high school for girls, located in Spring Valley; The Summit School is a specialized high school, located in Nyack, that caters to students with emotional needs; and the Albertus Magnus High School is a Catholic school located in Bardonia.

In compliance with the national *No Child Left Behind*, all school districts within the state are required to create report cards for each school year to ensure that all students have language arts and math skills that prepare them for the future. School district report cards are based upon statewide standards of tests taken in November 2005 and June 2006. The percentage of students who scored at the "proficient" level includes those who meet (level 3) and exceed (level 4) the statewide testing standards. The remaining percentage of students scored at levels 1 and 2, which indicate that they did not meet the standards. The levels are reported in terms of the percentage of the total student enrollment by school in the accompanying table.

Public schools within the four school districts in Clarkstown provided nearly 23,000 students with public education over the 2005-2006 academic school year. The Clarkstown Central School District and the East Ramapo Central School District are the two districts with the greatest number of schools, hence the districts with the largest student enrollment.

Change in Student Enrollment: 2000 - 2006

(Source: New York State Education Department)



Based on the most recent report cards, Clarkstown Central School District, Nanuet Union Free School District and Nyack Union Free School District all boast excellent performance in both English Language Arts and Mathematics at the elementary, middle, and high school levels. Each district had far higher proficiency levels than the New York State average in each area. After school programs, internships, job shadowing and mentoring programs, and partnerships with local businesses and higher-educational institutions could be considered primary strategies in maintaining these district's strong academic standings. The same strategies can be applied to the East Ramapo Central School District, which has experienced lower proficiency levels than both the state average, and the other districts serving the Town.

School District Report Cards: 2005 – 2006 (Source: New York State Education Department)					
	Clarkstown Central SD	East Ramapo Central SD	Nanuet Union Free SD	Nyack Union Free SD	New York State Average
Student Enrollment	9,443	8,313	2,261	2,865	2,772,669
Average Class Size	22	19	22	20	22
High School Graduation Rate	93.0%	65.0%	89.0%	81.0%	67.0%
Students Planning on Attending College	86.0%	58.0%	80.0%	82.0%	69.0%
Expenditures per Student	90.0%	65.0%	92.0%	81.0%	78.0%
Proficiency: Elementary Level English Language Arts	97.0%	77.0%	93.0%	97.0%	86.0%
Proficiency: Elementary Level Mathematics	69.0%	32.0%	69.0%	77.0%	49.0%
Proficiency: Middle School Level English Language Arts	76.0%	30.0%	76.0%	68.0%	54.0%
Proficiency: Middle School Level Mathematics	93.0%	48.0%	90.0%	70.0%	64.0%
Proficiency: High School Level English Language Arts	95.0%	66.0%	89.0%	84.0%	69.0%
Proficiency: High School Level Mathematics	94.0%	72.0%	91.0%	86.0%	71.0%
Eligible for Free Lunch	3.0%	46.0%	3.0%	18.0%	37.0%
Eligible for Reduced – Price Lunch	3.0%	14.0%	2.0%	5.0%	8.0%

An indicator of poverty is found in the percentage of children eligible for free or reduced – price lunch through the public school system. The school district determines eligibility for such programs based on household income and household size. Students that are eligible for free lunch are from families that are below the poverty level, and students that are eligible for reduced-price lunch are from families that are above poverty level, yet are nonetheless deemed low-income.⁸

Students attending the Clarkstown Central School District and the Nanuet Union Free School District have relatively low eligibility for free or reduced-price lunch. There are slightly more students available for the programs in the Nyack Union Free School District. Over 3,800 students, or 46% of students enrolled in the East Ramapo Central School District are eligible for free lunch and an additional 14% of students are eligible for reduced-price lunch.

⁸ For the 2006-2007 school year, New York State thresholds for free lunch range from an annual household income of \$12,740 for a single-person household to \$43,680 for an eight-person household. Thresholds for reduced-price lunch range from an annual household income of \$18,130 for a single-person household to \$62,160 for an eight-person household. Each additional family member increases the threshold by \$4,420.

6.4 CRIME RATE

Criminal activity within a locality can either add or detract from the quality of life of the residents. In addition to good schools, low taxes, and the availability of decent housing, the absence of crime (or the perceived absence of crime) can attract new homeowners as well as retain existing residents.

Crime rates were evaluated in the Town of Clarkstown and were compared with the Hudson Valley, Bergen County, New York State and New Jersey. Both violent crimes and property crimes were analyzed. Violent crimes include murder/non-negligent manslaughter, forcible rape, robbery and aggravated assault; property crimes included burglary, larceny theft and motor vehicle theft. In order to account for accuracy among various population groups, crime rates are calculated by dividing the number of crimes by each 100,000 of a given locale's population.

The crime rates seen in Clarkstown are relatively on par with those seen in Hudson Valley and Bergen County. The crime rate in Clarkstown was just over 3,200 incidents per 100,000 of the Town's population in 1990, and has dropped by nearly 32% between 1990 and 2005. The crime rates have decreased throughout the Hudson Valley, Bergen County, New York State, and New Jersey as well, with each seeing a greater decrease in the percentage of crimes than Clarkstown. Crime in the Hudson Valley has been cut in half, while crime in Bergen County, New York State, and New Jersey has decreased by a respective 57%, 60% and 51% in the 15-year span.

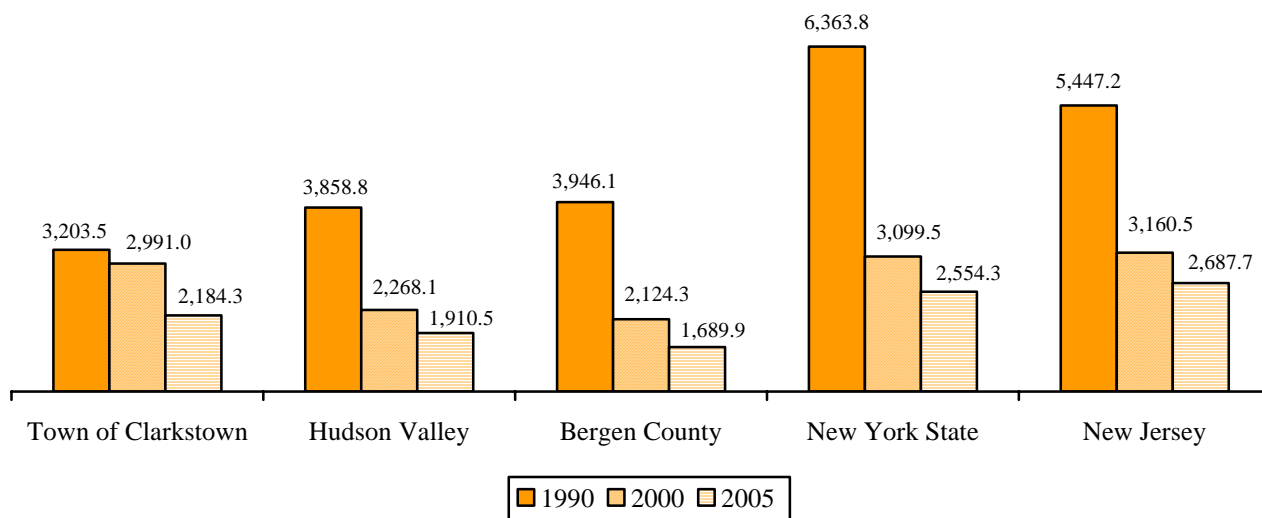
As of 2005, crime rates were higher in Clarkstown than in the rest of Hudson Valley and Bergen County. They were, however, substantially lower than the statewide crime rates in both New York State and New Jersey. Although Clarkstown has seen a vast decrease in the number of crimes over the past 15 years, the Town still needs improvement, most notably among property crimes. As of 2005, there were 1,459 incidents of larceny theft, comprising over 84% of all crimes committed within the Town.

Regardless of the relatively higher property crime rate, the Town of Clarkstown is regarded as a very safe place to live and work. According to the American Society of Criminology, in their 14th annual "City Crime Rankings: Crime in Metropolitan America," Clarkstown, New York was ranked as the second safest municipality with at least 75,000 persons – second only to Mission Viejo, California. The study examined per capita homicide, rape, robbery, aggravated assault, burglary, and auto theft.⁹

⁹ Goodman, David N., *"Researchers call Detroit most dangerous U.S. city: Group rips analysis of FBI stats,"* The Daily Gazette, page A1, A3, November 19, 2007.

Reported Violent and Property Crime Rates: 1990 - 2005

(Source: FBI Uniform Crime Reports, via U.S. Department of Justice,
Bureau of Justice Statistics)



Note: Hudson Valley crime data is reflective of the 46 recording police and public safety departments in Columbia, Dutchess, Greene, Orange, Putnam, Rockland, Ulster and Westchester counties.

Reported Violent and Property Crimes and Crime Rates, per 100,000 population: 1990 – 2005

(Source: FBI Uniform Crime Reports, via U.S. Department of Justice, Bureau of Justice Statistics)

	Town of Clarkstown			Hudson Valley			Bergen County			New York State			New Jersey		
	1990	2000	2005	1990	2000	2005	1990	2000	2005	1990	2000	2005	1990	2000	2005
Murder/Non-negligent manslaughter	0	2	1	65	38	37	9	3	7	2,605	952	874	432	289	417
Rate	0.0	2.6	1.3	4.5	2.4	2.3	1.4	0.4	1.0	14.5	5.0	4.5	5.6	3.4	4.8
Forcible Rape	8	3	11	227	170	185	47	41	46	5,368	3,530	3,636	2,307	1,357	1,208
Rate	10.5	3.9	13.9	15.8	10.9	11.6	7.2	5.8	6.4	29.8	18.6	18.9	29.8	16.1	13.9
Robbery	28	33	23	2,550	1,487	1,863	511	403	405	112,380	40,539	35,179	23,269	13,553	13,215
Rate	36.6	42.5	29.0	177.8	95.4	116.6	78.2	57.4	56.6	624.7	213.6	182.7	301.0	161.1	151.6
Aggravated Assault	115	95	73	3,088	2,308	2,341	770	601	535	92,105	60,090	46,150	24,049	17,099	16,079
Rate	150.2	122.3	92.1	215.4	148.0	146.5	117.8	85.6	74.8	512.0	316.7	239.7	311.1	203.2	184.4
Burglary	351	195	113	9,899	4,855	3,924	4,052	2,249	1,681	208,813	87,946	68,034	78,628	43,924	38,980
Rate	458.6	251.1	142.5	690.4	311.4	245.6	620.0	320.3	235.1	1,160.7	463.4	353.3	1,017.2	522.0	447.1
Larceny Theft	1,784	1,845	1,459	32,573	23,409	20,306	16,462	10,104	8,328	536,012	340,901	302,220	219,767	155,562	136,728
Rate	2,330.7	2,375.5	1,839.9	2,271.7	1,501.5	1,270.9	2,518.8	1,438.9	1,164.7	2,979.4	1,796.4	1,569.6	2,843.0	1,848.8	1,568.4
Motor Vehicle Theft	166	150	52	6,928	3,094	1,869	3,939	1,516	1,082	187,591	54,231	35,736	72,628	34,151	27,683
Rate	216.9	193.1	65.6	483.2	198.5	117.0	602.7	215.9	151.3	1,042.7	285.8	185.6	939.5	405.9	317.5
TOTAL	2,452	2,323	1,732	55,330	35,361	30,525	25,790	14,917	12,084	1,144,874	588,189	491,829	421,080	265,935	234,310
Rate	3,203.5	2,991.0	2,184.3	3,858.8	2,268.1	1,910.5	3,946.1	2,124.3	1,689.9	6,363.8	3,099.5	2,554.3	5,447.2	3,160.5	2,687.7
% Change in Crime Rates 1990 – 2005	-31.8%			-50.5%			-57.2%			-59.9%			-50.7%		

6.5 CULTURAL AND RECREATIONAL OPPORTUNITIES

There are 15 buildings, sites and/or districts located within Clarkstown that are listed on either the National or State Register of Historic Places. Several dozen other historical buildings and sites have been recognized by the Town Board, and hundreds of others have no formal recognition. Further information is illustrated in the accompanying table.

Historical Resources, Town of Clarkstown: 2007 (Source: National Register of Historic Places via U.S. Department of the Interior, National Park Service; New York State Historic Preservation Office via New York State Office of Parks, Recreation and Historic Preservation)				
Name	Location	Year Added	Historic Function	Current Function
Blauvelt House	20 Zukor Road, New City	1985	Home of the Blauvelt family	Home of the Rockland County Historical Society
English Church and Schoolhouse (AKA New Hempstead Presbyterian Church)	New Hempstead Road, New City	1977	Church and Schoolhouse	Church and Schoolhouse
First Methodist Episcopal Church of Nyack (AKA Old Stone Church)	North Broadway, Village of Upper Nyack	1998	Church	Church
H.R. Stevens House	Congers Road, New City	2005	Residential dwelling	Residential dwelling
Mount Moor African – American Cemetery	Dexter Road, Clarkstown	1994	African-American cemetery dates back to Civil War	Cemetery
Palisades Interstate Parkway	Traverses roughly 3 miles of Clarkstown	1966	Interstate – opened in 1958	Interstate
Philadelphia Toboggan Company Carousel Number 15	Palisades Center, West Nyack	2001	Carousel	Carousel located in Palisades Center
Rockland County Courthouse and Dutch Gardens	South Main Street and New Hempstead Road, New City	1991	Courthouse and Gardens	Courthouse and Gardens – one of the finest public gardens designed by a female landscape architect.
Terneur – Hutton House	Sickletown Road, West Nyack	1973	Residential dwelling	Residential dwelling
Upper Nyack Firehouse (AKA Empire Hook and Ladder Company, No. 1)	North Broadway, Village of Upper Nyack	1982	Fire Station	Fire Station
Van Houten’s Landing Historic District	Village of Upper Nyack	2004	Ship yard that built ships for World War I	Boat repair and storage

The Town of Clarkstown has an extensive park system that includes roughly 700 acres of parkland, four community centers, three outdoor pools, three picnic areas, two picnic shelters, twelve ball fields, one

soccer field, two bocce ball courts, two tennis courts, one wheel park, five playgrounds, four outdoor basketball courts, a historic home, a barn and various school facilities. The park system continues to expand as the Town acquires additional lands under the Open Space program. Existing recreational facilities are outlined in the accompanying table.

Recreational Facilities, Town of Clarkstown: 2007				
(Source: Town of Clarkstown)				
Recreational Facility	Location	Type of Facility	Size	Amenities
Buttermilk Falls	West Nyack	County/ State Park	75.0 acres	Trails, scenic overlooks, picnicking areas
Central Nyack Community Center	Waldron Avenue, Central Nyack	Community Center	N/A	Gymnasium, weight room, lounge with television, game room, meeting room
Congers Community Center	Gilchrest Road, Congers	Community Center	N/A	Gymnasium, weight room, television room, game room, large meeting room, wheel park
Congers Lake Memorial Park	Gilchrest Road, Congers	Town Park	177.9 acres	Swimming pool, bathhouse, waterslide, community center, refreshment stand, tennis courts, picnic area, playground, handball court, bocce court, ballfields, basketball courts, 100 acre lake, wheel house
Demarest Kill Park	New City	County/ State Park	30.0 acres	2.5 acre pond stocked with Brown Trout, wooden fishing station, hiking trail, picnic area, benches
Dutch Gardens	New City	County/ State Park	3.0 acres	Brick teahouse with a fireplace, gazebo, arbor and bandstand, brick lined walking paths, sitting areas, picnic areas.
Germonds Park	Germonds Road, West Nyack	Town Park	78.3 acres	Two swimming pools, diving tank, bathhouse, waterslide, lighted ball fields, picnic areas, basketball courts, playground, miniature golf course
Hemlock Park	Hemlock and Route 303, Congers	Town Park	3.5 acres	Ball fields
High Tor State Park	New City	State Park	600+ acres	Pool, hiking trails, picnic tables, showers
Hook Mountain State Park	Upper Nyack	State Park	676.0 acres	Designated a New York State Important Bird Area. Amenities include hiking trails, scenic overlooks

Recreational Facilities, Town of Clarkstown: 2007				
(Source: Town of Clarkstown)				
Recreational Facility	Location	Type of Facility	Size	Amenities
Kennedy Dells	New City	County/ State Park	179.0 acres	Recreation fields, Crum Creek, parcourse fitness trail, hiking trails, off-lease dog area, horse corral, nature study, cross country skiing trails, picnic area, pavilion, restrooms, handicapped accessible. Guided tours and lectures available by the Park Rangers.
Kings Park	Kings Highway, Congers	Town Park	60.0 acres	Two ponds, ball fields, playground, basketball courts
Lake Nanuet Park	Lake Nanuet Drive and Blauvelt Road, Nanuet	Town Park	33.5 acres	Lake for swimming, waterslide, bathhouse, refreshment stand, ball fields, lighted picnic area, playground, basketball court
Mountainview Nature Park	West Nyack	County/ State Park	83.0 acres	Nature trails, scenic overlooks
Nyack Beach State Park	Upper Nyack	State Park	61.0 acres	Access to Hudson River, picnic areas, hiking/cross-country skiing trails, walking and bicycle paths, fishing, boat launch sites
Pascack Community Center	New Clarkstown Road, Nanuet	Community Center	N/A	Basketball, indoor basketball, community rooms, playground apparatus, climbing wall, spray park
Rockland Lake State Park	Congers	State Park	N/A	Rockland Lake stocked with bass, perch and norlunge, fitness trail, Olympic-sized and kiddie swimming pools, picnic tables, grills, playground, car-top boat launch and boat rentals, hiking trails, scenic overlooks, tennis courts, two golf courses, fishing, ice fishing, cross country skiing trails, sledding slopes, Nature Center.
Sean Hunter Ryan Memorial Park	West Nyack	County Park	15.0 acres	Hiking trails
Street Community Center	Zukor Road, New City	Community Center	N/A	Gymnasium, weight room, television room, game room, auditorium, meeting room
Tennyson Park	Tennyson Drive, Nanuet	Town Park	9.0 acres	Ball field, playground, basketball courts

Recreational Facilities, Town of Clarkstown: 2007 (Source: Town of Clarkstown)				
Recreational Facility	Location	Type of Facility	Size	Amenities
Twin Ponds Park	Massachusetts Avenue and Sedge Road, Valley Cottage	Town Park	24.9 acres	Two ponds
Zukor Park	Zukor Road, New City	Town Park	30.4 acres	Community center, administration building, ball fields, lighted basketball courts, playground

The Town and County also sponsor several youth and adult sports leagues that are open to residents of Clarkstown. These include Congers Little League, Nanuet Little League, Nanuet/West Nyack Girls Softball, New City Little League, Nyack/Valley Cottage Little League, and Rockland County Softball for youth and adult men.

6.6 HEALTH CARE

As seen in *Section 2.3: Employment and Establishments by Industry*, there exists approximately 383 health care and social assistance establishments in the Town of Clarkstown. Of these, 295 establishments are solely devoted to health care. Major hospitals and health care centers within the Town include:

- > Cancer Center, located in West Nyack, New York
- > Palisades Pediatrics, located in New City, New York
- > New City Pediatric Group, located in New City, New York
- > Clarkstown Pediatrics, located in Spring Valley and Nanuet, New York
- > Bardonia Pediatric Association, located in Bardonia, New York
- > Hillcrest Medical Association, located in Nanuet, New York
- > Nyack Pediatrics Association, located in Nyack, New York
- > Mental Health Association of Rockland, located in Valley Cottage and West Nyack, New York

6.7 RETAIL AND SHOPPING OPPORTUNITIES

Palisades Center

The largest and unquestionably the most frequented and significant retail establishment is Palisades Center. Palisades Center is a 2.2 million square foot mall, located directly off the New York State Thruway at Routes 303 and 59 in West Nyack. The mall provides access to more than 24 million visitors each year. The four-level mall boasts a four-story parking deck, and has over 400 stores and

entertainment options. The Palisades Center has 23 anchor stores including BJ's Wholesale Club, Best Buy, Bed Bath and Beyond, H&M, Macy's, Lord and Taylor, JCPenney, Home Depot, Sports Authority, Comp USA, Staples, Circuit City, Modell's, Jo-Ann Etc., DSW and Target. There are roughly 50 restaurants and eateries, several theaters including an IMAX theater, an ice rink, a Ferris wheel, a fitness center, a carousel, a bowling alley, and others.

Nanuet Mall

Nanuet Mall is located directly off the New York State Thruway, on Route 59 in Nanuet. The two-story mall has over 120 specialty stores and services and eight restaurants and eateries. Major anchors include Macy's, Sears and Boscovs. While the mall provides numerous persons with shopping opportunities each year, there have been many criticisms, especially over the past several years, that the mall may not be the property's highest and best use.

Simon Property Group, the current owner of the Nanuet Mall, has proposed the redevelopment of the mall into a mixed-use lifestyle center. The plan calls for a 915,000 square foot mixed-use, open-air center, scheduled for completion in the fall of 2009. Nanuet Mall is proposed to feature a range of shopping options, restaurants, a gourmet grocery, as well as housing, office and recreational facilities. This repositioning strategy, as well as other alternative options for the Nanuet Mall, is further examined in *Section 4: Mall Redevelopment Strategy*.

Section 2: Economic Base Analysis

Section 1

1.1 INDUSTRY CLUSTER ANALYSIS

Harvard professor Michael Porter defined industry clusters as “geographically proximate group of interconnected companies and associated institutions in a particular field, linked by commonalities and complementarities.”¹ Clusters can be linked vertically, as with the case of buyers and suppliers, as well as horizontally, with businesses competing in similar markets or sharing common technology.² To identify clusters, a comprehensive analysis of Rockland County’s economy was conducted. This involved several types of analysis that studied employment concentration, relative growth, competitive advantage, and categorizing industry clusters. This analysis allowed for distinguishing between growing and declining clusters, as well as identifying industries where Rockland County has a competitive advantage.

1.2 INDUSTRY CLUSTERS IN THE HUDSON VALLEY REGION

It is important to identify the industry clusters in the Hudson Valley to gain a better understanding of Clarkstown’s role in the regional economy as well as identify potential target industries for the community. These clusters represent a geographic concentration of firms within a particular industry. The Hudson Valley encompasses nine counties that include Westchester, Rockland, Putnam, Orange, Dutchess, Ulster, Sullivan, Greene, and Columbia. The Hudson Valley Economic Development Corporation³ identified the major industry clusters in the Hudson Valley as follows:

- > **Biotechnology/Pharmaceutical:** There are over 90 biopharmaceutical firms in the Hudson Valley, with 60% of the nation’s pharmaceutical industry located in Metro New York.
- > **Semiconductor/Microelectronics:** IBM and NXP (formerly Philips Electronics) are the major anchors of the semiconductor industry in the Hudson Valley. There are over 35 companies related to the semiconductor/microelectronics network.
- > **Financial and Insurance Industries:** The Hudson Valley, because of its proximity to New York City, has become a popular location for data recovery and backup centers. Major financial establishments such as MasterCard, MBIA, Swiss Reinsurance America Corporation and Swiss Life & Health America are headquartered in the Hudson Valley. New York Life relocated 1,000 employees to Mount Pleasant after September 11.
- > **Information Technology:** There are over 3,000 software firms, computer system designers, Internet service providers, networking firms, telecommunications and other information technology companies in the Hudson Valley.
- > **Research & Development:** There are over three-dozen major R&D centers and hundreds of other businesses with a strong R&D component located in the Hudson Valley.

¹ Porter, Michael, “Location, Competition, and Economic Development: Local Clusters in a Global Economy. *Economic Development Quarterly*, 14, 15-34.

² International Economic Development Council. *Economic Development Marketing*. 2002.

³ Hudson Valley Economic Development Corporation, www.hvedc.com

The businesses located in Rockland County related to these industry clusters are the following:

- > There are thirteen Biotech/Pharmaceutical firms in Rockland County. Four of these are located in Clarkstown.
- > There are currently eight establishments related to microelectronics in Rockland County. Two of these are located in Clarkstown.

BIOTECHNOLOGY/PHARMACEUTICAL INDUSTRY CLUSTER

Business Establishments in Clarkstown & Rockland County

Name of Business Establishment	Location
ADH Health Products	Congers (Clarkstown)
Axiom Pharmaceuticals	Congers (Clarkstown)
IVAX	Congers (Clarkstown)
Bee-Alive	Valley Cottage (Clarkstown)
Avon	Suffern
Ferring Pharmaceuticals	Suffern
Novartis Pharmaceuticals	Suffern
Generic Sal	Blauvelt
CRF	Orangeburg
Euromed, Inc.	Orangeburg
ICN Pharmaceuticals	Orangeburg
Par Pharmaceutical	Spring Valley
Wyeth	Pearl River
Barr Laboratories	Pomona

MICROELECTRONICS INDUSTRY CLUSTER

Business Establishments in Clarkstown & Rockland County

Name of Business Establishment	Location
Model Electronics	Nanuet (Clarkstown)
Bram Manufacturing	Congers (Clarkstown)
Lecroy	Orangeburg
Praxair	Orangeburg
Vishay MIC Technology	Pearl River
Super Conductor Materials	Suffern
Citation Manufacturing	Spring Valley
Stony Point Electronics	Stony Point

1.3 INDUSTRY CLUSTERS IN ROCKLAND COUNTY

An analysis of County Business Patterns provides information regarding the major industry clusters in Rockland County. These industry clusters are as follows:⁴

Utilities

NAICS Code:	22; 221
Number of Employees:	1,168
Number of Establishments:	9
Annual Payroll:	\$91.866 M
Related Sub-Sectors:	
> 2211 – Electric Power Generation & Transmission	
o 1,000 – 2,499 employees; 7 establishments; annual payroll not available; \$69,160 median wage	
> 2213 – Water, Sewage and Other Systems	
o 100 - 249 employees; 2 establishments; annual payroll not available; \$44,570 median wage	

Construction

NAICS Code:	23
Number of Employees:	5,908
Number of Establishments:	991
Annual Payroll:	\$301.339 M
Median Wage:	\$49,940
Related Sub-Sectors:	
> Construction of Buildings	
o 1,098 employees; 308 establishments; \$50.337 M annual payroll	
> Heavy and Civil Engineering Construction	
o 368 employees; 38 establishments; \$33.069 M annual payroll	
> Land Subdivision	
o 30 employees; 10 establishments; \$4.415 M annual payroll	
> Specialty Trade Contractors	
o 4,442 employees; 645 establishments; \$217.993 M annual payroll	

Manufacturing

NAICS Code:	31
Number of Employees:	5,908
Number of Establishments:	9,643
Annual Payroll:	\$ 552.251 M

⁴ Median wages from Occupational Employment Statistics, 2nd Quarter 2007, NYS Department of Labor.

Food Manufacturing

NAICS Code: 311
Number of Employees: 914
Number of Establishments: 37
Annual Payroll: \$6.497 M
Median Wages: \$18,550 - \$40,610
Related Sub-Sectors:

- > 3114 - Fruit and Vegetable Preserving and Specialty Food Manufacturing
- > 31181 - Bread and Bakery Product Manufacturing

Pharmaceutical and Medicine Manufacturing

NAICS Code: 3254
Number of Employees: 3,682
Number of Establishments: 9
Annual Payroll: \$277.965 M
Median Wages: \$64,030 - \$80,870
Related Sub-Sectors:

- > 325412 - Pharmaceutical Preparation Manufacturing
 - o 2,500-4,999 employees; 8 establishments; annual payroll not available
- > 325413- In-Vitro Diagnostic Substance Manufacturing
 - o 100-249 employees; 1 establishment; annual payroll not available

Plastics and Rubber Products Manufacturing

NAICS Code: 326
Number of Employees: 924
Number of Establishments: 16
Annual Payroll: \$ 42.468 M
Median Wage: \$36,680
Related Sub-Sectors:

- > 32611 - Plastics Packaging Materials and Unlaminated Film and Sheet Manufacturing
 - o 401 employees; 6 establishments; \$17.363 M annual payroll
- > 32619 – Other Plastics Product Manufacturing
 - o 481 employees; 7 establishments; \$24.248 M annual payroll
- > 3262 – Rubber Product Manufacturing
- > 4246 – Chemical and Allied Products Merchant Wholesalers
 - o 225 employees; 17 establishments; \$18.235 M annual payroll

Medical Equipment and Supplies Manufacturing (Medical Devices)

NAICS Code: 3391
Number of Employees: 515
Number of Establishments: 15
Annual Payroll: \$ 25.958 M

Median Wage: \$41,640

Related Sub-Sectors:

- > 339111 - Laboratory Apparatus and Furniture Manufacturing
- > 339113 - Surgical Appliance and Supplies Manufacturing
- > 339115 - Ophthalmic Goods Manufacturing
- > 339116 - Dental Laboratories
- > 42345 - Medical, Dental, and Hospital Equipment and Supplies Merchant Wholesalers
 - o 268 employees; 16 establishments; \$25.273 M annual payroll

Computer and Electronic Product Manufacturing

NAICS Code: 334

Number of Employees: 250 - 499

Number of Establishments: 10

Annual Payroll: NA

Median Wage: \$29,360

Related Sub-Sectors:

- > 3341 - Computer and Peripheral Equipment Manufacturing
- > 3343 - Audio and Video Equipment Manufacturing
- > 3344 - Semiconductor and Other Electronic Component Manufacturing
- > 3345 - Navigational, Measuring, Electro medical, and Control Instruments Manufacturing
- > 33461 - Manufacturing and Reproducing Magnetic and Optical Media

Electrical Equipment, Appliance, and Component Manufacturing

NAICS Code: 335

Number of Employees: 331

Number of Establishments: 10

Annual Payroll: \$11.212 M

Median Wage: \$29,360

Related Sub-Sectors:

- > 3351 - Electric Lighting Equipment Manufacturing
- > 3353 - Electrical Equipment Manufacturing
- > 3359 - Other Electrical Equipment and Component Manufacturing

Transportation Equipment Manufacturing

NAICS Code: 336

Number of Employees: 500-999

Number of Establishments: 3

Annual Payroll: Not available

Median Wage: \$29,360

Related Sub-Sectors:

- > 3364 – Aerospace Product and Parts Manufacturing

Wholesale Trade

NAICS Code: 42
Number of Employees: 6,433
Number of Establishments: 636
Annual Payroll: \$355.585 M
Median Wage: \$58,440

Related Sub-Sectors:

- > 423 – Merchant Wholesalers, Durable Goods
 - o 3,240 employees; 320 establishments; \$200.686 M annual payroll
- > 424 – Merchant Wholesalers, Nondurable Goods
 - o 2,296 employees; 229 establishments; \$144.256 M annual payroll
- > 425 – Wholesale Electronic Markets and Agents and Brokers
 - o 217 employees; 87 establishments; \$10.643 M annual payroll

Retail Trade

NAICS Code: 44
Number of Employees: 14,716
Number of Establishments: 1,276
Annual Payroll: \$352.284 M
Median Wage: \$21,390

Related Sub-Sectors:

- > 441 – Motor Vehicle and Parts Dealers
 - o 1,463 employees; 74 establishments; \$65.678 M annual payroll
- > 442 – Furniture and Home Furnishings Stores
 - o 593 employees; 78 establishments; \$14.298 M annual payroll
- > 443 – Electronics and Appliance Stores
 - o 542 employees; 64 establishments; \$13.491 M annual payroll
- > 444 – Building Material and Garden Equipment and Supplies Dealers
 - o 1,135 employees; 70 establishments; \$38.860 M annual payroll
- > 445 – Food and Beverage Stores
 - o 2,742 employees; 250 establishments; \$58.729 M annual payroll
- > 446 – Health and Personal Care Stores
 - o 1,313 employees; 112 establishments; \$32.763 M annual payroll
- > 447 – Gasoline Stations
 - o 301 employees; 73 establishments; \$7.091 M annual payroll
- > 448 – Clothing and Clothing Accessories Stores
 - o 2,136 employees; 227 establishments; \$30.318 M annual payroll
- > 451 – Sporting Goods, Hobby, Book, and Music Stores
 - o 844 employees; 76 establishments; \$14.944 M annual payroll
- > 452 – General Retail Stores
 - o 2,231 employees; 38 establishments; \$44.766 M annual payroll

- > 453 – Miscellaneous Store Retailers
 - 711 employees; 136 establishments; \$11.261 M annual payroll
- > 454 – Non-store Retailers
 - 505 employees; 66 establishments; \$17.457 M annual payroll
- > 423 – Merchant Wholesalers, Durable Goods
 - 3,240 employees; 320 establishments; \$200.686 M annual payroll
- > 424 – Merchant Wholesalers, Nondurable Goods
 - 2,976 employees; 229 establishments; \$144.256 M annual payroll

Transportation & Warehousing

NAICS Code: 48
 Number of Employees: 2,197
 Number of Establishments: 163
 Annual Payroll: \$64.340 M
 Median Wage: \$29,880

Related Sub-Sectors:

- > 484 – Truck Transportation
 - 328 employees; 65 establishments; \$14.167 M annual payroll
- > 485 – Transit and Ground Passenger Transportation
 - 1,230 employees; 46 establishments; \$25.461 M annual payroll
- > 492 – Couriers and Messengers
 - 244 employees; 10 establishments; \$9.265 M annual payroll

Information

NAICS Code: 51
 Number of Employees: 4,188
 Number of Establishments: 177
 Annual Payroll: \$208.960 M

Related Sub-Sectors:

- > 511 – Publishing Industries (except Internet)
 - 520 employees; 32 establishments; \$28.016 M annual payroll; \$28,470 - \$42,450 median wages
- > 517 – Telecommunications
 - 2,398 employees; 64 establishments; \$149.016 M annual payroll; \$51,870 median wage
- > 518 – Internet Service Providers, Web Search Portals, and Data Processing Services
 - 280 employees; 23 establishments; \$16.572 M annual payroll; \$67,380 median wage

Finance and Insurance

NAICS Code: 52
 Number of Employees: 4,537

Number of Establishments: 465
Annual Payroll: \$259.753 M
Median Wage: \$65,430

Related Sub-Sectors:

- > 522 – Credit Intermediation and Related Industries
 - 3,006 employees; 175 establishments; \$156.976 M annual payroll
- > 523 - Securities, Commodity Contracts, and Other Financial Investments and Related Activities
 - 386 employees; 86 establishments; \$36.875 M annual payroll
- > 524 - Insurance Carriers and Related Activities
 - 855 employees; 203 establishments; \$54.194 M annual payroll

Real Estate and Rental and Leasing

NAICS Code: 53
Number of Employees: 1,508
Number of Establishments: 443
Annual Payroll: \$51.829 M
Median Wage: \$46,510 - \$70,710

Related Sub-Sectors:

- > 531 – Real Estate
 - 1,281 employees; 395 establishments; \$45.148 M annual payroll
- > 532 – Rental and Leasing
 - 100 – 249 employees; 46 establishments; annual payroll not available

Professional, Scientific and Technical Services

NAICS Code: 54; 541
Number of Employees: 7,657
Number of Establishments: 1,235
Annual Payroll: \$447.090 M
Median Wage: \$65,380

Related Sub-Sectors:

- > 5411 – Legal Services
 - 997 employees; 265 establishments; \$46.575 M annual payroll; \$87,260 median wage
- > 5412 – Accounting, Tax Preparation, Bookkeeping, and Payroll Services
 - 918 employees; 186 establishments; \$29.880 M annual payroll;
- > 5413 – Architectural, Engineering, and Related Services
 - 776 employees; 119 establishments; \$45.837 M annual payroll; \$72,150 median wage
- > 5414 – Specialized Design Services
 - 164 employees; 53 establishments; \$7.769 M annual payroll
- > 5415 – Computer Systems Design and Related Services

- 630 employees; 226 establishments; \$38.525 M annual payroll
- > 5416 – Management, Scientific, and Technical Consulting Services
 - 817 employees; 202 establishments; \$37.059 M annual payroll
- > 5417 – Scientific Research and Development Services
 - 2,010 employees; 20 establishments; \$148.329 M annual payroll
- > 5418 – Advertising and Related Services
 - 894 employees; 68 establishments; \$78.170 M annual payroll
- > 5419 – Other Professional, Scientific, and Technical Services
 - 451 employees; 96 establishments; \$14.946 M annual payroll

Management of Companies & Enterprises

NAICS Code: 55
 Number of Employees: 1,611
 Number of Establishments: 27
 Annual Payroll: \$76.223 M
 Median Wage: \$100,640
 Related Sub-Sectors:

- > 551112 - Offices of Other Holding Companies
 - 1,098 employees; 308 establishments; \$50.337 M annual payroll
- > 551114 - Corporate, Subsidiary, and Regional Managing Offices
 - 1,535 employees; 17 establishments; \$ 72.146 M annual payroll

Administrative and Support and Waste Management and Remediation Services

NAICS Code: 56
 Number of Employees: 4,216
 Number of Establishments: 521
 Annual Payroll: \$132.048 M
 Related Sub-Sectors:

- > 561 – Administrative Support Services
 - 3,703 employees; 583 establishments; \$109.648 M annual payroll; \$32,040 median wage
- > 562 – Waste Management and Remediation Services
 - 513 employees; 38 establishments; \$22.400 M annual payroll; \$41,470 median wage

Educational Services

NAICS Code: 61
 Number of Employees: 4,679
 Number of Establishments: 159
 Annual Payroll: \$92.054 M
 Median Wage: \$49,980
 Related Sub-Sectors:

- > 6111 – Elementary and Secondary Schools
 - 1,935 employees; 50 establishments; \$39.666 M annual payroll
- > 6113 – Colleges, Universities, and Professional Schools
 - 1,991 employees; 5 establishments; \$34.394 M annual payroll
- > 6114 – Business Schools and Computer and Management Training
 - 182 employees; 8 establishments; \$34.394 M annual payroll
- > 6115 – Technical and Trade Schools
 - 66 employees; 7 establishments; \$0.969 M annual payroll
- > 6116 – Other Schools and Instruction
 - 450 employees; 69 establishments; \$9.285 M annual payroll

Health Care and Social Assistance

NAICS Code: 62
 Number of Employees: 21,994
 Number of Establishments: 1,087
 Annual Payroll: \$787.069 M
 Median Wages: \$28,120 - \$64,850
 Related Sub-Sectors:

- > 621 - Ambulatory Health Care Services
 - 7,550 employees; 772 establishments; \$304.313 M annual payroll
- > 622 – Hospitals
 - 6,138 employees; 6 establishments; \$272.945 M annual payroll
- > 623 – Nursing and Residential Care Facilities
 - 4,761 employees; 111 establishments; \$135.576 M annual payroll
- > 624 – Social Assistance
 - 3,545 employees; 198 establishments; \$74.235 M annual payroll
- > 3391 – Medical Equipment and Supplies Manufacturing
 - 551 employees; 15 establishments; \$ 25.958 M annual payroll
- > 42345 - Medical, Dental, and Hospital Equipment and Supplies Merchant Wholesalers
 - 268 employees; 16 establishments; \$25.273 M annual payroll

Accommodation & Food Services

NAICS Code: 72
 Number of Employees: 6,830
 Number of Establishments: 652
 Annual Payroll: \$111.659 M
 Related Sub-Sectors:

- > 721 – Accommodation
 - 799 employees; 27 establishments; \$18.335 M annual payroll; \$22,000 median wage
- > 722 – Food Services & Drinking Places

- 6,031 employees; 625 establishments; \$93.324 M annual payroll; \$20,190 median wage

Other Services (except Public Administration)

NAICS Code: 81
 Number of Employees: 5,243
 Number of Establishments: 841
 Annual Payroll: \$116.017 M
 Related Sub-Sectors:

- > 811 – Repair & Maintenance
 - 929 employees; 238 establishments; \$29.999 M annual payroll; \$40,970 median wage
- > 812 – Personal and Laundry Services
 - 1,291 employees; 326 establishments; \$23.529 M annual payroll; \$23,040 median wage
- > 813 – Religious, Grantmaking, Civic, Professional, and Similar Organizations
 - 3,023 employees; 277 establishments; \$62.489 M annual payroll; \$40,240 median wage

2.1 CLASSIFYING INDUSTRY CLUSTERS

“Base” industries are industries that export goods or services outside the community. Base industries bring in dollars to the community that could be spent on non-base industries. “Non-base” industries serve the local market and are dependent on the income generated by base industries. Non-base industries include movie theaters, groceries and supermarkets, gas stations, personal care services and others.⁵

To determine “Base” and “Non-base” industries, a Location Quotient analysis was used. Location Quotients (LQ) gauge industry concentration in an area. High concentrations of industry sectors and sub-sectors in a location indicate that the community satisfies the particular needs of particular industry sectors or sub-sectors. Location Quotients (LQ’s) are calculated by comparing local employment to national or regional employment. A Location Quotient greater than 1.0 indicates that a community has proportionately more people than the national average employed in a specific industry sector. This implies that a community is producing more of a product or service than is consumed by local residents. The excess is available for export outside the community. A Location Quotient less than 1.0 suggests that a community is not producing enough of a product or service to meet local demand, and is importing to meet local demand. A Location Quotient approximately equal to 1.0 indicates that a community is producing enough to meet local demand.

A Location Quotient greater than 1.25 indicates that the community has a competitive advantage in this industry. In this process, we looked at Location Quotients for Rockland County, the Tri-County region of Putnam, Rockland and Westchester counties, and the New York-Northern New Jersey-Long Island, NY-

⁵ International Economic Development Council, “Economic Development Planning.” 2002.

NJ-PA, Census Based Statistical Area (CBSA). With Rockland County's economy closely tied to the surrounding metropolitan area, identifying growing and established industries in the Tri-County and the CBSA also provides possible sources of target industries for Clarkstown. While industries with Location Quotients above 1.25 were examined, we distinguished between industries that are strong, with Location Quotients over 2.0, and industries that have potential for competitive advantage, with Location Quotients above 1.25 but below 2.0. With appropriate strategies, industries within the latter category could be expanded. Such industries outside the county but within the region could also possibly be attracted to the Town of Clarkstown and Rockland County.

2.1.1 BASE INDUSTRIES

The Location Quotient Analysis allowed us to determine concentrations of employment within Rockland County. Based on the definition of "Base" and "Non-base" industries, base industries export outside the area and non-base serve the needs of the local community. These sub-sectors could be considered "Base" industries since they have high Location Quotients (over 1.0), high employment numbers, and could be exported outside the area.

- > Chemical Manufacturing – including Pharmaceuticals
- > Utilities
- > Telecommunications
- > Plastics and Rubber Products Manufacturing
- > Electrical Equipment and Appliance Manufacturing

While certain industry sub-sectors in Rockland County have high Location Quotients, these could not be considered "Base" as their goods and services could not be exported. They provide goods and services that consumers from outside the area could purchase or avail within the county.

- > Transit and Ground Passenger Transportation
- > Membership Associations and Organizations
- > Nursing and Residential Care Facilities
- > Educational Services
- > Ambulatory Health Care Services
- > Electronics and Appliance Stores
- > Sporting Goods, Hobby, Book and Music Stores
- > General Merchandise Stores

Top Industry Sub-Sectors, Rockland County: 2005			
(Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)			
NAICS Code	Industry Sub-Sector	Location Quotient	Employment (2005)
519	Other information services	10.15	429
325	Chemical manufacturing	8.11	4,008

Top Industry Sub-Sectors, Rockland County: 2005			
(Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)			
NAICS Code	Industry Sub-Sector	Location Quotient	Employment (2005)
485	Transit and ground passenger transportation	4.78	1,230
813	Membership associations and organizations	2.16	3,023
221	Utilities	1.98	1,168
623	Nursing and residential care facilities	1.98	4,761
611	Educational services	1.76	4,679
446	Health and personal care stores	1.68	1,313
448	Clothing and clothing accessories stores	1.66	2,136
562	Waste management and remediation services	1.55	513
314	Textile product mills	1.54	507
621	Ambulatory health care services	1.49	7,550
443	Electronics and appliance stores	1.44	542
451	Sporting goods, hobby, book & music stores	1.37	844
517	Telecommunications	1.36	2,398
624	Social assistance	1.28	3,545
452	General merchandise stores	1.21	2,231
335	Electrical equipment and appliance manufacturing	1.18	331
622	Hospitals	1.15	6,138
326	Plastics and rubber products manufacturing	1.13	924
TOTAL EMPLOYMENT			~48,000

Location Quotient Analysis of Industry Sub-Sectors: 2005		
(Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)		
Rockland County	Tri-County	New York-Northern New Jersey-Long Island, NY-NJ-PA CBSA
<i>Industry Sub-Sectors with Competitive Advantage: Location Quotient >2.0</i>		
<ul style="list-style-type: none"> > Other information services > Chemical manufacturing > Transit and ground passenger transportation > Membership associations and organizations 	<ul style="list-style-type: none"> > Other information services > Transit and ground passenger transportation 	<ul style="list-style-type: none"> > Other information services > Securities, commodity contracts, investments > Transit and ground passenger transportation > Apparel manufacturing > Lessors of nonfinancial intangible assets
<i>Industry with Potential Competitive Advantage: Location Quotient 1.25 – 2.0</i>		

Location Quotient Analysis of Industry Sub-Sectors: 2005 (Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)		
Rockland County	Tri-County	New York-Northern New Jersey-Long Island, NY-NJ-PA CBSA
<ul style="list-style-type: none"> > Utilities > Nursing and residential care facilities > Educational services > Health and personal care stores > Clothing and clothing accessories stores > Waste management and remediation services > Textile product mills > Ambulatory health care services > Electronics and appliance stores > Sporting goods, hobby, book and music stores > Telecommunications > Social assistance 	<ul style="list-style-type: none"> > Educational services > Chemical manufacturing > Membership associations and organizations > ISPs, search portals and data processing > Utilities > Private households > Nursing and residential care facilities > Securities, commodity contracts, investments > Real estate > Amusements, gambling and recreation > Clothing and clothing accessories stores > Management of companies and enterprises > Publishing industries, except Internet > Telecommunications > Ambulatory health care services > Personal and laundry services > Nonstore retailers > Social assistance > Sporting goods, hobby, book and music stores > Computer and electronic product manufacturing 	<ul style="list-style-type: none"> > Performing arts and spectator sports > Broadcasting, except Internet > Real estate > Internet publishing and broadcasting > Educational services > Clothing and clothing accessories stores > Membership associations and organizations > Water transportation > Air transportation > Professional and technical services > Merchant wholesalers, nondurable goods > Couriers and messengers > Health and personal care stores > Personal and laundry services

2.1.2 NON-BASE INDUSTRIES

Based on the Location Quotient Analysis, the following non-base industries could potentially become base/exporting industries in the future. While their Location Quotients are below 1.0, their goods and services could be exported. Moreover, these sub-sectors have relatively high employment.

> Construction of Buildings

- > Specialty Trade Contractors
- > Food Manufacturing
- > Computer and Electronic Product Manufacturing
- > Transportation Equipment Manufacturing – aerospace products and parts manufacturing
- > Publishing Industries
- > Credit Intermediation and Related Industries
- > Securities, Commodity Contracts, Investments
- > Insurance Carriers and Related Activities
- > Professional and Technical Services
- > Management of Companies and Enterprises

Non-Base Industry Sub-Sectors, Rockland County: 2005			
(Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)			
NAICS Code	Industry Sub-Sector	Location Quotient	Employment (2005)
NAICS 236	Construction of buildings	0.84	1,098
NAICS 237	Heavy and civil engineering construction	0.35	368
NAICS 238	Specialty trade contractors	0.98	4,442
NAICS 311	Food manufacturing	0.48	914
NAICS 315	Apparel manufacturing	0.18	20-99
NAICS 321	Wood product manufacturing	0.07	20-99
NAICS 323	Printing and related support activities	0.46	175
NAICS 327	Nonmetallic mineral product manufacturing	0.56	354
NAICS 332	Fabricated metal product manufacturing	0.65	177
NAICS 333	Machinery manufacturing	0.22	410
NAICS 334	Computer and electronic product manufacturing	0.35	250-499
NAICS 336	Transportation equipment manufacturing	0.06	500-999
NAICS 337	Furniture and related product manufacturing	0.37	131
NAICS 339	Miscellaneous manufacturing	0.58	654
NAICS 423	Merchant wholesalers, durable goods ⁶	1.04	3,240
NAICS 424	Merchant wholesalers, nondurable goods	0.95	2,976
NAICS 425	Electronic markets and agents and brokers	0.93	217
NAICS 441	Motor vehicle and parts dealers	0.81	1,463
NAICS 442	Furniture and home furnishings stores	0.97	593
NAICS 444	Building material and garden supply stores	1.04	1,335
NAICS 445	Food and beverage stores	1.12	2,742
NAICS 447	Gasoline stations	0.33	301
NAICS 453	Miscellaneous store retailers	0.99	711
NAICS 454	Nonstore retailers	0.95	505
NAICS 484	Truck transportation	0.31	328
NAICS 488	Support activities for transportation	0.11	302

⁶ Merchant Wholesalers support both Base and Non-Base Industries.

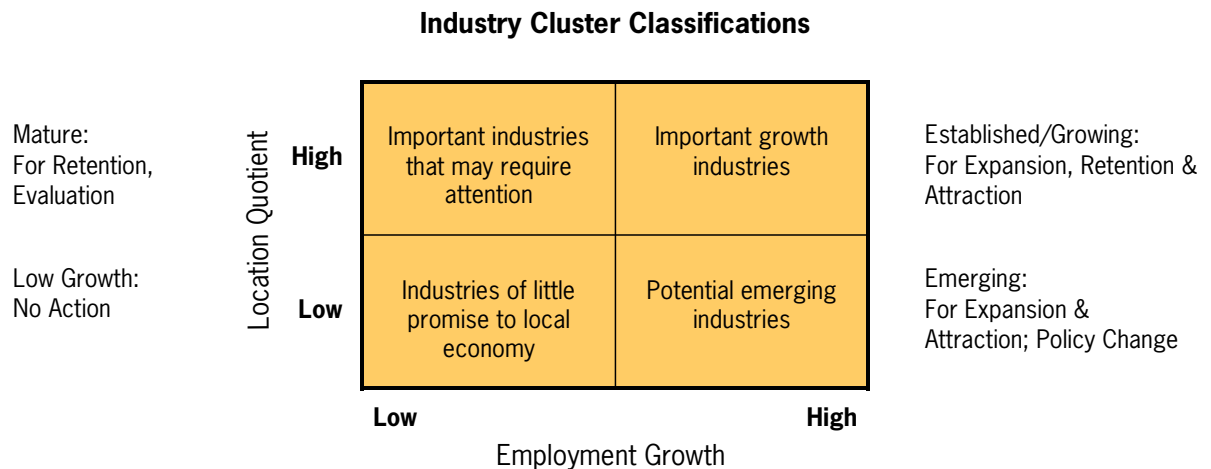
Non-Base Industry Sub-Sectors, Rockland County: 2005 (Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics)			
NAICS Code	Industry Sub-Sector	Location Quotient	Employment (2005)
NAICS 492	Couriers and messengers	0.52	244
NAICS 493	Warehousing and storage	0.38	75
NAICS 511	Publishing industries, except Internet	0.9	520
NAICS 512	Motion picture and sound recording industries	0.72	500-999
NAICS 515	Broadcasting, except Internet	ND	0 - 19
NAICS 516	Internet publishing and broadcasting	ND	0 - 19
NAICS 518	ISPs, search portals, and data processing	0.64	280
NAICS 522	Credit intermediation and related activities	0.52	3,006
NAICS 523	Securities, commodity contracts, investments	0.43	250 - 499
NAICS 524	Insurance carriers and related activities	0.65	1,000 – 2,499
NAICS 525	Funds, trusts, and other financial vehicles	0.05	0 - 19
NAICS 531	Real estate	0.96	1,281
NAICS 532	Rental and leasing services	0.71	100 - 249
NAICS 533	Lessors of nonfinancial intangible assets	0.51	0 - 19
NAICS 541	Professional and technical services	0.97	7,567
NAICS 551	Management of companies and enterprises	0.70	1,611
NAICS 561	Administrative and support services	0.61	3,703
NAICS 624	Social assistance	ND	3,545
NAICS 711	Performing arts and spectator sports	ND	100 - 249
NAICS 712	Museums, historical sites, zoos, and parks	ND	29
NAICS 713	Amusements, gambling, and recreation	1.04	1,630
NAICS 721	Accommodation	0.50	799
NAICS 722	Food services and drinking places	0.79	6,031
NAICS 811	Repair and maintenance	0.81	929
NAICS 812	Personal and laundry services	1.06	1,291

2.2 THE INDUSTRY CLUSTER MATRIX

After conducting location quotient analysis, the next step is to classify clusters under four (4) categories:

- > **Clusters with High Location Quotients and High Employment Growth:** These are important growth industries and represent those that export products outside the region and have competitive advantage. These industry sub-sectors could be considered as “ESTABLISHED” Possible strategies include Business Retention and Expansion. With their strong local presence, these industry sectors should receive focused retention efforts to help them expand jobs. Attraction is also important to draw similar businesses, as well as suppliers and buyers.
- > **Clusters with High Location Quotients and Low Employment Growth:** These are important industries that may require attention. These clusters may represent segments of the economy that have a stronghold in the region, but do not experience any significant growth. It is likely that such

- clusters are declining. These industries could be considered “MATURE” or “DECLINING” as these industries have an increasingly difficult time competing based on macro-level changes in the competitive environment. Further analysis is needed to understand whether or not industry can overcome the changing market conditions due to globalization and outsourcing, demands for new skills, more innovative approaches, etc.
- > **Clusters with Low Location Quotients and High Employment Growth:** These are industries experiencing high demand as evidenced by increasing employment. These industries could be considered potential “EMERGING” industries. The local market supports the industry, but the industry has not yet emerged as a primary center of activity. Recruitment/Attraction strategies are suitable approaches. Strong marketing, messaging, building image, and recruitment campaign can build a case for companies to locate in the region, building a strong cluster. Businesses under this category also need expansion assistance.
 - > **Clusters with Low Location Quotients and Low Employment Growth:** These industries could be considered “LOW GROWTH.” Their value lies in a role serving as important support industries.⁷ Many non-base industries belong to this category.



⁷ Heike Mayer, Ph.D., “Cluster Monitor, *Economic Development Journal*, Vol. 4, No.4, Fall 2005.

Industry Classification, Sectors within Rockland County: 2005 (Source: County Business Patterns via U.S. Census Bureau; Bureau of Labor Statistics; Analysis by Saratoga Associates)	
Industries with High Location Quotient and Low Employment Growth > NAICS 22: Utilities	Industries with High Location Quotient and High Employment Growth > NAICS 61: Educational services > NAICS 62: Health care and social assistance
Industries with Low Location Quotient and Low Employment Growth > NAICS 11: Agriculture, forestry, fishing and hunting > NAICS 21: Mining > NAICS 31-33: Manufacturing > NAICS 52: Finance and insurance > NAICS 56: Administrative and waste services > NAICS 72: Accommodation and food services > NAICS 42: Wholesale trade	Industries with Low Location Quotient and High Employment Growth > NAICS 45-45: Retail trade > NAICS 48-49: Transportation and warehousing > NAICS 51: Information > NAICS 53: Real estate and rental and leasing > NAICS 54: Professional and technical services > NAICS 55: Management of companies and enterprises > NAICS 71: Arts, entertainment and recreation > NAICS 81: Other services, except public administration

Industry Classification, Sub-Sectors within Rockland County: 2005

(Source: County Business Patterns via U.S. Census Bureau;
Bureau of Labor Statistics; Analysis by Saratoga Associates)

Industries with High Location Quotient and Low Employment Growth	Industries with High Location Quotient and High Employment Growth
<ul style="list-style-type: none"> > NAICS 221: Utilities > NAICS 325: Chemical manufacturing > NAICS 335: Electrical equipment and appliance manufacturing > NAICS 423: Merchant wholesalers, durable goods > NAICS 443: Electronics and appliance stores > NAICS 451: Sporting goods, hobby, book and music stores > NAICS 452: General merchandise stores 	<ul style="list-style-type: none"> > NAICS 314: Textile product mills > NAICS 326: Plastics and rubber products manufacturing > NAICS 445: Food and beverage stores > NAICS 446: Health and personal care stores > NAICS 448: Clothing and clothing accessories stores > NAICS 485: Transit and ground passenger transportation > NAICS 517: Telecommunications > NAICS 519: Other information services > NAICS 562: Waste management and remediation services > NAICS 611: Educational services > NAICS 621: Ambulatory health care services > NAICS 622: Hospitals > NAICS 623: Nursing and residential care facilities > NAICS 624: Social assistance > NAICS 813: Membership associations and organizations

Industry Classification, Sub-Sectors within Rockland County: 2005

(Source: County Business Patterns via U.S. Census Bureau;
Bureau of Labor Statistics; Analysis by Saratoga Associates)

Industries with Low Location Quotient and Low Employment Growth	Industries with Low Location Quotient and High Employment Growth
<ul style="list-style-type: none"> > NAICS 237: Heavy and civil engineering construction > NAICS 315: Apparel manufacturing > NAICS 321: Wood product manufacturing > NAICS 323: Printing and related support activities > NAICS 334: Computer and electronic product manufacturing > NAICS 425: Electronic markets and agents and brokers > NAICS 447: Gasoline stations > NAICS 453: Miscellaneous store retailers > NAICS 484: Truck transportation > NAICS 511: Publishing industries, except Internet > NAICS 518: ISPs, search portals and data processing > NAICS 523: Securities, commodity contracts, investments > NAICS 524: Insurance carriers and related activities > NAICS 532: Rental and leasing services > NAICS 533: Lessors of nonfinancial intangible assets > NAICS 561: Administrative and support services > NAICS 711: Performing arts and spectator sports > NAICS 712: Museums, historical sites, zoos and parks > NAICS 722: Food services and drinking places > NAICS 811: Repair and maintenance 	<ul style="list-style-type: none"> > NAICS 236: Construction of buildings > NAICS 238: Specialty trade contractors > NAICS 311: Food manufacturing > NAICS 327: Nonmetallic mineral product manufacturing > NAICS 333: Machinery manufacturing > NAICS 336: Transportation equipment manufacturing > NAICS 337: Furniture and related product manufacturing > NAICS 339: Miscellaneous manufacturing > NAICS 424: Merchant wholesalers, nondurable goods > NAICS 441: Motor vehicle and parts dealers > NAICS 442: Furniture and home furnishings stores > NAICS 444: Building material and garden supply stores > NAICS 454: Nonstore retailers > NAICS 492: Couriers and messengers > NAICS 493: Warehousing and storage > NAICS 512: Motion picture and sound recording industries > NAICS 522: Credit intermediation and related activities > NAICS 531: Real estate > NAICS 541: Professional and technical services > NAICS 551: Management of companies and enterprises > NAICS 713: Amusements, gambling and recreation > NAICS 721: Accommodation > NAICS 812: Personal and laundry services

3.0 VENTURE CAPITAL INVESTMENT

The National Venture Capital Association (NCVA) defines venture capital as “money provided by professionals who invest alongside management in young, rapidly growing companies that have the potential to develop into significant economic contributors. Venture capital is an important source of equity for start-up companies.” Venture capital firms manage pools of risk equity capital designated for investment in high growth companies.⁸ The level of venture capital investment or interest is oftentimes a good indicator regarding the sectors of the economy that are growing. Venture capital investment together with other indicators could serve as criteria for potential target industries for the Town of Clarkstown and Rockland County.

The National Venture Capital Association (NVCA) reports that in 2007, increases in venture capital investing could be attributed to record levels in Clean Technology and Life Sciences sectors, as well as in Internet-Specific companies.⁹

- > The **Life Sciences** sector, which includes *Biotechnology* and the *Medical Device* industries together accounted for 31 percent of all venture capital invested in 2007. Investment in the Medical Device industry grew to \$3.9 billion in 905 deals or by 40 percent in 2007.
- > The **Clean Technology** sector comprises alternative energy, pollution and recycling, power supplies and conservation. Venture capital investment in Clean Technology grew to \$2.2 billion in 201 deals or by 46 percent.
- > Venture capital investment in **Internet-specific** companies grew by 12 percent with \$4.6 billion in 748 deals. The “Internet-specific” label is applied to businesses that are primarily dependent on the Internet, regardless of the company’s primary category.
- > Venture capital investment in the **Software** industry has remained consistent over the last 5 years with \$5.3 billion invested in 905 deals. While growth is relatively flat, the Software industry comprises the biggest sector in terms of investment dollars and deals made.

For 2008, eighty percent (80%) of venture capitalists predict that the Clean Technology sector will attract higher levels of venture financing in 2008. Other sectors of growth include media and entertainment, biotech, and Internet specific companies (55 percent respectively). Investment in the medical devices and wireless telecom are expected to grow moderately. Fifty percent (50%) of venture capitalists predict a decline in semiconductor investing while 21 percent see declines in software.¹⁰

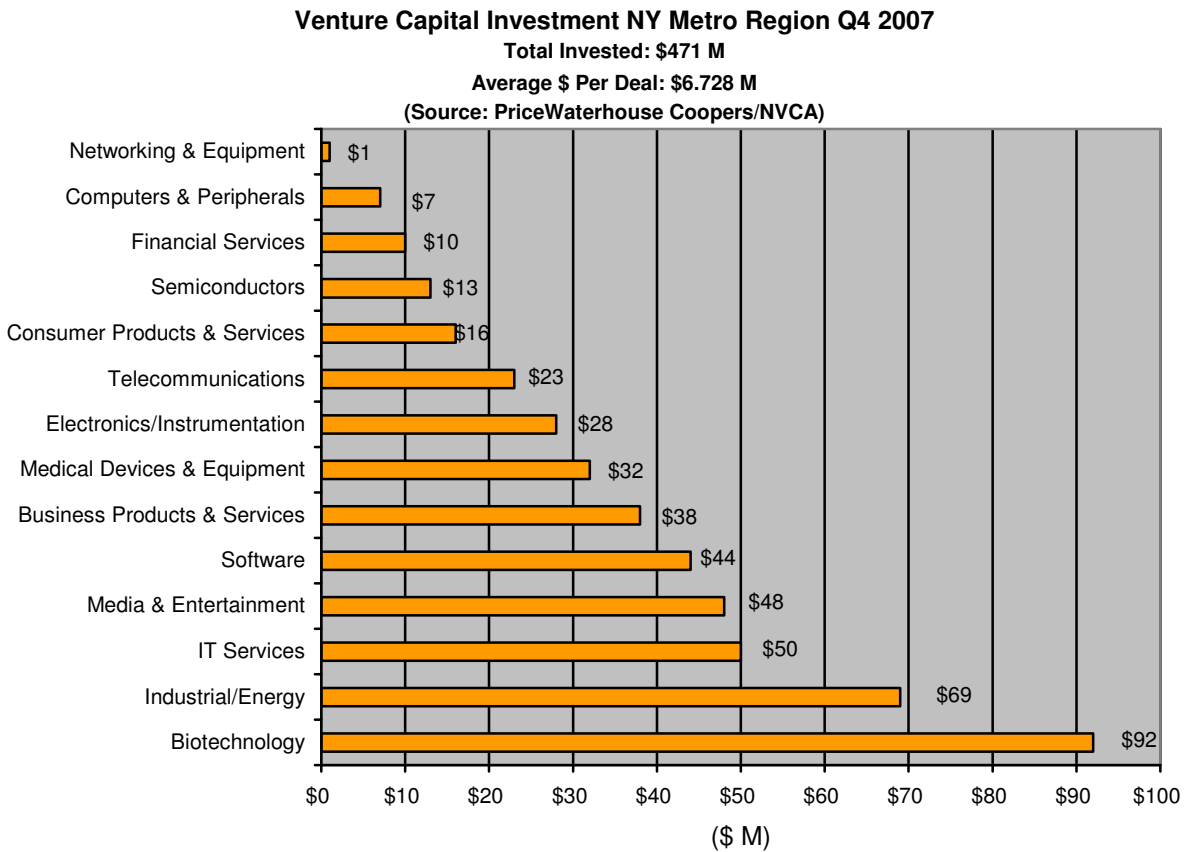
The PricewaterhouseCoopers/NVCA report for the New York Metro region for the Fourth Quarter of 2007, show that the highest level of venture capital investment was in Biotechnology with over \$90 million invested in the sector, followed by Industrial/Energy and IT Services with \$69 million and \$50

⁸ National Venture Capital Association.

⁹ National Venture Capital Association, “2007 Venture Capital Investing Hits Six Year High at \$29.4 Billion,” Jan. 21, 2008.

¹⁰ National Venture Capital Association, “Venture Capitalists Predict 2008 Trends: NVCA Annual Survey Forecasts CleanTech Upswing, Departing Firms, and More IPOs for the Coming Year,” December 17, 2007.

million invested respectively. Biotechnology is one of the biggest employers in Rockland County and Clarkstown.



4.0 ACADEMIC STRENGTHS AND RESEARCH INITIATIVES

Part of assessing emerging advantages includes understanding the resources and infrastructure that help emerging industries. Such resources include colleges and universities, as well as research specialization. Higher educational institutions are a major source of basic technology research and innovation, skilled personnel, and research and computer facilities. Colleges and universities that are strong in research also form collaborations with businesses to produce new technologies that can have commercial applications. These partnerships are usually focused on applied research and prototype development.¹¹

4.1 HIGHER EDUCATION INSTITUTIONS IN ROCKLAND COUNTY

Colleges and universities develop the highly skilled workforce that will fuel Rockland County's prominent industries. Rockland County has the advantage of having a cluster of higher-educational institutions within the county, as well as within a 30-mile radius. Eleven higher educational institutions within Rockland County enroll over 20,000 students. While not all higher-education institutions have a research focus, many turn out graduates and offer degrees that are important to emerging technologies. These include those that are focused on sciences, information technology, math, and engineering. Other higher educational institutions offer degrees that will provide the workforce for the region's leading industries. These include degrees such as management, business administration, health care and education.

Undergraduate, graduate and professional programs in Rockland County are outlined in the following table.

¹¹ International Economic Development Council, **Technology-Led Economic Development**. 2001.

Higher Educational Institutions, Rockland County (Source: 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation)				
Name	Location	Type of Institution	Total Student Enrollment	Degrees Offered
Cornell University – The Johnson School	IBM Palisades Executive Conference Center 334 Route 9W Palisades, New York	Post-graduate Private University	55-60 students per year (within Palisades campus)	Executive Masters in Business Administration Program
Dominican College	470 Western Highway Orangeburg, New York	2- and 4-year and Post-graduate Private College	1,933 students	Associates in Liberal Arts; Bachelors in Accounting, Adolescent Education/ Special Education (Biology, Engineering (five-year cooperative program), Biology, English, Mathematics, Social Studies 7-12), Athletic Training, Business Management, Childhood Education/ Special Education, Computer Information Systems, Economics, History, Humanities, Management, Mathematics, Nursing/RN, Occupational Therapy, Psychology, Social Sciences, Social Work, Spanish; Masters in Teaching the Blind and Visually Impaired, Teaching Students with Disabilities, Nursing, Occupational Therapy; Doctorate in Physical Therapy; Certification in Computer Information Systems, Computer Programming, Personal Computers

Higher Educational Institutions, Rockland County (Source: 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation)				
Name	Location	Type of Institution	Total Student Enrollment	Degrees Offered
Iona College, Rockland Graduate Center	2 Blue Hill Plaza Pearl River, New York	Post-graduate Private University	Approximately 400 graduate students.	Masters in Alternative Certification in Teaching, Childhood Literacy, Computer Science, Education Adolescence (English, Mathematics, Social Studies), Education Childhood, Education Early Childhood, Education/Multicultural Education, Educational Leadership, English, Financial Management, Health Services Administration, History, Human Resource Management, Information and Decision Technology Management, Journalism, Management, Marketing, Public Relations, Telecommunications, Certification in E-commerce, Educational Technology, International Business, Long-Term Care, Web Systems Development
Lamont – Doherty Earth Observatory – The Earth Institute at Columbia University	106 Geoscience Building Palisades, New York	Post-graduate Private University	~200 students (within Palisades campus)	Masters in Climate and Society, Earth and Environmental Science Journalism; Doctorate in Earth and Environmental Sciences
Long Island University – Rockland Graduate Campus	70 Route 340 Orangeburg, New York	Post-graduate Private University	~460 students (within Orangeburg Campus)	Masters in Business Administration, Childhood Education, Childhood/ Childhood Special Education, Childhood/ Literacy (B-6), Cosmetic Science, Health Administration, Industrial Pharmacy, Literacy, Mental Health Counseling, Public Administration, School Counselor, Special Education; Certification in Gerontology, MBA Post-Masters, Nonprofit Management, School Building Leader, School District Business Leader, School District Leader

Higher Educational Institutions, Rockland County (Source: 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation)				
Name	Location	Type of Institution	Total Student Enrollment	Degrees Offered
Nyack College and Alliance Theological Seminary	1 South Boulevard Nyack, New York	2- and 4- Year and Post-graduate Private College	3,225 students	Associates in Business Administration, Christian Work, General Education, Liberal Arts and Sciences; Bachelors in Accounting, Adolescence Education (English, History, Mathematics, Social Science), Biblical and Theological Studies, Business Administration, Christian Education, Church Music, Composition, Communications, Computer Science, Cross Cultural Studies, Early Childhood – Childhood Education, Early Childhood Education, English, History, Interdisciplinary Studies, Keyboard Instruments, Mathematics, Missiology, Music, Music Education, Orchestral Instruments, Organizational Leadership, Organizational Management, Organizational Management and Church Studies, Pastoral Ministry, Philosophy, Psychology, Religion, Social Work, Sociology, Teaching English to Speakers of Other Languages, Voice, Youth Ministry; Masters in Accounting, Biblical Literature (New and Old Testament Emphasis), Business Administration, Christian Ministry, Counseling, Inclusive Education Curriculum, Intercultural Studies, Missions, Organizational Leadership, Organizational Management, Theology and Missions, Urban Ministry
Rockland Teachers Center Institute	14 Vanderlip Circle Thiells, New York	Affiliated with 2- and 4- Year Public and Private Colleges/ Universities	N/A	Masters in Adolescent Special Education, Childhood Education/ Special Education, English as a Second Language, Guidance and Counseling, Instructional Technology, Literacy, Middle Childhood Education/ Special Education; Certification in Educational Administration, Inclusive and Special Education Certificates, Teachers Assistants/ Aides Certificate

Higher Educational Institutions, Rockland County (Source: 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation)				
Name	Location	Type of Institution	Total Student Enrollment	Degrees Offered
St. Thomas Aquinas College	125 Route 340 Sparkill, New York	2- and 4-Year and Post-graduate Private College	2,200 students	Associates in Business/ Business Administration, Humanities and Social Sciences; Bachelors in Accounting, Art, Art Therapy, Biology, Biology (7-12), Business Administration/ Management, Childhood Education (N-6; and Bilingual Language), Chiropractic, Communication Arts, Criminal Justice, Engineering (five-year cooperative program), English, English (7-12), Finance, Gerontology, Graphic Design, History, Liberal Arts and Sciences, Marketing, Mathematics, Mathematics (7-12), Medical Technology, Natural Sciences, Philosophy/ Religious Studies, Psychology, Physical Therapy (5-year program), Podiatry (7-year program), Pre-Pharmacy, Recreation and Leisure Studies, Romantic Languages, Social Sciences, Social Sciences (7-12), Spanish, Spanish 7-12, Special Education and Childhood Education (N-6); Masters in Accounting, Adolescence Education (7-12), Business Administration/ Management, Childhood Education (N-6), Educational Leadership, Masters in Teaching, Physical Therapy (5-year program), Reading, Social Work (in conjunction with New York University), Special Education; Doctorate in Chiropractic; Podiatry (7-year program); Certification in Adolescence Education (7-12), Biology (7-12), Chemistry (7-12), Childhood Education (N-6), Gerontology, International Business, Management, Management Information Systems, Management Relations/ Industrial and Organizational Psychology, Mathematics (7-12), Physics (7-12), Spanish 7-12,

Higher Educational Institutions, Rockland County (Source: 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation)				
Name	Location	Type of Institution	Total Student Enrollment	Degrees Offered
State University of New York, Empire State College	240 North Main Street New City, New York	2- and 4-Year and Post-graduate Public College	244 students (within New City campus)	Associates in Business, Management and Economics, Community and Human Services, Cultural Studies, Educational Studies, Historical Studies, Human Development, Interdisciplinary Studies, Labor Studies, Science, Mathematics and Technology, Social Theory, Social Structure and Change; Bachelors in Business Administration, Business, Management and Economics, Community and Human Services, Cultural Studies, Educational Studies, Historical Studies, Human Development, Interdisciplinary Studies, Labor Studies, Science, Mathematics and Technology, Social Theory, Social Structure and Change; Masters in Business Administration, Labor and Policy Studies, Liberal Studies, Social Policy
State University of New York, Rockland Community College	145 College Road Suffern, New York	2-Year Public College	10,000 students	Associates in Accounting, Automotive Technology, Business Administration, Communication Media Arts, Computer Networking, Computer Support Services, Criminal Justice, Electronic and Computer Technology, Emergency Medical Technology, Entrepreneurship, Fine Arts, Fire Protection Technology, Graphic Design and Computer Graphics, Hospitality and Tourism, Humanities and Social Sciences/ Childhood Education (Pre K-6), Human Services, Marketing, Mathematics and Science, Occupational Therapy Assistant, Office Technologies, Paralegal, Performing Arts, Photography, Undergraduate Nursing; Certification in Bookkeeping/ Office Administration, Business Studies, Computer Assisted Design, Computer Information Systems, Computer Support Services, Culinary Arts,

				Early Childhood Development, Electronic and Computer Technology, Entrepreneurship, Fitness, Office Technologies, Paralegal; Training in Business Environment in Nursing, Community Health, Computer Assisted Design, Computer Information Systems, Emergency Medical Technology, Graphic Design and Computer Graphics, Pathophysiology, Research in Nursing, Spanish
Sunbridge College	285 Hungry Hollow Road Chestnut Ridge, New York	Post-graduate Private College	198 students	Masters in Part-time Waldorf Teacher/ Early Childhood Teacher Education, Liberal Studies, Waldorf Early Childhood Teacher Education, Waldorf Remedial Education, Waldorf School Administration and Community Development, Waldorf Teacher Education; Certification in Applied Arts, Biodynamic Gardening and Environmental Studies, Biography and Social Art Program, Foundation Studies in Anthroposophy/ Arts, Waldorf Early Childhood Teacher Education, Waldorf Remedial Education, Waldorf School Administration and Community Development, Waldorf Teacher Education
TOTAL ENROLLMENT: +/- 21,842 STUDENTS				

Such academic institutions provide the community with a major asset that has yet to be fully tapped. Although the majority of these higher education institutions are located outside of Clarkstown, they have the potential of teaming with organizations within the community to provide residents and employees with necessary skills training that could be used to meet the needs of business and industry. A more comprehensive examination of each higher educational institution within Rockland County is outlined below.

Cornell University – The Johnson School

Cornell University offers an Executive Master of Business Administration (MBA) program through The Johnson School. In addition, Cornell University's Johnson School has formed a partnership with Queens University to offer a Cornell-Queens Executive MBA Program.

While the majority of students strictly earn their MBA at The Johnson School, several dual degree programs are offered through the School. These include a program in Asian studies, which combines an MBA with a Master of Arts; Engineering, which combines an MBA with a Master of Engineering; Human Resource Management, which combines an MBA with a Master of Industrial and Labor

Relations; Law, which combines an MBA with a Juris Doctor; Real Estate, which combines an MBA with a Master of Professional Studies; and a dual MD/MBA program.

The success of The Johnson School is largely attributed to The Parker Center for Investment Research. The Parker Center is home to the latest investment-related academic research. In addition, students manage an equity hedge fund, which currently manages more than \$13 million in assets. The School also boasts a state-of-the-art analytical laboratory with the best software and analytical tools available to investment professionals.

In addition, the Center for Sustainable Global Enterprise generates innovative ways for profitable private enterprises to solve some of the world's most pressing environmental and social problems. The Center allows The Johnson School to collaborate with the unparalleled science, technology and humanities resources at Cornell University.¹² It is no surprise that the School has been consistently recognized among the top graduate business schools in the world.

Dominican College

Dominican College offers approximately 30 undergraduate and graduate degree programs. Many of the programs offered by the College are centered on Health Care, which include Health Services Administration, Nursing, Occupational Therapy and Physical Therapy, in addition to Athletic Training and Biology. The College also offers many business and financial programs, including Accounting, Business Administration, Economics and Management with coursework in five types of management: financial, human resources, international, marketing and management information systems. Several of these programs hold specialized national accreditation.

The College is home to the Palisades Institute, an organization to serve for-profit, government and not-for-profit organizations in Rockland and Orange counties in New York, Bergen and Passaic counties in New Jersey, and other nearby areas. The Institute offers seminars and workshops centered on customer-focused total quality; a management style that emphasizes both service and leadership to customers, employees and all stakeholders, and the highest standards of ethical decision-making.¹³

Iona College, Rockland Graduate Center

Iona Rockland Campus features the only MBA program in Rockland County with the Association to Advance Collegiate Schools of Business International accreditation. The Hagan School of Business is among the top 30% of such schools worldwide. As such, it is no surprise that Iona College is listed in the *U.S. News and World Report's* 18th annual "America's Best Colleges 2005," as well as *The Princeton Review's* "Best Northeastern Colleges," and "Best 237 Business Schools".¹⁴

¹² <http://www.johnson.cornell.edu/>

¹³ <http://www.dc.edu/>

¹⁴ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

Lamont – Doherty Earth Observatory – The Earth Institute at Columbia University

The Lamont – Doherty Earth Observatory is a leading research institution focused on the origin, evolution and future of the natural world. While the majority of classroom training is conducted through Columbia University’s Department of Earth and Environmental Sciences, some courses are taught in conjunction with other departments as well as through Barnard College. Students pursue research in fields including seismology, plate tectonics, oceanography, geochemistry, atmospheric science, submarine geology, marine geophysics, geodynamics, hydrology, petrology, mineralogy, climate change, dendrochronology, sedimentology, paleobiology, ecology, stratigraphy, structural geology, tectonics, rock mechanics, plant physiology and palynology.¹⁵ The Observatory operates a vessel to research ocean currents, the seafloor, seismic activity, marine life and other data for extensive oceanographic research.¹⁶

Long Island University – Rockland Graduate Campus

The Rockland Graduate Campus is one of six campuses that comprise Long Island University – the eighth largest private university in the nation. While the Rockland Graduate Campus is primarily a teaching campus, several programs are centered on Business and Finance as well as Health Care. Master’s degrees and certificate programs are granted in Nonprofit Management and Business Administration, with concentrations in Finance and Management. Health Care-related degrees include those in Health Administration, Gerontology, Industrial Pharmacy, and Cosmetic Science.¹⁷ In addition, Long Island University recently moved its Master’s in Pharmaceuticals program from the Dobbs Ferry campus to the Rockland Graduate Campus. This relocation was devised to encourage continued attraction and retention of the pharmaceuticals industry in Rockland County.¹⁸

Nyack College and Alliance Theological Seminary

Nyack College/Alliance Theological Seminary is a private co-educational institution sponsored by the Christian & Missionary Alliance. The College is comprised of an accredited liberal arts college, seminary and graduate programs offering more than thirty majors and seven graduate programs. The College has extension sites in Albany, New York; Dayton, Ohio; Washington, DC; San Juan, Puerto Rico; and Kiev, Ukraine.

The most popular undergraduate fields of study are business, education, psychology and religion/theology. The School of Adult and Continuing Education provides an accelerated adult degree completion program with a concentration in Organizational Management and a master’s level degree in Organizational Leadership. Other graduate level programs include the Master of Business Administration, the Master of Science in Education and the Master of Arts in Counseling.¹⁹

¹⁵ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

¹⁶ <http://www.ldeo.columbia.edu/>

¹⁷ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

¹⁸ Schepp, David, “*Orangeburg Program Seeks to Fill Need for Scientists*,” The Journal News, October 30, 2006.

¹⁹ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

Rockland Teachers' Center Institute

The mission of the Rockland Teachers' Center Institute is to be the link between the schools, the home and the community. This is done through collaborating with the City College of New York, College of Mount Saint Vincent, College of New Rochelle, Lehman College, New York Institute of Technology, Nyack College, SUNY New Paltz, and SUNY Rockland Community College. Used as a training site for local educational and community-based organizations, Rockland Teachers' Center Institute serves as a clearinghouse for numerous educational resources and provides technical assistance for grant writing, data analysis and professional development programs.²⁰

St. Thomas Aquinas College

St. Thomas Aquinas College offers more than 30 undergraduate degree programs, as well as a master's degree in Business Administration, Education and Teaching. The College offers an associate degree program at the United States Military Academy at West Point, and is host campus to a Master of Social Work program through New York University. The College also offers dual degree programs in engineering (with Manhattan College and George Washington University), physical therapy (with New York Medical College), chiropractic and podiatric medicine (with New York Chiropractic College and New York College of Podiatric Medicine). Courses are offered in the fields of Medical Technology, Pharmacy to support the Biology, Chemistry and Physics programs.²¹

The College is home to the Marie Curie Math and Science Center, a program for secondary students and teachers whose aim is to improve mathematics, science and technology education. Several programs are offered in conjunction with the College, IBM, Wyeth-Ayerst Laboratories and Lamont – Doherty Earth Observatories.²²

State University of New York, Empire State College

Empire State College offers Associates, Bachelors and Masters degrees in such fields as the Arts; Business, Management, and Economics; Community and Human Services; Cultural Studies; Educational Studies; Historical Studies; Human Development; Labor Studies; Science, Math and Technology; Social Theory, Social Structure and Change; and Interdisciplinary Studies. In addition, the College grants Masters degrees in Arts in Liberal Studies; Policy Studies; and Business Administration.²³

State University of New York, Rockland Community College

Rockland Community College offers Associates degrees in Art, Science, and Applied Science, through programs in the humanities, social sciences, arts, technologies, business, health professions, mathematics and sciences. The College's Center for Personal and Professional Development addresses the need for

²⁰ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

²¹ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

²² <http://www.stac.edu/>

²³ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

strong collaboration among business, industry and the College, and serves as a vital link to the community.²⁴

Sunbridge College

Sunbridge College offers master's degrees and certificate programs in Waldorf education and related fields inspired by Anthroposophy. Master's degrees are also offered in Waldorf Remedial Education, Waldorf School Administration and Community Development, and Liberal Studies. Continuing Education is offered in the fields of Applied Arts and Biography, as well as Social Art.²⁵ Furthermore, the Pfeiffer Center for offers part-time training in bio-dynamics and the environment.²⁶

²⁴ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

²⁵ 2006 Directory of Degree and Non-Degree Program Offerings at Post-Secondary Institutions in Rockland County, via Rockland Economic Development Corporation

²⁶ <http://www.pfeiffercenter.org/>

4.2 HIGHER EDUCATION INSTITUTIONS WITHIN 30 MILES OF CLARKSTOWN

Undergraduate, graduate and professional programs within a 30-mile radius of the center of Clarkstown are outlined in the following table. Combined, these colleges and universities enroll over 170,000 students in over 20 additional institutions. Although they are located a bit further from the Town of Clarkstown – primarily in Orange and Westchester County, New York, and Bergen County, New Jersey – it is important to examine such institutions, as they comprise a substantial pool in which to draw Rockland County’s workforce. In addition, such institutions will provide valuable research and development resources to further advance the leading industries in Clarkstown and Rockland County.

It is also important to note, that while they are not included in the following table, there are an abundance of exceptional higher educational institutions located throughout Bronx, Brooklyn, Manhattan and Queens. These colleges and universities will undoubtedly provide critical and lasting support to the established and emerging industries in the region.

Higher Educational Institutions, within 30 miles of Clarkstown					
Name	Location	Distance from Clarkstown	Type of Institution	Total Student Enrollment	Website for Additional Information
Bergen Community College	400 Paramus Road Paramus, New Jersey; 355 Main Street Hackensack, New Jersey	20.83 miles; 25 miles	2-Year Public	14,000 (within two campuses)	http://www.bergen.cc.nj.us/pages/1.asp
Berkeley College	99 Church Street White Plains, New York; 44 Rifle Camp Road West Patterson, New Jersey; 64 East Midland Avenue Paramus, New Jersey	20.68 miles; 28.45 miles; 19.15 miles	2- and 4-Year Private	5,000+ (within all campuses)	http://www.berkeleycollege.edu/
College of Mount Saint Vincent	6301 Riverdale Avenue Bronx, New York	30.0 miles	4- Year Private	1,600	http://www.mountsaintvincent.edu/

Higher Educational Institutions, within 30 miles of Clarkstown					
Name	Location	Distance from Clarkstown	Type of Institution	Total Student Enrollment	Website for Additional Information
Columbia University	735 Anderson Hill Road Purchase, New York; 3765 Riverdale Avenue Bronx, New York; 533 West 218th Street New York, New York; 1 Kalisa Way Paramus, New Jersey; 17 Smith Street Englewood, New Jersey	24.22 miles; 30.0 miles; 30.0 miles; 19.23 miles; 24.13 miles	4- Year Private	24,644 (within all campuses)	http://www.columbia.edu/
Concordia College	171 White Plains Road Bronxville, New York	26.14 miles	4-Year Private	700 students	http://www.concordia-ny.edu/
Fairleigh Dickinson University	1000 River Road Teaneck, New Jersey	24.25 miles	4-Year Private	12,000 (within two campuses)	http://www.fdu.edu/
Felician College	262 South Main Street Lodi, New Jersey; 223 Montross Avenue Rutherford, New Jersey	25.57 miles, 29.61 miles	4-Year Private	1,700	http://www.felician.edu/
Fordham University, Graduate School of Business	100 Marymount Avenue Tarrytown, New York	16.09 miles	4-Year Private	14,448 (within three campuses)	http://www.bnet.fordham.edu/
Iona College	715 North Avenue New Rochelle, New York	29.36 miles	4-Year Private	3,322 (within two campuses)	http://www.iona.edu/
City University of New York, Lehman College	250 Bedford Park Boulevard West Bronx, New York	29.36 miles	4-Year Public	10,761 students	http://www.lehman.cuny.edu/lehman/

Higher Educational Institutions, within 30 miles of Clarkstown					
Name	Location	Distance from Clarkstown	Type of Institution	Total Student Enrollment	Website for Additional Information
Manhattan College	4513 Manhattan College Parkway Bronx, New York	29.67 miles	4-Year Private	3,200 students	http://www.manhattan.edu/
Manhattanville College	2900 Purchase Street Purchase, New York	23.57 miles	4-Year Private	1,600	http://www.mvill.edu/
Mercy College	555 Broadway Dobbs Ferry, New York; 277 Martine Avenue White Plains, New York; and 2651 Strang Boulevard Yorktown Heights, New York	17.33 miles; 20.8 miles; 27.55 miles	4-Year Private	9,000 (within five campuses)	http://www.mercy.edu/
Montclair State University	1 Normal Avenue Montclair, New Jersey	29.79 miles	4-Year and Post-graduate Public	16,736 students	http://www.montclair.edu/
New York Medical College	40 Sunshine Cottage Road Valhalla, New York	19.57 miles	Private; Graduate and Professional College	1,660	http://www.nymc.edu/
Pace University	235 Elm Road Briarcliff Manor, New York; 78 North Broadway White Plains, New York	24.88 miles, 20.13 miles	4- Year Private	13,463 (within three campuses)	http://www.pace.edu/
Passaic County Community College	1 College Boulevard Paterson, New Jersey	27.72 miles	2-Year Public	7,000 students	http://www.pccc.cc.nj.us/
Polytechnic University	40 Saw Mill River Road Hawthorne, New York	19.73 miles	4-Year Private	3,000 (within three campuses)	http://www.poly.edu/
Ramapo College of	505 Ramapo Valley Road	17.78 miles	4-Year Public	5,700	http://www.ramapo.edu/

Higher Educational Institutions, within 30 miles of Clarkstown					
Name	Location	Distance from Clarkstown	Type of Institution	Total Student Enrollment	Website for Additional Information
New Jersey	Mahwah, New Jersey				
Sarah Lawrence College	1 Meadway Bronxville, New York	26.14 miles	4-Year Private	1,600	http://www.slc.edu/about/At_a_Glance.php
State University of New York, Empire State College	200 North Central Avenue Hartsdale, New York	20.37 miles	2- and 4-Year Public	361 students (at Hartsdale campus)	http://www.esc.edu/esonline/online2.nsf/html/hartsdalelocation.html
State University of New York, Purchase College	735 Anderson Hill Road Purchase, New York	24.22 miles	4-Year Public	4,000	http://www.purchase.edu/
State University of New York, Westchester Community College	75 Grasslands Road Valhalla, New York; 175 Gramatan Avenue Mount Vernon, New York; 22 Rockledge Avenue Ossining, New York; 27 North Division Street Peekskill, New York; 113 Bowman Avenue, Port Chester, New York; 1349 East Main Street Shrub Oak, New York; 196 Central Avenue White Plains, New York; 6 Xavier Drive, 26 South Broadway and 631 Tuckahoe Road Yonkers, New York	20.47 miles; 27.03 miles; 20.62 miles; 22.03 miles; 25.53 miles; 27.31 miles; 19.48 miles; 25.77 miles; 24.23 miles; 26.0 miles	2-Year Public	12,000 (within twelve campuses)	http://www.sunywcc.edu/home.htm

Higher Educational Institutions, within 30 miles of Clarkstown					
Name	Location	Distance from Clarkstown	Type of Institution	Total Student Enrollment	Website for Additional Information
United States Military Academy	626 Swift Road West Point, New York	22.31 miles	4-Year Military	4,000	http://www.usma.edu/
TOTAL ENROLLMENT: +/- 171,495 STUDENTS					

5.0 PRIVATE SECTOR RESEARCH

Information from County Business Patterns indicates that there are 20 establishments with an annual payroll of \$148.329 million and over 2,000 employees involved in Scientific Research and Development Services (NAICS 5417) in Rockland County. Seventeen (17) out of twenty research establishments were in the field of Research and Development in the Physical, Engineering, and Life Sciences (54171).

Some of the major research centers in Rockland County and their initiatives include the following:

Wyeth Research Center

Pearl River, Rockland County, NY

The mission of Wyeth Research and Wyeth BioPharma is to discover and develop new pharmaceutical products. The Pearl River Research Center conducts research in adult and childhood vaccines and in therapeutic areas such as oncology, immunology, and infectious diseases. Leading technologies in radiosynthesis, pharmaceutical sciences, bio-informatics, combinatorial chemistry, chemical and pharmaceutical development, drug safety and metabolism, natural products, bio-processing, structural biology, and molecular genetics are utilized in the search for and development of new vaccines and pharmaceutical products.²⁷

Avon Global R & D Center

Suffern, Rockland County, NY

The 225,000 SF research facility in Suffern is the global research and development center for development of all cosmetic, fragrance and toiletries products for Avon Products.²⁸

Cardiovascular Research Foundation

Pearl River, Rockland County, NY

²⁷

http://www.wyeth.com/careers/pharmaresearch/locations?rid=/wyeth_html/home/careers/pharma_research/locations/pearlriver.html

²⁸ <http://www.hvedc.com/documents/hvedcfall03news.pdf>

The Cardiovascular Research Foundation's goal is to advance the development and use of minimally invasive cardiovascular treatments. CRF recently opened a new facility in Pearl River.²⁹

Barr Pharmaceuticals

Pomona, Rockland County, NY

Barr Pharmaceuticals conducts research and development of generic pharmaceutical products. The Company's generic products are marketed under the "Barr" label, and proprietary products are marketed under the "Duramed" label.³⁰

Instrumentation Laboratory

Orangeburg, Rockland County, NY

Instrumentation Laboratory is a world leader in the development of diagnostic instruments and maintains a vigorous program of research and development. IL now holds more than one hundred patents vital to the advancement of medicine.³¹

6.0 WORKFORCE COMPOSITION TO SUPPORT POTENTIAL TARGET INDUSTRIES

An analysis of Employment by Occupation shows that Clarkstown has a relatively higher percentage of professional and managerial workers than the rest of Rockland County and the entire Hudson Valley. Over 47% of Clarkstown's workforce is employed in Management, Professional and Related Occupations. While Clarkstown has two large malls and numerous establishments related to retail and services, less than 13% of the town's workforce is employed in the Service occupations and another 27% are in Sales and Office Occupations.

Occupational Distribution, Town of Clarkstown, Rockland County & Hudson Valley								
(Source: 2006 American Community Survey)								
	Town of Clarkstown			Rockland County			Hudson Valley	
	Number	%	% of Hudson Valley	Number	%	% of Hudson Valley	Number	%
Civilian Labor Force (16 yrs+)	39,882		3.7%	136,035		12.6%	1,082,560	
Occupations:								
Management, professional, & related occupations	18,906	47.4%	4.3%	56,540	41.6%	12.8%	440,593	40.7%
Service occupations	5,047	12.7%	2.7%	22,794	16.8%	12.3%	184,681	17.1%
Sales & office occupations	10,611	26.6%	3.9%	34,525	25.4%	12.7%	272,518	25.2%
Farming, fishing &	0	0.0%	0.0%	172	0.1%	6.6%	2,601	0.2%

²⁹ <http://www.crf.org/mission.html>

³⁰ <http://www.barrlabs.com/overview/profile.php>

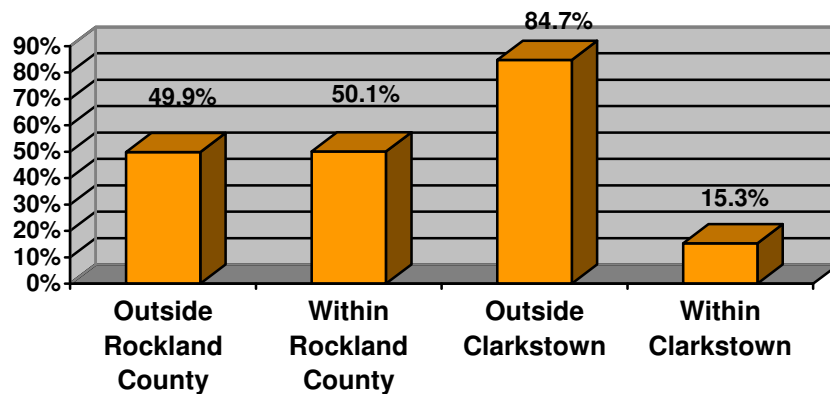
³¹ http://www.ilus.com/about_us.asp

forestry occupations								
Occupational Distribution, Town of Clarkstown, Rockland County & Hudson Valley (Source: 2006 American Community Survey)								
	Town of Clarkstown			Rockland County			Hudson Valley	
Construction, extraction, maintenance & repair occupations	2,277	5.7%	2.3%	12,266	9.0%	12.6%	97,380	9.0%
Production, Transportation & material moving occupations	3,041	7.6%	3.6%	9,738	7.2%	11.5%	84,787	7.8%

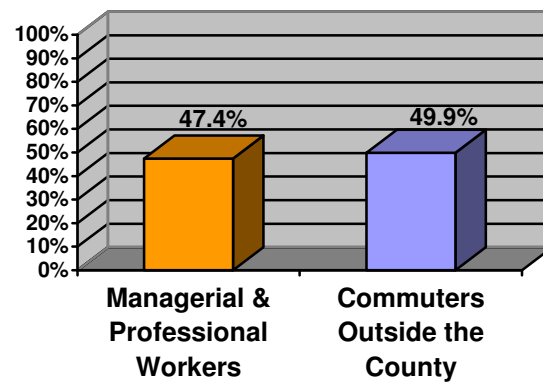
An analysis of Place of Work data indicates that just over 15% of Clarkstown residents work within the town, while almost 50% commute and work outside Rockland County. These data indicate a spatial mismatch between the type of work available within the Town of Clarkstown and Rockland County, and the type of occupations that the labor force have. To stem the outbound commute of workers, it is essential to target industries that will match the skills and occupations of the local workforce. A large majority of target industries should be knowledge-based, professional in nature, and should offer higher wages to correspond to the 47% managerial and professional workforce of the town, as well as other higher-paid workers.

Place of Work, Clarkstown Laborforce

(Source: 2000 Census)



**Spatial Mismatch Between Occupations &
Place of Work in Clarkstown**



7.0 SELECTION CRITERIA FOR TARGET INDUSTRIES

To determine the list of potential Target Industries for the Town of Clarkstown, a set of selection criteria were chosen. These include the following:

- > Target industries correspond to mature, growing or emerging industry sectors of the local and regional economy.
- > Target industries could be included in the list of industry clusters within the Hudson Valley Region.
- > Target industries are large employers in the region.
- > Target industries match existing workforce skills.
- > Target industries are knowledge-based.
- > Strong venture capital interest is present in the target industry.
- > Target industries match the academic strengths of educational institutions in the region.
- > Target industries correspond to the Research & Development (R & D) initiatives in the region.
- > Target industries provide relatively higher wages.
- > Employment prospects for occupations within target industries should range from favorable to very favorable.
- > Infrastructure requirements for target industries are already existent or could be installed without substantial cost.

8.0 TARGET INDUSTRIES FOR THE TOWN OF CLARKSTOWN AND ROCKLAND COUNTY

A screening process was applied to industry sub-sectors sector classified under Mature, Established/Growing, and Emerging. Each sub-sector was analyzed using the above-mentioned selection criteria. These were further narrowed down resulting to a list of recommended target industries.

MATURE INDUSTRY SUB-SECTORS – ROCKLAND COUNTY

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge-base	Strategy/ Comments
221: Utilities	1.98	1,168	-0.6%		√	√	√	√	√			Target clean technologies & alternative energy
325: Chemical manufacturing	8.11	4,008	-4.4%	√	√	√	√	√	√	√	√	Target pharmaceutical & medicine manufacturing
335: Electrical equipment and appliance manufacturing	1.18	331	-0.6%				√			√	√	Business Retention and Expansion (BR&E)
423: Merchant wholesalers, durable goods	1.04	3,240	-1.8%		√							BR&E
443: Electronics and appliance stores	1.44	542	2.1%					√				BR&E
451: Sporting goods, hobby, book and music stores	1.37	844	-3.1%					√				BR&E
452: General merchandise stores	1.21	2,231	-6.1%		√							BR&E

ESTABLISHED INDUSTRY SUB-SECTORS – ROCKLAND COUNTY

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge-base	Strategy/ Comments
314: Textile product mills	1.54	507	378.3%					√				BR&E
326: Plastics and rubber products manufacturing	1.13	924	17.3%			√	√			√		BR&E
445: Food and beverage stores	1.12	2,742	3.9%		√							BR&E
446: Health and personal care stores	1.68	1,313	14.4%					√				BR&E
448: Clothing and clothing accessory stores	1.66	2,136	18.0%		√			√				BR&E
517: Telecommunications	1.36	2,398	12.8%		√	√			√	√	√	
519: Other information services	10.15	429	20.2%	√		√		√		√		BR&E
562: Waste management and remediation services	1.55	513	39.4%			√		√				BR&E
611: Educational services	1.76	4,679	8.7%		√	√		√		√	√	Attract higher ed. institutions that focus on R&D, offer post graduate degree programs Provide training necessary to support high tech and high wage industries
621: Ambulatory health care services	1.49	7,550	9.5%		√			√		√		BR&E

ESTABLISHED INDUSTRY SUB-SECTORS – ROCKLAND COUNTY (CON'T)

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge-base	Strategy/ Comments
622: Hospitals	1.15	6,138	5.7%		√					√	√	BR&E; support biotech/medical
623: Nursing and residential care	1.98	4,761	19.2%		√			√		√		BR&E
624: Social assistance	ND	3,545	42.8%		√					√		BR&E
813: Religious, Grantmaking, Civic, Professional & Similar Orgs.	2.16	3,023	6.6%		√	√		√		√		BR&E

EMERGING INDUSTRY SUB-SECTORS – ROCKLAND COUNTY

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge-base	Strategy/Comments
236: Construction of buildings	0.84	1,098	9.0%		√	√						BR&E
238 Specialty trade contractors	0.98	4,442	13.5%		√	√			√			Focus on green /clean technology
311: Food manufacturing	0.48	914	28.9%						√			BR&E
327: Nonmetallic mineral product manufacturing	0.56	354	33.1%			√						BR&E
333: Machinery manufacturing	0.22	410	114.7%							√		BR&E
336: Transportation equipment manufacturing	0.06	750	100.1%							√		BR&E
337: Furniture and related product manufacturing	0.37	131	47.2%									BR&E
339: Miscellaneous manufacturing	0.58	654	19.8%	√		√			√			Target biotech; medical equipment and supplies
424: Merchant wholesalers, nondurable good	0.95	2,976	11.8%		√	√						BR&E
441: Motor vehicle and parts dealers	0.81	1,463	10.4%		√							BR&E

EMERGING INDUSTRY SUB-SECTORS – ROCKLAND COUNTY (CON'T)

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge Industry	Strategy/ Comments
442: Furniture and home furnishing stores	0.97	593	27.5%									BR&E
444: Building material and garden supply stores	1.04	1,335	18.2%		√							BR&E
454: Nonstore retailers	0.95	505	28.2%									BR&E
492: Couriers and messengers	0.52	244	146.5%									BR&E
493: Warehousing and storage	0.38	75	316.7%									BR&E; Seek to attract data storage centers
512: Motion picture and sound recording industries	0.72	750	141.8%	√								BR&E
522: Credit intermediation and related activities	0.52	3,006	38.2%	√	√					√	√	
531: Real estate	0.96	1,281	24.6%		√							BR&E
541: Professional and technical services	0.97	7,657	47.3%	√	√				√	√	√	
551: Management of companies and enterprises	0.70	1,611	22.0%		√					√	√	BR&E
713: Amusements, gambling and recreation	1.04	1,630	33.3%		√							BR&E

EMERGING INDUSTRY SUB-SECTORS – ROCKLAND COUNTY (CON'T)

NAICS CODE	Location Quotient	2005 Employment	2000-2005 Employment Growth	Hudson Valley Initiative	>1,000 Jobs	> Avg. Median Wage	Base industry	Comp. Adv. (LQ>1.25)	Venture Capital Interest	Academic/Research	Knowledge Industry	Strategy/ Comments
721: Accommodation	0.50	799	6.1%									BR&E; support target industries
812: Personal and laundry services	1.06	1,291	21.6%		✓							BR&E

9.0 RECOMMENDED TARGET INDUSTRIES

Provided below is a table listing the top qualified industry sectors/sub sectors recommended for the Town of Clarkstown. The Town's government leaders, along with Rockland County's economic development representatives, should evaluate this information and reach collaborative decisions regarding which of these industries are most appealing to the Town's present capabilities, capacities, and long-term economic development goals and objectives.

Target Industry	Related Sub Sectors	Reasons for Targeting
Biotechnology	325: Chemical Manufacturing 3254: Pharmaceutical and Medicine Manufacturing	<ul style="list-style-type: none"> > Regional strength of Hudson Valley > Existing cluster > High employer > Higher wages > Strong venture capital interest
Clean Technology/Alternative Energy	221: Utilities 238: Specialty Trade Contractors	<ul style="list-style-type: none"> > Potential to support sustainable economy > Substantial interest from federal, state, & private sector investors > Ability to employ both professional & technician level workforce > Higher wages
Educational Services	6113: Colleges and universities	<ul style="list-style-type: none"> > Need to attract extension centers from NYC/Metro higher ed institutions > Supports Scientific Research and Development > Potential to attract other high tech/knowledge base industry sub-sectors
Financial Services	522: Credit intermediation and related activities Focus on data storage and back-up centers	<ul style="list-style-type: none"> > Proximity to NYC financial center > Regional strength of the Hudson Valley > Matches academic strength

Target Industry	Related Sub Sectors	Reasons for Targeting
		> Higher wages
Information Technology	335: Electrical Equipment and Appliances 517: Telecommunications	> Regional strength > Existing cluster > Venture capital interest > Higher wages
Medical Devices	339: Miscellaneous Manufacturing 3391: Medical Equipment and Supplies Manufacturing	> Existing cluster > Higher wages > Supports Health Care and Biotech industries > Venture capital interest
Professional & Technical Services	541: Professional and Technical Services (ALL sub sectors) 5415: Computer Systems Design and Related 5417: Scientific Research and Development Services	> Knowledge-based > Existing regional cluster > High employment > Matches existing workforce skills > Higher wages > Supports majority of other target industries > Provides potential entrepreneurship opportunities

Section 3: Commercial and Industrial Strategies

Section 3

1.1 COMMERCIAL DEVELOPMENT

The following matrix shows an inventory of existing space within Commercial Parks in the Town of Clarkstown. Local realtors, developers and Town officials indicate the existence of four such parks: Airport Executive Park, Clarkstown Executive Park, Palisades Professional Center and Squadron Associates. In total, these parks comprise over 100 acres of land within the Town. Currently, there are over 275,000 square feet¹ of built commercial space in the inventory, with tenants including those within the health care, financial, and legal professions.

The presence of these commercial parks and the availability of inventory within these parks, presents numerous opportunities for the Town of Clarkstown to capture future demand. There are over eight acres of property and approximately 325,000 square feet of available commercial space in the Town of Clarkstown. However, recent economic woes have resulted in slowing demand, as indicated by nearly 1/3 of the Palisades Professional Center being vacant. As such, developers are struggling to rent available space and are forced to delay future phases of construction. As a result, other alternatives have been proposed – specifically at the Palisades Professional Center – to construct senior housing, condominiums, or assisted living facilities on site.²

¹ Figure does not include total SF at Clarkstown Executive Park.

² Interview with Dan Kwilecki at Kwilecki Development, February 28, 2008

Existing Commercial Development: Town of Clarkstown								
(Source: Rockland County Economic Development Corporation; Hudson Valley Economic Development Corporation)								
Name	Location	Total Inventory		Available Space		Current Lease Rate	Current Vacancy Rate	Notes
		Acres	Square Feet	Acres	Square Feet			
Airport Executive Park ³	Airport Executive Park, Nanuet	15-20 acres	175,000 SF (in seven buildings)	0 acres (no additional room to expand)	3,500	\$6.95/SF per year – warehouse \$12.50/SF per year – office space	~2%	Existing office warehouse space for lease. Zoned for Planned Economic Development
Clarkstown Executive Park ⁴	Executive Park Boulevard/ Corporate Way, Valley Cottage	~70 acres	N/A (within 9 buildings)	N/A	~250,000 SF Can build up to 1,000,000 SF, site has capacity to construct another 5 or 6 buildings	\$8.00/SF- \$14.00/SF per year	N/A	Industrial flex space/warehouse with 20' – 30' clear ceilings. Some units brand new, build-to-suit opportunities.
Palisades Professional Center ⁵	2 Medical Park Drive, West Nyack	15 acres	38,250 SF Phase II will construct an additional 57,000 SF for a total of 95,250 SF	8.4 acres for Phase II	12,144 SF within two suites existing under Phase I; Additional 57,000 SF planned under Phase II	\$25/SF per year	~32%	Class A single-story development constructed in 2004. Additional land pre-approved for 57,000 SF of development. Zoned commercial. 180+ parking spaces. Property owner is willing to take the remaining space and do a BTS for either lease

³ Interview with Steven Yassky at Rockland Realty, February 21, 2008

⁴ Interview with Jerry Lott at Jerry Lott Associates, Inc., February 28, 2008

⁵ Interview with Dan Kwilecki at Kwilecki Development, February 28, 2008

Existing Commercial Development: Town of Clarkstown								
(Source: Rockland County Economic Development Corporation; Hudson Valley Economic Development Corporation)								
Name	Location	Total Inventory		Available Space		Current Lease Rate	Current Vacancy Rate	Notes
		Acres	Square Feet	Acres	Square Feet			
								or condominium and unit sizes from 500 SF to allow smaller users to occupy. Current tenants within Integrated Medical, Radiology, and Mortgage and Financing industries.
Squadron Associates	20 Squadron Boulevard, New City	3.50 acres	60,000 SF	0 acres	3,270 SF (within two suites)	\$23.50/SF per year	~5%	Medical Office space. Available June 2008. Located within six-story building. Building houses medical, legal and other professional tenants.
TOTAL SPACE		~105 acres	275,000+ SF⁶	8.4+ acres⁷	~325,000 SF	\$6.95 - \$25/SF per year, depending on use	Average: 13%⁸	

⁶ Figure does not include the total inventory within the Clarkstown Executive Park. Local realtors and representatives from the Park were not able to provide such information.

⁷ Figure does not include the total number of available acreage within the Clarkstown Executive Park. Local realtors and representatives from the Park were not able to provide such information.

⁸ Figure does not include the vacancy rate within the Clarkstown Executive Park. Local realtors and representatives from the Park were not able to provide such information.

1.2 INDUSTRIAL DEVELOPMENT

While industrial development does occur within many stand-alone offices, as well as at several of the Town's commercial parks, there are not any 'parks' solely devoted to Industrial use within the Town's boundaries. However, construction is currently underway at the Kohl Industrial Park. Kohl Industrial Park is situated on 15 acres of land in Congers. Upon completion, it is anticipated that the Park will provide 254,000 SF of industrial and office space. Roughly half of this has already been pre-leased, and there is a build-to-suit opportunity for an additional 125,000 SF of space in the Park. The significant amount of pre-leasing that has occurred is indicative of the strong local demand for such space. Furthermore, the absence of other industrial parks⁹ in the Town provides an opportunity for the Kohl Industrial Park, and the Town of Clarkstown to effectively capture demand for industrial space.

⁹ It is important to note that while Kohl is the only such Industrial Park, there are additional industrial sites scattered throughout Clarkstown. Such industrial space is primarily located in stand-alone offices throughout the Town. Many of these offices are located along Benner Drive and Hemlock Drive, and Route 303 in Congers; on Crosfield Avenue in West Nyack; and on Burt's Road in New City.

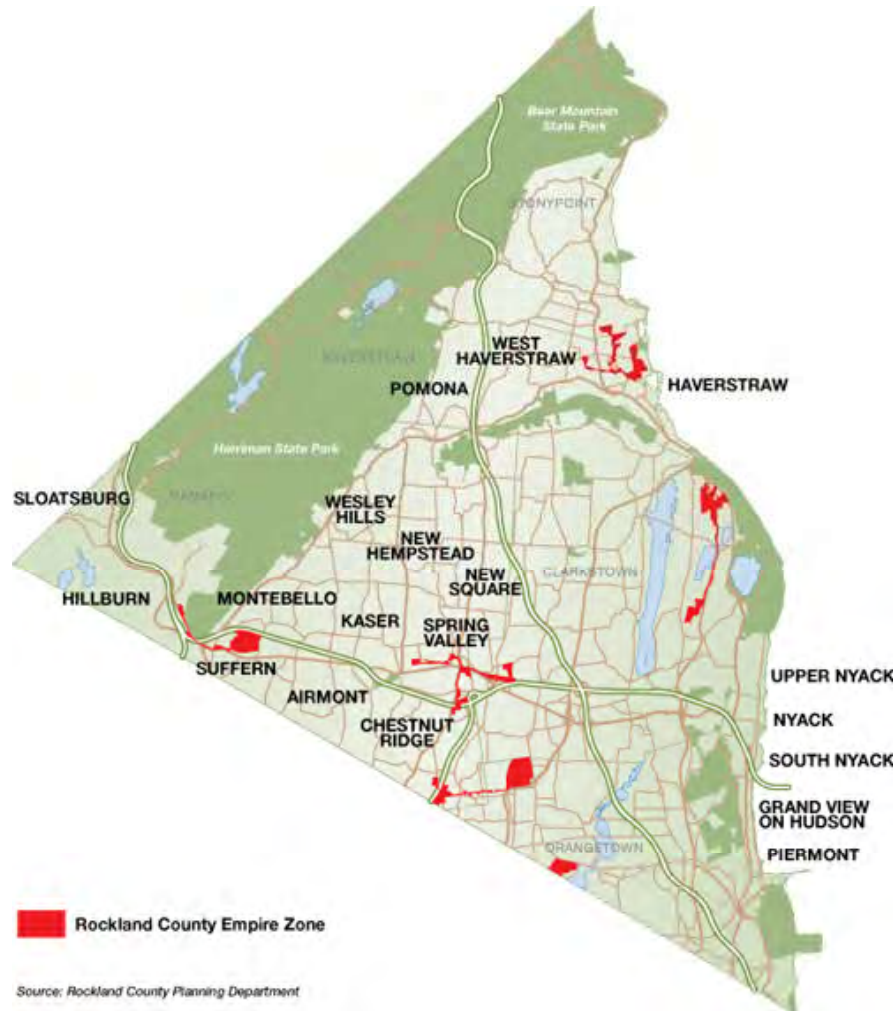
Existing Industrial Parks: Town of Clarkstown (Source: Hudson Valley Economic Development Corporation)								
Name	Location	Total Inventory		Available Space		Current Lease Rate	Industry Focus	Notes
		Acres	Square Feet	Acres	Square Feet			
Kohl Industrial Park ¹⁰	225 North Route 303, Congers	15 acres	254,000 SF	15 acres (Construction is not yet complete)	Approximately 129,000 SF of space has been pre-leased. There is a Build-to-Suit opportunity for an additional 125,000 SF	\$8.50/SF + Common Area Maintenance charges of \$2.00/SF	Zoned Light Industrial Office; Anticipated mix of uses – Industrial Office, Warehouse Office, Flex Space	Pre-permitted shovel-ready site. Anticipated occupancy date June 2008. Located within an Empire Zone. Brand new construction with 30' clear ceiling heights. Orange and Rockland County Electric and Gas; Municipal Water and Sewer. 325 parking spaces. 30- 8' x 10' drive-in doors

¹⁰ Interview with Marissa Brett, Hudson Valley Economic Development Corporation, February 28, 2008

1.3 EXISTING EMPIRE ZONES

The Town of Clarkstown currently has three (3) areas designated as Empire Zones with 251.79 acres. These areas include the Congers Area, the Clarkstown Executive Park, and the Clarkstown Executive Park Connection. Information from the Rockland County Economic Development Corporation shows that 125.61 acres are currently vacant. This indicates that additional development areas for Empire Zone designation need to be identified to accommodate potential attraction and expansion efforts in Clarkstown. Empire Zone benefits are discussed in Section 3.0 Existing Incentives of this chapter.

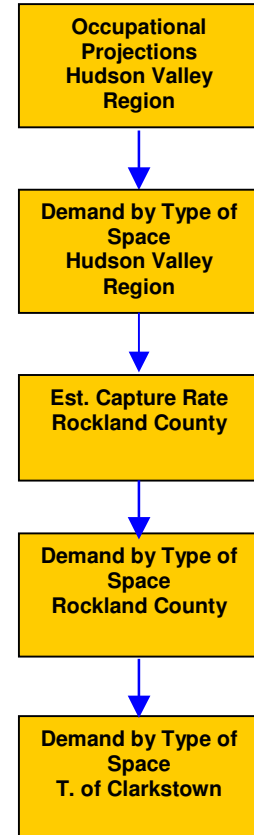
Clarkstown Empire Zones (Source: Rockland Economic Development Corporation)	
Area	Acreage
Congers Area	153.74 acres
Clarkstown Executive Park Area	63.39 acres
Congers- Clarkstown Executive Park Connection	34.66 acres
Clarkstown Development Zone Total	251.79 acres
Existing Vacant	125.61 acres



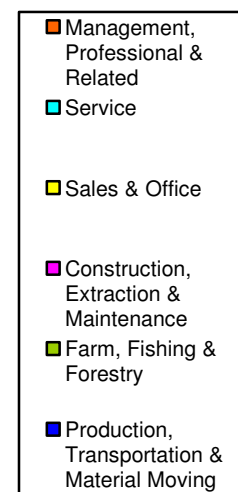
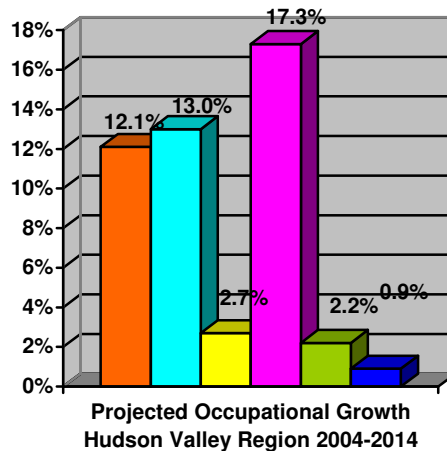
2.1 DEMAND FOR COMMERCIAL AND INDUSTRIAL SPACE

To evaluate future demand for users of space in the Town of Clarkstown, Saratoga Associates analyzed employment projections by occupation as published by the New York State Department of Labor. Occupational growth translates to demand for new space. Saratoga Associates identified the type of space that each occupation would use, then assigned space per person by type of use to determine demand by type of space (whether office, R&D/Flex, etc.). With occupational projections available only for the Hudson Valley Region¹¹, demand for Rockland County and the Town of Clarkstown were identified using the estimated capture rate derived by ratios of county and municipal employment by occupation versus the entire region.

Occupational data from the New York State Department of Labor that fastest growing occupations in the Hudson Valley Region are **Construction, Extraction and Maintenance Occupations**, followed by the **Service Occupations**, and then the **Management, Professional and Related Occupations**. The Construction, Extraction and Maintenance Occupational sector is projected to grow by 17.3% until 2014. However, with the recent downturn in the housing market, the NYS Department of Labor may have to readjust their projections regarding occupational growth in this sector. Service sector jobs in the Hudson Valley Region are projected to grow by 13% over a 10-year period, with Healthcare Support occupations growing by over 20%.



Overall growth in the Sales and Office Occupations is anticipated to be modest at 2.7%. While the **Sales Occupations** are expected to grow by 7.5%, the **Office & Administrative Support Occupations** are anticipated to decline by 0.4%, resulting to a very small growth for the **Sales & Office Occupations** group. Occupational data also

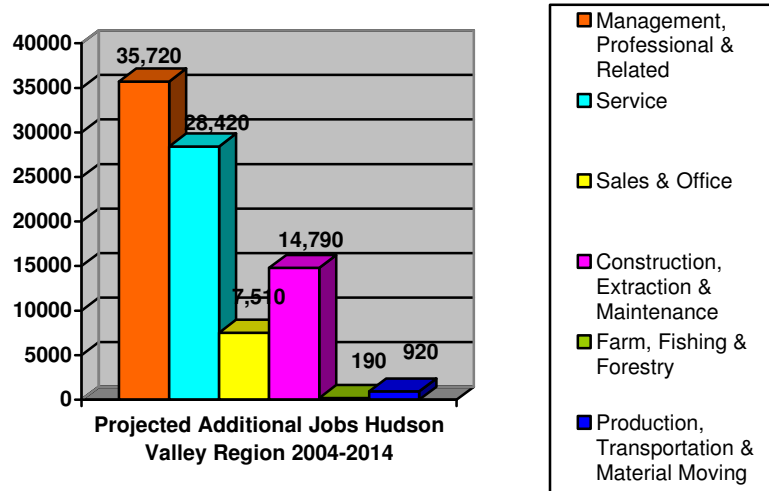


show a projected decline in **Production Occupations** and a moderate growth for **Transportation & Material Moving Occupations**. This results to a growth of less than 1% for the combined Production,

¹¹ The Hudson Valley Region is defined by the NYS Department of Labor as including Westchester County, Rockland County, Putnam County, Dutchess County, Orange County, Sullivan County, and Ulster County.

Transportation & Material Moving sector. Each of these occupational groups with their sub-sectors has varying need for the type of space required.

The Management, Professional and Related Occupations are projected to add approximately 35,720 jobs in the Hudson Valley Region over a 10-year period (2004-2014). Service Occupations come in second, adding almost 28,500 jobs. The Construction sector is projected to add almost 15,000 jobs, while around 7,500 jobs in the Sales and Office-related occupations will be added. Less than 1,000 jobs in the Production sector are projected over 10 years.



Management, Professional and Related Occupations are projected to grow the highest number of jobs in the Hudson Valley Region adding a total of 35,720 jobs over from 2004 to 2014. Within the Management, Professional and Related Occupations, the highest occupational growth is experienced in Computer & Math, followed by the Community & Social Services; Healthcare Professions, and then by Business and Financial occupations.

Ranking for Management, Professional & Related Occupations in the Hudson Valley Region

By Rate of Growth

1. Computer & Math
2. Community & Social Services
3. Healthcare Practitioners & Technical
4. Business & Financial
5. Management
6. Education, Training & Library
7. Legal
8. Arts, Design, Entertainment & Media
9. Life, Physical & Social Science
10. Architecture & Engineering

By Growth in Number of Jobs

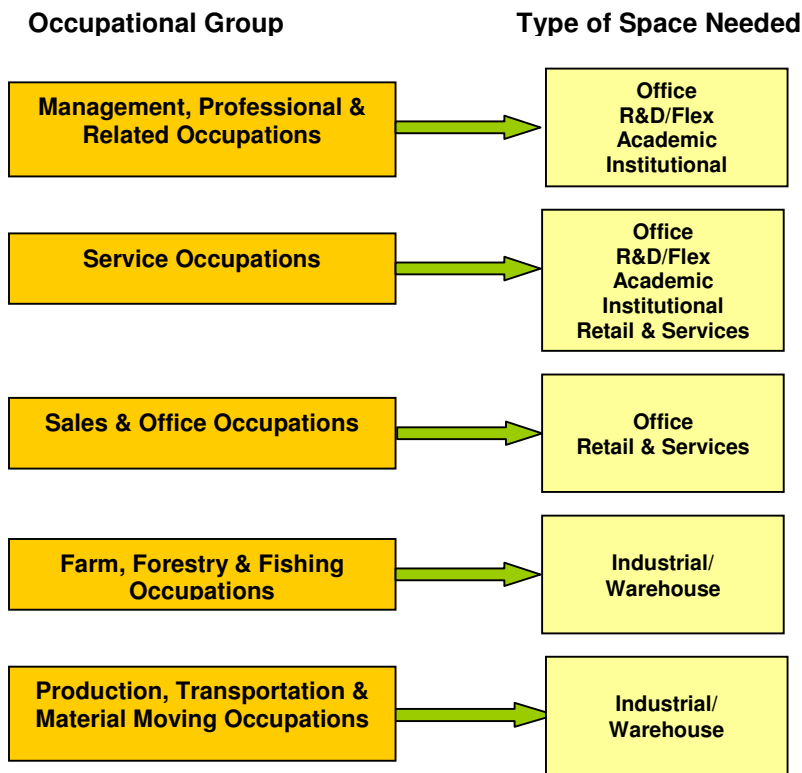
1. Healthcare Practitioners & Technical
2. Education, Training & Library
3. Management
4. Business & Financial
5. Computer & Math
6. Community & Social Service
7. Arts, Design, Entertainment & Media
8. Legal
9. Architecture & Engineering
10. Life, Physical & Social Science

Occupational Projections for the Hudson Valley Region, 2004-2014

Occupational Group	Employment Projections for Hudson Valley (2004-2014)				
	Estimated Employment		Employment Growth	Ave. Annual % Change	Total % Change
	2004	2014			
SF Requirement					
All Occupations	990,040	1,077,590	87,550	0.9%	8.8%
Management, Professional & Related Occupations	304,480	340,200	35,720	1.2%	11.7%
Management Occupations	45,620	50,340	4,720	1.0%	10.3%
Business and Financial Operations Occupations	35,210	39,120	3,910	1.1%	11.1%
Computer and Mathematical Occupations	19,640	23,140	3,500	1.8%	17.8%
Architecture and Engineering Occupations	13,010	13,710	700	0.5%	5.4%
Life, Physical, and Social Science Occupations	10,750	11,440	690	0.6%	6.4%
Community and Social Services Occupations	18,500	21,660	3,160	1.7%	17.1%
Legal Occupations	9,870	10,830	960	1.0%	9.7%
Education, Training, and Library Occupations	78,230	86,260	8,030	1.0%	10.3%
Arts, Design, Entertainment, Sports, and Media Occupations	17,860	19,240	1,380	0.8%	7.7%
Healthcare Practitioners and Technical Occupations	55,790	64,460	8,670	1.6%	15.5%
Service Occupations	218,780	247,200	28,420	1.3%	13.0%
Healthcare Support Occupations	33,150	39,910	6,760	2.0%	20.4%
Protective Service Occupations	32,060	34,660	2,600	0.8%	8.1%
Food Preparation and Serving Related Occupations	62,150	70,360	8,210	1.3%	13.2%
Building and Grounds Cleaning and Maintenance Occupations	44,060	48,760	4,700	1.1%	10.7%
Personal Care and Service Occupations	47,360	53,510	6,150	1.3%	13.0%
Sales & Office Occupations	274,920	282,430	7,510	0.3%	2.7%
Sales and Related Occupations	109,360	117,590	8,230	0.8%	7.5%
Office and Administrative Support Occupations	165,560	164,840	(720)	0.0%	-0.4%
Farming, Fishing, and Forestry Occupations	8,660	8,850	190	0.2%	2.2%
Construction, Extraction & Maintenance Occupations	85,460	100,250	14,790	1.7%	17.3%
Construction and Extraction Occupations	46,660	57,170	10,510	2.3%	22.5%
Installation, Maintenance, and Repair Occupations	38,800	43,080	4,280	1.1%	11.0%
Production, Transportation and Material Moving Occupations	97,740	98,660	920.0	0.1%	0.9%
Production Occupations	41,400	38,830	(2,570)	-0.6%	-6.2%
Transportation and Material Moving Occupations	56,340	59,830	3,490	0.6%	6.2%

(Source: NYS Department of Labor)

These occupations have spatial demands as shown in the following graph.



Based on our analysis of employment growth projections, the entire Hudson Valley Region has a potential to add approximately 49.4 million square feet of real estate space that does not include residential uses for a 10-year period (2004 to 2014). This translates to an annual demand of approximately 5.0 million square feet of space. Over the next 5 years, from 2009 to 2014, the Hudson Valley Region is estimated to have the potential to add almost 25 million square feet of non-residential real estate. While the highest occupational growth comes from Management, Professional and Related Occupations, the biggest demand for space will come from R&D/Flex/Industrial Space. This is due to the larger spatial demand per person for occupations within this sector.

Estimated 10-Year Non-Residential Real Estate Demand Based on Projected Occupational Growth, Hudson Valley Region (2004-2014)

Total Non-Residential Demand:	49,400,000 SF +/-
Annual Non-Residential Demand:	4,940,000 SF +/-
Office:	5,900,000 SF
R&D/Flex/Industrial:	17,600,000 SF
Institutional:	6,400,000 SF
Academic:	4,800,000 SF
Retail & Services:	14,700,000 SF

*Estimates are rounded-off.

Estimated Additional Demand for Space for the Hudson Valley Region Based on Occupational Growth Projections (2004 – 2014) (Source: NYS Department of Labor; Analysis by Saratoga Associates)

Occupational Group	10-Year Spatial Demand for the Hudson Valley Region (2004-2014)					
	Office	R&D/Flex/ Industrial	Institutional	Academic	Retail & Services	Total
SF Requirement/Job	250	750	650	600	650	
All Occupations	5,903,550	17,570,775	6,422,780	4,818,000	14,683,500	49,398,605
Estimated Annual Demand	590,355	1,757,078	642,278	481,800	1,468,350	4,939,861
Management, Professional & Related Occupations	6,083,550	170,775	2,028,780	4,818,000	-	13,101,105
Service Occupations	-	5,475,000	4,394,000	-	9,334,000	19,203,000
Sales & Office Occupations	(180,000)	-	-	-	5,349,500	5,169,500
Farming, Fishing, and Forestry Occupations		142,500				142,500
Construction, Extraction & Maintenance Occupations	-	11,092,500	-	-	-	11,092,500
Production, Transportation and Material Moving Occupations	-	690,000	-	-	-	690,000

To determine spatial demand for non-residential real estate in Rockland County and the Town of Clarkstown, two types of comparison were made:

- > Ratio of Daytime Employment versus Hudson Valley Daytime Employment, and
- > Ratio of Employment by Occupation versus Hudson Valley Region Workforce; and

Based on the analysis of Daytime Employment, Rockland County's ratio versus the entire Hudson Valley Daytime Employment is 13.3%. Clarkstown's ratio of daytime employment versus daytime employment for the entire Hudson Valley Region is 4.4%.

Daytime Employment Hudson Valley Region		
(Source: County Business Patterns 2005)		
	Daytime Employment 2005	% Ratio To Hudson Valley
Town of Clarkstown	34,404	4.4%
Hudson Valley Region		
Rockland County	104,581	13.3%
Westchester County	385,136	49.1%
Putnam County	21,892	2.8%

Dutchess County	100,449	12.8%
Orange County	103,838	13.2%
Sullivan County	17,978	2.3%
Ulster County	50,187	6.4%
Total Hudson Valley Region	784,061	

Analyses of Employment by Occupation indicate that Rockland County's labor force comprises 12.6% of the entire Hudson Valley Region's labor force. Clarkstown's share of the Hudson Valley's labor force is 3.7%.

One should note that a 0.7% difference is evident between the ratio of Daytime Employment versus the regional Daytime Employment for both Clarkstown and Rockland County, and the ratio of Employment by Occupation versus the regional Employment by Occupation. This 0.7% difference has to be included in calculations in order to account for spatial demand coming from daytime employment.

Employment Ratio by Occupation vs. Hudson Valley Region

(Source: 2006 American Community Survey)

	Town of Clarkstown			Rockland County			Hudson Valley	
	Number	% Distribu tion	% to Hudson Valley	Number	% Distribu tion	% to Hudson Valley	Number	%
Civilian Labor Force (16 yrs+)	39,882		3.7%	136,035		12.6%	1,082,560	
Occupations								
Management, professional, & related occupations	18,906	47.4%	4.3%	56,540	41.6%	12.8%	440,593	40.7%
Service occupations	5,047	12.7%	2.7%	22,794	16.8%	12.3%	184,681	17.1%
Sales & office occupations	10,611	26.6%	3.9%	34,525	25.4%	12.7%	272,518	25.2%
Farming, fishing & forestry occupations	0	0.0%	0.0%	172		6.6%	2,601	0.2%
Construction, extraction, maintenance & repair occupations	2,277	2.3%	2.3%	12,266		12.6%	97,380	9.0%
Production, Transportation & material moving occupations	3,041	3.6%	3.6%	9,738		11.5%	84,787	7.8%

Rockland County has the potential to add approximately an average of 653,000 square feet of non-residential real estate annually or around 6.53 million square feet of space over a 10-year period, based on roughly a 13.3% ratio over the projected job growth for the Hudson Valley Region.¹² From 2009 to 2014, Rockland County is estimated to have the potential of adding approximately 3.26 million square feet of non-residential real estate. These estimates based on the New York State Department of Labor occupational projections are modest and do not consider external forces such as changes in the economy and technology, as well as catalytic economic development initiatives that would increase job growth. Moreover, these do not account for the demand for newer, state-of-the art space coming from existing jobs or replacement of existing space due to obsolescence.

Estimated 10-Year Non-Residential Real Estate Demand Based on Projected Occupational Growth, Rockland County (2004-2014)

Total Non-Residential Demand:	6,530,000 SF +/-
Annual Non-Residential Demand:	653,000 SF +/-
Office:	800,000 SF
R&D/Flex/Industrial:	2,300,000 SF
Institutional:	850,000 SF
Academic:	650,000 SF
Retail & Services:	1,930,000 SF

*Estimates are rounded-off.

Estimated Additional Demand for Space for Rockland County Based on Occupational Growth Projections (2004 – 2014) (Source: NYS Department of Labor; Analysis by Saratoga Associates)

Occupational Group	Est.Capture Rate Rockland County	Est.Capture Rate Rockland County w/ Daytime Employment (+0.7%)	10-Year Spatial Demand for Rockland County (2004-2014)					
			Office	R&D/Flex/Industrial	Institutional	Academic	Retail & Services	Total
SF Requirement/Job			250	750	650	600	650	
All Occupations	12.6%	13.3%	797,159	2,304,690	845,105	650,430	1,930,253	6,527,637
Estimated Annual Demand			79,716	230,469	84,511	65,043	193,025	652,764
Management, Professional & Related Occupations	12.8%	13.5%	821,279	23,055	273,885	650,430	-	1,768,649
Service Occupations	12.3%	13.0%	-	711,750	571,220	-	1,213,420	2,496,390
Sales & Office Occupations	12.7%	13.4%	(24,120)	-	-	-	716,833	692,713
Farming, Fishing, and Forestry Occupations	6.6%	7.3%	-	10,403	-	-	-	10,403
Construction, Extraction & Maintenance Occupations	12.6%	13.3%	-	1,475,303	-	-	-	1,475,303
Production, Transportation and Material Moving Occupations	11.5%	12.2%	-	84,180	-	-	-	84,180

¹² This projection was based on the ratio of Rockland County's employment share of jobs in the Hudson Valley plus a 0.7% factor to account for Daytime Employment.

The Town of Clarkstown Rockland County has the potential to add approximately an average of 196,000 square feet of non-residential real estate annually or around 1.96 million square feet of space over a 10-year period, based on a 4.4% ratio over the projected job growth for the Hudson Valley Region.¹³ From 2009 to 2014, Rockland County is estimated to have the potential of adding approximately 980,000 square feet or almost 1.0 million square feet of non-residential real estate. These estimates based on the New York State Department of Labor occupational projections are modest and do not consider external forces such as changes in the economy and technology, as well as catalytic economic development initiatives that would increase job growth. Moreover, these do not account for the demand for newer, state-of-the art space coming from existing jobs or replacement of existing space due to obsolescence.

Estimated 10-Year Non-Residential Real Estate Demand Based on Projected Occupational Growth, Town of Clarkstown (2004-2014)

Total Non-Residential Demand:	1,960,000 SF +/-
Annual Non-Residential Demand:	191,000 SF +/-
Office:	300,000 SF
R&D/Flex/Industrial:	560,000 SF
Institutional:	255,000 SF
Academic:	245,000 SF
Retail & Services:	600,000 SF

*Estimates are rounded-off.

Estimated Additional Demand for Space for Clarkstown Based on Occupational Growth Projections (2004 – 2014) (Source: NYS Department of Labor; Analysis by Saratoga Associates)

Occupational Group	Est.Capture Rate Clarkstown	Est.Capture Rate Clarkstown w/ Daytime Employment (+0.7%)	10-Year Spatial Demand for Clarkstown (2004-2014)					
			Office	R&D/Flex/Industrial	Institutional	Academic	Retail & Services	Total
SF Requirement/Job			250	750	650	600	650	
All Occupations	3.7%	4.4%	295,898	557,134	250,835	240,900	563,433	1,908,199
Estimated Annual Demand			29,590	55,713	25,084	24,090	56,343	190,820
Management, Professional & Related Occupations	4.3%	5.0%	304,178	8,539	101,439	240,900	-	655,055
Service Occupations	2.7%	3.4%	-	186,150	149,396	-	317,356	652,902
Sales & Office Occupations	3.9%	4.6%	(8,280)	-	-	-	246,077	237,797
Farming, Fishing, and Forestry Occupations	0.0%	0.0%	-	-	-	-	-	-
Construction, Extraction & Maintenance Occupations	2.3%	3.0%	-	332,775	-	-	-	332,775
Production, Transportation and Material Moving Occupations	3.6%	4.3%	-	29,670	-	-	-	29,670

¹³ This projection was based on the ratio of Clarkstown's employment share of jobs in the Hudson Valley plus a 0.7% factor to account for Daytime Employment.

2.2 INFRASTRUCTURE AND SPATIAL REQUIREMENTS FOR BUSINESS/INDUSTRIAL PARKS DEVELOPMENT

A set of criteria was developed that will serve as a toolbox that the Town of Clarkstown could use in evaluating existing business/industrial parks, as well as selecting sites for future business/industrial park development. These comprise of two sets of criteria:

- > **General Criteria:** A general set of guidelines were developed for the selection of business/industrial parks from a site selector's perspective; and
- > **Industry Specific Site Criteria:** Saratoga Associates developed a set of industry-specific technical criteria derived from Build-Now New York requirements. These criteria by type of use are important considerations in securing New York State funding for the purpose of developing shovel-ready sites.

2.2.1 GENERAL SITE SELECTION CRITERIA FOR BUSINESS/INDUSTRIAL PARK DEVELOPMENT

1. Usability of Land
 - > The soil should be well-drained and structurally sound to support buildings, while easily excavated for utility lines and other needs.
 - > The site should not contain wetlands or wetlands must be located such that they are not disturbed during site excavation and operation, or impact soil conditions in areas where site improvements are installed.
 - > The site topography should be relatively flat and require minimal excavation in preparation for construction site improvements.
2. Access to Utilities
 - > Water, sewer, power, gas (optional), and high-speed telecommunications are either at the perimeter of the site or can economically be made available within three to six months.
 - > Capacity of utilities is adequate to support park activities (water flow rates, size of sewer lines and treatment plan capacity, available power, level of telecommunication capacity (e.g. T1, T3, etc. lines).
3. Adjacent Land Use
 - > Avoid siting industrial parks in close proximity to schools, hospitals, nursing homes, residential neighborhoods and other sensitive areas. Establish minimum distances and use buffer zones with such uses as retail and commercial space.
 - > Have access to adjacent space that may allow for future expansion (a plus for marketing the site).

4. Highway Access
 - > For significant truck and other vehicular traffic, the site should have good access to a primary highway. Access should be controlled by light or have a hand turn in the direction closest to the Thruway for ease of egress.
5. Community Support for Site
 - > The land must be zoned for industrial and/or office use and have the support of the community at large to avoid any future uses.
 - > The local jurisdiction must be in agreement as to who will provide the sewer/water services, any joint development cost and other requirements.

2.2.2 INDUSTRY SPECIFIC SITE CRITERIA

The matrix below provides the technical requirements that could be used to assess business/industrial parks by type of industry use. In addition to the matrix presented below, Saratoga Associates developed site and building assessment forms (Appendix B) that could be used to evaluate technical requirements for sites, as well as buildings.

INDUSTRY	SITE CRITERIA
High-Tech Research & Development	<ul style="list-style-type: none"> > 5 acres minimum > Underground Utilities > Telecommunications & underground cables > Presence of major university > Presence of technical equipment support services > High-density parking > Location near an existing R&D park > Access to Airport > Labor force skills
High-Tech Manufacturing	<ul style="list-style-type: none"> > 200 acres minimum > Water: 3 million gallons per day (GPD) @ 80 PSI > Wastewater: 2.4 million gallons per day (GPD) > Electricity: from 2 separate sources @ 115 KV or 20 MW continuous > Natural Gas: 2,000 MCF @ 8 PSI > Adequate parking > Ample truck & rail access > Proximity to Interstate or limited 4-lane U.S. highway

INDUSTRY	SITE CRITERIA
Manufacturing	<ul style="list-style-type: none"> > 50 acres minimum > Adequate parking > Ample truck & rail access > Electricity: 25,000 KW peak demand; 13,500,000 KWH/month, 13.8 KVA service voltage > Water: 585,000 GPD > Gas: 90,000 MFC/month average, 115,200 MCF/ month peak > Sewer: 450,000 GPD to municipal treatment facility > Within 90 minutes to airport hub or regional airport with direct service to a hub
Light Industrial	<ul style="list-style-type: none"> > 10 acres minimum > Adequate parking > Direct truck & rail access > Electricity: 5,500 KW peak demand; 3,000,000 KWH/month, 75% demand factor > Natural Gas: 50,000 therms or 5,000 MCF/month > Water: 20,000 to 50,000 GPD, capable of processing 4,000 GPD of potable water > Sewer: 20,000 to 40,000 GPD
Back Office	<ul style="list-style-type: none"> > Human Resources (quality & size of semi-skilled workforce) > Telecommunications systems: T-1 to T-3; > Long distance service at reduced cost – proximity to Point of Presence (POP) > Presence of Local Exchange Carriers (LECs) > Lower real estate costs > 100 to 150 square feet per workstation, > Each workstation to accommodate 2-3 employees for facility operating 18-24 hours daily > Transportation access > Utilities > Ample parking: 10 spaces/1,000 square feet > Time Zone sensitivity
Warehousing & Distribution	<ul style="list-style-type: none"> > 50 acres minimum > Within 15 miles to an Interstate or limited access to 4-lane U.S. highway via truck route > Access routes designated for 53-foot trucks > Topography: little elevation change; outside 100-year FEMA flood plain > Land parcels square to slightly rectangular with little or no outparcel intrusions affecting site utilization or traffic flows

INDUSTRY	SITE CRITERIA
Business Commerce Parks	<ul style="list-style-type: none"> > 60 acres minimum > Electricity: 14,000 KWH; 6,000,000 KWH/month, dual feed > Natural Gas: 75,000 therms or 7,500 MCF/month > Water: 62,000 GPD > Sewer Flow: 62,000 GPD
Office Parks	<ul style="list-style-type: none"> > 25 acres minimum > Fiber SONET ring infrastructure > Diverse, redundant, digital electronic Central Offices (COs)/ Points of Presence (POPs) > Electricity: 1,500 KWH; 810,000 KWH/month > Water: 15,000 GPD > Sewer: 15,000 GPD

3.1 CURRENT POLICIES/INCENTIVES REGARDING COMMERCIAL/INDUSTRIAL DEVELOPMENT

Economic development policies and incentive are used to attract and/or retain investment within a community. Typically, incentives fall into one of four categories: workforce assistance, operating assistance, infrastructure assistance, and tax related.

This section contains a summary of the most significant incentives available to businesses/industries in the Town of Clarkstown. These incentives are identified based on the level of agency offering them.

3.2 FEDERAL ASSISTANCE

> **Economic Development Administration**

The U.S. Department of Commerce Economic Development Administration (EDA) makes available a variety of grant, loan and technical assistance programs that create and/or retain permanent full-time jobs in a community. Investment programs include:

- > *Public Works and Economic Development Program* – provides assistance to economically distressed communities and regions to revitalize, expand, and upgrade their physical infrastructure, to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term private sector jobs and investment. Current priorities include proposals that help support existing industry clusters, develop emerging new clusters, or attract new economic drivers.¹⁴
- > *Economic Adjustment Assistance Program* – provides a planning, technical and infrastructure assistance to regions experiencing adverse economic changes that may occur over time. Eligible applicants include a State, city, county or other political subdivision. Funds are available on a 50/50 match to fund strategic investments identified in a community's Comprehensive Economic Development Strategy.¹⁵
- > *Research and National Technical Assistance Program* – supports research of leading, world-class economic development practices, and funds information.¹⁶
- > *Local Technical Assistance Program* – the Technical Assistance Program provides leaders in the public and nonprofit sectors of economically distressed communities with the information needed to make sound economic development investments.
- > *University Center Economic Development Program* – University Centers provide technical assistance to public and private sector organizations to increase economic development opportunities, attract private investment and connect communities with University resources. The EDA University Center at Cornell University is closest in proximity to the Town of Clarkstown.

¹⁴ Catalog of Federal Domestic Assistance, No. 11. 300.

¹⁵ Catalog of Federal Domestic Assistance, No. 11. 307.

¹⁶ Catalog of Federal Domestic Assistance, No. 11, 303 and 312.

- > *Trade Adjustment Assistance for Firms Program* –EDA funds a nationwide network of eleven Trade Adjustment Assistance Centers (TAAC) designed to provide technical and financial assistance to import impacted manufacturers and producers. The New York State TAAC is located in Binghamton, New York.

- > **Green Jobs Act**

The U.S. Senate has approved a green job training proposal which authorizes new programs to train for “green collar jobs” that involve the design, manufacturing, installation, operation, and maintenance of renewable energy and energy efficiency technologies.¹⁷ The bill authorizes \$125 million for workforce training in green collar jobs and includes Pathways Out of Poverty Grants.¹⁸

- > **U.S. Small Business Administration**

The Small Business Administration provides financial, technical and procurement assistance to startups and small businesses. Financial assistance programs include:

- > *7(a) Loan Guaranty Program* – Loans of up to \$2,000,000 can be used for equipment, inventory, working capital, debt refinancing, business purchase and real estate.
- > *504 Loan Program* - Provides loans for small manufacturers and public policy loan. The funds are fixed asset financing only, long term (10-20 years), have a low fixed rate of interest, and generally require job creation.
- > *7(m) Microloan Program* – This program allows the SBA to lend money to an intermediary lender, who provides management and technical assistance to ensure program success. The average loan is \$10,000 with a maximum term of 6 years.

3.3 STATE ASSISTANCE

- > **Empire State Development**

Empire State Development offers technical and financial assistance to large and small New York businesses. The Hudson Valley Region-Rockland regional office serves the needs of businesses in the Town of Clarkstown.

Financial assistance is available to companies who are planning to locate, expand or modernize their facilities.

¹⁷ “Clinton Applauds Passage of Green Jobs Energy Amendment,” <http://www.senate.gov/~clinton/news/statements/record.cfm?id=276854>. Accessed Feb. 13, 2008.

¹⁸ “Green-Collar Jobs: Energy Bill includes Christmas present for nation’s job seekers.” http://www.huffingtonpost.com/van-jones/greencollar-jobs-energy_b_77934.html. Accessed Feb. 13, 2008.

> **Leviticus 25:23 Alternative Fund, Inc – Small Business Loan Program**

The Leviticus 25:23 Alternative Fund is a community development loan fund that provides low interest loans to community based organizations and women/minority entrepreneurs. Loans, up to \$600,000 per project, are available for the development of not-for-profit facilities, including acquisition, construction, rehabilitation, bridge loans and start-up expenses.¹⁹

> **New York Business Development Corporation**

The New York Business Development Corporation is comprised of a private pool of bankers who provide funds and loan referrals to small and medium size businesses, with an emphasis on minority and women-owned businesses. The Corporation administers three financial assistance programs.

- > *Finance Program* - Loans range from \$25,000 to \$1,300,000 with terms of 3 to 15 years. Funds can be used for working capital, acquisitions, machinery and equipment purchase, restructuring of debt, leverage buyouts, purchase and lease back, and the purchase of a company.
- > *SBA 504 Second Mortgage Debenture Program* – The program provides small businesses with secondary financing for up to 40% of the acquisition cost of real estate, machinery, and equipment or real estate improvements.²⁰ Loans range in size from \$250,000 to \$1,300,000 with a term a 20 years for real estate and 10 years for machinery and equipment.
- > *JDA Partnership Program* – The purpose of the program is to finance owner occupied Real Estate acquisitions or improvements or the purchase of machinery and equipment.²¹ Project loans are processed through the Empire State Certified Development Corporation (ESCDC). 50% of the project (first mortgage or lien) is financed through a bank and/or the NYBDC, 40% (second mortgage or lien) is through the SBA 504/JDA, and the remaining 10 % of the project is owner equity. Eligible businesses include manufacturing, service, wholesaling, and warehouse related.

> **New York State Energy Research and Development Authority**

The NYS Energy Research and Development Authority (NYSERDA) provides technical assistance engineering studies, and financial incentives, and low-interest loans to businesses for electrical energy efficiency for new construction and building upgrades. Financial assistance is also available for alternative energy projects such as solar and wind technology. Listed below are the economic development incentives below as identified by NYSERDA on their website:

¹⁹ <http://www.banking.state.ny.us/sba/region5.htm#leviticus> (March 2008)

²⁰ *Rockland County Business Development Resources*, Chase and the Rockland Economic Development Corporation, Updated October 2004.

²¹ Ibid.

- > Alternative-Fuel Vehicle Program
 - > Energy Audit Program
 - > Enhanced Commercial/Industrial Performance Program
 - > FlexTech – Technical Assistance
 - > Green Buildings
 - > HVAC
 - > New Construction Program
 - > New York Energy Smart Loan Fund
 - > Peak Load Reduction Program
 - > Premium Efficiency Motors
 - > Small Commercial Lighting
- > **NYS Environmental Facilities Corporation – Industrial Finance Program (IFP)**

The Industrial Finance Program provides businesses with low cost financing for environmental improvement projects that bring business operations into environmental compliance. Projects include, but are not limited to; solid waste management, medical waste management, resource recovery, sewage treatment, and water supply management.²²

> **New York Department of Transportation - Industrial Access Program**

The Industrial Access Program provides state funding for highway projects that can enhance economic development but would not have any other source of public support. Up to \$1 million per project in financial assistance is available to municipalities and industrial development authorities to fund project costs associated with design and construction, including real property acquisitions, drainage systems, and landscaping. Funding is available in the form of a 60% grant and 40% low interest loan, which must be repaid within five years.²³

> **NYS Empire Zone Program**

There are currently 82 Empire Zones (EZ) within New York State, including the Rockland County EZ. Benefits for Empire Zone certified companies could include tax credits, sales tax refunds, employment incentives, property tax abatements, and utility rate reductions.

Benefits for businesses that locate or expand within the Rockland County Empire Zone include²⁴:

- > *Tax Reduction Credit* - The Tax Reduction Credit allows for a credit against New York State Income Tax. The Tax Reduction Credit is available to certified businesses for 10 years and is

²² <http://www.banking.state.ny.us/sba/nys-efc1.htm> (March 2008)

²³ *Program Highlights*; New York State Industrial Access Program, NYS Department of Transportation, p. 2.

²⁴ Rockland Economic Development Corporation, *Rockland County Empire Zone Description of Benefits*, <http://www.redc.org/images/eZ/ZoneBenefits.doc> (March 2008).

the product of multiple factors. The most important factor is the Employment Increase Factor, explained above. In the example given, the company would have its NYS income taxes reduced by up to 50%.

- > *Wage Tax Credit* - This New York State income tax credit is generally \$1,500 per FTE employee per year for 5 years (this applies to any position created after July 30, 2006). However, a Targeted Employee paid at least 135% of minimum wage would qualify for a wage tax credit of \$3,000. The credit is used to reduce a business' NYS business income taxes. New businesses that do not owe NYS taxes can receive a cash refund of up to 50% of the credits and the remainder is carried over until utilized.

Businesses located in an Investment Zone (i.e. Spring Valley and Haverstraw) are eligible to receive an additional \$500 in Wage Tax Credit per employee per year for any new employees that receive \$40,000 or more in total compensation (wage/salary + benefits).

- > *Credit Against Real Property Taxes* - Up to 100% of property taxes paid by the certified business to the local municipal entities are eligible for a credit against NYS income taxes for 10 years. This credit is fully refundable, which means that a certified business can reduce its tax burden below zero and receive a refund payment from New York State. The property tax credit calculation relies on a number of factors including new employment and investment at the zone location. Payments-in-lieu-of-tax agreements (PILOT) are considered "eligible real property taxes."
- > *Sales Tax Refunds* – State sales tax paid on the purchase of any building materials used in construction or renovation of a property located within the Empire Zone can be refunded to the company. Some exclusions apply.
- > *Sales Tax Exemption* - The state sales tax exemption applies to most purchases made by an Empire Zone certified business (unlike the refund, above, that only applies to construction material). The exemption covers the majority of purchases for a ten-year period.
- > *Investment Tax Credit* - The total effect of this benefit is up to a 19% return to the company on its original investment in production equipment (10% up front, 3% in each of the following three years). This benefit only applies to manufacturers, manufacturer-equivalents and certain other specific industries. A portion of this credit may be refundable to companies that meet the "new business" definition of the Empire Zones program.
- > *Zone Capital Tax Credits* - Economic Development Zone Capital Credits can be issued for qualified new investments or contributions to an approved project in the zone. They can be used by a business to attract new capital investment into a business or by a non-profit to increase the tax incentive donors have access to for their contributions.

> **New York State Foundation for Science, Technology and Innovation - Small Business Technology Innovation Fund (SBTIF)**

The Small Business Technology Investment Fund (SBTIF) provides \$50,000 to \$500,000 equity investments to start-up, high-tech companies located in New York State. Fees include a 1% closing fee and a 1% commitment fee. Eligible applicants include companies advancing the following technologies: advanced materials, electronics instrumentation, biotechnology, communications, computer hardware & software, energy, environmental, imaging, lasers, and optics.²⁵

> **Power for Jobs™ Program**

The Power for Jobs Program was established in 1997 to provide low cost power to businesses and not-for-profits in exchange for creating or retaining jobs in New York State. Today, the program provides approximately 483 megawatts (mw) to program participants.

3.3 LOCAL ASSISTANCE

> **County of Rockland Industrial Development Agency**

The County of Rockland IDA provides financial incentives for businesses to locate and expand in Rockland County. The major incentives offered include:

- > Tax-exempt Industrial Revenue Bonds (IDB)
- > Mortgage Recording Tax Exemption
- > Sales and Use Tax Exemption
- > Real Property Tax Exemption/Payment in Lieu of Taxes (PILOT)

> **Orange and Rockland Utilities - New York Economic Development Rate**

The New York Economic Development Rate (EDR) provides qualified businesses who locate to or expand in the Orange & Rockland NYS service territory a 10% discount off of electronic delivery portion of their rate. To qualify for the discounted rate, customers must construct a new building, purchase or lease and existing building that has been vacant for three months, or expand in an existing building. In addition, new or expanding customers must add 100 kilowatts (KW) of separately metered monthly electric usage to the Orange & Rockland electric system.

Qualifying customers are classified by the NAICS as Manufacturing (Sectors 31-33), Wholesale Trade (Sector 42), Transportation and Warehousing (Sector 48-49), Information (Sector 51), Finance and Insurance (Sector 52), Real Estate, Rental and Leasing (Sector 53), Professional, Scientific and

²⁵ <http://www.nystar.state.ny.us/sbtif.htm>

Technical Services (Sector 54), Management of Companies and Enterprises (Sector 55), Administrative Support, Waste Management and Remediation Services (Sector 56).²⁶

> **Rockland Business Association, Inc.**

The Rockland Business Association provides Rockland County business owners with networking opportunities, educational seminars and workshops, and a women's forum, CEO forum, and a leadership speaker series.

> **Rockland Economic Development Corporation**

The Rockland Economic Development Corporation offers several programs designed to promote investment, attract new businesses, support business retention and expansion, as well as market the County for business attraction. Financial and technical assistance programs include:

- > *The Procurement Technical Assistance Center (PTAC)* – For the past two decades, the PTAC, has been providing technical assistance to businesses to increase their ability to sell their products and services to government agencies. Assistance includes one-on-one counseling,
- > *Rockland/Westchester Revolving Loan Program* - The Rockland Economic Development Corporation, in partnership with the Westchester County Association, Inc. (WCA) operate a local revolving loan program to provide a non-traditional financing option to local businesses. The program provides financial assistance to startups and small businesses that are unable to qualify for conventional financing or meet a bank's credit guidelines. Loans range from \$2,500 to a maximum of \$30,000, and can be used for working capital, inventory, leasehold improvements to owner-occupied real estate, equipment or mezzanine financing.

> **Rockland County SCORE Chapter**

The Rockland County SCORE Chapter 677 provides local residents with free, professional business advice to guide them as they plan to start a business. The US Department of Commerce, Small Business Administration, and the Rockland Economic Development Corporation (REDC) and the Rockland Business Association (RBA) fund the local chapter. Technical assistance includes Business Training Courses, private counseling sessions, and mentoring.

> **Tomorrow's Workplace**

Tomorrow's Workplace provides technical assistance to local employers and job seekers in the region. Specifically, the Center provides employer-based training programs, recruitment assistance,

²⁶ <http://www.oru.com/programsandservices/economicdevelopment/financialincentives.html> (March 2008)

human resource, and employment assistance. The Center also provides employers and job seekers with a state of the art computer facility, training rooms, and a resource library.

4.1 PROPOSED POLICIES, INCENTIVES AND TOOLS TO DIRECT COMMERCIAL/INDUSTRIAL GROWTH

The purpose of this task is to identify policies and incentives that will help direct commercial and industrial growth, attract new businesses, expand existing businesses, and encourage entrepreneurial growth. Best practices regarding growth and development that have been successfully adapted by similar communities were also reviewed in this process.

> **Land Banking**

Land banking is the acquisition and reservation of land for future use. By identifying areas where Commercial/Industrial growth would occur, Clarkstown could acquire smaller pieces of land and consolidate such to assemble large parcels of developable land that could be used to retain and attract target industries. A targeted acquisition strategy should be developed instead of random acquisition of small parcels. The land could be held in reserve until new redevelopment opportunities based on market demand occurs. Restrictive covenants on assembled properties could be established for purposes of retaining control over future uses. Some of these properties could be accorded Empire Zone status to help attract businesses to locate in targeted areas. To support the acquisition process, a municipal fund could be established. Potential sources of such funds could include proceeds from sales taxes and real estate taxes.

> **Explore Expansion and Identification of New Empire Zone Districts**

Currently, Clarkstown has a total of 251.79 acres of development land designated to Empire Zone. These Empire Zones are located in Congers, the Clarkstown Executive Park Area, and the Executive Park Connection Area in Congers. Areas that are properly zoned and which correspond to Empire Zone guidelines should be identified and brought to shovel-ready status. This process could be accomplished as part of this study's Land Use Strategies.

> **Market Clarkstown as a Less Costly Alternative to Westchester County**

Clarkstown could be promoted as a less costly alternative to Westchester County. Recent proposals regarding transportation improvement with the Tappan Zee Bridge redevelopment and transit-oriented development along Metro North Stations will facilitate movement between Manhattan and Rockland County, making Clarkstown more accessible to commuters. These improvements could also result to Clarkstown becoming more attractive to potential developers and business establishments.

> **Provision of Public Infrastructure**

The Town of Clarkstown could provide infrastructure improvements such as streetscapes, parking, road construction, and other access improvements as part of development/redevelopment projects, especially for businesses related to target industries. Parking, if operated by the Town of Clarkstown,

could be revenue generating, with fees from such structures used to retire debt service on capital cost. Several resources could be used to fund public infrastructure costs. These include:

- General obligation bonds
- Special Assessment Districts
- Tax Increment Financing
- US Economic Development Administration (EDA) Public Works grants and Development Financial Assistance

> Tax Increment Financing

Tax Increment Financing (TIF) allows cities/municipalities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.²⁷ In New York State, the General Municipal Redevelopment Law authorizes the use of Tax Increment Financing. The Town of Clarkstown could utilize Tax Increment Financing in the same manner that the Town of Yonkers and numerous cities and municipalities throughout the country are utilizing this financing tool for development.

The City of Yonkers utilizes Tax Increment Financing (TIF) to redevelop large sections of the city center and its waterfront, encourage economic development, rebuild public infrastructure, and change the character of existing land use in strategic locations. The highlights of the City of Yonkers' TIF arrangements include the following:

- > Tax increment is based on increased assessed values of future development projects.
- > Property taxes for current owners in TIF districts will not increase due to TIF.
- > All property owners in the TIF districts will benefit from the city's infrastructure improvements funded by TIF.
- > City parking infrastructure will be owned by the city and become an "endowment" once bonds are paid off.
- > TIF only utilizes real property tax increment.
- > The City of Yonkers will receive Sales and Use Tax, and Personal Income Tax generated from this project.
- > Tax Increment Financing Breakout is as follows:
 - Base value/taxes remain in place to continue to support the City of Yonkers.
 - A portion of the tax increment goes to fund city infrastructure, parking, sewer, roadways, and streetscapes/landscape.
 - A portion of the tax increment goes to fund the City of Yonkers services (school, police, fire, etc.).

²⁷ Nancy L. Minter. "Tax Increment Financing." *Urban Land*. May 1991. p. 38.

> **Special Assessment Districts**

Special Assessment Districts (SADs) can be established by the Town of Clarkstown or by property owners that will benefit from its services. Special Assessment Districts are a self-financing legal entities that have the ability to raise funds from taxes, user fees or bonds, to pay for development and services within the district. The Town Supervisor could appoint board members of a Special Assessment District.

> **Business Improvement Districts**

A Business Improvement District (BID) is a public/private partnership in which property and business owners elect to make a collective contribution to the maintenance, development and promotion of their commercial district. The NYS Consolidated Law Article 19A of the General Municipal Law, that was passed in 1980, is the enabling legislation for Business Improvement Districts in New York State. BIDs have been a popular tool throughout New York State and the country to finance physical improvements and services in a commercial district. Business Improvement Districts could be established in hamlets with commercial districts such as New City and Congers.

> **Grow America Fund Partnership**

In addition to the Revolving Loan Fund Program administered by the Rockland County Economic Development Corporation (REDC), the Town of Clarkstown could partner with the National Development Council to administer the Grow America Fund. A “Grow Clarkstown Fund” could be established with similar arrangements provided in the “Grow Nassau Fund.”

Nassau County has partnered with the National Development Council’s Grow America Fund, Inc. for the “Grow Nassau Fund.” Funds for the Grow Nassau Fund are provided, in part, through a grant from a private banking institution (the North Fork Bank), the Nassau County Industrial Development Agency, along with funds provided by Grow America Fund, Inc. No County funds are included in the Grow Nassau Fund. Eligible small businesses in the boundaries of the county may apply for loans at competitive rates, floating or fixed, for a term of up to 25 years. In order to qualify for these loans, the businesses must be engaged in a legitimate for-profit business activity and have the ability to create permanent jobs in the community.²⁸

The Grow Nassau Fund can make loans at competitive rates, for terms up to 25 years depending on proposed use of funds. The average loan size is \$250,000. Uses for the funds include:

- Real estate acquisition,
- Leasehold improvements,
- Machinery and equipment,

²⁸ Nassau County Office of Economic Development, “The Grow Nassau Fund Brochure.”

- Working capital, and
- Refinancing.

While Nassau County is providing administrative assistance to the Grow Nassau Fund, the Grow America Fund, Inc. administers lending operations. This arrangement would be ideal for the Town of Clarkstown as minimal personnel resources are used to run the lending program.

> **Smart Growth Incentives**

The Town of Clarkstown could offer Smart Growth Incentives to direct development in priority areas in the same manner that the City of Austin provides these incentives to developers and employers. The City of Austin offers Smart Growth Incentives that are available only within the Desired Development Zone (DDZ). These incentives are designed to promote the three major goals of the City of Austin's Smart Growth Initiative: 1) determine how and where the city grows, 2) improve the city's quality of life, and 3) enhance its tax base. Those that are provided incentives must meet the following criteria:

- The location of development;
- Proximity to mass transit;
- Pedestrian-friendly urban design characteristics;
- Compliance with nearby neighborhood plans; and
- Increases in tax base, and other policy priorities.

The City of Austin provides incentives at several levels:

- ***The Smart Growth Zone Specific Incentives:*** The Smart Growth Zone Specific Incentives refer to changes in fees the City charges for zoning, subdivision, and site plan applications, and for water and wastewater capital recovery fees. Within the DDZ these fees are reduced on a sliding scale based on where the project is located. Within the Drinking Water Protection Zone (DWPZ) development application fees are not reduced and capital recovery fees are slightly increased. The Zone Specific Incentives are available to all projects within the DDZ.
- ***Water and Wastewater Reimbursement Policies:*** The City of Austin reimburses the cost of major water and wastewater facilities located in the Desired Development zone in a single payment. Reimbursement payments for water and wastewater facilities were previously done over a period of three years.
- ***Primary Employer Incentives:*** Primary Employer incentives are intended to guide large employers to build within the Desired Development Zone. A variety of incentives may be considered under the primary employer incentives. These include fee waivers, new water and sewer lines, transportation improvements and expedited processing of development application. All Primary Employer incentives require City Council review and approval.

> **Technology Zone Program**

The Town of Clarkstown could establish by ordinance a Technology Zone Program to attract and expand businesses that are included within identified target industries. This program has worked in the City of Charlottesville, Virginia. Under this program, qualified businesses locating or expanding operations in the Technology Zone are eligible to receive permit and user fee waivers, local tax rebates, special zoning treatment, or exemption for up to 10 years. These incentives are offered at the local level and help induce growth in target industries.

- ***Local Property Tax Exemption:*** Businesses may be granted full or partial property tax exemption for up to 15 years for properties rehabilitated for commercial and industrial use. Property tax exemptions are offered for pollution control facilities, recycling equipment, manufacturing, manufacturers' generating/co-generating equipment, and solar energy devices.
- ***Research and Development Tax Exemption:*** A business is eligible for sales/use tax exemption on property used for Research & Development. Tangible property for R&D uses may be taxed at lower rates or equal to those of tools and machinery.

> **Sustainable Design**

The Town of Clarkstown could enact a local law requiring the use of green building technology for new buildings that receive federal, state, and local incentives and assistance. Green Buildings will receive New York State Green Building Tax Credits. Enactment of this law together with the incentives provided will help boost Clarkstown's reputation as a sustainable community. This law will also create a demand for Clean Technology, Renewable Energy, and Green Building Technology as target industries for the community.

The City of New York has enacted the New York City Green Building Law (Local Law 86 of 2005) on October 3, 2005. The law requires the City's new municipal buildings, additions, and renovations to achieve a 20% energy cost and water savings, as well as a LEED® Silver rating from the US Green Building Council.

> **Expedited Permitting Process**

The Town of Clarkstown could implement an expedited permitting process geared towards development that advances its smart growth goals and attract, retain, or expand businesses included in its list of target industries. Two models could be considered:

Florida

The State of Florida is implementing the Governor's Office of Tourism, Trade, and Economic Development Expedited Permitting Process (OTTED process) intended to encourage and facilitate the location and expansion of economic development projects that:

- Offer job creation and high wages;
- Strengthen and diversify the state's economy; and

- Have been thoughtfully planned to take into consideration the protection of the state's environment.

In order to qualify for the OTTED process, projects must meet a statutory job creation threshold. The threshold requires a business applicant or a committed tenant to permanently hire at least 10, 50, or 100 (depending on location) new employees. The OTTED expedited permitting process helps to streamline and coordinate the review and issuance of permits for economic development projects. However, it does not reduce the number of agencies that a business must apply to for permits or the number of permits it must obtain from each agency when building a new facility. A review of the OTTED program indicated that the cost to operate the process appears to be reasonable, with approximately 20 projects accommodated annually, depending on the projects' complexity.²⁹

Massachusetts

Massachusetts' Expedited Permitting Law (Chapter 205 of the Acts of 2006) was enacted on August 2, 2006. This legislation creates a new comprehensive permitting process that allows a majority vote of a city council. Highlights of the legislation are as follows:

- The Act amends Chapter 43D, the expedited permitting act, by creating more economic incentives for local communities to adopt this chapter for a "priority development site," which would then commit the municipality to a 180-day permitting process.
- The Act defines a "priority development site" as a privately- or publicly-owned property that is: (1) commercially or industrially zoned; (2) eligible under applicable zoning provisions, including special permits or other discretionary permits, for the development or redevelopment of a building at least 50,000 sq. ft. of gross floor area in new or existing buildings or structures; (3) located adjacent to areas of existing development or in underutilized buildings or facilities and with adequate water and sewer infrastructure and adequate water supplies, or close to appropriate transit services; and (4) designated as a priority development site by the Board. Several parcels or projects may be included within a single priority development site. Whenever possible, priority development sites should be located adjacent to areas of existing development or in underutilized buildings or facilities, or close to appropriate transit services.
- The Act provides funding to the Division of Administrative Law Appeals (DALA) to reduce the existing backlog of environmental appeals and requires decision on appeals within 90 days after the record is closed.

²⁹ The Florida Legislature, Office of Program Policy Analysis and Government Accountability. "Review of the Expedited Permitting Process Coordinated by the Governor's Office of Tourism, Trade, and Economic Development." October 1998.

Section 4: Mall Redevelopment Study

Section 4

1.0 INTRODUCTION

A healthy retail sector is critical to a community's economy. The retail sector provides local government sales tax revenues, creates jobs, provides residents with a good, local quality of life, and can even serve to attract tourists to a community.

The purpose of this Mall Redevelopment Study is to provide Clarkstown's decision-makers with the information they need to understand existing retail conditions and trends, make recommendations regarding the revitalization and reuse of the Town's shopping centers, and ensure that the Town maintains a healthy retail sector.

Specifically, this section of the report provides a snapshot of existing conditions at Nanuet Mall and Palisades Center, an overview of the history of shopping centers in the United States, characteristics of various retail formats, current national retail trends, potential reasons for mall decline, and national trends in the reuse and revitalization of older malls including the emergence of lifestyle centers and mixed-use town centers.

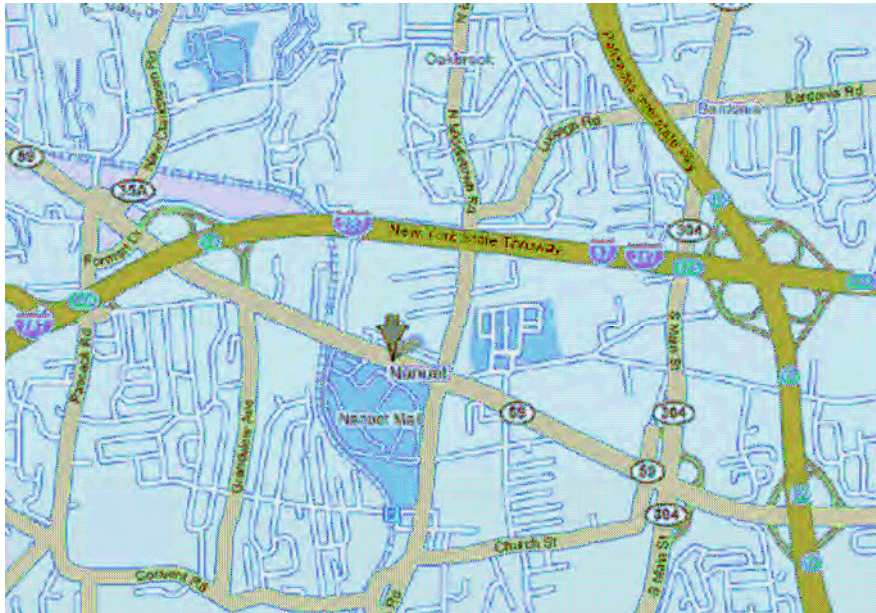
2.0 NANUET MALL

Overview

The Nanuet Mall is an enclosed, regional shopping center that has been in operation for nearly forty years. Currently owned by the Simon Company, Nanuet Mall suffers from vacant storefronts and low shopper traffic as a result of direct competition from the nearby Palisades Center, which opened ten years ago.

Geographic Location

The Nanuet Mall is located in Nanuet, New York, a hamlet within the Town of Clarkstown in Westchester County. Nanuet is located approximately 20 miles north of Manhattan, and two miles from the New Jersey border. The Nanuet Mall is situated at the intersection of Route 59 and Middletown Road, at 75 W. Route 59. It is owned by the Simon Property Group, an Indiana based real estate company that specializes in regional malls, lifestyle centers, outlet centers, and international properties.



Transportation Access

The Nanuet Mall has excellent access to the region's highways. It is approximately one-half mile from the New York State Thruway (I-287/87), which leads east towards the Hudson River, Westchester County, and New York City and west to upstate New York; it is just over one mile to the Palisades Interstate Parkway, which runs south to New Jersey and north towards the rest of Rockland County.

In terms of public transportation, the Nanuet Mall is accessible via bus via the Red and Tan Lines from New York City, Clarkstown Mini Trans throughout Clarkstown, and Transport of Rockland from points in Rockland County. In addition, New Jersey Transit provides rail access, serving Nanuet via the Pascack Valley Line.

Assessed Property Value

The assessed property value for the Nanuet Mall is based on the total of four different assessments: one for each major department store (Macy's, Sears, and Boscovs), and one for the remainder of the mall, which is comprised of smaller stores.

Assessed Property Value, Nanuet Mall: 2007 (Source: Town of Clarkstown Receiver of Taxes)	
	Tax Revenue
Total Value	\$19,540,000

Real Estate Taxes

The table below outlines the property taxes paid by the Nanuet Mall in 2007.

Property Tax Revenues, Nanuet Mall: 2007 (Source: Town of Clarkstown Receiver of Taxes)	
Taxing Jurisdiction	Tax Revenue
Clarkstown Central School District	\$1,443,356
Rockland County	\$122,126
Town of Clarkstown	\$558,871
Open Space	\$6,197
Clarkstown Master School District	\$122,894
Consolidated Light District	\$7,845
Consolidated Water District	\$11,934
County Solid Waste	\$20,143
Nanuet Ambulance District	\$7,674
Nanuet Fire District	\$37,032
Refuse/Garbage District	\$18,489
TOTAL: ALL TAXING JURISDICTIONS	\$2,356,560

Building Square Footage

The Nanuet Mall contains approximately 915,000 square feet of gross leasable area (GLA). In this sense, it is considered a “regional mall,” serving the shopping needs beyond just the community of Nanuet, throughout Clarkstown, and approximately 25 miles outwards from the site.

Inventory of Existing Businesses

As noted above, the anchor tenants in the Nanuet Mall are Macy’s, Boscov’s, and Sears. In addition to these, the two-story mall contains over 120 specialty stores and services, and eight restaurants and eateries. Current retailers in the Nanuet Mall are as follows:

- | | |
|--------------------------|----------------------------|
| > A Dollar Store | > Bathfitters |
| > Aeropostale | > Boscov’s |
| > African Arts & Crafts | > Bourbon St. Cafe |
| > After Hours by Small’s | > Brenners Florsheim Shoes |
| > Aldo Shoes | > Carlton Cards |
| > Amy’s Hallmark | > Champs Sports |
| > Auntie Anne’s Pretzels | > Charley’s Steakery |
| > Banchetto Feast | > China King Orchards |
| > Bath & Body Works | > Cinnabon |

-
- | | |
|-----------------------------|--|
| > Citi Casuals | > Nanuet Dental Service |
| > Convenience Center | > Nanuet Mall Family Chiropractic |
| > Cool Collections | > Nanuet Vision World |
| > Crafter's Unlimited | > Nathan's |
| > Designer Sunglasses | > National Luggage |
| > East Coast Piano | > Neelam Boutique |
| > Everything Yogurt | > New Collections |
| > Executive Cellular | > New Home Furnishings |
| > Exotic Nails | > New York & Company |
| > Famous Footwear | > Now and Then Candy Shop |
| > Famous Rugs | > NY Assistive Technology & Occupational Therapy, PA |
| > Foot Locker | > One Stop Wireless |
| > Fromex One Hour Photo | > Perfume Place |
| > Gifts 4 U | > Piercing Pagoda |
| > Gifts for Sports Fans | > Quick Alterations |
| > Glow Putts Mini Golf | > RadioShack |
| > GNC | > Rainbow |
| > Great American Cookie Co. | > Rockland County Tae Kwon Do |
| > Gymboree | > Ruby Tuesday |
| > Haagen-Dazs | > Sakkio Japan |
| > Hattrick Menswear | > Sears |
| > Home Style Furniture | > Sears Automotive |
| > Ideal Gifts | > Sears Hearing |
| > Intrigue Jewelry | > Sears Optical |
| > Kay Jewelers | > Sears Portrait Studio |
| > Kids Cuts | > Simon Mall Office/Giftcards/Guest Services |
| > Kids Foot Locker | > Spencer Gifts |
| > Kitchen Magic | > Sweeney Todd Hair Salon |
| > Lady Foot Locker | > The Children's Place |
| > Leather & Shoes.com | > Tony Acupressure |
| > LensCrafters | > Unisex Palace of Hair Design |
| > Life Uniform | > URBAN X |
| > Macy*s | > Victoria's Secret |
| > Mande | > Victoria's Secret Beauty |
| > Mario's Barber Shop | > Villa Pizza |
| > Maryam's Fashions | > Worldtime |
| > Master Wok | > WRCR AM 1300 Radio Rockland |
| > Max Rave | > X- Zone |
| > My Dear | > Zales Jeweler |
| > Nail Spa | |
| > Najeem Photo | |

Building Amenities

The Nanuet Mall has numerous amenities that strive to make the shopping experience more convenient and more pleasant. Amenities include:

- > Cab Stand
- > Coat Check
- > Lost and Found
- > Parking: There are over 4,000 spaces available for parking, including a 2-level covered parking deck with direct access to Macy's and Boscov's. Handicapped parking spaces are located near all mall entrances.
- > Shuttle Bus: Bus transportation is available from the upper level mall entrance.
- > Strollers: Strollers are available for a fee
- > Walking: Nanuet Mall, in partnership with Good Samaritan Hospital, sponsors a free monthly mall walking exercise and health program, "The Inside Track Club," which is designed to educate people about the benefits of a regular walking program.

Hours of Operation

The Nanuet Mall is open Monday through Saturday from 10:00 am to 9:00 pm, and from 11:00 am to 6:00 pm on Sundays.

Property Tax Revenues

Property Tax Revenues, Nanuet Mall: 2007 (Source: Town of Clarkstown Receiver of Taxes)	
Taxing Jurisdiction	Tax Revenue
Clarkstown Central School District	\$1,443,356
Rockland County	\$122,126
Town of Clarkstown	\$558,871
Open Space	\$6,197
Clarkstown Master School District	\$122,894
Consolidated Light District	\$7,845
Consolidated Water District	\$11,934
County Solid Waste	\$20,143
Nanuet Ambulance District	\$7,674
Nanuet Fire District	\$37,032
Refuse/Garbage District	\$18,489
TOTAL: ALL TAXING JURISDICTIONS	\$2,356,560

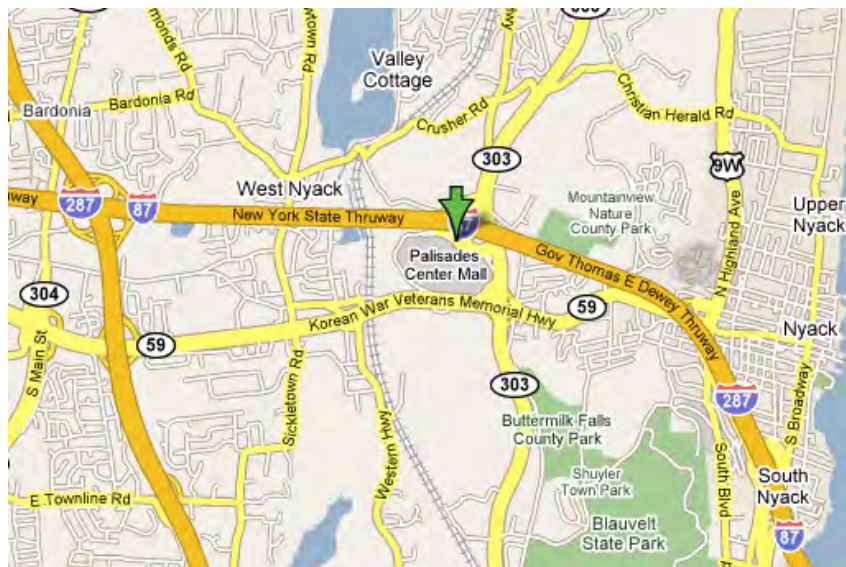
3.0 PALISADES CENTER

Overview

The largest and unquestionably the most frequented and significant retail establishment is Palisades Center. Palisades Center is a 2.2 million square foot mall, located directly off of the New York State Thruway at Routes 303 and 59 in West Nyack. The mall provides access to more than 24 million visitors each year.

Geographic Location

The Palisades Center is located in West Nyack, New York, a hamlet within the Town of Clarkstown in Westchester County. West Nyack is located approximately 20 miles north of Manhattan, and two miles from the New Jersey border; it is approximately 3 miles east of Nanuet. The Palisades Center is situated at the intersection of Route 303 and Route 59, at 1000 Palisades Center Drive. It is owned by the Pyramid Companies, the shopping center's original developer.



Transportation Access

Like the Nanuet Mall, the Palisades Center enjoys excellent transportation access to the region, befitting for its size. It is located at the intersection of the NYS Thruway (I-87 and I-287), which leads east towards the Hudson River, Westchester County, and New York City and west to upstate New York, and Routes 303 and 59. It is approximately two miles from the Palisades Interstate Parkway, which runs south to New Jersey and north towards the rest of Rockland County. The Palisades Center's trade area reaches into some of the area's wealthiest counties: New York's Westchester, Orange, and Rockland Counties, and New Jersey's Bergen County.

In terms of public transportation, the Palisades Center is accessible via bus via the TAPPANZEE Express bus from points in Westchester, and Transport of Rockland from points in Rockland County. In addition, Metro North offers discount packages combining commuter rail and the TAPPANZEE Express bus. Due to its large size and convenient location, the Palisades Center is often promoted by nearby hotels.

Assessed Property Value

The assessed property value for the entirety of the Palisades Center is as follows:

Assessed Property Value, Palisades Center: 2007 (Source: Town of Clarkstown Receiver of Taxes)	
	Tax Revenue
Total Value	\$47,934,100

Real Estate Taxes

The table below outlines the property taxes paid by the Palisades Center in 2007.

Property Tax Revenues, Palisades Center Mall: 2007 (Source: Town of Clarkstown Receiver of Taxes)	
Taxing Jurisdiction	Tax Revenue
Clarkstown Central School District	\$13,493,550
Rockland County	\$1,220,819
Town of Clarkstown, including Open Space	\$5,317,159
Consolidated Light District	\$12,393
County Solid Waste	\$20,931
Nanuet Ambulance District	\$6,868
Refuse/Garbage District	\$29,209
Rockland Sewer District 1	\$93,976
West Nyack Fire District	\$60,108
TOTAL: ALL TAXING JURISDICTIONS	\$20,255,013

Building Square Footage

The Palisades Center is by most standards a very large shopping center, one of the largest in the United States. It contains approximately 2 million square feet of gross leasable area (GLA). In this sense, it is considered a “power mall,” or “super regional mall,” serving the shopping needs significantly beyond the Town of Clarkstown, and approximately 50 miles outwards from the site. Indeed, as noted earlier, due to its size, the commercial reach of the Palisades Center extends into some of the area’s wealthiest counties—Westchester, Rockland, Orange, and Bergen. When measured by its GLA, the Palisades Center

is the country's 15th largest mall.¹ In terms of total area, the Palisades Center's 3.5 million total square feet makes it the second largest mall in the country, second to the Mall of America.

Inventory of Existing Businesses

The four-story Palisades Center has over 400 stores and entertainment options, including 23 anchor stores. In addition, there are roughly 50 restaurants and eateries, several theaters including an IMAX theater, an ice rink, a Ferris wheel, a fitness center, a carousel, a bowling alley, and others.

Anchor stores are listed as follows:

- > AMC Theatres/IMAX
- > Barnes & Noble
- > Bed Bath & Beyond
- > Best Buy
- > BJ's Wholesale Club (118,000 sq. ft.)
- > Circuit City
- > CVS (without a pharmacy)
- > Dave & Busters
- > DSW Shoe Warehouse
- > H & M (30,516 sq. ft.)
- > Home Depot (135,000 sq. ft.)
- > JCPenney (156,000 sq. ft. on 3 Levels)
- > Jo-Ann Etc.
- > Lord & Taylor (120,000 sq. ft. on 2 Levels)
- > Lucky Strike Lanes
- > Krazy City
- > Macy's (204,000 sq. ft. on 3 Levels)
- > Old Navy
- > Sports Authority
- > Staples
- > Steve & Barry's
- > Target (134,000 sq. ft. on 1 level)
- > Modell's Sporting Goods

Building Amenities

The Palisades Center has numerous amenities that strive to make the shopping experience more convenient and more pleasant. A few of the amenities include:

- > 9,729 parking spaces with a four floor parking garage with a basement level
- > "Shop and Stay" package: includes one night's stay at the upscale hotel, a hot breakfast buffet, and a \$25 mall gift card.

¹ <http://www.icsc.org/apps/dmmdisp.php?dispid=NY0055>

- > WalkIt! Mall walkers: Offers access to a measured walking course before shops open
- > 50 restaurants and eateries
- > Several theaters including an IMAX theater
- > An ice rink and bowling alley
- > A Ferris wheel and carousel.

Hours of Operation

Palisades Center is open Monday through Saturday from 10:00 am to 9:30 pm, and from 11:00 am to 7:00 pm on Sundays.

4.0 TRADE AREAS

Nanuet Mall and Palisades Center Trade Areas

This section examines the relevant demographic and economic characteristics of the trade areas for each shopping center, in order to determine the qualities each center's potential "audience," with the ultimate goal of guiding appropriate retail development to this population.

Trade Areas are the geographic regions surrounding a shopping center from which the retail center draws its customers. There are several methodologies used to define a trade area boundary, including the study of traffic flow, Reilly's Law of Retail Gravitation, the zip code method, and using commuting data. For the purpose of this study, the physical trade area boundaries for the Nanuet Mall and Palisades Center were identified based on the retail gravity model, which "estimates the distance customers are willing to travel to buy goods and services after comparing prices, quality, styles and other shopping factors."²

To determine the trade area boundaries for the Nanuet Mall and Palisades Center, the buildings' Gross Leasable Area (GLA), tenants, and general characteristics were reviewed. The Nanuet Mall, with a GLA of 900,000 square feet, 120 retail stores, three anchor stores, a food court and several restaurants has the retail characteristics of "Regional Mall".

Regional Malls contain, on average, 4000,000 square feet of GLA. They can range in size from 300,0000 to 1.0 million square feet of GLA. The parcels on which Regional Malls are located range in size from 40 to 100 acres.

General Characteristics of the Regional Mall include:

- > Anchored by at least 1 or as many as 3 large department stores, with not less than 50,000 sq. ft. each.
- > Provides a variety of goods comparable to those found in the central business district in a small city.
- > The building is usually enclosed, but could have out parcels or pad sites.
- > Variety of retailers, including small chain mass merchants, and specialty fashion stores.

² "Understanding Your Trade Area: Implications for Retail Analysis." Myles, Dr. Albert E. 2003.

- > Usually contains a food court and restaurant, as well as a movie theater.

According to the International Council of Shopping Centers (ICSC), regional shopping centers like the Nanuet Mall have a drawing radius of 25 miles.³

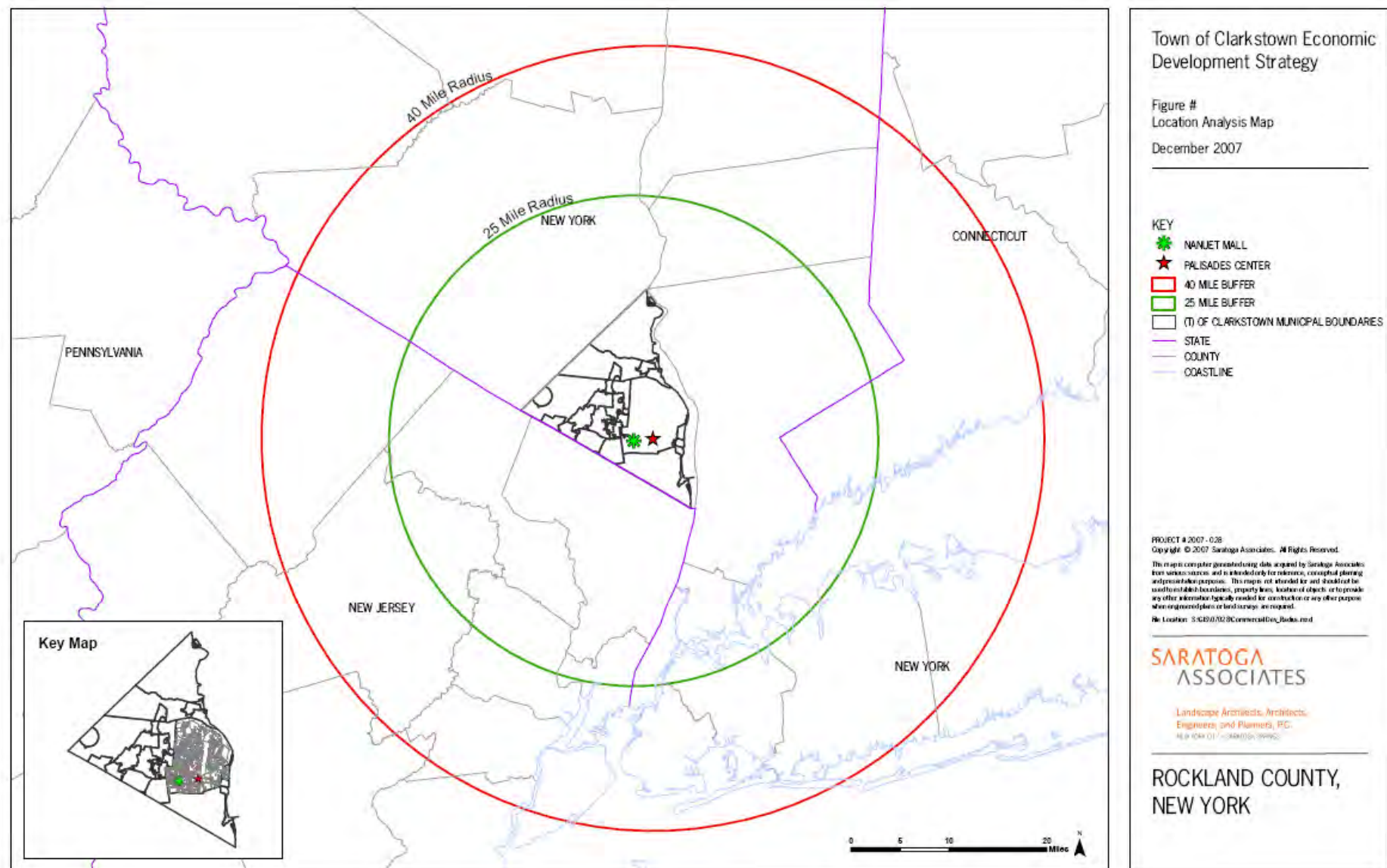
The Palisades Center gross leasable area (GLA) of approximately 1.85 million square feet, placing it in the largest category, Super Regional Malls, which has a drawing radius of 40 miles. Super Regional Malls typically range in size from 800,000 to 2.0 millions square feet of GLA. The mall lot size can be anywhere from 60 to 125 acres.

General characteristics of the Super-Regional include the following:

- > Anchored by 3 or more large department stores, with at least 75,000 sq. ft. each.
- > Provides a wide variety of shopping goods comparable to a central business district of a major metropolitan area.
- > Wide selection of retailers including general merchandise, apparel, home furnishing, a variety of services and recreation facilities.

The map on the following page illustrates the trade area boundaries for both the Nanuet Mall and the Palisades Center.

³ “A Choice of Lifestyules”, October 2005. Scholl, David C. and Robert B. Willisams. <www.ULI.org>



Population and Households:

Population and households data allow quantification of current market size and examine future growth. Increasing population and household growth indicate a fertile market for retail goods and services. Typically, demand is generated by individual or household purchases with family members influencing household purchases.

Population Trends

Population Trends: 1990 – 2012 (Source: U.S. Census Bureau; EASI Demographics)								
	1990	2000	2007	2012 (Projection)	% Change 1990 – 2000	% Change 2000 – 2007	% Change (Projection) 2007 – 2012	% Change (Projection) 2000 – 2012
Nanuet Mall Trade Area	6,267,812	6,773,171	6,958,310	7,004,208	8.1%	2.7%	0.1%	3.4%
Palisades Center Trade Area	14,688,138	15,845,789	16,182,279	16,206,733	7.9%	2.1%	0.0%	2.2%

The populations of both trade areas are extremely large—larger than many major cities. Both trade areas have been growing in the last two decades; this is not unexpected, given Rockland County’s rapid growth and its metropolitan location. However, growth is projected to slow somewhat by 2012 to almost nothing. This may be an indication that the areas have little room for growth; after decades of significant expansion, many people looking to live in the New York metropolitan area have been forced to go beyond Clarkstown and Rockland County in order to find affordable places to live. This indicates the benefit of focusing retail opportunities to a population’s specific needs, rather than broadly attempting to target all of them.

Household Trends

Household Trends: 1990 – 2012								
(Source: U.S. Census Bureau; EASI Demographics)								
	1990	2000	2007	2012 (Projection)	% Change 1990 – 2000	% Change 2000 – 2007	% Change (Projection) 2007 – 2012	% Change (Projection) 2000 – 2012
Nanuet Mall Trade Area	2,419,858	2,582,862	2,752,617	2,827,785	6.7%	6.6%	2.4%	9.5%
Palisades Center Trade Area	5,423,125	5,798,402	6,120,048	6,259,329	6.9%	5.5%	2.3%	7.9%

Like population growth, trends in the number of households can be a key indicator as to the future physical and economic characteristics of a community. Both trade areas had similar trends in household growth, growing since 1990 but—like the population—expected to slow by 2012.

Age

Age: 2007								
(Source: U.S. Census Bureau; EASI Demographics)								
	Pre-school (<5 years)	School Age (5 to 17 years)	College Age (18 to 24 years)	Younger Working Adults (25 to 34 years)	Mid-Lifers (35 to 54 years)	Empty Nesters (55 to 64 years)	Seniors (65+ years)	Median Age
Nanuet Mall Trade Area	8.1%	15.7%	9.6%	15.5%	28.6%	10.5%	12.0%	35.8
Palisades Center Trade Area	8.2%	16.0%	9.5%	14.8%	28.9%	10.4%	12.1%	35.9

The age of a population largely influences the types of retail opportunities that are appropriate for a trade area. For instance, a large amount of young people might indicate a need for shops catering to children. Nearly 30 percent of each trade area is comprised of Mid-Lifers (those 35 to 54 years old); retail that is appropriate for this age would likely be well received. Similarly, a significant portion (approximately 24 percent for each trade area—nearly one-quarter of the population) of each trade area's population is under 18 years old. This indicates a definite need to focus a significant amount of retail attention to this age group.

Housing Occupancy

Housing Occupancy: 2007 (Source: U.S. Census Bureau; EASI Demographics)		
	Owner Occupied	Renter Occupied
Nanuet Mall Trade Area	42.1%	57.9%
Palisades Center Trade Area	46.9%	53.1%

Housing occupancy is one indicator of the stability of an area. Homeowners generally stay in an area longer than renters do, reducing the turnover within neighborhoods and communities. The Palisades trade area has a slightly higher rate of home ownership than the Nanuet trade area; both areas have ownership levels of close to half.

Median Owner Occupied Home Value

Median Owner Occupied Home Value: 2007 (Source: U.S. Census Bureau; EASI Demographics)	
	Median Value
Nanuet Mall Trade Area	\$407,193
Palisades Center Trade Area	\$367,974

Home values have been rising steadily in the last several years, both in Rockland County and beyond. Both trade areas enjoy high home values, which generally translates into more wealth and therefore, more spending power.

Income

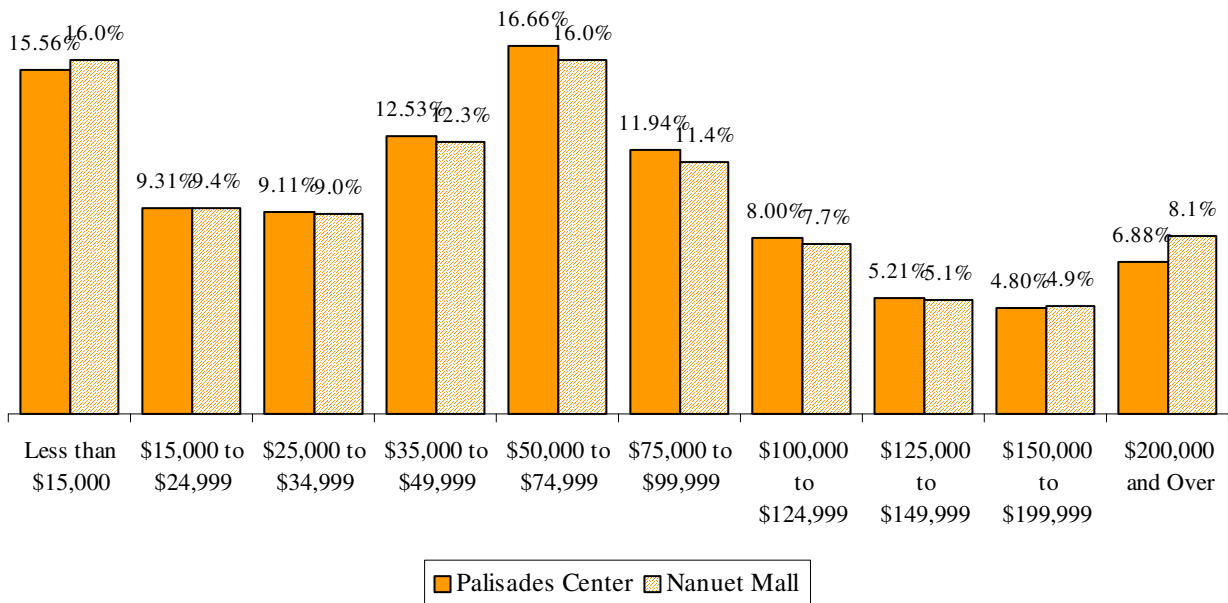
Income is logically one of the prime factors in targeting appropriate retail to a potential trade area. Higher incomes bring more spending power to the trade area. Similarly, retail choices should be targeted towards the relevant incomes represented in the trade area. The median household incomes for both trade areas are nearly identical—approximately \$55,000. These levels could be attributed to the area's large population of workers employed in New York City.

Median Household Income

Median Household Income: 2007 (Source: U.S. Census Bureau; EASI Demographics)	
	Income
Nanuet Mall Trade Area	\$55,083
Palisades Center Trade Area	\$55,284

Household Income: 2007

Source: EASI Demographics



The median household income tells only some of the story, however. Looking at the median income distribution, it is apparent that both trade areas contain a wide array of income levels. Nearly one-quarter of each trade area is comprised of households making less than \$25,000. At the same time, almost one-quarter of each trade area consists of households earning more than \$100,000. This diversity of incomes indicates a need for a diverse array of retail options, which in turn provides more opportunities to different types of retailers.

Employment

Labor Force

Labor Force Participation (Source: U.S. Census Bureau; EASI Demographics)		
	Nanuet Mall Trade Area	Palisades Center Trade Area
Not in labor force	39.1%	39.4%
In labor force:	60.9%	60.6%
Employed	94.1%	94.2%
Unemployed	5.9%	5.8%

Employment and labor force participation rates give a sense of the current economic climate within a community. When refining the retail scope of both shopping centers, it is important to consider the potential employees as well as the potential customers. Interestingly, despite the area's income and home value levels, the labor force participation and employment levels are not as high as might be expected, given the other data.

Employment by Industry

Employment Industry: 2007 (Source: U.S. Census Bureau; EASI Demographics)		
	Nanuet Mall Trade Area	Palisades Center Trade Area
Agriculture, Forestry, Fishing and Hunting, and Mining	0.1%	0.1%
Construction	5.3%	5.7%
Manufacturing	7.6%	7.6%
Wholesale Trade	3.5%	3.3%
Retail Trade	8.2%	8.3%
Transportation, Warehousing and Utilities	5.4%	6.4%
Information	5.3%	4.8%
Finance, Insurance, Real Estate and Rental and Leasing	10.8%	10.6%
Professional, Scientific,	14.1%	13.1%

Employment Industry: 2007 (Source: U.S. Census Bureau; EASI Demographics)		
	Nanuet Mall Trade Area	Palisades Center Trade Area
Management, Administrative, etc.		
Educational, Health and Social Services	23.2%	23.4%
Arts, Entertainment, Accommodation and Food Services, etc.	7.6%	7.2%
Other Services	5.4%	5.4%
Public Administration	3.6%	4.0%

Employment industry provides another snapshot of the labor force of a community. Both trade areas have nearly one-quarter of their workforces employed in Educational, Health, and Social Services—not surprising given the area’s many schools, colleges, and hospitals. Relatively large percentages of both trade areas work in industries that tend to be well-paid—Professional, Scientific, Management, and Administrative, and Finance, Insurance, Real Estate and Rental and Leasing. Only 8 percent of each trade area currently works in retail trade; this is an indication that the area has a workforce that could be employed in potential retail and service that could be developed at the Nanuet Mall or the Palisades Center.

Educational Attainment

Educational Attainment: 2007 (Source: U.S. Census Bureau; EASI Demographics)						
	Less Than High School	High School	Some College, No Degree	Associate Degree	College	Graduate Degree
Nanuet Mall Trade Area	20.4%	22.7%	16.5%	5.0%	20.3%	15.0%
Palisades Center Trade Area	20.3%	24.7%	17.0%	5.6%	18.9%	13.4%

Educational attainment is important to understand, as they influence the economic success of an area and the types of jobs that are appropriate. Both areas are generally well educated, which translates to higher paying, higher skilled employment opportunities; however, while the Nanuet Mall trade area has a slightly higher percentage of residents with advanced degrees, nearly half of each trade area’s population

has just a high school diploma or lower. This allows for a diverse range of employment opportunities in each trade area.

5.0 HISTORY OF SHOPPING CENTERS IN THE US

The Country Club Plaza in Kansas City, Missouri was one of the first shopping centers in the United States that was built away from the city's downtown district. The Plaza, which opened in 1922, featured "unified architecture, paved and lighted parking lots, and was managed and operated as a single unit."⁴

The trend to build retail centers outside of the downtown district continued during the 1930s and 1940s. Stores like Sears Roebuck & Co and Montgomery Ward began to move their freestanding stores with on-site parking away from the city center.



Postcard of the Country Club Plaza at Night
Source: Planning Commissioners Journal

In 1956, the Southdale Center in Edina, Minnesota opened its doors. Southdale is considered by many to be the first modern regional shopping center built in the United States. It was the first two-story fully enclosed mall to feature central air-conditioning, heating, and was anchored by two department stores.

After World War II, the United States experienced a growth in both the country's population and the number of suburban developments being built. As a result, the demand for suburban strip malls and convenient retail shopping centers increased. According to the International Council of Shopping Centers (ICSC), the number of shopping centers in the United States had reached 7,600 by the year 1964. This number continued to grow, and by 1972, the number of shopping centers had double to 13,174.⁵

The United States saw the largest growth in shopping center development between 1980 and 1990, when an additional 16,000 centers were built. It was also during this time that the super regional mall (800,000 square feet or larger) grew in popularity.

By the 1990s, regional shopping malls found themselves in trouble. The Savings and Loan crisis led to a 70% decrease in new shopping center development. New construction starts dropped from 1,510 in 1989 to 451 in 1993. This coupled with the growing popularity of factory outlet centers, power centers, and the emergence of home shopping and Internet retailing contributed to an increasing number of failed shopping centers.

⁴ Malachy Kavanaugh, "A brief History of Shopping Center," *ISCS News* (June 2000).

⁵ Ibid.

The Center for the New Urbanism (CNU) coined a term to describe the increasing number of failed shopping centers popping up across the landscape: “greyfields.” A more detailed description of greyfields is provided on page 28 of this report.

In 2000, a new retail design concept began to emerge in the United States - the Lifestyle Center. According to the International Council of Shopping Centers (ICSC), lifestyle centers are typically characterized as open-air, amenity-rich centers that feature landscaping, sidewalks and plazas.

Indoor shopping malls are now so out of favour that not one will be built in America before 2009 at the earliest, according to the International Council of Shopping Centres.⁶




What does the future hold for shopping centers in the U.S.? According to Curt Hazlett, a writer for Retail Traffic magazine, “Visually, the “shopping center” of 2013 might not look like an old-fashioned Main Street, but it will function like one. Consumers will be able to visit a grocery or a post office, keep appointments with doctors and dentists, relax with a workout or a facial, take in a movie, enjoy a gourmet meal or hang out with neighbors at an outdoor concert.”



⁶ “Birth, Death and Shopping: The Rise and Fall of the Shopping Mall,” *The Economist* (December, 19, 2007)

6.0 RETAIL FORMAT CHARACTERISTICS

An understanding of the characteristics inherent in each type of retail format is essential for the Town of Clarkstown to make an informed decision regarding the type or types of retail that will be adopted in their community.



The following matrix provides background information on the different retail formats available; their sizes in terms of gross lease area and acreage; the drawing radius of each type of retail format; the market size and general characteristics, as well as sample tenants/retailers and the average gross lease area for each type of tenant.

Type of Retail	Size	Drawing Radius	Market Size	General Characteristics	Sample Tenants/Retailers/ Average GLA
Convenience 	<ul style="list-style-type: none"> > GLA: up to 30,000 sq. ft. > Acreage: 1-5 acres 	0.5 miles	5,000 people	<ul style="list-style-type: none"> > Minimum of three stores providing personal services and/or convenience goods > Principal anchor: Mini-mart 	<ul style="list-style-type: none"> > Stewarts: 2,300 sq. ft. > 7-Eleven: 2,400 – 3,000 sq. ft. > Gas/Service Station
Neighborhood Centers 	<ul style="list-style-type: none"> > GLA: 30,000 – 150,000 sq. ft. (Average Size: 50,000 sq. ft.) > Acreage: 3-15 acres 	1 – 3 miles	2,500 – 40,000 people	<ul style="list-style-type: none"> > Convenience shopping & services > Principal anchor: Supermarket or Drugstore > Typical tenants: Drugstore; Supermarket; Drycleaner/Laundromat; Convenience store; Video store; Restaurant; Café, Take-Out > Surface Parking or On-Street Parking 	<ul style="list-style-type: none"> > Hannaford Supermarkets: 45,000 – 55,000 sq. ft. > CVS Pharmacy: 10,880 sq. ft. > Ace Hardware: 10,000 – 12,000 sq. ft. > Videotape Rental: 3,705 sq. ft. > Weight Loss Center: 1,700 sq. ft. > Dry Cleaner: 1,500 sq. ft.
Main Street Retail 	<ul style="list-style-type: none"> > GLA: 80,000 – 200,000 sq. ft. > Acreage: 3-15 acres 	2 – 6 miles	10,000 – 40,000 people	<ul style="list-style-type: none"> > Also referred to as street front locations > Ground floor locations w/ exterior entrances > Typical tenants: hair salon/barber, specialty foods (depending on demographics), optometrist, restaurant, coffee shop, drycleaners/ Laundromat, video store, supermarket (given large enough site & an unorthodox design) > On-street parking with small to medium lots in the rear 	<ul style="list-style-type: none"> > Independent Bookstore: 2,850 sq. ft. > Jewelry store: 1,300 sq. ft. > Liquor/Wine: 1,800 sq. ft. > Art Gallery: 2,150 sq. ft. > Flower Shop: 1,200 sq. ft. > Women's Hair Salon: 800 - 1,200 sq. ft. > Travel Agent: 600 – 1,200 sq. ft.

Type of Retail	Size	Drawing Radius	Market Size	General Characteristics	Sample Tenants/Retailers/ Average GLA
Community Centers 	<ul style="list-style-type: none"> > GLA: 100,000-350,000 sq. ft. > Acreage: 10-40 	3-5 miles	40,000 – 150,000 people	<ul style="list-style-type: none"> > Primary anchor: supermarket or drugstore > May include a variety or discount department store (but not full-line dept. store) > Provides wide range of goods & services, including apparel & home furnishings, banking, professional services, recreational facilities, and convenience goods > Typically unenclosed strip centers > Can come in range of configurations: straight line, U-shaped, L-shaped > Surface Parking 	<ul style="list-style-type: none"> > Price Chopper Supermarket: 38,000 – 73,000 sq. ft. > Kmart; 96,000 -182,000 sq. ft. > Health Food/Supplements (National chain): 1,290 sq. ft. > National Chain Restaurant: 4,775 - 7,500 sq. ft. > Local Chain Restaurant: 2,400 – 5,300 sq. ft. > Independent Restaurant: 2,700 – 3,740 sq. ft. > Coffee: 1,030 – 1, 400 sq. ft.
Power Centers/ Big-Box Retail 	<ul style="list-style-type: none"> > GLA: 250,000-800,000 sq. ft. > Acreage: 25 – 80 acres 	10 miles ⁷ - 20 miles ⁸	60,000 – 150,000 people	<ul style="list-style-type: none"> > Unenclosed centers w/ 60% of space dedicated to 3 or more high-traffic, high-volume “big-box” or “category-dominant” tenants. > Few, if any, small tenants > Large surface parking lots 	<ul style="list-style-type: none"> > Wal-Mart: > - Supercenters/Hypermart: 109,000 – 233,000 sq. ft. > - Wal-Mart Stores: 40,000 – 125,000 sq. ft. > - Neighborhood Center: 40,000 sq. ft. > Target: 90,000 – 182,000 sq. ft. > Home Depot: 40,000 – 105,000 sq. ft. > Lowe’s: 100,000 – 150,000 sq. ft. > Best Buy: 30,000 – 45,000 sq. ft.




⁷ “Licking Its Chops” Verma, Mukul. March 4, 2003. ULI.org. Wal-Mart draws from a 5-mile radius during weekdays & a 10-mile radius during weekends.

⁸ “Navigating the Value Retail Marketplace” ULI.org May 1993. Upscale big-box retailers like Bed, Bath & Beyond draws from a 15 – 20 mile radius.

Type of Retail	Size	Drawing Radius	Market Size	General Characteristics	Sample Tenants/Retailers/ Average GLA
Lifestyle Centers 	<ul style="list-style-type: none"> > GLA: 50,000 – 500,000 sq. ft. > Acreage: 10 – 40 acres 	10 miles ⁹	50,000 – 300,000 people (varies widely)	<ul style="list-style-type: none"> > Upscale national chains > Open-air, amenity-rich > Features landscaping, sidewalks & plazas > Appeals to upscale shoppers > Usually found close to affluent neighborhoods > Targets households with min. income of \$75,000. > Combination of retail/entertainment space (i.e., movie theatre) > Evolving in composition, may include some upscale residential development 	<ul style="list-style-type: none"> > Abercrombie & Fitch: 4,000 – 10,000 sq. ft. > Ann Taylor: 5,000 – 6,000 sq. ft. > Eddie Bauer: 6,200 – 12,000 sq. ft. > Pier 1 Imports: 9,000 – 10,000 sq. ft. > Ralph Lauren: 3,000 sq. ft. > Williams-Sonoma: 5,000 – 6,500 sq. ft. > Pottery Barn: 10,000 – 13,800 sq. ft.
Outlet Centers 	<ul style="list-style-type: none"> > GLA: 50,000 – 400,000 sq. ft. > Acreage: 10 – 50 acres 	100 miles ¹⁰		<ul style="list-style-type: none"> > Composed of manufacturers' retail outlets that sell goods directly to the public > Traditionally located in areas within 25 miles from a major mall & at least 50 miles from a major metropolitan center > Often include some off-price retail stores > High traffic volume and good access and visibility, preferably adjacent to interstate highway > Major brand name manufacturers 	<ul style="list-style-type: none"> > Mikasa: 4,000 – 7,500 sq. ft. > Maidenform: 2,500 sq. ft. > Nike: 2,000 sq. ft. min. > Lenox: 3,500 – 5,000 sq. ft. > Lillian Vernon: 3,000 sq. ft. > Gap Outlet: 11,000 sq. ft. min.

⁹ “A Choice of Lifestyles”, Oct 2005. Scholl, David C. and Robert B. Williams. ULI.org

¹⁰ “Outlet Shopping: A Retail Development Opportunity for Some Communities” Ryan, Bill. Oct 1997. University of Wisconsin-Cooperative Extension, Center for Community Economic Development.

Type of Retail	Size	Drawing Radius	Market Size	General Characteristics	Sample Tenants/Retailers/ Average GLA
Theme 	<ul style="list-style-type: none"> > GLA: 80,000 – 250,000 sq. ft. > Acreage: 5 – 20 acres 	N/A		<ul style="list-style-type: none"> > Tourist-oriented retail and services 	<ul style="list-style-type: none"> > The Disney Store > NBA Store > Hard Rock Cafe
Regional Malls 	<ul style="list-style-type: none"> > GLA: 300,000 – 1.0 million sq. ft. (Average figure 400,000 sq. ft.) > Acreage: 40 – 100 acres 	25 miles ¹¹	100,000 – 400,000 people 200,000 average 150,000 w/in 8 miles	<ul style="list-style-type: none"> > Anchored by at least 1 or as many as 3 large department stores with not less than 50,000 sq. ft. each. > Provides a variety of goods comparable to those found in central business district in a small city > Usually enclosed but could have outparcels or pad sites > Variety of retailers including small chain mass merchants, specialty fashion stores > Usually contains food court and restaurants, as well as movie theater 	<ul style="list-style-type: none"> > Filenes 40,000 – 100,000 sq. ft. > Macy's 250,000 sq. ft. > Kohl's 86,000 sq. ft. > Bass Pro Shops Outdoor World 100,000 – 150,000 sq. ft. > Loews Cineplex 70,000 – 100,000 sq. ft. > Barnes and Noble, Inc. 25,000 – 67,000 sq. ft.
Super-Regional Malls 	<ul style="list-style-type: none"> > GLA: 800,000 – 2.0 million sq. ft. > Acreage: 60 – 125 acres 	40 miles ¹²	300,000 w/in 12 miles	<ul style="list-style-type: none"> > Anchored by 3 or more large department stores w/ at least 75,000 sq. ft. each > Provides wide variety of shopping goods comparable to central business district of a major metropolitan area > Wide selection of retailers including general merchandise, apparel, home furnishings, a variety of services, and recreational facilities > Pulls from a wide radius due to depth & variety of tenant mix 	<ul style="list-style-type: none"> > Ikea 220,000 – 270,000 sq. ft. > Macy's 250,000 sq. ft. > Nordstrom, Inc 8,000 – 250,000 sq. ft. > Saks Fifth Avenue 20,000 – 200,000 sq. ft. > Lord & Taylor 90,000 – 110,000 sq. ft.

¹¹ "A Choice of Lifestyles", Oct 2005. Scholl, David C. and Robert B. Williams. <www.ULI.org>

¹² "The Changing Face of Value Retail," May 1996. Siegel, Laurence C. <www.ULI.org>

7.0 NATIONAL RETAIL TRENDS

Several trends have emerged in the changing retail market. Developers, retailers and service providers have been adjusting their real estate products to suit the market. These developments in the retail and shopping center industry include the following:¹³

- > **Fewer General Merchandise Chains:** The overbuilding of retail space has resulted to consolidation with chains shrinking or going out of business. The most recent merger include that of Sears-Kmart making the third largest retail chain after Wal-Mart and Home Depot.¹⁴ During the past five years, Ames has gone out of business and JC Penney has found itself struggling. Also seen in 2004 was the merger of Federated Department Stores and May Department Stores.¹⁵
- > **Wal-Mart Impacts Market:** Wal-Mart is the biggest retailer in the world. Its distribution network, use of technology and local store merchandising has allowed it to undersell its competitors. Wal-Mart's buying power has allowed it to expand to other types of retail products and services that include food, used cars and banking. Wal-Mart has developed mostly in rural and suburban areas because of its large big-box format.¹⁶ Wal-Mart's more upscale competitor, Target, has been reporting higher sales growth. Target has siphoned off wealthier Wal-Mart customers with its more attractive stores, hip marketing, and partnership with high-end designers. Retail analysts have commented that Target clients are not affected by higher gasoline prices and economic factors the way that Wal-Mart's core customers are. While Target may have the upper hand in terms of holiday sales, the outlook still looks good for Wal-Mart.
- > **Malls Face Difficulty:** University of Wisconsin estimates that 7% to 12% of all U.S. shopping malls are economically obsolete. Many retailers have opted for open-air shopping centers. The cost of operating a mall is considered more expensive with shared costs for lighting, heating, and security.¹⁷ Sears, one of the biggest mall anchors, is starting to build its strength away from malls with its recent merger with Kmart and conversion of some Kmart stores.¹⁸
- > **Open Air Centers Growing:** Not very many malls are being erected today. Contrary to this trend, more open-air centers are being built that are drawing customers away from malls. Two formats of open-air centers that are fast gaining ground are leisure time/lifestyle centers and

¹³ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business. Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

¹⁴ Renee DeGross, "Sears, Kmart merger to create nation's third-largest retail chain," November 18, 2004. Cox News Service.

http://www.reflector.com/money/content/shared/money/stories/0411/KMART_MERGE_1118_COX.html.

¹⁵ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005.

<http://www.stores.org/pdf/05JULYTOP100.pdf>.

¹⁶ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business, Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

¹⁷ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business. Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

¹⁸ Renee DeGross, "Sears, Kmart merger to create nation's third-largest retail chain," November 18, 2004. Cox News Service.

convenience/value centers. Lifestyle centers are generally occupied by upscale national specialty stores that focus on food, entertainment, music, books, home décor, etc. Customers are encouraged to socialize in a pedestrian-friendly environment.¹⁹ Convenience/value centers provide targeted shopping destinations for shoppers.

- > **Free Standing Retail Growing:** Retail experts estimate that 80% of new retail developments are free standing. These stores are built close to a Wal-Mart or another large store. Despite their proximity to other stores, they do not generate foot traffic that would generally be expected.²⁰
- > **Small Grocers Going Out of Business:** Many small grocers are impacted by the rise of superstores. Shopping center operators are hard pressed to find replacements for small supermarkets that have gone out of business.
- > **E-Commerce:** While many retail experts believe that e-commerce will not significantly affect shopping center sales due to high transaction costs; the 2004 holiday season saw Internet sales grow by 28%. Brick-and-mortar retail stores reported a modest 4% growth.
- > **Suburban Stores in the City:** Many big box and large retailers have started to operate in inner cities as the suburbs continue to be saturated. Many stores like Target choose formats with smaller footprints to fit downtown locations. In 2004 Home Depot opened two smaller stores in Manhattan.²¹
- > **Super Corner Store:** Retail experts forecast that new convenience store concepts will emerge that bring shopping closer to neighborhoods, combining grocery shopping, convenience retail, café dining and other services.
- > **Farmers Markets and Arts Markets:** Many communities are developing alternative shopping areas that sell local products, crafts, art, and fresh produce. Many farmers markets are open-air and operate only during certain seasons of the year. Crafts and arts markets are becoming mainstays for festivals and events in many communities.
- > **Direct Marketing and In-Home Shopping:** These include mail-order catalogues, TV shopping channels, and online shopping. Many busy professionals have turned to mail-order catalogues to purchase clothes and accessories, while books, videos, music and other goods are sold online through websites such as E-bay and Amazon. Studies have shown that the two biggest shopping

¹⁹ Gordon Wright, "Out of the box," **Building Design & Construction**, December 2003.

²⁰ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business, Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

²¹ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005. <http://www.stores.org/pdf/05JULYTOP100.pdf>.

channels, HSN and QVC, reach more than 107 million viewers²², bringing down the cost of goods through mass retailing.

The past several years have been witness to several different trends in the retail market. Mergers of large companies including department stores such as Macy's, Filene's, Marshall's, and Target have proved that even the large-scale retail operators are not as stable as the customer presumes. On the other end of the spectrum we see the ever-expanding network of Wal-Mart stores and expansions of already existing stores into the newer Wal-Mart Supercenters, increasing competition with supermarket chains. According to Retail Magazine's report on the Top 100 Retailers, the retail economy is strong, but there is always the threat of inflation. "Gasoline prices, the potential bursting of the housing bubble and continuing downsizing by industry are among the factors that could dampen consumers' appetites for spending."²³

²² Terri R. Shaeffer and Debbie Easterling, "Who is Really Watching Television Shopping Channels," <http://www.sbaer.uca.edu/research/1995>.

²³ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005. <http://www.stores.org/pdf/05JULYTOP100.pdf>.

8.0 GREYFIELDS

“Greyfield” is a relatively new term that was coined by the Congress for the New Urbanism (CNU) to describe, “economically obsolete shopping malls and other sites that offer large infill redevelopment opportunities.”

According to the “Greyfield Regional Mall Study” conducted by the Congress for the New Urbanism in 2001, the typical Greyfield Mall is 32 years old, has a gross leasable area (GLA) of under 0.5 million square feet, has a lower occupancy rate than neighboring healthy shopping centers, and is faced with significant competition (on average, 22 other retail centers) located within their trade area.

Sales Performance of Greyfield Malls

In 2001, PricewaterhouseCoopers conducted a study of approximately 2,000 regional shopping malls in the United State. Of the malls studied, roughly 19 percent were identified as either greyfield malls (those with annual sales per square foot of less than \$150) or vulnerable to becoming greyfields (shopping centers with sales of \$150-199 per square foot).

Classifications of Regional Malls		
Source: PricewaterhouseCoopers, 2001		
	Sales/Sq. Ft.	% All Regional Malls
Healthy	\$250+	54.0%
Viable	\$200-249	27.3%
Vulnerable	\$150-199	12.0%
Greyfield	< \$150	6.7%

The CNU followed up with a more in-depth study of the characteristics of Greyfield malls in 2001. The table below provides a summary of the descriptive statistics of a sample population of 698 regional shopping malls.

On average, those shopping malls that were classified as “healthy” had almost twice the Gross Leasable Area (GLA) of greyfield malls, were recently renovated, and had higher sales per square foot.

Descriptive Statistics by Mall Classifications Source: Greyfield Regional Mall Study, 2001		
Classification	Variable	Mean
<i>Greyfield</i>	Acres	45.96
	GLA	498,125
	Occupancy	84.56
	Sales	114.3
	Year Open	1968
	Expansion	1988
	Renovation	1991
	Stores	62.7
<i>Vulnerable</i>	Acres	54.49
	GLA	539,655
	Occupancy	82.85
	Sales	174.4
	Year Open	1971
	Expansion	1991
	Renovation	1992
	Stores	71.1
<i>Viable</i>	Acres	60.59
	GLA	650,246
	Occupancy	90.14
	Sales	219.2
	Year Open	1976
	Expansion	1991
	Renovation	1993
	Stores	84.2
<i>Healthy</i>	Acres	70.5
	GLA	906,301
	Occupancy	93.68
	Sales	321.3
	Year Open	1973
	Expansion	1999
	Renovation	1999
	Stores	123.7

8.1 POTENTIAL REASONS FOR MALL DECLINE

So why is it that some regional shopping malls have been able to retain their market share and are viewed as “healthy”, while other have fallen into the category of “Greyfields?” The Congress for New Urbanism, in their “Greyfield Regional Mall Study” identified the following potential reasons for a mall decline:

- > Changes in accessibility, infrastructure, and transportation corridors that effectively make older inner city and first-ring suburban malls less competitive.
- > Changes in urban economics – shifts in population and capital, and attention to increasingly distant suburbs.
- > Alterations to retail format over time – introduction of power centers and category killers.
- > Competition from newly constructed centers within 3 to 5 miles.
- > Changes in surrounding area household demographics – age of population, racial composition, household income.
- > Changes in the level of tenant commitment – unwillingness to sign long-term leases, creation of encumbrances that make it difficult to redevelop the property.
- > Poor facility management, lack of revenue to support necessary maintenance.
- > Other forces, i.e., anchor tenant bankruptcies/mergers, environmental stigma.
- > High private ownership may signal lack of capital to invest in renovations and/or expansions.

8.2 ASSESSMENT OF SITE AND MARKET CONDITIONS

In their report, “Malls into Mainstreets: an in-depth guide to transforming dead malls into communities,” the Congress for the New Urbanism recommends that communities considering redevelopment strategies for a failing mall conduct an assessment of the site and market conditions to assist them in their decision making process. Key factors to be considered include: market conditions, ownership and anchor tenant status, site and location factors, municipal and community capacity, and developer and lender capacity.

Market Conditions

One of the first factors a community should look at before entering into any mall redevelopment project are current market conditions. Market conditions include retail, housing and employment trends, population and employment growth, trade area statistics for the shopping center in question, recent mall performance (sales, occupancy rates), and retail competition within the trade area.

Ownership and Anchor Tenant Status

Decision-makers considering a mall reuse strategy, should work with the property owner to assess the following:

- > Who is the current owner of the property?
- > What is the owner’s assessment of the shopping center’s performance?
- > What is the current status of the mall’s anchor tenants?
- > How likely are the anchor tenants to reformat or upgrade their store?

Site and Location Factors

Site and location factors to consider when determining an appropriate mall reuse strategy include:

- > What is the size and location of the site?
- > What is the shopping center's proximity and visibility to the freeway?
- > Does the existing building and infrastructure support reuse?
- > Has the site's land value declined enough to make redevelopment feasible?

Municipal and Community Capacity

When assessing whether or not conditions are right to pursue a mall redevelopment project, the CNU recommends that community leaders ask these types of questions:

- > Is there community interest in the redevelopment project?
- > Is the Town willing and able to assume risk associated with financial and political support for the project?
- > Is the Town of Clarkstown ready to make the necessary policy and regulatory changes through planning and zoning to support the redevelopment strategy?
- > Does the community have adequate resources to be spend on community
- > Does the Town have staff that could be assigned to serve as a project manager to oversee the redevelopment project?

Developer and Lender Capacity

Finally, when considering mall redevelopment strategies, community leaders should assess the following:

- > Does the owner/developers redevelopment plan align with Clarkstown's vision for the site?
- > Does the developer have the financial capacity to carry the project through completion?
- > Does the developer have the ability to recruit and lease to local and national tenants?
- > Is the developer willing to involve the community in the planning process?

9.0 NATIONAL TRENDS IN THE REUSE AND REVITALIZATION OF OLDER MALLS

With the continued decline of traditional enclosed shopping malls in the United States, owners, developers and community leaders have been looking for ways to transform troubled shopping centers into regional attractions.

This section of the report examines the most popular national trends in the reuse and revitalization of older malls. These strategies include:

1. Mall Reinvestment
2. Mall Plus
3. Adaptive Reuse
4. Single Use Development
5. Lifestyle Center/Mixed-Use Town Center

9.1 MALL REINVESTMENT

One way to transform a failing retail centers into a “goldfield” is to give it a facelift. Many mall owners faced with the task of repositioning a declining shopping center choose to make improvements to the existing structure.

In the article, “Renovation and Repositioning of Shopping Centers,” published by the University of Wisconsin-Extension, the advantages and disadvantages of mall renovation reinvestment are discussed. According to the authors, the advantages of mall renovation, from an investor’s perspective, include:

- > Availability and use of existing prime real estate at a proven location
- > Established customer base
- > Suitable zoning in place
- > Lower construction costs
- > Faster turnaround
- > Established operating record
- > Anchor tenants can be offered more affordable rents

On the flip side, this strategy might not be the optimal solution for an investor’s point of view because the mall renovation might not fix the underlying problem of why the mall was under-performing in the first place. Other disadvantages of mall renovation include the fact that it may be difficult to optimize layout and design utilizing the existing structure, renovation costs can be difficult to estimate, the tenant mix may need to be changed, and it is difficult for existing retailers to operate while the building is under construction.

The Mall Reinvestment strategy is best suited for shopping centers located in stable or growing markets, where competing malls may have already invested in shopping center upgrades. Other key conditions include stable anchor tenants who are likely to reformat and/or upgrade, are visible from the freeway, and are located on a site of at least 50 acres.

Provided below are several examples of successful mall reinvestment projects.

Tanforan Shopping Center, San Bruno California

The Tanforan Mall underwent a 20 month, \$140 million dollar renovation project in 2004. The existing structure, with the acceptance of 4 exterior walls and three department stores, was demolished and gutted. The overall size of the building’s gross leasable area was increased by 10%, bringing the total mall size to 1.1 million square feet.²⁴



Source: www.bigmallrat.com

²⁴ David Koch, “Case Study: Tanforan Turnaround,” *Retail Traffic* (September 1, 2005).

Renovations included a new, more welcoming entrance, new colorful facades, and a new layout that increased the number of storefronts from 70 to 100. The newly renovated Tanforan Shopping Center was 90% pre-leased before the building opened in 2005.

Average household income for the Tanforan Shopping Center trade area was \$90,000.

University Mall, South Burlington, Vermont

Situated on a 52-acre site, the University Mall is the largest enclosed mall in the State of Vermont. The mall, which opened in 1979, was in need of renovation in order to remain competitive in the retail market.



Source: www.umallvt.com

In 2005, the mall underwent a multi-million dollar renovation. All construction was scheduled between the hours of 10:00 pm and 6:00 am to allow retail to continue uninterrupted during the redevelopment process. After the renovation project was complete, the mall's occupancy rate rose to 97%.²⁵ Today, the mall is home to over 70 nationally recognized retail shops with sales approaching \$400 per square foot.

The average household income of the trade area was \$62,354.

Colonie Center, Albany, NY

The Colonie Center Mall opened in 1966. The mall has undergone several renovations during the past forty years. These renovations have allowed the mall to stay current and retain its market share (8 million visits per year) despite increased competition.

When occupancy rates dropped to 82.6%²⁶ mall owners decided to participate in a hybrid project that combined the renovation of the existing enclosed shopping center with the addition of an open-air lifestyle center.



Source: Colonie Center

²⁵ "Complete Renovation: Off hours and on target – University Mall"
<http://www.finardproperties.com/casestudies.html> (February 2008).

²⁶ http://www.blackstone.com/news/press_releases/02-02-05.pdf

9.2 MALL PLUS

Another example of shopping center redevelopment that utilizes the existing mall structure is referred to as “Mall Plus.” This strategy allows the property owner to keep the existing mall intact while repositioning the mall through the addition of movie theaters, restaurants, offices, residences, or even a hotel.

“Mall Plus” is an appropriate redevelopment strategy for shopping centers that are experiencing a stable retail market, have relatively stable anchor tenants, and are located in a highly visible location.²⁷

Provided below is a list of “Mall Plus” project examples. In most cases, the shopping center owners were looking to enhance their existing assets, while providing additional dining and entertainment opportunities.

Harrisburg Mall, Harrisburg, PA

In 2007 the owners of the Harrisburg Mall completed the \$30 million renovation and repositioning of the super-regional Harrisburg Mall.

Additions to the site included the upscale Great Escape Theatres, sit down restaurants, and streetscape retail.



Source: Shopharrisburgmall.com



Source: wcities

Desert Sky Mall, Phoenix, AZ

In 2002, the owners of the struggling 1M sq. ft., 21-year old Desert Sky Mall revitalized the shopping center by re-evaluating their trade area.

The study identified that 70% of trade area was Hispanic. Mall owners responded by adding a Cinema Latino that featured first run movies with Spanish sub-titles, Latino specialty stores, and restaurants.²⁸

²⁷The Congress for the New Urbanism, *Malls into Mainstreets: An in-depth guide to transforming deal malls into communities*, 2005.

²⁸ Debra Hazel, “How Key Strategy Shift Saved Desert Sky Mall,” *Shopping Centers Today*, November 2004.

9.3 ADAPTIVE REUSE

A third current trend in mall redevelopment is “Adaptive Reuse.” In this redevelopment strategy, the physical structure of the mall or shopping center remains intact, but the use of the property changes. For example, several communities have chosen to abandon retail and turn their failing shopping centers into medical facilities, office parks or even public schools.

In an article published by the Tampa Tribune, Ed McMahon, a senior resident fellow with the Urban Land Institute (ULI), stated, “adaptive reuse consumes fewer resources than construction on undeveloped land. That often means lower costs for developers and centralized locations for tenants.”²⁹

According to research conducted by the CNU, the following conditions were present in successful adaptive reuse projects:

- > Existing market conditions indicate that there was a very limited for productive retail
- > Anchor are closed
- > Empty buildings available for potential reuse

Provided below are examples of successful adaptive reuse projects.

Port Holiday Mall, Galveston, TX

Prior to its renovation, the Port Holiday Shopping Center was a 30-year-old failing mall. In 1993, the mall underwent a three-year renovation program.

Today, the building is part of the University of Texas Medical Branch. The 170,000 square foot building now serves as Primary Care Pavilion, serving the needs of 240,000 patients per year.



Source:UTMB

²⁹ “Second Chances..” Simanoff, Dave. The Tampa Tribune. May 30, 2005.

Maryvale Mall, Phoenix AZ

The Phoenix city school district was faced with a growing student population, and no vacant land to build new facilities on.³⁰



The Maryvale Mall sat vacant for seven years before it was The school system invested \$13 million dollars to convert the vacant 450,000 square foot Maryvale Mall into state of the art educational facility that houses the Bret R. Tarver Elementary School, the Mark T. Atkinson Middle School, and a warehouse.³¹

East Lake Square Mall, Tampa Florida

The enclosed East Lake Square Mall opened in 1976, anchored by JC Penney and Montgomery Ward. By the mid 90s competition from the nearby Brandon Town Center led to decreased sales and loss of tenants.

In 1995, \$8 million dollar conversion to 910,608 sq. ft. office park outdated retail space now a Netp@rk.tampabay, a self-described “corporate supercenter.”



Source: Netp@rk.tampabay

³⁰ “Building Community: A Post Occupancy Look at the Maryvale Adaptive Reuse Project,” *Issuetrack* (February 2006).

³¹ George Homsy, “New Lives for Old Malls,” *Planning* (May 1999): 20-22.

9.4 SINGLE USE DEVELOPMENT

The single-use development model involves the demolition or grazing of an existing shopping center in order to make room for a single use development, such as big-box retail, an office park, development of garden apartments or condos, an entertainment complex, or civic facilities.

According to the Congress for the New Urbanism, single use development is typically used in those communities where a shopping center has been closed or is near closure, and a clear demand for the new use has been identified.



Tri-City Mall, circa 1970
Source: Malls of America

Tri-City Mall, Mesa, AZ

The vacant Tri-City Mall, originally built in 1968, was demolished to make way for a park-and-ride station for an area light rail line.

The City fronted the \$4.5 million necessary to buy and demolish the old mall. The City was reimbursed for project expenses through a county transportation sales tax increase.



Pioneer 360 Business Park
Source: Bob Moore Construction Company

Festival Marketplace Mall, Arlington, TX

The failed Festival Marketplace mall, which was originally constructed in 1970, was demolished in the fall of 2007 to make way for the 1.3 million square foot Pioneer 360 Business Park.

The City of Arlington provided \$3 million in incentives, assistance with infrastructure improvements, and fee waivers during construction. It is anticipated that the new Park will bring 350 new jobs to the City.

9.5 LIFESTYLE CENTERS/MULTI-USE TOWN CENTERS

Perhaps the fastest growing trends in mall reuse and revitalization is the emergence of the “Lifestyle Center” and the “Mixed-Use Town Center.” Both the lifestyle center and the mixed-use town center are designed to create a “main street” or downtown feel, but the primary difference between the two types of development the mixed-use town center includes an on-site hotel and/or residences.³²

Lifestyle Centers

The first lifestyle center opened in 1987 - The Shops at Saddle Creek in Germantown, Tennessee. Since then, lifestyle centers have been gaining in popularity. According to the ICSC, there were only 30 lifestyle centers in the United States in 2002, but by the end of 2004, that number had risen to 120.³³ Today, experts estimate that there are over 150 lifestyle centers nationwide.

Lifestyle Centers have been referred to as “retail specialty centers”, “open-air centers”, “anchorless centers” and “urban centers.” The International Coalition of Shopping Centers has identified the following characteristics that define a lifestyle center:

- > Located near affluent residential neighborhoods;
- > An upscale orientation;
- > An open air format;
- > Generally 150,000 to 600,000 square feet of Gross Leasable Area (GLA);
- > At least 50,000 square feet of national specialty shops; and,
- > Generally between 2 and 9 table-service restaurants.³⁴

Terry McEwen, president of the Tennessee-based developer Poag & McEwan stated “lifestyle centers are popular with mall operators because they’re cheaper to operate than a traditional mall.” According to McEwen, “The base rent for retailers may be the same as that in a mall but the average sales are higher, and the shared maintenance cost of the common areas is one-third of similar costs at a traditional mall.” McEwen estimates lifestyle center sales to be about \$400-\$500 per square foot versus \$330 a square foot at a traditional mall.³⁵

Multi-Use Town Centers

Mixed-use town centers are also growing in popularity, especially among the baby boomer population. The centers provide a diversity of housing options for those looking for alternatives to single-family suburban living. Residents of the new town centers are able to walk to services, restaurants, retail and entertainment from their apartment or condo.

The town centers provide 24-hour activity, which help supports the retail segment. This is a win-win for developers and a community’s tax base. In the 2005 article “The Future is in Town Centers,” the ISCS

³² <http://www.heraldtribune.com/apps/pbcs.dll/article?AID=/20070430/BUSINESS/704300329>




³³ <http://www.nareit.com/portfoliomag/06marapr/sector.shtml>

³⁴ “Unique Issues Presented by Lifestyle Centers”. 2007 ISCS Law Conference.

³⁵ Kevin Kenyon, “Will Lifestyle name put wind in anchorless centers’ sails?” *Shopping Centers Today* (June 1998).

reported that customers at an enclosed shopping mall spend approximately \$57.50 an hour, while customers at town center developments spend an average of \$84.00 an hour.³⁶

The following matrix provides a more detailed description and images of the Lifestyle Center, allowing the community to visualize the character of such type of retail development.

	<p>Bowie Towne Center, Maryland</p> <p>Most Lifestyle Centers seek to recreate the feel of Mainstreet, USA. Notice how the store frontages, landscaping, setbacks, sidewalks, angle-in parking, and village-scale street help evoke that feeling.</p>
	<p>Bowie Towne Center, Maryland</p> <p>The development and design of Lifestyle Centers focus on creating an experience that goes beyond mere shopping. Hence, office space and residential units are increasingly incorporated into the retail development. Upscale restaurants, cafes, and entertainment also make these desirable destinations.</p>
	<p>Rio Vista, San Diego, California</p> <p>Lifestyle Centers can be a 24-hour community by blending multiple uses, each supporting different activities throughout the day. Office workers patronize morning cafes, while shoppers visit during the day and Center residents live and play there during the evening. In higher density environments, area transit is a natural fit. Notice the zero setbacks, urban design elements, and pedestrian seating.</p>

³⁶ “Big mall owner sees its future in Town Centers.” *New Urban News* (June 2007).



Greenway Station, Middleton, Wisconsin

Human scale visual interest elements in Lifestyle Centers enable shoppers to interact and feel connected with the place. Big box retail centers often lack these elements. Notice here the brickwork, bollards, flower planters, storefront overhangs, and other architectural features.



University Village, Seattle, Washington

Parking, traffic flow and walkways are seamlessly integrated in Lifestyle Centers. Good design helps to diminish the often-hostile feel of parking lots at conventional retail developments. Here the use of lighting, bollards, sidewalk detailing, and crosswalks allows shoppers to safely share space with automobile.



Bridgeport Village, Tualatin, Oregon

Architectural details and outdoor amenities for shoppers are characteristic features of Lifestyle Centers. Notice the outdoor benches, open plaza, landscaping boxes, façade details and lighting. Water fountains and public artwork are also often featured in common areas such as these.

10.0 ASSESSMENT OF REUSE SCENARIOS

The matrix found on the following pages is designed to serve as a reference for community leaders who are confronted with a potential mall redevelopment project. The matrix was developed in 2005 by the Congress for the New Urbanism, and featured in the study, “Malls into Mainstreets: An in-depth guide to transforming malls into communities”.

Assessment of Reuse Scenarios Source: The Congress for the New Urbanism					
	Mall Reinvestment	Mall Plus	Adaptive Reuse	Single-Use Development	Lifestyle Center/Mixed-Use Town Center
Exiting Market Conditions	Stable or growing market for upgraded mall or other retail formats; other malls in market may have already invested in improvements of only moderate competitive value	Stable retail market with new competition four to five years away	Very limited market for productive retail, regional demand for low-cost, centrally located space	Limited or highly competitive market for mall based retail but conditions still favor big-box retail or other single use such as garden apartment, office district or community facility	Limited or highly competitive market for mall-based retail, amid regional population growth
Anchor Status	Anchors are likely to remain, reformat and/or upgrade	Some anchor tenants likely to remain, perhaps for short period	Anchors are closed; empty buildings available for potential reuse	Likely to lose anchor tenants with mall demolition, if not lost already	Likely to lose anchor tenants with mall demolition, if not lost already
Location	Freeway visibility or direct access is important; sites larger than 50 acres or in very enviable locations tend to be candidates for mall upgrades	High visibility location and 50-plus-acre site near freeway is a major bonus	Available parking is important; visibility and freeway access are far less important	Highly visible location on major arterials or near freeways may draw interest from big-box retail developers; otherwise freeway access less important	Visible site on major surface streets is important; present or future transit connections are a plus; site may be smaller than average for regional malls
Site Improvements	May include improved parking layout with landscaping, possibly a parking garage	Improved parking layout with additional landscaping and possible new streets	Minimal site improvements	New parking layout, possible new utilities, potential for limited new streets	New streets, new utilities, new public space, pedestrian connections, additional structured parking

	Mall Reinvestment	Mall Plus	Adaptive Reuse	Single-Use Development	Lifestyle Center/Mixed-Use Town Center
Municipal and Community Roles	Permit processing and potential financial assistance	Planning, review, PUD amendment, possible infrastructure assistance	Minimal as long as development is compatible with surroundings	Planning review, transportation analysis, possible investment in public facilities	Infrastructure assistance (including financial support), building and street code adjustments, new zoning district, planning review, possible active role in managing development
Developer and Lender Capacity	Standard leasing, property management and TI coordination arrangement retail competence	Owner or partner with retail competence and ability to develop non-retail space or re-lease land for new uses	Owner, developer, or government entity prepared to make minor improvements in exchange for lease commitments or recognized community benefit	Typical single-use developer	Often new owner/developer experienced with town center of urban mixed-use projects, ready to partner with local government
Readiness	Owners and anchor tenants ready to reformat with existing and new tenants	Identified demand for additional users	Building systems are intact or easily replaced	Though mall is closed or near closure, there is clear demand for new uses with adjusted land prices	Mall is closed or near closure; owners and community accept need for substantial physical changes to attract new tenants and add long-term community value; local government understands major effort required to achieve this vision

11.0 CASE STUDIES

For the purpose of this report, the following six mall redevelopment projects were selected for review:

- > **Mizner Park** – the first successful transformation of a greyfield into a thriving multi-use center focused around a public park.
- > **Eastgate Town Center** – the revitalization of a first generation enclosed mall into a town center.
- > Winter Park Village –
- > **Rackspace Data Center** – the adaptive reuse of the failed Windsor Park Mall into an office and data center complex.
- > **Mashpee Commons** – an example of the first retrofit of a suburban strip mall into a model New England town.
- > **Freehold Raceway Mall** – the revitalization of a super-regional shopping center located in an affluent New Jersey community.

11.1 BOCA RATON MALL - MIZNER PARK

Site History

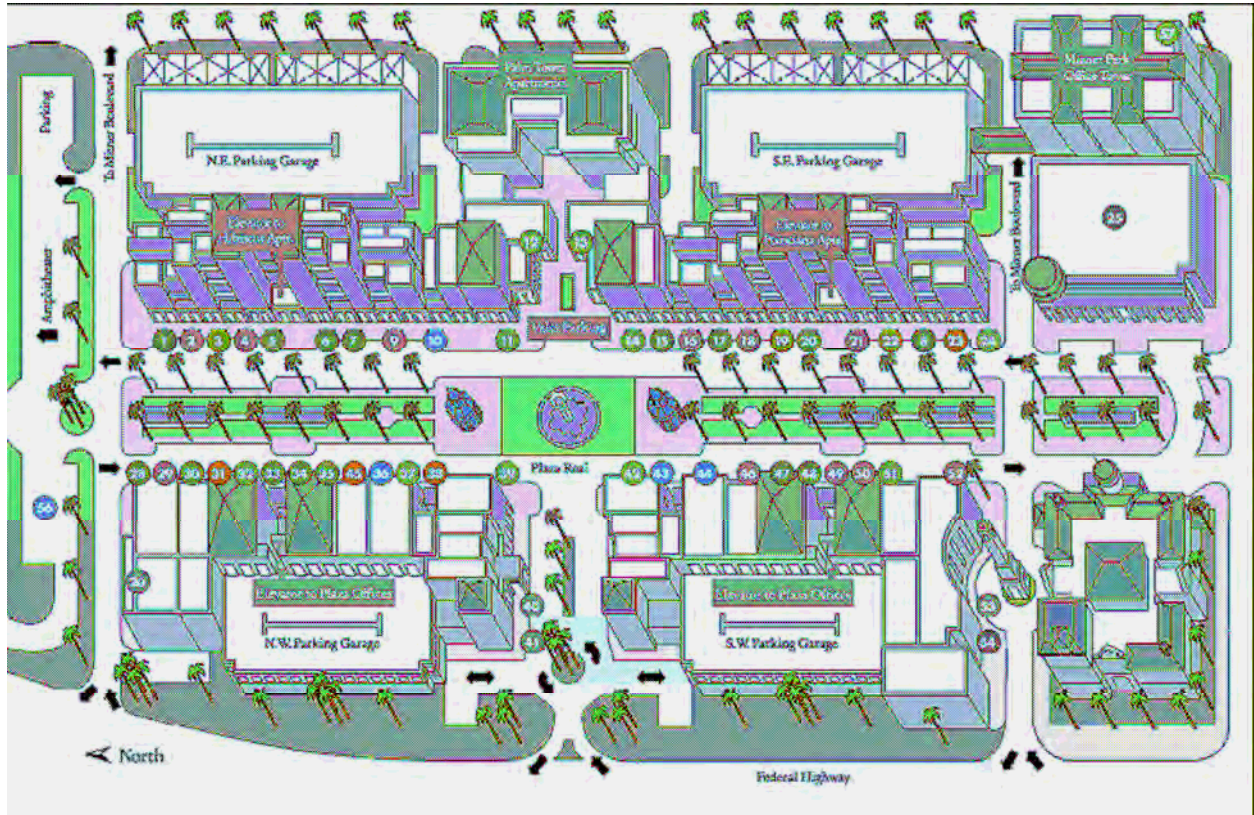
Mizner Park, located in Boca Raton, Florida, was one of the first large-scale mall redevelopment projects in America. The site was originally the home of the Boca Mall; a 430,000 sq. ft. enclosed regional shopping center that opened in 1974. The mall was a traditional, enclosed facility developed by Smathers, Pagginger and Aronovitz. The original anchor stores included Britt's and Jefferson's.

Issues the Shopping Center was Facing

Over the next decade, most of the new population growth in the region occurred to the west of the city. The shift in population, coupled with the opening of the new 1.3 million square foot Town Center at Boca Raton, led to a loss in market-share for the Boca Mall. By the mid-1980s, the mall was failing. The original anchor tenants had left and most of the in-line stores had gone out of business. As the mall declined, so did the downtown business district.

Redevelopment Program

Faced with the imminent closure of the Boca Mall, the city, along with a local real estate company, Crocker and Company, developed a plan to replace the existing mall with a mixed-use town center. The project was one of the first phase of the \$60 million project included a mix of office, retail and residential. The project features 236,000 square feet of retail space, 272 rental units, 260,000 square feet of office space, and cultural facilities including the Museum of Cartoon Arts.



Local Government Involvement

The development of Mizner Park was the first public-private mall redevelopment project in the United State. During a time when the rest of the country was focused on developing regional shopping centers, the City of Boca Raton held to its vision of revitalizing a failed downtown through the creation of mixed-use town center.

To help address the issues associated with the decline of the City's downtown, the Boca Raton Community Redevelopment Agency (CRA) was established in 1982. The Community Redevelopment Agency (CRA) issued \$56.5M in tax redevelopment bonds to support the redevelopment project. The Cityh has been rewarded for its efforts. In 2002, the City's tax rolls increased from \$150M to over \$350M as a direct result of the revitalization project.

11.2 EASTGATE MALL-EASTGATE TOWN CENTER

Site History

The Eastgate Mall, located on a 65-acre parcel near the City of Chattanooga, Tennessee, opened in 1962. It was the first regional shopping center in the area. The mall started out as an open-air facility with one anchor tenant, Miller Brothers. Three years later, a single-screen movie theater and two additional anchor stores, Loveman's and J.C. Penney, were added to the site.

In 1972, a new shopping center, Northgate Mall, opened nine miles down the road. In order to remain competitive, Eastgate Mall underwent another round of renovations to enclose the mall and create a climate controlled environment. Other improvements included the addition of two screens at the cinema. When the renovations were complete, the Eastgate Mall had a gross leasable area (GLA) of 650,000 square feet, making it one of Tennessee's largest shopping centers.³⁷

Issues the Shopping Center was Facing

In 1988, Hamilton Place Mall, a new super regional shopping center opened within five miles of Eastgate. Hamilton Place featured 1,145,000 square feet of gross leasable area (GLA), 160 retail stores, and provided customers with easier access from the region's two Interstates. Eastgate quickly found itself losing its share of the retail market to the new mall. Too small and outdated to attract profitable retailers, the mall's occupancy rate dropped to 27% in the late 1990s.



Businesses like Blue Cross Blue Shield of Tennessee relocated to the new Center
Source: EastgateTownCenter.com

Redevelopment Program

The Fall 2000 Sprawl Report issued by the Sierra Club, reported that one of the first steps in Eastgate Mall's revitalization happened in 1997 after AT&T announced that it was moving one of its call centers into the old Miller Brothers store. Local officials invited community residents and business owners to participate in a weeklong planning process to discuss a revitalization of Eastgate Mall that included retail, office space and residential units.³⁸

Today, the Eastgate Town Center is an 848,367 square foot mixed-use development with a "Main Street" feel. The plan included a new town center with tree-lined streets, pedestrian walkways, and a 40,000-square-foot Town Common.

³⁷ [http://en.wikipedia.org/wiki/Eastgate_Mall_\(Chattanooga\)](http://en.wikipedia.org/wiki/Eastgate_Mall_(Chattanooga)) AND <http://mall-hall-of-fame.blogspot.com/2006/11/eastgate-mall-brainerd-road-east-and.html>

³⁸ "Eastgate Town Center: Smart Growth Revives an Ailing Mall" Sierra Club Fall 2000 Sprawl Report

Business such as Blue Cross Blue Shield, AT&T, Prudential, Merstar and Cigna relocated to the new Center. Together, these employers have raised occupancy rates at Eastgate to 90% and have brought 4,000 to 5,000 jobs to the community. The Center also houses a branch of the Chattanooga State Technical Community College, a senior citizen recreation center, and several national retail chains.

Local Government Involvement

Approximately \$30 million dollars in capital has been reinvested into the Eastgate Town Center project. Of that amount, the City of Chattanooga contributed \$285,000 toward the planning of the Eastgate Town Center and the construction of a 40,000 square foot green, referred to as the Town Common.

11.3 WINTER PARK MALL - WINTER PARK VILLAGE

Site History

The Winter Park Mall was a 400,000 square foot shopping center in downtown Winter Park, approximately 10 miles north of downtown Orlando, Florida. When it opened in 1963, Winter Park was the first enclosed shopping center in the region. Surrounding the site were strip retail centers and low-density housing. The mall was easily accessed via Interstate 4, located approximately two miles away.

Issues the Shopping Center was Facing

In 1974, the a new shopping center, the Altamonte Springs Mall, opened within 5 miles of Winter Park. This, coupled with competition from a newly renovated downtown commercial center, led to the mall's decline during the 1980s. By 1996, the mall's occupancy rates dropped to a low of 30%. It was at that time that the owner began consolidating ground leases.

Redevelopment Project

In 1997, a local developer, the Don Casto Organization, proposed to convert the failing shopping center into a big-box "power center." City leaders feared that this proposal ran counter to their vision for their downtown and hired a team of consultants led by Dover, Kohl & Associates to develop an alternative plan.

The consulting team proposed that the site be developed as a multi-use town center. Winter Park Village, which opened in 2000, features 322,000 square feet of retail, 120,000 square feet of office space, 58 loft residential units, and civic space including a small park. The Village also includes a fitness center, a movie theater and supermarket.

Local Government Involvement

City leaders had a vision to develop an urban village on the site of the failed Winter Park mall. Instead of accepting the developer's original proposal to convert the mall into a big box power center, they hired a consulting team and worked closely



Source: Casto Lifestyle Properties

with the developer through a charretting process to ensure that their vision was achieved.

11.4 WINDSOR PARK MALL TO IT FACILITY

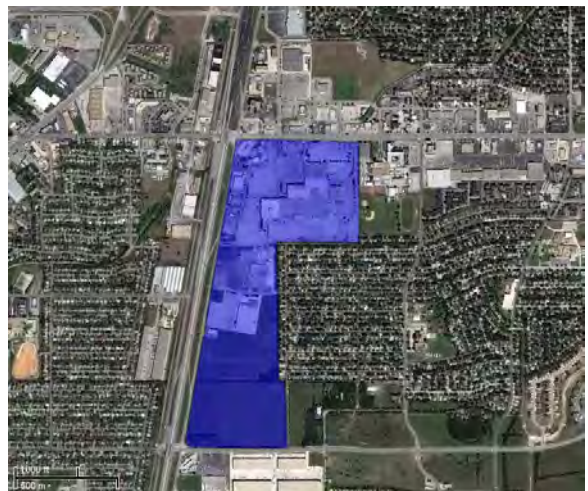
Site History

The Windsor Park Mall was a 747,386 square foot enclosed shopping center located in San Antonio, Texas. When it opened in 1976, 90 of its 116 stores had been leased, and the remaining stores were occupied within three months.

Issues the Shopping Center was Facing

In 1989, Windsor Park faced competition with the opening of the Rolling Oak Mall, located 9 miles away. In order to retain market-share, Windsor Park remodeled the building's interior adding new skylights, fountains, and marble floors. The exterior of the mall was not included in the renovation efforts.

Despite the mall reinvestment, Windsor Park began to fail during the 1990s. The customer base dropped and several of the mall's major department anchor stores closed after a number of gang-related shootings were reported near the site. The increase in crime, coupled with the relocation of a VIA Park and Ride facility, led to the malls decline. In 2002, the property's owner, Simon Company, sold the property to Whichard family.



Windsor Park Mall site

In 2003, community leaders decided that the Windsor Park Mall could not be resurrected as a super regional center. A team of real estate and economic development experts was brought in to look at alternatives for the mall site. The team evaluated the site for various uses, including housing, an educational institution, retail, office space, and industrial. They concluded that the mall site was too large to support any one of the aforementioned sectors, and that the highest and best use of the property would be for a large-scale public facility, such as a hospital or educational training facility, to be located on the site to support existing retail.³⁹

Redevelopment Project

In 2005, the last anchor store at Windsor Park Mall left, and the mall was forced to close. The building sat vacant for two years, until Rackspace, a San Antonio based IT hosting company, announced that it was going to relocate to the abandoned facility. The company invested \$100M to convert the existing structure, stating that the cost to convert the building was approximately \$200 per square feet, which was half the cost of building from the ground up.

³⁹ Chuck McCollough, "Walzem corridor's rebirth hinges on mall," *San Antonio Express News*, 2 February 2005.

Rackspace signed a 30-year lease and stated that the project would relocate 1,500 employees to the new site, and would create 4,000 – 5,000 high paying jobs over five years.

Local Government Involvement

The City of San Antonio worked proactively to first clean up the crime on the project site. Additional police were brought in to patrol the area, thus reducing the incidence of gang violence.

As part of a larger planning effort, the City hired consultant Andres Duany, a leader in the New Urbanist movement, to lead a public one-week charrette to discuss the development of 303 acres adjacent to the mall property.

Finally, the City sought financial assistance from the State of Texas to secure Rackspace Managed Hosting as a tenant for the Windsor Park Mall site. The City was able to secure \$22M in Texas Enterprise funds to assist with the building renovations.

11.5 FREEHOLD RACEWAY MALL

Successful super-regional shopping center expands market share through expansion and renovation project. Created hybrid center that combines a traditional enclosed venue with an open-air lifestyle center.

Site History

The Freehold Raceway Mall is a super-regional shopping center located in the upscale Monmouth County, New Jersey. The mall, which opened in 1990, was a traditional 1.5M square foot enclosed shopping center located at the intersections of Routes 333, 9 and 357. The shopping center featured over 200 stores and 5 anchors.

Issues the Shopping Center was Facing

Based on the assessment factors identified by the Congress for the New Urbanism, the Freehold Raceway Mall was an ideal candidate for a Mall Reinvestment project. The mall is located in a highly visible location with easy access to major transportation routes. The mall's trade area demographics are strong, with an average household income above \$88,357 and a projected five-year growth rate of 6.5%.⁴⁰

Redevelopment Program

To expand their market share, the Freehold Raceway Mall underwent a renovation project that included resulted in a hybrid center that combines a traditional enclosed mall with an open-air lifestyle center. Interior renovations to the existing structure included a new color scheme, lighting, floor tiles, seating and a children's play area. The building expansion features a 96,000 square foot lifestyle center that features nine upscale retailers, restaurants, pedestrian areas, and a "main street" façade.

Upon project completion, the mall now measures 1,676,422 square feet, making it one of the largest shopping centers in New Jersey.



New Lifestyle Center at Freehold Raceway Mall
Source: Freehold Raceway Mall.com

Local Government Involvement

Local government involvement in the Freehold Raceway Mall project was limited. The renovation project fell within the property's current zoning requirements, but did require a full site plan approval prior to the start of construction.⁴¹

⁴⁰ Claire Marie Celano, "Freeway Raceway Mall announces plans to expand," *Tri-Town News*, 28 September 2006.

⁴¹ Ibid.

11.6 NEW SEABURY SHOPPING CENTER - MASHPEE COMMONS

Site History

The New Seabury Shopping Center, located on a Cape Cod highway, was a conventional suburban strip mall built in 1960. The tenants of the 65,000 square foot center included a grocery store, a home furnishing/hardware store, a bank and a restaurant.⁴²



New Seabury Shopping Center circa 1960s

Source: WalkableStreets.com

Issues the Shopping Center was Facing

During the 1970s while the rest of Cape Cod was experiencing a construction boom, development in the Town of Mashpee was limited due to a protracted land ownership suit by the Wampanoag Indian Council. The lack of growth in the town ultimately led to the strip mall's decline during the 1980s.

Redevelopment Program

The Town of Mashpee lacked a downtown. Recognizing this, the shopping center property owner and developer, Arnold B. Chase, hired the New Urbanist firm of Duany Plater-Zyberk & Company in 1988 to assist them in developing a pedestrian-scaled mixed use urban center on the strip mall site. The team came up with a 25-year plan that would turn the shopping center into a model New England town.

Today, Mashpee Commons is a three-block long downtown core that is interconnected to six nearby residential neighborhoods. The Commons features a variety of national and regional stores, specialty shops, residential units, a church, movie theater, and civic buildings including a post office, fire and police departments, and a public library.

⁴² Dom Nozzi, "Mashpee Commons," <http://www.walkablestreets.com> (February 2008).

Local Government Involvement

The Maspee Commons project was privately funded. Planners conducted a series of town meetings worked closely with the property owner/developer to make the necessary site plan and zoning adjustments.



Source: Mashpee Commons Master Plan

Section 5: Housing Strategies

Section 5

1.0 INTRODUCTION

Like most communities located at the outskirts of the New York Metropolitan Area, Clarkstown is experiencing pressures to build residential units that will cater to the growing number of residents moving out of New York City. This outward movement to the suburbs has resulted in higher housing costs and exacerbated the need for more of both affordable and workforce housing in Clarkstown, in addition to increasing pressures to develop more residential sites. A diverse economy requires a workforce that includes a range of highly paid Professional/ Managerial/ Technical occupations to lower-paid Service-oriented and Manufacturing positions. The issue of providing workforce housing is essential in sustaining a viable economy for the community. It is also an issue that relates to the elderly, as well as to young graduates and starting families.

This section builds on the housing inventory conducted in Section 1: Economic Inventory, and provides a housing analysis to determine housing affordability for both homeowner and rental units based on the income profile of the community's residents. The findings from this analysis resulted in specific policy guidelines regarding housing development to increase housing diversity to cater to different sectors of the community.

2.0 EXISTING HOUSING SUPPLY

2.1 HOUSEHOLD INCOME CHARACTERISTICS FOR THE TOWN OF CLARKSTOWN

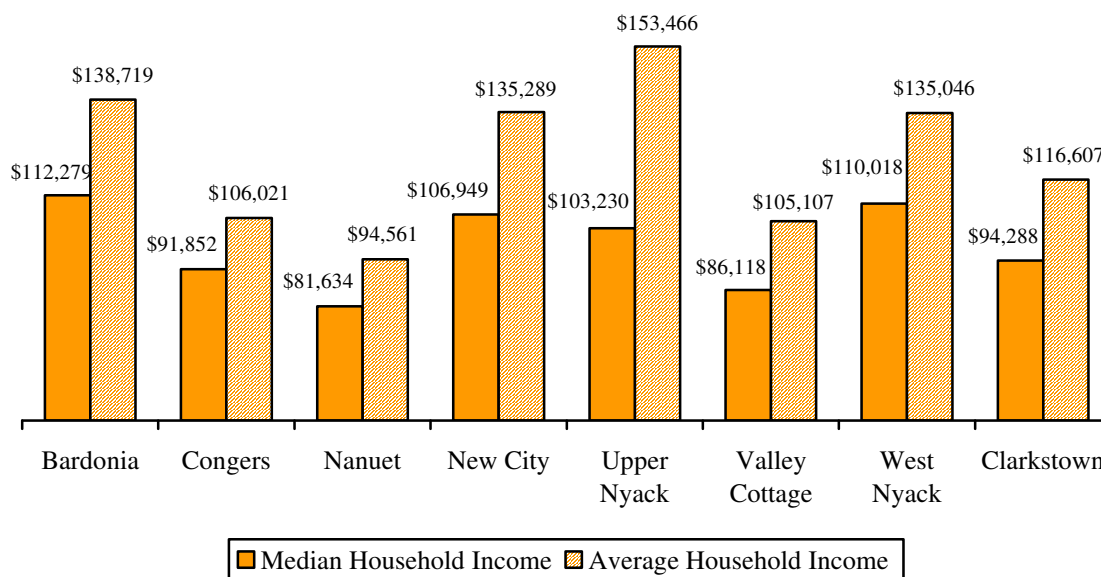
The median household incomes and per capita incomes for the Village of Upper Nyack and all other geographic subsets of the Town, and the Town itself are depicted in the accompanying charts and tables.

Bardonia, New City, West Nyack and the Village of Upper Nyack seem to be the portions of the Town with the highest household income levels. On the other hand, Congers, Nanuet and Valley Cottage have median household levels lower than that of the Town.

The average household incomes in each study area are much greater than that of each area's median household incomes. This indicates the presence of substantial income gaps within each area under study. Income gaps are reflective of numerous households with greater household incomes, thus skewing the average household income to reflect higher income levels. The widest income gap under study is in the Village of Upper Nyack, where the median household income is 67.3% of, or over \$50,000 less than, the average household income. However, there are still significant income gaps in other parts of Clarkstown, beyond the boundaries of the Village.

**Household Income Characteristics,
Town and Subsets of Clarkstown: 2007**

(Source: EASI Demographics)



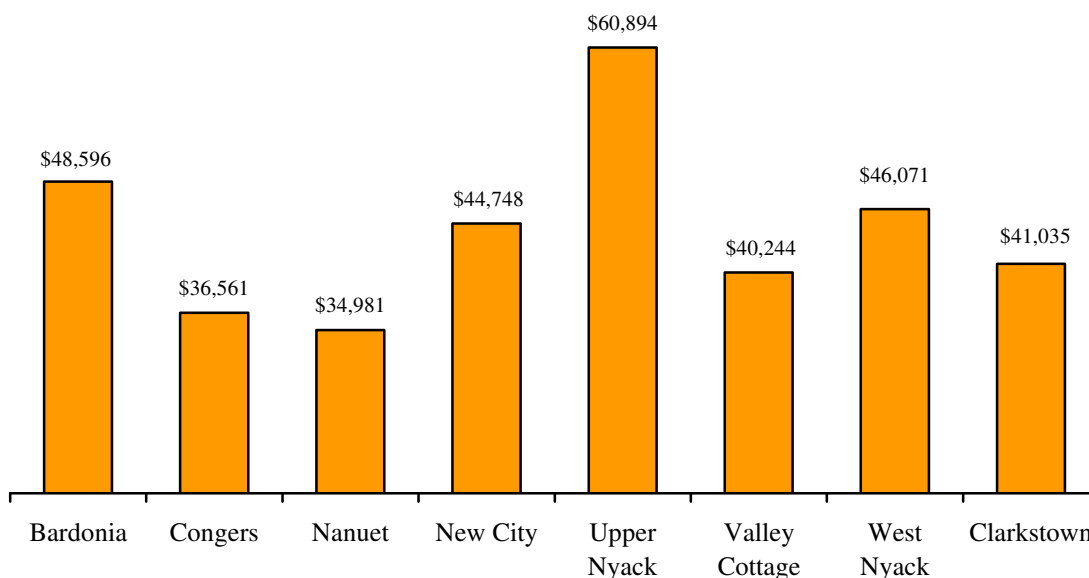
Household Income Characteristics, Town and Subsets of Clarkstown: 2007 (Source: U.S. Census Bureau; EASI Demographics)								
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
Median Household Income	\$112,279	\$91,852	\$81,634	\$106,949	\$103,230	\$86,118	\$110,018	\$94,288
Average Household Income	\$138,719	\$106,021	\$94,561	\$135,289	\$153,466	\$105,107	\$135,046	\$116,607
Per Capita Income	\$48,596	\$36,561	\$34,981	\$44,748	\$60,894	\$40,244	\$46,071	\$41,035
Individuals Below Poverty Level (2000)	63	239	861	928	62	246	85	3,060
% of Total Population (2000)	1.4%	2.9%	5.2%	2.7%	3.3%	2.7%	2.6%	3.7%

2.2 PER CAPITA INCOME FOR THE TOWN OF CLARKSTOWN

The 2007 per capita income levels for the town and subsets of Clarkstown are reflective of the median household income levels seen within each geographic study area. At nearly \$58,000 per capita, incomes in the Village of Upper Nyack are much greater than those found within each study area. Likewise, and reflective of the relatively higher median and average household incomes, Bardonia, New City and West Nyack also have high per capita incomes. Conversely, Congers, Nanuet and Valley Cottage all have lower per capita incomes than the Town as a whole.

Per Capita Income, Town and Subsets of Clarkstown: 2007

(Source: EASI Demographics)

**3.0 HOUSEHOLD INCOME**

While median household income and per capita income help depict the financial state of a neighborhood, the poverty levels are what actually determine whether or not there is economic hardship or need. Poverty is measured by federal thresholds and the income that is associated with these thresholds. The official definition uses 48 thresholds that take into account family size, ranging from one to nine people, and the presence and number of family members under 18 years old. Seen as a major discrepancy, poverty thresholds are not adjusted for regional, state, or local variation in the cost of living.

As of 2000, the poverty threshold ranged from \$7,990 for one person over 65 years old to \$37,076 for a family of nine people or more with one related child under 18 years old. Each additional person over 18 years old added to the family unit increases the poverty threshold by approximately \$3,000 to \$5,000, however, each related child under 18 years old decreases the threshold by a slight amount¹. For the purpose of this analysis, the individuals that are below the poverty level pertain to those people who do not generate enough income to reach these aforementioned thresholds.

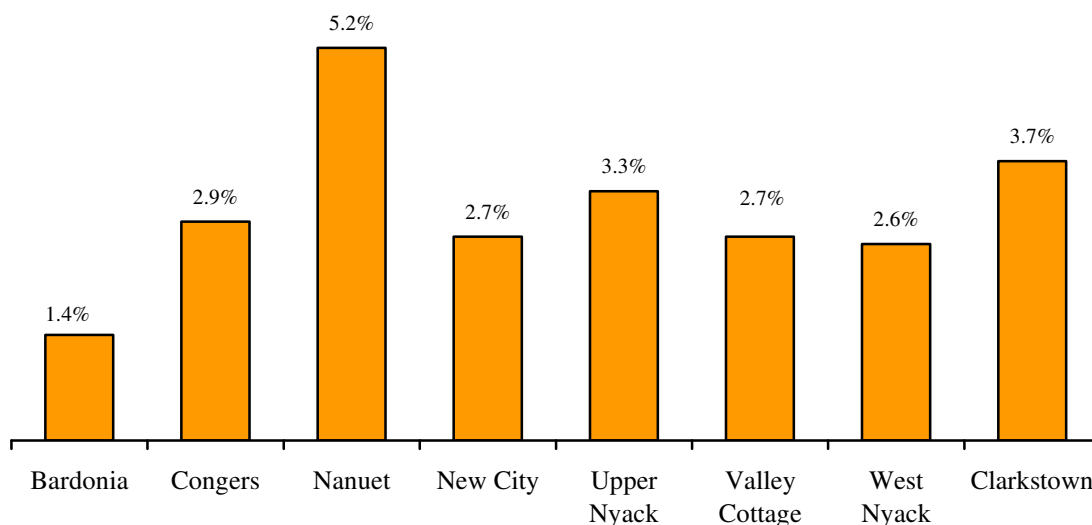
Similar to household and per capita incomes, the level of poverty varies between and throughout the Town and the subsets of Clarkstown. Bardonia is the hamlet in Clarkstown with the smallest percentage of its population below the poverty level. Congers, New City, Valley Cottage and West Nyack all have less than 3% of their population below this level. These low levels of poverty are not surprising in New City or West Nyack; the median household incomes and the per capita incomes in these hamlets are relatively higher than those seen in other areas under study. The low poverty levels in both Congers and Valley

¹ U.S. Census Bureau, 2000

Cottage, on the other hand, are quite surprising. The two hamlets have rather low median household incomes and per capita incomes when compared to all other areas under study. Although they may not be deemed so, it is likely that many more persons are actually living in poverty due to the inflated cost of living throughout Clarkstown. A look at the HUD-Area Median Family Income (HAMFI) levels depicts a more accurate profile of those families that are extremely low-income.

**Percent of Population in Poverty,
Town and Subsets of Clarkstown: 2000**

(Source: U.S. Census Bureau)



3.1 HOUSEHOLD INCOME DISTRIBUTION

A distribution of household incomes in each geographic area reflects similar trends as were seen when examining household and per capita income levels. As of 2007, only 4.6% of the households in the Town have incomes below \$15,000. On the contrary, over 46% of the Town's households have incomes in excess of \$100,000. The household income distribution found within each of the Town's subsets mirrors the trends among median household and per capita incomes. Bardonia, New City, Upper Nyack and West Nyack have a higher percentage of households with income over \$100,000. This is reflective of the higher median household incomes, average household incomes, and per capita incomes, as well as the relatively lower percent of the population in poverty found within each of these geographic areas.

Household Income Distribution, Town and Subsets of Clarkstown: 2007

(Source: EASI Demographics)

	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
Less than	96	133	413	353	55	125	47	1,343

\$15,000	6.5%	4.7%	6.3%	3.2%	7.7%	3.4%	4.1%	4.6%
\$15,000 - \$24,999	76	79	361	366	24	137	32	1,159
\$25,000 - \$34,999	5.2%	2.8%	5.5%	3.3%	3.3%	3.7%	2.8%	4.0%
\$35,000 - \$49,999	45	160	398	424	33	195	57	1,422
\$50,000 - \$74,999	3.1%	5.6%	6.0%	3.9%	4.6%	5.3%	5.0%	4.9%
\$75,000 - \$99,999	69	247	636	689	58	374	67	2,351
\$100,000 - \$149,999	4.7%	8.7%	9.6%	6.3%	8.1%	10.2%	5.9%	8.1%
\$150,000 - \$199,999	170	486	1,185	1,496	92	724	133	4,642
\$200,000+	11.6%	17.1%	18.0%	13.6%	12.8%	19.8%	11.7%	15.9%
\$25,000 - \$34,999	196	471	1,140	1,748	85	624	175	4,729
\$35,000 - \$49,999	13.3%	16.6%	17.3%	15.9%	11.9%	17.0%	15.4%	16.2%
\$50,000 - \$74,999	342	673	1,544	2,817	168	848	264	7,025
\$75,000 - \$99,999	23.2%	23.7%	23.4%	25.6%	23.4%	23.1%	23.3%	24.1%
\$100,000 - \$149,999	233	338	559	1,375	79	337	184	3,232
\$150,000 - \$199,999	15.8%	11.9%	8.5%	12.5%	11.0%	9.2%	16.2%	11.1%
\$200,000+	244	258	355	1,744	123	301	176	3,228
	16.6%	9.1%	5.4%	15.8%	17.2%	8.2%	15.5%	11.1%

3.2 HUD – INCOME CLASSIFICATIONS

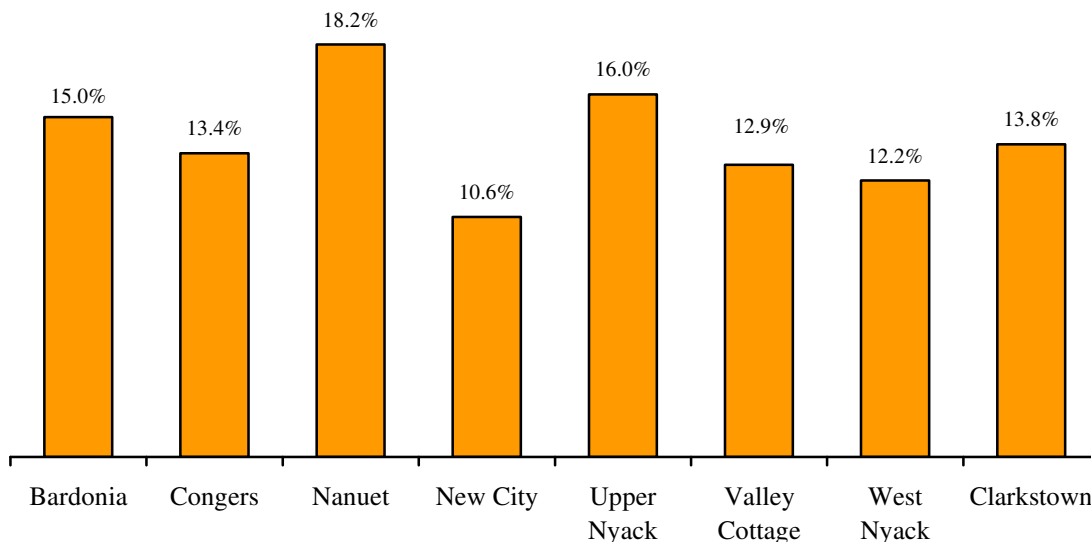
The HUD-Area Median Family Income (HAMFI) is often used to determine eligibility for many federal and state programs. The Department of Housing and Urban Development (HUD) classifies households into the following categories:

- > Extremely Low-Income: ≤ 30% HAMFI (≤ \$21,390)
- > Low-Income: 31% to 50% HAMFI (\$21,390 to \$35,650)
- > Moderate Income: 51% to 80% HAMFI (\$35,650 to \$57,040)
- > Middle Income: 81% to 95% HAMFI (\$57,040 to \$67,735)
- > All Other Income: > 95% HAMFI (> \$67,735)

In 2007, Rockland County’s HUD-Area Median Family Income (HAMFI) is \$71,300. This figure is used to determine household income classification for the Town of Clarkstown, including the Village and other subsets of the Town. As was the case with household and per capita incomes, there is much variation among residents throughout the Town. Only 13.8% of the households could be considered extremely low-income or low-income by the standards set for Rockland County, earning less than or equal to \$35,650 per year. A greater share of extremely low- and low-income households exists in Bardonia, Nanuet and Upper Nyack, when compared to the Town as a whole. However, it is important to note that the majority of households within the Town and each of its subsets – ranging from 59.8% in Nanuet to 73.8% in West Nyack – have income exceeding 95% of the County’s HAMFI.

**Extremely Low- and Low- Income Households,
Town and Subsets of Clarkstown: 2007**

(Source: 2007 HUD-Area Median Family Income; EASI Demographics)



Distribution of Households by Income Cohort, Town and Subsets of Clarkstown: 2007

(Source: 2007 HUD-Area Median Family Income; EASI Demographics)

	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
Extremely Low-Income	145 9.8%	183 6.4%	644 9.8%	587 5.3%	70 9.8%	213 5.8%	67 5.9%	2,084 7.2%
Low-Income	75 5.1%	199 7.0%	556 8.4%	586 5.3%	44 6.2%	261 7.1%	71 6.3%	1,941 6.7%
Moderate-Income	114 7.7%	373 13.1%	942 14.3%	1,081 9.8%	81 11.4%	562 15.3%	102 8.9%	3,557 12.2%
Middle-Income	73 4.9%	208 7.3%	507 7.7%	640 5.8%	39 5.5%	310 8.5%	57 5.0%	1,986 6.8%
All Other-Income	1,064 72.4%	1,881 66.1%	3,942 59.8%	8,119 73.7%	482 67.2%	2,320 63.3%	838 73.8%	19,563 67.2%

3.3 HOUSING CHARACTERISTICS, OCCUPANCY AND TENURE

While the Town has experienced an overall increase of 4.9% in the number of housing units between 2000 and 2007, there are substantial variations in this trend throughout the different portions of the Town. Not surprisingly, Nanuet and Valley Cottage were the two hamlets that saw significant growth in the number of housing units, increasing by 9.9% and 9.1% respectively. These sections of the Town were among those with the largest population growth and the growth in the number of households during the

1990s and the projections through 2012. However, these are also two of the Town's subsets with relatively lower per capita and household incomes.

Conversely, Bardonia, Upper Nyack and West Nyack saw minimal growth, increasing by 1.4%, 0.3% and 1.3% respectively, and New City actually saw a decrease in the number of housing units, with the number of units falling by 0.3% over the seven-year period. These sections of the Town were among those with the least population growth and growth in the number of households – both during the 1990s and the projections through 2012. In addition, these are the Town's subsets with relatively higher per capita and household incomes. Given this data, it is likely that sections of Clarkstown, such as New City and West Nyack, may have become unaffordable. Reflected in the recent growth patterns, other subsets of the Town including Nanuet and Valley Cottage, may still be an attractive and affordable option for residents in the Town.

Housing Characteristics, Town and Subsets of Clarkstown: 2007										
(Source: U.S. Census Bureau; EASI Demographics)										
	Number of Units		Occupied		Vacant		Homeowners		Renters	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Bardonia	1,468	1,489	98.8%	98.8%	1.2%	1.2%	85.6%	85.9%	14.4%	14.1%
Congers	2,743	2,894	98.3%	98.3%	1.7%	1.7%	85.8%	85.4%	14.2%	14.6%
Nanuet	6,134	6,739	97.4%	97.8%	2.6%	2.2%	70.9%	72.1%	29.1%	27.9%
New City	11,161	11,129	98.8%	98.9%	1.2%	1.1%	90.7%	91.3%	9.3%	8.7%
Upper Nyack	732	734	97.3%	97.7%	2.7%	2.3%	86.9%	87.6%	13.1%	12.4%
Valley Cottage	3,410	3,720	98.2%	98.5%	1.8%	1.5%	82.2%	76.6%	17.8%	23.4%
West Nyack	1,132	1,147	97.8%	99.0%	2.2%	1.0%	88.5%	90.3%	11.5%	9.7%
Clarkstown	28,220	29,597	98.1%	98.4%	1.9%	1.6%	82.0%	82.4%	18.0%	17.6%

A community's housing stock and owner to renter ratio is a strong indicator of its stability. Typically, a homeowner is more attentive to property maintenance, and tends to remain in their home for a longer period of time than a renter. This, in turn, reduces the amount of turnover in a neighborhood. These and other factors contribute to the level of investment in a neighborhood, and ultimately contribute to the value and character as well.

There has been a minimal increase in the number of homeowners in Clarkstown between 2000 and 2007, resulting in a slightly lower percentage of the Town's residents who rent their homes. The majority of the Town's subsets – Bardonia, Nanuet, New City, Upper Nyack and West Nyack. – also witnessed a slight increase in their homeownership rate. Valley Cottage, on the other hand, saw considerable growth in the portion of the Town who rents. This indicates the likeliness that many of the hamlet's 310 new housing units, between 2000 and 2007, were rental units.

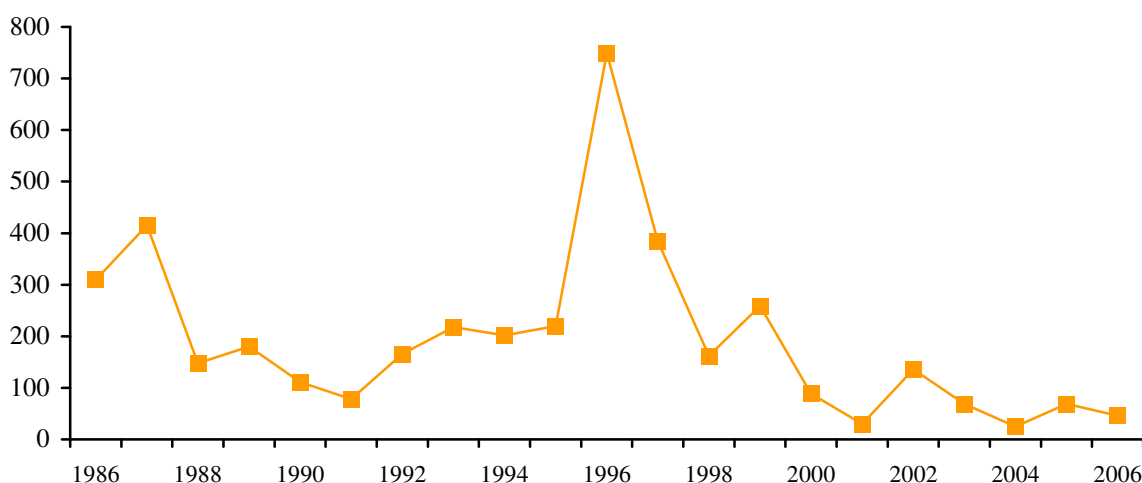
The number of both occupied and vacant units in 2007 has essentially remained unchanged from their 2000 rates – in the Town and within each of the Town's subsets. Each geographic area under study experienced either no change in tenure, or a slight decrease in the vacancy rate over the seven-year

period. This indicates that the housing market may be beginning to contract, which could be indicative of a future lull or lessening demand in the region's housing market. There is likely to be an abundance of housing options for existing and future residents. In addition, there may be a perception that additional housing is still needed, but in reality, the housing market has likely loosened.

1.7 RESIDENTIAL BUILDING ACTIVITY

Residential building permit data indicates fluctuations in building permits during the time period from 1986 to 2006. As seen in the accompanying graph, building activity peaked in 1987, with 415 building permits issued. Residential building activity declined over the next four years, and then proceeded to increase to a 20-year high in 1996 of nearly 750 building permits. Over the past ten years, residential building activity has steadily declined, with smaller peaks occurring in 1999 and 2002.

Residential Building Activity, Town of Clarkstown: 1986-2006
(Source: State of the Cities Data Systems Building Permits Database, via HUD USER)



The number of building permits issued each year in the Town provides a sense of the actual amount of development occurring. Examining the number of approved lots and lots in the pipeline can also help to identify the potential for future residential growth in Clarkstown. However, it should be noted that in some cases, approved lots are not always developed. A number of factors may influence the actual development of an approved lot, including land suitability and market demands.

The following table highlights the types of residential building permits issued between 2000 and 2007. As evidenced in the table, recent residential development within the Town has primarily focused on single-family units, with the exception of the 106 units of multi-family housing in 2002.

Growth in the number and type of residential building permits each year further reflects population expansion and migratory patterns. Although growth continues to occur within the Town, it is at a much slower rate than what was experienced in the 1980s and 1990s. For the eight years under study, the number of permits granted in one year did not drop below 25, and the seven-year average was just over 62 total units.

Building Activity, All Residential Units, Town of Clarkstown: 2000-2007 (Source: State of the Cities Data Systems, Building Permits Database, via HUD USER)			
	Single-Family Units	Multi-Family Units	TOTAL UNITS
2000	89	0	89
2001	30	0	30
2002	30	106	136
2003	29	40	69
2004	25	0	25
2005	69	0	69
2006	46	0	46
2007	21	10	31
Total Units: 2000-2007	339	156	495
Annual Average			62

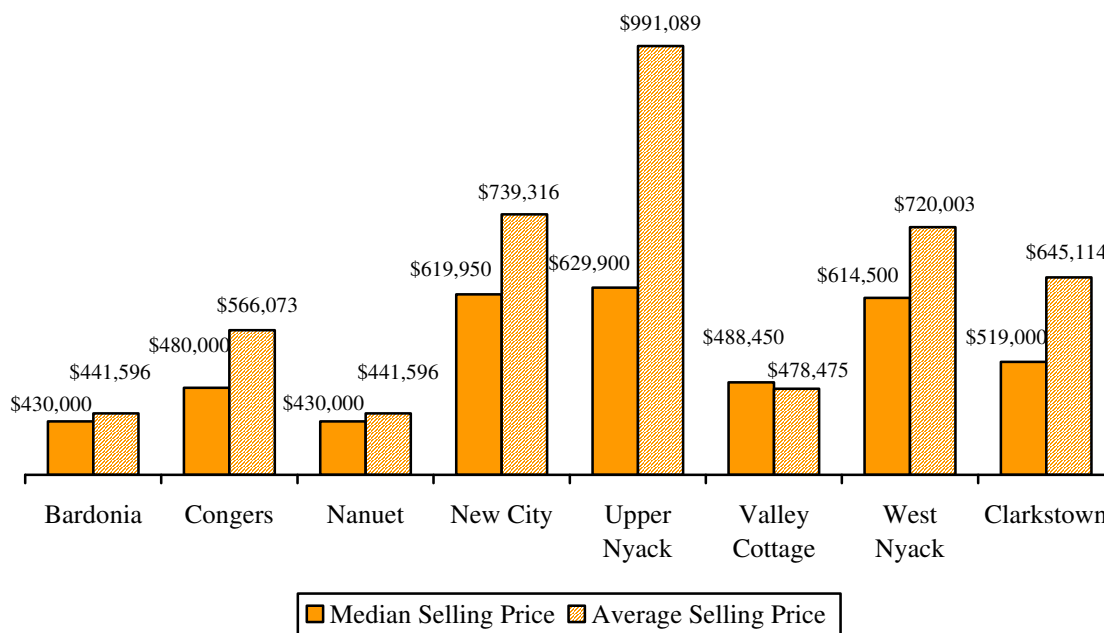
1.8 OWNER – OCCUPIED HOUSING COSTS

Housing values have been on the rise in recent years, creating a shortage of affordable and decent housing. Some communities in Clarkstown are experiencing rapid increases in selling prices as more people want to locate there. This is evidenced by the fact that the housing values have more than doubled in Clarkstown, with a median housing value rising from \$255,700 in 2000 to a median value of \$535,000 in 2006. These housing values are reflective of values throughout the region that have doubled or more than doubled since 2000.

As seen in the accompanying charts, the median selling price for owner-occupied homes in Clarkstown is \$519,000. This is considerably lower than the Town's average selling price of just over \$645,000. However, the median and average selling price for each of the Town's hamlets and villages vary significantly. Prices range from a median of \$430,000 and an average of \$441,596 in Bardonia and Nanuet to a median of just under \$630,000 and an average of nearly \$992,000 in the Village of Upper Nyack. As was discussed in *Section 1.5: Income*, in *Section 1: Economic Inventory*, the wide gap between the median and the average selling price in nearly each geographic area under study (namely New City, Upper Nyack and West Nyack) reinforces the income gap, and the associated disparity among the types of housing units available in the local marketplace. A more detailed analysis of housing affordability and the affordability gap among owner-occupied housing units can be found in *Section 2.1: Homeowner Units*.

Housing Sales Prices, Town and Subsets of Clarkstown: 2007

(Source: Multiple Listing Service, July 2007)



Owner – Occupied Housing Values, Town and Subsets of Clarkstown: 2007 (Source: EASI Demographics)								
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
Less than \$100,000	0.1%	0.2%	1.6%	0.2%	0.3%	0.0%	0.2%	0.5%
\$100,000-\$199,999	2.1%	1.0%	11.4%	1.1%	0.2%	20.7%	3.9%	6.5%
\$200,000-\$299,999	5.6%	30.9%	30.1%	15.1%	9.2%	29.6%	11.6%	22.0%
\$300,000-\$399,999	23.9%	24.6%	22.4%	16.3%	2.7%	17.1%	23.1%	19.3%
\$400,000-\$499,999	35.0%	25.8%	27.8%	39.6%	30.3%	23.7%	45.3%	32.5%
\$500,000+	33.4%	17.5%	6.8%	27.6%	57.3%	8.9%	15.9%	19.2%

1.9 MONTHLY RENTAL COSTS/ HUD – DETERMINED FAIR MARKET RENTS

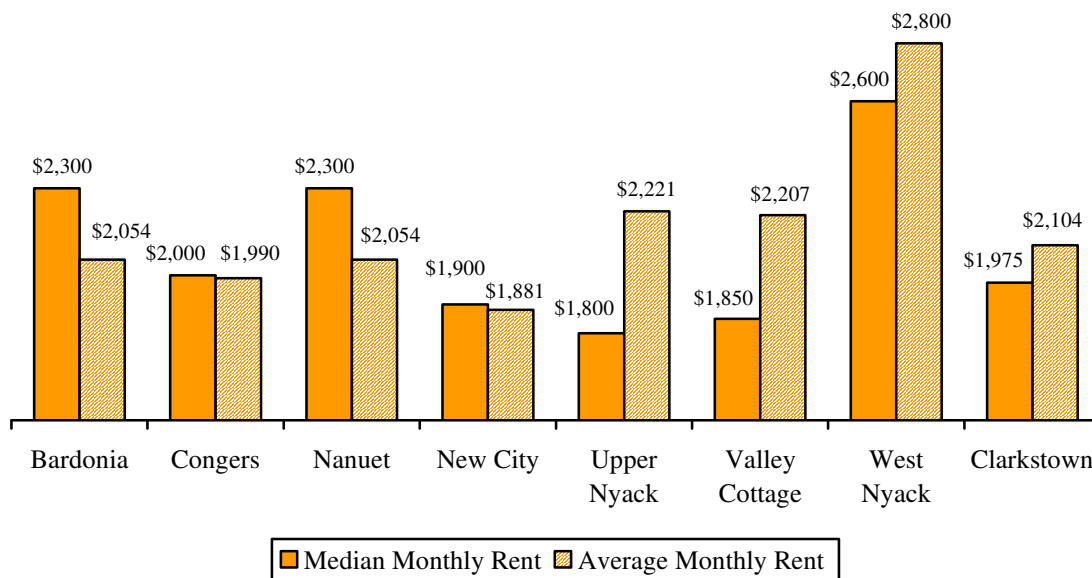
Similar to housing prices, monthly rents have also been on the rise in recent years. Monthly rents have increased by nearly \$300 in Clarkstown, with a median monthly rent increasing 26.5%, from \$1,034 per month in 2000 to \$1,308 in 2006. These median rents are reflective of values throughout the region that have increased by the same portion as Clarkstown.

As seen in the accompanying charts, the median monthly rent among properties in Clarkstown is \$1,975 per month. This is considerably lower than the Town's average monthly rent of just over \$2,100. Similar to what occurred within owner-occupied housing, the median and average asking rent for each of the Town's hamlets and villages vary significantly. Prices range from a median of \$1,800 per month in Upper Nyack to a median of \$2,600 per month in West Nyack.

While an analysis of the housing costs illustrated the presence of many higher-priced homes (as evidenced by substantially higher average selling prices when compared to median selling prices), this disparity does not seem as widespread among Clarkstown's rental properties. In fact, the median monthly rent is actually slightly higher than the average monthly rent in Bardonia, Congers, Nanuet and New City. However, the substantially greater average monthly rent among properties in Upper Nyack, Valley Cottage and West Nyack indicates the presence of higher priced rental properties in these parts of Clarkstown.

Monthly Rents, Town and Subsets of Clarkstown: 2007

(Source: Multiple Listing Service, July 2007)



Monthly Rents, Town and Subsets of Clarkstown: 2007								
(Source: EASI Demographics)								
	Bardonia	Congers	Nanuet	New City	Upper Nyack	Valley Cottage	West Nyack	Clarkstown
Less than \$500	13.0%	0.2%	1.9%	5.1%	0.0%	0.8%	0.0%	2.4%
\$500-\$749	7.7%	1.9%	1.6%	2.8%	1.1%	1.1%	1.8%	2.0%
\$750-\$999	0.0%	9.1%	2.4%	6.7%	2.2%	1.2%	8.2%	3.5%
\$1,000-\$1,249	40.6%	22.1%	17.5%	28.1%	29.2%	40.3%	19.1%	25.6%
\$1,250-\$1,499	13.5%	20.4%	29.8%	30.0%	3.4%	36.8%	34.5%	30.1%
\$1,500+	12.1%	44.7%	44.4%	22.1%	56.2%	18.1%	30.0%	33.2%
No Cash Rent	13.0%	1.4%	2.3%	5.2%	7.9%	1.9%	6.4%	3.3%

According to the National Low Income Housing Coalition, the fair market rent in Rockland County ranges from \$988 for a studio to \$1,645 for a four-bedroom unit. Both the median and average monthly rents in the Town of Clarkstown and in each of its hamlets and villages are substantially higher than the County's fair market rents. This indicates that there exist issues of housing affordability within rental properties in each of the Town's subsets. A more detailed analysis of housing affordability and the affordability gap among rental units can be found in *Section 2.2: Rental Units*.

3.0 HOUSING AFFORDABILITY AND HOUSING GAP ANALYSIS

Over the past decade, and specifically since 2000, housing values in the Town of Clarkstown are increasing at a much faster pace than median household incomes. This is reflective of the increasing home prices in the region. The median sales price of a single-family home in the Hudson Valley rose by 46.9% between 2002 and 2006.²

According to the *Economic Report of the Hudson Valley*, the imbalance between housing values and income began in the late 1990s “when portfolios shifted away from financial assets toward real estate. Coupled with financial deregulation and accommodative monetary policy, these factors quickly produced an increase in demand fueled by cheap money and innovative finance.”³ As a result, housing inflation substantially outpaced the regional growth in both population and income.

This imbalance between housing values and income is depicted in the following chart. When adjusted for inflation, median household income has fluctuated since 2000, rising to a high of nearly \$103,000 in 2003 to a low of \$84,761 in 2006 – the lowest median household income since before 2000. Regardless of the fluctuations, median household income has actually decreased since 2000 – by nearly 12% over the six-year period. On the contrary, housing values in Clarkstown have steadily increased since 2000, with the median housing value increasing by 79% between 2000 and 2006.

It is clear that housing values are outpacing median household income. Consequently, this has made it increasingly difficult to purchase and maintain a home in the Town of Clarkstown – especially among young professionals, families, those employed within the community, and the elderly. Moreover, although many of Clarkstown’s homeowners have purchased a home when prices were relatively lower, the increase in assessed valuations, insurance and maintenance costs has also resulted in increased lack of unaffordability for current residents of the Town.⁴

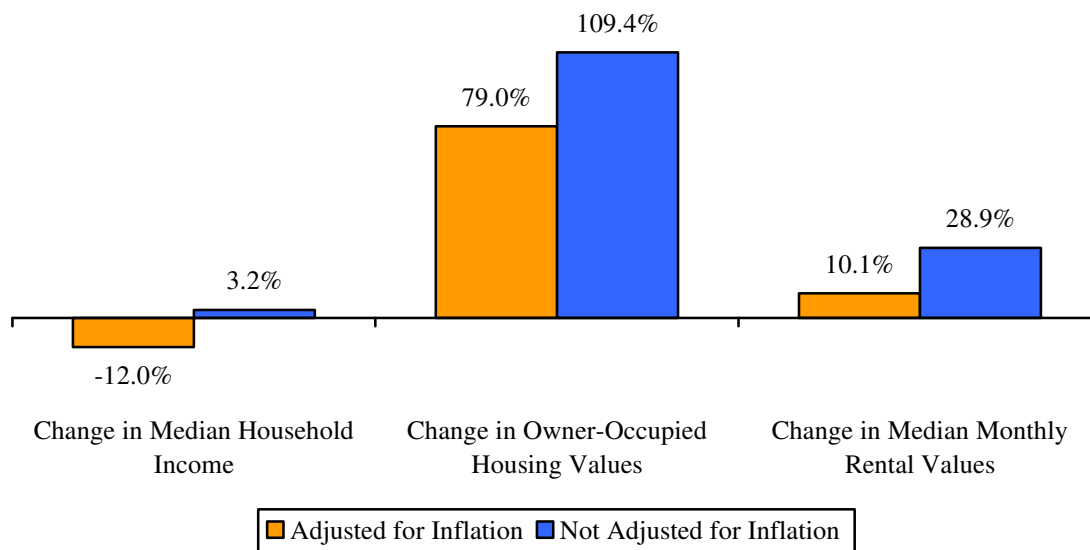
² Huebner Caridi, Dr. Christy, “*Economic Report of the Hudson Valley, Annual 2006*,” Marist College, Bureau of Economic Research, School of Management, June 2007.

³ Huebner Caridi, Dr. Christy, “*Economic Report of the Hudson Valley, Annual 2006*,” Marist College, Bureau of Economic Research, School of Management, June 2007.

⁴ Huebner Caridi, Dr. Christy, “*Economic Report of the Hudson Valley, Annual 2006*,” Marist College, Bureau of Economic Research, School of Management, June 2007.

Change in Median Household Income and Median Owner-Occupied and Renter-Occupied Housing Values: 2000 - 2006

(Source: American Community Survey, via U.S. Census Bureau;
Inflation Calculator, via Bureau of Labor Statistics)



An examination of the median annual rental values (the median monthly rent applied to a year-long term) indicates that rental values have not fluctuated nearly as much as did the median housing values. However, there still remains an imbalance between the median rents and the median household income. This imbalance is depicted in the following chart. When adjusted for inflation, median household income has fluctuated since 2000, rising to a high of nearly \$103,000 in 2003 to a low of \$84,761 in 2006 – the lowest median household income since before 2000. Regardless of the fluctuations, median household income has actually decreased since 2000 – by nearly 12% over the six-year period. Annual rental values in Clarkstown have remained relatively constant since 2000, with the median annual rental value increasing by a mere 10.1% between 2000 and 2006.

The substantial imbalances witnessed throughout the Town – most notably within the market for homeowner units – indicates the likely demand for affordable and workforce housing units that may be in short supply within the Clarkstown housing market.

3.1 AFFORDABLE HOUSING

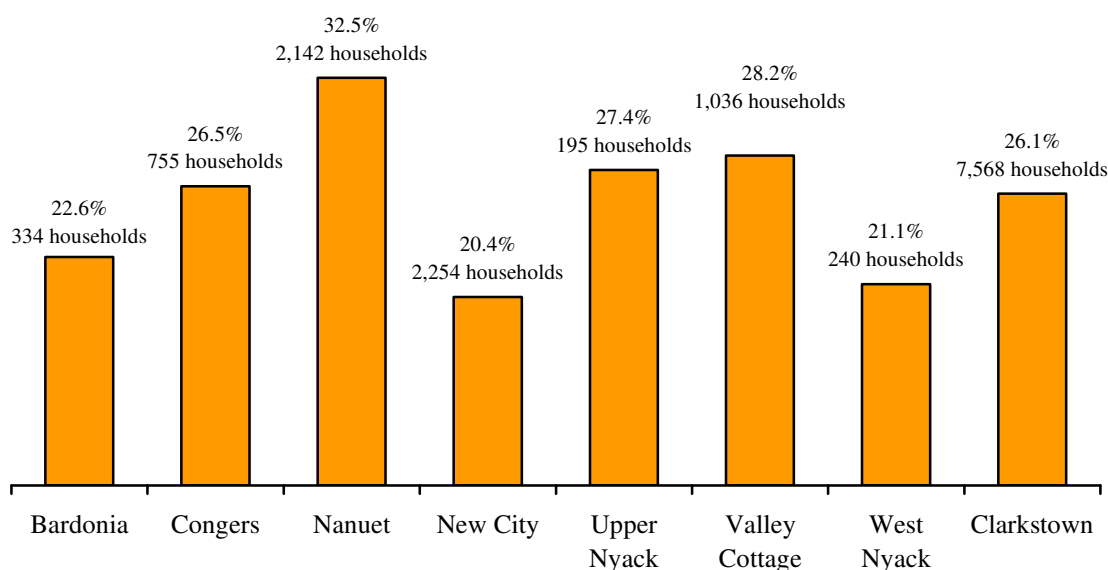
As seen in *Section 1.5: HUD – Income Classifications*, households categorized as ‘extremely-low income’, ‘low-income’, and ‘moderate income’ are those households that fall below 80% of the HUD-Area Median Family Income (HAMFI). In Rockland County, and therefore in the Town of Clarkstown,

this refers to households that earn less than or equal to \$57,040 per year. For the purpose of this analysis, these households are most in need of ‘affordable’ housing.

There is much variation among income patterns throughout the Town. As seen in the accompanying chart, a greater share of extremely low-, low- and middle-income households exists in Nanuet, Valley Cottage and Upper Nyack, where an average of 29.4% of households would be in need of ‘affordable’ housing units.

Extremely Low-, Low-, and Moderate-Income Households, Town and Subsets of Clarkstown: 2007

(Source: 2007 HUD-Area Median Family Income; EASI Demographics)



3.1.1 HOMEOWNER UNITS

In determining affordability for homeownership, 28% of household income was applied as the affordability threshold based on the Housing-to-Income Expense Ratio⁵ used by the lending institutions. This is contrary to the affordability threshold normally used by federal and state housing practitioners, which use 30% of household income as a basis for housing affordability. Several assumptions were used in determining the value of housing affordable to residents of Clarkstown. These assumptions are as follows:

- > Existing 10% debt;

⁵ Housing-to-Income Expense Ratio compares the sum of monthly housing expenses to monthly gross income. The mortgage industry’s conservative guideline is that housing expenses should be 28% or less of income. Monthly housing expenses include payments for principal, interest, property taxes, hazard insurance, private mortgage insurance (if required), and condo or homeowner’s fees (if required).

- > Available funds for down payment and closing costs based on three times the monthly income;
- > Prevailing interest rate is calculated at 5.625%;
- > Loan term is assumed at 30 years fixed

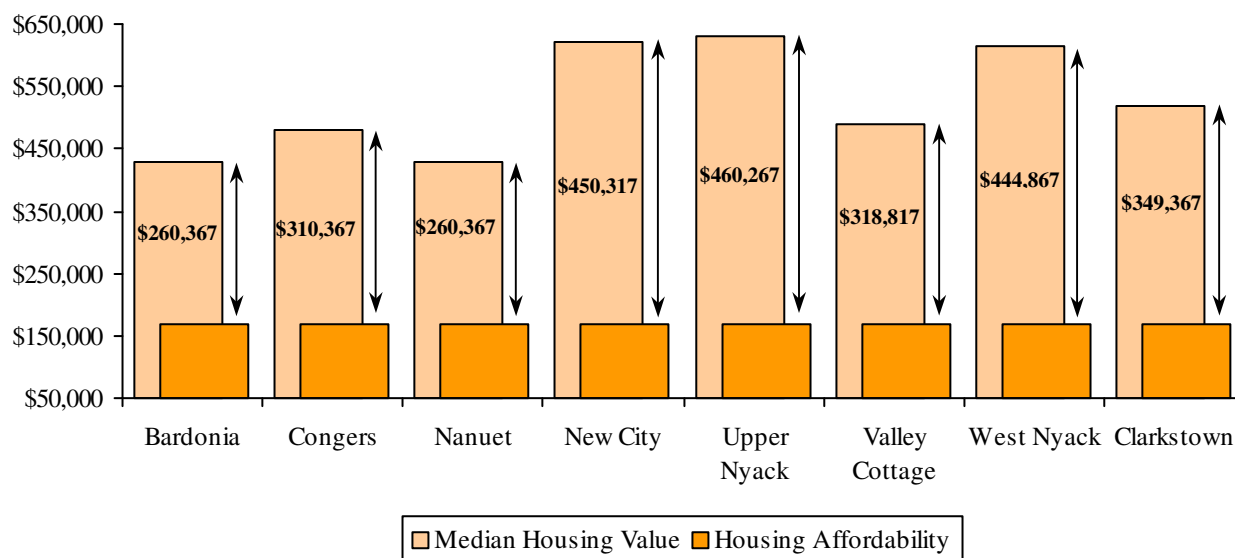
The following table shows the housing values that extremely low-, low- and moderate-income residents, earning less than or equal to \$57,040 per year can afford.

Owner – Occupied Housing Affordability, Affordable Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (≤80% of HAMFI)	Median Housing Value	Housing Affordability	Affordability Gap
Bardonia	≤\$57,040	\$430,000	\$169,633	(\$260,367)
Congers		\$480,000		(\$310,367)
Nanuet		\$430,000		(\$260,367)
New City		\$619,950		(\$450,317)
Upper Nyack		\$629,900		(\$460,267)
Valley Cottage		\$488,450		(\$318,817)
West Nyack		\$614,500		(\$444,867)
Clarkstown		\$519,000		(\$349,367)

The household income threshold of \$57,040 was applied to the assumptions outlined previously in this section, in order to establish homeownership affordability for extremely low-, low- and moderate-income households in the Town of Clarkstown. As seen in the accompanying chart, there exists a substantial affordability gap in each geographic subset of the Town – ranging from \$260,367 in Bardonia and Nanuet to \$450,317 and \$460,267 in New City and Upper Nyack, respectively. This indicates that households with incomes below \$57,040 cannot afford to purchase the median-priced home in any of the Town’s hamlets or villages. As such, these households must rely on the rental market.

Owner-Occupied Housing Values and Affordability, Affordable Housing Units

(Source: EASI Demographics; Multiple Listing Service, July 2007;
National Association of Realtors, Home Affordability Calculator)



3.1.2 Rental Units

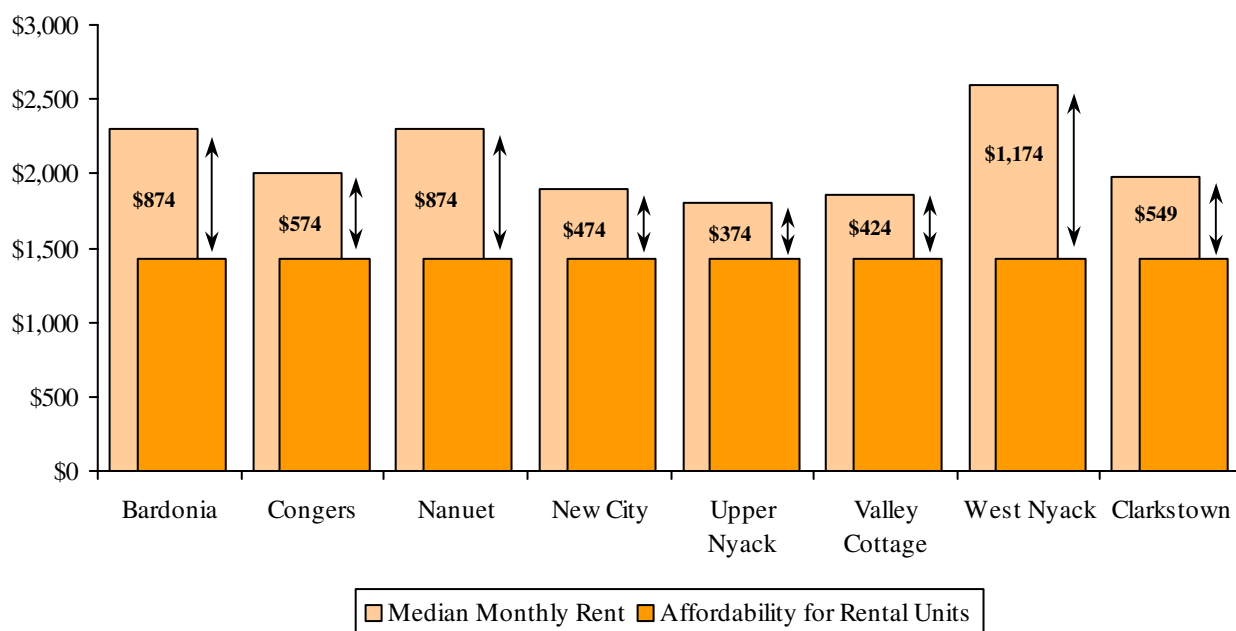
In determining affordability for rental units, 30% of the household income was used as the affordability threshold in accordance with the common practice by housing practitioners. The following table shows the rental units that extremely low-, low- and moderate-income residents, earning less than or equal to \$57,040 per year can afford.

Renter – Occupied Housing Affordability, Affordable Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (≤80 % of HAMFI)	Median Monthly Rent	Affordability for Rental Units	Affordability Gap
Bardonia	≤\$57,040	\$2,300	\$1,426	(\$874)
Congers		\$2,000		(\$574)
Nanuet		\$2,300		(\$874)
New City		\$1,900		(\$474)
Upper Nyack		\$1,800		(\$374)
Valley Cottage		\$1,850		(\$424)
West Nyack		\$2,600		(\$1,174)
Clarkstown		\$1,975		(\$549)

The household income threshold of \$57,040 was applied to the affordability threshold outlined previously in this section in order to determine affordability for rental units among extremely low-, low- and moderate-income households in the Town of Clarkstown. As seen in the accompanying chart, there exists a substantial affordability gap in each geographic subset of the Town – ranging from \$374 per month in Upper Nyack to \$1,174 per month in West Nyack. While households with incomes below \$57,040 cannot afford to purchase a home in Clarkstown, the presence of the significant affordability gaps indicates that they also cannot afford to rent the median-priced unit in any of the Town’s hamlets or villages.

Renter-Occupied Housing Affordability, Affordable Housing Units

(Source: EASI Demographics; Multiple Listing Service, July 2007)



The issue of housing affordability for lower-income households and lower-wage workers goes beyond determining the value of housing they could afford. Studies conducted by academics and the Department of Housing and Urban Development⁶ indicate that the presence of high-tech industries in many metropolitan areas have significantly contributed to critical housing problems, especially among lower-wage workers. Furthermore, these studies show that those income groups and household types left behind nationally, also tend to be more disadvantaged in high-tech communities. Specifically, vulnerable groups in high-tech economies such as those in Rockland County include:

- > Moderate – (51% - 80% HAMFI) and Middle – income (81% - 95%) working households;
- > Low – income renters;

⁶ Nelson, Kathryn P., “*Housing Needs and Effective Policies in High-Tech Metropolitan Economies*,” Housing Policy Debate, Volume 13, Issue 2, pp. 417-468.

- > Low – income homeowners; and
- > Seniors

As seen in previous sections, housing is not affordable to a significant portion of households in the Town of Clarkstown. Data from the National Low-Income Housing Coalition (NLIHC) further substantiates these findings. According to NLIHC, the Fair Market Rent (FMR) ranges from \$988 for a studio to \$1,645 for a four-bedroom rental unit. A minimum wage worker (earning \$7.15 per hour) can afford monthly rent of no more than \$372. In order to afford a two-bedroom unit (\$1,189) at Rockland County's FMR, a minimum wage worker must work roughly 128 hours per week, or the equivalent of longer than 18 hour work days for seven days a week.

3.2 WORKFORCE HOUSING

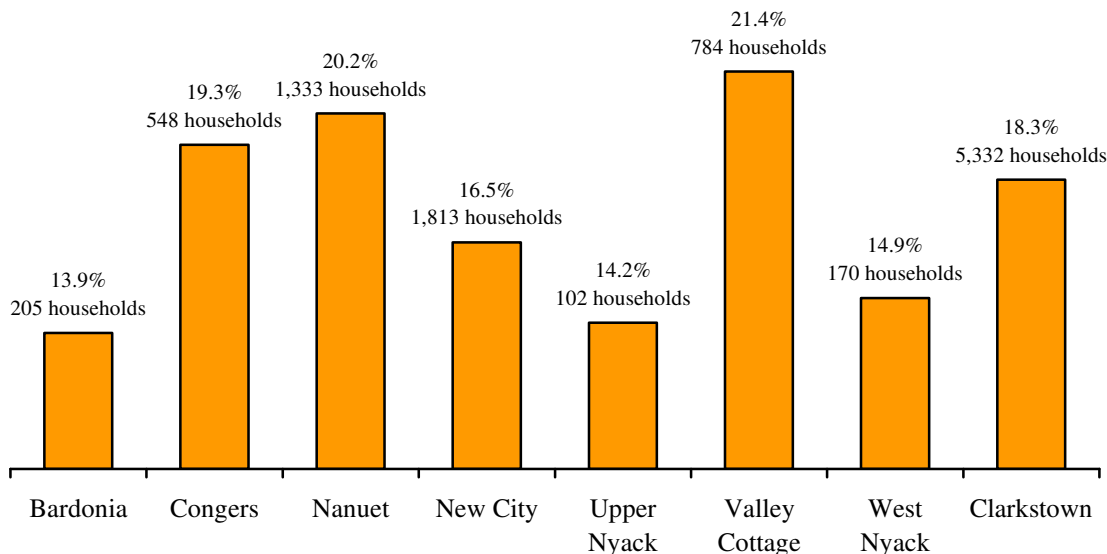
As seen in *Section 1.5: HUD – Income Classifications*, households categorized as 'middle income' and 'all other income' are those households that meet or exceed 80% of the HUD-Area Median Family Income (HAMFI). In Rockland County, and therefore Clarkstown, this refers to households that earn greater than \$57,040 per year. For the purpose of this analysis, it was necessary to take this a step further and apply another classification – households earning up to 120% of the HAMFI. This allows for a clear understanding of those households that are most in need of 'workforce housing'.

When combined with the middle-income households, households that earn between 80% and 120% of the HAMFI are those households that earn between \$57,040 and \$85,560 per year. There are currently over 5,300 households within the Town that fall into this income bracket. These households typically comprise cohorts including (but not limited to) recent graduates, young professionals, the elderly, as well as those employed within the community – including teachers, firefighters, registered nurses, retail salespersons and police officers.

As evidenced in the accompanying chart, there is much variation within income patterns among residents throughout the Town. As seen in the accompanying chart, a greater share of households earning between 80% and 120% of the HAMFI exists in Valley Cottage, Nanuet and Congers, where an average of 20.3% of households would be in need of 'workforce' housing units.

**Households earning between 80% and 120% of the HAMFI,
Town and Subsets of Clarkstown: 2007**

(Source: 2007 HUD-Area Median Family Income; EASI Demographics)



3.2.1 HOMEOWNER UNITS

In determining affordability for homeownership, 28% of household income was applied as the affordability threshold based on the Housing-to-Income Expense Ratio⁷ used by the lending institutions. This is contrary to the affordability threshold normally used by federal and state housing practitioners, which use 30% of household income as a basis for housing affordability. Several assumptions were used in determining the value of housing affordable to residents of Clarkstown. These assumptions are as follows:

- > Existing 10% debt;
- > Available funds for down payment and closing costs based on three times the monthly income;
- > Prevailing interest rate is calculated at 5.625%;
- > Loan term is assumed at 30 years fixed

The following table shows the housing values that households earning between 80% and 120% of the HAMFI (between \$57,040 and \$85,560) can afford in the Town of Clarkstown.

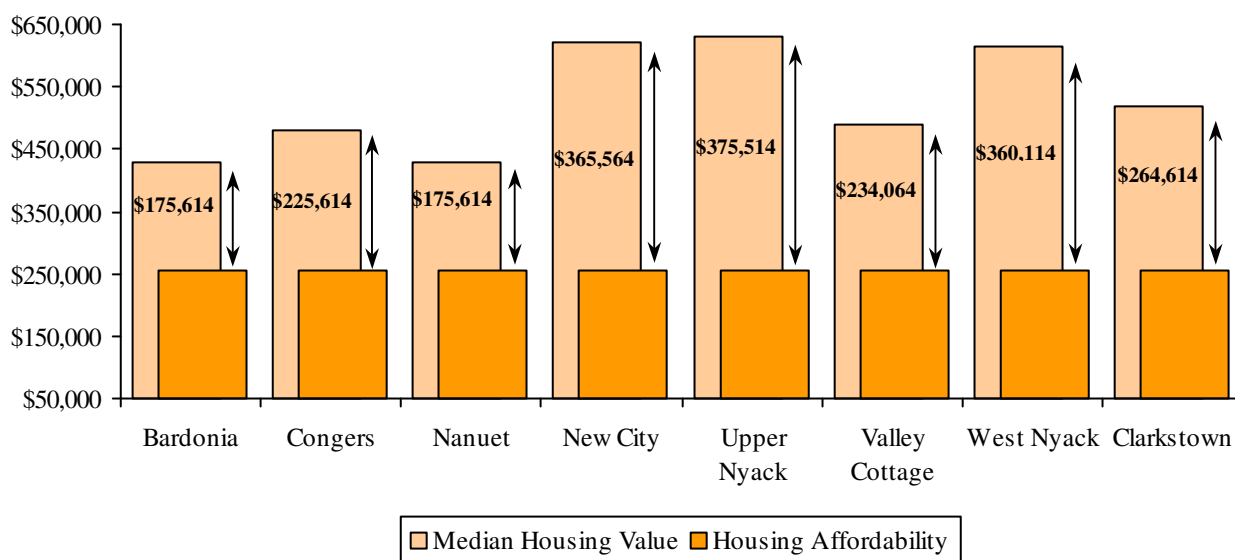
⁷ Housing-to-Income Expense Ratio compares the sum of monthly housing expenses to monthly gross income. The mortgage industry's conservative guideline is that housing expenses should be 28% or less of income. Monthly housing expenses include payments for principal, interest, property taxes, hazard insurance, private mortgage insurance (if required), and condo or homeowner's fees (if required).

Owner – Occupied Housing Affordability, Workforce Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (80 – 120% of HAMFI)	Median Housing Value	Housing Affordability	Affordability Gap
Bardonia	≤\$85,560	\$430,000	\$254,386	(\$175,614)
Congers		\$480,000		(\$225,614)
Nanuet		\$430,000		(\$175,614)
New City		\$619,950		(\$365,564)
Upper Nyack		\$629,900		(\$375,514)
Valley Cottage		\$488,450		(\$234,064)
West Nyack		\$614,500		(\$360,114)
Clarkstown		\$519,000		(\$264,614)

The household income threshold range of \$57,040 to \$85,560 was applied to the assumptions outlined previously in this section, in order to establish homeownership affordability for households earning between 80% and 120% of the HAMFI. Although the gap is not as large as what was seen under affordable housing, there exists a substantial affordability gap for workforce housing in each geographic subset of the Town. This gap ranges from \$175,614 in Bardonia and Nanuet to \$365,564 and \$375,514 in New City and Upper Nyack, respectively. This indicates that households with incomes between \$57,040 and \$85,560 cannot afford to purchase the median-priced home in any of the Town's hamlets or villages. As such, these households must also rely on the rental market.

Owner-Occupied Housing Values and Affordability, Workforce Housing Units

(Source: EASI Demographics; Multiple Listing Service, July 2007;
National Association of Realtors, Home Affordability Calculator)



3.2.2 RENTAL UNITS

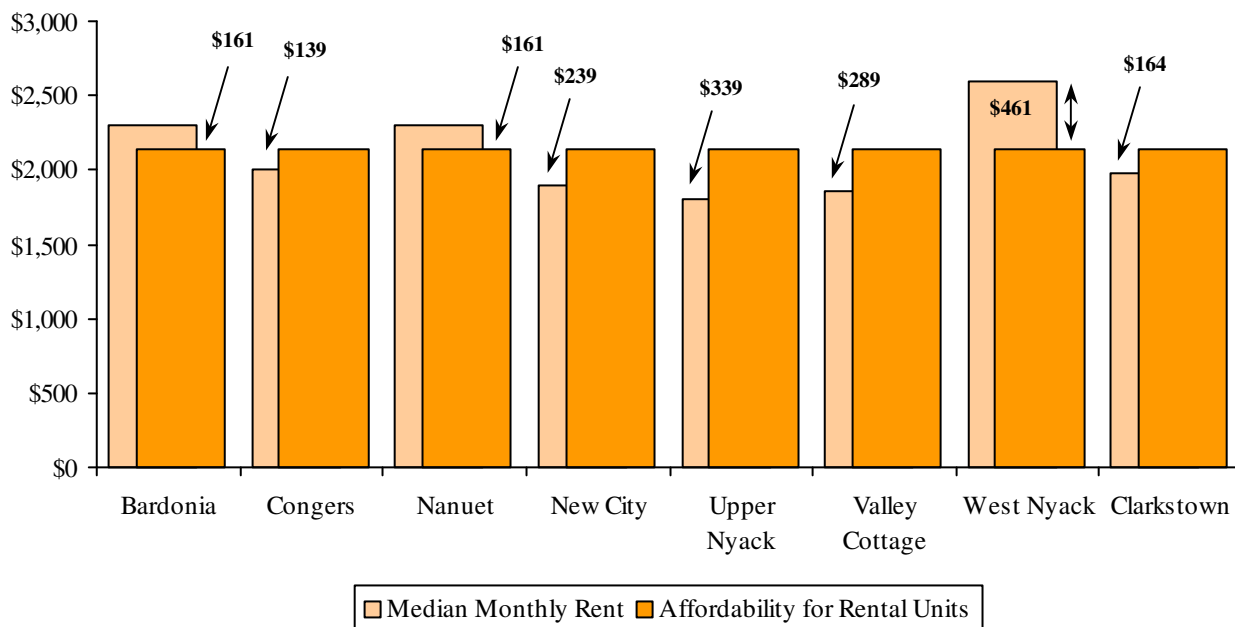
In determining affordability for rental units, 30% of the household income was used as the affordability threshold in accordance with the common practice by housing practitioners. The following table shows the rental units that households earning between 80% and 120% of the HAMFI can afford.

Renter – Occupied Housing Affordability, Workforce Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (80 – 120% of HAMFI)	Median Monthly Rent	Affordability for Rental Units	Affordability Gap
Bardonia	≤\$85,560	\$2,300	\$2,139	(\$161)
Congers		\$2,000		\$139
Nanuet		\$2,300		(\$161)
New City		\$1,900		\$239
Upper Nyack		\$1,800		\$339
Valley Cottage		\$1,850		\$289
West Nyack		\$2,600		(\$461)
Clarkstown		\$1,975		\$164

In determining affordability for rental units among households in the Town of Clarkstown that earn between 80% and 120% of the HAMFI, the household income threshold range of \$57,040 to \$85,560 was applied to the assumptions outlined previously in this section. Although the gap is not quite as large as what was seen under affordable housing, there exists a slight affordability gap for workforce housing in Bardonia and Nanuet. Furthermore, there is a substantial affordability gap in West Nyack, making the median-priced unit unaffordable to most households in this hamlet. The median-priced rental unit is actually deemed affordable in Congers, New City, Upper Nyack and Valley Cottage, in addition to the Town as a whole. This indicates that while households with incomes between \$57,040 and \$85,560 cannot afford to purchase a home in Clarkstown, they can afford to rent a home in the majority of the Town's hamlets.

Renter-Occupied Housing Affordability, Workforce Housing Units

(Source: EASI Demographics; Multiple Listing Service, July 2007)



3.3 MEDIAN INCOME HOUSING UNITS

3.3.1 HOMEOWNER UNITS

In determining affordability for homeownership, 28% of household income was applied as the affordability threshold based on the Housing-to-Income Expense Ratio⁸ used by the lending institutions. This is contrary to the affordability threshold normally used by federal and state housing practitioners, which use 30% of household income as a basis for housing affordability. Several assumptions were used in determining the value of housing affordable to residents of Clarkstown. These assumptions are as follows:

- > Existing 10% debt;
- > Available funds for down payment and closing costs based on three times the monthly income;
- > Prevailing interest rate is calculated at 5.625%;
- > Loan term is assumed at 30 years fixed

⁸ Housing-to-Income Expense Ratio compares the sum of monthly housing expenses to monthly gross income. The mortgage industry's conservative guideline is that housing expenses should be 28% or less of income. Monthly housing expenses include payments for principal, interest, property taxes, hazard insurance, private mortgage insurance (if required), and condo or homeowner's fees (if required).

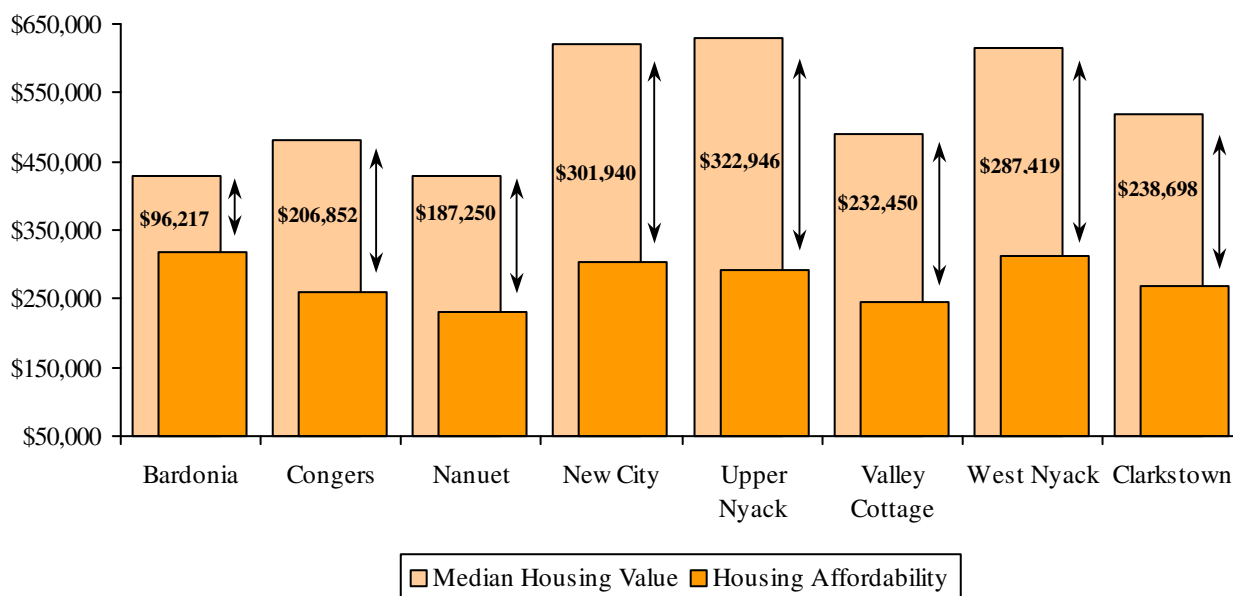
The following table shows the housing value affordable for the median income household residing in the Town of Clarkstown.

Owner – Occupied Housing Affordability, Median Income Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (Median Household Income)	Median Housing Value	Housing Affordability	Affordability Gap
Bardonia	\$112,279	\$430,000	\$333,783	(\$96,217)
Congers	\$91,852	\$480,000	\$273,148	(\$206,852)
Nanuet	\$81,634	\$430,000	\$242,750	(\$187,250)
New City	\$106,949	\$619,950	\$318,010	(\$301,940)
Upper Nyack	\$103,230	\$629,900	\$306,954	(\$322,946)
Valley Cottage	\$86,118	\$488,450	\$256,000	(\$232,450)
West Nyack	\$110,018	\$614,500	\$327,081	(\$287,419)
Clarkstown	\$94,288	\$519,000	\$280,302	(\$238,698)

In order to establish homeownership affordability for median income homebuyers, each hamlet's/village's median household income was applied to the assumptions outlined previously in this section. Although the gap is not as large as what was seen under affordable or workforce housing, there exists a substantial affordability gap for the median household in each geographic subset of the Town. This gap ranges from \$96,217 in Bardonia to \$322,946 in Upper Nyack. These affordability gaps indicate that homeownership is likely unattainable for the majority of persons looking to move into Clarkstown. A given household must earn roughly \$175,000 per year (nearly double the median household income in the Town of Clarkstown) in order to afford to purchase and maintain a home priced at \$519,000 (the median price for a housing unit) in Clarkstown.

Owner-Occupied Housing Values and Affordability, Median Household

(Source: EASI Demographics; Multiple Listing Service, July 2007;
National Association of Realtors, Home Affordability Calculator)



3.3.2 RENTAL UNITS

In determining affordability for rental units, 30% of the household income was used as the affordability threshold in accordance with the common practice by housing practitioners. The following table shows the affordability for rental units for Clarkstown's median income households.

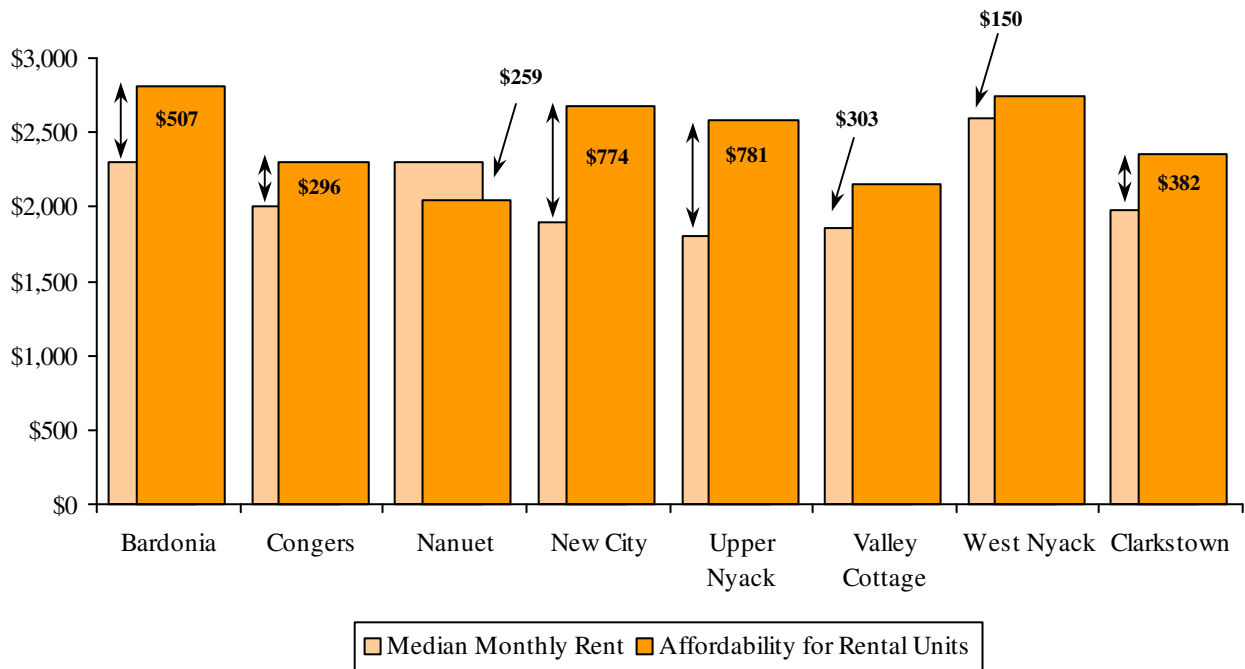
Renter – Occupied Housing Affordability, Median Income Housing Units (Source: EASI Demographics; Multiple Listing Service, July 2007; National Association of Realtors, Home Affordability Calculator)				
	Prevailing Income (Median Household Income)	Median Monthly Rent	Affordability for Rental Units	Affordability Gap
Bardonia	\$112,279	\$2,300	\$2,807	\$507
Congers	\$91,852	\$2,000	\$2,296	\$296
Nanuet	\$81,634	\$2,300	\$2,041	(\$259)
New City	\$106,949	\$1,900	\$2,674	\$774
Upper Nyack	\$103,230	\$1,800	\$2,581	\$781
Valley Cottage	\$86,118	\$1,850	\$2,153	\$303
West Nyack	\$110,018	\$2,600	\$2,750	\$150
Clarkstown	\$94,288	\$1,975	\$2,357	\$382

In determining affordability for the median household looking to rent in the Town of Clarkstown, each hamlet's/village's median household income was applied to the assumptions outlined previously in this

section. While several of the Town's hamlets witnessed slight to moderate affordability gaps when examining both 'affordable' and 'workforce' housing, the affordability gaps are non-existent (with the exception of a \$259 gap within Nanuet) within Clarkstown's median household. As such, these communities can be deemed affordable, relative to the median household's income. A given household must earn slightly more than the townwide median – roughly \$94,800 per year in order to afford to rent a housing unit at \$2,357 per month (the median price for a rental unit) in Clarkstown.

Renter-Occupied Housing Affordability, Median Household

(Source: EASI Demographics; Multiple Listing Service, July 2007)



4.0 FUTURE DEMAND PROJECTIONS

Future demand projections – for both homeowner and rental units – depend on both demographic characteristics and conditions in the local housing market. In order to determine the projected number of additional housing units needed, it was essential to project both the number of housing units needed, or demanded and the number of housing units supplied, or available in the local market in 2012. The difference between the two equals the projected number of additional housing units needed in Clarkstown.

The first step in projecting the number of additional housing units needed is to determine the projected number of housing units demanded throughout Clarkstown. It was first necessary to obtain 2012 population projections from a commercial data provider. Then, the number of persons currently residing in group quarters was subtracted from the projected 2012 population. This resulted in the total number of persons that would reside in households throughout Clarkstown in 2012. This household population was divided by the current average household size to determine the number of projected households in each geographic subset of the Town of Clarkstown.

It was then necessary to apply the vacancy rate to the projected number of households in order to reflect the future vacant housing stock. Due to natural turnover in the housing market, there should always be a minimal vacancy rate to assure an adequate choice for consumers in the local housing market. Upon applying the vacancy rates to the projected number of households, the result is a projected number of housing units that are demanded throughout each of Clarkstown's hamlets and the Village of Upper Nyack. It is projected that the housing need in the Town of Clarkstown would be 30,556 units by 2012, an increase of approximately 959 units from the estimated 29,597 housing units within the existing market.⁹

⁹ A 5% vacancy adjustment was used to allow the housing market to operate and ease the current tight market.

Projected Housing Need 2012 (Source: University of Wisconsin – Extension, Center for Community and Economic Development; <i>Urban Land Use Planning</i> , Fourth Edition, 1995)							
	Projected Population (2012)	Number of persons in Group Quarters (2007)	Household Population (2012)	Average Household Size (2007)	Projected Number of Households (2012)	1+ Vacancy Factor (5%)¹⁰	Projected Housing Need (2012)
Bardonia	4,074	0	4,074	2.85	1,429	1.05	1,500
Congers	8,202	94	8,108	2.87	2,825	1.05	2,966
Nanuet	18,427	521	17,906	2.62	6,834	1.05	7,164
New City	32,681	798	31,883	2.95	10,808	1.05	11,348
Upper Nyack	1,773	29	1,744	2.48	703	1.05	738
Valley Cottage	9,660	356	9,304	2.51	3,707	1.05	3,892
West Nyack	3,341	18	3,323	2.92	1,138	1.05	1,195
Clarkstown	82,812	1,912	80,900	2.78	29,101	1.05	30,556

¹⁰ A vacancy factor of 5% was used as allowable maximum vacancy rate for housing market to operate.

The next step in projecting the number of additional housing units needed in Clarkstown is to project the number of housing units that will be available in the local housing market in 2012. In order to do so, the number of housing units that are likely to be beyond repair were subtracted from the existing number of housing units found within Clarkstown. This step necessitated an estimate of the number of residential units that will need to be replaced, or those that are considered “substandard”. For the purpose of this analysis, an estimated 0.5%¹¹ of the Town’s housing units can be considered as such, and are likely to either be replaced, destroyed by fire or other catastrophes, abandoned, demolished or converted into a higher and better non-residential use within the Town. This estimate includes the 98 units that the U.S. Census Bureau deems as substandard, and refers to those housing units that are lacking adequate plumbing or kitchen facilities. Upon subtracting these substandard housing units from the existing housing stock, this results in the projected number of housing units that will be available throughout each of Clarkstown’s hamlets and the Village of Upper Nyack. It is forecasted that 30,403 units will be available in the Town of Clarkstown in 2012.

The final step in projecting the number of additional housing units needed in Clarkstown is to subtract the number of housing units that will be available from the projected number of housing units that are needed in the local housing market. The results indicate that a net total of 153 additional housing units will be needed to make up for the estimated substandard housing and units beyond repair by 2012 and meet the projected housing demand of 30,556 by 2012.

	Existing Number of Housing Units (2007)	Projected Number of Existing Units that will be Beyond Repair (2012)	Projected Number of Housing Units Available (2012)	Projected Additional Units to Replace Units Beyond Repair (2012)
Bardonia	1,500	8	1,492	8
Congers	2,966	15	2,951	15
Nanuet	7,164	36	7,128	36
New City	11,348	57	11,291	57
Upper Nyack	738	4	734	4
Valley Cottage	3,892	20	3,872	20
West Nyack	1,195	6	1,189	6
Clarkstown	30,556	153	30,403	153

¹¹ 0.5% provides an allowance over the 0.35% of housing units in Clarkstown identified as substandard housing in the 2000 Census.

In summary, the projected housing need for the Town of Clarkstown is as follows:

	Estimated Housing Units 2007	Projected Population 2012	Projected Housing Need 2012	Projected Additional Housing Units 2012
Bardonia	1,489	4,074	1,500	11
Congers	2,894	8,202	2,966	72
Nanuet	6,739	18,427	7,164	425
New City	11,129	32,681	11,348	219
Upper Nyack	734	1,773	738	4
Valley Cottage	3,720	9,660	3,892	172
West Nyack	1,147	3,341	1,195	48
Clarkstown	29,597	82,812	30,556	959
Projected Annual Need (2008-2012)				192

5.0 EXISTING PUBLIC POLICIES THAT AFFECT HOUSING

The Town has three public policies in place to encourage the creation of workforce housing in Clarkstown. These tools include:

- > Density Bonus
- > Affordable Housing Trust Fund
- > Hamlet Center Overlay Districts

Density Bonus

One way to encourage the development of workforce housing in a community is to implement a density bonus program. A density bonus is an incentive offered to developers in exchange for the inclusion of workforce or below market-rate units within a proposed residential project

Density bonuses can also be offered to developers who commit to providing additional community benefits, including nature trails, public access to waterways, additional transportation stops, and/or conservation easements.

In April of 2007, the Town of Clarkstown adopted a density bonus housing agreement to encourage the production of affordable housing units within the Town's Active Adult Residence Zone (AARZ).

Affordable Housing Trust Fund

An Affordable Housing Trust Fund provides technical and financial assistance to developers, not-for-profits, and government agencies dedicated to increasing the number of affordable workforce housing units in a community. Eligible activities typically include the construction, rehabilitation of preservation of quality, affordable housing for low- to moderate-income families.

Two primary sources of funding for most housing trust funds are real estate transfer taxes and impact fees. Other start-up funding sources include: contributions from major employers in the community, corporate sponsorship, donations from the banking industry, and bonds.

Dedicated funding sources can include: building permit fees, development application fees, proceeds from the sale of municipally owned properties, inclusionary zoning in-lieu of fees, and linkage impact fees.

In 2007, pursuant to the authority granted by Town Law § 261-b, the Town of Clarkstown established an Affordable Housing Trust Fund. As identified in §290-7.1 of the Town Code, the purpose of Clarkstown's Affordable Housing Trust Fund includes:

- (1) Funding of costs to be incurred by the Town in the administration and enforcement of the affordable housing program (established within this section) and including such activities with respect to affordable units established under this chapter, as well as funding of such future affordable housing programs as the Town may otherwise establish by legislation, order, or resolution;
- (2) Defraying consulting fee expenses incurred, or to be incurred, by the Town in the establishment of such affordable housing programs;
- (3) Defraying the cost of improvements to municipal infrastructure, including but not limited to roads, water, sewer, and drainage improvements, to the extent such capital expenditures are incurred in order to promote the development of affordable housing;
- (4) The deposit of payments proffered by project sponsors in mitigation, where deemed suitable and appropriate by the Town, of any private residential development proposal's failure to provide affordable housing; and
- (5) Any other purpose authorized by state or local law in connection with the expansion or improvement of affordable housing opportunities within the Town, including but not limited to establishment, to the extent authorized by law, of a program of grants or loans to not-for-profit or for-profit entities.
- (6) The Affordable Housing Trust Fund may be employed for deposit of the proceeds of public grants or loans to the Town of Clarkstown to promote affordable housing opportunities, administration and/or enforcement, as well as to accept private monetary contributions to the Town for that donative purpose or for purposes of voluntarily mitigating the potential socioeconomic and environmental impacts of not providing affordable housing in residential development proposals of significant scale and dimension, particularly where, through the device of rezoning or otherwise, the developer seeks to procure increased density of development by means other than pursuit of the affordable housing incentives set forth in this section.¹²

Hamlet Center Overlay Districts

In 2003, the Town of Clarkstown adopted legislation that established Hamlet Center Overlay Districts in the Town. As outlined in §151-1 of the Town code, the purpose of these overlay districts is to:

- A. Create a visual and physical identification for individual hamlet centers.
- B. Preserve and retain remaining historic and architecturally significant buildings and encourage the renovation and construction of other buildings consistent with architectural designs of buildings constructed during the early history of each respective hamlet.
- C. Stimulate and maintain an environment where businesses can thrive.
- D. Encourage pedestrian activity by providing visual and physical elements that provide interest and a

¹² Code of the Town of Clarkstown, NY, § 290-7.1 Active Adult Residence Zone. J.

feeling of safety.

- E. Introduce signage standards that will help to achieve cohesiveness in the area.
- F. Provide incentive zoning pursuant to § 261-b of the Town Law where considered desirable to encourage revitalization that might not take place without such incentives.¹³

As an incentive to revitalize the districts, the Congers and Valley Cottage Hamlet Center Overlay Districts allow for one-bedroom apartments to be created above retail stores. The code requires that, “property owners give rental preference to Clarkstown residents for any apartment created under this incentive. Preference shall first be given to volunteer emergency personnel (including members of volunteer fire departments and ambulances corps) and to senior citizens.”¹⁴

Residences above storefronts can provide an affordable housing option for young professionals and seniors that desire to be located close to their place of employment, retail shopping and/or services.

¹³ Code of the Town of Clarkstown, NY, Chapter 1, Article 1 § 151.1 Purpose and Legislative Intent.

¹⁴ Code of the Town of Clarkstown, NY, Chapter 1, Article 1 § 151.16 and 151.17. B. (7).

6.0 BEST PRACTICES/HOUSING POLICY TOOLS

6.1 IMPLICATIONS OF HIGH HOUSING COSTS ON ECONOMIC DEVELOPMENT

- > *Business Attraction:* High housing costs can negatively influence a site selectors decision to relocate their business to a community.
- > *Employment Recruitment:* High housing costs can make it difficult for area businesses to recruit entry-level workers and technicians.
- > *Employee Retention:* When housing costs increase faster than income, it is difficult to retain employees in a community.
- > *Brain Drain:* Communities need affordable workforce housing to retain young graduates.
- > *Service Sector:* Workforce housing is necessary to retain basic service workers.
- > *Threat to Social Fabric:* When individuals are forced to move away to areas where housing costs are lower, neighborhoods and social networks are affected.

6.2 HOUSING POLICY TOOLS

This section of the report identifies various policy tools that municipalities have used to increase the availability of affordable and workforce housing units in their community.

Accessory Dwelling Units

One tool that is used by communities to increase the availability of affordable housing is the accessory dwelling unit, also known as in-law apartment, second unit, or Granny Flat. An accessory unit is an additional living unit, located on the same parcel as a single-family residence. Accessory units provide a complete small residential unit (living space kitchen, bedroom, and bathroom), and typically involve the renovation of a garage, basement family room, or attached shed.

The benefits of accessory apartments or dwelling units include:

- > An increase in the supply of affordable and workforce housing units.
- > Relatively easy way to increase the workforce housing stock without local government expenditures or subsidies.
- > Accessory units provide workforce housing rental opportunities in desirable single-family neighborhoods.

Opposition to accessory dwelling units is usually raised by neighbors who are concerned about the potential impact of additional parking, increased traffic, and/or changes to the exterior appearance of the dwelling units.

Adaptive Reuse

Adaptive reuse is the process of converting outdated or surplus buildings to new uses that meet current market needs. Examples of adaptive reuse include the conversion of old school buildings, warehouses, and factories to new office and retail space, restaurants and residential units.

The benefits of adapting older buildings to create workforce housing units include:

- > The introduction of housing into non-residential areas
- > The renovation of a vacated or deteriorating building is usually less expensive than new construction because infrastructure and site improvements are already in place
- > Reduces sprawl in a community

To encourage adaptive reuse project in a community, flexible-zoning policies should be in place. Examples include mixed-use zoning (i.e., residential units permitted above retail) or allowing residences as a permitted or conditional use in those areas that are zoned commercial or light industrial.

Donation of Municipally Owned Land

Affordable housing is often not built because the cost of acquiring the land makes the project unprofitable for developers. Communities with affordable housing needs often “tilt the scales” of profitability to get such housing built. In order to facilitate the development of affordable housing, municipally-owned land is often made inexpensive (through tax incentives, low purchase prices, or other benefits), in order to encourage developers to consider it along with traditional market-rate housing.

Clarkstown could examine the inventory of parcels it owns and find sites for workforce housing. These could be offered to developers at a discounted price for the development of low- or moderate-income housing under the condition that affordable units are built and operated. Not only would this help stimulate housing development, but it is also a statement of commitment by the city.

It is a common practice in cities facing affordable housing issues. In Boston, for example, the Land for Housing Initiative seeks to make 1,000 city-owned parcels available for development. As of 2005, a total of 909 parcels had been identified for affordable housing development. Eighty-two percent of these were designated to be part of the city’s traditional multi-family subsidized housing programs; the remainder were either suitable for unsubsidized housing, or contained caveats that they needed to be adjoined to a privately-owned parcel of land in order to be developed for affordable housing.

Employer Assisted Housing

A growing trend in the development of workforce housing is Employer Assisted Housing (EAH) programs. These programs allow for employers to donate, sell or lease land at below market rate for the creation of housing units for their employees. EAH programs can also provide workers with assistance with closing costs and/or rent and utility expenses.

EAH programs are beneficial to a community in that they provide a diverse supply of housing and the housing units is typically located close to the place of employment, reducing commute time and expense.

To encourage the creation of Employer Assisted Housing programs in a community, the municipality must be willing to provide incentives, including:

- > Employee assistance is not subject to taxation
- > Use of a housing trust fund
- > To allow school districts to use a portion of their earnings for EAH programs.

Incentive Zoning

Incentive zoning allows developers to exceed density, or perhaps dimensional requirements of the zoning district in return for providing public amenities to the municipality. For these areas, incentive zoning might allow for increased lot coverage, additional building stories, or other more intensive development alternatives. In return, a portion of the site could be developed as a public green, park, or trail. Specifics for an incentive zoning program should be included in the zoning code.

Inclusionary Zoning

Some communities have developed inclusionary zoning programs in order to increase the availability of workforce housing. These programs can be voluntary or mandatory. This tool integrates affordable housing with market-rate housing development, both of which are desired in order to retain current residents and attract new ones to the community. If done well, inclusionary zoning leverages the private sector to fulfill an important need at the same time allowing the developer to fully profit from the project.

A typical inclusionary zoning ordinance requires developers in a specific residential project to set aside a certain amount of housing units as affordable to households of certain income levels. The goal is to establish a relatively permanent stock of affordable housing that is maintained over time through affordability controls. This allows the creation of economically diverse communities.

In many ordinances, the regulatory burden of providing housing at less than market rates is lessened by offering some manner of incentive, such as a property tax break, fast track permitting or a density bonus. A density bonus, for example, allows developers to build one extra market rate unit for every affordable unit provided.

Infill Development

Infill refers to development that makes use of vacant or underutilized land and buildings in a community. Infill development can range from

Provides affordable housing opportunities for smaller households

Infill development:

- > Promotes investment in developed areas already served by schools, police, fire, utilities and other public services.
- > Provides affordable housing opportunities for smaller households (i.e., seniors, singles and empty nesters).
- > Discourages urban sprawl and preserves open space.

Local governments have utilized the following techniques to encourage infill development in their communities:

- > Conduct an inventory of potential infill sites and market to local developers.
- > Offer density bonuses or allow mixed uses to reduce development costs.
- > Work with a local housing organization to sponsor a one-day workshop to inform developers of the benefits of development.
- > Adopt flexible zoning policies to allow for development on irregular shaped lots.

Jobs-Housing Linkage Programs

Jobs-Housing Linkage Programs, also referred to as Commercial Linkage, require developers to construct a certain number of affordable housing units pay a fee to mitigate its housing impact.¹⁵ The fee and or number of housing units to be constructed is based on the amount of commercial square footage.

The primary benefit of housing linkage programs is that the supply of workforce housing is available to accommodate the increase in workers resulting from the construction of offices and or industrial facilities.

Housing linkage programs are only successful in those communities where the commercial development market is strong.

Manufactured Housing

Manufactured or “modular” housing is a popular way for communities to increase the supply of workforce housing units. Manufactured housing has faced a lot of community opposition in the past. Today, these units must meet a national performance based housing code (HUD code), and have been designed to blend in with traditional stick built homes.

The primary benefit of modular homes is that they are less expensive and can be constructed more quickly than traditional stick-built units. According to the Manufactured Housing Institute, the cost per square foot of a manufactured home is typically 10-35 percent lower than site built homes.

Some of the public policies that have been set in place to encourage the development of manufactured housing, include:

- > Flexibility regarding minimum lot sizes and setback requirements
- > Increased design standards for manufactured housing to ensure that the design and siting are consistent with the existing character of the neighborhood.

Mixed-Use Development

Mixed-use developments can range from apartment units located over retail space, to large scale planned unit developments. One way to encourage affordable housing development in a community

¹⁵ Non-Profit Housing Association of Northern California (NPH).

is to amend local zoning ordinances to allow higher density residential development in commercial areas.

The benefits of introducing mixed-use development projects to a community include:

- > Residents are close by to work, services and public transportation
- > New housing opportunities can be created in areas previously reserved for commercial, office and light industrial uses
- > Higher density residential may be more accepted in a commercial area than in traditional single-family residential zones
- > Cost savings to developers through shared parking, maintenance and security
- > Commercial uses can help subsidize workforce housing units

Performance Zoning

Traditional, or Euclidian zoning, specifies what types of land uses and densities are allowed in designated areas. Performance zoning determines land use locations through various performance criteria. Projects are evaluated based on size, shape, location and natural features.

Performance zoning is flexible, and encourages developers to build a broad range of housing types, including workforce housing. Performance zoning is attractive to builders because it streamlines the development process by making variances, appeals and rezonings unnecessary.

Planned Unit Development

A Planned Unit Development (PUD) is a comprehensively planned land development project that provides flexibility regarding the siting of buildings and the mix of land uses. PUDs allow for a mixture of housing types, increased density, and clustering of residential units to preserve open space.

The benefits of adopting PUD regulations to encourage workforce housing include the cost savings achieved through the clustering of buildings, reduced site development costs, and flexibility of zoning standards, including lot size, setbacks and street frontage.

Rezoning Vacant Land for Residential Uses

Another housing tool used by communities to increase the supply of affordable or workforce housing is the rezoning of vacant land for residential uses. The first step to the rezoning process is to conduct a land use inventory to identify vacant industrial, commercial or agricultural properties. Next, an analysis of the projected need for industrial and commercial land should be conducted. The analysis, coupled with the land inventory, can be used to identify any projected land surplus.

Small Lot and Small Lot Districts

Single-family homes on large lots can be cost prohibitive for many families. Allowing a reduction in minimum lot sizes for single- and multi-family units can reduce land acquisitions and development costs, increase density, and thus create opportunities for workforce housing.

Subdivision/Development Standards

One housing policy tool that has been used effectively in communities to lower the cost of developing workforce housing is the review, update and modification of subdivision regulations. Minimum requirements for curbs, gutters, street width and sidewalks can be evaluated to identify possible development costs savings.

Transfer of Development Rights

The Transfer of Development Rights (TDR) allows the owners of land and/or buildings identified for protection to sell their development rights to landowners at other locations.

The benefits of TDRs include:

- > Increased project density, resulting in lower per unit housing costs
- > Preservation of structures with historic significance
- > Preservation of agricultural land and open space

TDRs can be difficult to administer due to their complexity. The projects are usually most successful in communities looking to preserve agricultural land or open space, and shift development to the downtown core.

Upzoning

Upzoning involved the selective rezoning of residential properties (single-family and/or multi-family) to allow for greater density. By increasing allowable density through upzoning, developers can save on land and site development costs, which can result in lower home purchase prices.

SECTION 6: LAND USE STRATEGIES

1.0 OVERVIEW

The development of an economic development strategy is closely tied to the understanding of current and future land use trends, local and regional, the readiness of areas to sustainably accommodate growth through updated comprehensive, land use and other economic development plans, effective zoning and other land use regulations, and a comprehensive understanding of the number, locations and environmental conditions of appropriate sites for future development.

This portion of the economic development strategy includes a review of accessible local and regional land use strategies, corridor, recreational and open space; and Central Business District Plans, including: The Town of Clarkstown Comprehensive Plan Update, New City Hamlet Center Vision Plan, Citizens Advisory Board for Housing in the town of Clarkstown, Rockland County: River to Ridge: A Plan for the 21st Century, County of Rockland Open Space Guidelines, The NYC Watershed Agreement, New York-New Jersey Highlands Regional Study: 2002 Update, Hudson Valley Greenway Act of 1991, and the Mid Hudson South Region Bicycle and Pedestrian Master Plan.

2.0 LAND USE STUDY REVIEW

The plans reveal a desire to protect the environment, boost the economy, and recruit new businesses to the community. By balancing growth in the area, which continues to increase, with the preservation of community character and natural resources, which contribute to overall quality of life. Clarkstown's convenient location in the New York metropolitan area is seen as both an asset and a challenge in most of these plans.

The plans reflect the following goals:

- > Strengthening town centers and main streets as pedestrian-friendly, commercial cores.
- > Preserving housing and job opportunities for all income levels.
- > Protecting natural resources, scenic viewsheds and community character.
- > Improving law enforcement efforts, including code enforcement
- > Focusing residential growth in hamlets or town centers.
- > Encouraging access to parkland and open space for recreational use.
- > Encouraging cross-municipal coordination in terms of transportation and housing policy issues
- > Maximizing open space when property is developed or divided.
- > Providing connectivity and linkages between different areas by multiple transportation modes
- > Implementing Hudson Greenway guidelines where appropriate.

Opportunities:

- > Proximity to New York City.
- > Excellent transportation access, including commuter transit
- > Relatively high income levels
- > Clarkstown's existing reputation as a retail destination
- > Significant ecological and wildlife communities, beautiful views and extensive natural and historical resources, particularly in the Highlands
- > Nearby natural areas highly valued by local and visitor populations alike
- > Nearby natural amenities include extensive portions of land long the Hudson River
- > Eligibility for partnership with various conservation and community development organizations including: Hudson River Valley Greenway and Scenic Hudson

Constraints:

- > Limited land available for development
- > Housing affordability for young people and seniors is dwindling

3.0 INVENTORY OF DOCUMENTS:

TITLE	AGENCY	AUTHORS	YEAR
Town of Clarkstown Comprehensive Plan Update	Town of Clarkstown	Town Comprehensive Planning Committee	1999
New City Hamlet Center Vision Plan	Town of Clarkstown Rockland County	Behan Planning Associates, LLC with Frederick P. Clark Associates, Inc.	2006
Citizens Advisory Board for Housing in the Town of Clarkstown Final Report	Town of Clarkstown	Citizens Advisory Board for Housing	2002
Rockland County: River to Ridge Comprehensive Plan	Rockland County	Saccardi & Schiff, Inc., Edwards & Kelsey, Inc., Rockland County Planning Department	2001
County of Rockland Open Space Guidelines	Rockland County	Open Space Advisory Committee	2001
Mid-Hudson South Region Bicycle and Pedestrian Master Plan	Rockland County, Westchester County, and Putnam County	The RBA Group in association with Howard/Stein-Hudson Associates, Inc. Ferrandino & Associates Inc.	2001
The Hudson Valley Greenway Act of 1991, Revised Nov. 1997		Hudson Valley Greenway Communities Council; Greenway Conservancy for the Hudson River Valley, Inc.	1991; rev. 1997

3.1 TOWN OF CLARKSTOWN –COMPREHENSIVE PLAN UPDATE, 1999

The update of the Town of Clarkstown Comprehensive Plan seeks to revisit the goals for the Town that have changed since the original plan was adopted in 1966. In those thirty years, Clarkstown has evolved from a community largely dependent upon agriculture and mining, to one that is becoming more urbanized, with less developable land, more traffic, more people, and larger commercial areas, including major regional shopping centers.

The Plan recommends that in general, the land uses and densities in place at the time the plan update was written remain, with the following additional goals:

- > Retain the above-mentioned elements of land use and densities
- > Protect and provide for better access to open space
- > Retain and provide for greater development flexibility for industrially zoned land
- > Address specific and narrow identified needs
- > Encourage hamlet center revitalization through a public-private partnership of the business community and the Town

- > Provide tax incentives for hamlet center revitalization, and for the postponing of development

More specific goals and objectives include the following:

RESIDENTIAL

- > Protect single-family neighborhoods from conversion to multi-family and from the introduction of non-residential uses, and non-residential encroachment
- > Provide a range of housing types designed to meet the needs of Town residents, their families, and people working in Town
- > Evaluate the need for specialized residential facilities for the elderly and others.

NON-RESIDENTIAL

- > Encourage the strengthening of hamlet commercial centers and the establishing of firm boundaries
- > Seek a proper balance allowing for the opportunity to provide goods and services to meet the needs of the 80,000 residents of the Town
- > Provide zoning that will help to encourage economic development opportunities to meet the occupational needs of Town residents
- > Examine undeveloped and underdeveloped commercial areas with the intent of encouraging redevelopment where appropriate at reasonable densities with appropriate uses in a manner that will help to fulfill Town goals

PUBLIC FACILITIES/AMENITIES

- > Provide a range of recreation facilities and programs to meet the needs of Town residents
- > Examine the facilities available for emergency service providers to determine whether additional locations are necessary
- > Review the hierarchy of road classifications to determine which are still appropriate, and which should be modified, by category and location
- > Provide a mechanism to connect existing recreation facilities and important open spaces
- > Support the preservation and protection of historic and scenic features, including individual sites and buildings, scenic views, ponds, and stream corridors, wetlands, steep slopes, and high elevation.
- > Relate development proposals to the existing and reasonably available infrastructure and public facility capacity

The highest priority issue in the Comprehensive Plan is the New City Business District Downtown Plan, which addresses parking, pedestrian connections, and overall redevelopment. Additional priorities include historic preservation, wetlands protection, trails and paths, and improving hamlet centers.

3.2 NEW CITY VISION PLAN, FEBRUARY 2007

The hamlet of New City is home to many of Clarkstown's governmental and commercial resources, yet has been the cause for community concern and controversy. Its history of planning and renewal efforts

has resulted in disinvestment and less-than-satisfactory community pride. The Vision Plan seeks to revitalize the hamlet and make it a desirable destination—for both residents and visitors—once again.

Recommendations to achieve this goal include the following:

- > Unify civic and recreation clusters
- > Unify and enhance the Northern Gateway
- > Recognize the North Main Street Civic and Community Area
- > Celebrate the Central Gateway—the hamlet’s community center
- > Realize Main Street New City through continued partnerships and investment in the renewal of commercial centers
- > Improve the streetscapes throughout New City via partnerships and incentives, reducing curb cuts, widening sidewalks, placing parking lots in backs of buildings, and other design strategies
- > Improve connectivity throughout New City, especially with Main Street
- > Develop a parking plan to consolidate and prioritize parking where feasible
- > Develop new zoning districts to refine the concept of the hamlet center and hamlet transition areas, including the specific district boundaries, area and bulk standards, uses, signage and incentives
- > Address maintenance and enforcement issues

3.3 CITIZENS ADVISORY BOARD FOR HOUSING IN THE TOWN OF CLARKSTOWN FINAL REPORT, SEPTEMBER 2002

Housing affordably has become an increasingly critical issue in metropolitan and suburban areas in recent decades; Clarkstown is no exception, particularly for young families and senior citizens. In order to explore conditions in Clarkstown, the Town Board created the Citizens Advisory Board for Housing. The study evaluates the housing stock and makes recommendations relative to needs, bearing in mind that all of the citizenry was to be considered in the equation.

Existing Housing Inventory

The housing inventory and subsequent residents surveys indicate that while there are several public and private housing options deemed “affordable,” there nevertheless does not appear to be enough affordable housing options for seniors and young people. Seniors most often would like to remain in their current homes, but often cannot afford to do so due to high taxes.

Recommendations

- > Create an Office for Senior Citizens, which would address the following:
 - Maintain a single waiting list for all senior housing developments
 - Coordinate Town outreach efforts for seniors
 - Create database of volunteer services serving seniors
- > Encourage Town Board to seek greater tax relief than at present
- > Grant accessory apartments under strict restrictions, particularly with regard to parking. The senior homeowner should be required to occupy the larger portion of the home so as to avoid large families moving in as renters and over burdening the school system without compensating

for the school tax. It is recommended that the special permit only be granted to owner occupied residences where owners are over the age of 60.

- > Create separate ordinances governing Independent Living projects and Assisted Living projects respectively.
- > Any new senior housing built with Federal and/or State funds should require a waiting list for the eligible residents, and should be carefully scrutinized by an appointed town official.
- > The Independent Living sections of the proposed SAIL (Senior Assisted Living and Independent Living) legislation should be incorporated into the Town Code.
- > Explore the possibility of entering into inter-municipal agreements with neighboring municipalities to develop housing opportunities for its seniors and young adults.
- > Encourage local businesses to sponsor housing developments that are affordable and geared to meeting the needs of the young employees residing in Clarkstown.
- > Seek sponsors from the not-for-profit, volunteer, and healthcare communities to create housing for workers in this sector.
- > The Town Board should explore entering into an Inter-Municipal agreement with neighboring localities to create affordable housing options for Clarkstown young adults.
- > Seek sponsors that will create affordable single family homes to assist young people to remain in the community.
- > Encourage local lenders to offer incentives and reduced down payment criteria for mortgages for young adults wishing to remain in Clarkstown.
- > Explore the possibility of tax breaks to assist Clarkstown residents who are first time homebuyers.
- > Explore mixed-use incentive zoning to provide opportunities for new housing creation in Clarkstown.

3.4 ROCKLAND COUNTY: RIVER TO RIDGE: A PLAN FOR THE 21ST CENTURY, 2001

The Rockland County Plan, *River to Ridge*, addresses the changes that have occurred within the county during its gradual transformation from an outer fringe suburb into a busy inner-ring suburban area. The plan seeks to balance growth pressures, including traffic, with the preservation of community character and natural resources. The plan is divided into two major components: the Land Use Plan addresses the physical layout of the county, including appropriate densities, development patterns and desired land uses. The Policy Plan offers an extensive programmatic guide to five areas in the county: transportation, housing, open space and environment, economic development and the waterfront.

Direct land use recommendations for the county include:

- > Continue working with regional agencies that foster proper land use planning
- > Foster intermunicipal cooperation in cross-border land use issues, corridor improvements, open space preservation, and affordable housing development
- > Provide appropriate infrastructure improvements to support increased development on vacant or underutilized sites or in growth corridors, where appropriate
- > Provide centralized business services that market appropriate commercial development sites to businesses interested in relocating to the County

- > Identify portions of Rockland Psychiatric Center and the Letchworth Village Developmental Center appropriate for business development, senior housing, not-for profit organizational use and public/private recreation
- > Develop model legislation for preserving farmland or fostering viable agricultural related uses compatible with surrounding community character
- > Preserve through acquisition, easements, development rights purchase or increased outreach for donations important privately-owned open space areas
- > Provide additional linkages between residential areas and employment centers
- > Create a County waterfront park with waterfront recreational activities not currently accessible to all County residents and connect it to other activity centers and parks through a network of linear open spaces
- > Promote efficiency in governance and service provision by encouraging localities to avoid the further splintering of government into smaller units
- > Encourage the consolidation of service districts where feasible to reduce local costs
- > Focus revitalization efforts on downtowns and on reuse and redesign of existing strip centers

Municipality-directed land use recommendations that have a direct effect on Clarkstown:

- > Coordinate with adjacent and cross-Hudson waterfront communities to foster tourism and water transportation links
- > Adopt zoning regulations that: (1) permit multi-family and senior housing development and encourage clustering of units within subdivisions to preserve overall site open space; (2) protect scenic views and sensitive environmental features such as ridgelines and steep slopes; (3) permit tourist-related uses such as bed and breakfast and agri-tourism operations; and, (4) control the placement of future cell towers to minimize aesthetic impacts on residential areas
- > Encourage the use of alternative means of transportation by constructing sidewalks on major corridors where needed, establishing pedestrian and bike paths utilizing abandoned railroad rights-of-way, and making improvements related to bicycle facilities and bicycle and pedestrian safety
- > Maintain an appropriate balance of residential and non-residential uses along mixed use corridors and develop zoning that addresses the impacts of emerging non-residential uses in transitional areas
- > Encourage shared driveways in areas where the concentration of commercial uses along heavily trafficked corridors present ingress and egress related safety issues
- > Streamline application and approval procedures

3.5 COUNTY OF ROCKLAND OPEN SPACE GUIDELINES, OCTOBER 1999

The purposes of these guidelines are to define Rockland County's existing open space, and to set out strategies and priorities for acquisition of additional open space. Although Rockland County appears to have adequate open space in terms of acreage, its open space resources are concentrated along its western and northern edges and not evenly distributed throughout the county. The most developed areas of the county do not have adequate open space to serve its residents' needs. Therefore, it is necessary for the county to take steps to acquire additional open space in locations where it is most needed.

The guidelines identify the following attributes in open space land to be acquired, and identifies criteria therein to determine land worthy of acquisition:

- > Connects other open spaces
- > Safeguards environmentally sensitive resources
- > Saves farms
- > Protects historic and cultural places
- > Promotes public use and enjoyment of the Hudson River and its shore
- > Can be obtained through redevelopment
- > Provides for recreation
- > Limits sprawl
- > Maintains or improves all rivers and streams in Rockland County
- > Conserves its watersheds

Implementation strategies for acquisition are defined as such:

- > Purchase of fee.
- > Purchase of less-than-fee interests, such as conservation easements.
- > Gifts of fee or gifts of less-than-fee.
- > Federal or state agency intergovernmental sales or gifts.
- > Cooperative acquisition with federal, state, municipal governments or private entities, such as land trusts or foundations.
- > Providing technical assistance to municipalities for various zoning and land use tools

Finally, acquisition priority is given to land meeting any of the above criteria:

- > Immediate threat of development.
- > Tax delinquency.
- > Purchase money available through grant or grants.
- > Possesses more than one attribute.
- > Adds to adjacent protected open space.
- > One attribute that is extremely important.
- > The property is identified for protection by another Rockland County Department of Planning document or in another municipal, state, interstate, or federal agency's report.
- > Support of public and private organizations.

The guidelines conclude with a table of open space resources acquired to date in Rockland County.

3.6 MID-HUDSON SOUTH REGION BICYCLE & PEDESTRIAN MASTER PLAN, JUNE 2001

This plan defines a vision for bicycling and walking in the tri-county region and builds on previous regional and local studies to identify needs, define strategies and recommend projects that improve conditions for bicyclists and pedestrians. The plan was initiated in response to federal mandates, which

require that long-range transportation plans include accommodations for bicycles and pedestrians. Bicycling and walking are increasingly being recognized as viable transportation options, for both environmental and physical reasons. While the three counties do have existing facilities, the study seeks to address them in a comprehensive manner.

First, the study inventories the existing facilities for bicyclists and pedestrians in the tri-county region. Common issues identified include:

- > Public transit access
- > Safety
- > Access management
- > Bridge access
- > Maintenance and safety of facilities
- > Coordination of ongoing street and highway improvements

Implementation strategies include:

- > Engineering
- > Enforcement
- > Education
- > Encouragement

These categories are further expanded by a discussion of the roles of different levels of government, civic groups, non-profit organization, citizens, and other groups.

3.7 THE HUDSON VALLEY GREENWAY ACT OF 1991, REVISED AS OF NOVEMBER 1997

The Hudson River Greenway Act was enacted in 1991 to “continue and advance the state’s commitment to the preservation, enhancement and development of the world-renowned scenic, natural, historic, cultural and recreational resources of the Hudson river valley while continuing to emphasize economic development activities and remaining consistent with the tradition of home rule.”

The Hudson Valley Greenway Act created the “Greenway Criteria” which serves as the basis for the attaining the goal of a Hudson River Valley Greenway”. The criteria - natural and cultural resource protection, regional planning, economic development, public access and heritage and environmental education - provide the overall vision for voluntary local Greenway programs and projects. The general nature of the Greenway criteria allows communities to develop locally-based projects which address community concerns while contributing to the overall framework of the Hudson River Valley Greenway. The criteria is described as follows:

- > ***Natural and Cultural Resource Protection***

Protect, preserve and enhance natural resources including natural communities, open spaces and scenic areas as well as cultural resources including historic places and scenic roads.

> ***Regional Planning***

Communities can work together to develop mutually beneficial regional strategies for natural and cultural resource protection, economic development (including necessary public facilities and infrastructure), public access and heritage and environmental education.

> ***Economic Development***

Encourage economic development that is compatible with the preservation and enhancement of natural and cultural resources including agriculture, tourism and the revitalization of established community centers and waterfronts.

> ***Public Access***

Promote increased public access to the Hudson River through the creation of riverside parks and the development of the Hudson River Valley Greenway Trail System.

> ***Heritage and Environmental Education***

Promote awareness among residents and visitors about the Valley's natural, cultural, scenic and historic resources.

The Hudson River Valley Greenway Communities Council

The Hudson River Valley Greenway Act of 1991 created a process for voluntary regional cooperation among the 242 communities in the 13 counties in the Hudson River Valley, that are included in its territory. These include both "riverside" communities that border the Hudson River and "countryside" communities with no physical connection to the Hudson River but within the geographic boundary of the Greenway area.

The Hudson River Valley Greenway Communities Council is one of two organizations created in the Greenway Act to facilitate the Greenway process. The Greenway Communities Council, a state agency, works with local and county governments to enhance local land use planning and create a voluntary regional planning compact for the Hudson River Valley. The Council provides community planning grants and technical assistance to help communities develop a vision for their future and tools to achieve it by balancing economic development and resource protection objectives.

Communities that choose to take part in the Greenway Compact become eligible for incentives granted by the New York State Legislature through the Hudson River Valley Greenway Act of 1991. These incentives include:

- > State agencies must, "to the fullest extent practicable", coordinate their activities with Compact communities and conduct their activities in a manner consistent with the Greenway Compact.
- > The provisions of the Greenway Compact must be made part of State Environmental Quality Review Act and Historic Preservation Act reviews.
- > Compact communities may regulate the location and construction of boathouses, moorings and docks within fifteen hundred feet of their shorelines.

- > Compact communities receive technical and financial assistance for community planning efforts. This includes up to 50% matching grants for basic community planning and for any changes to local planning and zoning needed to enter the Compact.
- > Compact communities have a potential 5% rating advantage over non-compact communities for receiving competitive state funding for Greenway projects.
- > Compact communities have the opportunity to offer a streamlined environmental review process for activities, which are consistent with regional Greenway plans.
- > Compact communities are provided protection from law suits brought against communities because of the acquisition of land or the adoption of local land use regulations consistent with a regional Greenway Plan.

4.0 LAND USE PATTERNS

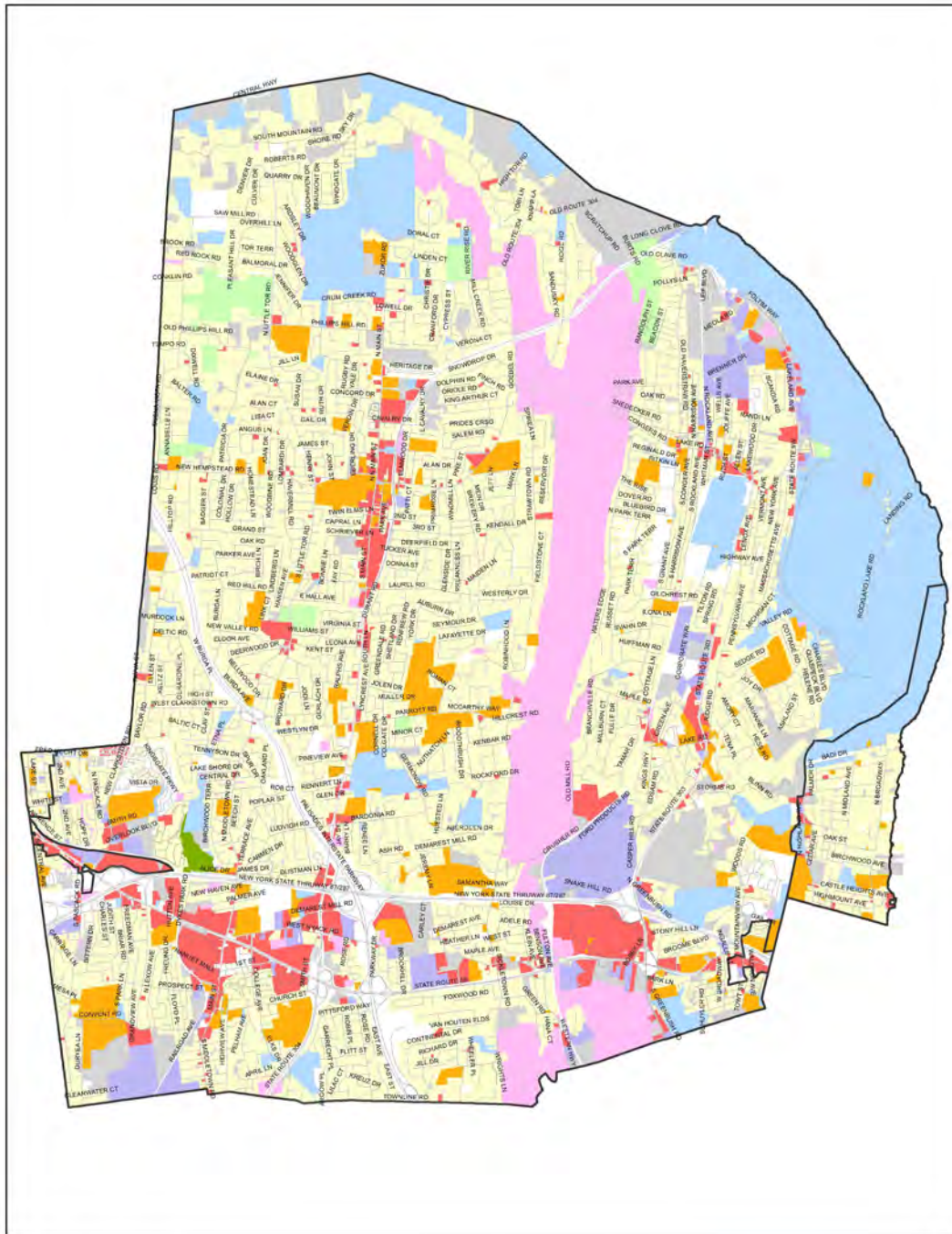
The existing land use of the Town of Clarkstown paints a picture to truly show the current land use patterns, uses, and needs of the area. The sub-regions include Bardonia, Central Nyack, Congers, Nanuet, New City, Rockland Lake, Spring Valley, Upper Nyack, Valley Cottage, and West Nyack.

The accompanying Land Use Map (page 15) illustrates the locations of various land uses in Clarkstown. Land uses are determined by the Town Assessor and are categorized according to property classification codes that are found in the New York State Office of Real Property Services. This organization of property into land use classifications allows for the breakdown and comparison of the local tax base composition.

The existing land use patterns will shape the future character of the Town. The type of development that occurs (i.e. residential, industrial or commercial), the form or design of that development, and the scale of that development can transform the appeal of a community. Land use can also impact the functionality of a community's infrastructure and roadway systems. Allowing new development in a previously undeveloped area, for example, could increase traffic along a corridor or require additional water and sewer infrastructure or roadways. Alternatively, allowing development in an area already equipped with sufficient infrastructure and roadways would likely reduce the impacts on a community.

Existing Land Use, Town of Clarkstown: 2007 (Source: Rockland County Geographic Information Systems Data)				
Land Use Classification	Number of Parcels	Percent of Total Parcels	Acreage	Percent of Total Acreage
Agricultural	18	0.1%	312	1.3%
Residential	23,688	87.5%	11,329	48.8%
Vacant Land	762	2.8%	1,755	7.6%
Commercial	974	3.6%	1,094	4.7%
Recreation and Entertainment	269	1.0%	3,252	14.0%
Community Services	220	0.8%	1,246	5.4%
Industrial	135	0.5%	716	3.1%
Public Services	168	0.6%	2,212	9.5%
Wild, Forested, Conservation Land and Public Parks	2	<0.1%	33	0.1%
No Data	838	3.1%	1,288	5.5%
TOTAL	27,074	100.0%	23,237	100.0%

Although land use within Clarkstown varies, Residential land use dominates the Town's landscape, with over 23,000 parcels comprising 87.5% of all parcels, and 48.8% of the Town's total acreage. There are also a significant number of commercial parcels, however they combine to constitute a mere 4.7% of the town's acreage. Approximately 7.6% of the Town is vacant land. These vacant parcels, which are predominantly located along the northern portion of the Town as well as between State Route 303 and the waterfront, are mostly State owned parkland.



Town of Clarkstown Economic Development Strategy

Figure #
____ Plan

March 2008

KEY	
Land Use	
■	Agricultural
■	Commercial
■	Community Services
■	Forested/Conservation
■	Industrial
■	Public Services
■	Recreation & Entertainment
■	Residential
■	Vacant

0 0.25 0.5 1
Miles

PROJECT # 2007-028
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This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.
File Location: S:\GIS\7028\LandUse_Portrait.mxd

**SARATOGA
ASSOCIATES**

Landscape Architects, Architects,
Engineers, and Planners, P.C.
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**ROCKLAND COUNTY,
NEW YORK**

5.0 COMMUNITY RESOURCES

Each community has its own distinct landscape and natural resources, and unique concerns and issues that it needs to deal with for enhancing its economic progress, and its own preferences for growth and development. This analysis will help to formulate a strategy to summarize existing and future development trends, evaluate key development sites, and prepare an analysis of infrastructure systems and which need to be upgraded to accommodate for future growth. Input was received from the Town's planning department. The information provided is not a complete expression for their community wide development needs and wants, rather priorities were established. The result is a strategic approach to commencing improvements and future environmental and economic analyses necessary to support the target industry recruitment efforts, as well as ensure that development is planned and implemented in a holistic and sustainable manner, preserving and enhancing quality of life and balancing economic prosperity and environmental sensitivity.

The following data provided was gathered from the Town and members of the advisory committee during land use workshop held in April 2008. The purpose of this exercise was to fully understand the current status of community, and to devise a method for planning for future growth. The topics discussed included recent development (within the last three years), catalytic projects, and potential growth areas. , The results of this workshop are detailed in the following pages.

5.1 RECENT DEVELOPMENT AND CATALYTIC PROJECTS

Clarkstown's Planning Department provided the following information regarding significant developments that have taken place in the Town within the last three years, the Town has seen several developments with varying size and use, including eight residential projects, ten commercial developments, and two industrial projects. This balance of varying types of development will allow for balanced growth.

5.2 SIGNIFICANT RECENT DEVELOPMENTS

Residential

- > *Pondview Estates*: This development consists of a 23 single-family lots on approximately 33 acres. This site, which is located on the north side of West Nyack Road and the west side of Holland Drive in West Nyack, is zoned R-15/LO.

Commercial

- > *Commerce Bank*: This commercial project includes a 4,1000 square foot bank located on a 1.55-acre site. The property is zoned CS and is located on the southwest corner of South Main and Elinor Place in New City.
- > *Palisades Professional Medical*: This commercial project includes a 9,500 square foot lab, 9,500 square foot office and 19,000 square feet of wholesale space.

- > *Soffer Storage*: The Soffer storage project included the construction of 5 storage structures, each approximately 10,000 square feet in size. Some of the buildings are multi-level structures. The project is located on a 5.37 acre lot zoned LIO, which lies on the west side of Route 9W,
- > *Palisades Volkswagen/Audi*: A 27,230 square foot commercial structure located on 3.5 acres zoning CS. The project is located on Route 59 and Chestnut Street.
- > *Clarkstown Executive Park Bids, 9 & 10*:

Industrial

- > *Cal mart*: Cal mart Enterprises, Inc. constructed an 8,600 square foot building on a 5.2-acre lot zoned M. The property is located on the north side of Route 304/south side of Long Clove Road.

5.3 SIGNIFICANT CATALYTIC PROJECTS

There have been several significant development projects that have been undertaken in the Town of Clarkstown. The following list of development projects includes residential, commercial, and industrial projects that have received full regulatory approval (local, county, state) but are not yet constructed. This list, which was provided by the Town's Planning Department, does not include small-scale development such as one or two lot residential projects.

Residential

- > *Demarest Court*: This development will consist of ten condominium units on 0.86 acres. The property is currently zoned MF-3, and is located on the East end of Demarest Avenue and American Legion Way in New City.
- > *Vista Farm*: The Vista Farm project will include 20 single family homes. The project will be sited on 22.4 acres located on the east side of Buena Vista Road/New Hempstead Road in New City. The area consists of an eight-lot subdivision on approximately 8 acres between the Schoharie Turnpike, Union St. and Farm to Market Rd.
- > *Davies' Farm Phase II*: This area consists of a 23-lot subdivision on approximately 23 acres. The property, which is zoned R-22, is located on the North end of Meriwether Trail and the west end of Norfolk Avenue in Congers.
- > *Davies Farm Tor Valley*: This development will include a 15-lot, single-family subdivision situated on approximately 12 acres. The property is zoned R-22 and is located on the northwest corner of the intersection of Little Tor Road and New Valley Road in New City.
- > *Phillip's Hill Farm*: Part of Smith Farm, this project will include 7 single-family homes on approximately 16 acres. The property is zoned R-80. The site is located on the south side of Old Phillips Hill road, across from Summitt Drive in New City.
- > *Little Tor Homes*: The project site for Little Tor Homes is also part of the Smith Farm. The proposed project includes 56 lots for single-family homes. The site, which is zoned R-22, R-40, and R-80 contains approximately 65 acres, and is located on the west side of Little Tor Road and 350 feet north of Phillips Hills Road in New City.

- > *Highland Vista Estates*: Also located on the Smith Farm property, Highland Vista Estates will be a 22 lot single-family subdivision. The site is zoned R-80 and contains approximately 49 acres. The project site lies on the east side on Buena Vista Road in New City.

Commercial

- > *Lowe's*: A 141,808 square foot Lowe's home improvement center and 33,442 square foot garden center will be situated on a 12.65-acre lot in Nanuet. The site is bounded by Smith Road to the south and Overlook Boulevard to the North
- > *Stop & Shop*: The project includes a 160,295 square foot grocery shopping center and four gas pumps. The project is located on an 18.6 acre lot zoned CS in New City.
- > *Davies Farm Tor Valley*: The project site, which is zoned LS, is located at the northwest corner intersection of Little Tor Road and New Valley Road in New City.
- > *Ferguson*: The project includes the construction of two commercial buildings on a 2.1-acre site. The buildings measure 8,000 and 4,000 square feet. The project is sited on a parcel zoned M, located on the north side of Route 304 and the south side of Long Clove Road.
- > *Brega Transportation*: The project includes a 34,500 square foot commercial building on a 15-acre lot located on the south end of the Clarkstown Executive Park.

Industrial

- > *Kohl Industrial Park*: The project, located on a 15-acre lot, includes a 245,750 square foot warehouse/Industrial Park located on the west side of Route 303, north of Brenner Drive in Congers.

5.4 POTENTIAL GROWTH AREAS

Where Clarkstown wants to grow and how it will capture a potential market is dependent upon readiness for such growth. The Advisory Committee and representatives of the town government participated in a land use visioning exercise to identify the areas where they thought residential, commercial or industrial development should be encouraged.

The following list provides the ideas for each area depicted on the map.

Residential

- > Higher density housing throughout the hamlet centers
- > New City Gardens – workforce housing

Commercial

- > Hotel/Conference Center near the Palisades Center shopping center.

Office Industrial

Three areas were identified as appropriate sites for sites for office/industrial growth. They include:

- > Brenner Drive area, near Hemlock Drive.
- > Corporate Way

Mixed-Use

The Advisory Committee identified several sites throughout the town that would be appropriate for mixed-use development (retail, housing and office). Locations include:

- > Nanuet, Main Street, near Nanuet Mall.
- > Congers Hamlet Center, along Lake Road
- > New City Hamlet Center, along Tucker Avenue
- > New City, along Squadron Boulevard

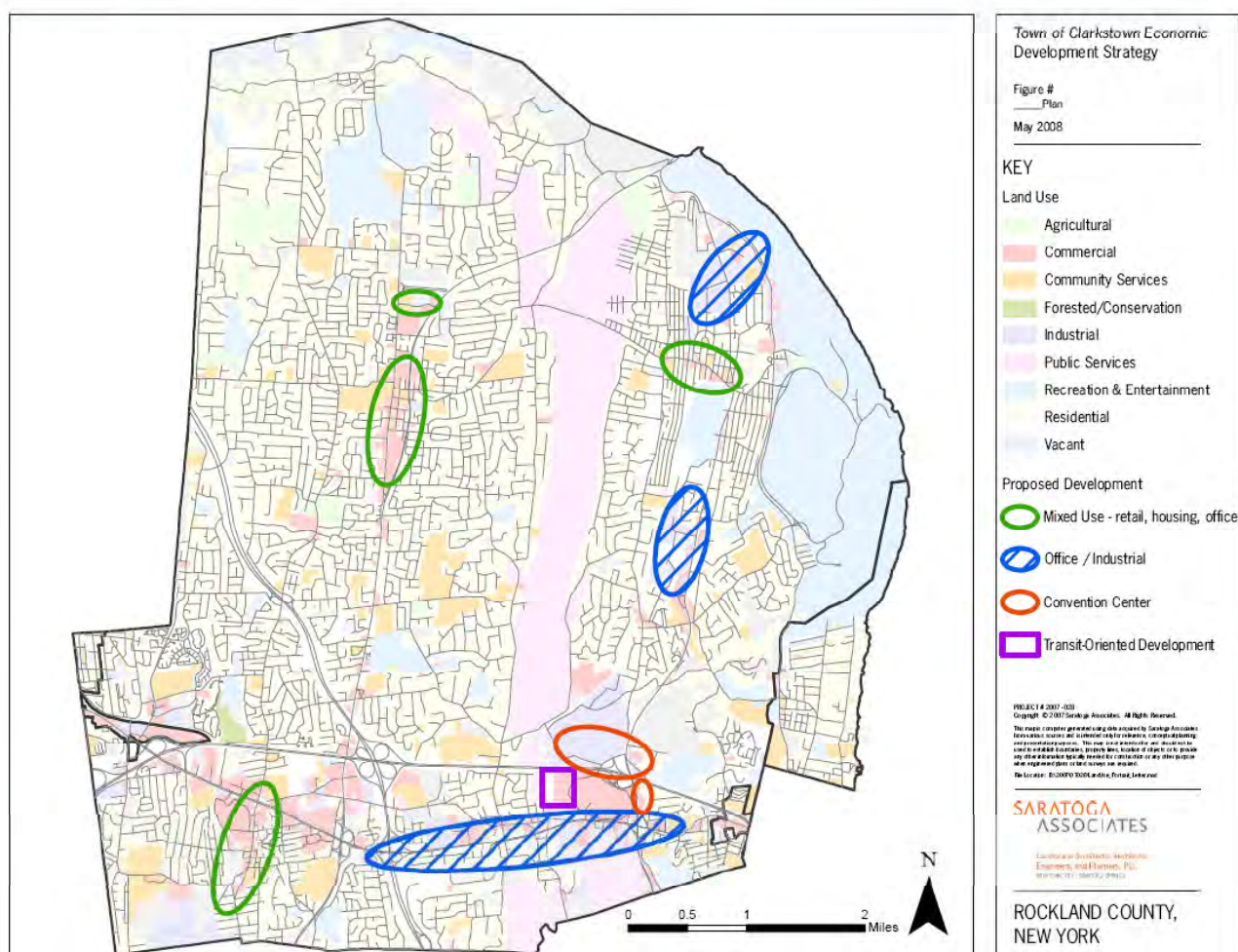
Transit-Oriented Development

Transit-Oriented Development (TOD) is a rapidly growing trend designed to create compact walkable communities centered around a train system. The Advisory Committee has suggested that a TOD could be developed on the property located to the west of the Palisades Center Mall.

Potential Growth Areas Map

The Potential Growth Areas Map (found on the following page) identified the general pattern of preferred development in the Town of Clarkstown over the next ten years. The map was developed based on a review of existing economic development and land use patterns, coupled with input provided by the Advisory Committee regarding their vision for the future of their Town.

The Potential Growth Area Map should be used in conjunction with the recommendations and action steps outlined in the Economic Development Strategy. It is important to note that the land use map is a bubble diagram of the Town – not a zoning map. The different colors represent various planning areas, not zoning districts. The borders of the planning areas are purposefully left vague.



6.0 COMMUNITY PREPAREDNESS

6.1 INFRASTRUCTURE

The capability of a municipality's infrastructure, such as sewer and water systems, to accommodate current development and to accommodate future development is a critical consideration. Improvements to existing infrastructure are constant and typically require significant financial resources. The addition of new or expansion of existing infrastructure requires public investment and can have dramatic impact on the character, function and safety. Such expansion requires careful thought with regard to growth inducing impacts. This section of the report examines the current state of the town's infrastructure and future plans for expansion, if any.

6.1.1 UTILITIES

The entire Town of Clarkstown is serviced by Orange & Rockland Utilities, Inc., a subsidiary electric and gas company of Consolidated Edison, Inc. Cablevision and Comcast are the leading providers of

Telephone, Internet and cable television services to those living and working in Clarkstown. Both Cablevision/Optimum and Comcast provide high-speed Internet, digital cable television and digital voice service to residents and businesses in Clarkstown. In addition, various local and nationwide satellite television providers service Clarkstown.

6.1.2 WATER

The Town of Clarkstown is serviced by United Water New York, a company that provides water services to roughly 266,000 Rockland County residents. The current production capacity, average day (long-term) supply and peak day supply during normal conditions can be found in the following chart.

Existing Water Supply, United Water New York: 2008 (Source: United Water New York)			
Source of Supply	Production Capacity (millions of gallons per day)	Average Day Supply (millions of gallons per day)	Peak Day Supply (millions of gallons per day)
System Wells	21.5	15.0	20.5
Ramapo Valley Well Field	10.0	7.0	7.0
Lake DeForest Water Treatment Plant	20.0	10.0	20.0
Letchworth Water Treatment Plant	3.0	1.0	3.0
Total Supply (permitted)	54.5	33.0	50.5

The water supply is currently sufficient to meet the projected maximum day demand, however, the supply will need to be expanded to meet future projections. Projections for both the annual average demand and the maximum day demand determined that demand would be exceeded once in 20 years, due to the type of irrigation intensive growth that is occurring. In order to meet the projected water demands, United Water New York has developed a water supply plan to add 1.5 millions of gallons per day to the average capacity, and 7.1 millions of gallons per day to the peak capacity by 2015. This will be done through the Sparkill Air Stripper project (adding 0.58 millions of gallons per day peak), as well as through various well improvements.¹

6.1.3 SEWER

The majority of the Town of Clarkstown is served by Rockland County Sewer District #1. This district has a maximum capacity of 28.9 millions of gallons per day, and currently operates at 20-21 millions of gallons per day. A portion of the Town (in the hamlet of Upper Nyack) is serviced by Orangetown's system, which has a capacity of 12.75 millions of gallons per day. The system currently operates at nine millions of gallons per day. There are no expansions planned for either system, and both systems utilize secondary treatment.

¹ Information provided by Bob Raczko, United Water New York, March 2008.

6.2 REGULATIONS & LAND USE CONTROLS

There exists various regulations and codes in Clarkstown, the most notable being the Town's zoning ordinance. The Town's zoning ordinance defines acceptable uses, minimum and maximum lot sizes, height, setbacks, permitted accessory uses, and permitted levels of noise, among others. The Town's Zoning Board of Appeals handles all variances concerning the zoning ordinance, as well as special permit applications, and other appeals regarding decisions of the Town's Building Inspector.

The Town of Clarkstown's Building Department provides building permits and certificates of occupancy for all new construction or renovations in any residential or commercial property. Upon submitting a permit application, the Town's Building Department will review plans and assure that all building conforms to New York State Building Code. Fees for building permits vary, and are based upon the cost of the construction. Fees are also charged for sign permits, and special permits or variances. A certificate of occupancy will be issued if a building complies with the Town of Clarkstown Zoning Ordinance, as well as with all New York State Fire Prevention and Building codes, all applicable Town Codes, and the New York State Energy Code and Multiple Residence Law Town of Clarkstown Fire Code.

Certain occupancies – including (but not limited to) bowling alleys, dry cleaners, garage and service stations, junkyards, lumber yards, multiple residence buildings and those buildings that house explosives, flammable liquids, hazardous chemicals and liquefied petroleum gases – must obtain a Fire Permit to operate in the Town of Clarkstown. Such permits are granted on an annual basis, given the occupancy complies with fire codes. Fees vary based on the type of occupancy.

The Town of Clarkstown's Planning Board is responsible for reviewing and approving all land subdivisions, site developments, and certain special permit applications proposed throughout the Town. The Town of Clarkstown's Department of Environmental Control, the Technical Advisory Committee and the Architecture and Landscape Commission provide necessary advice and assistance to the Town's Planning Board. All new development is subject to the New York State Environmental Quality Review process.

7.0 LAND USE AND INFRASTRUCTURE POLICY IMPLICATIONS

7.1 TOWN-WIDE VISION FOR FUTURE DEVELOPMENT

- > A place where a diverse mix of people wants to live, work, raise their children, vacation, recreate, retire and invest their earnings and futures.
- > An attractive business setting, drawing people and industry, thereby bringing new income into the community and creating jobs and business opportunities.
- > An attractive community with a vibrant yet compatible mix of land uses, urban and rural, productively deployed and working cooperatively for the benefit of residents, property owners, business interests, visitors, and the local tax base.

7.2 GENERAL DEVELOPMENT GOALS

- > Achieve economic activities and development patterns that are responsive to the different economic, social, and cultural needs of town residents.
- > Preserve and enhance the physical and environmental characteristics that make Clarkstown a distinct and identifiable place, while providing for the needs of existing and prospective residents.
- > Ensure that development occurs in a cost effective manner, achieves a favorable cost/benefit of public sector service investment, and protects the natural and cultural resources of the community.

7.3 DEVELOPMENT PREPAREDNESS OBJECTIVES

- > Smart growth development techniques should be utilized that encourage development in and adjacent to hamlet centers, and preservation of the character of the county's distinct rural, mountain, and river valley areas. Design guidelines for commercial districts, arterial districts, gateways, tourist corridors, and scenic routes should be encouraged. This will include screening and landscape standards, sign control, access control and historic and architectural standards. Site design should take into account surrounding development, site topography, and other pertinent natural features.
- > Identify and implement appropriate regulatory policies and tools to achieve desired community development.
 - Encourage "business friendly" development review practices including:
 - Requirements and development standards that are clear and uniformly enforced.
 - Use of clearly written forms and instructions.
 - Streamlines review process for small-scale development that fits the character of the community.
 - More thorough, comprehensive and efficient review of larger projects.
 - Coordinate development efforts in context with regional, state, and federal agencies.

7.4 COMMUNITY DEVELOPMENT PRINCIPLES

7.4.1 GENERAL PRINCIPLES

- > Encourage more dense development and infill projects within existing hamlet centers where infrastructure can support growth. Lower density development should be encouraged in the outlying rural areas to preserve the pastoral character.
- > Avoid inappropriate development. Development in rural areas should protect rural character. Scenic resources should be protected through the development of appropriate development regulation tools.
- > Identify areas for future growth and development, even if not presently served by infrastructure such as sewer and water. Determining locations for future development should examine if it would be appropriate for the protection of community character or to maximize the use of major transportation facilities.
- > Promote continued or enhanced investment in designated growth areas. Seek out opportunities for such development and actively search for grants to assist in this process.

7.4.2 RESIDENTIAL USES

- > Encourage more varied housing development in the Town.
- > Focus housing development in designated growth areas.
- > When appropriate, consider locations for infill development and redevelopment activities instead of developing housing projects on greenfields.
- > Encourage residential development near public transportation access.

7.4.3 ECONOMIC DEVELOPMENT USES

- > Commercial Uses. Most new commercial development should be directed to existing business cores and designated growth areas. Such focusing of retail and office uses will reinforce downtown centers within the town's villages, hamlets, and potentially developing areas. Strengthening commercial use in existing business centers ensures long term economic viability, which is the critical component in maintaining community function and character.
- > Industrial Uses. A sound economic development base is essential to maintaining community wealth. Industrial and business park development should occur within designated growth areas to best utilize and support public infrastructure.
- > Small Business Enterprises. Promote and support the development and growth of small businesses and enterprises including technology and Main Street Commercial.

7.4.4 QUALITY OF LIFE

- > Promote the development and use of parks and recreation facilities, including NYS Facilities, and facilities owned by NYC DEP. Open space programs and environmentally sensitive

development will promote the quality of life throughout the town.

- > Promote programs and policies to improve the general appearance of the town including those that prevent urban and rural blight (dilapidated buildings, unsightly junkyards, haphazard development, uncontrolled commercial signage and non-uniform cluttered road and directional signs).

7.4.5 INFRASTRUCTURE DEVELOPMENT

- > Where necessary, existing sewer and water systems should be developed, expanded, repaired or replaced to better serve the town's business and residential centers and accommodate future development within existing business cores.
- > Expansion of sewer and water service areas should be directed to designated growth areas. Proposals to construct sewer and water service in agricultural and other rural areas should be discouraged.

SECTION 7: BUSINESS CLIMATE

Section 7

1.0 OVERVIEW

As part of the Economic Development Strategy Process, the Advisory Committee requested that Saratoga Associates conduct face-to-face interviews with representatives from local businesses. The intent of these meetings was to gain further insight from those who have the greatest amount of knowledge about the current business climate in Clarkstown, including the local economy, business environment, business assistance and workforce.

A complete list of the questions asked during the business interviews is provided in Appendix C.

2.0 INTERVIEWS

The project team from Saratoga Associates met with several business owners in the Town to learn more about the existing business climate. In order to protect confidentiality, individual answers to the survey questions will not be released. Responses to the individual questions have been summarized into the following three categories: Strengths, Weaknesses, and Opportunities.

Clarkstown's Strengths:

- > Marketplace proximity
- > Business-friendly environment
- > Town is very proactive
- > Town staff and others are willing and able to support small business owners
- > Uncongested

Weaknesses:

- > Availability of land, buildings and labor
- > Utilities
- > Infrastructure, specifically improvements to Route 303
- > Taxes, energy costs

Opportunities for Growth:

- > Expedite the approval process
- > Install WiFi in the Town
- > Encourage the local school districts to become forward-looking in joining the business expansion incentive programs offered elsewhere, such as 485-BEncourage high-end department stores, such as Saks and Bloomingdales
- > Train station direct to Manhattan

Section 8: Vision and Goals

Section 8

1.0 VISION STATEMENT

“Vision without action is merely a dream.
Action without vision is just passing time.
Vision with action can change the world.”
- Joel Barker

Some communities dream about what they could be, but never muster the resources or will to move toward that dream. Others act – without a vision – and find themselves dissatisfied with the results. The key to these predicaments is the union of vision and action. In the course of this effort, the following vision for Clarkstown’s economic future was developed. The vision statement was compiled from information provided by citizens during several community meetings and a visioning exercise completed by the members of the Advisory Committee.

Vision Statement

The Town of Clarkstown will continue to be a destination for economic growth by creating a climate that supports the growth of existing businesses, attracts new businesses, fosters entrepreneurship, creates a world-class workforce, and strives for a higher quality of life.

2.0 GOALS

To achieve the vision set forth by the community, multiple goals were established to guide decision-making. The goals address a variety of issues that were identified through preparation of an inventory and analysis, a town wide comprehensive plan meeting, public workshops, and the experience and knowledge of the Advisory Committee. The recommendations outlined in Section 6.3 attempt to direct short-term and long-term actions toward achieving these goals.

To implements the town’s economic vision, the following goals are set forth:

Business Retention and Expansion

Goal: Facilitate the retention and expansion of local business and industry in the Town of Clarkstown.

Business Attraction

Goal: Diversify the Town's economy by attracting new business and industry to Clarkstown through targeted marketing efforts.

Entrepreneurship & Technology

Goal: Create an environment in the Town of Clarkstown that fosters the start-up, growth and expansion of small high tech businesses and entrepreneurship.

Workforce Development & Education

Goal: Expand upon our skilled, educated and globally competitive workforce and ensure that it meets the needs of existing businesses and emerging industries in the Town of Clarkstown.

Land Use and Development

Goal: Ensure the availability of industrially and commercially zoned land to support existing businesses as well as providing diverse opportunities for new businesses to locate in Clarkstown.

Quality of Life

Goal: Strive for a higher quality of life in Clarkstown and improve those elements most likely to attract young professionals and businesses among the recommended target industries.

Section 9: Plan Recommendations

Section 9

9.1 INTRODUCTION

The Economic Development Strategy recommendations are targeted toward achieving the vision and goals identified in the previous section. The intent in offering these recommendations is to provide the Town with an array of options to address the issues and concerns that were identified during the public participation portion of the Economic Development/ Comprehensive Planning process. The recommendations are not presented in any order of priority. The purpose of this section is to present recommended methods for moving toward the community's vision for these areas. The Implementation Plan (Section 10) will present a programmatic strategy for implementing the plan's major recommendations. It is in that section that activities will be prioritized, and programs and projects detailed.

To help guide the implementation of the Economic Development Strategy, an Economic Development Advisory Committee should be established. It is recommended that the Committee consist of representatives from the public and private sectors, including local government, local and/or regional economic development organizations, business, industry, finance, organized labor, education, the aged, the unemployed, the underemployed, racial or ethnic minorities, and women.

The Committee should meet on a semi-annual basis to clarify the year's objectives and outline annual tasks, in a prioritized manner. However, in an effort to "get the ball rolling" in the first year of implementation, the Committee should meet quarterly. To help cultivate the public's confidence, the Committee should develop annual reports highlighting the economic development successes of the Town. These reports should be made readily available for town residents and published in a local newsletter and/or on the town's website.

Over time, conditions in Clarkstown will change and new opportunities will emerge. For this reason, a formal review of the Economic Development Strategy, led by the Economic Development Advisory Committee, should occur on a predetermined schedule. The town Supervisor should organize and lead these meetings. Typically, it is recommended that a detailed review of long-range planning documents take place every five years.

9.2 BUSINESS RETENTION AND EXPANSION

For most communities, the majority of new jobs and capital investment are derived from existing businesses. According to a study conducted by the U.S. Chamber of Commerce, over 80% of the economic growth for an average American community results from the creation and expansion of locally owned and operated firms.¹

¹ <http://pods.dasnr.okstate.edu/docushare/dsweb/Get/Document-2972/E-928.pdf>

The retention and expansion of existing businesses is critical to maintaining the Town of Clarkstown's existing revenue and employment bases. The Town, in partnership with regional organizations, should expand and improve its outreach efforts to ensure that successful small businesses receive the recognition that they deserve, and at-risk companies are identified prior to their leaving the area or going out of business.

Strategy 1: Keep quality companies and jobs in Clarkstown.

Action Items:

- 1.1 *Continue to partner with local economic development organizations, such as the County of Rockland Economic Development Corporation and Rockland Business Association, to expand and improve outreach efforts to existing business.*

Examples of enhanced outreach efforts could include the following:

- 1.1.1 *Establish a business visitation program.*
Operate a year round business visitation (or call) program to identify and track the progress of local businesses. Efforts should be focused on targeting key employers and those most at-risk.
- 1.1.2 *Conduct annual business surveys.*
Conduct an annual business survey to gain a better understanding of their products, services, needs and priorities.
- 1.1.3 *Establish an awards program.*
Establish an existing business and industry awards program to provide formal recognition to successful area businesses.

Strategy 2: Increase awareness among businesses of the existing business retention and expansion services available in Clarkstown.

Action Items:

- 2.1 *Develop a marketing and information program to support business retention and expansion efforts in Clarkstown.*

A marketing and information program could include the following activities:

- 2.1.1 *Identify existing business retention and expansion services.*
Catalog the business retention and expansion services currently offered by the Town, County, and private and public organizations.

2.1.2 *Conduct outreach efforts to increase awareness of existing programs and services.*

Outreach vehicles can include the Town's website, an economic development e-newsletter, and seminars.

2.1.3 *Create a "Let's get to business in Clarkstown" small business handbook.*

The Town, in partnership with local economic development organizations, should create a small business handbook for new and existing businesses. The book should provide contact information for local economic development organizations, information regarding Town codes, the local regulatory process, and financing. The handbook should be available both on-line and in print.

2.1.4 *Document and promote business retention and expansion success stories.*

The Town of Clarkstown has had an integral role in the growth and success of many local businesses. These success stories should be celebrated through a featured site on the Town's website, e-newsletter, and/or press releases to local papers.

9.3 BUSINESS ATTRACTION

Although most new jobs in a community are created through local business expansion, business attraction and recruitment has historically been viewed as the cornerstone of any local economic development program. New businesses represent an increase in a community's tax base and the number of jobs available to residents.

Strategy 1: Ensure that Clarkstown is prepared to meet with prospects and site selectors.

Action Items:

1.1 *Develop a Community Preparedness strategy that includes the development of an up-to-date community profile, mock prospect visit program, and property database of available commercial and industrial properties.*

1.1.1 *Community Profile*

According to the International Economic Development Council (IEDC), communities should have the following information about available properties on hand for prospects:

- > Site location
- > Options/ownership data
- > Title
- > Utility data – line location, rates, capacity
- > Records of easement
- > Topography

1.1.2 Develop and implement a Prospect Preparedness Program.

One way to improve Clarkstown's competitive position is to develop a prospect preparedness program. A "prospect" (group of volunteers) should pose as a team interesting in locating in the Town of Clarkstown. The Town will make a community presentation to the prospect. The Town is then evaluated based on the following criteria:

- > Community preparation and logistics
- > Key organizations involved
- > Organization, character and presentation of community data
- > Ability to respond to issues raised during the visit
- > Marketing materials
- > Presentation style

1.1.3 Develop a property database of available commercial and industrial properties.

The Town should explore the feasibility of developing a searchable on-line database that will allow prospects to search for available industrial, commercial, office or retail space in Clarkstown. Prospects should be able to search for available sites or buildings based on property type, size, number of units, and whether the property is for lease or for sale.

Strategy 2: Attract businesses in the identified target industries.

Action Items:

2.1 Develop a Marketing Strategy, including a web-based marketing program.

To attract new business investment and jobs to Clarkstown, the Town should partner with local and state economic development organizations to develop a strategic marketing plan that promotes the locational and competitive advantages of doing business in Clarkstown. The plan should also identify businesses within the recognized target industries, businesses looking to expand or relocate, and different promotional methods including web site development, advertising, trade shows, direct mail and geographic recruitment trips.

Marketing Techniques

Advertising – print and electronic media, catalogs, magazines, news inserts or supplements	<p>Market the Town through print media. Well-known site selection trade journals include:</p> <ul style="list-style-type: none"> > Area Development > Business Facilities > Expansion Magazine > Plants Site and Parks > Site Selection <p>Cost of one-time four page insert can range from \$12,000 to \$189,000 depending on magazine or newspaper</p>
Informational and Promotional Materials	<p>Informational and Promotional materials include:</p> <p><i>Brochures</i> – can be used to respond to inquiries for information</p> <p><i>Newsletters</i> - easy way to provide up to date information to site consultants</p> <p><i>Websites</i> - Can be easily updated, can include searchable data bases</p>
Direct Mail – letters and brochures	The direct mail approach includes sending unsolicited letters and promotional materials to prospective clients. It can serve as an efficient way to reach an identified target market.
Personal Selling	Personal selling includes attendance at trade shows, business envoys and hosting special events. The Pros: One-on-one selling is considered to be the most effective marketing technique. The Cons: Personal selling can be expensive and time consuming.
Prospecting	Prospecting includes personal visits by Town representatives or local economic development organizations to prospective companies.
Incentives	Workforce incentives can include: hiring, training and relocation assistance.
	Operating assistance can include: frozen or reduced utility rates, reduced taxes (abatement or exemptions), reduced site costs, financing, technical assistance, and permitting assistance.
Web based marketing	Provides prospects and site selectors with immediate information.

(Source: Adapted from International Economic Development Council, *Economic Development Marketing*)

2.1.1 Develop a web based marketing program.

According to the Industrial Asset Management Council, 90% of all site selection data is collected via the Internet before a prospect picks up the phone to speak with a local economic development representative. To be successful in attracting new business to the Town, Clarkstown should develop an economic development website.

Website content should include the following:

1. About Us (description about the Town of Clarkstown's economic development team)
2. Programs (that the Town offers)
3. Data Center of Facts and Figures about the Town
4. News
5. Relocate and Expand (a pitch to move people and companies to the Town)
6. Find property (interactive search engine to locate available sites and buildings)
7. Site Selection Services
8. Workforce Data and Information
9. Datable of Companies or Largest Employers
10. Maps of the Area

Source: Development Results, LLC

Once the website is live, the Town should conduct periodic reviews to assess how the site is performing. There are several websites available to assist you:

Check your site	www.netmechanic.com
How does your site rank?	www.trafficzap.com
How many sites are linked to yours?	www.altavista.com
Search Engine Optimization (SEO)	www.searchenginewatch.com

2.1.2 Cultivate positive relationships with local and regional media.

There are various techniques that you can use to reach the media:

- > Press releases
- > Op Eds/Letters to the Editor
- > Meet directly with the Editors and Producers
- > Media events – conferences, ribbon cutting, deal signings

2.2 Form target industry teams.

The town should establish volunteer “teams” comprised of economic development professionals and representatives from the identified target industries to help the Town better understand the needs of businesses in the target industries, including workforce and training needs.

Additional actions that the Town can take to attract new business investment include:

- > Work with local real estate professionals to maintain an up-to-date database of available commercial and industrial sites for use in marketing. The Town should seek to automate this database through a geographic information system (GIS), if possible.

- > Prepare and respond to site selection leads.
- > Utilize the services of NYS and regional organizations to assist in economic development activities.

Strategy 3: Increase Town’s competitiveness in the economic development industry

Action Items:

3.1 Fast track target industry businesses.

The Town of Clarkstown should work with county and regional economic development organizations to attract the recommended target industries (discussed in Section 2 of this report). These industries will provide higher paying jobs and long-term economic sustainability.

One way to fast track target industry businesses is to create shovel-ready sites that will allow for streamlined industrial permitting. The Town of Clarkstown needs to make it easy for developers to give the community what it wants. In light-industrials areas, the goal is to create well-paying office and industrial jobs. The town should work with regional and state economic development organizations to provide “shovel-ready” sites for potential users.

New York State certifies sites as shovel ready. Certification involves a certain amount of upfront investigation and pre-permitting to remove obstacles that can delay or derail a project. Developing land takes time, and time is money. A shovel-ready site that has already undergone wetlands and archeological investigation, engineering studies, and other pre-permitting activities is much easier for a community to market.

3.2 Continue to secure and facilitate federal and State financial and tax incentive programs.

Incentives are one tool that communities can use to gain a competitive edge when looking to attract or retain investment in a community. Incentive programs can include workforce assistance (hiring, training and relocation), operating assistance (reduced or frozen utility rates, reduced taxes, technical assistance, permitting assistance or financing), infrastructure assistance (improvements to public infrastructure, utility expansions), and tax related assistance (tax abetments, tax increment financing (TIF), and tax credits)

A more fully detailed list of proposed policies, incentive and tools to direct commercial and industrial growth is provided on pages 3.29 – 3.35 of this report.

3.3 Explore feasibility of a hotel/convention center.

As Clarkstown’s business community continues to grow and expand, the Town should explore the feasibility of pursuing a hotel/convention center. The benefits of a hotel/convention center are two-fold. First, site selectors and business leaders are looking

to locate to areas that provide hotel and meeting space options. Second, a conference center can serve as an economic tool to generate revenue through convention and conference activities.

Working with an outside planning firm, the Town should develop a list of potential hotel/convention center sites and analyze each site based on its availability, potential construction and/or rehabilitation costs, and user needs. Once a site has been selected, a market analysis, as well as a finance and development plan, should be conducted.

9.4 ENTREPRENEURSHIP & TECHNOLOGY

Strategy 1: Create a support system for local entrepreneurs and small business owners.

Action Items:

1.1 Work with local Chamber to establish an Entrepreneurs Association.

To build sustainable economic development in Clarkstown, the Town, along with the Chamber of Commerce and other business advocate groups needs to “create a culture that encourages entrepreneurship.” The Town should support the formation of an Entrepreneurship Committee that will provide area entrepreneurs with a support network, provide a forum for the exchange of ideas, develop programs that educate the community on the importance of entrepreneurs to the community, and give direction and leadership to small business development.

1.2 Develop an Entrepreneurship Committee to give direction and leadership to small business development efforts

Committee membership could include members of the Town’s Planning and Economic Development staff, successful local entrepreneurs, and representatives from the REDC and/or /RBA.

The Center should provide information about products and services available to entrepreneurs so that they can make educated decisions about starting and growing a small business in Clarkstown.

1.3 Establish an entrepreneurship center

Working in partnership with local economic development organizations, the Town should establish a one-stop shop for local entrepreneurs. Services provided by the Center could include technical assistance to develop a business plan, guidance regarding various traditional and non-traditional finance programs, and information regarding available commercial sites and buildings in the Town.

Strategy 2: Ensure that residents are aware of benefits of entrepreneurship.

Action Items:

2.1 *Create a youth entrepreneurship program.*

The Town should encourage the establishment of youth entrepreneurship programs in Clarkstown. A list of national programs is provided below:

- > Junior Achievement – The Junior Achievement (JA) has grown from an after-school business club into a more fully integrated program that starts in elementary school and runs through high school. Program kits have been developed for students in K-12 grade levels.. The course work can be integrated into social studies curriculum and meets the national social studies guidelines. Each grade level program offers 6-10 hands-on activities that can be presented by a business volunteer in one classroom session lasting about 50 minutes.

Under the JA system, classroom teachers maintain discipline and volunteers are recruited to teach the programs. These volunteers are recruited from local small businesses, industries, and organizations like the Rotary or Lions Club as well as the PTA. A central coordinator and a volunteer for each class will be needed to deploy the program.

JA programs are proven effective by formal independent evaluation. External evaluators found positive results from the Middle Grade Programs for students in grades seven through nine. JA students consistently out-performed their non-participating peers in each program at all three grade levels. Other research shows that JA helps students understand the importance of staying in school, encourages students to become entrepreneurs, and improves school attendance and behavior.

- > Mini-Society – Supported by the Kauffman Center for Entrepreneurial Leadership, Mini-Society is a hands-on program that introduces students in grades four through nine to the concepts of entrepreneurship, economics, and citizenship. Children create their own self-organizing economic society from the ground up: they name it, create a flag, develop currency, form a government, and start their own businesses to meet market opportunities.

The skills and knowledge students learn during the program present entrepreneurship as a real experience and build on the principles of language arts, social studies, math, science, critical thinking, problem solving, practical arts, and cooperative learning. Each student looks for opportunities inside and outside the classroom society and develops products or services to address those opportunities, creating their own businesses. The curriculum is designed to be flexible for school systems to adapt to their needs. The core program can be delivered within 10 weeks (recommended minimum) or it can be spaced out for up to 20 weeks—a semester.

Operational costs are relatively small. The program is very scaleable in that it can be taught to all middle school students or it can be targeted to just 8th graders, either all or a select group. Once a school division has agreed to allow the program into the schools, it will be necessary to recruit teachers to teach the program. The program is designed to fit into numerous class activities and many schools integrate the program into their social studies curricula.

- > “Be the E” 4-H Program - The 4-H Program can be taught as part of a public school curriculum, a component of 4-H, or as a free standing after school activity. The “Be The E (Entrepreneurship),” program is designed for middle and high school students, and offers a variety of experiential activities focused on the meaning of becoming an entrepreneur.

Similar in scope to Mini-Society, the programs offers students hands on experience in business application as well as life skill and leadership development programs. The “Be The E” program is deployed on the train-the-trainer concept. Generally the program is best supported with one teacher per 15 students.

Since this 4-H program is so adaptable, it can be used in conjunction with Mini-Society. For example, the Mini-Society could be deployed in the public schools and then a follow-up program utilizing the 4-H model could be undertaken to give a smaller group of students more in depth focus.

- > REAL - A program of the non-profit Corporation for Enterprise Development (CFED), REAL targets concrete outcomes for high school, post-secondary and community based youth and young adults.

The process involves self-assessment to determine student’s marketable strengths, community analysis to spot trends in local markets, and researching and writing a business plan. Start-up support is provided with a community team of entrepreneurs and others. Frequently integrated into post-secondary degree and certificate programs, outcomes have included creation of successful businesses.²

2.2 *Host a one-day Entrepreneurship Education Workshop.*

The Town, in partnership with local Chambers of Commerce and the County of Rockland Economic Development Corporation, should host a one-day workshop to provide local residents with the information they would need to start their own business.

² Provo, John and David Nutter. “Youth Entrepreneurship in Southwest Virginia: A Discussion Paper.” April 2005.

Workshop sessions could include:

- > Entrepreneurial Self-Assessment: Are you a risk taker?
- > An Introduction to Entrepreneurship: What does it mean to run your own business?
- > Writing a Business Plan
- > Cash Flow Analysis

Additional workshop presenters could include representatives from the local SCORE chapter, the Small Business Development Council (SBDC), and the New York State Economic Development Council (NYSEDC).

Strategy 3: Improve entrepreneurs and high tech firm's access to capital

According to the International Economic Development Council (IEDC), one of the biggest obstacles entrepreneurs face when starting up or expanding their business is securing financial capital. Specifically, entrepreneurs find it difficult to obtain financing from conventional lending institutions because: 1) small firms often lack collateral, a significant credit history and a formal business plan, 2) conventional lenders like to provide loans to larger firms, and 3) venture capitalists prefer to invest in firms that promise a high rate of returns.

Action Items:

3.1 Connect local technology entrepreneurs to existing angel investor networks.

The Town, in partnership with local and state economic development organization, should host a one-day entrepreneurship forum that puts technology entrepreneurs in touch with capital providers.

To be eligible for participation in the entrepreneurship forum, applicants must have a business plan. Entrepreneurs must submit their business plan to the Entrepreneurship Committee (see Section 9.4 Entrepreneurship & Technology, Strategy 1, Action Item 1.2) for review. The Committee will rank the business plans, and then invite the top candidate to make a presentation before a panel of capital providers. The panel could include representatives from traditional and non-traditional lending organizations, as well as angel investors and venture capitalists.

3.2 Grow seed and venture capital funds.

The Town should partner with the National Development Council (NDC) to administer a "Grow America Fund" in Clarkstown. The program provides financing to growing small businesses. A more detailed program description can be found on page 3.31 of this study, or at the NDC website:

(http://www.nationaldevelopmentcouncil.org/secondary_n/financing/gaf.aspx)

3.3 *Work with local lenders and existing non-traditional funding organizations.*

Working with both traditional and non-traditional lending institutions, a comprehensive list of funding sources should be developed. The list should include the name of the organization, contact information, eligible applicants, eligible expenses, and funding caps.

Strategy 4: Foster the growth of high tech businesses in Clarkstown.

Action Items:

4.1 *Conduct a business incubator feasibility study.*

According to recent statistics, approximately 70 percent of all small businesses in the United States fail within the first two years. The concept of business incubation is focused on providing fledgling entrepreneurs and start-up companies with the necessary resources to succeed in the business world.³

Business incubators provide small businesses with affordable space, flexible leases, shared office support, opportunity for exposure to a network of business and technical consultants, relationships with financial institutions, access to business and educational resources, professional office assistance, and management assistance. Common resources in an incubator are shared among tenants, thus reducing equipment, overhead, and administration costs.

Incubated entrepreneurs, nurtured in the sheltered incubator environment until they have become commercially viable and self-sufficient, have a significantly greater chance for business success. Tenants graduating from small business incubators often move into private commercial space within the same community and continue their successful operations. On average, businesses leave the incubator environment after thirty months.

9.5 WORKFORCE DEVELOPMENT & EDUCATION

Strategy 1: Expand upon skilled, educated and competitive workforce and ensure that it meets needs of existing businesses and emerging industries that hope to compete in the domestic and global economy.

Public schools and training programs need to build a creative workforce that will make sure companies are innovative and successful over the long term. In Clarkstown, the goal is broader than

³ Veasley, Devron A., "Incubators build economies, benefit communities," Business Incubation, 8 August 2003, print edition.

just making sure workers are trained to fill open jobs. Businesses, especially those with good paying jobs, need to know they will be able to find workers that will help them succeed.

At the local level, we need a shared sense of responsibility and accountability from all community stakeholders. Teachers and administrators, community and faith leaders, business leaders, and local elected officials must work together to ensure that there is not a disconnect between the School District and the Town or even from school to school. Local officials have a crucial role to play in improving public schools, even when they don't have authority over the school district.

Action Items:

1.1 Identify the future needs of the local companies regarding long-term employment prospects.

The Town should bring together educators, administrators, parents, business leaders and other stakeholders to craft strategies to make sure that residents are trained in fields that align with regional cluster needs.

The Town could facilitate a series of workshops with representatives from local economic development agencies and community colleges to discuss the identified target industries and the skill sets that these industries require.

1.2 Determine academic programs presently available at colleges and high schools that meet the present and future employment needs including: new skill sets that are anticipated for the future.

Investigate programs such as *Project Lead the Way*. This program consists of a series of elective high school courses as well as five stand-alone multi-week units that provide middle school students an overview of engineering concepts and applications, including but not limited to instruction in principles of engineering, an introduction into engineering design, digital electronics, computer integrated manufacturing, civil engineering and architecture, etc. The *Project Lead the Way* website estimates the cost to high schools (presuming they must purchase all of the equipment and software) at under \$100,000 and \$50,000 for middle schools. Local businesses could partner to fund those opportunities.

1.3 Support Internship and Mentoring Programs for high school students.

a) Academic Year

b) Summer Programs

Business-education partnerships such as corporate job shadowing programs and other mentoring programs expose students to the professions and to careers and opportunities in the business community. Early exposure to opportunities in the engineering and high technology companies, are an excellent way to expose students to these fields and to the importance of securing a quality education. Job shadowing programs and internships can help students get excited about particular businesses or even help them understand if a particular vocation is not their calling.

1.4 Support and promote apprentice programs for those new to workforce or those re-entering the workforce as a result of retirement, imprisonment, immigration, and career changers.

The Town, in partnership with local workforce education and economic development organizations, should ensure that displaced workers, recent immigrants and career changers are aware of apprenticeship programs and opportunities available in Clarkstown.

The New York State Department of Labor coordinates an Apprenticeship Training Program that combines on-the-job and classroom training for many skilled occupations. For more information about the opportunities available in Rockland County, contact the NYS Department of Labor NYC and Hudson Valley Field Office at (212) 775-3354.

9.6 LAND USE

Strategy 1: Increase available space for industrial and office (industrial/commercial) uses, especially for high tech businesses.

Action Item:

1.1 Encourage redevelopment of underutilized retail strip centers and shopping centers into industrial/commercial.

The Town should develop an inventory of underutilized and/or vacant retail strip centers and shopping centers that would be appropriate for industrial and office use. The inventory should include the property location, lot size, available square footage, and owner contact information.

The Town should encourage infill development and redevelopment activities of these locations as an alternative to greenfield development.

1.2 Redevelop Hamlet Centers with additional office uses.

The Town should continue to explore the feasibility of creating mixed-use hamlet zones for existing and proposed hamlets. These zones will provide opportunities to increase the amount of office space available in the hamlet centers. The zoning should focus on mixed use, infill development and redevelopment in hamlet centers. Mixed use can involve any variety of office, small-scale retail and entertainment, or high-density residential uses. These can be mixed horizontally (within a site), and vertically (within a building), whichever is more appropriate for the hamlet. Active uses, such as retail and entertainment, should be encouraged on first floor levels with residential or office uses on the second or third floors.

It might be necessary to create more than one type of hamlet zone in order to address differences in the scale or intensity of development desired in one location as compared to another.

1.3 Acquire/assemble underutilized property, especially Brownfields

While there may be sufficient land zoned as commercial/industrial in Clarkstown, the available or developable land may not be of sufficient size to attract operations. Some of the industrial operations might have a hard time relocating or expanding because their operational requirements do not fit in the space available.

Land is a finite resource in Clarkstown. The Town can make best use of it by working, perhaps with private developers, to consolidate disparate parcels. Other strategies may include the town acquisition of strategic parcels or the identification of other suitable areas for industrial growth and its appropriate rezoning.

Brownfields Redevelopment

Brownfield revitalization is an environmental challenge worth noting. According to the EPA, a brownfield is a property whose expansion, redevelopment, or reuse may be complicated by the presence or potential presence of hazardous substances, pollutants, or contaminants.

To help assess and clean up brownfields, the EPA provides financial assistance through assessment grants, revolving loan fund grants, cleanup grants, and job training grants. Assessment grants can be used to inventory and prioritize sites, conduct Phase I and Phase II environmental site assessments, and support community outreach activities. Revolving loan fund grants allows communities to lend subordinated loans and subgrants to public, private and non-profit entities for remediation and clean up activities. Grant funds are also used to conduct community outreach activities and cleanup oversight.

The returns on revitalizing these sites are two fold: hazardous materials will be cleaned up, thus reducing harmful effects on the environment (soil and water quality) and the surrounding community; and existing commercial and industrial land will be recycled, decreasing the pressure to develop outlying, undeveloped land.

New York State also offers funding for communities to investigate contamination and plan for the reinvestment in industrial areas. Clarkstown should research and secure funding to inventory and evaluate areas that no longer serve industrial purposes. A Town brownfields program should be developed to track land and get it back into an economically productive use as soon as possible.

Strategy 2: Attract and retain businesses

Action Items:

2.1 Maximize Empire Zones (EZ) to encourage greater economic growth.

The New York State Empire Zones Program encourages business development in designated areas by offering significant incentives and benefits to new and expanding retail, commercial and industrial firms. Eligible companies can take advantage of employment, investment, real property, sales and wage tax credits as well as exemption from New York State sales tax and utility cost discounts.

Working with Rockland County, the Town should develop a plan to publicize and aggressively market the enhanced investment/tax credits and tax exemptions available to prospective businesses in the Empire Zone.

2.2 Streamline re/development application process.

The first way to streamline development is the establishment of clear zoning and land use rules that reduce time, expenses, and hassles for both the developer and the community. The goal is to set high development standards but promote an efficient and predictable review process as a technique to entice new development without giving up public protections and benefits. The Town wants to encourage good development that protects community character, the local environment and long-term economic growth.

One helpful exercise is to place local public officials in the role of the developer and have them walk through a typical permitting process. The goal is to identify how bottlenecks get in the way of good project and how poor projects can be improved.

Another way for the community to streamline the review process is to have the project applicant come in for a preliminary consultation. Here, planning and municipal staff may point out to applicants how the process works, to discuss the proposed project, and to understand how the project may or may not fit with Clarkstown's community goals. The use of pictures, sketches, and guidelines should be encouraged to illustrate to land developers the sorts of projects that are suitable by community standards. A permitting calendar should provide a reliable timetable for the applicant and municipal officials to follow.

The Town should have a form that provides applicants with a clear list of requirements when putting together materials for planning and zoning boards. The list should also include a checklist of important items from the comprehensive plan to remind both the applicants and Town officials about ways to keep the community moving towards its vision.

An additional step that the Town can take to expedite the permit review process is to purchase a software package that will allow town staff to create an electronic database and an internal permit tracking system.

9.7 QUALITY OF LIFE

Strategy 1: Provide a diversity of housing choices to attract people in all stages of life.

Greater housing diversity will be increasingly important as demographic trends continue to shift toward an aging population and smaller household sizes. As new residential development occurs, the opportunity exists to create senior housing and also low to moderate-income housing.

Actions Items:

1.1 Coordinate with the Comprehensive Plan Housing Subcommittee and support their recommendations.

1.2 Encourage infill development, adaptive reuse, and mixed use in specified areas (hamlet centers).

The Town should encourage developers to utilize existing vacant buildings and vacant or underutilized sites in specifically designated locations before building on greenfields. This practice will assist in keeping the hamlet compact in nature and also provide opportunities for additional development.

There are numerous ways in which the Town could encourage such activities including tax incentives, an expedited review process, or a reduction in application fees. Additional assistance might also be in the form of sharing the costs of improved infrastructure or forming creative partnerships to assist a developer or group of developers with these costs.

Strategy 2: Beautification and revitalization of hamlet centers.

A Hamlet Center provides a social and commercial core for a community. The centers embody the small town feel that many people seek, while also offering a wider variety of residential options. Often only a few blocks long, they host some conveniences and services for locals as well as specialized shops and restaurants that attract people from around the town. Since the buildings, parks and shops in the district become a focus for civic, commercial and recreational activities, layout and design must be emphasized.

2.1 Adopt design standards for the Hamlet Center

Design standards are one tool available to communities that can assist in shaping development. Design policies should illustrate appropriate site design, site organization

and architectural guidelines. Appropriate scale commercial development should enhance character and an identity that reflects the community's vision.

Site design should emphasize the pedestrian as well as the automobile and all modes of transportation. Prominent crosswalks should be located at appropriate signalized intersections and sidewalks should be developed along the roadway, especially as the areas continue to build out. The sidewalk should be separated from main roads with a wide planting strip. The planting strip would serve to buffer pedestrians from automobile traffic. Within the parking lots, substantial landscaping to reduce continuous areas of impervious surface, pedestrian walkways, and other such improvements should be required. Design themes for all buildings should be consistent and utility facilities should be placed in visually unobtrusive locations. In addition, site organization would address the placement of buildings and parking lots on the site to facilitate pedestrian safety, smooth traffic flow and appearance of the site.

The Town should make clear from the beginning of the development process what is expected of the developer regarding site and building design. This might assist in expediting the development process and the resulting predictability may also encourage development in these areas.

2.1.1 Require new commercial development to be of an appropriate scale in the Hamlet Center

Communities need not sacrifice their small town character and identity to attract a commercial tax base. Design guidelines should be instituted to make sure that buildings, streets, sidewalks and parking areas are appropriately sized, landscaped and laid out. In the end, property owners and businesses find that creative planning to protect community character raises the value of their investment by making them stand out in the marketplace.

As illustrated below, businesses – even multinational chain businesses – will follow local design standards if they must. The key is to make the rules reasonable, clear and easy to follow. For businesses seeking to site in places like Clarkstown, time wasted in the review process is time and money wasted. At the same time, many businesses recognize that reasonable rules protect their investments over the long term by protecting their property values. In the end, property owners and businesses find that creative planning to protect Clarkstown's distinctive character raises the value of their investment by making them stand out in the marketplace.



In a Massachusetts mill town, this Dunkin Donuts shop was designed to complement the old brick buildings undergoing renovation across the street.



The brick façade, colors, canopy, and landscaping of this Saratoga Springs gas station fit into the community's vibrant downtown.



The sign and building design complement each other and strongly reflect the Adirondack nature of Lake Placid, New York.

Communities that include well-designed buildings, attractive signage, and a positive orientation to the street offer the most distinctive characters. The Town should maintain the character and scale of hamlet development through the zoning regulations, which can include simple design guidelines. Developers, especially quality ones, will invest in a community that sets a high standard and protects their property values as well as their neighbors. Communities across the country have learned that developers will build appropriately for a community if those desires are clearly and completely described in the zoning rules.

Some basic village-scale design guidelines include:

- > Parking behind or on the side of buildings.
- > All buildings orient front doors and display windows to the street
- > A streetside build-to line (rather than a setback line) to bring buildings up to the street and make them accessible to pedestrians, especially window shoppers.
- > Building exteriors should reflect the character of the hamlet, the Town of Clarkstown, and the region.
- > The size and height of signs should be controlled to prevent visual clutter. The Town should also consider limiting the style and lighting of signs.

2.1.2 *Create a “build-to” line for hamlet center buildings.*

Build-to lines force structures to line up along a sidewalk in commercial/retail areas or behind small lawns in residential areas. Creating a build-to line achieves

several objectives. It makes walking more interesting for pedestrians when they pass retail windows and residential porches rather than parking lots. It also makes sidewalks more comfortable as the building facades close in on one side of the pedestrian space. Retail space becomes more valuable as windows and signs become more visible. Shopkeepers and residents closer to the sidewalk have more “eyes” on the street protecting passersby, especially school children.

Specifically, a “build-to” line requires bringing the building facade up to a particular point. The continuous and well-defined streetscape created by a build-to line provides for a more pleasant pedestrian experience and a more valuable retail environment. It also maintains the look-and-feel of a traditional New York hamlet or village. As illustrated below, a build-to line yields a very different result than a setback line. It creates a comfortable pedestrian envelope and enhances the retail experience by allowing shoppers to see window displays and move easily from store to store.

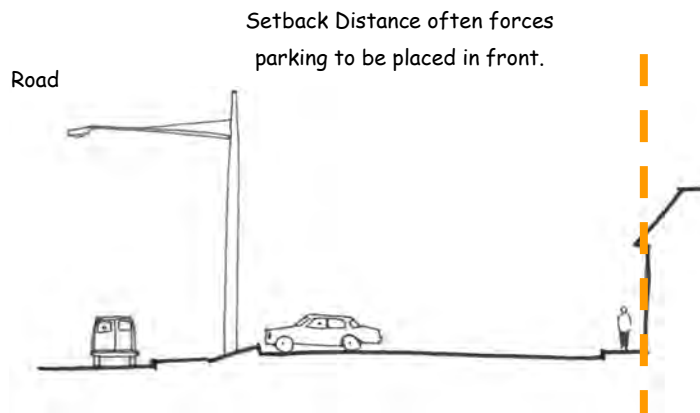
In comparison, a setback requires a building be pushed back from the road by a minimum amount. Often a setback promotes parking in front of buildings, which makes pedestrians feel less comfortable and safe, especially in retail or mixed-use areas.

Commercial/retail design guidelines should be developed to identify the appropriate location of the site development with respect to the road. The build-to line should be defined when zoning ordinances are revised. The final location of this line must respect both the form of development and needs of the adjacent road.

Build-to Line Example – Good pedestrian space



Setback Example – Poor pedestrian space



2.1.3 Create guidelines for a façade improvement program.

A key component to the successful revitalization of downtowns and hamlet centers is the involvement of business and property owners. To encourage private investment along Clarkstown’s main streets, a Façade Restoration Program should be established. Under the program, business and property owners would be eligible to apply for grants and loans to improve the overall appearance of their storefronts or facades of commercial buildings.

Design guidelines goals include:

- > Enhance the building’s overall exterior appearance
- > Enhance the experience of visitors to the Town
- > Create visual interest
- > Support existing hamlet center businesses

2.2 Continue to prioritize pedestrians, not parking

During the community workshop, it was noted by several residents that they would like to see the hamlet center have a “college town” feel with walkable streets and small shops.

Refocusing commercial activity as a relationship between people and stores rather than cars and stores is the main objective of this recommendation. Parking lots in front of commercial and multi-unit residential structures strip a community of the character found in its buildings. In addition, large asphalt areas make it uncomfortable for pedestrians to walk from shop to shop and destroy the distinctiveness of the shopping experience.

Parking lots and parking garages should be located behind buildings and adequately landscaped. Rather than demand minimum spaces for commercial/retail developments, parking regulations should discourage large parking lots that remain largely empty. The rules should also make shared parking mandatory whenever possible. Shared parking lots are crucial to reducing the number of curb cuts which create points of pedestrian/vehicle and vehicle/vehicle points of conflict. They also reduce the need for spaces and therefore the amount of impervious surfaces.

All portions of the Hamlet Center should be walkable. Sidewalks should line both sides of the streets and form a continuous network around the community. Along busier roads, sidewalks should be separated from traffic by a curb and planting strip.

2.3 Continue to encourage volunteer landscape efforts

The Town should continue to encourage and organize volunteers to beautification efforts in the district. The committee will be responsible for recruiting and training volunteers, developing project budget, securing donations of landscaping materials and/or merchant contributions and establishing a landscape maintenance schedule.

Possible project partners could include the following organizations or people:

- > Cornell Cooperative Extension Master Gardner's Program
- > Local garden clubs
- > Town of Clarkstown's Department of Parks and Recreation
- > Area high school and college students

2.4 *Pursue public arts opportunities throughout the hamlet centers*

One way to enliven public spaces and create a sense of place is through the public art. The committee should seek opportunities to incorporate public art and unique visual elements into the district. Public art can include freestanding sculptures, murals, fountains, landscape treatments, and performance art. Public art can also include artist-designed functional elements, such as lighting, paving, and street furniture.

Strategy 3: Expand efforts to attract and retain young professionals (ages 24-40).

One of the top concerns identified by Clarkstown residents during the Comprehensive Plan neighborhood workshops was “brain drain” – the loss of highly skilled young professionals to other regions. One approach to stemming the problem of brain drain is to create an environment that will appeal to a diverse population of young professionals and knowledge workers.

3.1 *Establish a young professionals network.*

Communities across the country are competing to attract and retain young professionals to their community. Many have found that creating a professionals organization geared towards the 24-29 year old age group has provided young adults with a way to establish stronger connections with their community.

To retain and attract young professionals to Clarkstown, the Town should create or encourage the establishment of a young professionals organization. The organization will provide 24-40 year olds with a variety of programs that will connect young professionals to the Town. Events should be centered on activities that highlight the unique cultural, recreation and entertainment resources available to residents of the Rockland County region, provide informal opportunities for networking, and connect the job seekers with employment opportunities available in Clarkstown.

3.2 *Continue to recruit young professionals to serve on local boards and advisory committees*

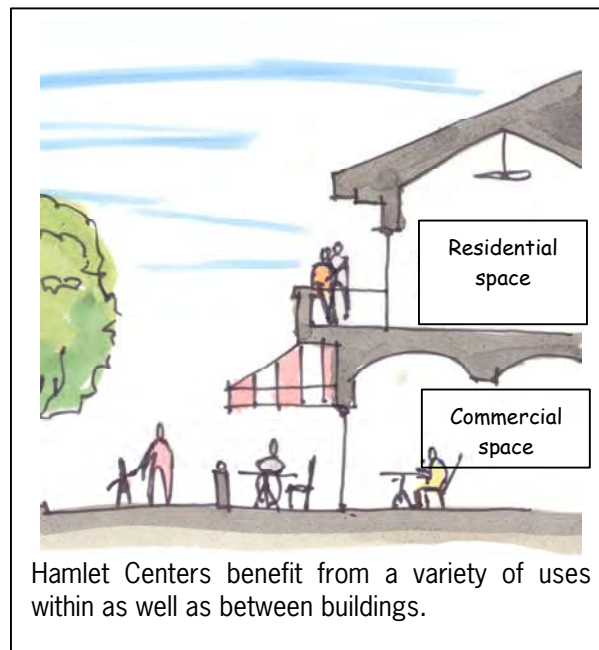
3.3 *Encourage residential units above retail in designated hamlet centers*

Richard Florida, author of *The Rise of the Creative Class, and How It's Transforming Work, Leisure, Community and Everyday Life*, advocates that the artists and members of the “creative class” are looking for an authentic place to live that offers distinctive

experiences. Historic buildings, established neighborhoods, and communities that are welcome to newcomers are attractive to today's young professional.

"Creative people want to live in creative places, and the interesting urban neighborhoods in and around downtowns are the preferred neighborhoods for many of the most talented members of the workforce."⁴

Residences above storefronts and multi-family housing could also provide an affordable housing option for young professionals and families that desire to be located close to services. With home prices in the community and the region steadily increasing, providing more reasonable cost alternatives becomes even more important. However, it should be noted that increasing the density of development in these areas should be closely tied to the availability of public sewer and water infrastructure.



3.4 *Conduct a Retail Market Analysis to identify/attract commercial and retail services that appeal to young professionals*

A market analysis of retail and restaurant opportunities in the hamlet centers should be conducted to:

- > Determine retail and service business with growth potential
- > Conduct an inventory of dining opportunities within the study areas
- > Identify the potential purchase power of households within the trade area

⁴ <http://www.courant.com/news/opinion/commentary/hc-plcmixeduse0917.artsep17,0,1331787.story>

- > Determine the spatial demand for retail sectors within the study area
- > Identify shopping areas that are in competition with the Town's hamlet centers
- > Identify the types of businesses to be recruited or repositioned to achieve a desirable mix.

Strategy 4: Provide additional open space and recreation activities for young professionals.

4.1 Provide a variety of active sports programs that will appeal to young professionals and the creative class.

According to Richard Florida, author of "The Rise of the Creative Class" the creative class is attracted to those communities where outdoor activities, such as bicycling, jogging, trail running and snowboarding are available.

The Town of Clarkstown already has an excellent parks and recreation system in place. To enhance the existing programs and services available to the community, attention should be placed on developing those types of outdoor activities and programs that appeal to young professionals and the creative class.

Section 10: Implementation Plan

Section 10

1.0 IMPLEMENTING CLARKSTOWN'S ECONOMIC DEVELOPMENT STRATEGY

The Town of Clarkstown Economic Development Strategy is a statement of intent, which recommends steps toward action. It translates community goals into a long-range social, economic and land use action program. It is designed to obtain a commitment by decision makers to a coordinated set of actions that will maintain and improve Clarkstown's quality of life for future generations.

At the most basic level, this Strategy identifies critical steps that are needed to enhance the quality of life and improve economic opportunities in the Town. The specific recommendations are provided as a guide to those who participate in the effort to implement the goals of the community. Achieving these goals will require the efforts of local government, federal and state funding, and the participation of volunteers throughout the community. No one single person or group will be able to achieve the goals independently. It will command the determination, strengths and diversity of many offices, agencies and volunteers working toward a common vision. This section of the study proposes a strategy to coordinate these efforts incrementally for long-term success.

The specific actions that will implement this strategy are described and prioritized in the Implementation Matrix that follows. In each case, responsibilities are suggested, guidance is provided for organizing action, and potential sources of funding or technical assistance are identified (where applicable). Although the preference may be to implement all of the recommendations immediately, an incremental approach is likely to be more efficient and realistic based on the availability of staff, funding resources, and volunteers.

To monitor progress in implementing the Economic Development Strategy, and to identify and address new problems and changes that are likely to emerge in the coming months and years, there needs to be ongoing dialogue between the Town Council and other official Boards and Committees (both permanent and temporary) that deal with economic development, land use and planning issues in the Town. To accomplish this, the Town Council could convene joint meetings between these boards and committee's on a regular basis. As a starting point, these joint meetings should be held annually. The frequency could be adjusted as appropriate at the Town Council's discretion.

2.0 ACTION ITEMS

This section outlines the specific actions needed to implement the Economic Development Strategy. The action steps have been divided into three groups based on priorities. These categories are:

Immediate. Action items prioritized as immediate are ones that the Town should undertake right away.

Short-term. Action items that fall into this category need to take place over the next two to five years.

Medium-term. Action items that fall into this category need to take place over the next two to five years.

Long-term. These are the action items that should take place over the next five plus years.

Ongoing. Ongoing items are not one-time programs; rather action items that the Advisory Committee believes should be conducted at regular intervals.

Action Items		Partners	Priority	Time Frame				
				Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
Business Retention and Expansion								
Strategy 1: Keep quality companies and jobs in Clarkstown.								
1.1	Continue to partner with local economic development organizations, such as the County of Rockland Economic Development Corporation (REDC) and Rockland Business Association (RBA), to expand and improve outreach efforts to existing businesses.	County of Rockland Economic Development Corporation (REDC) and Rockland Business Association (RBA)	High					√
Strategy 2: Increase awareness of existing BR&E programs among business owners.								
2.1	Develop a marketing and information program to support business retention and expansion efforts in Clarkstown.	Clarkstown Economic Development, Clarkstown Planning Department; Chamber of Commerce, REDC, RBA	High		√			
Business Attraction								
Strategy 1: Ensure that Clarkstown is prepared to meet with prospects and site selectors.								
1.1	Develop a Community Preparedness strategy that includes the development of an up-to-date community profile.	Clarkstown Economic Development, Clarkstown Planning Department; Chamber of Commerce, REDC, RBA	High		√			

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
Strategy 2: Attract businesses in identified target industries.								
2.1	Develop a Marketing Strategy, including a web-based marketing program.	Clarkstown Economic Development, Clarkstown Planning Department; Chamber of Commerce, REDC, RBA	High		√			
2.2	Form target industry teams.	Clarkstown Economic Development, Chamber of Commerce, local businesses	Medium	√				
Strategy 3: Increase Town's competitiveness in the economic development industry.								
3.1	Fast track target industry business.	Clarkstown Economic Development, Clarkstown Planning Department; NYS EDC	High		√			
3.2	Continue to secure and facilitate federal and State financial and tax incentive programs.	Clarkstown Economic Development, Town Council	High					√
3.3	Explore feasibility of a hotel/convention center.	Town Council	Low			√		
Entrepreneurship & Technology								
Strategy 1: Create a support system for local entrepreneurs and small business owners.								
1.1	Work with local Chamber to establish an Entrepreneurs Association.	Clarkstown Economic Development, Chamber of Commerce, local businesses	Low			√		
1.2	Develop a town entrepreneurship committee to give direction and leadership to small business development.	Clarkstown Economic Development, Chamber of Commerce, local businesses	Low				√	

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
1.3	Establish an Entrepreneurship Center.	Clarkstown Economic Development, Chamber of Commerce, local businesses	Low				√	
Strategy 2: Ensure that residents are aware of benefits of entrepreneurship.								
2.1	Create a youth entrepreneurship program.	Clarkstown Economic Development, Clarkstown Central School District,	Low			√		
2.2	Host a one-day Entrepreneurship Education Workshop.	Small Business Administration, SCORE, NYS EDC, NYS Department of Labor	Low		√			
Strategy 3: Improve entrepreneurs and high tech firm's access to capital.								
3.1	Connect local technology entrepreneurs to existing angel investor networks.	NYS EDC, SCORE, Chamber of Commerce, Small Business Administration, New York Angels, Tech Valley Angel Network, Tri-State Private Investors Network, Tristate Ventures, LLC	Medium		√			
3.2	Grow seed and venture capital funds.	Town Council, National Development Council Grow America Fund	Low				√	

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
3.3	Work with local lenders and existing non-traditional funding organizations.	Clarkstown Economic Development, local financial institutions, non-traditional funding organizations	Low				√	
Strategy 4: Foster growth of high tech businesses								
4.1	Conduct a business incubator feasibility study	Town Council	Medium			√		
Workforce and Education								
Strategy 1: Expand upon skilled, educated and competitive workforce and ensure that it meets needs of existing businesses and emerging industries that hope to compete in the domestic and global economy.								
1.1	Identify the future needs of local companies re: long-term employment prospects.	Clarkstown Economic Development, Chamber of Commerce, SCORE, Workforce Investment Board	High		√			
1.2	Determine academic programs presently available at colleges and high schools that meet the present and future employment needs.	Clarkstown Economic Development, Clarkstown Central School District, local community colleges, colleges and universities	High		√			
1.3	Work with the public school system and local businesses to establish internship and mentoring programs for high school students.	Clarkstown Economic Development, Clarkstown Central School District, HR Managers of local businesses	Low			√		

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
1.4	Support apprentice programs for those new to workforce or those re-entering the workforce as a result of retirement, imprisonment, immigration, and career changers.	Clarkstown Economic Development, NYS Department of Labor, Workforce Investment Board	Medium		√			
Land Use								
Strategy 1: Increase available space for industrial and office (industrial/commercial) uses, especially for high tech businesses.								
1.1	Encourage redevelopment of underutilized retail strip/shopping centers in industrial/commercial.	Clarkstown Planning Department; Private Developers	High				√	
1.2	Redevelop Hamlet Centers with additional office uses.	Clarkstown Planning Department; Private Developers	High				√	
1.3	Acquire/assemble underutilized property, especially Brownfields.	Town Council; Clarkstown Planning Department; NYS Department of State	High					√
Strategy 2: Attract and retain businesses.								
2.1	Maximize Empire Zones (EZ) to encourage greater economic growth.	Clarkstown Planning Department; Empire State Development	High	√				

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
2.2	Streamline re/development application process.	Clarkstown Planning Department	High	√				
Quality of Life								
Strategy 1: Provide a diversity of housing choices to attract people in all stages of life.								
1.1	Coordinate with the Comprehensive Plan Housing Subcommittee and support their recommendations.	Comprehensive Plan Housing Subcommittee	High	√				
1.2	Encourage infill development, adaptive reuse and mixed use in specified areas, including residential units above retail in hamlet centers.	Clarkstown Planning Department, Clarkstown Affordable Housing Task Force	High					√
Strategy 2: Encourage the beautification and revitalization of the Town's hamlet centers.								
2.1	Adopt design standards for the Hamlet Centers, including requiring new commercial development to be of an appropriate scale in the hamlet center, encouraging build-to lines,	Clarkstown Planning Department; Rockland County Department of Planning	High		√			
2.2	Continue to prioritize pedestrians, not parking.	Clarkstown Planning Department; Rockland County Department of Planning	High					√
2.3	Continue to encourage volunteer landscape efforts.	Clarkstown Parks and Recreation Department, Not-for-profit volunteer organizations; Cornell Cooperative Extension Master Gardener Program	High					√

Action Items		Partners	Priority	Immediate	Short-Term	Medium-Term	Long-Term	Ongoing
2.4	Pursue public arts opportunities throughout the hamlet centers.	New York State Council of the Arts (NYSCA), National Endowment for the Arts, National Endowment for the Humanities	Low				√	
Strategy 3: Expand efforts to attract and retain young professionals (ages 24-40).								
3.1	Establish a young professionals network.	Clarkstown Economic Development, Chamber of Commerce, local colleges and universities	Medium		√			
3.2	Continue to recruit young professionals to serve on local boards and advisory committees.	Town Council, Boards and Committees	Medium					√
3.3	Encourage housing that is accessible and desirable to young professionals.	Clarkstown Planning Department; Citizen's Advisory Board for Housing; Private Developers	High				√	
3.4	Conduct a Retail Market Analysis to identify/attract commercial and retail services that appeal to young professionals.	Clarkstown Economic Development, Town Council	Medium			√		
Strategy 4: Provide additional open space and recreation activities for young professionals.								
4.1	Provide a variety of active sports programs that will appeal to young professionals and the creative class.	Clarkstown Parks and Recreation Department; NYS Office of Parks Recreation and Historic Preservation	High			√		

Appendices

Appendix A: NAICS Codes and Classifications

Appendix A: NAICS Codes and Classifications, 2002**NAICS 11: Forestry, Fishing, Hunting and Agriculture Support**

The Agriculture, Forestry, Fishing and Hunting sector comprises establishments primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats.

The establishments in this sector are often described as farms, ranches, dairies, greenhouses, nurseries, orchards, or hatcheries. A farm may consist of a single tract of land or a number of separate tracts which may be held under different tenures. For example, one tract may be owned by the farm operator and another rented. It may be operated by the operator alone or with the assistance of members of the household or hired employees, or it may be operated by a partnership, corporation, or other type of organization. When a landowner has one or more tenants, renters, croppers, or managers, the land operated by each is considered a farm.

The sector distinguishes two basic activities: agricultural production and agricultural support activities. Agricultural production includes establishments performing the complete farm or ranch operation, such as farm owner-operators, tenant farm operators, and sharecroppers. Agricultural support activities include establishments that perform one or more activities associated with farm operation, such as soil preparation, planting, harvesting, and management, on a contract or fee basis.

Excluded from the Agriculture, Forestry, Hunting and Fishing sector are establishments primarily engaged in agricultural research and establishments primarily engaged in administering programs for regulating and conserving land, mineral, wildlife, and forest use. These establishments are classified within NAICS 54: Professional, Scientific and Technical Services, and within NAICS 92: Public Administration, respectively.

NAICS 21: Mining

The Mining sector comprises establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas. The term mining is used in the broad sense to include quarrying, well operations, beneficiating (e.g., crushing, screening, washing, and flotation), and other preparation customarily performed at the mine site, or as a part of mining activity.

The Mining sector distinguishes two basic activities: mine operation and mining support activities. Mine operation includes establishments operating mines, quarries, or oil and gas wells on their own account or for others on a contract or fee basis. Mining support activities include establishments that perform exploration (except geophysical surveying) and/or other mining services on a contract or fee basis (except mine site preparation and construction of oil/gas pipelines).

Establishments in the Mining sector are grouped and classified according to the natural resource mined or to be mined. Industries include establishments that develop the mine site, extract the natural resources, and/or those that beneficiate (i.e., prepare) the mineral mined. Beneficiation is the process whereby the extracted material is reduced to particles that can be separated into mineral and waste, the former suitable for further processing or direct use. The operations that take place in beneficiation are primarily mechanical, such as grinding, washing, magnetic separation, and centrifugal separation. In contrast, manufacturing operations primarily use chemical and electrochemical processes, such as electrolysis and distillation. However, some treatments, such as heat treatments, take place in both the beneficiation and the manufacturing (i.e., smelting/refining) stages. The range of preparation activities varies by mineral and the purity of any given ore deposit. While some minerals, such as petroleum and natural gas, require little or no preparation, others are washed and screened, while yet others, such as gold and silver, can be transformed into bullion before leaving the mine site.

Mining, beneficiating, and manufacturing activities often occur in a single location. Separate receipts will be collected for these activities whenever possible. When receipts cannot be broken out between mining and manufacturing, establishments that mine or quarry nonmetallic minerals, beneficiate the nonmetallic minerals into more finished manufactured products are classified based on the primary activity of the establishment. A mine that manufactures a small amount of finished products will be classified in NAICS 21: Mining. An establishment that mines whose primary output is a more finished manufactured product will be classified in NAICS 31-33: Manufacturing.

NAICS 22: Utilities

The Utilities sector comprises establishments engaged in the provision of the following utility services: electric power, natural gas, steam supply, water supply, and sewage removal. Within this sector, the specific activities associated with the utility services provided vary by utility: electric power includes generation, transmission, and distribution; natural gas includes distribution; steam supply includes provision and/or distribution; water supply includes treatment and distribution; and sewage removal includes collection, treatment, and disposal of waste through sewer systems and sewage treatment facilities.

Excluded from this sector are establishments primarily engaged in waste management services classified in NAICS 56: Administrative Support, Waste Management and Remediation Services. These establishments also collect, treat, and dispose of waste materials; however, they do not use sewer systems or sewage treatment facilities.

NAICS 23: Construction

The construction sector comprises establishments primarily engaged in the construction of buildings or engineering projects (e.g., highways and utility systems). Establishments primarily engaged in the preparation of sites for new construction and establishments primarily engaged in subdividing land for sale as building sites also are included in this sector.

Construction work done may include new work, additions, alterations, or maintenance and repairs. Activities of these establishments generally are managed at a fixed place of business, but they usually

perform construction activities at multiple project sites. Production responsibilities for establishments in this sector are usually specified in:

- > Contracts with the owners of construction projects (prime contracts); or
- > Contracts with other construction establishments (subcontracts).

Establishments primarily engaged in contracts that include responsibility for all aspects of individual construction projects are commonly known as general contractors, but also may be known as design-builders, construction managers, turnkey contractors, or (in cases where two or more establishments jointly secure a general contract) joint-venture contractors. Construction managers that provide oversight and scheduling only (i.e., agency) as well as construction managers that are responsible for the entire project (i.e., at risk) are included as general contractor type establishments. Establishments of the "general contractor type" frequently arrange construction of separate parts of their projects through subcontracts with other construction establishments.

Establishments primarily engaged in activities to produce a specific component (e.g., masonry, painting, and electrical work) of a construction project are commonly known as specialty trade contractors. Activities of specialty trade contractors are usually subcontracted from other construction establishments but, especially in remodeling and repair construction, the work may be done directly for the owner of the property.

Establishments primarily engaged in activities to construct buildings to be sold on sites that they own are known as operative builders, but also may be known as speculative builders or merchant builders. Operative builders produce buildings in a manner similar to general contractors, but their production processes also include site acquisition and securing of financial backing. Operative builders are most often associated with the construction of residential buildings. Like general contractors, they may subcontract all or part of the actual construction work on their buildings.

There are substantial differences in the types of equipment, work force skills, and other inputs required by establishments in this sector. To highlight these differences and variations in the underlying production functions, NAICS 23: Construction is divided into three subsectors: Construction of Buildings, Heavy and Civil Engineering Construction, and Specialty Trade Contractors.

Force account construction is construction work performed by an enterprise primarily engaged in some business other than construction for its own account and use, using employees of the enterprise. This activity is not included in the construction sector unless the construction work performed is the primary activity of a separate establishment of the enterprise. The installation and the ongoing repair and maintenance of telecommunications and utility networks is excluded from construction when the establishments performing the work are not independent contractors. Although a growing proportion of this work is subcontracted to independent contractors in the Construction Sector, the operating units of telecommunications and utility companies performing this work are included with the telecommunications or utility activities.

NAICS 31 – 33: Manufacturing

The Manufacturing sector comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. The assembling of component parts of manufactured products is considered manufacturing, except in cases where the activity is appropriately classified in NAICS 23: Construction.

Establishments in the Manufacturing sector are often described as plants, factories, or mills and characteristically use power-driven machines and materials-handling equipment. However, establishments that transform materials or substances into new products by hand or in the worker's home and those engaged in selling to the general public products made on the same premises from which they are sold, such as bakeries, candy stores, and custom tailors, may also be included in this sector. Manufacturing establishments may process materials or may contract with other establishments to process their materials for them. Both types of establishments are included in manufacturing.

The materials, substances, or components transformed by manufacturing establishments are raw materials that are products of agriculture, forestry, fishing, mining, or quarrying as well as products of other manufacturing establishments. The materials used may be purchased directly from producers, obtained through customary trade channels, or secured without recourse to the market by transferring the product from one establishment to another, under the same ownership. The new product of a manufacturing establishment may be finished in the sense that it is ready for utilization or consumption, or it may be semifinished to become an input for an establishment engaged in further manufacturing.

The subsectors in the Manufacturing sector generally reflect distinct production processes related to material inputs, production equipment, and employee skills. In the machinery area, where assembling is a key activity, parts and accessories for manufactured products are classified in the industry of the finished manufactured item when they are made for separate sale. However, components, input from other manufacturing establishments, are classified based on the production function of the component manufacturer.

Manufacturing establishments often perform one or more activities that are classified outside the Manufacturing sector of NAICS. For instance, almost all manufacturing has some captive research and development or administrative operations, such as accounting, payroll, or management. These captive services are treated the same as captive manufacturing activities. When the services are provided by separate establishments, they are classified to the NAICS sector where such services are primary, not in manufacturing.

The boundaries of manufacturing and the other sectors of the classification system can be somewhat blurry. The establishments in the manufacturing sector are engaged in the transformation of materials into new products. Their output is a new product. However, the definition of what constitutes a new product can be somewhat subjective. As clarification, the following activities are considered manufacturing in NAICS: Milk bottling and pasteurizing; Water bottling and processing; Fresh fish packaging (oyster shucking, fish filleting); Apparel jobbing (assigning of materials to contract factories or shops for

fabrication or other contract operations) as well as contracting on materials owned by others; Printing and related activities; Ready-mixed concrete production; Leather converting; Grinding of lenses to prescription; Wood preserving; Electroplating, plating, metal heat treating, and polishing for the trade; Lapidary work for the trade; Fabricating signs and advertising displays; Rebuilding or remanufacturing machinery (i.e., automotive parts) Ship repair and renovation; Machine shops; and Tire retreading.

Conversely, there are activities that are sometimes considered manufacturing, but which for NAICS are classified in another sector (i.e., not classified as manufacturing). Logging is considered a harvesting operation, and is classified in NAICS 11: Forestry, Fishing, Hunting and Agriculture Support. The beneficiating of ores and other minerals is classified in NAICS 21: Mining. The construction of structures and fabricating operations performed at the site of construction by contractors is classified in NAICS 23: Construction. Establishments engaged in breaking of bulk and redistribution in smaller lots, including packaging, repackaging, or bottling products, such as liquors or chemicals; the customized assembly of computers; sorting of scrap; mixing paints to customer order; and cutting metals to customer order, is classified in NAICS 42: Wholesale Trade or NAICS 44-45: Retail Trade. Publishing and the combined activity of publishing and printing are classified in NAICS 51: Information.

NAICS 42: Wholesale Trade

The Wholesale Trade sector comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. The merchandise described in this sector includes the outputs of agriculture, mining, manufacturing, and certain information industries, such as publishing.

The wholesaling process is an intermediate step in the distribution of merchandise. Wholesalers are organized to sell or arrange the purchase or sale of:

- > Goods for resale (i.e., goods sold to other wholesalers or retailers);
- > Capital or durable nonconsumer goods; and
- > Raw and intermediate materials and supplies used in production.

Wholesalers sell merchandise to other businesses and normally operate from a warehouse or office. These warehouses and offices are characterized by having little or no display of merchandise. In addition, neither the design nor the location of the premises is intended to solicit walk-in traffic. Wholesalers do not normally use advertising directed to the general public. Customers are generally reached initially via telephone, in-person marketing, or by specialized advertising that may include Internet and other electronic means. Follow-up orders are either vendor-initiated or client-initiated, generally based on previous sales, and typically exhibit strong ties between sellers and buyers. Transactions are often conducted between wholesalers and clients that have long-standing business relationships.

This sector comprises two main types of wholesalers: merchant wholesalers that sell goods on their own account and business to business electronic markets, agents, and brokers that arrange sales and purchases

for others generally for a commission or fee.

Establishments that sell goods on their own account are known as wholesale merchants, distributors, jobbers, drop shippers, and import/export merchants. Also included as wholesale merchants are sales offices and sales branches (but not retail stores) maintained by manufacturing, refining, or mining enterprises apart from their plants or mines for the purpose of marketing their products. Merchant wholesale establishments typically maintain their own warehouse, where they receive and handle goods for their customers. Goods are generally sold without transformation, but may include integral functions, such as sorting, packaging, labeling, and other marketing services.

Establishments arranging for the purchase or sale of goods owned by others or purchasing goods, generally on a commission basis are known as business to business electronic markets, agents and brokers, commission merchants, import/export agents and brokers, auction companies, and manufacturers' representatives. These establishments operate from offices and generally do not own or handle the goods they sell.

Some wholesale establishments may be connected with a single manufacturer and promote and sell the particular manufacturers' products to a wide range of other wholesalers or retailers. Other wholesalers may be connected to a retail chain, or limited number of retail chains, and only provide a variety of products needed by that particular retail operation(s). These wholesalers may obtain the products from a wide range of manufacturers. Still other wholesalers may not take title to the goods, but act as agents and brokers for a commission.

Although, in general, wholesaling normally denotes sales in large volumes, durable nonconsumer goods may be sold in single units. Sales of capital or durable nonconsumer goods used in the production of goods and services, such as farm machinery, medium and heavy duty trucks, and industrial machinery, are always included in wholesale trade.

NAICS 44 – 45: Retail Trade

The Retail Trade sector comprises establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.

The retailing process is the final step in the distribution of merchandise; retailers are, therefore, organized to sell merchandise in small quantities to the general public. This sector comprises two main types of retailers: store and nonstore retailers.

Store retailers operate fixed point-of-sale locations, located and designed to attract a high volume of walk-in customers. In general, retail stores have extensive displays of merchandise and use mass-media advertising to attract customers. They typically sell merchandise to the general public for personal or household consumption, but some also serve business and institutional clients. These include establishments such as office supply stores, computer and software stores, building materials dealers, plumbing supply stores, and electrical supply stores. Catalog showrooms, gasoline services stations, automotive dealers, and mobile home dealers are treated as store retailers.

In addition to retailing merchandise, some types of store retailers are also engaged in the provision of after-sales services, such as repair and installation. For example, new automobile dealers, electronic and appliance stores, and musical instrument and supply stores often provide repair services. As a general rule, establishments engaged in retailing merchandise and providing after-sales services are classified in this sector.

The first eleven subsectors of retail trade are store retailers. The establishments are grouped into industries and industry groups typically based on one or more of the following criteria:

- > The merchandise line or lines carried by the store; for example, specialty stores are distinguished from general-line stores.
- > The usual trade designation of the establishments. This criterion applies in cases where a store type is well recognized by the industry and the public, but difficult to define strictly in terms of commodity lines carried; for example, pharmacies, hardware stores, and department stores.
- > Capital requirements in terms of display equipment; for example, food stores have equipment requirements not found in other retail industries.
- > Human resource requirements in terms of expertise; for example, the staff of an automobile dealer requires knowledge in financing, registering, and licensing issues that are not necessary in other retail industries.

Nonstore retailers, like store retailers, are organized to serve the general public, but their retailing methods differ. The establishments of this subsector reach customers and market merchandise with methods, such as the broadcasting of "infomercials," the broadcasting and publishing of direct-response advertising, the publishing of paper and electronic catalogs, door-to-door solicitation, in-home demonstration, selling from portable stalls (street vendors, except food), and distribution through vending machines. Establishments engaged in the direct sale (nonstore) of products, such as home heating oil dealers and home delivery newspaper routes are included here.

The buying of goods for resale is a characteristic of retail trade establishments that particularly distinguishes them from establishments in the agriculture, manufacturing, and construction industries. For example, farms that sell their products at or from the point of production are not classified in retail, but rather in agriculture. Similarly, establishments that both manufacture and sell their products to the general public are not classified in retail, but rather in manufacturing. However, establishments that engage in processing activities incidental to retailing are classified in retail. This includes establishments, such as optical goods stores that do in-store grinding of lenses, and meat and seafood markets.

Wholesalers also engage in the buying of goods for resale, but they are not usually organized to serve the general public. They typically operate from a warehouse or office and neither the design nor the location of these premises is intended to solicit a high volume of walk-in traffic. Wholesalers supply institutional, industrial, wholesale, and retail clients; their operations are, therefore, generally organized to purchase,

sell, and deliver merchandise in larger quantities. However, dealers of durable nonconsumer goods, such as farm machinery and heavy duty trucks, are included in wholesale trade even if they often sell these products in single units.

NAICS 48 – 49: Transportation and Warehousing

The Transportation and Warehousing sector includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. The type of equipment depends on the mode of transportation. The modes of transportation are air, rail, water, road, and pipeline.

The Transportation and Warehousing sector distinguishes three basic types of activities: subsectors for each mode of transportation, a subsector for warehousing and storage, and a subsector for establishments providing support activities for transportation. In addition, there are subsectors for establishments that provide passenger transportation for scenic and sightseeing purposes, postal services, and courier services.

A separate subsector for support activities is established in the sector because, first, support activities for transportation are inherently multimodal, such as freight transportation arrangement, or have multimodal aspects. Secondly, there are production process similarities among the support activity industries.

Many of the establishments in this sector often operate on networks, with physical facilities, labor forces, and equipment spread over an extensive geographic area.

Warehousing establishments in this sector are distinguished from merchant wholesaling in that the warehouse establishments do not sell the goods.

Excluded from this sector are establishments primarily engaged in providing travel agent services that support transportation and other establishments, such as hotels, businesses, and government agencies. These establishments are classified in NAICS 56: Administrative and Support and Waste Management and Remediation Services. Also, establishments primarily engaged in providing rental and leasing of transportation equipment without operator are classified within NAICS 53: Real Estate and Rental and Leasing.

NAICS 51: Information

The Information sector comprises establishments engaged in the following processes:

- > Producing and distributing information and cultural products;
- > Providing the means to transmit or distribute these products as well as data or communications; and
- > Processing data.

The main components of this sector are the publishing industries, including software publishing, and both traditional publishing and publishing exclusively on the Internet; the motion picture and sound recording industries; the broadcasting industries, including traditional broadcasting and those broadcasting exclusively over the Internet; the telecommunications industries; the industries known as Internet service providers and web search portals, data processing industries, and the information services industries.

The expressions "information age" and "global information economy" are used with considerable frequency today. The general idea of an "information economy" includes both the notion of industries primarily producing, processing, and distributing information, as well as the idea that every industry is using available information and information technology to reorganize and make themselves more productive.

For the purpose of developing NAICS, it is the transformation of information into a commodity that is produced and distributed by a number of growing industries that is at issue. The Information sector groups three types of establishments:

- > Those engaged in producing and distributing information and cultural products;
- > Those that provide the means to transmit or distribute these products as well as data or communications; and
- > Those that process data.

Cultural products are those that directly express attitudes, opinions, ideas, values, and artistic creativity; provide entertainment; or offer information and analysis concerning the past and present. Included in this definition are popular, mass-produced, products as well as cultural products that normally have a more limited audience, such as poetry books, literary magazines, or classical records.

Many of the industries in the NAICS Information sector are engaged in producing products protected by copyright law, or in distributing them (other than distribution by traditional wholesale and retail methods). Examples are traditional publishing industries, software and directory and mailing list publishing industries, and film and sound industries. Broadcasting and telecommunications industries and information providers and processors are also included in the Information sector, because their technologies are so closely linked to other industries in the Information sector.

NAICS 52: Finance and Insurance

The Finance and Insurance sector comprises establishments primarily engaged in financial transactions (transactions involving the creation, liquidation, or change in ownership of financial assets) and/or in facilitating financial transactions. Three principal types of activities are identified:

- > Raising funds by taking deposits and/or issuing securities and, in the process, incurring liabilities. Establishments engaged in this activity use raised funds to acquire financial assets by making loans and/or purchasing securities. Putting themselves at risk, they channel funds

from lenders to borrowers and transform or repackage the funds with respect to maturity, scale, and risk. This activity is known as financial intermediation.

- > Pooling of risk by underwriting insurance and annuities. Establishments engaged in this activity collect fees, insurance premiums, or annuity considerations; build up reserves; invest those reserves; and make contractual payments. Fees are based on the expected incidence of the insured risk and the expected return on investment.
- > Providing specialized services facilitating or supporting financial intermediation, insurance, and employee benefit programs.

In addition, monetary authorities charged with monetary control are included in this sector.

The subsectors, industry groups, and industries within the NAICS Finance and Insurance sector are defined on the basis of their unique production processes. As with all industries, the production processes are distinguished by their use of specialized human resources and specialized physical capital. In addition, the way in which these establishments acquire and allocate financial capital, their source of funds, and the use of those funds provides a third basis for distinguishing characteristics of the production process.

Most of the Finance and Insurance subsectors contain one or more industry groups of:

- > Intermediaries with similar patterns of raising and using funds; and
- > Establishments engaged in activities that facilitate, or are otherwise related to, that type of financial or insurance intermediation.

Industries within this sector are defined in terms of activities for which a production process can be specified, and many of these activities are not exclusive to a particular type of financial institution. To deal with the varied activities taking place within existing financial institutions, the approach is to split these institutions into components performing specialized services. This requires defining the units engaged in providing those services and developing procedures that allow for their delineation. These units are the equivalents for finance and insurance of the establishments defined for other industries.

The output of many financial services, as well as the inputs and the processes by which they are combined, cannot be observed at a single location and can only be defined at a higher level of the organizational structure of the enterprise. Additionally, a number of independent activities that represent separate and distinct production processes may take place at a single location belonging to a multilocation financial firm. Activities are more likely to be homogeneous with respect to production characteristics than are locations, at least in financial services. The classification defines activities broadly enough that it can be used both by those classifying by location and by those employing a more top-down approach to the delineation of the establishment.

Establishments engaged in activities that facilitate, or are otherwise related to, the various types of intermediation have been included in individual subsectors, rather than in a separate subsector dedicated to services alone because these services are performed by intermediaries, as well as by specialist

establishments, the extent to which the activity of the intermediaries can be separately identified is not clear.

The Finance and Insurance sector has been defined to encompass establishments primarily engaged in financial transactions; that is, transactions involving the creation, liquidation, change in ownership of financial assets; or in facilitating financial transactions. Financial industries are extensive users of electronic means for facilitating the verification of financial balances, authorizing transactions, transferring funds to and from transactors' accounts, notifying banks (or credit card issuers) of the individual transactions, and providing daily summaries. Since these transaction processing activities are integral to the production of finance and insurance services, establishments that principally provide a financial transaction processing service are classified to this sector, rather than to the data processing industry in NAICS 51: Information.

Legal entities that hold portfolios of assets on behalf of others are significant and data on them are required for a variety of purposes. Thus for NAICS, these funds, trusts, and other financial vehicles are another subsector of the Finance and Insurance sector. These entities earn interest, dividends, and other property income, but have little or no employment and no revenue from the sale of services.

NAICS 53: Real Estate and Rental and Leasing

The Real Estate and Rental and Leasing sector comprises establishments primarily engaged in renting, leasing, or otherwise allowing the use of tangible or intangible assets, and establishments providing related services. The major portion of this sector comprises establishments that rent, lease, or otherwise allow the use of their own assets by others. The assets may be tangible, as is the case of real estate and equipment, or intangible, as is the case with patents and trademarks.

This sector also includes establishments primarily engaged in managing real estate for others, selling, renting and/or buying real estate for others, and appraising real estate. These activities are closely related to this sector's main activity, and it was felt that from a production basis they would best be included here. In addition, a substantial proportion of property management is self-performed by lessors.

The main components of this sector are the real estate lessors industries; equipment lessors industries (including motor vehicles, computers, and consumer goods); and lessors of nonfinancial intangible assets (except copyrighted works).

Excluded from this sector are real estate investment trusts (REITS) and establishments primarily engaged in renting or leasing equipment with operators. REITS are classified within NAICS 52: Finance and Insurance, because they are considered investment vehicles. Establishments renting or leasing equipment with operators are classified in various subsectors of NAICS depending on the nature of the services provided (e.g., transportation, construction, agriculture). These activities are excluded from this sector because the client is paying for the expertise and knowledge of the equipment operator, in addition to the rental of the equipment. In many cases, such as the rental of heavy construction equipment, the operator is essential to operate the equipment.

NAICS 54: Professional, Scientific and Technical Services

The Professional, Scientific, and Technical Services sector comprises establishments that specialize in performing professional, scientific, and technical activities for others. These activities require a high degree of expertise and training. The establishments in this sector specialize according to expertise and provide these services to clients in a variety of industries and, in some cases, to households. Activities performed include: legal advice and representation; accounting, bookkeeping, and payroll services; architectural, engineering, and specialized design services; computer services; consulting services; research services; advertising services; photographic services; translation and interpretation services; veterinary services; and other professional, scientific, and technical services.

This sector excludes establishments primarily engaged in providing a range of day-to-day office administrative services, such as financial planning, billing and recordkeeping, personnel, and physical distribution and logistics. These establishments are classified in NAICS 56: Administrative and Support and Waste Management and Remediation Services.

NAICS 55: Management of Companies and Enterprises

The Management of Companies and Enterprises sector comprises:

- > Establishments that hold the securities of (or other equity interests in) companies and enterprises for the purpose of owning a controlling interest or influencing management decisions; or
- > Establishments (except government establishments) that administer, oversee, and manage establishments of the company or enterprise and that normally undertake the strategic or organizational planning and decision making role of the company or enterprise.

Establishments that administer, oversee, and manage may hold the securities of the company or enterprise.

Establishments in this sector perform essential activities that are often undertaken, in-house, by establishments in many sectors of the economy. By consolidating the performance of these activities of the enterprise at one establishment, economies of scale are achieved.

Government establishments primarily engaged in administering, overseeing, and managing governmental programs are classified in NAICS 92: Public Administration. Establishments primarily engaged in providing a range of day-to-day office administrative services, such as financial planning, billing and recordkeeping, personnel, and physical distribution and logistics are classified within NAICS 56: Administrative Support, Waste Management and Remediation Services.

NAICS 56: Administrative Support, Waste Management and Remediation Services

The Administrative and Support and Waste Management and Remediation Services sector comprises establishments performing routine support activities for the day-to-day operations of other organizations. These essential activities are often undertaken in-house by establishments in many sectors of the

economy. The establishments in this sector specialize in one or more of these support activities and provide these services to clients in a variety of industries and, in some cases, to households. Activities performed include: office administration, hiring and placing of personnel, document preparation and similar clerical services, solicitation, collection, security and surveillance services, cleaning, and waste disposal services.

The administrative and management activities performed by establishments in this sector are typically on a contract or fee basis. These activities may also be performed by establishments that are part of the company or enterprise. However, establishments involved in administering, overseeing, and managing other establishments of the company or enterprise, are classified in NAICS 55: Management of Companies and Enterprises. These establishments normally undertake the strategic and organizational planning and decision making role of the company or enterprise. Government establishments engaged in administering, overseeing, and managing governmental programs are classified in Sector 92: Public Administration.

NAICS 61: Educational Services

The Educational Services sector comprises establishments that provide instruction and training in a wide variety of subjects. This instruction and training is provided by specialized establishments, such as schools, colleges, universities, and training centers. These establishments may be privately owned and operated for profit or not for profit, or they may be publicly owned and operated. They may also offer food and accommodation services to their students.

Educational services are usually delivered by teachers or instructors that explain, tell, demonstrate, supervise, and direct learning. Instruction is imparted in diverse settings, such as educational institutions, the workplace, or the home through correspondence, television, or other means. It can be adapted to the particular needs of the students. All industries in the sector share this commonality of process, namely, labor inputs of instructors with the requisite subject matter expertise and teaching ability.

NAICS 62: Health Care and Social Assistance

The Health Care and Social Assistance sector comprises establishments providing health care and social assistance for individuals. The sector includes both health care and social assistance because it is sometimes difficult to distinguish between the boundaries of these two activities. The industries in this sector are arranged on a continuum starting with those establishments providing medical care exclusively, continuing with those providing health care and social assistance, and finally finishing with those providing only social assistance. The services provided by establishments in this sector are delivered by trained professionals. All industries in the sector share this commonality of process, namely, labor inputs of health practitioners or social workers with the requisite expertise. Many of the industries in the sector are defined based on the educational degree held by the practitioners included in the industry.

Excluded from this sector are aerobic classes in NAICS 71: Arts, Entertainment and Recreation, and nonmedical diet and weight reducing centers in NAICS 81: Other Services (except Public Administration). Although these can be viewed as health services, these services are not typically delivered by health practitioners.

NAICS 71: Arts, Entertainment and Recreation

The Arts, Entertainment, and Recreation sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons. This sector comprises:

- > Establishments that are involved in producing, promoting, or participating in live performances, events, or exhibits intended for public viewing;
- > Establishments that preserve and exhibit objects and sites of historical, cultural, or educational interest; and
- > Establishments that operate facilities or provide services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure-time interests.

Some establishments that provide cultural, entertainment, or recreational facilities and services are classified in other sectors. Excluded from this sector are:

- > Establishments that provide both accommodations and recreational facilities, such as hunting and fishing camps and resort and casino hotels are classified in NAICS 72: Accommodation and Food Services;
- > Restaurants and night clubs that provide live entertainment in addition to the sale of food and beverages are classified in NAICS 72: Accommodation and Food Services;
- > Motion picture theaters, libraries and archives, and publishers of newspapers, magazines, books, periodicals, and computer software are classified in NAICS 51: Information; and
- > Establishments using transportation equipment to provide recreational and entertainment services, such as those operating sightseeing buses, dinner cruises, or helicopter rides are classified in NAICS 48 – 49: Transportation and Warehousing.

NAICS 72: Accommodation and Food Services

The Accommodation and Food Services sector comprises establishments providing customers with lodging and/or preparing meals, snacks, and beverages for immediate consumption. The sector includes both accommodation and food services establishments because the two activities are often combined at the same establishment.

Excluded from this sector are civic and social organizations; amusement and recreation parks; theaters; and other recreation or entertainment facilities providing food and beverage services.

NAICS 81: Other Services (except Public Administration)

The Other Services (except Public Administration) sector comprises establishments engaged in providing services not specifically provided for elsewhere in the classification system. Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grantmaking, advocacy, and providing drycleaning and laundry

services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services.

Private households that engage in employing workers on or about the premises in activities primarily concerned with the operation of the household are included in this sector.

Excluded from this sector are establishments primarily engaged in retailing new equipment and also performing repairs and general maintenance on equipment. These establishments are classified in NAICS 44-45: Retail Trade.

NAICS 92: Public Administration

The Public Administration sector consists of establishments of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area. These agencies also set policy, create laws, adjudicate civil and criminal legal cases, provide for public safety and for national defense. In general, government establishments in the Public Administration sector oversee governmental programs and activities that are not performed by private establishments. Establishments in this sector typically are engaged in the organization and financing of the production of public goods and services, most of which are provided for free or at prices that are not economically significant.

Government establishments also engage in a wide range of productive activities covering not only public goods and services but also individual goods and services similar to those produced in sectors typically identified with private-sector establishments. In general, ownership is not a criterion for classification in NAICS. Therefore, government establishments engaged in the production of private-sector-like goods and services should be classified in the same industry as private-sector establishments engaged in similar activities.

As a practical matter, it is difficult to identify separate establishment detail for many government agencies. To the extent that separate establishment records are available, the administration of governmental programs is classified in NAICS 92: Public Administration, while the operation of that same governmental program is classified elsewhere in NAICS based on the activities performed. When separate records are not available to distinguish between the administration of a governmental program and the operation of it, the establishment is classified in NAICS 92: Public Administration.

Examples of government-provided goods and services that are classified in sectors other than Public Administration include: schools, classified in NAICS 61: Educational Services; hospitals, classified in NAICS 62: Health Care and Social Assistance; establishments operating transportation facilities, classified in NAICS 48-49: Transportation and Warehousing; the operation of utilities, classified in NAICS 22: Utilities; and the Government Printing Office, classified in NAICS 31 – 33: Manufacturing.

NAICS 95: Auxiliaries (except Corporate, Subsidiary and Regional Management)

N/A

NAICS 99: Unclassified Establishments

N/A

Site Name: _____
 Location: _____
 Prepared by: _____
 Date: _____

CLARKSTOWN, NY Industrial Building Assessment Form						
AVAILABLE INDUSTRIAL BUILDING						
Identity	Name	Street	Hamlet/ Municipality	County	State	Zip
Building						
Owner/Broker						
Company						
Contact						
Telephone Number						
Site Characteristics Surrounding the Building						
Freestanding						
Business Park						
Size in Acres						
Freestanding or Industrial Park						
Specific Building Site Acres						
Total Complex in Acres						
Acres Available for Future Growth						
Zoning Classification						
Floor Area Ratio						
Topography						
Elevation						
Watertable - Ft. Below Ground						
Reside in 100 Year Floodplain (yes or No)						
Phase One Environmental Audit Done (Yes or No)						
% of Site Residing in a Wetland						
Soil						
Type						
Load Bearing Capacity						
Storm Drainage System						
Building Specifications	Manufacturing	Office	Warehouse	Lab	Total	
Construction Type						
Construction Date						
Previous Use						
Building Size (sq. Ft.)						

Available Sq. Ft.					
Building Classification (ind., R&D, Flex, etc.)					
Ceiling Height					
Column Spacing					
Floors	#	Size in Sq. Ft.	Bearing Capacity in Lbs. Per Sq. Ft.		
Elevators					
# of Passengers					
# of Freight					
Description of Building Wiring System					
Loading Docks	# of Tailgate	# of Drive-In			
Parking	Total Spaces Available	Spaces Available per 1000 of Building Sq. Ft.			
Surface					
Garage					

Lease Costs

Rent \$ per Sq. Ft.	
Base Rent	
Net Taxes	
Expenses	
Total Spaces Available	
Operating Expenses All Inclusive \$ per RSF	

Sales Costs

Total Taxes Paid Last Year, if Building for Sale			
Transportation			
Access			
Highway Linkage			
2 or 4 Lane			
Distance to 4 Lane Highway			
Internal Site Access			
Mass Transit Service Distance from Building	City	County	Metro
Bus			
Distance to Airport in Miles			
Nearest Port			
Name			
Type			
Distance in Miles			
Rail Service (if applicable)			
Carrier			
Main or Branch Line			
Spur Yes or No, if No: Distance to Rail Line			

Barge Facilities at Site			
Name of River, Lake, etc.			
Channel Depth			
Turning Basin			
Storage Capabilities			
Effective Property Tax Rate per \$100	Tax Rate (\$)		
Real Property Tax			
Municipality			
County			
School			
Special District			
Personal Property Tax			
Municipality			
County			
School			
Special District			
Utilities			
Water			
Provider			
Water Main			
Size			
Static Pressure			
Residual Pressure			
Flow per Minute			
Treatment Plant			
Rated Capacity (mgd)			
Peak Demand (mgd)			
Booster Pump Required			
Onsite Storage			
Elevated			
Capacity in Gallons			
Sewer			
Provider			
Sewer Main			
Size			
Use of Lift Required			
Treatment Plant			
Type			
Rated Capacity (mgd)			
Peak Demand (mgd)			

Natural Gas	
Provider	
Gas Main	
Size	
Distance in Feet from Site	
Gas Pressure	
Heat Value	
Electric Power	
Service Provider	
Service Voltage to Site/Building	
Transmission Voltage	
Distribution Voltage	
Secondary Voltage	
Power Quality	
Total interruptions per year	
Number of instantaneous delays	
Total outage duration (hours/year)	
Dual Feed Available from 1 Substation	
Dual Feed Available from 2 Substations	
Telecommunications Service	
Local Exchange Carrier	
Nearest Central Office (C.O.)	
Location	
Distance in Miles	
Switch	
ADSL Available from C.O.	
Type (e.g. Analog or Digital)	
C.O. on a Fiber Ring (Yes or No)	
Dual Service Provided from Two Central Offices	
Fiber Available (Yes or No)	
Building Served by Fiber	
ISDN Available from C.O.	
Points of Presence (POPs)	
List All Major Long Distance Carriers	
Location of Closest Major Carrier POP	
Distance in Miles	
Protective Services	
Fire Insurance Class Rating	
Fire Insurance Class Rating	
Distance to Nearest Station	

Police			
Fire Station Volunteer or Full-Time			
24 Hour police Patrol Provided			
Location of Building in a Classified Zone	Yes	No	
State Enterprise Zone			
Enterprise Community			
Empowerment Zone			
Foreign Trade Zone			
Specialized Local Zones			
Summarize statutory incentives that could apply to a new occupant			
Provide the following: still photograph, aerial photograph, building blueprint, topographic map, & a highway map for the site			

Business Visitation Survey

Thank you for agreeing to participate in this interview process as we assess the current business climate in the Town of Clarkstown.

Your individual answers to this survey are confidential and will not be released. Your responses will be summarized with those of others to form an overall result in percentages or averages. Please don't hesitate to ask any questions during the interview process.

INTERVIEW DATE: _____

BUSINESS NAME: _____

NAME OF PERSON INTERVIEWED: _____

BUSINESS TITLE: _____

ADDRESS: _____

TOWN/CITY: _____ ZIP CODE _____

BUSINESS PHONE: _____

FAX NUMBER: _____

E-MAIL ADDRESS: _____

WEB ADDRESS: _____

CONFIDENTIALITY AGREEMENT:

I/We, the following interviewer(s) acknowledge that the information to be collected is to be kept confidential and is not to be disclosed to any person who is not entitled to receive it in his or her capacity as a participant in this visitation process.

The "Skip It Rule" – If there is a question that you feel might be best to skip, we will do that; just let us know. There is no need to explain your reasons.

Interviewer(s)

_____ (Name – please print)

_____ (Signature)

_____ (Name – please print)

_____ (Signature)

Person Interviewed:

_____ (Name – please print)

_____ (Signature)

BUSINESS PROFILE

Q 1. Which of the following industries best describes your business?

- | | |
|---|--|
| <input type="checkbox"/> Construction | <input type="checkbox"/> Professional, Scientific & Technical Services |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Educational Services |
| <input type="checkbox"/> Wholesale Trade/Retail Trade | <input type="checkbox"/> Health Care & Social Services |
| <input type="checkbox"/> Transportation & Warehousing | <input type="checkbox"/> Agriculture, Production/Services |
| <input type="checkbox"/> Finance, Insurance & Real Estate | <input type="checkbox"/> Other, please specify _____ |
| <input type="checkbox"/> Information | |

Q 2. What are the major products or services offered by this establishment?

Q 3. How many years have you been in operation in the Town of Clarkstown?

- ☐ Less than one year
 ☐ 1-5 years
 ☐ 6 to 10 years
 ☐ More than 10 years

Q 4. Where are your primary market areas located?

WORKFORCE

Q 5. How many employees work at this location?

- | | | | |
|---------------------------------|----------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 0-5 | <input type="checkbox"/> 6-10 | <input type="checkbox"/> 11-25 | <input type="checkbox"/> 26-50 |
| <input type="checkbox"/> 51-100 | <input type="checkbox"/> 101-500 | <input type="checkbox"/> 500+ | |

Q 6. How many of those employees are:

Full time _____ Part Time _____ Seasonal _____

Q 7. Over the next 2 years, do you anticipate that the number of employees in this business will increase, decrease, or remain the same?

- ☐ Increase
 ☐ Decrease
 ☐ Remain the Same
 ☐ Don't Know

Q 8. In general, do you believe that there are particular skills or qualifications that are difficult to find in the local workforce right now?

☐ Yes ☐ No

Q 8a. If yes, what skills or qualifications do you find lacking in the local workforce?

Q 8b. Please explain what you believe to be the nature of the problem.

Q 9. Please indicate whether or not your employees have used or would use training programs provided by government agencies or other organizations. (Please circle all that apply)

	<u>Have Used</u>	<u>Would Use</u>	<u>Not Applicable</u>
a. Adult basic education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. English as a second language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. GED (High School Equivalency)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. 2-yr Community College Degree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. 4-yr College Degree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Graduate Programs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Software Training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Vocational/Technical Programs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Continuing Education (CEUs)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Computer Training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Sales and Marketing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l. Customer Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m. Human Resource	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q 10. If training programs were offered in the future, would your business encourage your employees to use it?

☐ Yes ☐ No ☐ Don't know

LOCATION

Q 11. How satisfied are you with the current location of this business in the Town of Clarkstown?

- ☐ Completely Satisfied (skip to Q 13)
- ☐ Somewhat Satisfied
- ☐ Not At All Satisfied

Q 12. Why are you dissatisfied/somewhat dissatisfied with the location of this business? (Select all that apply)

- ☐ Site is too small
- ☐ Site is too large
- ☐ Inadequate utilities
- ☐ Location is inconvenient for customers
- ☐ Location is inconvenient for employees
- ☐ Difficulty securing employees
- ☐ Building is in poor condition
- ☐ Age of building
- ☐ General appearance of the site
- ☐ Police/Security
- ☐ Transportation
- ☐ High property taxes
- ☐ Poor community business support
- ☐ Other, please specify _____

Q 13. Please identify the three factors you consider the greatest strengths of Clarkstown as a location for your business and the three factors you would consider to be the greatest weaknesses.

Strengths	Weaknesses
1. _____	1. _____
2. _____	2. _____
3. _____	3. _____

FUTURE PLANS

Q 14. Do you have any plans to expand your business within the next two years in Clarkstown?

- ☐ Yes ☐ No (skip to Q 15) ☐ Not sure

Q 14a. If yes, what will be the nature of the expansion? (Please fill in appropriate responses)

No. of Employees _____
 Land, in acreage _____
 Building, in sq. ft. _____
 Equipment, investment _____
 Sales, % increase _____
 Other, please specify _____

Q 15. What assistance, if any, would be of help to expand your business? Please check all that apply.

- ☐ Finding another suitable site location
☐ Financing
☐ Land issues
☐ Lease of building
☐ Assistance with the approval process
☐ Finding and securing adequate labor
☐ Workforce development and training for staff
☐ Workforce development and training for high tech employees
☐ Infrastructure upgrades (roads, telecommunication, energy supply and type)
☐ Other, please specify _____

Q 16. Which of the following, if any, have presented significant challenges to your business during the past two years?

- ☐ Financing
☐ Local by-laws
☐ Regulatory Issues
☐ Availability of Land
☐ Availability of Buildings
☐ Availability of Labor

- ☐ Workforce training
- ☐ Importing of goods and services
- ☐ Exporting of goods and services
- ☐ Canada/US exchange rate
- ☐ Utilities/infrastructure
- ☐ Technology
- ☐ Finding/developing strategic alliances
- ☐ Marketing
- ☐ Taxes
- ☐ Energy
- ☐ Transportation
- ☐ Access to supplies
- ☐ Access to markets
- ☐ Other, please specify_____

Q 17. Do you have plans to relocate this business during the next two years?

- ☐ Yes ☐ No (skip to Q 18) ☐ Not sure

Q 17a. If yes, where will you relocate?

Q 17b. What assistance could help you to prevent the relocation of this business?

BUSINESS CLIMATE

Q 18. Which economic development offices or business associations, if any, have you dealt with during the past two years?

- ☐ Town of Clarkstown
- ☐ Rockland County Economic Development Corporation
- ☐ Rockland Business Association
- ☐ Chamber of Commerce
- ☐ Small Business Association
- ☐ Other, please specify _____

Q 19. In what ways do you think local business associations or economic development offices should be assisting businesses in this area?

Q 20. Based on the following factors, please grade the Town of Clarkstown as a place for your company to do business, where:

A = Excellent B = Good C =Average D =Poor F = Very Poor

- | | | | |
|--|-----------|--|-----------|
| a) Availability of skilled labor | A B C D F | j) Municipal taxes | A B C D F |
| b) Availability of unskilled labor | A B C D F | k) Quality of life | A B C D F |
| c) Labor costs | A B C D F | l) Housing availability | A B C D F |
| d) Availability of transportation | A B C D F | m) Housing cost | A B C D F |
| e) Availability of appropriately zoning land | A B C D F | n) Recreation facilities/opportunities | A B C D F |
| f) Timing for local permitting process | A B C D F | o) Access to training facilities | A B C D F |
| g) Land cost | A B C D F | p) Access to high tech meeting space | A B C D F |
| h) Cost of construction | A B C D F | q) Parking | A B C D F |
| g) Utilities available | A B C D F | r) Support from local businesses | A B C D F |
| h) Telecommunication infrastructure | A B C D F | s) Support from community | A B C D F |
| i) Water and sewer capacity | A B C D F | t) Other, specify_____ | A B C D F |

- Q 21. How would you grade the business climate in Clarkstown?
- A) Excellent B) Good C) Average D) Poor F) Very Poor
- Q 22. How would you grade the overall business climate in New York State?
- A) Excellent B) Good C) Average D) Poor F) Very Poor

LOCAL ECONOMY

As a member of the business community, I would like to ask you a few questions about the overall economy of the Town of Clarkstown, not your specific company.

- Q 23. What would you consider to be the top opportunity, or opportunities, for economic development in the Town of Clarkstown, and why?

- Q 24. Are there are barriers to achieving these opportunities in the Town of Clarkstown? If so, what are they?

- Q. 25 How might these barriers be overcome?

- Q 26. Who should take the lead on addressing these barriers?

BUSINESS ASSISTANCE

Q 27. Have you looked for business assistance in the Town of Clarkstown?

- ☐ Yes ☐ No

Q 28. Would you say business assistance is readily available in the Town of Clarkstown?

- ☐ Yes ☐ No ☐ Don't Know

Q 29. What business assistance services, if any, would you like to see offered by the Town?

BUSINESS ENVIRONMENT

Q 30. If you could, what *one* thing would you do to improve Clarkstown's business environment?

Q. 31 What new businesses/services would you like to see added in the Town of Clarkstown?

Q 32. Are there any comments or observations that haven't been covered during this interview that you would like to share with the Town of Clarkstown?

Town of Clarkstown Economic Development Study

Economic Impact Tool

Definition of Terms and Instructions

The Economic Impact Tool is a spreadsheet with built-in formulas that the Town of Clarkstown staff could use to calculate the potential economic impact of retail, office and industrial development. The proposed gross lease area (GLA) is a variable that has to be plugged in to derive information such as total estimated sales, estimated number of jobs, estimated wages, and total estimated leases.

Retail/Office/Industrial Spreadsheets

1. **Gross Lease Area (GLA):** The floor area for included in a property lease in which the landlord agrees to pay all expenses that are normally associated with ownership, such as utilities, repairs, insurance, and (sometimes) taxes.
2. **Output:** This refers to the sales receipt generated within the given area.
3. **Employment:** This refers to the potential number of jobs that could be created by the development. The projected number of jobs is derived by using rule of thumb parameters.
4. **Earnings:** There are two sources of earnings: a) wages earned by workers, and b) income derived from leases of the property. Each of these uses a different multiplier.
5. **Median Sales per Square Foot:** Information regarding Median Sales per Square Foot was gathered from the book *Dollars & Cents of Shopping Centers/The Score 2006*, published by the Urban Land Institute and the International Council of Shopping Centers.¹
6. **Total Estimated Sales:** This is derived by multiplying the *Gross Lease Area* by the *Median Sales per Square Foot*.
7. **RIMS II Multipliers:** The use of regional economic multipliers is a standard way to identify the potential effects of a major change in a region's economy. These measures estimate the changes in output, income and employment resulting from an initial change in spending. The RIMS II (Regional Input-Output Modeling System) will be used to determine the economic impacts of the proposed development in the Town of Clarkstown. The Modeling System was developed by the U.S. Department of Commerce, Bureau of Economic Analysis (BEA) as a method for estimating regional multipliers for impact analysis in output, earnings, and employment associated with a program or project under study.² A different multiplier is used for output, employment, and earnings.

¹ The Urban Land Institute (ULI) and The International Council of Shopping Centers. **Dollars and Cents of Shopping Centers/The Score 2006**. 2006.

² U.S. Department of Commerce, "Regional Multipliers: A User Handbook for the Regional Input-Output Modeling System (RIMS II)," Third Edition 1997.

8. **Projected Impact:** The development of retail, office, industrial or residential space in the Town of Clarkstown will help expand the local economy through ripple effects. Ripple effects stem from subsequent expenditures for goods and services made by first-round income from the development, and are expressed in terms of a *multiplier*. A **direct effect or impact** arises from the first round of buying and selling. Direct effects include the number of jobs created by the sales, the purchase of inputs from local or regional suppliers, the spending of income earned by workers, annual labor revenues, and the income effect of taxes. Direct effects also include the number of workers that will be employed by the establishment. These direct effects can be used to identify additional, subsequent rounds of buying and selling for other sectors and to identify the effect of spending by local households. The **indirect effect or impact** is the increase in sales of other industry sectors, which include further round-by-round sales. The **induced effect or impact** is the expenditures generated by increased household income resulting from direct and indirect effects. The **total effect or impact** is the sum of the direct, indirect, and induced effects.
9. **Rule of Thumb Number of Jobs:** Several sources were used to determine the approximate number of jobs for a particular type of space and use. These sources include the Urban Land Institute, Time-Saver Standards for Building Standards, and various online sources.
10. **Total Estimated Number of Jobs:** This is derived by multiplying the Gross Lease Area by the Rule of Thumb number of jobs for the type of space. The spreadsheet includes a built-in formula to calculate this number.
11. **Median Wages per Worker:** The source for median wages was gathered from the Occupational Employment Statistics of New York State Department of Labor, Workforce and Industry Data Industry for the Hudson Valley, which includes Rockland County. (<http://www.labor.state.ny.us/workforceindustrydata/apps.asp?reg=hud&app=wages>). Wage information shown in the spreadsheet has to be updated occasionally based on the latest information available with the New York State Department of Labor.
12. **Total Estimated Wages:** This is derived by multiplying the *Total Estimated Number of Jobs* by the *Median Wage per Worker*. The spreadsheet includes a built in formula.
13. **Lease per Square Foot:** This information is based on prevailing lease rates in the market area and has to be occasionally updated based on changes with prevailing lease rates.
14. **Total Estimated Lease:** This is derived by multiplying the *Gross Lease Area* with *Lease per Square Foot*.
15. **Total Impact on Earnings:** This is derived by adding the Total Impact of Wages and the Total Impact of Leases.

16. **Class of Properties:** According to the Urban Land Institute, property class is measured by evaluating a building's age, location, quality of finishes, building systems, amenities, lease rates and tenant profile.³ Definitions follow:
- > **Class A:** investment grade properties. Buildings are oftentimes the most desirable and feature high-grade finishes and amenities, which offer status to the business within. Older properties could sometimes be renovated and repositioned as Class A properties.
 - > **Class B:** Class B and Class C buildings are often older properties that have not kept up with modern trends in design and features. Class B properties could also be new properties but small and basic with few amenities.

Residential Spreadsheet

17. **Condominium Units:** Condominiums or condos are essentially apartment units that are individually owned.
18. **Multi-Family Apartments:** Apartment buildings with more than two (2) residential units.
19. **Townhouse Units:** A townhouse or town home is any home that shares a building with other units, particularly if there are no other units above or below.
20. **Single-Family Homes:** Single-family residences are detached homes, usually with a front and back yard, driveway, and attached carport or garage.
21. **Duplex Homes:** Two-family homes or a building with two (2) attached residential units.
22. **Lofts:** Usually a type of condominium where old industrial buildings have been converted to residential units. Lofts are usually characterized by high ceilings, floor to ceiling windows, exposed interior brick, metal stairs and handrails, stainless steel kitchen appliances, and modern/contemporary furnishings.

Construction Spreadsheet

23. **Output:** relates to total construction cost.
24. **Earnings:** relates to wages of workers. Depending on the type of construction, earnings are derived by multiplying the total construction cost by 40% for buildings, and 35% for land development.

³ Adrienne Schmitz and Deborah L. Brett. Real Estate Market Analysis: A Case Study Approach. The Urban Land Institute. (Washington: 2001).

25. Employment: To derive the number of jobs, divide Earnings by the median wage for construction jobs. Median wage for construction jobs was \$49,940 in 2007 for the Hudson Valley (Source: NYS Department of Labor, Occupational Employment Statistics).

Environmental Resource Assessment

Town of Clarkstown
Rockland County, NY



November 6, 2008

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Town of Clarkstown Environmental Resource Assessment

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Trust for Public Land (land protection): Philip Nichols

United Water Company (UWC lands): Christopher Berke

USDA Natural Resource Conservation Service (soils, Prime\Statewide significance):

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USGS Water Division, NY State (surface & ground water systems): Paul Heisig,

Watershed Assessment Associates (streams and water quality): Kelly Nolan

West Branch Conservation Association (Davenport Preserve, UWC): Martus Granierer

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Executive Summary

This environmental resource assessment was performed for the Town of Clarkstown to establish baseline patterns of important habitats and biodiversity resources for the towns 2009 comprehensive plan update. Analysis shows that while over 71% of the footprint of the town is now substantially developed, surprising and significant conservation opportunities persist for the remaining high quality habitats, biodiversity features and species occurrences. The town is faced with the unique opportunity, through this comprehensive planning process, of developing a conservation plan and long-term vision for preserving the ecological systems that have supported and helped define the character of Clarkstown. It is the intent that the attached report and accompanying spatial information can form the core of and will support the development and enactment of such a plan.

Key conservation and planning opportunities for the town:

- Preserve rare species and communities as well as high quality examples of representative habitats and important biodiversity resources
- Protect and maintain healthy and intact ecosystems and ecosystem services
- Develop and implement water quality standards and practices that ensure the health and integrity of aquatic and wetland systems
- Carefully plan for landscape corridors and avenues of ecological connectivity

Identified Priority Elements: Primary and Secondary

Primary Conservation targets:

- Large intact forest blocks
- Landscape linkages and corridors
- Priority watersheds

Large intact forested blocks

One of the major priorities of the updated comprehensive plan should be to protect the remaining large, intact parcels of forested lands and high quality and ecologically important habitat and connected protected natural areas within the town. These large block lands, located around the perimeter of the Clarkstown basin, are formed by the arc of South Mountain, Little Tor and Hook Mountain. They contain arguably the last and best intact examples of the towns remaining natural heritage. Building and disturbance footprints as well as erosion and run-off should be minimized and monitored closely in these regions.

These large natural areas surrounding Clarkstown, and the linkages to them, will become increasingly critical as climate changes begin to force species and natural communities to adapt, move or perish.

- Elements of state-wide significance supported:
 - Rocky Summit Grassland communities
 - Oak-Tulip Tree Forests
 - Multiple threatened plant and animal species and species of concern
- Other important attributes:
 - They contain important regional habitat for a wide array of animal species
 - They provide important water and air quality services and ground-water infiltration zones
 - They provide high-quality passive recreational opportunities and scenic river vistas
 - They contain one of the last remaining high-quality and intact records of the natural history of the town.
 - They help maintain the rural character and quality of life of Clarkstown

Landscape linkages and corridors

- Forested block corridors
- Lake Deforest margin corridors
- West Branch Hackensack greenway

Establishing parks and large, undeveloped protected areas for important species and assemblages is clearly the first step in protecting a town's natural resources. Nearly as important are the linkages of the remaining patch habitats, with each other and the larger matrices. Several prominent ecological corridors now exist or can be established within Clarkstown. The first and largest is represented by the contiguous forest complex described above.

The east and west shores of Lake Deforest represent another significant ecological corridor. While narrow and somewhat disturbed, the forested edges of the lake run nearly five miles north and south, spanning much of the length of the entire town. These high-quality mostly mature forest tracks and wetland complexes provide simple though effective routes for seasonal migrations, foraging movements, escape from disturbance as well as avenues of dispersal and colonization.

The third important ecological greenway lies within the northwestern corner of Clarkstown, bounded by the Palisades Parkway on the west and running north from New Hempstead Rd. Establishing the region as an ecological corridor with increased protection and oversight can help improve water quality of the Hackensack River while at the same time providing connections and buffers for the permanently protected habitat, parks and forest blocks within the region.

- Important corridor functions:
 - Enable seasonal migrations, foraging movements, escape from disturbance
 - Provides for natural colonization and exchange of genetic diversity
 - Contain and support state-wide Important Bird Areas and hot spots
 - Multiple water quality services and important aquatic habitats supported

Priority Watersheds

- Rockland Lake State Park
- South Mtn. Rd\Centenary swamp complex

Rockland Lake State Park

Rockland Lake State Park supports habitat for multiple species of state-wide concern, both plant and animal. It is important due to its value as a heavily used recreational facility as well as by virtue of the unique biota it supports. Water quality issues affect habitat conditions and it will be important to consider the entire drainage area in mitigating these impacts. It is recommended that a town\state partnership consider adopting the parks' contributing drainage basin as a biotic priority watershed of conservation concern.

South Mtn. Rd.\Centenary swamp complex

One of the largest wetland complexes within the town begins at the outflow of Lake Lucille, running southeast through a matrix of hardwood swamps and marshlands before entering Lake Deforest south of Old Rt. 304. Systems of interconnected feeder streams as well as the main channel of the river have historically held important and rare biodiversity components. A rich diversity of high-quality wetland types are found here: hardwood swamps, scrub\shrub and emergent marshlands as well as riparian corridor habitats. Suitable habitat conditions exist here to support many if not most of Clarkstown's reptile and amphibian species.

- Important priority watershed attributes:
 - Contain critical habitat for an array of rare and endangered species
 - They provide critical water and air quality services and ground-water infiltration zones
 - They provide high-quality passive recreational opportunities and scenic river vistas
 - One of the last remaining high-quality and intact records of the natural history of the town's aquatic systems

Secondary Conservation targets:

- Remaining fields, agricultural areas and grasslands
- Small-patch “stepping stone” corridors of existing parks and open space
- Town-wide connected riparian corridors, marshes and wetlands

Remaining fields, agricultural areas, shrub and grasslands

The remaining open, non-forested, natural upland areas are currently among the most unique habitat types in the town and they represent the last critical niche upon which a wide range of bird, reptile, insect, mammal and plant species are dependent. Many fall within existing State, County and town park lands and, with minimal effort and effective coordination, their preservation as a part of our ecological heritage can be ensured. Local agricultural production can provide an invaluable resource, in the face of sky-rocketing energy and transportation costs and nearly always provides valuable habitat services.

- Important Grass\Shrub Land attributes:
 - They provide habitat and open areas for species dependant on incident sunlight and radiation for survival
 - They sustain unique biodiversity, plant assemblages and vegetation communities not found in other habitats
 - They contain dwindling components of the natural history and rural character of the town.
 - They can provide local sources of high-quality food supplies

Small-patch, “stepping stone” corridors of existing parks and open space

Direct physical linkages of appropriately designed contiguous corridors are held by many ecologists as the best way to connect habitats and important areas. But where current building and development footprints make this impossible, an alternate approach is to optimize the conditions, structure, resources and patterns of smaller “stepping stone” parks or patches across the region. Many existing parks and open space patches within Clarkstown contain high-quality examples of important habitat, food, water and shelter resources. When considered as an integrated matrix, this “stepping stone” system now provides components of such a networked corridor across Clarkstown.

- Important attributes of “stepping stone” corridors:
 - They provide important habitat patches and resources for species traversing across the region
 - They provide important air and water quality services to neighboring areas
 - They serve as localized sources and sinks for genetic material and biodiversity

- They provide localized recreational, aesthetic and inspirational outdoor resources
- They help buffer against an over-urbanized environment and preserve a high quality of life

Town-wide connected riparian corridors, marshes and wetlands

The interconnected network of water bodies and wetlands across Clarkstown not only provide irreplaceable water resources for human uses but also form the footprint for the towns' aquatic habitats. Storm-water and non-point pollution and run-off have, over time, compromised the integrity, quality and viability of these habitats and the biota that depend on them. In updating the current comprehensive plan, the town is presented with the opportunity to develop the kinds of regulatory set-backs, buffers, sediment controlling practices and water quality monitoring programs that can help ensure that current and future growth patterns proceed in an ecologically and hydrologically sustainable manner.

- Important aquatic systems attributes:
 - Provide groundwater recharge, filtration, retention and buffering services for drinking water systems
 - Provide habitat for multiple rare and endangered species as well as local aquatic life
 - Help to manage seasonal flooding patterns
 - Provide foundation for wide range of economically important recreational resources and opportunities

Introduction

Natural resource management strategies have commonly focused on the consideration of individual species, issues, activities, or concerns. Governance structures and sector-based regulatory oversight from disparate (e.g. housing, transportation, water, economic growth) agencies have too often been disjointed or at odds with each other. They also tend to impose artificial spatial domains (legal, municipal, political) that fail to consider adequately ecological patterns and processes. The growing field of ecosystem-based management, EBM (also called habitat-based management) unifies an integrated approach for protecting and conserving the biological resources of a region. EBM considers and focuses the inter-related and cumulative contributions and impacts of multiple sectors, including those of humans, economic and cultural sources on natural systems. It stresses science-based understanding of the full range of ecological functions and services, the interconnected patterns and interactions between them, especially across air, soil, aquatic and terrestrial boundaries, at multiple scales. At its simplest, EBM seeks to coordinate approaches and considerations regarding conserving important species and biodiversity resources. In the end, the best and really only long-term way to preserve a species is to conserve and protect its habitat and the array of resources it requires to maintain sustainable and viable populations. Mapping and consideration of the array of important biota and natural resources within Clarkstown is here approached from the habitat and ecosystem perspective.

Methodology

Historical Biotic Components

Information on the types of flora, fauna and plant communities that have historically been found within the region was obtained and related to the kinds of habitats and conditions that Clarkstown likely supports. A range of expert knowledge and data sources were consulted, including the NY Natural Heritage Program, Torrey Botanical Society, NY and Rockland Audubon Societies, NY Department of Environmental Conservation, Hudson River Estuary Program, The Nature Conservancy and multiple private sources. While some programs documented plant (Appendix 1.) and animal occurrences from within the past sixty years, only species and habitats that have been validated within the past thirty years were included within this survey.

Geospatial Data Processing: Stratification of Potential Habitat and Important Conservation Zones

Habitat\Non-Habitat

Mapping the important habitats of Clarkstown began by sequentially stratifying all areas within the town along lines of simple gradients and coarse to finer-scale filters: is an area developed or undeveloped, wet or dry, flat or steep, is it nutrient rich or poor? All of these patterns help to inform our understanding of potential habitats and the kinds of species or communities that could possibly occur in a given area. The process is greatly enhanced through the use of a GIS and spatial modeling tools. The first round separated areas paved, developed, or dominated and actively used by humans or not. A digital roads layer formed the central artery of a developed “non-habitat” layer. Roads were buffered to establish a margin within which habitat functions are considered to be greatly compromised. This buffer distance varied based on road size: *Interstate Highways and Ramps* were buffered to a distance of 100’ from either side of the centerline of the road, *State and County Highways*, 75’ and *Local Roads*, 30’. Remaining impervious surface layers (Parking Lots, Sidewalks, Driveways and Buildings) were joined, buffered to a distance of 30’ from the edge of the features and merged together with the buffered roads layer to form an *Impervious* class, within a *TerrestrialHabitat.shp* geospatial layer (Figure 1.). To complete the “non-habitat” layer, areas adjacent to buildings and impervious surfaces or actively managed by humans (lawns and yards, sheds, pools, cemeteries, playgrounds, etc...) were delineated from 2007 air photos and added to a *Developed* class within the layer. Collectively *Impervious* and *Developed* classes account for over 71% of the land area of the town (Figure 2.). When considered just by itself, this layer tells much of the story of the state of natural resources within Clarkstown. The areas falling outside of these human footprints formed the core of what might be considered as potential habitat.

Aquatic\Terrestrial

Aquatic and terrestrial systems were broken out next, by identifying the areas containing or not containing lakes, ponds, rivers, streams and wetlands. Polygons representing lakes, ponds, wetlands (or *hydric zones*) as well as streams large enough to possess mappable shorelines were combined and buffered to a distance of 50’ from the edge of the feature. These lacustrine (lake side) wet edge zones represent significant and important habitat and contain valuable resources for a wide range of plant and animal species. A stream centerline layer was buffered to a distance of 50’ of either side, forming a layer of riparian (stream side) corridors. The buffered lakes, ponds, hydric zones and riparian corridor layers were merged together to form a combined *HydroCorridor.shp* coverage (Figure 3.). This layer represents the major surficial, open water systems and habitats within the town and provides a general basis for understanding how water moves across the landscape, north to south. It also depicts the

location of conditions and resources important to sustaining aquatic communities. Additional ancillary GIS layers were consulted that inform and provide a useful understanding of habitat areas and hydric conditions. These include the FEMA flood zone layers (Figure 4.), and the USDA SSURGO Hydric Soils (Figure 5., Appendix 2.), which provide more detailed insight into wetlands than other geospatial coverages (NYS or Federal wetlands, NWI data). With the use of the full suite of hydrological and spatial information, the locations of vegetated wetland habitats (forested swamps, scrub/shrub swamps and emergent marshes together with small ponds that contain emergent vegetation) was mapped into a second layer; *AquaticHabitats.shp* (Figure 6.). Used collectively, the above spatial information provides an integrated overview of Clarkstown's hydrological and potential aquatic systems; the remaining areas, outside of Impervious and Developed were considered as potential upland terrestrial habitat.

Additional layers were next considered to better understand the spatial array of potential physical habitats and biogeographic patterns. Bedrock and surficial geology layers (Figures 7 & 8.) were assessed together with USDA SSURGO soils information (Figure 9). Soil depth, texture, fertility and geological parent material can strongly influence potential natural vegetation patterns. Ridge tops, the bottoms of cliffs and talus areas as well as regions with steep slopes (Figure 15.) can support unique species and plant assemblages. Layers informing such patterns were integrated in the habitat database. With the array of potential species and habitat types in hand, a draft version of an upland *TerrestrialHabitat.shp* layer (Figure 1.) was delineated manually with the above spatial database and 2007 DOQQs.

Construction of Modeled Layers

Compared to sources such as the USGS National Hydrological Dataset (NHD) and U.S. Census Tiger data, the geospatial data provided by the Rockland County Planning Department represent the best publically available hydrological information for Clarkstown. They do however contain some obvious gaps and shortcomings. Stream centerlines and surface water polygons within the collection were visually delineated by the contractor from digital air photos. Consequently, where stream courses are small, run under dense shrub or tree canopy or are channelized and run underground via culvert, these sections cannot be followed accurately and so their mapped extents appear to be isolated and cut off from the hydrological network to which they belong (Figure 10.). To better understand the actual connected hydrological networks and pathways that drain the town and the interspersed aquatic habitats, a hydrological model of the town was built for this project. The base digital elevation model (DEM) surface (Figure 11.) was constructed from elevation points and generated at a horizontal resolution of 5 feet. Output layers were constructed representing soil moisture (Figure 12.), to help better understand edaphic plant community patterns, as well as for likely stream course locations (Figure 13.). The detailed modeled stream locations possess reasonably high spatial fidelity to the larger, photo-interpreted stream layer, (Figure 14.), but have not been widely field checked. They have however proven very valuable during the habitat mapping portion of this survey in understanding and refining the location of sensitive habitats, including semi-

permanent and intermittent stream courses. They are provided as a deliverable to help improve an understanding of the probably locations of water courses within the town.

Estimates of terrain and steep slopes of the town were calculated from DEM data (10m and 30m) obtained from the USGS National Elevation Dataset (NED) program. Slope models from 30m elevation surfaces appeared to over-generalize detailed slope patterns and products from the 5 foot surface, mentioned above, included distracting artifacts from built systems. It was decided that the 10m data produced the best trade-off between these alternatives and a smoothed (3x3 pixel) *Steep Slopes* layer of the town is included within the project database (Figure 15.).

Ranked Parcels

Finally, to consider conservation and biodiversity protection within Clarkstown from the land acquisition and zoning perspective, a *Ranked Parcel* layer was constructed, of all the tax lot parcels that intersect ecologically significant features (terrestrial or aquatic). *RankedParcels.shp* (Figure 16.) contains these features and a matrix of file attributes for sorting them, as follows:

A = Priority Acquisition Parcels: Parcels that fall within Primary Conservation Target features (Large Forest Blocks, Corridors or Priority Watersheds) and are either adjacent to existing permanently protected lands (*PPL*; State, County, Town parks), comprise an important landscape scale linkage and are typically >5ac. Most possess membership in multiple criteria classes. When looking towards which parcels within the town contain high biological significance and acquisition or protecting of which would most help protect the towns significant biological resources, these parcels should be considered as among the most important. The connected spatial relationships and linkages represented play an important role in these parcels importance and development near these features would ideally be limited and highly managed.

B = Secondary Acquisition Parcels: Also of great biodiversity importance, these fall within primary and secondary conservation target\overlay zones and contain or link important biological resources and habitats.

C = Valuable Conservation Parcels: contain valuable habitats and ecological resources, but are commonly smaller in size, contiguous to smaller, isolated parks and pockets of typically fragmented habitat.

D = Incidental Conservation Parcels: contain and possess relationships with smaller blocks of habitat and environmental systems, typically 1-2 acres in size, protection of which can be valuable, but of a lower priority than those listed above.

E = Edge\Adjacency Parcels: smaller parcels that typically contain small amounts of valuable biodiversity resources and that are commonly adjacent to and help buffer

larger, higher ranked features and systems. Development within these parcels should be monitored and contained as they form one of the last lines of defense from encroachment and fragmentation from adjoining development pressures.

The base *RankedParcels.shp* file contains all mentioned spatial information and variables and a series of symbolized *Layer* files was constructed from it to depict and display the range of conservation perspectives relative to ecological systems:

RankedParcels_Terrestrial.lyr (Figure 17.)

represents a subset of *Base Conservation Parcels* that contain (INTERSECT) just the terrestrial habitats (Hardwood Forests, Crest\Ledge\Talus or Ag\Grass-Shrublands) of the town.

RankedParcels_Aquatic.lyr (Figure 18.)

represents a subset of the *Base Conservation Parcels* that contain (INTERSECT) any hydrological system (lakes, ponds, streams stream corridors, wetlands (all) or aquatic habitats (Forested Wetland, Scrub-Shrub Swamp, Emergent Wetland).

RankedParcels_Priorities.lyr (Figure 19.)

represents a subset of the *Base Conservation Parcels* coded by a suggested acquisition priority ranking *A, B, C, D, E* as per above.

RankedParcels_withPPLs.lyr (Figure 20.)

contains the above mentioned Priority Ranks (*A, B, C, D, E*) but also displays existing *Permanently Protected Lands* (PPL) of State Parks, County Parks and Clarkstown owned lands. Displays what a connected conservation vision for the town might look like from a spatial perspective. Forms strategic core of what developed and enacted overlay zones would be developed to protect

All lands owned by the United Water Company, Corwick Realty and the privately owned Dellwood Country Club are included within the analysis, since, while they currently serve open space functions, they could be developed in the future.

Field Surveys

To validate, test and update the draft aquatic and terrestrial habitat layers, field surveys were conducted between 2007 and 2008 at over 200 locations across the town. Significant habitats within undeveloped areas and parklands (State, County, Town and private) were included as were the aquatic and terrestrial lands of the United Water Company and its real estate branch, Corwick Realty. The results of the surveys were used to update and complete final aquatic and terrestrial habitat layers and to develop the conservation target and overlay zones for important species and habitat features. In addition, evaluation of the important

biological resources and current\alternate uses for 14 of Clarkstown's parks was performed, as input to a parallel master planning effort for these properties (Appendix 3.).

The intention of the surveys and conservation priority overlays is to provide the town with likelihood maps that can inform the application process when a parcel is proposed for development. While on-site verification and specific and detailed biological assessments will always be required for such projects, it will help delineate the range of habitats and conditions that occur within the given area of interest and provide a regional ecological context. Protection of these areas will help to ensure the long-term viability of the towns remaining intact ecosystems as well as the rare, endangered and threatened species, plant communities and habitats of special concern that occur within it.

Background: Physical Context

Geology, Soils, Terrain, Hydrology

Geology

The bedrock geology supporting the town and local aquifer systems (Figure 7.) consists largely of a basin of late Triassic era mudstone\sandstone complex of the Brunswick Formation surrounded by a weather-resistant rim of igneous diabase (trap rock) of the Palisades ridges. Combined they form the northeastern tip of the Newark Basin, a complex of largely sedimentary and igneous rocks deposited some 200 million years ago during the Triassic Period in shallow fresh waters. The steep diabase ridges surrounding the north, east and southeast sections of the town (Palisades) are composed of intrusive igneous rocks with high cat ion content (especially calcium), which can form soils supporting unique vegetation communities. These trap rock regions have long been prized and mined as building materials for the tri-county region and these activities continue to this day.

Along the northwestern edge of Clarkstown, east of the Palisades Parkway, a small prong of a weather-resistant coarse-grained sandstone conglomerate, part of the Hammer Creek formation, forms a small north\south running shelf. This feature, upon which the upper Smith Farm property is located, helps to define the hydrological patterns established within the area, causing the streams and ground water of the area to flow north and the western edges of the town to drain east, towards Lake Deforest.

Surficial geology across the town (Figure 8.) consists largely of layers of gravely, glacially deposited, loamy acid till derived mainly from reddish sandstone, shale, and conglomerate, with some diabase. Clay deposits are locally common (especially south of Lake Deforest) and perched water tables exist in spots. Outwash sand and gravel deposits are found within the southwestern edges of the area.

Soils

Soils within Clarkstown (Figure 9., Appendix 2) are dominated by three main Series: those of the Holyoke (11%), within the steep, outer, trap rock regions and the Cheshire (10%) and Wethersfield (49%) within the lower lying central basin. Combined these three Series form over 70% of the soils within the town and represent shallow to deep, well-drained loams and silt-loam units formed on bedrock (diabase) or glacially deposited acidic till (mostly sandstone, mudstone, conglomerate and diabase) and possess good permeability and water holding capacity. Surprisingly, nearly 42% of all of the soil units within Clarkstown are rated as Prime or of Statewide Importance by the NRCS. Due to the high development footprint of Clarkstown, less than 30% of these remain undeveloped (without buildings, yards, parking lots, etc...). The above mentioned Series contain sub-units based on slope classes and several of these possess the potential for excess erosion, should they be developed. Gravel, stone and cobble components can be high and pockets of clay that limit soil permeability are common locally. Hydric soils dominate within poorly drained wet and wetland regions and include mucks (Adrian, Carlisle, Ipswich, Palms) and loams/silt loams (Fredon, Rippowam, Sloan) (Figure 5).

Terrain

The elevation within Clarkstown (Figures 11 & 21.) ranges from sea level at the Hudson River to just over 730' (msl, high point) atop Hook Mountain. Average elevations of the nearly level central portions of the town vary from 100 – 300 feet (msl), with most areas draining centrally towards Lake Deforest (normal elevation of 85'). The trap rock ridges bounding the central basin (South Mountain and High Tor to the north and Hook Mountain to the east) rise to an average elevation of 400-700' (msl) and contain regions of very steep slopes, cliffs and talus areas. Dramatic and scenic vistas and view sheds of the Hudson River, both north and south as well as of the greater Clarkstown region are found within these edge corridors. These zones contain some of the highest priority biodiversity resources of Clarkstown, can contribute large amounts of sediments and storm runoff, if developed, and will require protection within the comprehensive plan from pressures of residential development and mining interests.

Hydrology

Clarkstown forms the headwaters of the Hackensack River which drains nearly the entire town (Figure 3). Important lakes within the basin include Lake Deforest, (a county drinking water reservoir and Clarkstown's largest watershed) Rockland Lake, Swarthout Lake, Congers Lake and Lake Lucille. Dozens of smaller ponds are found, as well as over 170 miles of streams, flood plains and riparian zones. Aquatic systems within Clarkstown are one of the biological features most in need of conservation and remedial action.

Clarkstown's relation to the Hudson River is oft-times overlooked, due to the fact that most of the town's adjacent shoreline falls within permanently protected parklands, shielded from development pressures. In addition, very little of the town drains into the Hudson proper,

but instead contributes outflows almost exclusively to the upper Hackensack river. While commercial riverfront development will remain limited, Clarkstown today enjoys an array of recreational access to the Hudson River. A well developed network of trails along Hook Mountain provides dramatic scenic vistas and wildlife viewing opportunities. River level pathways within Nyack Beach State Park afford hikers and recreational fisherman easy access to the river proper.

A study of the groundwater resources and aquifers of Rockland County is being conducted by the NY USGS office and the report is expected to be released by the end of 2009. The research looks at groundwater quality and quantity issues as well as related stream flow rates and sustainable yields and demands within local water and groundwater well systems. Annual flows of Rockland stream courses have been reduced to near drought conditions in many regional basins and groundwater supplies are known to be susceptible to pollution by human activities within surface systems. The cumulated affects, potentially heightened by climate related changes in precipitation patterns, has both short and long term implications for the towns' aquatic systems and the floral and faunal components that depend on them.

Water quality issues and services are and will continue to be an important function of Clarkstown maintained lands, as suggested within the recently released "*Ramapo/Hackensack River Basin Waterbody Inventory and Priority Waterbodies List*", NYS DEC, July 2008 (Figure 22., Appendix 4) . Most streams within the region (and the Hackensack system within Clarkstown, in general) are classified as *Impaired*, regarding their ability to support appropriate uses by aquatic life, fish and for drinking water supplies. The report lists the impairments stemming largely from intense urbanization, development and storm water discharges. Such patterns are understandable with the large extent of paved and developed areas (71%) within the town. The dynamic underlines the importance and the opportunities of the current comprehensive plan update.

Results: Biotic Resources of Clarkstown

Vegetation & Habitat Types

Terrestrial: Forests

Southern New York State falls within a transition zone of forest types, between southerly oak-hickory communities inter-mixed with beech-maple associations representative of the northern hardwoods. Historically, much of Clarkstown has been cleared or disturbed repeatedly for commercial, industrial and residential development. These past land-use patterns now account for much of the composition, structure, conditions and distribution of Clarkstown's present biota. While natural systems of the region have experienced a post-settlement rebound over the past 100-150 years, high residential development of the past 40

years has relegated intact forest lands to an outer fringe around the town. These large-block forest lands represent some of the highest value biological resources within Clarkstown today.

Within areas undisturbed by humans over long periods of time, plant species tend to form associations and niche communities along gradients of elevation, light, moisture and nutrients. Some of these patterns can be seen within Clarkstown today. The upper reaches of drier, trap rock and ridge crest zones are dominated by oak assemblages (red oak, white oak, with occasional chestnut, bear, scarlet oak, white ash and hickories) with small but important patches of open grass land communities. Cliff, ledge and talus regions of the Palisades include unique plant assemblages that support important bird and reptile populations associated with the systems. Pockets of richer, well-drained mid and lower slope cove forests contain examples of Oak-Tulip Forests, (red oak, tulip tree, beech, black birch, red maple) a community of special concern in New York State. With the frequency and canopy abundance of tulip tree across the natural areas of Clarkstown, this community may grow in importance in undisturbed areas. Forested wetlands of the town are comprised largely of red maple with green & black ash, black birch and occasionally elm, slippery elm, tupelo and willow. The remaining matrix of Clarkstown's forests however, has not reestablished clear patterns or niche occurrences. Most of these systems are comprised of very diverse intermixing of red oak, beech, tulip tree, sugar maple, red maple, black birch, yellow birch, white and green ash and cherry. Common co-occurring and sub-canopy species include hickories, flowering dogwood, musclewood, sassafras and hop hornbeam. Hardwood species dominate throughout the town, with the minor exception of a few isolated patches of white and Scotch pine, red cedar and the small hemlock ravine found within Kennedy-Dells County Park.

Age and size wise, many of the remaining intact forested areas of the town hold stands of high-quality, mature, second-growth hardwoods (18-36" dbh). Diversity of age and size classes is high and many early and mid-successional stands occur throughout the town. While many areas support adequate understory and regeneration components, the abundant and wide-spread white-tailed deer populations are having a significant impact on both local regeneration patterns and on the successional future of Clarkstown's forest in general. Invasive plant species are common and abundant within most natural systems of Clarkstown including forests and present one of the greatest threats to the well-being and long-term health of the town's natural communities.

Terrestrial: Agriculture, Grass & Shrub Land Communities

Conversion of once abundant grass, field and farm lands within Clarkstown to residential housing began some 50 years ago. The matrix of crop, pasture, orchard and post-agricultural fields and dry, open scrub/shrub communities that once supported a rich array of diverse plants and animals now occur in small, isolated patches across the town. This trend, common throughout much of the northeast, has led to a sharp decline in populations of grass land birds and reptiles that depend on the habitats. Maintaining these open areas, either through mowing, brush-hogging or grazing (potentially controlled burning) can help provide habitat not only for resident plant and animal populations but can also provide important resources to migrant grassland bird species that pass through twice annually. Maintaining, supporting and

potentially expanding Clarkstown's few existing agricultural areas and orchards (now less than 60 ac. within 5 parcels) will help not only sustain unique natural habitat diversity but will also add greatly to maintaining the towns' rural and scenic character. With energy and transportation costs expected to rise in coming decades, local sources of high-quality food supplies will no doubt rise in value making these features even more important.

Terrestrial: Crest, Ledge, Talus and Cliff Communities

One of the most striking physical features of the Town of Clarkstown is the arc of steep trap rock ridges that encircle the north, east and southeastern edges. Part of the geologically and biologically important NY\NJ Palisades, the erosion-resistant diabase bedrock creates both prominent, steep ridges and cliff features as well as, at the foot of the exposed bedrock escarpments, talus slopes of large boulders and smaller fractured rock materials. The remaining intact forested mid and upper slopes of the ridges and the talus communities contain unique, rare and endangered plant species and community assemblages and are home to and provide habitat and resources for multiple animal species of state-wide concern. Intermixed within the upper regions of the oak-hickory forests are smaller patches of *Rocky Summit Grassland* communities, of special concern within NY State.

Some of Clarkstown's rarest and highest value biodiversity resources are found within these ridges and the corridor and its systems have been designated as important by a number of Federal, State and local resource agencies. These include the U.S. Fish and Wildlife Service (Significant Habitats of the NY Bight program), the National Oceanic and Atmospheric Administration (NOAA Environmental Sensitivity Index mapping program), National and New York Chapters of the Audubon Society (Important Bird Area (IBA) program) and the New York Natural Heritage Program.

Aquatic Habitats

Aquatic: Forested Swamps

Forested wetlands account for the single largest type of wetland loss within the United States within the past 50 years. Reclamation, clearing, filling, ditching and in other ways changing the hydrology and hydrological cycles within the systems damage the systems by altering local soil, nutrient and energy functions. Local plant and animal communities, adapted to and dependent on the way that wetlands work and the resources they provide, commonly decline. Too much water can also negatively affect a wetland and when flooded for unusual or long periods a wetland can actually "drown", resulting in loss of forest and plant cover and habitat. This occurs when beavers flood a region, but in urban areas with high impervious surface cover, run off from large storm events over a long period of time can also degrade wetland health and capacity. The loss of a single, small, isolated patch of wetland found within

an individual development project can be seen as an acceptable tradeoff in the face of a towns' development plan. But it should be understood that the overall, cumulative loss of wetlands across a watershed will lead to increased overland flow, soil erosion, more frequent and extreme flooding and drought events. These inevitably results in the long-term degradation of water quality, the health and services of aquatic systems and compromises local fauna components.

Forested swamps are the most common and abundant type of wetland within Clarkstown. They are among the most diverse habitats and are important for a wide range of plants, mammals, reptiles, amphibians, birds and insects. They occur throughout low-lying areas and flood plains adjacent to lakes, ponds, stream systems. Dominant trees include red maple, green and black ash, black birch, slippery elm, iron wood, willow and other moisture tolerant shrub and herb species. The areas are usually wet and the soils saturated throughout the year. Shrub and herb layer components can include alder, dogwoods, spice bush, button bush, high-bush blueberry, tussock and other sedges, ferns, jewel weed and skunk cabbage. Several large, significant forested wetland habitats and mixed floodplain complexes are found within Clarkstown; most notably between the southern outlet of Lake Lucille and the northern inlet to Lake Deforest (nearly 200 ac.) and south of the former Clarkstown landfill running south towards Lake Tappan (nearly 250 ac).

Impacts, stresses and threats to the systems include changes in water quality, quantity and seasonal timing, direct disturbance, filling, clearing, timber and firewood harvesting as well colonization by alien invasive plant species.

Aquatic: Scrub\Shrub Swamps

Scrub\Shrub swamps are thought to represent an early stage of a forested wetland but can also sustain shorter (1-5 m) shrub cover, without abundant woody canopy species, over long periods of time. They are commonly found around the margins of forested swamps between outer fringes of shorter, grassy emergent marshes as well as at the edges of wet fields and bottom lands. Structure and composition is predicated on flooding intensity, frequency and nutrient and light dynamics and primary productivity is high. Shrub species are variable and diverse and can include: alder, willow, dog woods, button bush, with spice bush, male berry, giant or common reed and high-bush blueberry. Herb layer components vary greatly and can include tussock and other sedges and rushes, skunk cabbage, purple loose-strife and a range of ferns.

In Clarkstown the most notable occurrences fall within the Hackensack River drainage, south of the Palisades Mall and the former land fill (Rt. 59). The Celery Farm parcel is dominated by this wetland type (though dominated by common reed) and smaller though important patches occur within the large wetland complex draining Lake Lucille. The systems provide important habitat and cover for a range of bird (bitterns, herons, marsh wrens, swifts), amphibian (spring peepers, salamanders) small mammal (shrews, moles, voles, mice, rabbits, musk rats) and reptile (spotted and painted turtle) species, many of which strongly favor the specific conditions and resources found there.

Impacts, stresses and threats to the systems include changes in water quality, quantity and seasonal timing, direct disturbance, clearing and filling as well colonization by alien invasive plant species.

Aquatic: Emergent Marshes

Freshwater emergent marshes are wetland systems dominated by grasses, herbs, and other plants that typically only reach a height of 1-3m. They commonly have hummocky topography, substrates high in organic matter and experience inundation and soil saturation throughout much or most of the year. Flooding frequency and duration can vary and some systems, especially towards the edges of upland forests or other marsh complexes experience periods of occasional exposure and drying. The most abundant emergent plant species include: cattails, tussock sedge, common reed, bur-reed, purple loose-strife, arrowhead, horsetails and goldenrods. Herb layer components are diverse and can include: jewelweed, blue flag, cardinal flower, arrowleaf, and a range of sedge and fern species.

Patches of this wetland type are found intermixed within the larger complexes described above, south of Lake Lucille and within the lower Hackensack drainage above Lake Tappan. Habitat use by reptiles, amphibians, mammals and birds is high and components include: bull, green and pickerel frogs, spotted and painted turtles, red-winged black birds, marsh wrens, herons, egrets, and occasionally, red shouldered hawks.

Once again, changes in hydrology and water quality and quantity as well as filling, dredging, ditching and mowing can have detrimental and long-lasting negative impacts on the systems and the species dependent upon them. Colonization by invasive plant and animal species can replace native components and greatly affect biodiversity patterns.

Aquatic: Lakes and Ponds

Because of the high level of urban development, paving and hydrological alteration within Clarkstown, many of the ponds and lakes surveyed appeared to demonstrate a high level of nutrient enrichment, evident by the presence of abundant algae blooms and aquatic vegetation. This is true of Rockland, Swarthout and Congers Lake as well as portions of Lake Deforest, north of Congers Road. Lake Lucille was not surveyed due to access restrictions, though inspection of multiple dates of aerial photographs suggests that waters may move sufficiently fast through this body to limit eutrophication, during much of the year. The main body of Lake Deforest, into which all of the above-mentioned bodies drain, does undergo a high level of algae growth. Copper sulfate is added to this section during summer months by United Water as a way of managing the taste and odor that certain algae can impart to drinking water. Common aquatic plants within the lakes and lake margins include pondweeds, bur reeds and water lilies (white & yellow). Aquatic invasive species are abundant, including Eurasian milfoil, and water chestnut. Documented fish species include: alewife, black crappie, sunfish, bluegill, bullhead, brown trout, pumpkinseed, large and smallmouth bass, white and yellow perch and common carp.

Eutrophication of smaller water bodies and ponds across the town is wide-spread. Many display poor water quality, (yellow-green color, limited visual depth, abundant algae and aquatic vegetation growth) high primary productivity and weedy shorelines. While quantitative population counts were not conducted, reptile and amphibian populations appeared dampened around the edges and supporting habitats of the open water systems. The NY State Herp Atlas (NYS Department of Environmental Conservation) reports that Clarkstown has the lowest number of combined reptiles and amphibians of the 5 towns in Rockland County. Aquatic plant species include: coontail, duckweed, waterweed and pond weeds.

Aquatic: Rivers, Streams and Riparian Zones

For this system, the consideration of permanent stream courses (wet edges and channels) and the corridors and vegetated systems adjacent to the streams, is combined. Streams and their stream-side habitats (riparian corridors) serve critical functions within interwoven terrestrial and hydrologic systems. They serve as habitat for important floral and faunal populations and minimize water quality impacts from neighboring land uses, disturbance and pollutants. They provide food, shelter, detritus and shade for aquatic plants and animals as well as scenic, recreational and sporting domains for outdoor enthusiasts. Healthy and intact riparian systems can help ensure adequate supplies of high-quality water resources for a region's human and biotic communities. When riparian zones are eliminated, fragmented or are encroached upon by human-dominated systems (e.g., development, roads, farming), they tend to lose their ability to protect water resources. Without adequate vegetated buffers and storm water oversight, they too often become simple run off conveyances and become degraded by higher temperatures, sedimentation, silt, pollutants and flashy seasonal hydrological pulses. The plant and animal communities that live in and around them suffer or are eliminated.

The stream courses themselves serve as critical habitat for local fish, reptiles, amphibians, waterfowl and freshwater invertebrates, including, historically a freshwater mussel of statewide concern. The riparian corridors adjacent to the streams provide an assortment of upland habitats (hardwood forests, grass\shrub lands) as well as wetland complexes (forested wetlands, scrub\shrub swamps and emergent marshes). While the endangered Indiana bat has not been documented within the town, the types of hardwood forest and riparian species assemblages preferred as summer roosting and nursery colonies by this and other bat species are found in abundance within Clarkstown's riparian corridors.

There are over 172 miles of major streams and stream corridors within Clarkstown, of a size that can be seen and mapped using high-resolution (6" pixel) digital aerial photographs. A geospatial model of the physical terrain of the town using a 5ft resolution digital elevation model calculates that there is nearly 2.5 times that amount (423 mi), if likely semi-permanent and intermittent streams are included. However less than 33% (138 mi) of these fall within undeveloped areas, (without buildings, yards, parking lots, etc...). The impacts on water quality and ecological functioning are clear and it is suggested that the Comprehensive Plan Board adopt the town-wide hydrological corridor system as a conservation target.

Hudson River shoreline habitats of Clarkstown include a range of coarse grained sandy and gravel beaches. Small pockets of water celery habitat occur within near-offshore regions. Haverstraw Bay just to the north and Piermont Marsh, to the south, are considered amongst

some of the most important and productive habitats of the Hudson River. Combined, these large areas of shallow estuarine habitats are the most extensive within the Hudson River and New York State as a whole, serving as spawning, nursery and wintering areas for an array of important fish species.

Fauna:

Fauna: Birds

Records from the New York and Rockland County Audubon Societies indicate that over 250 different bird species have been observed within Rockland County. Size wise, the largest groups include: new world warblers (35 spp.), swans, ducks (30 spp.), waders (17 spp.), buntings (15 spp.), herons (11 spp.), hawks, eagles, harriers (11 spp.), gulls (10 spp.), tyrant flycatchers (9 spp.), finches (9 spp.), thrushes (8 spp.), new world orioles (8 spp.), typical owls (8 spp.), woodpeckers (7 spp.), vireos (6 spp.) swallows, and martins (6 spp.). Smaller groups contain other important species such as falcons, rails, thrushes. Of all the species, over 75 (30%) are listed (Appendix 5.) by the National and NY Audubon Society as:

- Declining rapidly and/or have very small populations or limited ranges, and face major conservation threats; typically species of global conservation concern (*Red Listed*) or
- Species that are either declining or rare; typically are species of national conservation concern (*Yellow Listed*).

Among the reasons given for the declines, loss of habitat looms as one of the leading factors.

While birds use a range of habitats for various activities (feeding, breeding, nesting, and roosting) the Clarkstown priority conservation habitats that the major avian groups, and the Red\Yellow Listed species specifically, are importantly keyed to include:

- **Large block forested lands and forested corridors** (36 spp., over half of Red\Yellow Listed birds of Rockland, in the following groups)
 - Buntings
 - Cardinals, Grosbeaks
 - Finches
 - Hawks, Eagles, Harriers
 - New World Orioles
 - New World Warblers
 - Old World Cuckoos
 - Pheasants, Partridges
 - Tanagers
 - Thrushes

- Typical Owls
- Tyrant Flycatchers
- Vireos
- Woodpeckers

- **Grass, shrub and agricultural lands** (21 spp. Of Red\Yellow Listed birds in Rockland, in the following groups)
 - Buntings
 - Cardinals, Grosbeaks
 - Falcons
 - Hawks, Eagles, Harriers
 - Larks
 - Mockingbirds
 - New World Orioles
 - New World Warblers
 - Nightjars
 - Typical Owls
 - Tyrant Flycatchers

- **Hydrological corridors and wetlands** (forested swamps, scrub\shrub swamps and emergent marshes... 9 spp. Of Red\Yellow Listed birds in Rockland, from the following groups)
 - Grebes
 - Hawks, Eagles, Harriers
 - Herons
 - Swallows, Martins
 - Swans, Ducks
 - Swifts
 - Wrens

- **Priority Watersheds, Hydrological Systems** (lakes, ponds) (8 spp. of Red\Yellow Listed birds in Rockland, from the following groups)
 - Blue, Rufous Kingfishers
 - Hawks, Eagles, Harriers
 - Swans, Ducks
 - Waders

Not all of bird species observed to occur in Rockland County will likely be found in Clarkstown, though the potential habitats exist to support a clear majority. Records and reports by the Rockland County Audubon Society, of birding “hotspot” and important bird area locations in the town, such as Hook Mountain, Kennedy Dells Park and Rockland Lake indicate that high quality habitat examples (hardwood forest, grass & shrub lands, open water\shore and emergent marshes) exist and support important avian populations. Adoption of the

suggested primary and secondary Clarkstown conservation priorities will serve to protect most remaining critical bird habitats within the town.

Fauna: Reptiles and Amphibians

The diversity of species within Clarkstown is the lowest in Rockland County (Clarkstown n = 17, Orangetown, n = 22, Haverstraw n = 30, Ramapo n = 34, Stony Point n = 34). According to the NY State DEC Herp Atlas, Clarkstown supports the following list of reptiles and amphibians:

Common Name	Scientific Name	Habitat\Notes
Bullfrog	<i>Rana catesbeiana</i>	Ponds, rivers, wetlands
Eastern American Toad	<i>Bufo a. americanus</i>	Wide-spread, require semi permanent pond or pool
Green Frog	<i>Rana clamitans melanota</i>	Ponds, rivers, wetlands
Northern Redback Salamander	<i>Plethodon cinereus</i>	Moist woodlands with abundant woody debris. Completely terrestrial
Northern Slimy Salamander	<i>Plethodon glutinosus</i>	Moist, hilly woodlands with abundant rocks & woody debris.
Northern Spring Peeper	<i>Pseudacris c. crucifer</i>	Moist shrub & woodlands near streams, ponds, marshes.
Pickerel Frog	<i>Rana palustris</i>	Margins of aquatic habitats w/ dense herbaceous vegetation
Wood Frog	<i>Rana sylvatica</i>	Moist woodlands with access to vernal pools.
Common Garter Snake	<i>Thamnophis sirtalis</i>	Wide-spread, meadows, marshes, woodlands, and hillsides. Prefer moist, grassy environments.
Common Snapping Turtle	<i>Chelydra s. serpentina</i>	Fresh, brackish water bodies with muddy bottoms and abundant vegetation
Eastern Box Turtle	<i>Terrapene c. carolina</i>	Open woodlands, meadows, pastures, marshy meadows near streams\ponds.
Northern Brown Snake	<i>Storeria d. dekayi</i>	Marshes, streams, ponds, lakes, and open grasslands with woodland borders.
Northern Ringneck Snake	<i>Diadophis punctatus edwardsii</i>	Wide range of habitats with abundant logs and rocks, esp. mature hardwood forests.
Northern Water Snake	<i>Nerodia s. sipedon</i>	Many aquatic systems, including lakes, ponds, rivers, wetlands & marshes
Painted Turtle	<i>Chrysemys picta</i>	Quiet, shallow freshwater w thick layer of mud.
Spotted Turtle	<i>Clemmys guttata</i>	Marshy meadows, bogs, swamps, ponds
Red-eared Slider	<i>Trachemys scripta elegans</i>	Marshy meadows, bogs, swamps, ponds

Nearly all are keyed to intact, moist forest, field, wetland or aquatic habitats, and are greatly affected by disturbance, habitat fragmentation, hydrological and degraded water quality patterns in the town. Nest, egg and outright predation from urban predators (raccoons, skunks, opossum and domestic pets) is a leading cause of herptile population declines across the country. Protection and restoration of habitat (size, core area, quality and contiguity) as

well as reducing urban storm water runoff and improving water quality are among the actions the town can take to support and maintain these species.

Fauna: Fish

Surveys by the NYS DEC of the freshwater lakes and ponds of Clarkstown (excluding the Hudson River) encountered and documented the following fish species:

Common Name	Latin Name
Alewife	<i>Alosa pseudoharengus</i>
Black Crappie	<i>Pomoxis nigromaculatus</i>
Bluegill	<i>Lepomis macrochirus</i>
Brown Bullhead	<i>Ameiurus nebulosus</i>
Brown Trout	<i>Salmo trutta</i>
Common Carp	<i>Cyprinus carpio</i>
Eastern Blacknose Dace	<i>Rhinichthys atratulus</i>
Golden Shiner	<i>Notemigonus crysoleucas</i>
Green Sunfish	<i>Lepomis cyanellus</i>
Largemouth Bass	<i>Micropterus salmoides</i>
Longnose Dace	<i>Rhinichthys cataractae</i>
Pumpkinseed	<i>Lepomis gibbosus</i>
Redbreast Sunfish	<i>Lepomis auritus</i>
Redfin Pickerel	<i>Esox americanus americanus</i>
Smallmouth Bass	<i>Micropterus dolomieu</i>
Tessellated Darter	<i>Etheostoma olmsted</i>
Tiger Musky	<i>Esox lucius</i> cross <i>Esox maquinongy</i>
White Perch	<i>Morone americana</i>
Yellow Bullhead	<i>Ameiurus natalis</i>
Yellow Perch	<i>Perca flavescens</i>

Historically rare and endangered species and species of statewide concern have occurred within several sections of Clarkstown's streams and lakes; though these species have not been encountered for over the past 30 years and experts suggest that the likelihood that viable and sustained populations continue is low. Threats to the towns' ichthyofauna originate from the interconnected terrestrial and aquatic systems, in the form of water quality, sedimentation, excessive and "flashy" storm water pulses as well as from heavy nutrient inputs which can lead to eutrophication of water bodies. Invasive aquatic plant species can dramatically change the thermal dynamics, composition, structure and functioning of shallow weed beds, critical to early life stages of fish populations. Invasive alien fish species can outcompete and replace native fish stocks, damaging both biodiversity as well as the value of recreational sport fishing.

Sport fisheries for striped bass and shad are found here and the region is one of the most important Hudson River habitats for the federally endangered short nosed sturgeon.

Invasive aquatic species are a concern (zebra mussels and Chinese mitten crab) throughout the lower Hudson as a threat to local and native invertebrate populations.

To ensure the viability and long-term sustainability of Clarkstown's remaining ichthyofauna, conservation and restoration measures should seek to improve water quality (especially nutrient enrichment) across the town and reduce sedimentation and storm water run-off. A regular sampling and monitoring program should be developed, in conjunction with the NY DEC, to periodically assess the status of local fish populations and to develop an adaptive EBM plan for the matrix of the towns' upland and aquatic habitats.

Fauna: Mammals

The mammals of Clarkstown, as a group, possess a reasonably low degree of habitat affinity and high degree of generalization. Many prefer access to a range of habitats and conditions, including forests, forest edges and open fields with access to water. Population counts or definitive occurrence data exist for only a very few species; many are thought to be relegated to the remaining undeveloped habitats found around the perimeter of the town and connected regions. Strong exceptions lie in the group of urban and edge species (chipmunks, grey and red squirrels, opossums, raccoons, skunks, white-tailed deer and rats) that have adapted favorably to and flourished within the lawns, barns, garages and back-yard woodlots of the towns' interior settled areas. Several species of bats frequently roost in and around residential structures and mice and vole species are commonly encountered in and around urban domains.

The Eastern coyote, while secretive and elusive, can commonly be seen making their way across developed areas and their numbers are thought to be much higher than visual sightings suggest. While potential habitat occurs for black bear and bobcat within the town, experts doubt that breeding populations exist. Rivers otters have been observed within the western edges of Rockland County, and at least one sighting has been documented by state programs within the Hackensack River systems of Clarkstown.

Experts all agree that conservation approaches for the remaining species should focus on the intact habitats of the town, specifically: protecting and providing buffers to large block forest lands, maintaining the remaining agricultural areas, open fields, shrub and grasslands, developing a riparian corridor buffer program, which are especially important, for a majority of the local mammalian species and conserving and protecting fresh water wetlands.

Common name	Latin Name	Common name	Latin Name
American Black Bear	<i>Ursus americanus</i>	Muskrat	<i>Ondatra zibethicus</i>
Beaver	<i>Castor canadensis</i>	North American Opossum	<i>Didelphis virginiana</i>
Big Brown Bat	<i>Eptesicus fuscus</i>	Northern Flying Squirrel	<i>Glaucomys sabrinus</i>
Black Rat	<i>Rattus rattus</i>	Northern Short-tailed Shrew	<i>Blarina brevicauda</i>
Bobcat	<i>Lynx rufus</i>	Norway Rat	<i>Rattus norvegicus</i>
Deer Mouse	<i>Peromyscus maniculatus</i>	Porcupine	<i>Erethizon dorsatum</i>
Eastern Chipmunk	<i>Tamias striatus</i>	Raccoon	<i>Procyon lotor</i>

Common name	Latin Name	Common name	Latin Name
Eastern Cottontail	<i>Sylvilagus floridanus</i>	Red Bat	<i>Lasiurus borealis</i>
Eastern Coyote	<i>Canis latrans</i>	Red Fox	<i>Vulpes vulpes</i>
Eastern Mole	<i>Scalopus aquaticus</i>	Red Squirrel	<i>Tamiasciurus hudsonicus</i>
Eastern Pipistrelle	<i>Pipistrellus subflavus</i>	River Otter	<i>Lutra canadensis</i>
Eastern Woodrat	<i>Neotoma floridana</i>	Silver-haired Bat	<i>Lasionycteris noctivagans</i>
Ermine	<i>Mustela erminea</i>	Small-footed Bat	<i>Myotis leibii</i>
Gray Fox	<i>Urocyon cinereoargenteus</i>	Smoky Shrew	<i>Sorex fumeus</i>
Gray Squirrel	<i>Sciurus carolinensis</i>	Southern Flying Squirrel	<i>Glaucomys volans</i>
Hairy-tailed Mole	<i>Parascalops breweri</i>	Southern Red-backed Vole	<i>Clethrionomys gapperi</i>
Hoary Bat	<i>Lasiurus cinereus</i>	Star-nosed Mole	<i>Condylura cristata</i>
House Mouse	<i>Mus musculus</i>	Striped Skunk	<i>Mephitis mephitis</i>
Indiana Bat	<i>Myotis sodalis</i>	Varying or Snowshoe Hare	<i>Lepus americanus</i>
Little Brown Bat	<i>Myotis lucifugus</i>	Water Shrew	<i>Sorex palustris</i>
Long-tail weasel	<i>Mustela frenata</i>	White-footed mouse	<i>Peromyscus leucopus</i>
Long-tailed Shrew	<i>Sorex dispar</i>	White-Tailed Deer	<i>Odocoileus virginianus</i>
Masked Shrew	<i>Sorex cinereus</i>	Woodchuck	<i>Marmota monax</i>
Meadow Jumping Mouse	<i>Zapus hudsonicus</i>	Woodland Jumping Mouse	<i>Napaeozapus insignis</i>
Meadow Vole	<i>Microtus pennsylvanicus</i>	Woodland Vole	<i>Microtus pinetorum</i>
Mink	<i>Mustela vison</i>		

Results: Priority Conservation Targets

Based on the above survey and analysis results, the following conservation outline is presented:

Key conservation and planning opportunities for the town:

- Preserve rare species and communities as well as high quality examples of representative habitats and biodiversity.
- Protect and maintain health and intact ecosystems and ecosystem services
- Develop and implement water quality standards and practices that ensure the health and integrity of aquatic life and wetland systems
- Carefully consider landscape corridors and concepts of ecological connectivity

Priority Conservation Elements: Primary and Secondary

Primary Conservation targets:

- Large intact forest blocks
- Landscape linkages and corridors
- Priority watersheds

Large intact forested lands

One of the major priorities of the updated comprehensive plan should be to protect the remaining large, intact parcels of forested lands and high quality and ecologically important habitat and connected protected natural areas within the town. These large block forest lands (Figure 23.), located around the perimeter of the Clarkstown basin, are formed by the arc of South Mountain, Little Tor and Hook Mountain. They contain arguably the best and most intact examples of the towns remaining natural heritage. While many parcels within this zone are already protected, the integrity of the whole is being threatened. Inspection of air photos reveals that that range is becoming increasingly “nibbled away at the edges”, especially when considering development within adjacent towns. The systems importance lies in the multiple communities of state-wide significance they support as well as the range of plant and animal species of special concern they contain. They are remarkable both for their size, high quality, integrity and extent as well as for the important water, air, wildlife habitat and recreational services they provide.

Development within these regions should be minimized and when it is allowed to occur, appropriate land uses should be considered and sited carefully. Building and disturbance

footprints as well as erosion and run-off should be minimized and monitored. Fragmentation and the creation of edges should be minimized. Limitations for steep slopes and protection of scenic vistas must be enforced fully in these zones. Always cluster development around existing roads, drive ways and developed areas, leaving open space in interior sections, adjoining other common open areas. Especially important is to ensure that developments within a common region and watershed draw from and are planned around a well developed conservation plan within the shared drainage and *for that ecosystem*. Even the most well crafted conservation subdivision, when considered only as an isolated parcel, will contribute to habitat fragmentation and ecological degradation if none of the connected or significant parcels within its shared patch share the same plan.

These large forested areas surrounding Clarkstown, and the linkages to them, will become increasingly critical as climate changes begin to force species and natural communities to adapt, move or die.

- Elements of state-wide significance supported:
 - Rocky Summit Grassland communities
 - Oak-Tulip Tree Forests
 - Multiple threatened plant and animal species and species of concern
- Other important attributes:
 - They contain important regional habitat for a wide array of animal species
 - They provide important water and air quality services and ground-water infiltration zones
 - They provide high-quality passive recreational opportunities and scenic river vistas
 - They contain one of the last remaining high-quality and intact records of the natural history of the town.
 - They help maintain the quality of life and rural character of Clarkstown

Landscape Linkages and Corridors

- Forested block corridor
- Lake Deforest margin corridors
- West Branch Hackensack greenway

While Clarkstown has a healthy array of park lands and open space (some 12% of the town, including State, County and town park and open space lands), the remaining footprint of the town is being rapidly developed. Many hold that it is close to being “built-out” with nearly 20% of the town now covered with a road, parking lot, sidewalk or roof. Ecologically speaking, such development patterns leave behind a network of fragmentation and sprawl, where isolated patches of natural systems struggle to provide the energy, cover, protection and resources required to sustain its individual components. In nature, the probability of species extinction generally increases with smaller patch sizes. Current ecological planning concepts

suggest that minimum patch size should be in the range of 140 ac. to function adequately. Establishing parks and large undeveloped protected areas for important species and assemblages is clearly the first step in protecting a town's natural resources. Nearly as important are the linkages of the remaining patch habitats, with each other and the larger matrices.

Several prominent ecological corridors now exist or can be adopted within Clarkstown (Figure 24.). The first and largest is represented by the contiguous forest complex described above. Running along the west bank of the Hudson River, it forms the northern extent of a larger nearly 25 mile hardwood swath, starting at the George Washington Bridge. Long appreciated by local birding enthusiasts, the Hook Mountain section has been designated an Important Bird Area (IBA) by the New York Audubon Society. Bald eagles are found, peregrine falcons are reported to nest in the area and a major raptor organization identifies and logs thousands of annual migrants every year. Habitat for multiple plant species of special concern are contained within and the corridor represents one of the last hopes for their continuation within the region.

The east and west shores of Lake Deforest form a central ecological corridor within Clarkstown. While narrow and somewhat disturbed, the forested edges of the lake run nearly five miles north and south, spanning much of the length of the entire town. These high-quality, mostly mature forest tracks and wetland complexes provide simple though effective routes for seasonal migrations, foraging movements, escape from disturbance as well as avenues of dispersal and colonization. A newly noted heron rookery was discovered on an island within Lake Deforest during field surveys for this project. Several bird species of concern were observed nesting there and were widely seen to be feeding and making use of the habitats adjoining the lake and surrounding wetlands. The United Water Company, owner and steward of the lands should be approached about the possibility of extending conservation easements on all of these lands. Securing permanent protection should also be discussed, especially as the uncertain future of regional water supplies could unfold with the lake and its environs no longer as important a critical drinking water supply.

The third important ecological greenway occurs within the northwestern corner of Clarkstown, bounded by the Palisades Parkway on the west and running north from New Hempstead Rd. This heavily forested region forms the headwaters of the West Branch of the Hackensack River and comprises the southwestern foothills of the South Mountain forest zone. The recently released (July 2008) NY DEC State Waterbody Inventory/Priority Waterbodies List (WI\WPL) (Figure 22., Appendix 4) indicates that water quality for the entire West Branch system is impaired for use by aquatic life, due mainly to storm water runoff, sedimentation, pollution and debris. Establishing the region as an ecological corridor with increased protection and oversight can help improve water quality while at the same time providing connections and buffers for the permanently protected habitat, parks and forest blocks within the region.

Priority Watersheds

- Rockland Lake State Park
- South Mtn.Rd\Centenary swamp and wetland complex

Rockland Lake State Park

As noted above, the intensively developed urban footprint of Clarkstown has had a notable and negative effect on the water quality of the region as well as on the health and vitality of many its aquatic systems. Several important species and communities within the town depend on these systems. One way to assess the spatial dimensions of their habitats and potential impacts on them is through looking at the immediate contributing drainage area and the basins they are contained within (Figure 25.).

Rockland Lake State Park is the home to several species of concern, both plant and animal. The lake itself, especially during summer times, has undergone episodes of algae blooms or eutrophication. Eutrophication is the increase in productive capacity, plant and algae growth of an aquatic system and can stem from both natural and man-made causes. Nutrient inputs (phosphorus, nitrogen) from human managed systems; farms, feed lots, septic systems and lawns are commonly a cause. The net effect is often degradation in water quality and a lowering of dissolved oxygen content, which can have severe effects for fish and amphibians and cause other organisms and plants to die.

Water quality at Rockland Lake and the contributing East Branch of the Hackensack stream segments were not assessed during the last DEC WI\WPL assessment. However Swarthout Lake and Congers Lake immediately to the northwest, which Rockland Lake drains into, were listed as having minor impacts. Kayak surveys of Rockland Lake for this study, summer 2007, found dense algal mats and thick aquatic weed growth in shallow areas, abundant surficial patches of algae and very limited visibility to depth. Personal conversations with USGS personnel conducting a multi-year water quality assessment for Rockland County confirm that eutrophication events commonly occur at Rockland Lake. Assessing the land use patterns within the basin, the presence of two golf courses immediately adjacent to and upslope from the lake suggest the possibility that fertilizer and\or pesticide runoff from the turf systems could be contributing to the compromised water quality patterns. Lawn or sewage input from upstream residential sources should also be considered.

Further study and investigation will be required to confirm the sources and causes of the water quality issues and possible remedial actions. It is here suggested that the park is important due to its value as a heavily used recreational facility as well as by virtue of the unique biota it supports. It is recommended that a town\state partnership consider adopting the parks' contributing drainage basin as a biotic priority watershed of conservation concern.

South Mtn. Rd. \Centenary swamp and wetland complex

One of the largest wetland complexes within the town begins at the outflow of Lake Lucille, running southeast through a matrix of hardwood swamps and marshlands before meeting Lake Deforest south of Old Rt. 304. Systems of interconnected feeder streams as well as the main channel of the river have historically held important and rare biodiversity components. The system as a whole is an important and irreplaceable resource to the town for multiple reasons and it is reassuring to see that the town has acquired ownership of large portions of the complex. A rich diversity of high-quality wetland types are found here: hardwood swamps, scrub\shrub and emergent marshlands as well as riparian corridor habitats. Suitable habitat conditions exist here to support many if not most of Clarkstown's reptile and amphibian species.

Wetlands are known for their ability to filter and improve water quality. Surveys through the region suggest that the over-utilization of the basin for storm water conveyance purposes may be compromising the ability of the system to serve these functions. Sand and sediment deposition is readily apparent at multiple entry points; storm water outflows clearly drain many of the surrounding housing developments, no doubt carrying urban nutrients and pollutants. A large nearby golf course drains into the northern central portions of the complex. An installed pumping station within the wetland fringes of this park reportedly uses the diverted water on its fairways and turf systems.

State DEC records report that the decline of the important species previously found here are highly sensitive to siltation, channelization and pollution. Personal conversations with an expert on the species confirm this. Once again, additional studies are required to quantify the impacts or the potential consequences and remediation (e.g. restoration of natural non-storm impacted flows, installation of sediment retention and ground-water recharge basins, etc...). Since several species present are sensitive to eutrophication, actions taken that reduce run-off into the systems will tend to be beneficial for a suite of organisms.

As arguably the most important and diverse wetland system within Clarkstown, holding as rich a habitat array as any found, the town should consider adopting the surrounding drainages as biotic priority watersheds.

Secondary Conservation targets:

- Remaining fields, agricultural areas and grasslands
- Small-patch "stepping stone" systems of existing parks and open space
- Town-wide riparian corridors, marshes and wetlands

Remaining fields, agricultural areas, shrub and grasslands

Over the past 100-150 years, forests have slowly and steadily reestablished themselves across southern New York. Large-scale industrial agriculture in the west and mid-west has made small regional farms in our region more challenging to run profitably and their numbers have plummeted. Along with them, the numbers of grass-land bird species have declined. These species have adapted to and are dependent on the open spaces, abundant food, insects and nesting availability on former farm lands and fields, shrub lands and other open, non-forested natural areas. With most of these systems in Rockland now grown over or lost to development, avian ecologists are mixed in their opinions of the future of grassland birds in our county. The majority surveyed are doubtful whether the small parks, orchards, fields and right-of-ways would likely support significant numbers of resident breeding pairs. However nearly all feel strongly that maintaining the last remaining patches in an open state, when managed properly, will provide highly valuable and important resources for grass-land migrants passing through our area twice a year.

These remaining open areas are currently among the most unique habitat types in the town and they represent the last critical niche upon which a wide range of other reptile, insect, mammal and plant species are dependent. Such species are dependent on the incident sunlight, energy and open spaces provided by the canopy gaps. Guidelines for simple, cost-effective maintenance strategies are available for a majority of these systems (e.g. timing and method of annual mowing, minimization of disturbance and pesticide application, etc...). Many fall within existing State, County and town park lands and, with minimal effort and effective coordination, their preservation as a part of our ecological heritage can be ensured. Local agricultural production can provide an invaluable resource, in the face of sky-rocketing energy and transportation costs and nearly always provides valuable habitat services.

Small-patch, “stepping stone” corridors of existing parks and open space

Direct physical linkages of appropriately designed contiguous corridors are held by many ecologists as the best way to connect habitats and important areas. But where current building and development footprints make this impossible, an alternate approach is to optimize the conditions, structure, resources and patterns of smaller “stepping stone” patches across the region. Clearly such an approach will be quite unsatisfactory for land-based species such as salamanders and turtles, which face enormous mortality dangers every year upon our roadways. But for edge, shrub-land and many migratory species, including both birds and insects, the opportunity to “hop” to different locations to find mates, homes, food sources or protection from disturbance can provide a viable option for survival.

Many existing parks and open space patches within Clarkstown currently contain high-quality examples of important habitat, food, water and shelter resources. If considered as an integrated matrix, this “stepping stone” system now provides components of such a networked

corridor across Clarkstown. When developed, protected and combined with the suggested regional landscape corridors proposed above, the integrated system can help provide for the conservation of the towns biodiversity for future generations.

Town-wide connected riparian corridors, marshes and wetlands

Any discussion of the principle conservation issues facing Clarkstown would be incomplete without consideration of the town-wide systems of surface water bodies and wetlands. Clarkstown, Rockland County and New York State in general have been behind in developing and instituting effective water quality and storm water regulations. The NY DEC WI\PWL report for the Clarkstown portions of the Hackensack River indicate what the long-term impacts on water quality can be, in the absence of such protections. Using streams, ponds, wetlands and other low-lying areas as simple storm water conveyance systems can lead to compromised functioning, viability and habitat system performance. Now that the built footprint of the town has largely been established, the challenge will be to reestablish normal and healthy hydrological patterns and functions and return the aquatic systems to adequate states of health and resiliency. Restoring and replanting well designed riparian buffer corridor can be a cost-effective way of improving both habitat and water quality

In revising the current comprehensive plan, the town has the opportunity to develop the kinds of regulatory set-backs, buffers, sediment controlling practices and water quality monitoring programs that can help ensure that current and future growth patterns proceed in an ecologically sustainable manner.

Results: Summary of stresses and threats

As noted above within individual sections, the major stresses and threats on the ecological systems of the town appear in the form of:

- Direct habitat Loss and Encroachment
- Fragmentation, reduction of core habitat areas and increases in habitat edges
- Invasive species
- Degradation of water quality
- Increase in storm water-based peak and low stream flows

The unrestricted growth of urban areas and absence of effective water quality protection measures have combined to leave a compromised, though still resilient array of valuable habitats within the town. The additional impacts of acid precipitation, ground level ozone and road salt will no doubt continue to further stress the remaining interconnected systems. Climate changes are projected to increase the frequency of large storm events, further

taxing overburdened hydrological networks. Minimum winter temperatures are expected to increase for the general region, making snow pack less and less common and can potentially have significant impacts on plant seedling regeneration as well as over-wintering insect populations. Higher year-round temperatures can affect delicate balances that have historically kept forest pests and pathogens in check. Increases in white-tailed deer populations will also further change the successional trajectory of forested areas.

Summary: Suggestions for Conservation Planning Efforts

It is hoped that this project report and accompanying geospatial database will serve to establish habitat and environmental baselines for the comprehensive planning process as well as aid conservation and land protection efforts into the future. The following environmental guidelines should be kept in mind during these planning processes:

1. Consider the impacts of local decisions from a regional and landscape context, not just the individual parcel perspective
2. Plan for long-term change and unexpected events, maintaining ecosystem integrity, resilience and biological diversity to help buffer impacts
3. Consider that certain land uses or land activities may simply be incompatible and unsustainable in particular settings; plan and zone appropriately.
4. The fragmentation and parcelization of intact habitats will nearly always substantially degrade the systems and the services they provide to us

A range of development controls and legislative tools are available to enable the town to protect the quality, integrity and sustainable use of its remaining natural resource base. After conservation priorities are established and adopted as an outcome from the comprehensive planning process, the town will need to consider the most effective course of action to implement the plan. Ideally a series of conservation overlay districts will be constructed which will serve to protect and carefully direct non-conservation uses away from the most critical habitats and their edges. The development and adoption of effective storm water policies and wetland and riparian corridor buffer regulations can serve two-fold purposes. Establishing 50-100' vegetated buffers for wetlands and 100-200' development setbacks from major riparian corridors can both provide critical habitat for diverse biota as well as improve both local and regional water quality. The replanting and reestablishment of stream-side corridors and stream channel integrity is one of the most widely and successfully undertaken restoration activities.

The Hudson River Estuary Program has recently established a Lower Hudson chapter of the Non-point Education for Municipal Officials (NEMO) program and a wide range of resources, workshops and storm water program assistance can be found through the program. The program sponsors a range of workshops and outreach activities on land use planning, linking land-use change to water quality, model ordinances and public engagement programs. They review the ways that low impact development and better site-design strategies can assist

municipalities. Helping rainfall and water stay at its source can increase infiltration, filtering, storage and evaporation patterns and decreasing runoff, sedimentation and pollution.

Partnerships and collaborations with land protection agencies can usually better protect and preserve larger areas of higher quality habitats than any one group working alone. The Trust for Public Land, the Open Space Institute and The Nature Conservancy all maintain active land protection programs within southern NY State and can be invaluable partners when establishing a “last of the best” initiative in Clarkstown. The Palisades Interstate Park Commission (PIPC) is the largest landowner within the town (>2500ac), and is the steward for the largest blocks of intact habitat. They have recently partnered with the NYS DEC and developed a predictive model for identifying parcels that would augment important habitat areas in and around the parks. Areas are identified which can help maintain and protect corridors and landscape scale linkages and buffer state park lands from negative adjacent land uses. They have expressed interest in discussing how products from the respective conservation evaluations within the Clarkstown region might be integrated.

The second largest landowner in Clarkstown, the United Water Company (UWC), (>1600ac., including Lake Deforest) has generously granted conservation easements to the town on some 60 parcels, accounting for over 430 acres. (Figure 26.). During field surveys of the land and water portions of these properties, it was discovered that multiple sections of UWC holdings are being developed and managed by private property owners, without UWC permission. Such patterns are especially prevalent along the western shores of Lake Deforest (Figure 26.). An estimated 20 some acres within the corridors of the forested fringe of the lake have been thinned or clear-cut of vegetation. Most are currently being actively managed or brush-hogged to prevent tree re-growth, apparently to maintain scenic views of the lake. Many are being maintained as lawns, supporting picnic tables, lawn chairs and even a small putting green. Contacts within UWC have expressed their awareness of and dismay with this situation, and would welcome assistance with resolving the encroachment. The UWC lands contain critical and important ecological systems and habitats and occupy central positions within multiple priority conservation features. Discussions with UWC officials should be conducted to establish a mechanism for alleviating private landowner encroachment and allowing the fragmented corridors to reestablish natural habitat and canopy conditions. Consideration of establishing conservation easements on the parcels directly adjacent to Lake Deforest should form a core of such discussions.

As part of a town-wide conservation plan, an invasive species program should be developed, ideally in conjunction with the towns Parks and Recreation program, the County of Rockland Environmental Management Council (EMC) and the Lower Hudson Partnership for Invasive Species Management (PRISM). With the NYS DEC now supporting and funding a state-wide invasives initiative (\$3.25million FY2008), the LoHud PRISM is slated to receive significant funding beginning in 2010. It is intended that this partnership will provide regional education, outreach, training and coordination of invasive species surveys, management and eradication efforts. For towns and municipal agencies with established invasive species management plans, annual NYS grant programs can provide from \$2500 to \$100k for either terrestrial or aquatic invasive eradication efforts. Such a program can be coordinated with local citizen volunteer efforts, to help engage, educate and inspire local citizenry as well as stretch state budget resources in a tightening economy. Keep Rockland Beautiful (KRB) and the Clarkstown Parks

and Recreation department have begun conversations to this end. A draft proposal is being prepared to establish a volunteer invasive removal project for the Davenport Preserve, beginning in early summer, 2009.

The formation of a conservation advisory council (CAC) within Clarkstown can establish a mechanism whereby a panel of local experts advises the town in protecting and preserving open space, cultural, historic and natural resources over the coming years. With a natural resource inventory largely complete, such a panel would be a step ahead in helping to prioritize the acquisition and protection of specific properties and biological resources. They can provide a great deal of background research and context support to the towns' staff, collecting model ordinances and exemplars of tools other communities have used to achieved their comprehensive planning objectives. A CAC can also assist with and provide guidance, reviews and updates to specific development proposals, while helping to maintain the integrity of the adopted conservation blueprint.

Caveats:

The proposed conservation outline and priority zones are designed to help protect and ensure the long-term viability of the range of intact habitats, high quality examples of important ecosystems and rare, endangered and threatened species projected to occur within the town. The absence of validated species occurrence should not be taken to suggest that the species does not occur within the town; simply that it was not encountered.

The inventory and mapping work is not designed to form an explicit, exhaustive, comprehensive and definitive depiction of population numbers of all species and biological resources. Rather it's intended to provide an informed likelihood of what might be found, based on habitat conditions and resources. Detailed analysis and on-site field verification at the parcel level will always be required to assess local conditions and specific occurrences.

Figures:

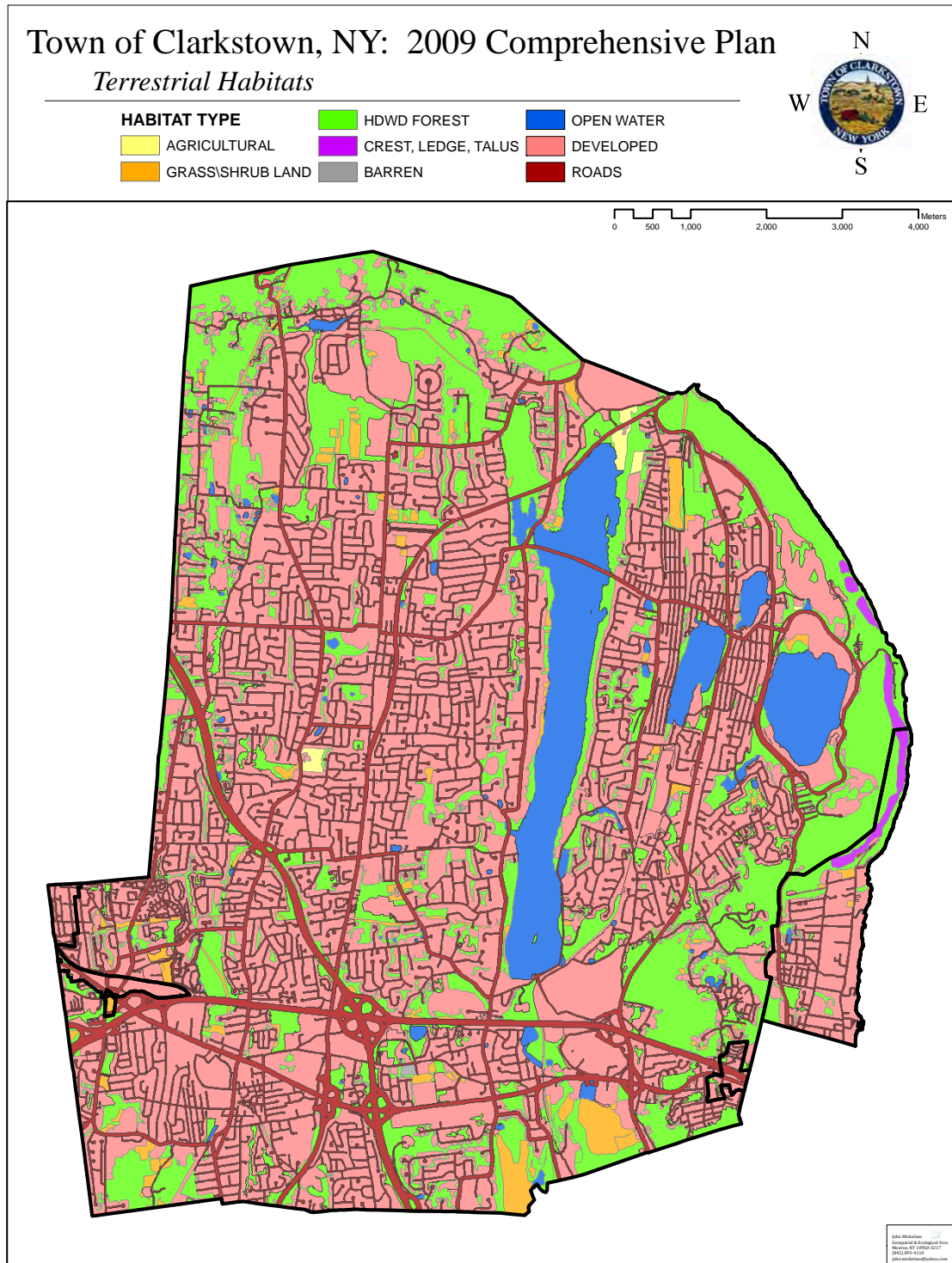


Figure 1. Terrestrial Habitats

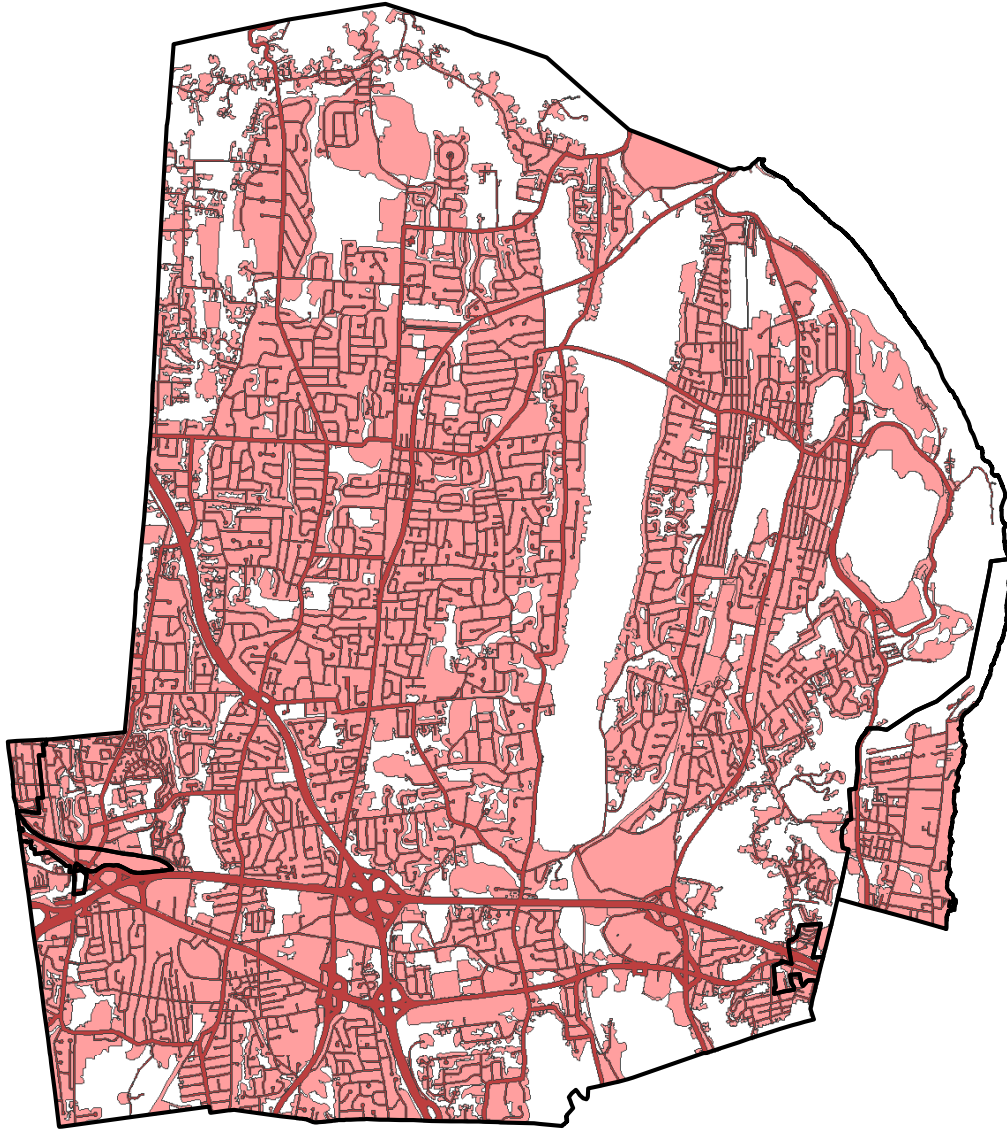
Town of Clarkstown, NY: 2009 Comprehensive Plan

Terrestrial Habitats



HABITAT TYPE ■ DEVELOPED ■ IMPERVIOUS SURFACES

0 500 1,000 2,000 3,000 4,000 Meters



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Figure 2. Impervious Surfaces & Developed Classes represent 71% of Clarkstown

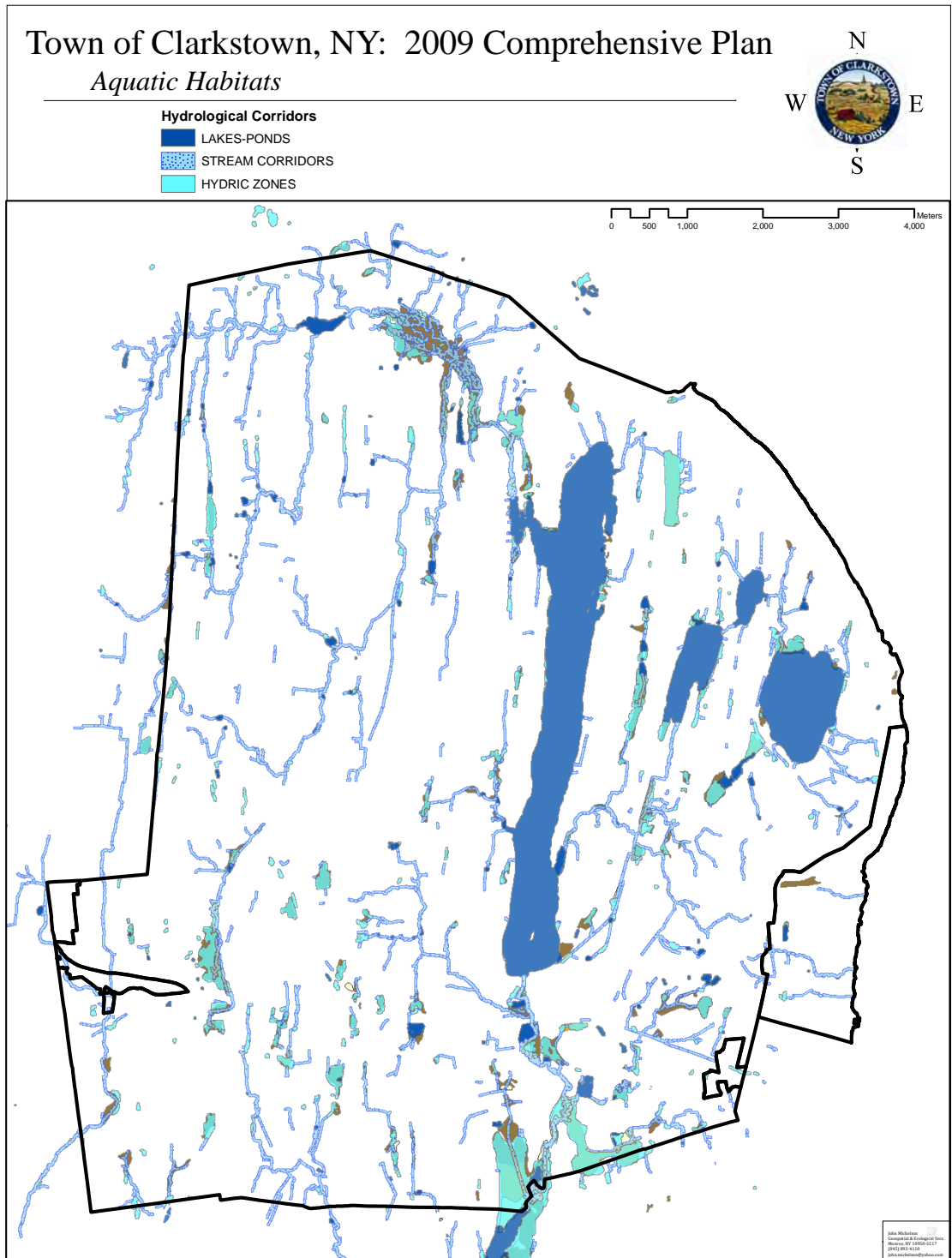


Figure 3. Hydrological Corridors: Buffered Lakes, Ponds, Hydric Zones and Stream Corridors

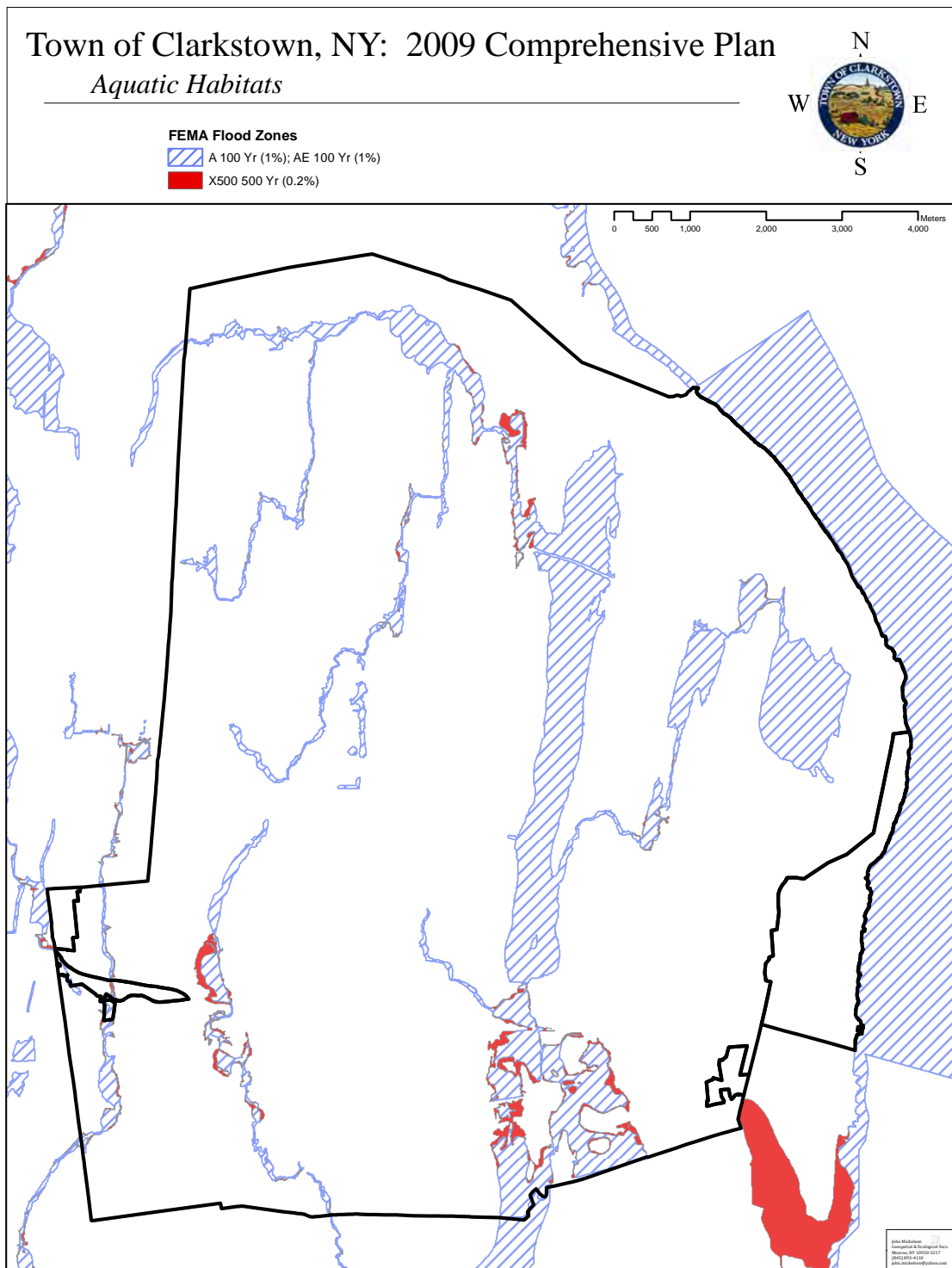


Figure 4. FEMA Flood Zones represent sensitive habitats

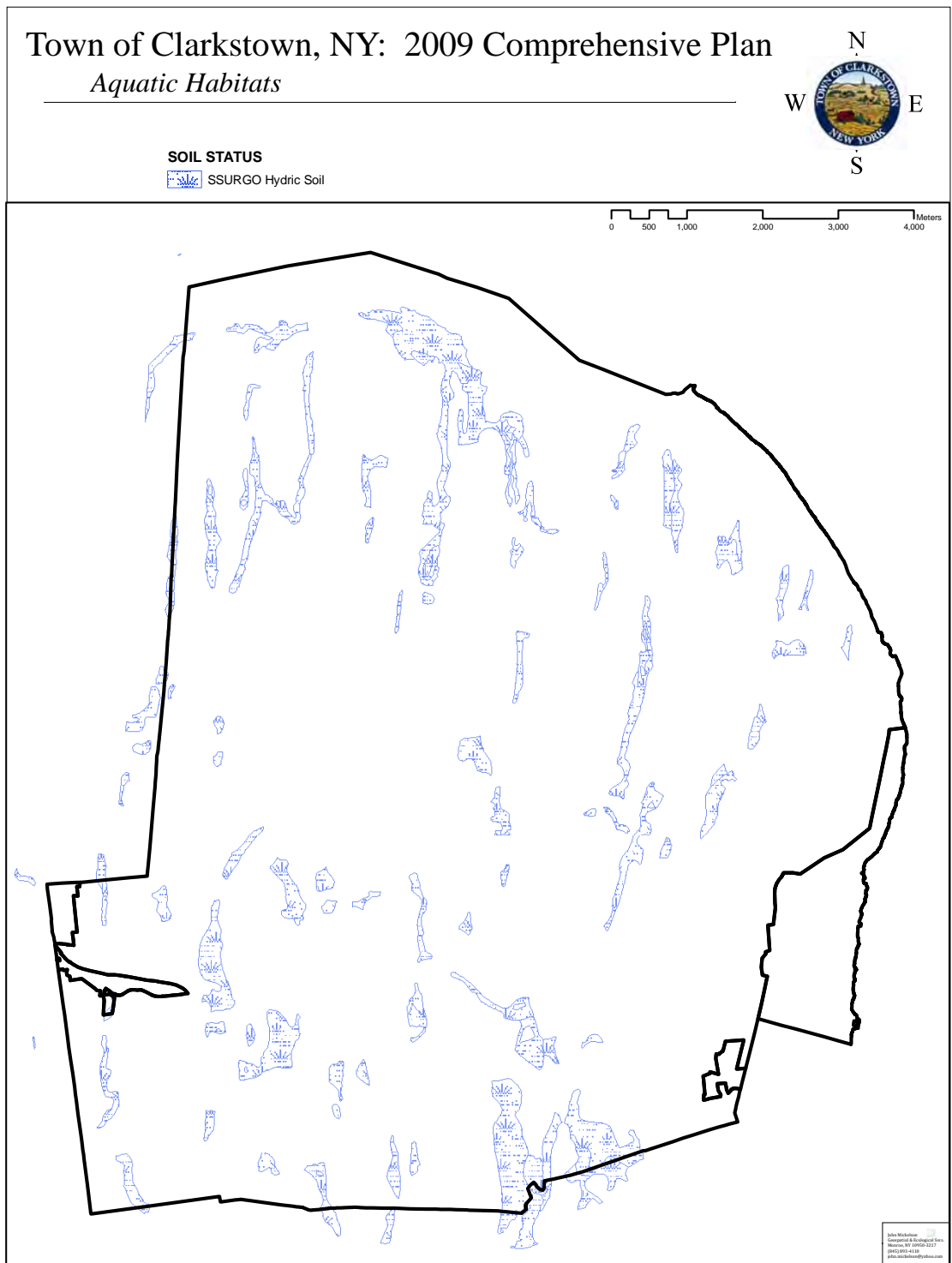


Figure 5. SSURGO hydric soils can serve as proxies of wetland locations and wet areas

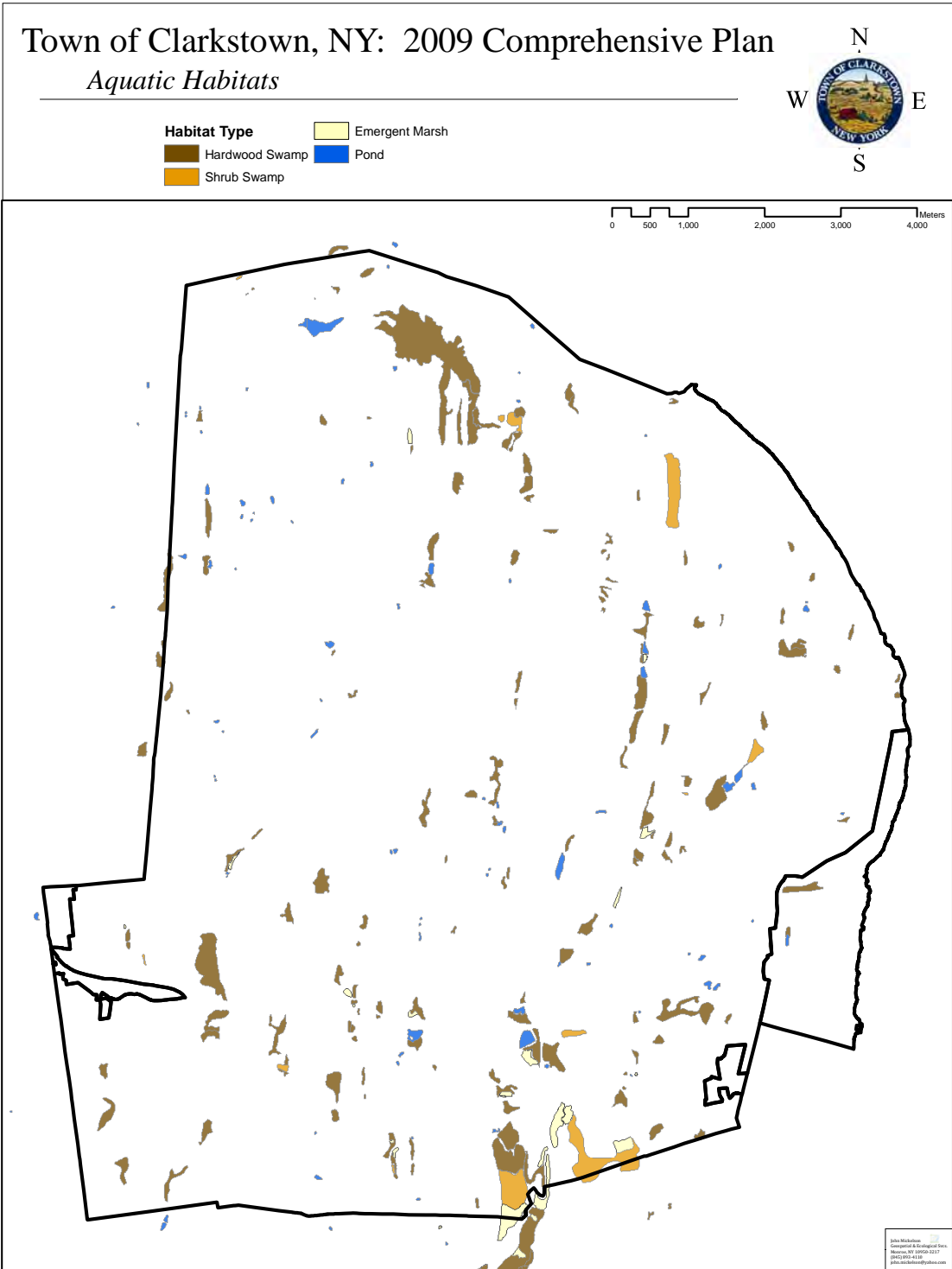


Figure 6. Aquatic Habitats

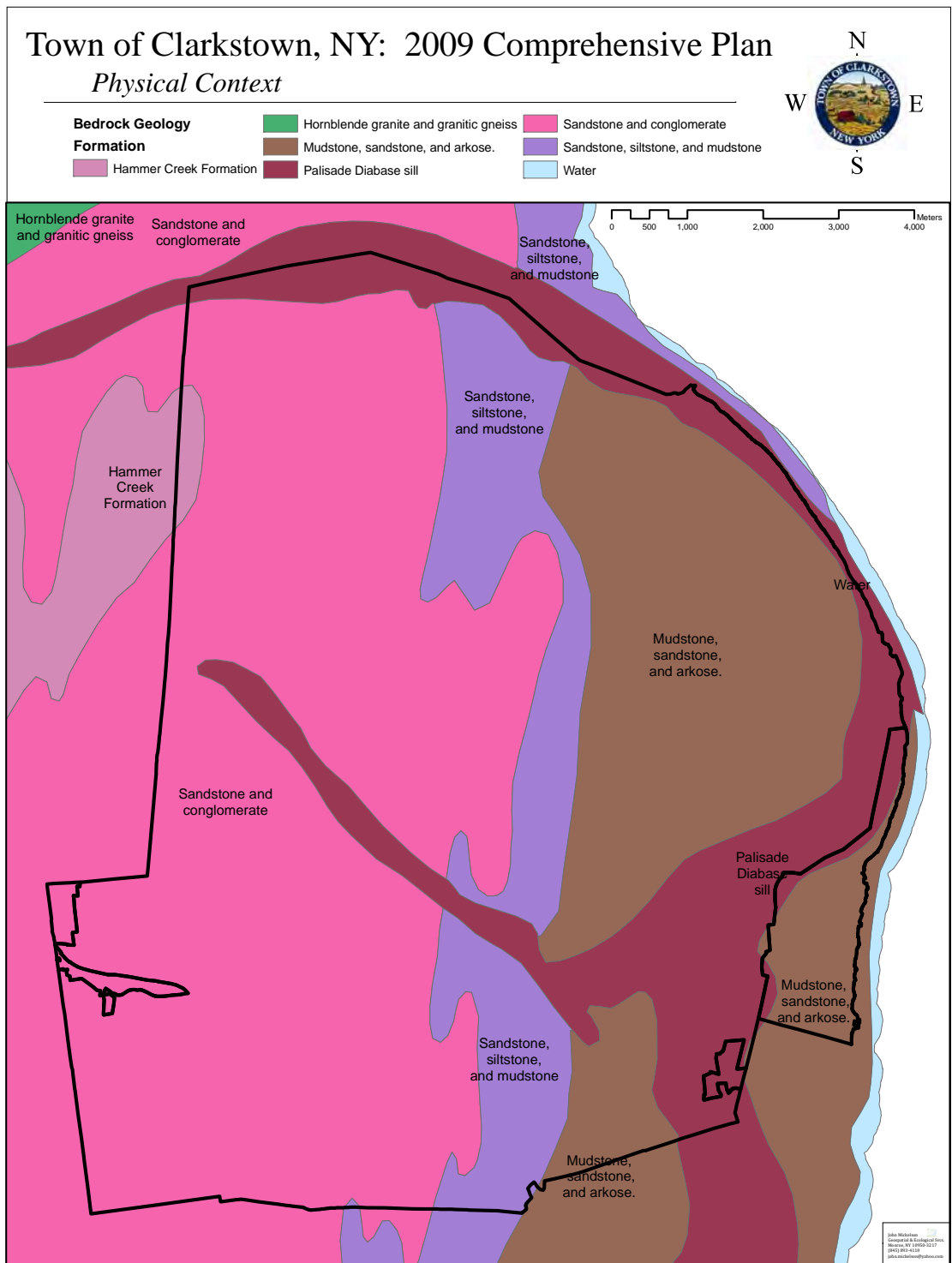


Figure 7. Bedrock Geology

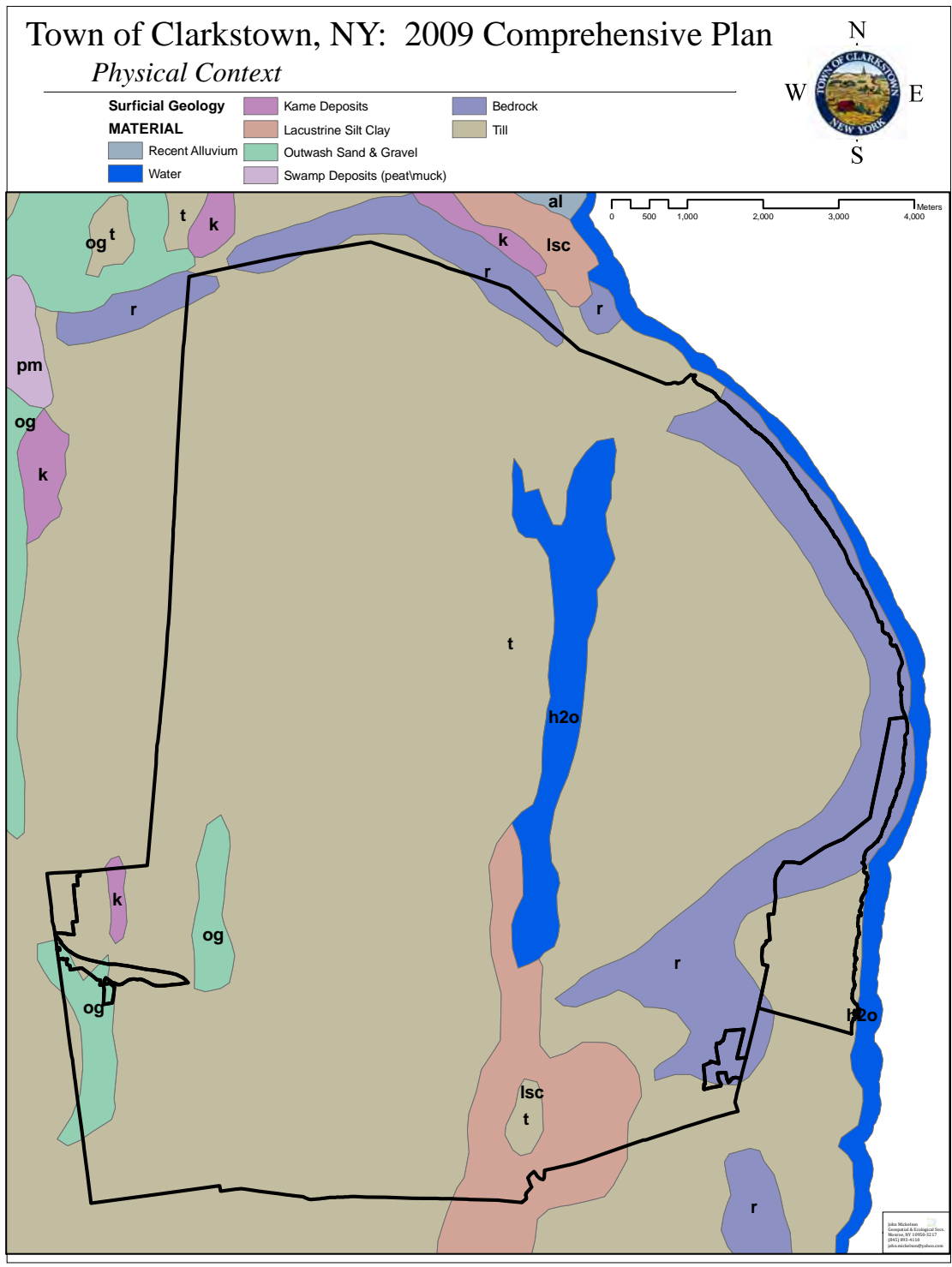


Figure 8. Surficial Geology



Figure 9. Major Soil Series of Clarkstown



Figure 10. “Isolated” major stream segments

Town of Clarkstown, NY: 2009 Comprehensive Plan

Physical Context: Elevation & Relief

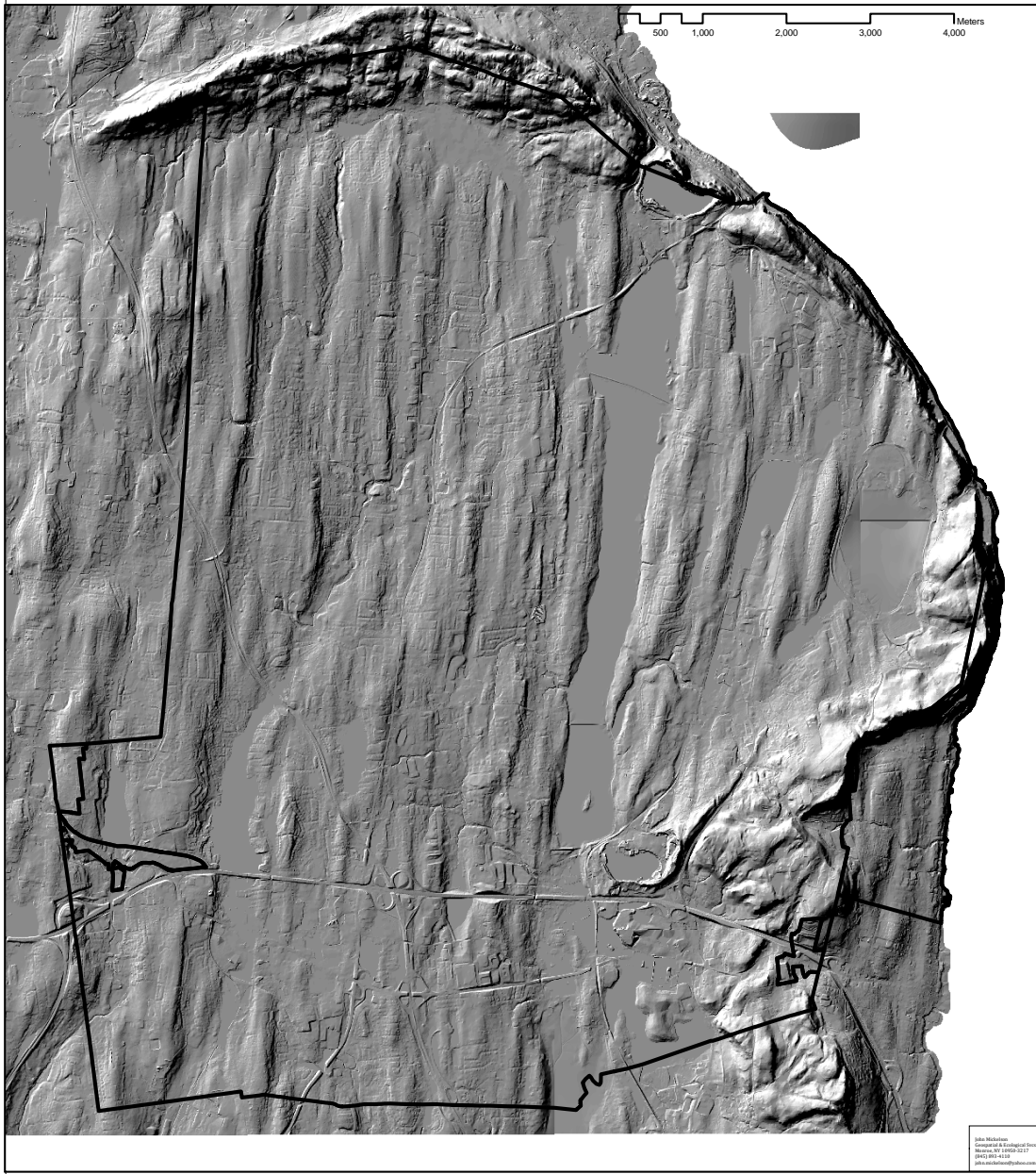


Figure 11. Digital Elevation Model: Shaded Relief

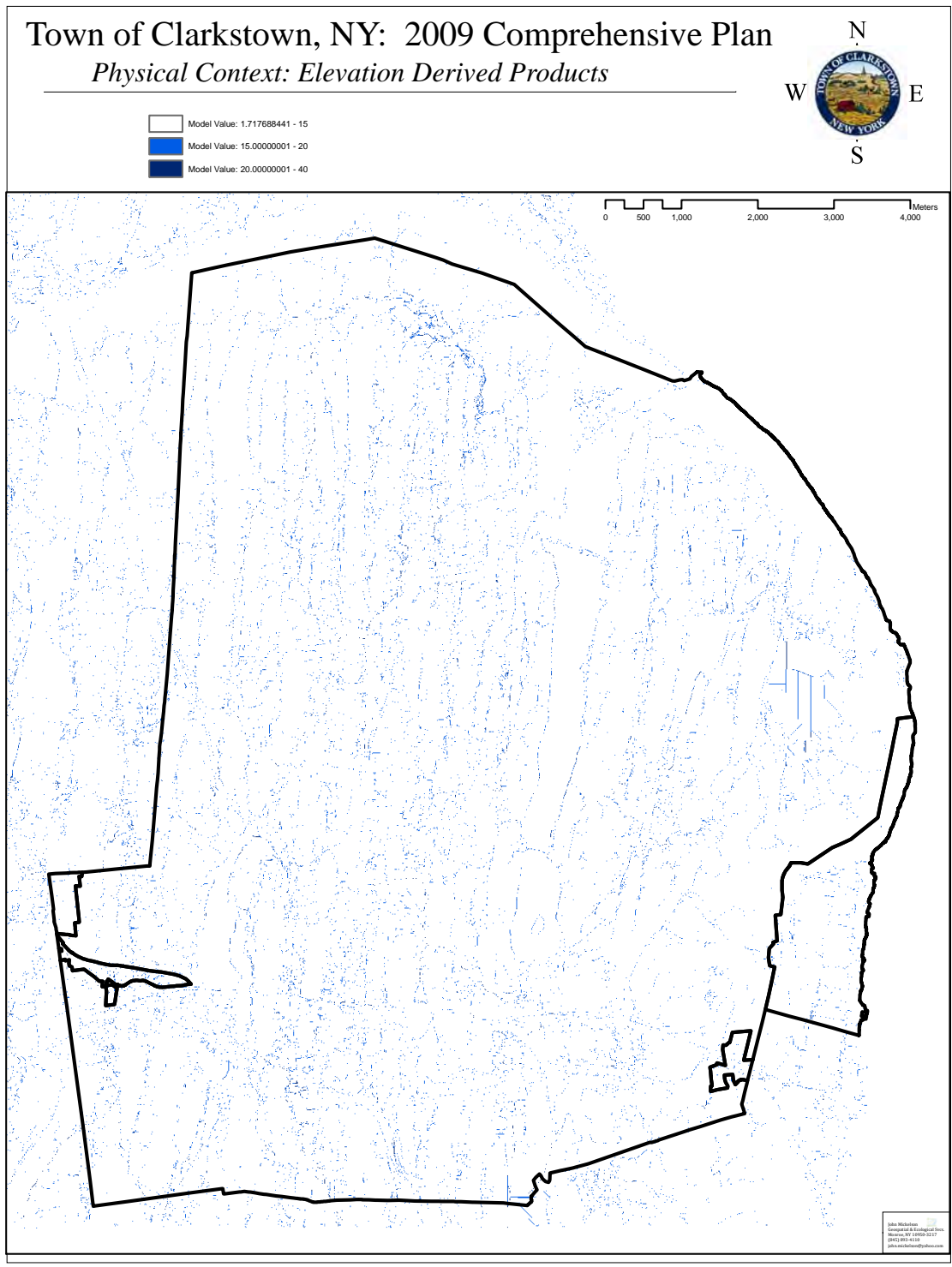


Figure 12. Elevation Derived Products: Thresholded Soil Moisture Model

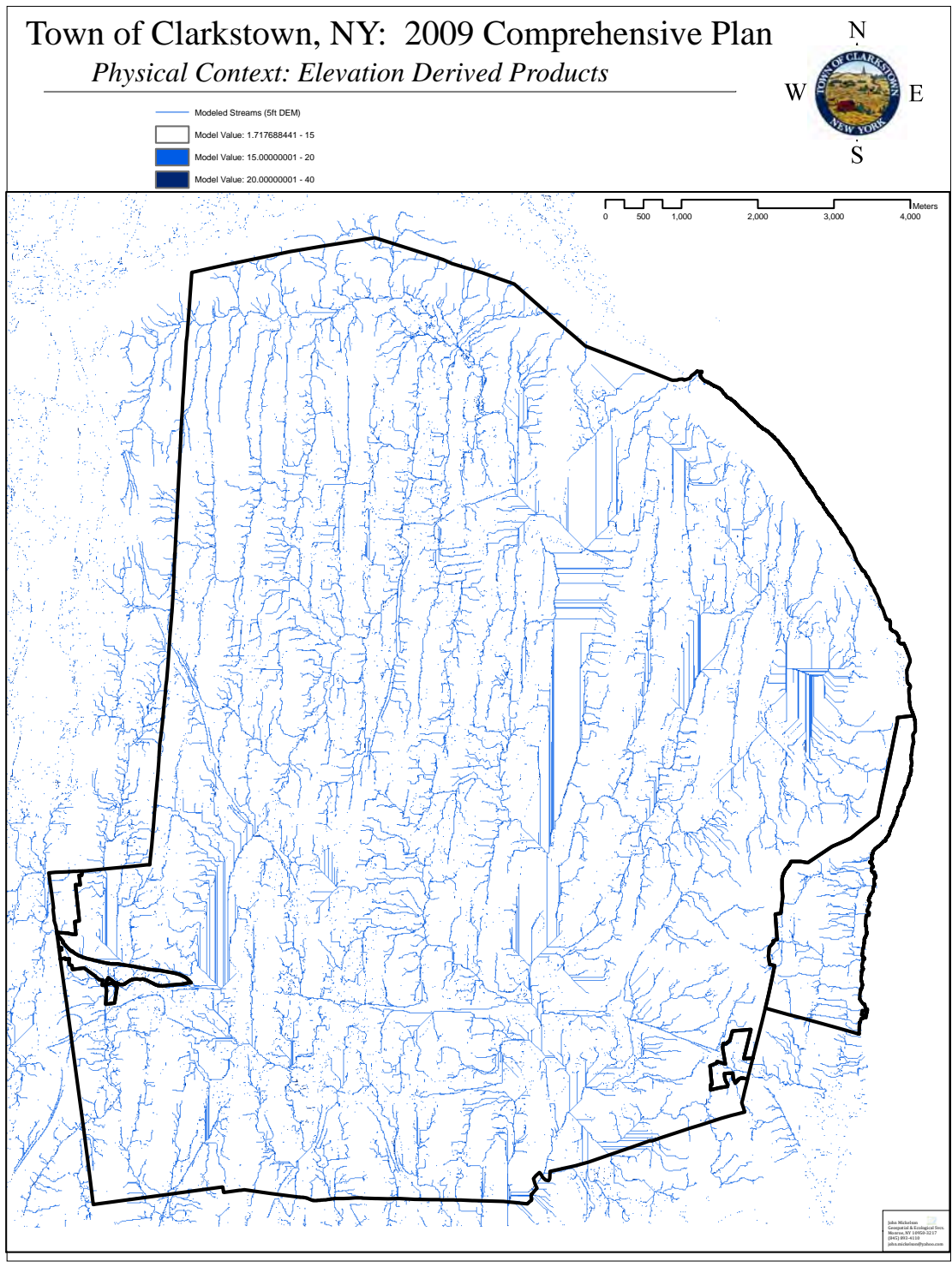


Figure 13. Elevation Derived Products: High Resolution Streams

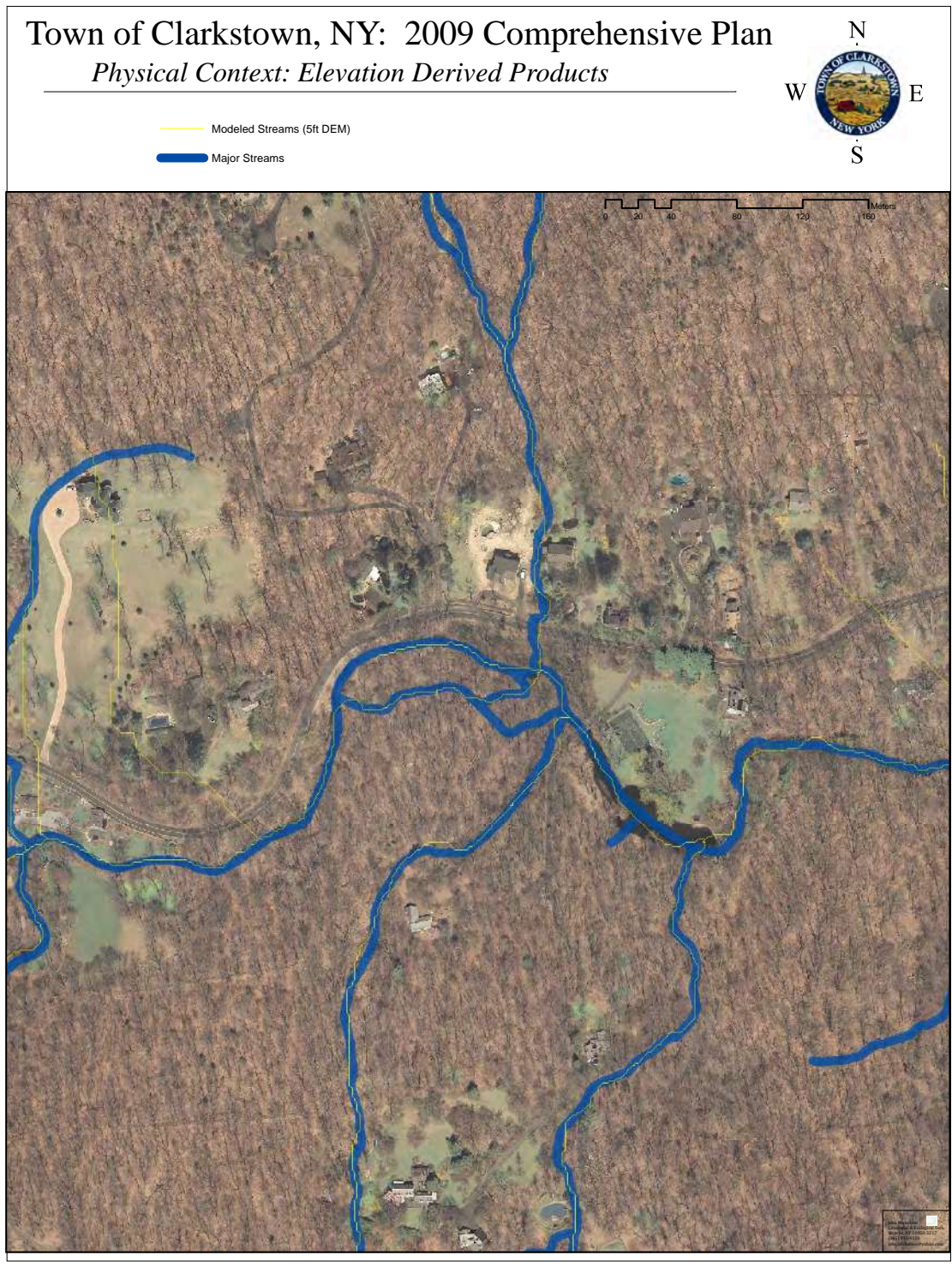


Figure 14. Congruence of photo Interpreted and Modeled Stream Features

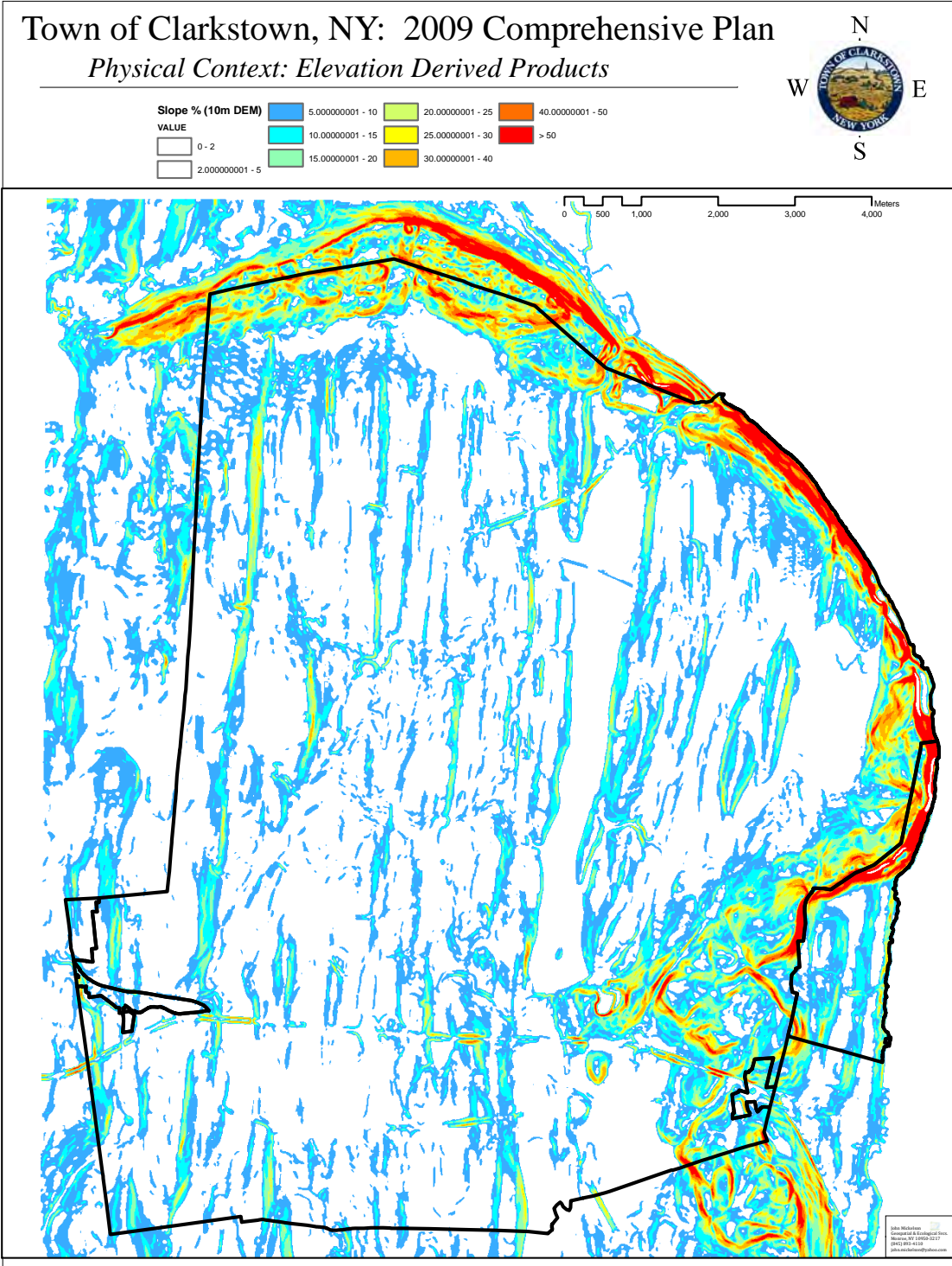


Figure 15. Elevation Derived Products: Steep Slopes

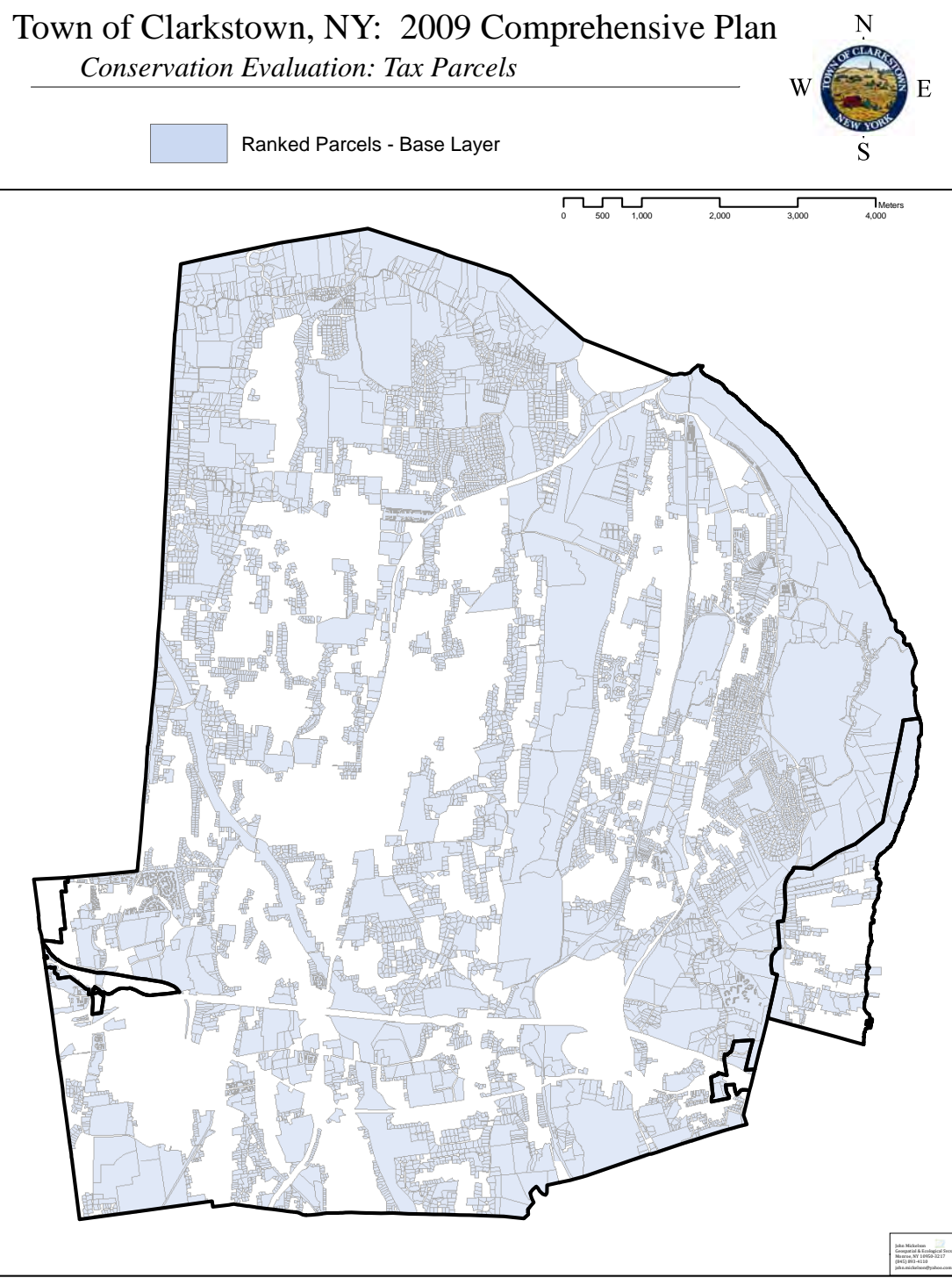


Figure 16. Ranked Parcels (base layer)

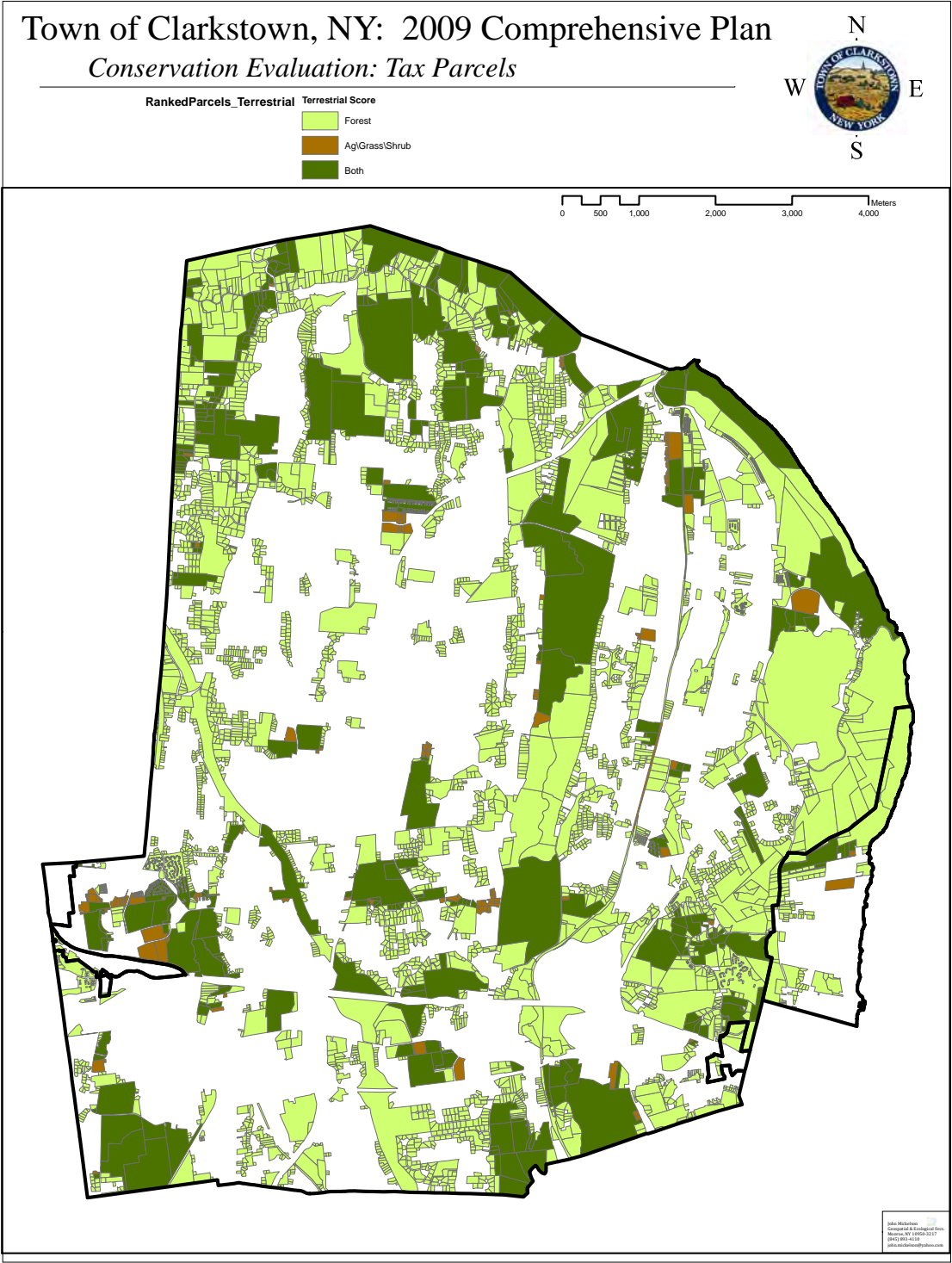


Figure 17. Ranked Parcels: Terrestrial

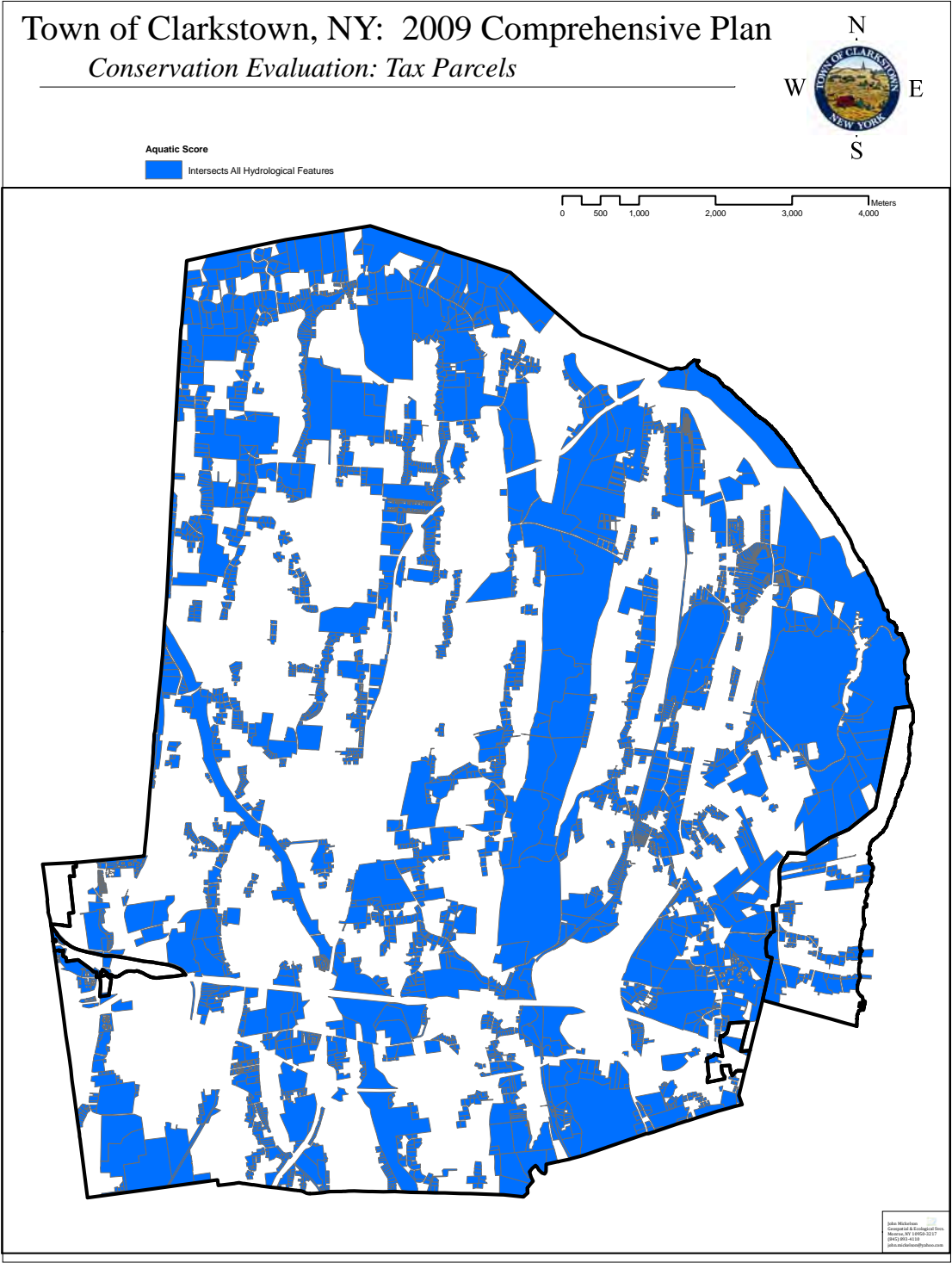


Figure 18. Ranked Parcels: Aquatic

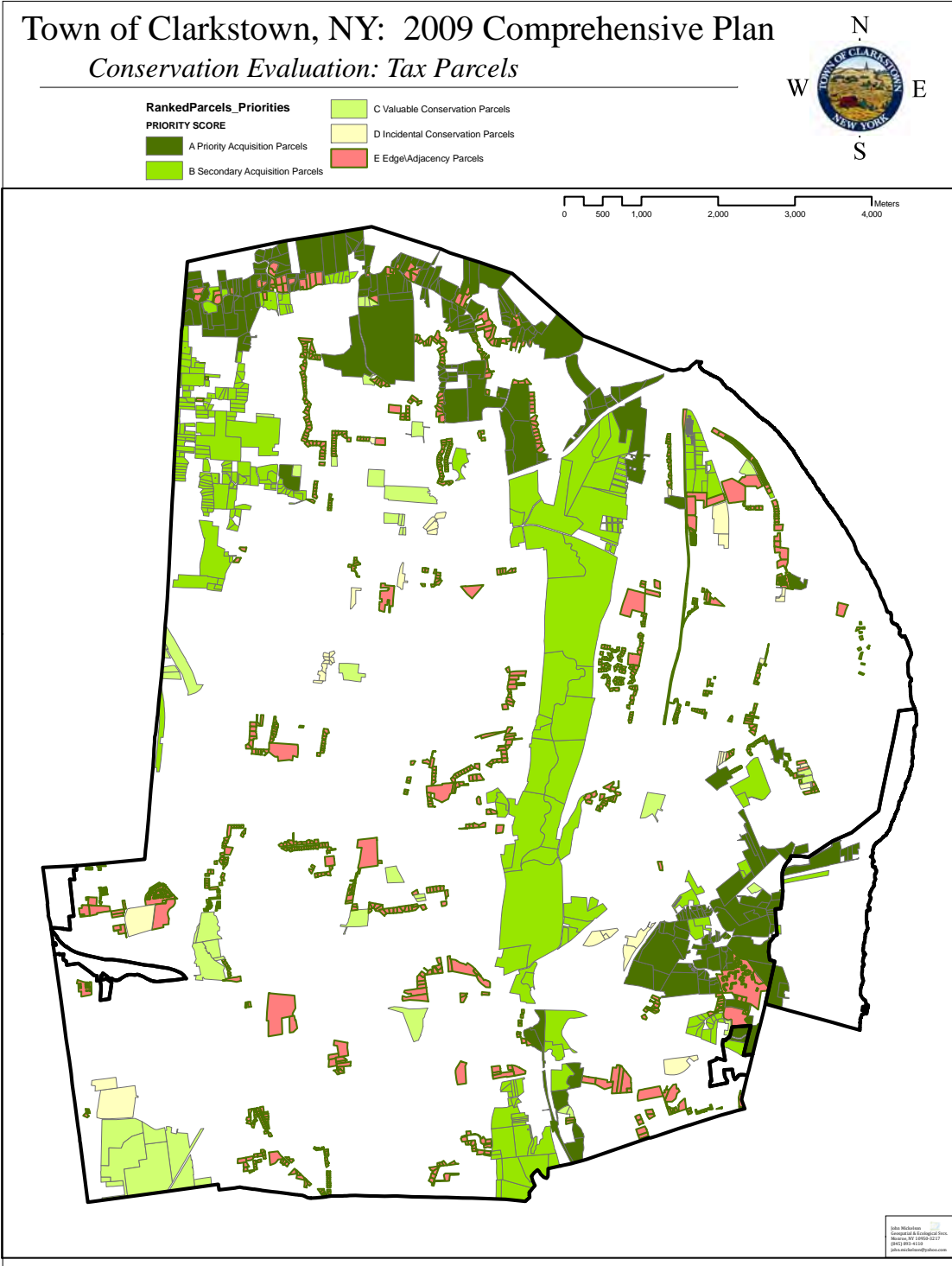


Figure 19. Ranked Parcels: Priorities

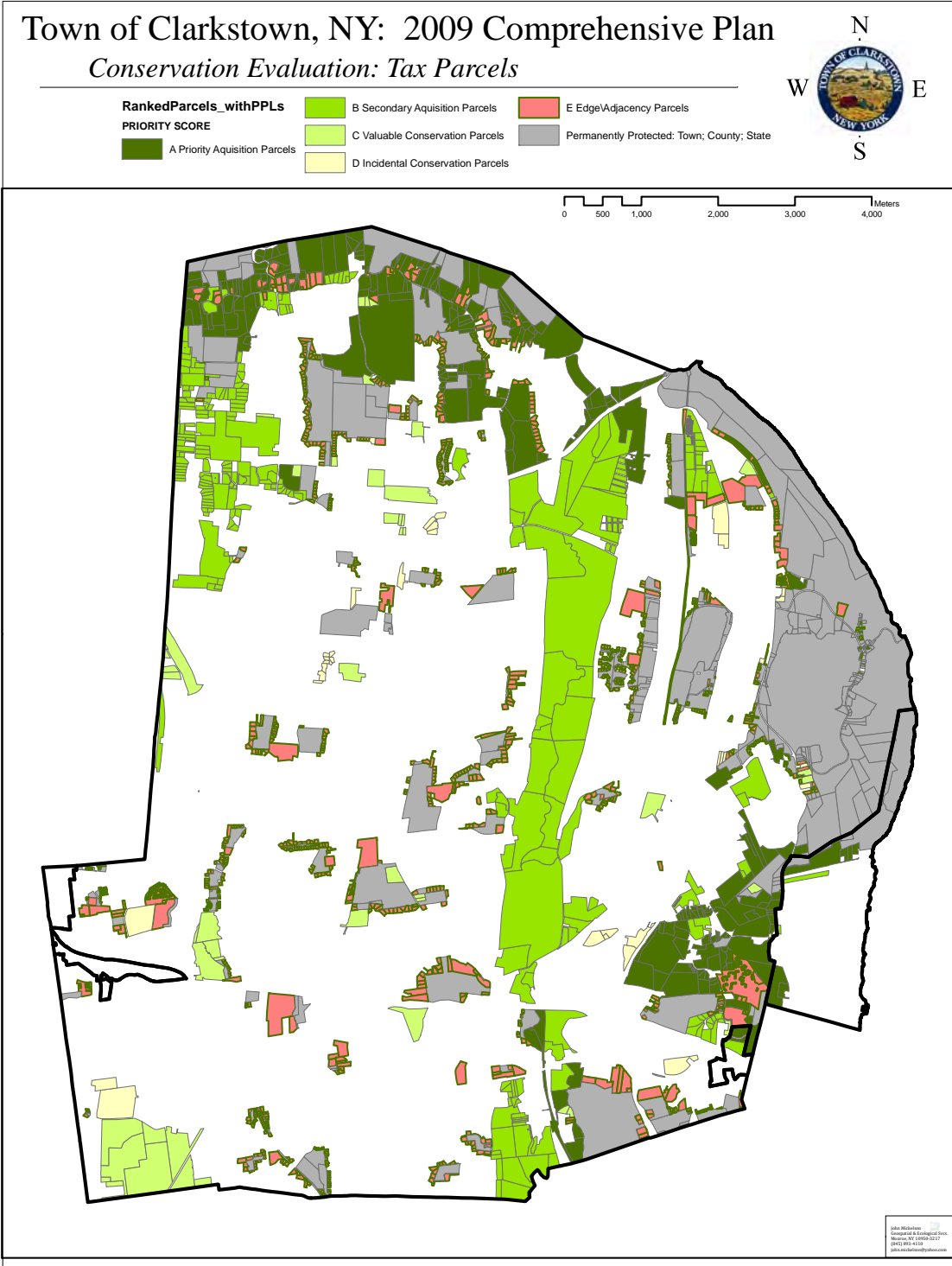


Figure 20. Ranked Parcels: Priorities with PPL



Figure 21. Elevation Derived Products: Elevation Zones

Figure 2

Ramapo-Hackensack River Basin WI/PWL Water Quality Assessment

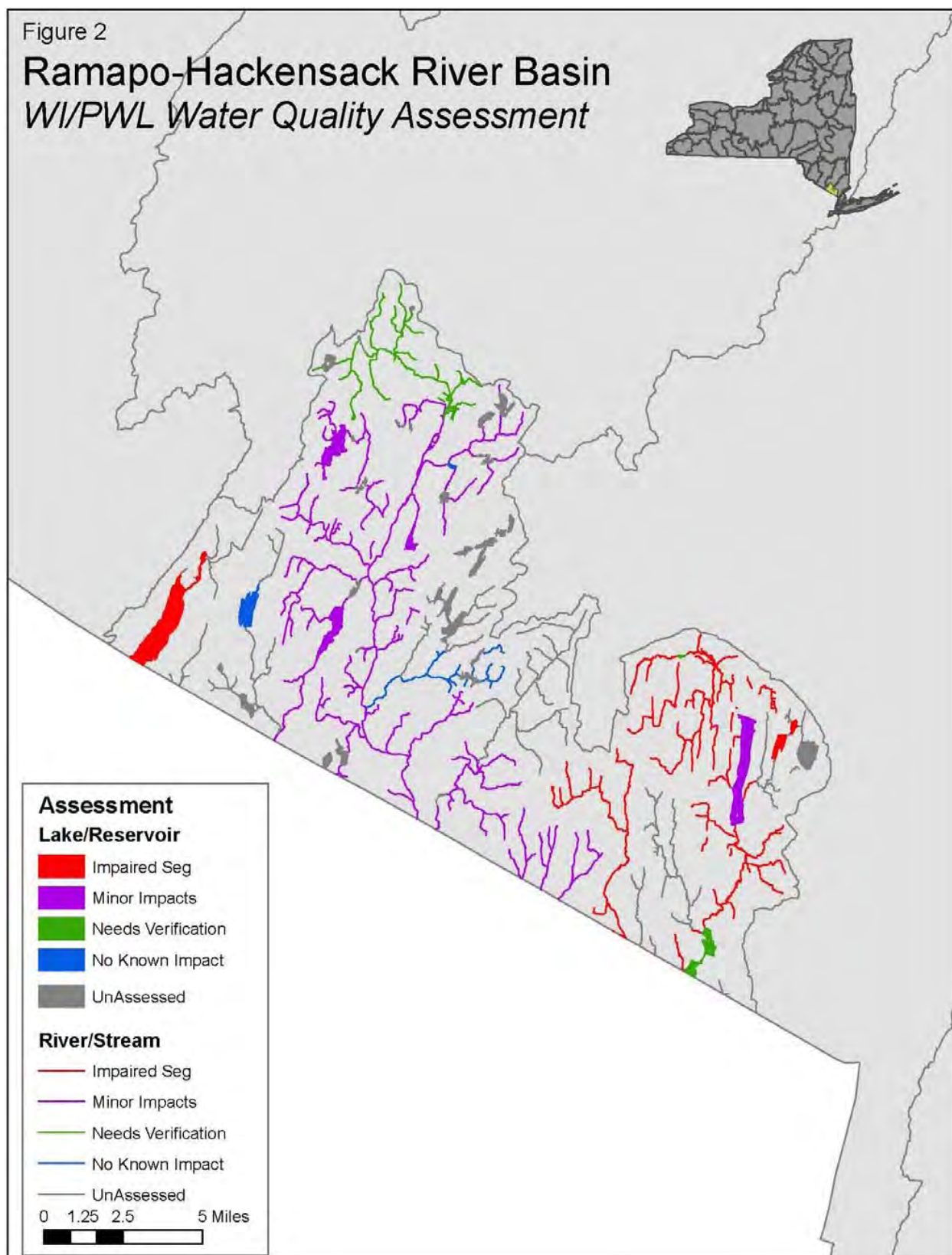


Figure 22. "Ramapo/Hackensack River Basin WI/PWL", NYS DEC, July 2008

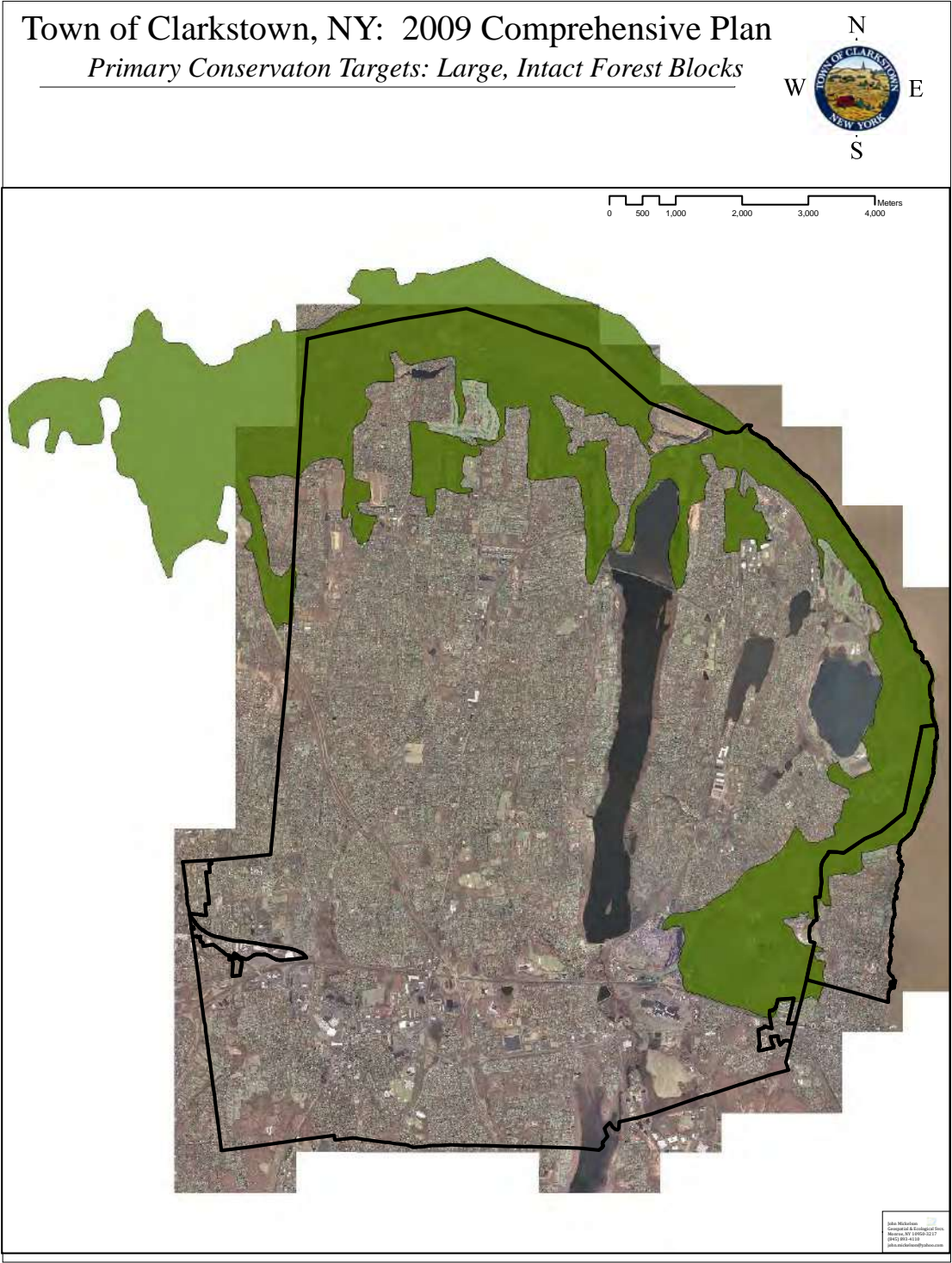


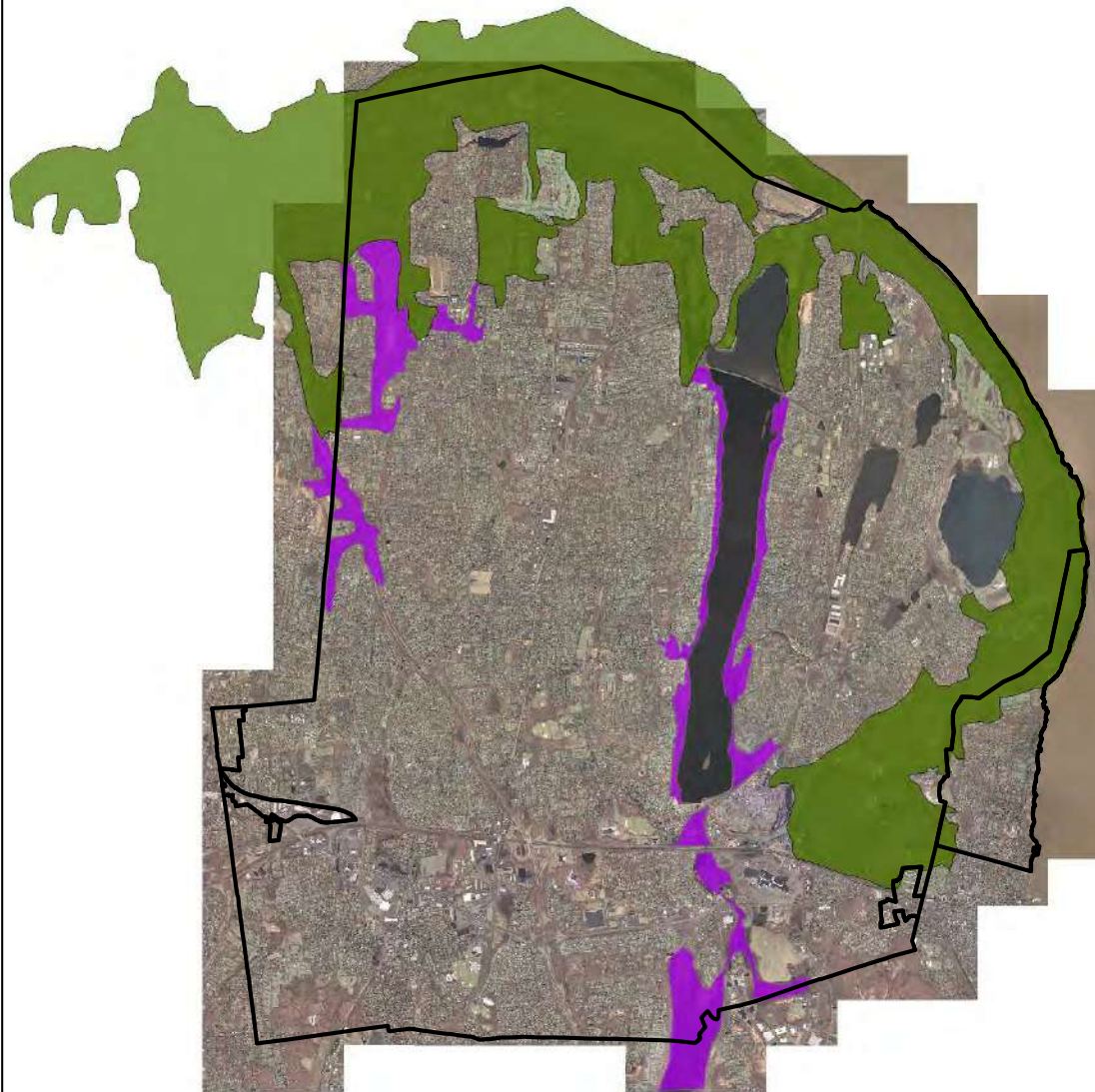
Figure 23. Primary Conservation Targets: Large, Intact Forest Blocks

Town of Clarkstown, NY: 2009 Comprehensive Plan

Primary Conservation Targets: Ecological Corridors



0 500 1,000 2,000 3,000 4,000 Meters



John McElroy
Conservation & Ecological Services
March 2011 10:11 AM
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Figure 24. Primary Conservation Targets: Ecological Corridors

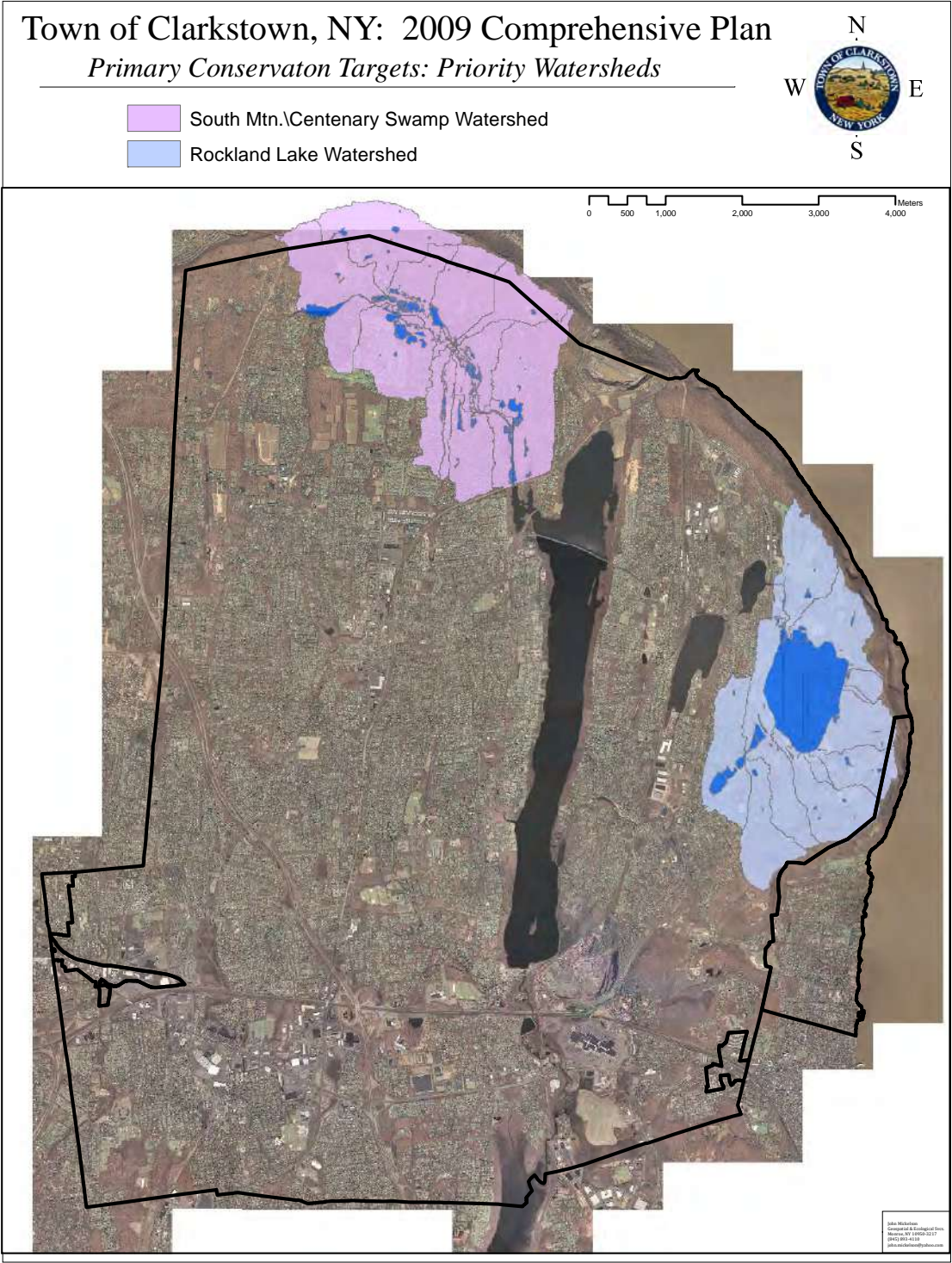


Figure 25. Primary Conservation Targets: Priority Watersheds – Rockland Lake & South Mtn-Centenary

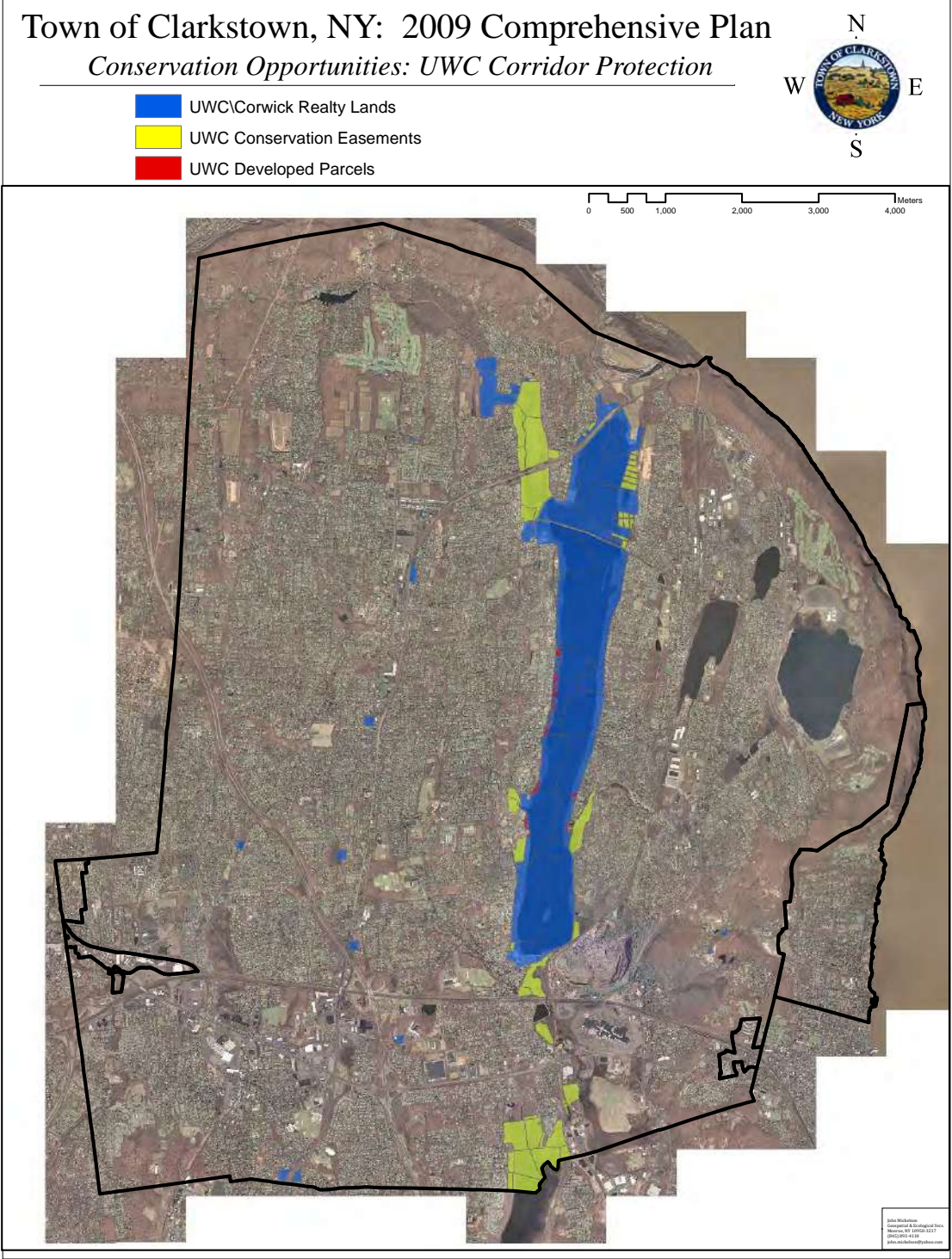


Figure 26. United Water Company and Corwick Realty Lands: Holdings, Easements, Encroached Parcels

Appendices:

Appendix 1. Plants of Clarkstown

Matrix compiled from multiple field lists of representative plants found within Clarkstown over the past 30 years; updated for this report. Not intended to be comprehensive or definitive. For a comprehensive listing of the more than 1200 plant species found within Rockland County, visit <http://www.newyork.plantatlas.usf.edu/>.

Common Name	Scientific Name	Note
Trees:		
Striped Maple	<i>Acer pensylvanicum</i>	
Norway Maple	<i>Acer platanoides</i>	invasive
Red Maple	<i>Acer rubrum</i>	
Sugar Maple	<i>Acer saccharum</i>	
Tree Of Heaven	<i>Ailanthus altissima</i>	invasive
Hercules' Club	<i>Aralia spinosa</i>	invasive
Yellow Birch	<i>Betula alleghaniensis</i>	
Black Birch	<i>Betula lenta</i>	
Gray Birch	<i>Betula populifolia</i>	
Musclewood	<i>Carpinus caroliniana</i>	
Bitternut Hickory	<i>Carya cordiformis</i>	
Pignut Hickory	<i>Carya glabra</i>	
Shagbark Hickory	<i>Carya ovata</i>	
Mockernut Hickory	<i>Carya tomentosa</i>	
American Chestnut	<i>Castanea dentata</i>	
Catalpa	<i>Catalpa speciosa</i>	
Flowering Dogwood	<i>Cornus florida</i>	
American Beech	<i>Fagus grandifolia</i>	
White Ash	<i>Fraxinus americana</i>	
Green Ash	<i>Fraxinus pensylvanica</i>	
Red Cedar	<i>Juniperus virginiana</i>	
Tulip Tree	<i>Liriodendron tulipifera</i>	
Tupelo	<i>Nyssa sylvatica</i>	
American Hop Hornbeam	<i>Ostrya virginiana</i>	
Norway Spruce	<i>Picea abies</i>	ornamental
White Pine	<i>Pinus strobus</i>	

Common Name	Scientific Name	Note
Scotch Pine	<i>Pinus sylvestris</i>	ornamental
White Poplar	<i>Populus alba</i>	
Cottonwood	<i>Populus deltoides</i>	
Black Cherry	<i>Prunus serotina</i>	
Apple Tree	<i>Pyrus malus</i>	ornamental
White Oak	<i>Quercus alba</i>	
Pin Oak	<i>Quercus palustris</i>	
Chestnut Oak	<i>Quercus prinus</i>	
Red Oak	<i>Quercus rubra</i>	
Black Oak	<i>Quercus velutina</i>	
Staghorn Sumac	<i>Rhus typhina</i>	
Black Locust	<i>Robinia pseudoacacia</i>	
Willow	<i>Salix sp.</i>	
Sassafras	<i>Sassafras albidum</i>	
American Basswood	<i>Tilia americana</i>	
Hemlock	<i>Tsuga canadensis</i>	
American Elm	<i>Ulmus americana</i>	
Slippery elm	<i>Ulmus rubra</i>	
Shrubs		
Japanese Barberry	<i>Berberis thunbergii</i>	invasive
Striped Wintergreen	<i>Chimaphila maculata</i>	
Sweet Pepperbush	<i>Clethra alnifolia</i>	
Silky Dogwood	<i>Cornus amomum</i>	
Gray Dogwood	<i>Cornus racemosa</i>	
Winged Euonymus	<i>Euonymus alatus</i>	invasive
Golden Bells	<i>Forsythia sp.</i>	ornamental
Witch Hazel	<i>Hamamelis virginiana</i>	
Mountain Laurel	<i>Kalmia latifolia</i>	
Privet Hedge	<i>Ligustrum sp.</i>	ornamental
Spicebush	<i>Lindera benzoin</i>	
Partridgeberry	<i>Mitchella repens</i>	
Jetbead	<i>Rhodotypos scandens</i>	
Staghorn Sumac	<i>Rhus typhina</i>	
Multiflora Rose	<i>Rosa multiflora</i>	invasive
Swamp Dewberry	<i>Rubus hispidus</i>	
Black Raspberry	<i>Rubus occidentalis</i>	
Wineberry	<i>Rubus phoenicolasius</i>	
Blackberry	<i>Rubus sp.</i>	

Common Name	Scientific Name	Note
Common Elderberry	<i>Sambucus canadensis</i>	
Red Elderberry	<i>Sambucus racemosa</i>	
Bladdernut	<i>Staphylea trifolia</i>	
Highbush Blueberry	<i>Vaccinium corymbosum</i>	
Hillside Blueberry	<i>Vaccinium pallidum</i>	
Maple-Leaf Viburnum	<i>Viburnum acerifolium</i>	
Blackhaw Viburnum	<i>Viburnum prunifolium</i>	
Vines		
Hog Peanut	<i>Amphicarpaea bracteata</i>	
Asiatic Bittersweet	<i>Celastrus orbiculatus</i>	invasive
English Ivy	<i>Hedera helix</i>	
Wild Potato Vine	<i>Ipomoea sp.</i>	
Japanese Honeysuckle	<i>Lonicera japonica</i>	invasive
Moonseed	<i>Menispermum canadense</i>	
Virginia Creeper	<i>Parthenocissus quinquefolia</i>	
Round-Leaved Greenbrier	<i>Smilax rotundifolia</i>	invasive
Poison Ivy	<i>Toxicodendron radicans</i>	
Black Swallowwort	<i>Vincetoxicum nigrum</i>	invasive
Fox Grape	<i>Vitis labrusca</i>	
Grape	<i>Vitis sp.</i>	
Wisteria	<i>Wisteria sp.</i>	invasive
Herbs		
Doll'S Eyes	<i>Actaea alba</i>	
Garlic Mustard	<i>Alliaria petiolata</i>	invasive
Field Garlic	<i>Allium vineale</i>	
Common Ragweed	<i>Ambrosia artemisiifolia</i>	
Pearly Everlasting	<i>Anaphalis margaritacea</i>	
Indian Hemp	<i>Appocynum cannabinum</i>	invasive
Wild Sarsaparilla	<i>Aralia nudicaulis</i>	
Burdock	<i>Arctium sp.</i>	
Jack-In-The-Pulpit	<i>Arisaema triphyllum</i>	
Common Mugwort	<i>Artemisia vulgaris</i>	
Wild Ginger	<i>Asarum canadense</i>	
Butterfly Weed	<i>Asclepias tuberosa</i>	
Green Milkweed	<i>Asclepias viridiflora</i>	
White Wood Aster	<i>Aster divaricatus</i>	
Common Wintercress	<i>Barbarea vulgaris</i>	

Common Name	Scientific Name	Note
Shepherd'S Purse	<i>Capsella bursa-pastoris</i>	
Blue Cohosh	<i>Caulophyllum thalictroides</i>	
Field Chickweed	<i>Cerastium arvense</i>	
Celandine	<i>Chelidonium majus</i>	
Pigweed	<i>Chenopodium album</i>	
Enchanter'S Nightshade	<i>Circaea lutetiana</i>	
Horsebalm	<i>Collinsonia canadensis</i>	
Asiatic Dayflower	<i>Commelina communis</i>	
Squaw Root	<i>Conopholis americana</i>	
Pale Corydalis	<i>Corydalis sempervirens</i>	
Honewort	<i>Cryptotaenia canadensis</i>	
Queen Anne'S Lace	<i>Daucus carota</i>	
Cut-leaved Toothwort	<i>Dentaria laciniata</i>	
Pointed-Leaf Tick Trefoil	<i>Desmodium nudiflorum</i>	
Tick Trefoil	<i>Desmodium paniculatum</i>	
Round-Leaved Tick Trefoil	<i>Desmodium rotundifolium</i>	
Helleborine Orchid	<i>Epipactis helleborine</i>	
Pileweed	<i>Erechtites hieraciifolia</i>	
Trout Lily	<i>Erythronium americanum</i>	
Winged Euonymus	<i>Euonymus alatus</i>	
White Snakeroot	<i>Eupatorium rugosum</i>	
Wild Strawberry	<i>Fragaria virginiana</i>	
Wild Licorice	<i>Galium circaezens</i>	
Wild Geranium	<i>Geranium maculatum</i>	
White Avens	<i>Geum canadense</i>	
Ground Ivy	<i>Glechoma hederacea</i>	
Hawkweed	<i>Hieracium sp.</i>	
Rattlesnake Hawkweed	<i>Hieracium venosum</i>	
Orange Grass	<i>Hypericum gentianoides</i>	
Yellow Star Grass	<i>Hypoxis hirsuta</i>	
Orange Jewelweed	<i>Impatiens capensis</i>	
Jewelweed	<i>Impatiens sp.</i>	
Two-Flowered Cynthia	<i>Krigia biflora</i>	
Purple Dead Nettle	<i>Lamium purpureum</i>	
Motherwort	<i>Leonurus cardiaca</i>	
Bush Clover	<i>Lespedeza sp.</i>	
Butter And Eggs	<i>Linaria vulgaris</i>	
Bugleweed	<i>Lycopus sp.</i>	
Moneywort	<i>Lysimachia nummularia</i>	

Common Name	Scientific Name	Note
Purple Loosestrife	<i>Lythrum salicaria</i>	
Canada Mayflower	<i>Maianthemum canadense</i>	
Pineapple Weed	<i>Matricaria matricarioides</i>	
Black Medick	<i>Medicago lupulina</i>	
Indian Pipe	<i>Monotropa uniflora</i>	
White Daffodils	<i>Narcissus sp.</i>	ornamental
Wild watercress	<i>Nasturtium officinale</i>	
Stiff-leaf Goldenrod	<i>Oligoneuron rigidum</i>	
Eastern Prickly-pear	<i>Opuntia humifusa</i>	
Yellow Wood Sorrel	<i>Oxalis sp.</i>	
Violet Wood-sorrel	<i>Oxalis violacea</i>	
Forked Chickweed	<i>Paronychia canadensis</i>	
Beards Tongue	<i>Penstemon digitalis</i>	
English Plantain	<i>Plantago lanceolata</i>	
Common Plantain	<i>Plantago major</i>	
May Apple	<i>Podophyllum peltatum</i>	
True Solomon'S Seal	<i>Polygonatum biflorum</i>	
Hairy True Solomon'S Seal	<i>Polygonatum pubescens</i>	
Cespitose Smartweed	<i>Polygonum cespitosum</i>	
Japanese Knotweed	<i>Polygonum cuspidatum</i>	
Nodding Smartweed	<i>Polygonum lapathifolium</i>	
Jumpseed	<i>Polygonum virginiana</i>	
Common Cinquefoil	<i>Potentilla canadensis</i>	
Common Cinquefoil	<i>Potentilla simplex</i>	
Tall Rattlesnake Root	<i>Prenanthes trifoliata</i>	
Self-Heal	<i>Prunella vulgaris</i>	
Hoary Mountain Mint	<i>Pycnanthemum incanum</i>	
Basil Mountain Mint	<i>Pycnanthemum clinopodioides</i>	
Kidney-Leaf Buttercup	<i>Ranunculus abortivus</i>	
Small-flowered Crowfoot	<i>Ranunculus micranthus</i>	
Sheep Sorrel	<i>Rumex acetosella</i>	
Broad Dock	<i>Rumex obtusifolius</i>	
Early Saxifrage	<i>Saxifraga virginiensis</i>	
Common Groundsel	<i>Senecio vulgaris</i>	
Bluestem Goldenrod	<i>Solidago caesia</i>	
Skunk Cabbage	<i>Symplocarpus foetidus</i>	
Dandelion	<i>Taraxacum officinale</i>	
Early Meadow Rue	<i>Thalictrum dioicum</i>	
Rue Anemone	<i>Thalictrum thalictroides</i>	

Common Name	Scientific Name	Note
Field Pennycress	<i>Thlaspi arvense</i>	
Red Clover	<i>Trifolium pratense</i>	
Venus'S Looking Glass	<i>Triodanis perfoliata</i>	
Swamp Hellebore	<i>Veratrum viride</i>	
Common Mullein	<i>Verbascum thapsus</i>	
Common Speedwell	<i>Veronica officinalis</i>	
Purslane Speedwell	<i>Veronica peregrina</i>	
Common Blue Violet	<i>Viola sororia</i>	
Lance-Leaved Type Violet	<i>Viola sp.</i>	
Wood Violet	<i>Viola sp.</i>	
Rushes		
Squarestem Spikerush	<i>Eleocharis quadrangulata</i>	
Soft Rush	<i>Juncus effusus</i>	
Path Rush	<i>Juncus tenuis</i>	
Wood Rush	<i>Luzula multiflora</i>	
Sedges		
Sedge	<i>Carex laxiflora</i> type	
Woodland Sedge	<i>Carex blanda</i>	
Pennsylvania Sedge	<i>Carex pennsylvanica</i>	
Reflexed Sedge	<i>Carex retroflexa</i>	
Fox-Like Sedge	<i>Carex vulpinoidea</i>	
Flatsedge	<i>Cyperus lupulinus</i>	
Dark-Green Bulrush	<i>Scirpus atrovirens</i>	
Grasses		
Sweet Vernal Grass	<i>Anthoxanthum odoratum</i>	
Orchard Grass	<i>Dactylis glomerata</i>	
Poverty Grass	<i>Danthonia spicata</i>	
Bottle Brush Grass	<i>Elymus hystrix</i>	
White Grass	<i>Leersia virginica</i>	
English Rye Grass	<i>Lolium perenne</i>	
Japanese Stilt Grass	<i>Microstegium vimineum</i>	invasive
Deer-Tongue Grass	<i>Panicum clandestinum</i>	
Panic Grass	<i>Panicum sp.</i>	
Timothy Grass	<i>Phleum pratense</i>	
Giant Reed Grass	<i>Phragmites australis</i>	invasive
Canada Bluegrass	<i>Poa compressa</i>	

Common Name	Scientific Name	Note
Kentucky Blue Grass	<i>Poa pratensis</i>	
Little Blue Stem Grass	<i>Schizachyrium scoparium</i>	
Ferns		
Maidenhair Fern	<i>Adiantum pedatum</i>	
Lady Fern	<i>Athyrium filix-femina</i>	
Red-Striped Lady Fern	<i>Athyrium filix-femina f. rubella</i>	
Silvery Glade Fern	<i>Athyrium thelypteroides</i>	
Hay-Scented Fern	<i>Dennstaedtia punctilobula</i>	
Marginal Woodfern	<i>Dryopteris marginalis</i>	
Sensitive Fern	<i>Onoclea sensibilis</i>	
Cinnamon Fern	<i>Osmunda cinnamomea</i>	
Rockcap Fern	<i>Polypodium sp.</i>	
Christmas Fern	<i>Polystichum acrostichoides</i>	
Bracken Fern	<i>Pteridium aquilinum</i>	
Southern Broad Beech Fern	<i>Thelypteris hexagonoptera</i>	
New York Fern	<i>Thelypteris noveboracensis</i>	

Appendix 2. Soils of Clarkstown

From USDA NRCS SSURGO Soils dataset, subset to boundary of Clarkstown. Acres\Hectares of soil type and % of land area of town. Percent of combined major Sub-Groups. Hydric Soil listings. *Prime* and *Important* State-wide Agricultural soils are determined based on a variety of factors, including: soil temperature range, pH, depth to water table, sodium content, flooding, erodibility, permeability, rock content and rooting depth.

MUNAME	Acres	Hectares	%	% SubGroup	Is Hydric	Is Prime	Is Important
Adrian muck	42.1	17.0	0.2		X		
Alden silt loam	795.2	321.8	3.0		X		
Carlisle muck	420.3	170.1	1.6		X		
Charlton fine sandy loam, 2 to 8 % slopes	12.8	5.2	0.0			X	
Charlton fine sandy, 8 to 15 % slopes	20.2	8.2	0.1				X
Chatfield-Rock outcrop complex, hilly	18.6	7.5	0.1				
Chatfield-Rock outcrop complex, rolling	18.6	7.5	0.1				
Cheshire gravelly fine sandy loam, 2 to 8 % slopes	569.4	230.4	2.2			X	
Cheshire gravelly fine sandy loam, 8 to 15 % slopes	219.1	88.7	0.8				X
Cheshire-Urban land complex, 2 to 8 % slopes	1698.5	687.4	6.5				
Cheshire-Urban land complex, 8 to 15 % slopes	228.2	92.4	0.9	Cheshire 10.4			X
Fluvaquents and Medisaprists, ponded	57.0	23.1	0.2		X		
Fredon loam	32.5	13.1	0.1		X	X	
Haven loam, 0 to 3 % slopes	7.7	3.1	0.0			X	
Haven loam, 3 to 8 % slopes	167.8	67.9	0.6			X	
Holyoke-Rock outcrop complex, hilly	1296.7	524.8	5.0				
Holyoke-Rock outcrop complex, rolling	671.3	271.6	2.6				
Holyoke-Rock outcrop complex, very steep	787.7	318.8	3.0				
Holyoke-Urban land-Rock outcrop complex, rolling	174.8	70.8	0.7	Holyoke 11.2			
Palms muck	127.8	51.7	0.5		X		
Pits, quarry	247.3	100.1	0.9				
Rippowam sandy loam	343.1	138.9	1.3		X		X

MUNAME	Acres	Hectares	%	% SubGroup	Is Hydric	Is Prime	Is Important
Riverhead fine sandy loam, 0 to 3 % slopes	30.6	12.4	0.1			X	
Riverhead fine sandy loam, 3 to 8 % slopes	36.4	14.7	0.1			X	
Riverhead fine sandy loam, 8 to 15 % slopes	28.0	11.3	0.1				X
Sloan silt loam	135.2	54.7	0.5		X		X
Udorthents, refuse substratum	64.8	26.2	0.2				
Udorthents, smoothed	501.7	203.0	1.9				
Udorthents, wet substratum	274.3	111.0	1.1				
Urban land	923.8	373.9	3.5				
Watchaug fine sandy loam	853.3	345.3	3.3			X	
Water	1521.6	615.8	5.8				
Wethersfield gravelly silt loam, 15 to 25 % slopes	873.0	353.3	3.3				
Wethersfield gravelly silt loam, 3 to 8 % slopes	4902.3	1983.9	18.8			X	
Wethersfield gravelly silt loam, 8 to 15 % slopes	1897.8	768.0	7.3				X
Wethersfield-Urban land complex, 15 to 25 % slopes	397.8	161.0	1.5				
Wethersfield-Urban land complex, 2 to 8 % slopes	3746.0	1516.0	14.3				
Wethersfield-Urban land complex, 8 to 15 % slopes	1068.4	432.4	4.1	Wethersfield 49.3			X
Yalesville sandy loam, 15 to 25 % slopes	73.2	29.6	0.3				
Yalesville sandy loam, 2 to 8 % slopes	280.1	113.3	1.1			X	
Yalesville sandy loam, 8 to 15 % slopes	249.6	101.0	1.0				X
Yalesville-Urban land complex, 15 to 25 % slopes	19.1	7.7	0.1				
Yalesville-Urban land complex, 2 to 8 % slopes	126.2	51.1	0.5				
Yalesville-Urban land complex, 8 to 15 % slopes	<u>157.4</u>	<u>63.7</u>	0.6				
TOTAL (of Town)	26117.6	10569.4	100				

Appendix 3. Biological Resources and Current\Alternate Use Surveys of Clarkstown Park Lands

Provided as separate (external) Appendix of 14 map set reports for:

- Brookside Park
- Congers Lake Memorial Park & Community Center
- Cropsey Farm
- Davenport Preserve
- Dellwood
- Dellwood Town Park
- Germonds Park
- Heaton's Pond Park
- Kings Park
- Lake Nanuet Park
- Stonehedge Park
- Tennyson Park
- Twin Ponds Park
- Ungava Park

Appendix 4. "Ramapo/Hackensack River Basin Waterbody Inventory and Priority Waterbodies List", NYS DEC, July 2008.

Provided as separate (external) 92 page Appendix in .PDF file format.

See: Ramapo/Hackensack River Basin Waterbody Inventory and Priority Waterbodies List", NYS DEC, July 2008.pdf

Appendix 5. Priority Birds of Rockland County

Matrix of 76 Rockland County bird species on NY Audubon Society's Priority Bird List, out total of 253 birds listed as occurring by the Rockland Audubon Society(RAS). Priority status is given due to the species presence on at least one of four major regional\national program lists: Partners in Flight (PIF), North Atlantic Regional Shorebird Plan, the Mid-Atlantic/New England/Maritimes Regional Working Group (MANEM), or the NY Audubon Society's Hudson Valley Watch List. Common species occurrences listed in **Green**, species ranked of *High* priority by NY Audubon within the Hudson River estuary in **Red**. Seasonal Abundance Codes: **C = Common, U = Uncommon, O = Occasional, R = Rare, VR = Very Rare**. Main habitat preference keyed to major habitat types, though most birds utilize several. BREEDING indicates likelihood that nesting pairs will breed within the region.

Common Name	Group Type	Habitat Preference	Spring	Summer	Fall	Winter	Breeding	Comments
White-throated Sparrow	Buntings	Forest	C		C	C		
Rose-breasted Grosbeak	Cardinals, Grosbeaks	Forest	C	U	U	R	Y	
Purple Finch	Finches	Forest	R		R	R	?	Northern irruptive
Broad-winged Hawk	Hawks, Eagles, Harriers	Forest	C	U	C		Y	Common in migration, increasingly uncommon nester
Cooper's Hawk	Hawks, Eagles, Harriers	Forest	U	U	C	U	Y	Mostly in migrations; a few summer residents
Northern Goshawk	Hawks, Eagles, Harriers	Forest	R		R	VR		Former breeder, now seen only in migration
Red-shouldered Hawk	Hawks, Eagles, Harriers	Forest	R		U	VR	?	Swampy regions; increasingly rare
Sharp-shinned Hawk	Hawks, Eagles, Harriers	Forest	U	U	C	U	Y	Mostly in migrations; a few summer residents
Baltimore Oriole	New World Orioles	Forest	C	C	U	R	Y	
American Redstart	New World Warblers	Forest	C	C	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Black-and-white Warbler	New World Warblers	Forest	C	U	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Blackburnian Warbler	New World Warblers	Forest	O		O			
Blackpoll	New World	Forest	U		U			

Common Name	Group Type	Habitat Preference	Spring	Summer	Fall	Winter	Breeding	Comments
Warbler	Warblers							
Black-throated Blue Warbler	New World Warblers	Forest	U	U	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Black-throated Green Warbler	New World Warblers	Forest	U	U	U		?	Declining; hit by DDT spraying in Rockland during mid 1950s.
Canada Warbler	New World Warblers	Forest	U	O	O		?	Declining; hit by DDT spraying in Rockland during mid 1950s.
Cerulean Warbler	New World Warblers	Forest	U	O	O		Y	Severe declines; hit by DDT spraying in Rockland during mid 1950s.
Hooded Warbler	New World Warblers	Forest	C	U	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Kentucky Warbler	New World Warblers	Forest	R					
Louisiana Waterthrush	New World Warblers	Forest	C	U	U		Y	Along streams
Magnolia Warbler	New World Warblers	Forest	U	U	U		?	Declining
Worm-eating Warbler	New World Warblers	Forest	U	U	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Black-billed Cuckoo	Old World Cuckoos	Forest	U	U	O		Y	
Ruffed Grouse	Pheasants, Partridges	Forest	R	R	R	R	Y	Large population decline in recent years
Scarlet Tanager	Tanagers	Forest	C	C	U		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.
Veery	Thrushes	Forest	U	U	O		Y	
Wood Thrush	Thrushes	Forest	U	U	U		Y	
Northern Saw-whet Owl	Typical Owls	Forest	VR		VR	VR		
Acadian Flycatcher	Tyrant Flycatchers	Forest	R	VR			Y	
Eastern Wood-Pewee	Tyrant Flycatchers	Forest	U	U	O		Y	
Blue-headed Vireo	Vireos	Forest	U	O	U		?	

Common Name	Group Type	Habitat Preference	Spring	Summer	Fall	Winter	Breeding	Comments
Yellow-throated Vireo	Vireos	Forest	U	U	U		Y	
Downy Woodpecker	Woodpeckers	Forest	C	C	C	C	Y	
Northern Flicker	Woodpeckers	Forest	C	C	C	U	Y	
Red-headed Woodpecker	Woodpeckers	Forest	R		R			
Bicknell's Thrush	Thrushes	Forest (higher elev.)	R		R			
Savannah Sparrow	Buntings	Grassland	U		U	O		Declining
Vesper Sparrow	Buntings	Grassland	VR		VR			
American Kestrel	Falcons	Grassland	U	R	U	R	?	Former nester; summer resident population increasingly rare
Northern Harrier	Hawks, Eagles, Harriers	Grassland	U	R	U	U		
Horned Lark	Larks	Grassland			R	R		Common and former nester in the 1950s; no current nesting
Bobolink	New World Orioles	Grassland	R		R			Former present; now absent
Eastern Meadowlark	New World Orioles	Grassland	R		R	R		Formerly present; now very rare
Whip-poor-will	Nightjars	Grassland	R	R	R			Former nester
Short-eared Owl	Typical Owls	Grassland			O	O		
Eastern Kingbird	Tyrant Flycatchers	Grassland	C	C	U		Y	
Grasshopper Sparrow		Grassland						Formerly common summer resident, now extirpated
Upland Sandpiper		Grassland						Formerly present, but not known to breed in Rockland
Greater Yellowlegs	Waders	Migrant shorebird	O	O	O			Mostly during spring and fall migration
Semipalmated	Waders	Migrant	O	O	O			Mostly during spring and fall migration

Common Name	Group Type	Habitat Preference	Spring	Summer	Fall	Winter	Breeding	Comments
Sandpiper		shorebird						
Buff-breasted Sandpiper		Migrant shorebird						
White-rumped Sandpiper		Migrant shorebird						
Rusty Blackbird	New World Orioles	Migrant summary	O		O	O		Declining throughout range
Bay-breasted Warbler	New World Warblers	Migrant warbler	R		R			
Northern Parula	New World Warblers	Migrant warbler	U		O			
Prothonotary Warbler	New World Warblers	Migrant warbler	R					Near water
Belted Kingfisher	Blue, Rufous Kingfishers	Open water	U	U	U	U	Y	
Bald Eagle	Hawks, Eagles, Harriers	Open water/Forest	R	R	R	C	Y	Winter residents in increasing number, first nesting 2008
Osprey	Hawks, Eagles, Harriers	Open Water/Wetland	C	U	C	R		Usually seen in flight during migration, a few residents
American Woodcock	Waders	Open/Forest	U	O	O	R	Y	Still relatively common, but may be decreasing
Eastern Towhee	Buntings	Shrub	C	C	U	R	Y	
Field Sparrow	Buntings	Shrub	O	O	O	R	Y	Declining
Indigo Bunting	Cardinals, Grosbeaks	Shrub	C	C	U		Y	
Brown Thrasher	Mockingbirds	Shrub	U	U	O	R	Y	Southern species, apparently declining in Rockland
Blue-winged Warbler	New World Warblers	Shrub	U	U	U		Y	Early sucessional areas
Golden-winged Warbler	New World Warblers	Shrub	O	R	R		Y	With small scattered trees; declining, displaced by Blue-winged Warbler
Prairie Warbler	New World Warblers	Shrub	U	U	O		Y	Declining; hit by DDT spraying in Rockland during mid 1950s.

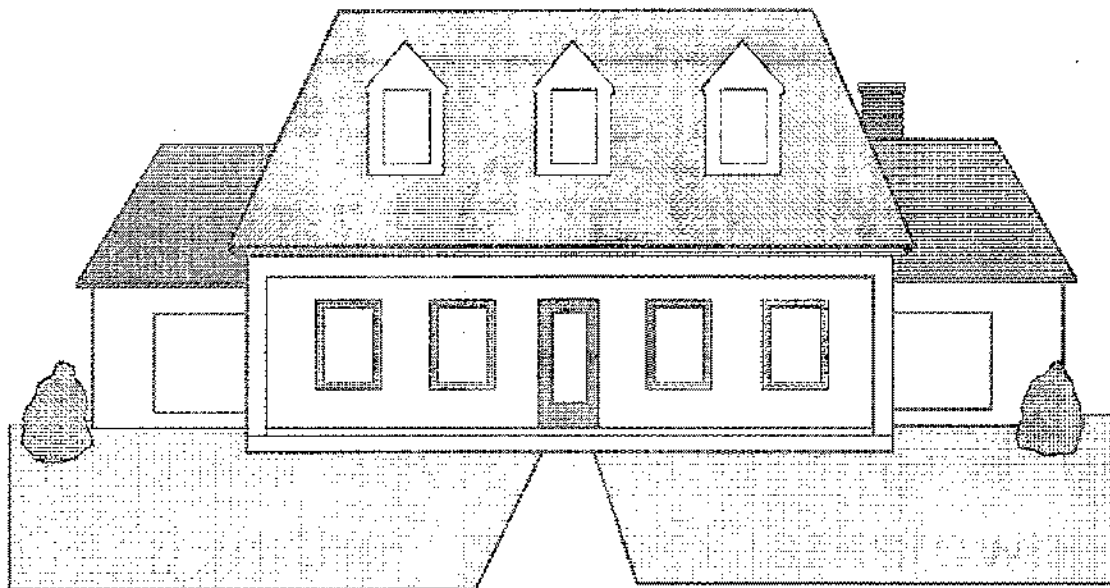
Common Name	Group Type	Habitat Preference	Spring	Summer	Fall	Winter	Breeding	Comments
Yellow-breasted Chat	New World Warblers	Shrub	R		R	R		
Willow Flycatcher	Tyrant Flycatchers	Shrub	U	U	R		Y	
Common Nighthawk	Nightjars	Variety	O		O			
Chimney Swift	Swifts	Variety, urban	C	C	C		Y	
Pied-billed Grebe	Grebes	Wetland	O	R	O	U		Former breeder, no recent nesting reports
American Bittern	Herons	Wetland	R	R	R	R		Declines in last 20 yrs
Least Bittern	Herons	Wetland	U	O	O		Y	Declines in last 20 yrs
Marsh Wren	Wrens	Wetland	U	U	U	R	Y	Declining
Purple Martin	Swallows, Martins	Wetland	VR		VR			Near water; former breeder, now rarely seen



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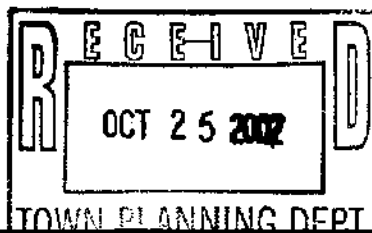
Citizens Advisory Board for Housing in the Town of Clarkstown

FINAL REPORT



Cora I. Bodkin	<i>Member</i>
Jan Degenshein	<i>Member</i>
Joseph J. Donnan	<i>Member</i>
Robert Geneslaw	<i>Town of Clarkstown Planning Consultant</i>
George A. Hoehmann	<i>Member</i>
Richard J. Paris	<i>Chairman of the Clarkstown Planning Board</i>
Barry Schoenhaut	<i>Member</i>
Shirley Thormann	<i>Chairwoman</i>
John R. Maloney	<i>Councilman, Liaison</i>
Paula Tobin	<i>Secretary</i>

10 Maple Avenue
New City, NY 10956



September 2002

A PROFILE OF CLARKSTOWN

As part of the Housing Advisory Board assignment, various characteristics of the Town were examined, to obtain a picture or profile. Much of the data is based on the 2000 Census and is relatively current.

In 2000 the population of the Town, including the incorporated Villages (Upper Nyack and parts of Nyack and Spring Valley), was 82,082 a slight decrease from the 83,402 reported in 1996. In 1998, the Town was reported to be one of the fastest growing communities in the northeast, and this was almost surely attributable primarily to the Avalon Gardens rental multi-family development, with 500+ units. These figures suggest that generally, household sizes are decreasing.

In 2000, some 25% of the population was below the age of 18, the traditional pre-school and school attendance years. Over the past half-decade or so the school districts have been reporting increasing enrollments, to the point that school capacity is being strained at several locations. 24.7% of the population is under the age of 18 years, 63% are between the ages of 18-64 years, 12.3% are over the age of 65 years (the median age is 39.1 years of age)¹. The education level of Town residents is generally similar to other metropolitan suburban communities, with just over 90 percent of the adult population having at least graduated high school, and about 45% reporting at least a bachelor's degree. This is reflective of the many technical and professional jobs in the area, and also relates to the expectations of Town residents for quality of life issues.

Town residents tend to remain longer than national averages suggest. Nationally, the informed rule of thumb is that people move on average every seven years. In Clarkstown, two-thirds of residents over five years of age were reported to be in the same home for more than five years. Almost all of those that arrived over the preceding five years came from other homes in the U.S., with only about 1,500 people reporting that they came from outside the U.S. Since the county is seen as a place with significant in-migration, this suggests that most of the new residents either lived elsewhere in the county, or lived somewhere in the U.S. for a relatively short time before moving to the Town.

Some 85% of the residents report that they were born in New York State. The balance would be from other states or other countries.

For most of the last half-decade or decade, a time of economic prosperity, most people who sought employment could find jobs, with an unemployment rate in 1999 of just over three percent. Currently it is about 4%, as various economic factors have begun to reach Rockland County.

The census reported that about 70% of the residents 16 years or older were in the labor force in 1996, about 77% of males and 62% of females. There were about 6,700 men and 12,300 women not in the labor force.

When females 16 years or older in the labor force are considered, about 4,000 are reported to have children under the age of six, and about 6,500 reported having children between the ages of 6 and 17. This represents 60% and 77% of those age groups (female adults), and include

¹ 2000 Census

spouses and single parents. This is one indicator of the potential need for full day and part day childcare. It does not reflect existing facilities, or children cared for by grandparents, parents on split work schedules, or other arrangements.

The dependence of residents on the automobile for commuting (& most other travel) is confirmed by the report that about 85% of employed persons drive to work, while about 7% use public transportation. The average work travel time was 31.5 minutes, so there are a great many people making short local trips to work to offset those with 1 – 2 hour trips to various parts of New York City and the metropolitan area.

Employment is reported by several categories – by the job type, by industry, and by class of worker. For purposes of this snapshot, the last category appears to be adequate, and indicates that 62% are in private wage & salary class, 9% are private not for profit, 14% are in local government, 4% are in state government, and 12% are self-employed.

According to the Clarkstown Planning Department, the 2000 census indicated the following data regarding income of Clarkstown residents. The median household income in 2000 was among the highest in New York State, at \$82,107, while the median family income was almost \$91,827 per year. Per capita income was \$34,430. Slightly more than 3% of the total population was reported to be below the poverty level, which is a figure calculated in part as a proportion of median income.

The same data source reported a total of 7,700 people over the age of 65, with about 375 or 5% of the seniors below the poverty level. While this is a fairly low percentage, there are people above the poverty level for whom living costs consume a large part of income. Some of these individuals receive supplementary benefits of various kinds, which help to offset living costs.

Homeownership, as expected, is dominant, with about 82% of Town residents living in their own homes. The average household size was about 3.01 for owner occupied units and just under 2.4 for renters. The median home value in Clarkstown is \$350,000.00.²

² Greater Hudson Valley Multiple Listing Service, as of September 2002.

The 2000 census reported 26,860 housing units in the unincorporated (outside the village) portion of the Town, and these were distributed as follows:

Units in structure

Detached	19,428	72.3%
Attached	2,329	8.7
Two	878	3.3
3 or 4	1,291	4.8
5 to 9	1,727	6.4
10 to 19	495	1.8
20 to 49	196	0.7
50 or more	341	1.3
Mobile homes	167	0.6
Boat, RV, Van, etc.	8	0.03

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I. INTRODUCTION

Housing, one of man's basic needs, has posed problems from the beginning of time. It does not seem to matter that we have the ability to put people in outer space or that we now deal with cyberspace. Housing problems continue to challenge not only big cities, but confront us here in the Town of Clarkstown, as well.

In order to explore conditions in Clarkstown, the Town Board created the Citizens Advisory Board for Housing.³ The charge was to evaluate the housing stock and to make recommendations relative to needs, bearing in mind that all of the citizenry was to be considered in the equation.

Clarkstown, located in the lower Hudson Valley, and within reasonable commuting distance to Manhattan, Westchester and Bergen counties is a very attractive place in which to live. Increasingly, however, it is becoming ever more difficult for seniors and young people to remain in the communities they helped to build and into which the young were born. The difficulties facing both the elderly and the young are exacerbated by the high cost of rentals and the purchase price of homes.⁴ The "Young Peoples Questionnaire" cites lack of affordable housing as the prime reason they are moving away.⁵ The affordability factor impacts on the availability of teachers, nurses, service personnel and with the town's workforce in general.⁶ Future businesses locating in Clarkstown will be affected if there are no options for their employees to rent or buy.⁷

A major question facing town government is the degree of responsibility it has to aid this segment of the population from being uprooted. Does government have a moral responsibility to seek remedies for the elderly and the young? The Advisory Board believes it does.

The Citizens Advisory Board has evaluated the housing conditions and options, and offers its assessment of "what is" and where possible suggests alternatives for ameliorating conditions. The Advisory Board has endeavored to present the connections between some possible remedies and the possible concomitant problems generated by the proposals.

Since the housing situation is complex, the Advisory Board notes that there are no simple solutions. This analysis is offered to the Town Board cognizant of the fact that hard choices will need to be made and that hopefully these choices will be aided by the work contained herein.

³ See Resolution in Appendix I

⁴ See Appendix III, Section A & D (Senior and Young Adult Questionnaires)

⁵ See Page 26

⁶ See Page 27ff

⁷ See Page 35ff

II. METHODOLOGY

Commencing in January 2002, the Advisory Board met, elected a chair and developed its Mission Statement.⁸ The members were clear to chart an objective yet independent course in order to fulfill the charge to assess needs and offer suitable recommendations for consideration by the Town Board. The Advisory Board established several subcommittees and then set an ambitious agenda to meet frequently, as often as three to four meetings per month.

Perhaps the most important decision made by the Advisory Board was to determine need by developing surveys that were administered to the primary groups of concern. Thus, during the first few months of its existence, the Advisory Board developed two separate survey instruments, one for seniors and one for young adults. Age was the criteria the Advisory Board utilized to determine the two populations. Residents over age sixty were sent one survey and later, young adults between the ages of twenty-two and thirty-five received a second survey. These age limits were utilized in order to determine the needs of those perceived to be in the most immediate need of housing alternatives. The Advisory Board did a "dry run" at a local senior center in order to evaluate and refine the questionnaire. After the surveys were administered and collated, the community was invited to attend informational evenings held for each group.

A reasonable definition of the term "affordable" was required as the term has various meanings for different people and in different situations. The Advisory Board has endeavored to clarify its usage.

There are several definitions that have been used or implied to define the term "affordable" or "affordable housing developments".

The dictionary defines "afford" as "...to have enough or the means for; bear the cost of without serious inconvenience...". This definition, when applied to housing, implies that for every home or dwelling unit, there is a buyer who can afford its purchase price.

Ms. Gerri Levi of Rockland Housing Action Coalition (RHAC) indicated that her organization has a dilemma defining "affordable". RHAC helps people earning between \$33,000 and \$50,000 per year and tries to sell their subsidized houses between \$85,000 and \$105,000.

In the article "Affordable Housing-Now More Than Ever" Jan Degenshein defines "affordable housing" as shelter for those who cannot afford to buy or rent private, competitive, market rate housing.

Other definitions that have been used relate affordability to the certain percentage (70% to 80%) of the median income of the population area in questions.

For the purpose of this document the term "Affordable Housing Development" shall be defined as "Any housing development that is subsidized by the federal, state or local government, and in which the dwelling units are subject to covenants or restrictions which require that such dwelling units be sold or rented at prices that preserve them as affordable housing".

⁸ See Appendix I

During the ensuing months, the Advisory Board met in small groups to take field trips to evaluate existing senior housing as well as to visit Fifty-five and Over communities in New Jersey and Rockland County. On one such occasion, Advisory Board members visited several 'Fifty-five and Over' communities in New Jersey with members of the Town Board and the Planning Board to explore the concept of 'patio homes.' More recently, Advisory Board members have visited other local 'Fifty-five and Over' communities and senior housing in the immediate area.

The Advisory Board also established a sub-committee to visit and evaluate the condition of existing senior housing within the Town. As a result of the visit, an initial report was prepared and submitted to the Town Board concerning these sites. A second report and picture album were produced by the sub-committee with specific attention raised concerning the physical plant of Middlewood Village. The Advisory Board was pleased to learn that upgrades were implemented and issues are being addressed to improve the condition of Middlewood Village.

The fact finding and information-gathering phase continued as several experts on senior care, affordable housing and planning made presentations and provided information to the Advisory Board.⁹ Individual members of the Advisory Board solicited information from a variety of sources including the Clarkstown Planning Department, the County Planning Department and members of the public at large. During this same period of time, the Town Board referred two specific issues to the Advisory Board: GARS and PAC¹⁰ and asked for feedback.

Thus, with the Town Board's charge to expire at the end of September, the Advisory Board members analyzed the vast amount of information collected in order to formulate a cogent report. During the latter parts of the summer, the Advisory Board met frequently both as a Board and in sub-committees. Throughout the entire process, the members of the Advisory Board maintained open meetings, solicited feedback and debated the salient issues involving the target populations while considering the resultant impact on the community as a whole.

⁹ See Appendix II

¹⁰ See Glossary

III. EXISTING HOUSING INVENTORY

A. SENIOR CITIZEN HOUSING IN CLARKSTOWN:

1. Public (Federal and State Subsidized):

The existing Clarkstown zoning regulations allow senior citizen housing by special permit of the Clarkstown Town Board. Each site can have no more than 106 dwelling units and must be no closer than 1500 feet from any similarly approved development. There are three such developments presently operating in Clarkstown, namely Middlewood in Nanuet, Monterey Gardens in Bardonia and Squadron Gardens in New City. The Sisters of Charity application has recently received approval and construction has begun in Nanuet.

These four projects, when fully constructed, will provide slightly over 400 units of subsidized, affordable senior citizen apartments. All are privately owned and operated with the exception of Middlewood, which is owned by the Town of Clarkstown and operated by ARCO Management.

a. Middlewood List:

Occupancy selections for the Middlewood complex are based on earnings and residency. The maximum income for a single person or a couple to qualify for a unit is \$32,000 and 42,000 per year respectively. Clarkstown residents receive priority over others living outside the area. The Clarkstown Planning Department maintains the list of seniors who are interested in a Middlewood apartment, in addition to verifying local residency requirements. When a dwelling unit becomes available, ARCO Management selects applicants from the top of this list and verifies that they meet the income requirements.

As of July 23, 2002, the Middlewood list contained 231 names. A letter has recently been mailed to everyone on the list in an effort to determine who may still have an interest in residing in Middlewood. The responses through September 18, 2002 are as follows:

73 have moved (no forwarding address)
13 requested to be removed from the list
86 = number of names deleted from the list

47 requested to remain on the list
7 added to the list since 7-23-02
54 = number of names on the list as of 9/2002

91 have not responded to the questionnaire. This process will be continued until an updated list has been developed. (Information gathered from Clarkstown Planning Department.)

2. Private Facilities:

In addition to the Senior Citizen housing complexes mentioned above, there are several privately operated nursing homes and Assisted Living facilities in Clarkstown. The Sunrise Assisted Living Facility in New City provides occupancy for about 70 residents at market-prices. This facility provides meals and other support services for their residents.

The local nursing homes are Northern Manor in Nanuet, Nyack Nursing Home in Valley Cottage and Friedwald House in New City. Additional nursing home facilities are provided at the Tolstoy Foundation in Valley Cottage and at the Russian Orthodox Church complex in Nanuet. These facilities provide full nursing care services to individuals requiring the maximum levels of care.

B. EXAMPLE OF "AFFORDABLE HOUSING DEVELOPMENT" IN CLARKSTOWN

Subsidized Condominiums at "Hidden Ridge":

Hidden Ridge is a 56 unit condominium development on Pipetown Hill Road in Nanuet that is currently in the planning stages, with construction expected to begin in the near future. The development will contain 24 two bedroom and 32 three bedroom units, occupying about 1100 square feet of floor area per unit.

The development sponsor of this project is the (RHAC) Rockland Housing Action Coalition. RHAC has received federal and state subsidies for this project in an effort to provide affordable units to a segment of our population in need of assistance. Because Clarkstown is supporting the project by submitting an RHAC application for a \$150,000 Community Development Block Grant, 40 of the dwelling units will be reserved for sale to Clarkstown volunteer emergency service workers and their families who are currently residing within the town borders. This priority will extend for the first six months that units are offered for sale.

The unsubsidized prices for these units would range from \$147,000 to \$152,000 each. The subsidies obtained by RHAC reduce the average selling price by about \$50,000 per unit, to a range from \$92,000 to \$ 115,000. The average household income needed to qualify for a mortgage in this development, is expected to range from \$35,600 to \$40,727 per family.

C. CLARKSTOWN HOUSING STOCK:¹¹

The following tabulation lists the number of dwelling units and location of each condominium and residential development listed by hamlet, and summarized as follows:

<u>Hamlet</u>	<u>Condos</u>	<u>Rentals</u>	<u>Totals</u>	<u>% of Total</u>
Bardonia	230	100	330	5.0%
Central Nyack	0	101	101	1.5%
Congers	494	0	494	7.5%
Nanuet	1,896	1,461	3,357	50.9%
New City	443	409	852	12.9%
Spring Valley	230	93	323	4.9%
Valley Cottage	1,005	96	1,101	16.7%
West Nyack	<u>32</u>	<u>0</u>	<u>32</u>	0.1%
TOTALS	4330	2,260	6,590	

CLARKSTOWN MULTI-FAMILY HOUSING STOCK:

BARDONIA:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Germonds Village	60	
L'Ambiance	27	
Monterey Gardens		100
Parkside	31	
Village Green	<u>112</u>	
TOTALS:	230	100

CENTRAL NYACK:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Northgate Apts		72
Waldron Height		<u>29</u>
TOTALS:	0	101

CONGERS:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Bridgewater I	30	
Bridgewater II	54	
Doxbury Manor	20	
Georgetown Manor	56	
Hidden Valley	91	
Long Clove Mews	56	
Millers Landing	23	
Swans Landing	<u>24</u>	
TOTALS:	494	0

¹¹ Statistics gathered by the Clarkstown Planning Department.

NANUET:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Avalon		525
Bremer	84	
Buckingham Apts.		64
College Avenue	128	
Greenbriar (Riegert)		57
Amber Fields	150	
Middlewood		106
Normandy Village		
South Side First St.	115	172
North Side First St.	21	79
St. Moritz		22
Sisters of Charity (in construction)		106
Sussex	84	
Hamlets (Eagle Ridge)	240	
Hamlets (Treetops)	240	
Hamlets (Vista I)	240	
Hamlets (Knolls East)	240	
Hamlets (Timberline)	120	
<u>Versailles</u>	<u>70</u>	
TOTALS:	1,896	1,461

NEW CITY:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Braemer	31	
Champeau Apts		38
Mount Vernon Manor		36
New City Condos	331	
New City Gardens		166
Omni Court	45	
Squadron Gardens		100
Sunrise Assisted Lvg.		76
<u>Woodfern Apts</u>		<u>29</u>
TOTALS:	443	409

SPRING VALLEY:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Conklin Park	30	
Hidden Ridge (in process)	54	
Maplewood Gardens		61
Omni Parc	80	
Rumford Realty	30	
Singers		32
<u>Town Hill</u>	<u>36</u>	
TOTALS:	230	93

VALLEY COTTAGE:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Burgundy Apts		96
Gazzola	15	
Lake Road Apts	150	
Mountainview Condos	777	
Mountainbrook Estates	47	
Rockridge	16	
TOTALS:	1,005	96

WEST NYACK:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>
Clarksville Condos	8	
Oakwood Garden	24	
TOTALS:	32	0

SENIOR CITIZEN HOUSING:

<u>Name</u>	<u>Owner</u>	<u>Rental</u>	<u>Hamlet</u>
Monterey Gardens		100 (106)	Bardonia
Squadron Gardens		100 (106)	New City
Middlewood		106	Nanuet
<u>Sisters of Charity (in construction)</u>	<u> </u>	<u>106</u>	Nanuet
TOTALS:	0	412	

OVERALL TOTALS:	4,330	2,260
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IV. SURVEYS AND DATA ESTABLISHING NEEDS

A. SENIOR SURVEY

1. Purpose

The purpose of the senior survey was to compile data that expressed the genuine needs and desires of Clarkstown residents over age 60. Although many individuals purport to speak on behalf of seniors, the Advisory Board felt that it was essential that data be collected directly from the residents to develop an accurate picture of their priorities.

The Advisory Board decided that:

- a- In addition to answering the questions, each respondent should be given an opportunity to present comments in his or her own words.
- b- The results of the questionnaire would be totally anonymous in order to protect the respondents privacy and encourage candid responses,

2. Methodology

The Advisory Board prepared a prototype questionnaire and tested it with the help of a local senior citizen group. As a result of their suggestions and the Advisory Board's observations, corrections and revisions were made and a mailing package was prepared. The package consisted of a cover letter¹², a questionnaire consisting of 21 questions and provision for comments¹³, and a pre-addressed return envelope addressed to the Advisory Board at Town Hall. Return postage was not provided.

Each questionnaire contained a unique ID number to insure that only official questionnaires were tabulated in the results. At the same time, to protect the anonymity of the respondents, the linkage between ID numbers and addresses was not recorded. Mailing labels were obtained from the Rockland County Board of Elections for all registered voters over 60 years of age that resided within the town of Clarkstown.

12,747 questionnaires were mailed on March 20th, 2002. 4,667 residents (36.6% of those receiving questionnaires) responded. This remarkable response was more than triple the typical response that a questionnaire would normally generate. The level of response confirmed the significant interest and concern of the respondents.

Microsoft Access® database software was set up by the Advisory Board to enter, tabulate, graph and report the responses. The responses to each questionnaire were recorded in the database which gave the Advisory Board the option to analyze the data in great detail. The more comprehensive analysis of the data required the ability to prepare crosstabs. Crosstabs allowed the Advisory Board to examine the results of a particular question but only for those respondents who gave a particular answer to another specific question. Examples of crosstabs will follow later in the report. Two computer workstations were set up by the Town's

¹² See Appendix III, Section A, Page 1

¹³ See Appendix III, Section A, Page 2

data processing department and the services of two office temporaries were secured by the Town to enter the data. Under the supervision of Advisory Board members, the envelopes were opened, the data was recorded and spot checks were made for accuracy.

3. Results

The following tables summarize the responses to each question in the senior questionnaire. Each table shows the number of respondents who selected each answer and how many offered no response to the question. The corresponding percentage that chose each answer is also provided. A more comprehensive tabulation of the questionnaire data is provided in the Appendix.¹⁴

1. Which age group do you belong to?

60 to 64	1272	27.3%	80 to 84	416	8.9%
65 to 69	1064	22.8%	85 +	225	4.8%
70 to 74	1000	21.4%	No Response	27	0.6%
75 to 79	663	14.2%	Total	4667	100.0%

2. What type of residence do you currently reside in? Please check the most appropriate.

Single Family Home	3757	80.5%	Senior Citizen Housing	30	0.6%
Multi-Family Residence	63	1.4%	With Family	107	2.3%
Condominium	520	11.1%	No Response	21	0.5%
Apartment	169	3.6%	Total	4667	100.0%

3. Do you own or rent your current home?

Own	4201	90.0%	No Response	95	2.0%
Rent	371	8.0%	Total	4667	100.0%

4. How many bedrooms are there in your current residence?

1	403	8.6%	4 or more	1975	42.3%
2	622	13.3%	No Response	26	0.6%
3	1641	35.2%	Total	4667	100.0%

5. Check the hamlet you currently reside in:

Bardonia	195	4.2%	Rockland Lake	3	0.1%
Congers	492	10.5%	Valley Cottage	508	10.9%
Central Nyack	58	1.2%	West Nyack	413	8.9%
Nanuet	1083	23.2%	No Response	48	1.0%
New City	1867	40.0%	Total	4667	100.0%

6. How long have you lived in Clarkstown?

Up to 5 Years	237	5.1%	21 or more Years	3781	81.0%
6 to 10 Years	206	4.4%	No Response	13	0.3%
11 to 20 Years	430	9.2%	Total	4667	100.0%

¹⁴ See Appendix III, Section B, Pages 1-22

7. Including yourself, how many people will live in your household in the future?

1	892	19.1%	5 or more	120	2.6%
2	2973	63.7%			
3	428	9.2%	No Response	101	2.1%
4	153	3.3%	Total	4667	100.0%

8. On average, how much of the year do you live in Clarkstown?

Full Year	4435	95.0%	No Response	31	0.7%
Spend Winter Away	167	3.6%	Total	4667	100.0%
Less than 6 months	34	0.7%			

9. Will cost considerations (property taxes, maintenance costs, etc.) make it necessary to move from your current home?

Yes	1355	29.0%	No Response	101	2.2%
No	1049	22.5%	Total	4667	100.0%
Don't know	2162	46.3%			

10. Are you planning on retiring in your current home?

Yes	1185	25.4%	I already have	2095	44.9%
No	423	9.0%	No Response	64	1.4%
Don't know	900	19.3%	Total	4667	100.0%

11. Are you thinking of selling your present home and purchasing or renting a smaller residence in Clarkstown?

Yes	622	13.3%	I already have	132	2.8%
No	2051	44.0%	No Response	163	3.5%
Don't know	1699	36.4%	Total	4667	100.0%

12. Please select the style of home you would consider moving to?

One floor single-family	1721	36.9%	Accessory Apartment	55	1.2%
Multi-unit Senior Housing	828	17.7%			
Condo or Apartment	1095	23.5%	No Response	867	18.6%
With Family	101	2.1%	Total	4667	100.0%

13. Will you need to live within walking distance of local shopping, transportation, houses of worship?

Yes	1327	28.4%	No Response	388	8.3%
No	1690	36.2%	Total	4667	100.0%
Don't know	1262	27.1%			

14. If planning on moving to senior housing, would such amenities as a clubhouse, recreation area, pool, additional parking etc. be essential to your decision making process?

Definitely Important	1376	29.5%	No Response	730	15.6%
Somewhat important	1699	36.4%	Total	4667	100.0%
Not important at all	862	18.5%			

15. Would central dining facilities, social activities, limited kitchen facilities and personal care assistance be essential to your decision making process?

Definitely Important	770	16.5%				
Somewhat important	1626	34.8%		No Response	793	17.0%
Not important at all	1478	31.7%		Total	4667	100.0%

16. When you move, would you prefer to rent or own?

Own	2927	62.7%		No Response	734	15.7%
Rent	1006	21.6%		Total	4667	100.0%

17. If you are planning on purchasing, what is the maximum price level you would consider?

\$100,000 or less	589	12.6%		Over \$300,000	167	3.6%
\$100,001 - \$150,000	1071	23.0%				
\$150,001 - \$200,000	879	18.8%		No Response	1427	30.6%
\$200,001 - \$300,000	534	11.4%		Total	4667	100.0%

18. If you are planning on renting, what is the maximum level of rent and utilities per month you would consider?

\$600 or less	664	14.2%		\$2001 - \$3000	68	1.5%
\$601 - \$1000	1113	23.8%				
\$1001 - \$1500	558	12.0%		No Response	2088	44.7%
\$1501 - \$2000	176	3.8%		Total	4667	100.0%

19. Would you consider remaining in your own home if the Town would permit special accessory housing (a small rental apartment in your current home)?

Yes	1101	23.6%				
No	1453	31.1%		No Response	722	15.5%
Don't know	1391	29.8%		Total	4667	100.0%

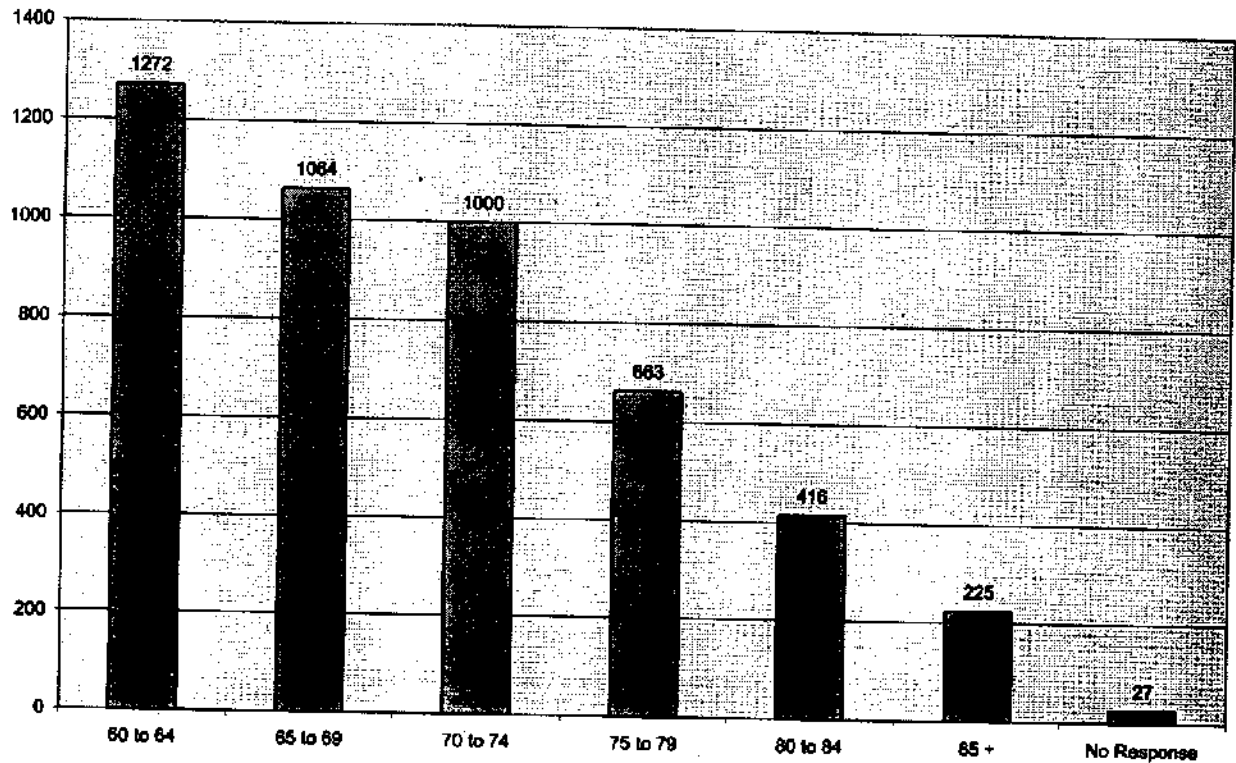
20. Are you now, or have you ever been on the waiting list for senior housing in Clarkstown? If yes, how long have you been on the list?

1 Year or Less	30	39.4%		8 Years	2	2.6%
2 Years	13	17.2%		10 Years	8	10.6%
3 Years	10	13.2%		13 Years	2	2.6%
4 Years	2	2.6%		20 Years	2	2.6%
5 Years	5	6.6%				
6 Years	2	2.6%		Total	76	100.0%

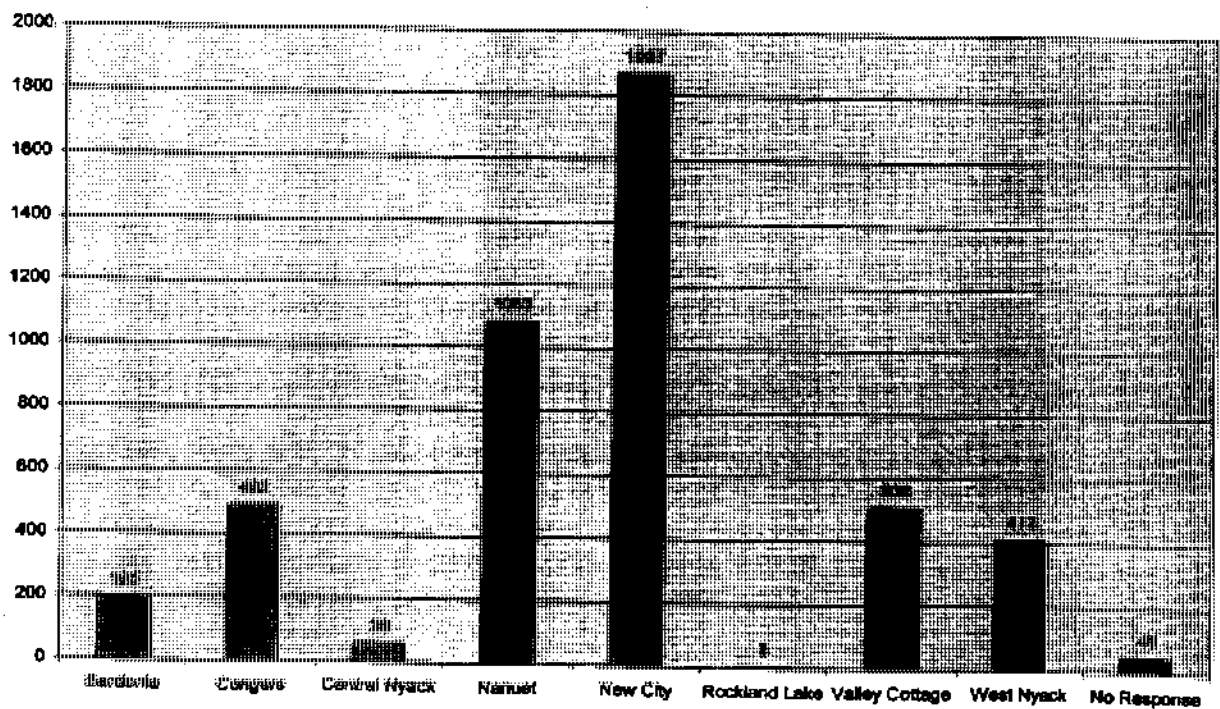
4. Graphs

The following are graphical representations of the responses to two selected questions:

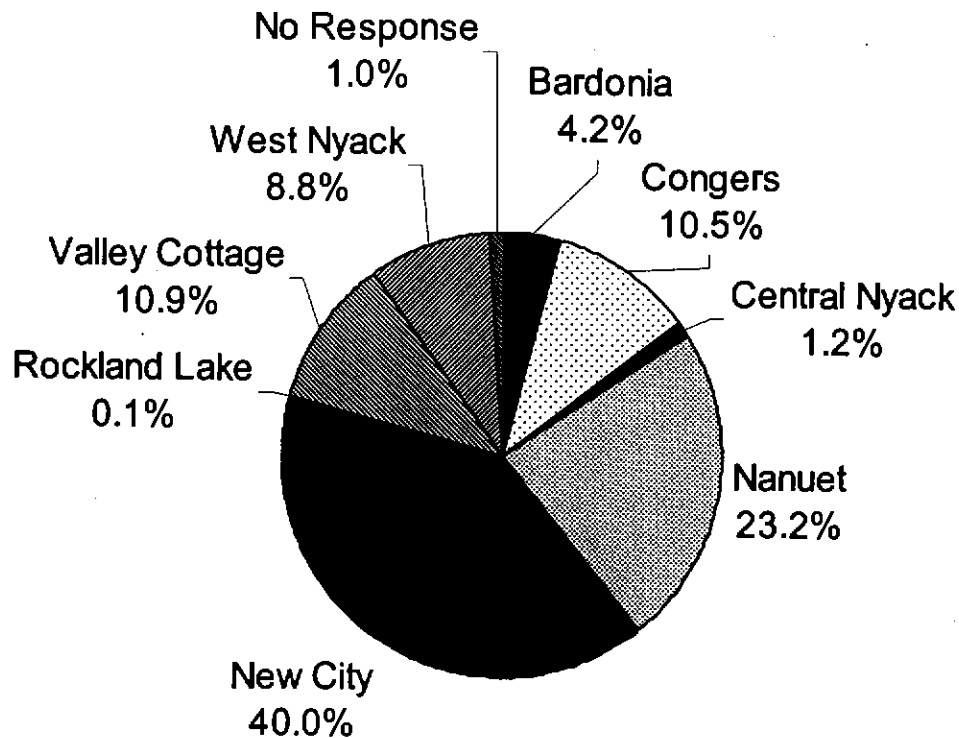
Responses to Questionnaire by Age Group



Responses to Questionnaire by Hamlet



Pie Chart of Responses to Questionnaire by Hamlet



5. The Comments

1569 of 4667 responses, or more than one-third of the questionnaires, contained comments. This outpouring of comments by our citizenry is indicative of housing concerns on the part of older adults in Clarkstown. Some key words that were frequently incorporated within comments were:

taxes – 423 responses
affordable – 142 responses
New Jersey – 35 responses
STAR – 31 responses.

In order to summarize these comments in a format that reflects the tone of the authors, quotes are included to represent the sentiments of the respondents. The comments are organized by the frequency of the topic addressed. The divergence of opinions is reflected in the selection of the comments. The chosen examples are illustrative of the broad range of responses. There is no adequate way to present the full scope of commentary but we hope this analysis, subjective as it may be, is accepted as a reasonably unbiased representation of the commentary as a whole. The actual 72 pages of typewritten comments are provided in the Appendix.¹⁵

For the purpose of this analysis, the comments were classified into 7 categories or topics. The dominant category is "taxes" and the order of the comments reflects

¹⁵ See Appendix III, Section C, Pages 1-71

the frequency of the type of response, the first comments representing the most common.

TOPIC 1: TAXES (sample comments)

- TAX RELIEF on my present home would allow me to keep my home.
- If SCHOOL TAXES were eliminated for seniors and a reduced TOWN TAX, we would be sure to continue living in Clarkstown. We are in favor of a SALES or INCOME TAX to support schools.
- Need lower PROPERTY TAXES for seniors, not more housing.
- People who are seniors should have to pay COUNTY AND TOWN TAXES. They receive benefits of services. But forgive SCHOOL TAXES. They have paid their dues!!! Heavily!!!
- TAXES are the only reason for me to move out of the area.
- Cap for Enhanced Star should be increased.
- If I was unable to afford the taxes (which aren't that bad), I would move to an area that I could afford, just like everyone else does in the USA. This is a great place to live, excellent services, etc. I see no reason to create low income housing.
- I think living in Clarkstown is the best buy in NYS, The taxes are not a killer once your home is paid for. I would never consider selling my home.

TOPIC 2: HOUSING STYLE AND FEATURES (sample comments)

- Would definitely like a single level or at least one bedroom on the main floor.
- We would like to see ADULT one floor single family homes with no means test!
- If my spouse dies, I would like to stay in New City. I would prefer a one-level 2 bedroom attached condo – not 2 or 3 floors high. Looking for a single unit, one-floor plan, garage and maintenance.
- Any senior housing facility that I would consider must have sidewalks and safe street crossings, environmentally pleasing and have easy access to shopping.
- Consider a 4-story apartment house with terraces, elevators, parking under building.
- Senior complex with recreational areas offers a release from loneliness. However, many seniors are raising their grandchildren and would not be eligible.
- Housing should be constructed in a rural setting.
- Need more reasonable rental housing.
- Need affordable Assisted Living, subsidized.
- I would prefer to live in an intergenerational community.
- Two bedroom apartments, no steps, for elderly near major supermarkets and pharmacy.
- Green areas around the complex...don't have to look like projects or barracks.
- Safety is of utmost importance.
- Wish to live in an adult community with no children or pets. Want trees, landscaped lake or pond, and gated, walking path and community center
- Need more rental housing that allows pets.
- Upscale condo community with Olympic indoor swimming pool, gym, stores, bank, movie theater, library, near local colleges.
- On site management

TOPIC 3: LAND USE, DEVELOPMENT AND PLANNING ISSUES

- Let's stop congesting Clarkstown. Let developers go elsewhere to make their money and stop down zoning! Do the politicians not see what they have done to our roads?
- I would not like to see a great deal of units on a small piece of land
- Town should consider providing land for 1 family single family one floor homes with garage on small lots ¼ acre minimum, restricted to seniors 60+, priced under \$200,000
- The idea of \$250,000 - \$300,000 for senior citizen homes is idiotic—also, putting too many homes on a small piece of land wind up looking like a kennel. 10 houses on 1 acre! It seems this idea is great for the builder. 4 per acre would be acceptable.
- Moving out of state to an adult community, single family home on small lot, recreational services, less cost than current home.
- Keep Clarkstown as green as possible.
- We need sidewalks.
- The Town is overdeveloped.
- It is time to stop all building of private homes considering the drought.
- I am opposed to L-10 and manufacturing land for senior housing. If senior housing is to be built, it should be in residential zones.
- Need improved public transportation.
- Permit modular ranch houses on existing lot of main residence.
- I wouldn't mind seeing more senior housing because they are reasonable and well kept.
- We don't need any senior citizen zones or "ghettos".
- I am not wealthy, but I do not believe in senior housing which allows down zoning, subsidizing, or any quid pro quo agreement. Although a lifetime resident, if I can't afford to live here, I'd move.
- Given the water problems the county is currently facing and most likely in the future, the county should place a restriction on high density housing until it resolves the water problem.
- In my opinion, Clarkstown has no obligation to provide housing.

TOPIC 4: ACCESSORY APARTMENTS

- Being able to rent out part of one's house might be very helpful, both for economic reasons and a sense of protection.
- I am not in favor of converting single family housing to multi-family units. You don't enforce on street over-night parking now.
- I have a large old house. I want to remain in it until the end, and being able to rent rooms, and apartment, would be extremely important to me.
- Those homes with finished basements and separate entrances to the basements and separate meters should be allowed to rent the basement.
- No accessory housing! It would pull down property values.

TOPIC 5: HOUSING NEEDS FOR YOUNGER PEOPLE, HANDICAPPED

- Affordability of housing in Clarkstown is becoming increasingly burdensome, not only for seniors but for young people also. Increases need for husband and wife to work.
- Balance between living needs of seniors and the young people who man our volunteer ambulances and fire trucks.

- Need apartments for working single mothers and retired seniors for around \$800.
- Housing rentals are limited and what is available is not affordable to most residents.
- Need reasonable quality housing for young and old—maybe a 50/50, half seniors and half young families who could be of service to each other.
- Need for non senior handicapped population

TOPIC 6: CURRENT HOUSING/ SENIOR HOUSING

- I will stay in my home until I cannot manage to take care of it.
- I wish to stay in my house as long as I am physically able to.
- I have waited and I am still waiting for senior housing. It's been 13 years.
- I live in Squadron Gardens. There are always 5 or 6 empty apartments. Why did I have to wait 10 years to get in?
- We have a lot of people who never lived in Clarkstown now living in senior housing. If you let them build special housing, I guess the same will happen.

TOPIC 7: SATISFIED WITH STATUS QUO

- I'm happy where I am.
- Keep up the desirable neighborhoods in Clarkstown.
- Right now we are not considering moving from our present home
- By the way, I will never move.
- No more moving, except to Oak Hill Cemetery

6. Significant Findings

The following significant findings can be derived from the individual survey questions as follows:

- The overwhelming number of seniors living within Clarkstown (80.5%) reside in single family homes.
- 90 percent own their homes.
- 77 percent of these homes have 3 or more bedrooms.
- Over 90 percent of seniors have lived in Clarkstown for at least 10 years and 81 percent have lived in Clarkstown for 21 or more years.
- 95 percent of Clarkstown seniors spend the full year in Clarkstown.
- 29 percent of Clarkstown seniors feel they may be forced to move from their home for financial reasons. 22.5 percent don't think they will be forced to move but a sizeable 46.3 percent indicate they don't know.
- 71 percent of Clarkstown seniors either plan to retire or have already retired in their current home. Only 9 percent don't plan to do so.
- 16.1 percent of Clarkstown seniors plan to sell or already have sold their homes and moved to a smaller residence within Clarkstown.
- The greatest percentage of seniors in Clarkstown (45.3%), would consider moving to a one floor single-family house, 21.8% to multi-unit senior housing and 28.8% to a condo or apartment. Only 2.7% plan to move in with family and only 1.4% would consider moving into an accessory apartment. [Since 18.6% did not respond to this question, the percentages in this paragraph are calculated based only on those who responded to this question.]
- The crosstab in Appendix III, Section B, Page 13 shows that proximity to transportation, local shopping and houses of worship becomes a greater issue for the more advanced age groups. Predictably, only 23 percent of those 60 to 64 feel they need to live within walking distance whereas 48 percent of those over 85 say they need to live within walking distance.
- The crosstab in Appendix III, Section B, Page 14 shows that amenities such as clubhouses, pools and recreation areas have greater importance to those seniors in the younger age group and less in the more advanced age groups. Over 84 percent of those 60 to 65 associate some importance with these facilities whereas only 40 percent of those over 80 consider it important. [Since 15.6% did not respond to this question, the percentages in this paragraph are calculated based only on those who responded to this question.]
- There was no clear interest by any age group to central dining facilities or personal care assistance.
- 74.4 percent of those responding to this question prefer to own and 25.6 percent prefer to rent. The percentage that prefer to own, decreases from a high of about 85 percent in the 60 to 64 age group to about 57 percent in the over 80 age group. [Since 15.7% did not respond to this question, the percentages in this paragraph are calculated based only on those who responded to this question.]

- The distribution of maximum price for purchasing peaks at the \$100,000 to \$150,000 range and the distribution of maximum price for rent and utilities peaks in the \$600 to \$1000 range.
- Accessory housing would be considered by 27.9 percent of those responding if the town would permit it. This represents 1101 seniors who would consider renting a small apartment in their current home. However, it should be noted that within the 1101 are both husbands and wives so the actual number of potential accessory apartments is probably smaller.
- 76 seniors said they were on the waiting list for senior housing in Clarkstown. Although the greatest number, thirty, have been on the list one year or less, 12 indicated they have been on the list for more than 10 years.

Conclusions:

The following conclusions can be drawn from the full senior survey including comments:

- The overwhelming numbers of seniors either prefer to retire in their current homes or have already retired in their current homes. Some are concerned that they may be forced to move due to financial constraints, but they would prefer to stay where they are.
- Many seniors feel the best way to satisfy this desire to stay in their home would be to lower property taxes, particularly school taxes. A long-term approach would be to explore alternate ways to support the local school system. Supporting schools through property taxes places an intolerable tax burden on many seniors living on a fixed income. An approach that factors in age and income would seem to be a way to give tax relief to seniors owning their own homes. This strategy, however, would have to be promoted on the state level. A more immediate approach would be to disseminate information about alternate ways for property owning seniors to meet expenses. This can include additional tax reductions based on income such as the STAR program and reverse mortgages. Information could be made available, by the proposed Office for Senior Citizens.¹⁶
- A significant number of seniors indicated they would consider accessory housing as a way to remain in their homes. This appears to be a viable solution, but it would have to be implemented with careful thought and regulation to avoid abuses. This is discussed in greater detail in Section V.B.2.
- A significant number of seniors, who are considering a move, indicate they would only be willing to pay a maximum of \$100,000 to \$150,000 to purchase a new home. This is well below market rates and would only be possible with significant subsidies requiring income qualifications. N.B. this survey did not establish the income level of the respondents and the Advisory Board felt it would be intrusive.

¹⁶ See page 46.

- Developers of remaining multi-family parcels should be encouraged to build units on one level.
- Existing housing stock must be considered as a way to meet the demand for one-level housing. Traditional Cape Cod homes in Clarkstown have main level bedrooms. Small three bedroom ranch homes were built in the 1960's. Assistance could be provided to senior homeowners who wish to adapt their homes for easier living. This could include placing the washing machine and dryer on the main level, substituting ramps for entrance steps and updating exteriors with maintenance-free materials.

Additional Results:

The following cross tabulation shows the responses to the question on accessory housing for each hamlet. The percentages of those who indicated an interest in accessory housing are between 22 and 27 percent in each hamlet. The interest is therefore very uniform throughout Clarkstown.

Accessory Housing					
Hamlet	Yes	No	Don't Know	No Response	Totals
Bardonia	54 27.69%	50 25.64%	50 25.64%	41 21.03%	195 4.18%
Central Nyack	14 24.14%	10 17.24%	22 37.93%	12 20.69%	58 1.24%
Congers	115 23.37%	127 25.81%	179 36.38%	71 14.43%	492 10.54%
Nanuet	244 22.53%	323 29.82%	313 28.90%	203 18.74%	1083 23.21%
New City	428 22.92%	647 34.65%	572 30.64%	220 11.78%	1867 40.00%
Rockland Lake	2 66.67%	0 0.00%	1 33.33%	0 0.00%	3 0.06%
No Response	17 35.42%	8 16.67%	9 18.75%	14 29.17%	48 1.03%
Valley Cottage	113 22.24%	158 31.10%	127 25.00%	110 21.65%	508 10.88%
West Nyack	114 27.60%	130 31.48%	118 28.57%	51 12.35%	413 8.85%
Grand Total	1101 23.59%	1453 31.13%	1391 29.81%	722 15.47%	4667 100.00%

The following cross tabulation shows the responses to the question on Accessory housing by responses to the question about being forced to move

¹⁷ Note: Since responses of both spouses may be included in the survey, the actual number of households interested in accessory apartments is likely to be lower.

due to costs. Of those who think they will be forced to move due to costs, about one third would consider accessory housing.

Question: Will you be forced to move due to costs? Accessory Housing?					
Move due to costs?	Yes	No	Don't Know	No Response	Totals
No Response	15 14.85%	13 12.87%	12 11.88%	61 60.40%	101 2.16%
Don't Know	492 22.76%	590 27.29%	800 37.00%	280 12.95%	2162 46.33%
No	148 14.11%	361 34.41%	244 23.26%	296 28.22%	1049 22.48%
Yes	446 32.92%	489 36.09%	335 24.72%	85 6.27%	1355 29.03%
Grand Total	1101 23.59%	1453 31.13%	1391 29.81%	722 15.47%	4667 100.00%

The following cross tabulation illustrates the maximum price the respondent is willing to pay for a new home versus how important the amenities are to the respondent. The results indicate that almost 50% of those who said that amenities were definitely important were only willing to spend less than \$150,000 for a home. Without some significant subsidy, a purchase at these prices is highly unlikely.

Question: How much will you be willing to pay for a new home? How important are the amenities to you?						
	\$100K or less	\$100K to \$150K	\$150K to \$200K	\$200K to \$250K	Over \$250K	No Response
No Response	21 2.88%	47 6.44%	51 6.99%	52 7.12%	26 3.56%	533 73.01%
Definitely Important	199 14.46%	345 25.07%	286 20.78%	208 15.12%	75 5.45%	263 19.11%
Not Important	129 14.97%	199 23.09%	151 17.52%	85 9.86%	37 4.29%	261 30.28%
Somewhat Important	240 14.13%	480 28.25%	391 23.01%	189 11.12%	29 1.71%	370 21.78%
Grand Total	589 12.62%	1071 22.95%	879 18.83%	534 11.44%	167 3.58%	1427 30.58%
						4667 100.00%

B. Young Adults' Survey

1. Purpose

Similar to the purpose of the senior survey, the purpose of the young adults' survey was to compile data that expressed the genuine needs and desires of young adults in the Town of Clarkstown. The Advisory Board was particularly interested in the impact of housing on young adults who participate in volunteer services within the Town of Clarkstown. Based on the responses by seniors, the Advisory Board was also interested in seeing if this group had a complementary interest in accessory housing.

Consistent with the previous questionnaire, the Advisory Board decided that:

- a- In addition to answering the questions, each respondent should also be given an opportunity to present their comments on housing.
- b- The results of the questionnaire would be totally anonymous in order to protect the respondent's privacy and encourage candid responses.

2. Methodology

The questionnaire was prepared in a similar fashion to the senior questionnaire and a small test run was conducted with members of one of the volunteer services. A similar package was prepared which consisted of a cover letter¹⁸, a questionnaire consisting of 17 questions and provision for comments¹⁹, and a pre-addressed return envelope addressed to the Advisory Board at Town Hall. Return postage was not provided.

Again an ID number was used to insure that only official questionnaires were tabulated in the results. At the same time, the linkage between ID numbers and addresses was not recorded to insure the anonymity of the respondents. Mailing labels were obtained from the Rockland County Board of Elections for all registered voters between the ages of 22 and 35 that resided within the town of Clarkstown.

10,548 questionnaires were mailed on April 17th, 2002. 1143 residents (10.7% of those receiving questionnaires) responded. This was a good response, but typical of the response that a questionnaire would normally generate.

Microsoft Access® database software was again set up to enter, tabulate, graph and report the responses. Likewise, two computer workstations were set up by the Town's data processing department and two office temporaries were hired by the Town to enter the data. In a similar fashion the envelopes were opened, the data was recorded and spot checks for accuracy were made under the supervision of Advisory Board members,

3. Results

The following tables summarize the responses to each question in the young adult questionnaire. Each table shows the number of respondents who selected each answer and how many offered no response to the question. The corresponding percentage that chose each answer is also provided. A more comprehensive tabulation of the questionnaire data, Crosstabbed by age group, is provided in Appendix III, Section E, Page 1-19.

¹⁸ See Appendix III, Section D, Page 1

¹⁹ See Appendix III, Section D, Page 2

1. Identify your age group:

22 to 25	272	23.8%	No Response	19	1.7%
26 to 30	376	32.9%	Total	1143	100.0%
31 to 35	476	41.6%			

2. You currently reside in:

Bardonia	36	3.2%	Valley Cottage	161	14.1%
Congers	130	11.4%	West Nyack	148	12.9%
Nanuet	263	23.0%	No Response	14	1.2%
New City	390	34.1%	Total	1143	100.0%
Rockland Lake	1	0.1%			

3. Identify your current living arrangements?

Alone	62	5.4%	With Spouse	167	14.6%
With Children	20	1.7%	With Spouse & Children	346	30.3%
With Parents	514	45.0%	No Response	8	0.7%
With Roommate	26	2.3%	Total	1143	100.0%

4. Do you own or rent?

Own	606	53.0%	No Response	231	20.2%
Rent	306	26.8%	Total	1143	100.0%

5. Do you expect to move within the next 3 years?

Yes	545	47.7%	No Response	18	1.6%
No	336	29.4%	Total	1143	100.0%
Don't Know	244	21.3%			

6. If you were to move, where would you consider moving?

Within Clarkstown	360	31.5%	Any of the above	79	6.9%
Within Rockland	80	7.0%	No Response	73	6.4%
Outside of Rockland	443	38.8%	Total	1143	100.0%
Within Rockland but outside Clarkstown	108	9.4%			

7. Check the three most important factors you would consider in deciding where to move.

Cost of Living/Taxes	738	64.6%*	Larger residence	209	18.3%*
Cost of house itself	592	51.8%*	Traffic/population density	211	18.5%*
Job location	560	49.0%*	No Response	242	21.2%*
School District	550	48.1%*	Total	3429	
Live near family	327	28.5%*			

[*Note: Percentages represent percent of respondents that selected the choice as one of their three most important factors]

8. Please select the type of housing style you would consider.

Apartment Complex	188	16.4%			
Condo/Townhouse	266	23.3%		No Response	12 1.1%
Single Family	677	59.2%		Total	1143 100.0%

9. The residence would have:

1 Bedroom	126	11.0%		4 or more bedrooms	370 32.4%
2 Bedrooms	290	25.4%		No Response	13 1.1%
3 Bedrooms	344	30.1%		Total	1143 100.0%

10. Would you prefer to rent or own?

Rent	133	11.6%		No Response	18 1.6%
Own	992	86.8%		Total	1143 100.0%

11. Would you consider living in a studio or one bedroom 'accessory apartment'? [small apartment in a single-family house with its own kitchen]

Strongly Consider	176	15.4%		Other	34 3.0%
Not Consider	725	63.4%		No Response	37 3.2%
Don't know	171	15.0%		Total	1143 100.0%

12. The proximity of the residence to public transportation is:

Very Important	187	16.4%			
Somewhat important	402	35.1%		No Response	15 1.3%
Not important	539	47.2%		Total	1143 100.0%

13. How important is it to be within walking distance of shopping centers?

Very Important	83	7.3%			
Somewhat important	351	30.7%		No Response	19 1.6%
Not important	690	60.4%		Total	1143 100.0%

14. If you were to move to a multi-family complex [i.e. condo or townhouse], how important would special amenities such as a pool, tennis courts and other recreational facilities be?

Definitely Important	398	34.8%			
Somewhat important	510	44.6%		No Response	40 3.5%
Not important at all	195	17.1%		Total	1143 100.0%

15. Please check those volunteer emergency services in which you are currently active.

Fire department	61	5.4%		Other	16 1.4%
EMT or Ambulance	21	1.8%		No Response	79 6.9%
None	966	84.5%		Total	1143 100.0%

16. The maximum you would pay per month for rent and utilities is:

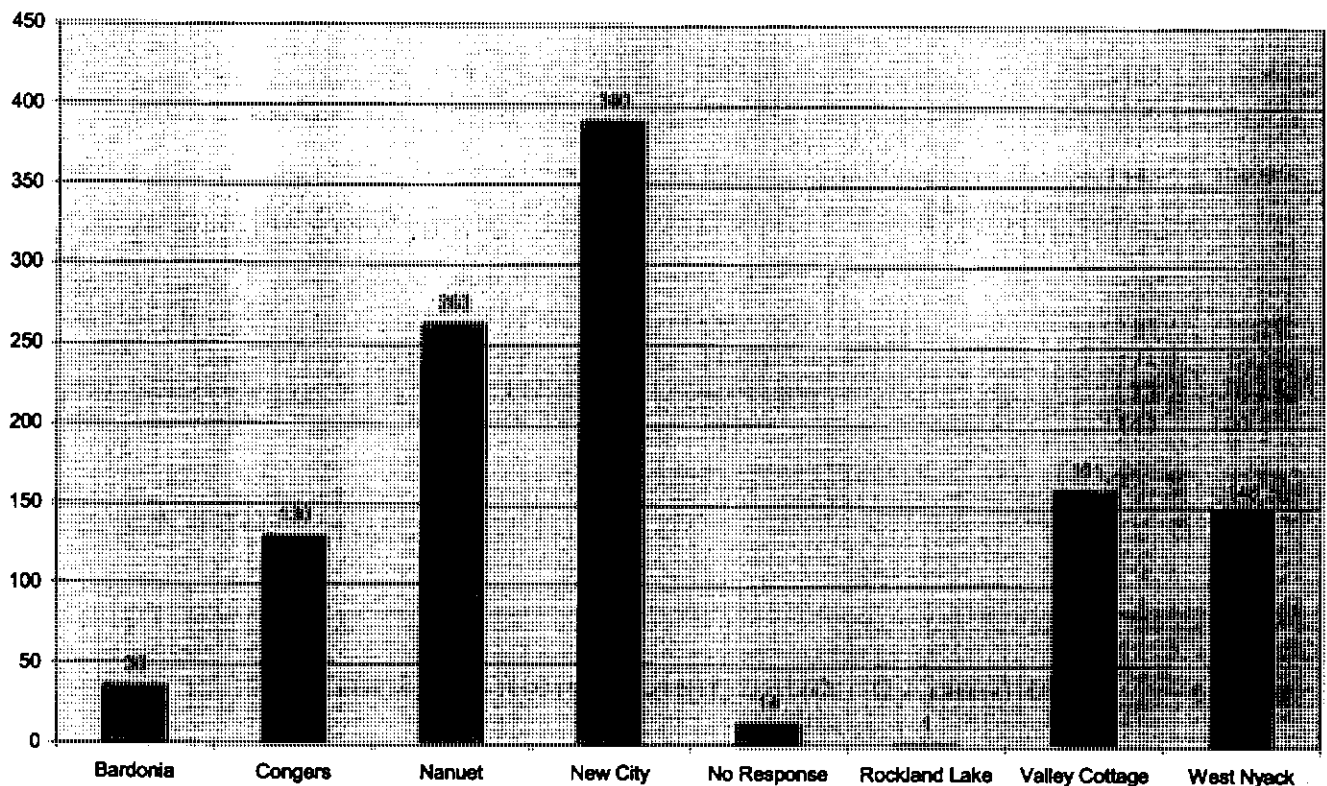
\$750	108	9.5%	\$1,500	192	16.8%
\$800	135	11.7%	\$1,700+	158	13.8%
\$1,000	194	17.0%	No Response	115	10.1%
\$1,200	241	21.1%	Total	1143	100.0%

17. The maximum you would consider paying for a new home would be:

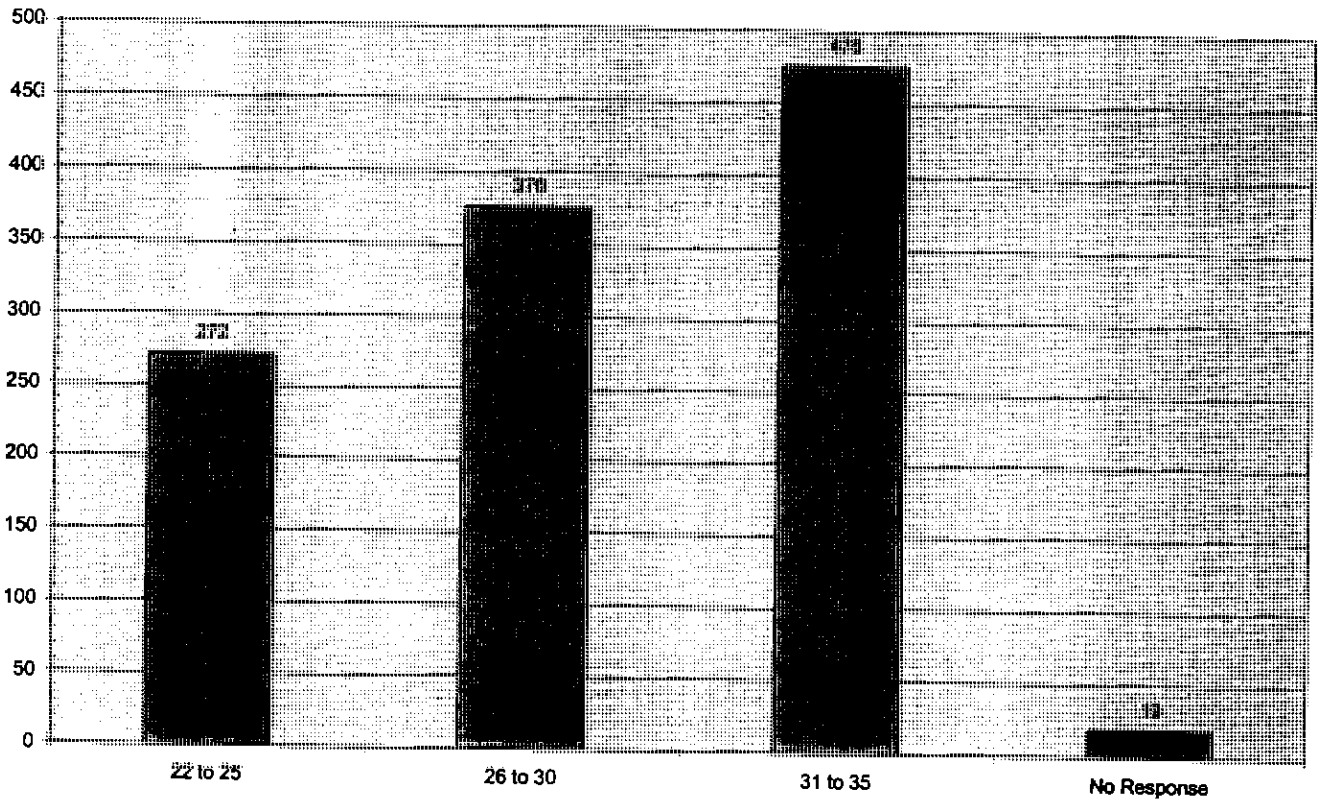
\$150,000	84	7.4%	\$300,000	197	17.2%
\$175,000	66	5.8%	\$350,000	191	16.7%
\$180,000	36	3.2%	\$400,000+	174	15.2%
\$200,000	132	11.5%	No Response	73	6.4%
\$250,000	190	16.6%	Total	1143	100.0%

4. Graphs

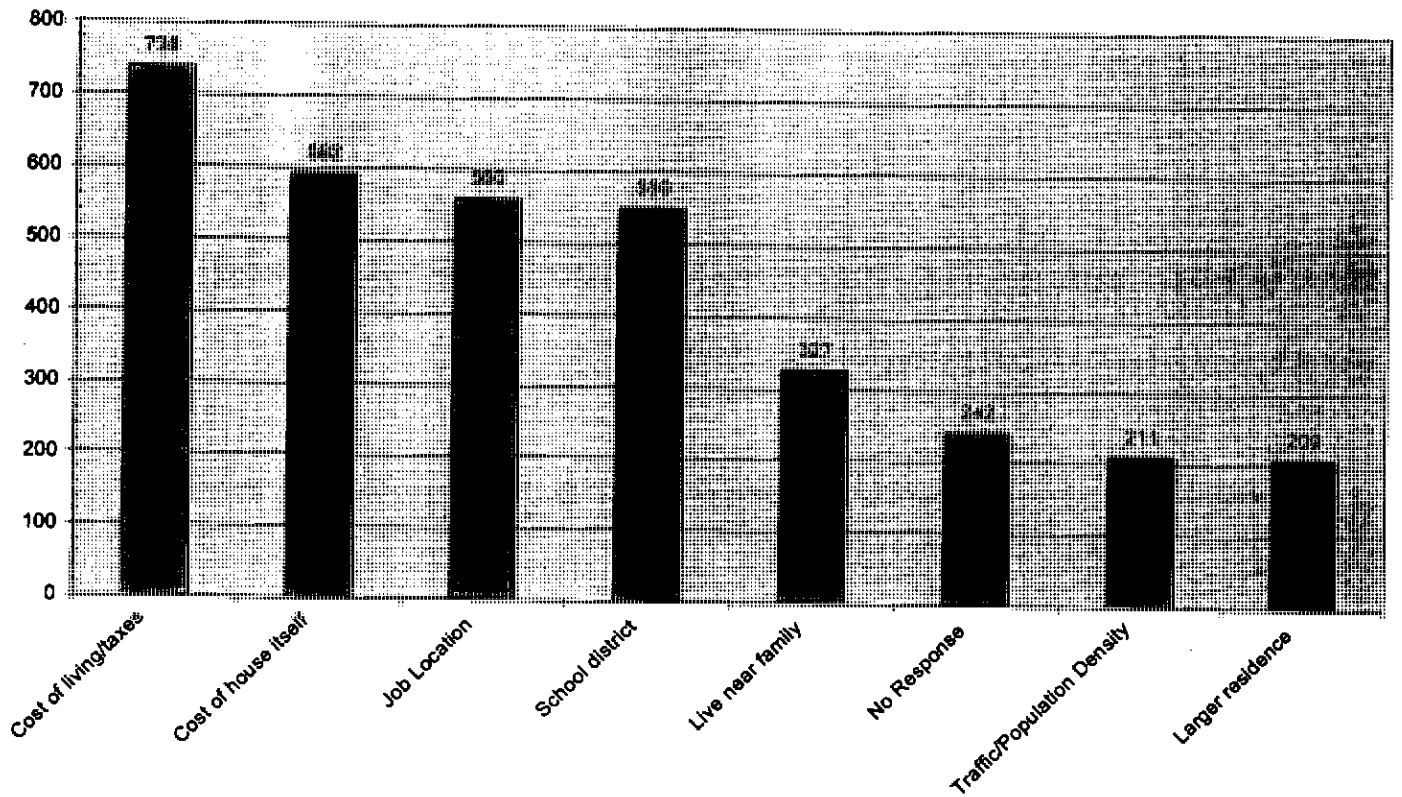
Current Residence Distribution by Hamlet



Age Distribution by Group



Three Most Important Factors in Deciding Where to Move



5. The Comments

513 (4.5% of those who responded) included comments on their questionnaires. The comments discussed will reflect those that related to housing and development issues. One exception is the topic of transportation, because it was addressed by so many respondents with a unanimous viewpoint. In order to summarize these comments in a format that reflects the tone of the respondents, quotes are included to represent the sentiments of the authors. The comments have been separated for the purpose of analysis into three age brackets: ages 22 to 25, ages 26 to 30, and ages 31 to 35. While there is overlap, their concerns vary as they get married and have children. Sample comments have been selected representing the types of sentiments expressed. There are several categories of comments that include high cost of housing, taxes, transportation, needs of local workers and volunteers and land use. Examples have been chosen that show the range of responses with the hope that this analysis is accepted as a reasonably unbiased representation of the commentary as a whole. The complete twenty-two pages of typewritten commentary is available in the Appendix III, Section E, Pages 20-40.

AGE GROUP 22-25

Topic 1: High Cost of Housing

- This area is so expensive that children of homeowners can't afford to live here and that is very sad. You are separating families.
- The prices in Clarkstown are too expensive. I am getting married in August and we had to buy in Orange County because what we could afford here was not appealing.
- I'm currently finishing Grad school and teaching. I'm living with parents while I pay off student loans and save. Approximate plan is 7 years at home until 27.
- Rental units in Clarkstown are limited and expensive.
- Housing is too expensive and not geared to young adults.
- Young adults that are just starting out can't afford to pay the high rates for rent. It's difficult to pay back loans and try to survive in this expensive county.
- Not enough affordable rental properties available.
- There is no affordable housing for people in their 20s. Everyone I know needs to move to Pomona where there are many apartment complexes for young people at a reasonable price.
- Starting out of college, I wouldn't be able to rent a closet.
- Need rentals allowing pets.

Topic 2: Rockland Employees and Volunteers

- I am a teacher in Clarkstown but I had to move to Orange County. I would like to be closer to my job.
- As a firefighter, fire departments are losing members because the cost of living is way too high.
- The Town does nothing to help the hard working middle class.

Topic 3: Transportation

- Better public transportation to NYC. The bus/train from Palisades Center is OK but it takes 1.5 hours to get to the city.
- A faster, more direct commute to the city.

Topic 4: Taxes

- I'm thinking about moving out of state because of high taxes.

Topic 5: Land Use

- Make some complexes for younger people, and cheaper. Those 35 and under just like places for people 55+.
- Look at Marriott Courtyards models being used by colleges with modifications. They would make great starter units for those of us returning from college choosing to live away (from home) yet near.
- Build homes in the \$300,000 range because who can afford \$750,000 to \$1 million?
- Stop over developing Rockland. There is enough housing here. Let's keep some country living.
- I am opposed to high density development. I believe the suburban character of Rockland should be maintained.
- It's important to offer housing to all economic classes. People also want nature: natural land, gardens, farms, etc. In Rockland, please consider this conservation of land, preserving in order to ensure natural spaces for our children.

AGE GROUP 26 TO 30

Topic 1: Housing Cost

- We are a young couple just married and are renting now \$1400 a month not including utilities—living from paycheck to paycheck and are looking to own a home. There are no affordable townhouses/condos or single family homes in Rockland County.
- My fiancé who grew up in Nanuet wants to stay in the Clarkstown area, but we can't afford more than a \$250,000 house and all the homes are above that in this area—going to have to move to Orange County where living is affordable for young couples.
- Housing in Rockland is not affordable. A person like myself could not survive without some assistance (parents or state). I am a college graduate who earns \$30,000 a year with a child.
- Need for affordable rentals for single parents.
- I can't afford anything in Rockland and that is why I still live with my parents and will probably move to another state.
- The housing and taxes are too outrageously expensive in Clarkstown. I am soon to be married and will have a combined income of approximately \$110,000, which still doesn't seem to be enough to afford this area.
- The Town should consider some kind of Federal assistance to young adults trying to purchase their first homes.
- Cheaper apartments. The cheapest place around here is \$1,000 for a one bedroom. I'd rather pay my mother that money.

Topic 2: Taxes

- Do not tax us out by putting in cheap housing that will fill up the schools and clog the roads. I work hard, so can others.
- Have a significant tax rebate or some other residential break for volunteer firefighters or EMTs.

Topic 3: Housing and Volunteers, Disabled

- Have housing set up for the volunteers at a discounted rate. We lose members because it gets too expensive to live here without aid.
- Make it a priority to create housing options for people on disability.
- Clarkstown should have more affordable housing for volunteer firefighters so younger residents will be more interested. In time, all volunteer firefighters will be older and not as capable.

Topic 4: Land Use

- Affordable housing for middle class college educated people who want to have children and have one spouse not work and stay home to raise children (Indian Rock complex in Suffern). We could afford to purchase a home now with two working but not with one.
- Most particularly, the situation in New City is getting unbearable due to all the congestion in the past ten years.
- Stop building huge houses that no one can afford. Houses for the middle class people and not the super rich.
- The Town should have more townhouses and condos for middle class young adults.
- Less condo construction: the town/county is getting too overpopulated—restrictions on rental housing.
- By diversifying housing, Clarkstown could diversify its population. I hope that your Advisory Board is successful in implementing policy that will help Clarkstown to better represent the human race.
- A lot of condos and townhouses cost as much if not more than (single family) homes. For this reason, I rent the downstairs of my parents' house.
- Additional housing is not important at this time. Rockland/Clarkstown is already built up beyond necessary. The Town needs to consider more open space.
- Town should consider constructing more low cost housing complexes like town houses and condos for people like us who cannot afford the current prices.
- Importance of trees and green areas, the town is already overbuilt—adding townhouses and apartment complexes just add traffic congestion and remove green space.
- No more houses, too much traffic.

Topic 4: Housing and the Schools

- If we pay Clarkstown taxes, we should be in the Clarkstown school district.
- Be aware of how new housing development affects enrollment in school districts—families may move to an area for a particular school but then be re-districted to another school because of space problems. Overdeveloping areas of Rockland affects the school system.

Topic 5: Taxes

- Taxes are too high.
- We are currently home shopping. It is very discouraging. It is impossible for a young couple to purchase a house in Rockland. Tax incentives should be available to first time buyers who grew up in the Town and choose to live here.

Topic 6: Transportation:

- Need better transit to New York City
- Affordable housing along with reasonable commuting to NYC would be major plusses to young professionals.
- You need better public transportation. Think in terms of a train.
- More flexible commuting options to and from NYC both during peak and off peak times. Train is limited and very inconvenient. Bus is also limited.

AGES 31 TO 35

Topic 1: Housing Cost

- There is a major shortage of houses in the mid-price range
- High prices of single family homes in this area are forcing all of the young hardworking people out of the county. This county has taken away our American Dream of buying a home.
- I would love to remain in Rockland County but can't afford to. I have been living with my parents and saving but the costs are just too outrageous.

Topic 2: Land Use

- Try not to make a buck on every developer's dream. Preserve our water and town's integrity.
- No more town homes, please. Congestion is at all time max.
- We desperately need pet friendly rental properties in the county.
- Rockland needs more affordable apartment complexes and or condo/townhouses in safe neighborhoods with amenities and nice grounds.
- Town should consider limiting new construction of condo/townhouse type as the roadways and county is already so congested.
- The town should consider renovating existing dwellings only. No new dwellings should be built. We need to preserve our open spaces.
- Build affordable housing in areas considered to have great schools for people who earn not-for-profit salaries.
- NO MORE BUILDING. In favor of tasteful development—not crowding houses on small lots—problem of crowding schools and streets.
- It would seem that the first time home buyers are in the most difficult position—need to find a solution to the problem—maybe relaxing the regulations on single family homes to allow for more accessory apartments.
- Zoning should be allowed for creating more two family homes. We would definitely live in a two family home if we don't have children. It creates affordable housing and "accessory apartments" are ideal for people just starting out.
- Preservation of land for parks and access to waterways—define our buffer zones in residential areas to commercial areas.
- More sidewalks. Encourage car-pooling.
- Sidewalks on double yellow line streets.
- Apartments needed, possibly above businesses

- Town unlike New City—have a downtown with personality/quaintness—don't just develop condos on the remaining land.

Topic 3: Housing and Volunteers

- The Town should consider offering low interest mortgages to volunteers.

Topic 4: Transportation

- Need MTA for real. The current train through Nanuet and Spring Valley is a joke—limited times, no weekends. TZ Express complicates this whole process.
- We need a mass transit system in the county. An adequate RR system to NYC, Westchester, Albany.

Topic 5: Taxes

- Reduce taxes.
- Taxes are way too high for the services received.

Topic 6: Satisfaction

- My house is perfect.

6. Significant Findings

The following significant findings can be derived from the individual survey questions as follows:

- The distribution of young adults in Clarkstown is similar to that of senior citizens except that about 7 percent more respondents live in Valley Cottage and West Nyack and 7 percent fewer live in New City.
- Almost 45 percent of young adults in Clarkstown are living with parents. The percentage decreases with age group with almost 50% of young adults between 22 and 25 living with parents. 45 percent are living with either their spouse or their spouse and children.
- About one third of young adults are renting.
- Almost 50% of Clarkstown's young adults expect to move within the next 3 years.
- About one-third of those responding expect to stay within Clarkstown. The largest group, about 41 percent of those responding, expects to move out of Rockland County.
- Cost of living and taxes was the most important factor in deciding where to move. The second most important factor was the cost of the house. The third and fourth factors were job location and school district. Living near family, traffic and population density and the need for a larger residence appeared to be less important factors.
- 60 percent said they would consider single-family homes, 23 percent condos, town houses or co-ops and 16 percent rentals.
- Predictably, the number of bedrooms desired in the residence increased as the age group increased.
- 87 percent preferred owning over renting.

- About 15 percent of the young adults who responded said they would strongly consider a studio or one bedroom accessory apartment. About 70% of respondents said they would not consider such an apartment.
- Proximity to public transportation was only considered very important by 16 percent of the young adults. Only 7 percent considered being within walking distance of shopping centers to be very important. However, 35 percent considered recreational facilities to be very important in a multi-family complex.
- About 5.7 percent of those responding said they were active in the volunteer fire department and 2 percent of those responding said they were active in volunteer EMT or Ambulance services.
- Maximum rents plus utilities were fairly evenly distributed across the range of \$750 to \$1700 per month. This indicates that there is a wide variation in the amounts that young adults have available for expenditures on rent.
- The distribution of maximum amount to pay for a new home was also very uniform within the range of \$150,000 to \$400,000+. About 17 percent were in the range of \$150,000 to \$180,000; 11.5 percent at \$200,000 and about 17 percent at each of \$250,000, \$300,000, \$350,000 and \$400,000+. This points to a wide variation in the amounts that young adults have available to purchase a new home.

Conclusions:

The following conclusions can be drawn from the full young adult survey including comments:

- A significant number of young adults, even in the 30 to 35 age range are living with their parents.
- Extrapolating the number of young adults that indicated an interest in accessory housing to the young adult population at large, there appears to be a sufficient number interested in accessory apartments. This would mesh with the number of seniors interested in offering accessory apartments to mitigate their costs and making it possible for them to remain in their homes.
- A 5.7 percent participation in volunteer fire departments appears to overstate the number of participants. This can be explained by the fact that various fire departments were contacted by the Advisory Board regarding our intent to conduct this survey and volunteers were encouraged to complete the questionnaires.

C. SCHOOL DISTRICT DATA

1. Purpose

Public school students, who reside in the Town of Clarkstown, attend school in one of four Rockland County school districts. The Town of Clarkstown fully encompasses the Clarkstown Central School district and the Nanuet Union Free School District. It also contains portions of the Nyack Union Free School District and portions of the East Ramapo School District.

Since the property tax revenues collected by the school districts represent a significant portion of the total taxes paid by homeowners, the Advisory Board decided to consider the impact of potential changes in housing on the four school districts and ultimately the current taxpayers.

2. Methodology

As part of their long range planning, each of the school districts prepares reports which provide them with estimates of enrollment for the succeeding 10 years. The Advisory Board obtained the following reports:

Long Range Planning Study – Nanuet Union Free School District – 2/2002
Long Range Planning Study – Nyack Union Free School District – 3/1999
Enrollment Projections – Clarkstown Central School District – 11/2001

The method that all three districts employ in projecting enrollment is the Cohort Survival Technique.²⁰ This method projects enrollment based on historical trends in recent years within the district. The data used for these projections is:

- 1-Estimated Kindergarten enrollments calculated from the number of live births five years prior.
- 2-Actual enrollment by grade for the previous 10 years.
- 3-Grade-to-grade retention ratios for each two grade transition.

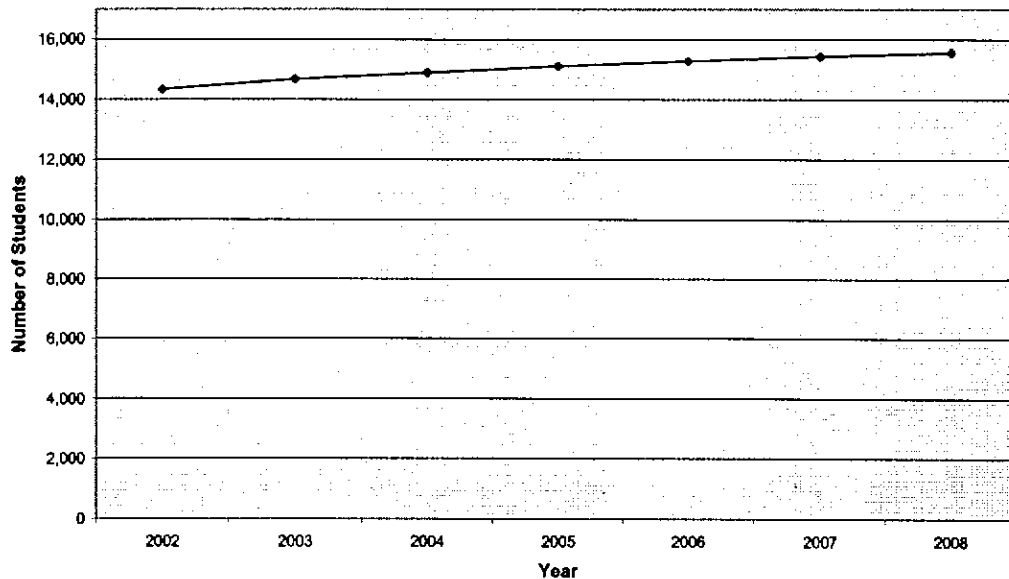
The projected increase in enrollment over the next six years in three of the four districts is as follows:

	2002	2003	2004	2005	2006	2007	2008
Nanuet	2,173	2,236	2,321	2,387	2,442	2,477	2,498
Nyack ²¹	3,062	3,048	3,066	3,051	3,053	3,023	3,020
Clarkstown	9,092	9,387	9,508	9,669	9,782	9,921	10,025
Total	14,327	14,671	14,895	15,107	15,277	15,421	15,543
% increase		2.4%	1.5%	1.4%	1.1%	0.9%	0.8%

²⁰ See Glossary

²¹ Note: The data for the Nyack Union Free School District is overstated since only a portion of the school district is located within the town of Clarkstown. Data including only Town of Clarkstown students was not readily available.

Projection of Combined Public School Enrollment within the Town of Clarkstown



The Cohort Survival Technique approach has proven to be a good predictor of enrollment most of the time. However, there are some areas of caution. Since the technique predicts the future based on averages of the past several years, it tends to minimize the impact of dramatic changes in enrollment.

3. Conclusions

We are now in the period known as the Baby Boom Echo. This began in 1981 and was responsible for increasing rates of births and a corresponding increase in school enrollments. However, during the next 10 years, as the Boomers exit from their child rearing years, school enrollments are expected to level off and then start dropping.²²

Notwithstanding the general trend above, we must be cognizant of the fact that changes in housing within Clarkstown can still dramatically impact the school districts and therefore the consequent school taxes. For example, if a newly built senior citizen development attracts substantial numbers of senior residents from within Clarkstown, large numbers of young families are likely to purchase the homes vacated by these seniors. This can impact enrollments at individual schools resulting in a need to redistrict or perhaps even necessitate new school construction. Similarly, if accessory housing were to be permitted within Clarkstown but implemented such that young families could live in the larger portion of the house, there could be a significant impact on the neighborhood school or district as a whole.

²² David Pearce Snyder, "The knowable future: Trends affecting education *The rise and fall of the baby boomers*" New York State School Boards Assoc.

It is therefore critical that the Town Board carefully consider these factors in evaluating housing proposals. It is also essential that the Town consult with school districts on a regular basis so the districts are prepared to consider the impact of new construction and policy changes. At a minimum, large developments may have to be staged to minimize the impact on the relevant school district. It also doesn't make sense to improve the housing availability for seniors and then create considerable increases in taxes that preclude those seniors from affording their newly obtained residences.

D. WORKFORCE/VOLUNTEERS AND HOUSING AFFORDABILITY FACTORS

1. Issues and Housing Needs Facing Our Workforce & Volunteers

The need for affordable housing continues to receive much attention. Here, we speak of affordable housing as shelter for those who cannot afford to buy or rent private, competitive, market rate housing. Affordability is controlled by debt service (the actual cost of housing); land value (as an element of housing cost); and property taxes. The average cost of a single family home in Clarkstown has reached an all time high making home ownership unattainable for many individuals. According to the Greater Hudson Valley Multiple Listing Service, as of September 2002 the twelve-month median home price in Clarkstown is \$350,000. In addition, the cost of rentals (because they are in short supply) has also soared making affordability a factor for the business sector.

How does the high cost of housing affect the workforce of Clarkstown? The Leadership Rockland Class of 2001 distributed a questionnaire to over four hundred local companies and their employees last summer. Three hundred companies responded and their results were analyzed by the Rockland Business Association:

- From an attraction/retention standpoint, there is an unmet housing need.
- A full one third of all businesses have lost needed personnel due to a lack of affordable housing.
- The average household size is 3.3 people, (yet we still zone residential properties to foster development of four to five bedroom homes).
- Almost half of all respondents live in Rockland, with the remainder commuting from more distant and less costly communities.
- Eighty-two percent of those surveyed would prefer to live in Rockland County where they are employed.
- Nearly two thirds of employee's surveyed wish to purchase a house in the next five years. Two thirds of the prospective homebuyers expect to pay no more than \$100,000 for that residence.²³

Anecdotally, we know that this housing need spans the entire employment spectrum, from unskilled assembly line workers to highly educated and experienced technical employees. Hard working blue-collar workers can find employment and housing in Bergen and Orange Counties and avoid commuting

²³ See Appendix III, Section F (Employer Survey Results)

altogether. Skilled employees can find similar employment in southern states and enjoy a higher standard of living due to lower housing costs.

What is the impact of the affordability gap for the future of Clarkstown? Clearly, Clarkstown taxpayers will be impacted if solutions are not found to address the high cost of housing.

The Advisory Board **recommends** that the Town seek possible sponsors from the local business community to create viable housing options for the workforce. The Town, by offering appropriate subsidies via tax incentives, can assist in the process. The Advisory Board further **recommends** that whatever solutions are proposed should benefit all the residents of Clarkstown.

Volunteers such as emergency medical employees, firefighters, and emergency medical technicians will find it increasingly difficult to remain in Clarkstown. The institutions they represent rely upon a volunteer base that is composed primarily of young adults who may not be able to afford to live here. Or consequently the ever-rising cost of housing may allow fewer individuals the availability to volunteer. Either way the possibility of a professionally paid emergency services workforce may develop if reasonable alternatives are not sought and implemented. The Town should be complimented for seeking to address this issue in partnership with the Rockland Housing Action Coalition and its sponsorship of the soon to be developed Hidden Ridge Condominium Project located on Pipetown Hill Road. This project will offer subsidies; and preference will be given to emergency service volunteers and Clarkstown residents. The Advisory Board **recommends** that efforts in this area continue to be explored and where possible acted upon to assist in maintaining a volunteer base for Clarkstown.

2. Housing Issues Facing the Social Service & Healthcare Network In Clarkstown

Clarkstown is host to a myriad of private not-for-profit agencies providing residential and other services to individuals throughout the continuum of health and social services systems. These residential programs are certified and licensed residences under the auspices of various child caring and social service agencies. Some of these residences need Town approval to open and are recertified annually by State and Federal Government oversight agencies in order to continue to operate. Once approved to open the Town has no authority to remove these programs. Many of these programs are designed to meet the needs of Clarkstown residents, however, some will serve residents from other areas. As such, these individual properties are exempt from paying property taxes and require supportive services generally provided by a professional staff that may or may not live in the facility. The individuals served in these residential programs are mentally retarded/developmentally disabled, mentally ill, homeless, neglected and abused children and adult homes.

The New York State Health Department requires that a list (see Appendix III, Section F, Rockland County Health Department Community Based Residential Programs) of all certified residences be maintained according to municipality. The Rockland County Department of Social Services is the keeper of the local list. A review of the list as of June of 2002 illustrates that Clarkstown is home to 41 community based certified residential programs serving 430 individuals. These certified residences do not include one to three person supported apartments which

do not require certification. The certified programs reflected on the Department of Social Service list range in size from four person (Camp Venture) to 31 individuals in residence (Jawonio). These residential programs require a professional staff that includes nurses, social workers, direct care workers etc.... It is impossible to ascertain an actual number of employees required to staff these already existing programs; however, more than 500 non-resident staffers are required to operate these residences.

Additionally, Clarkstown is host to one childcare agency (St. Agatha's) serving neglected and abused children in foster care on a campus setting. This child caring program has a certified campus, hosting up to 162 individuals in Clarkstown. Such programs also require untold numbers of professional and paraprofessional staff to provide essential services.

According to the Department of Social Service's June 2002 list, Clarkstown is also home to three skilled nursing facilities (Friedwald House, Northern Manor Geriatric Center, Nyack Manor Nursing Home) serving a total population of 571 individuals. Additionally, several other adult congregate care homes are hosted in Clarkstown on campus settings with an additional total of 172 seniors living in these residences. All of these programs require front line and professional skilled staff numbering well into the hundreds.

Clarkstown is a host to the not-for-profit and health care sector in which 1,335 individuals are in residence in the above-mentioned settings. Literally thousands of skilled workers are required to staff these already existing facilities at a lower than the average annual salary. According to the New York State Department of Labor in 2001, the average salary of direct service worker in a residential setting is \$17,090 per year! One can clearly deduce that this rate of salary is well below the average for Clarkstown; therefore, many workers in the community who serve in these programs, lack availability of local affordable housing.

These residential programs are a necessary portion of the safety net for our local community and provide humane services for those most in need. The Town should monitor this situation closely to insure that not-for-profits operate effectively in order to maintain the integrity of these programs within Clarkstown. The Town Board may also consider asking these not-for-profits to sponsor affordable housing that will assist in addressing the needs of this segment of the workforce. It will require a team effort including the Town and the agency.

3. RECOMMENDATIONS FOR WORKFORCE HOUSING:

The Advisory Board recommends the following to assist in maintaining affordable housing to benefit the workforce.

- The Advisory Board recommends that the Town seek sponsors from the business community to develop affordable, housing with preference granted to persons already working in Clarkstown.

- The Advisory Board **recommends** that the Town seek sponsors from the not-for-profit and healthcare sector to develop affordable housing with preference granted to persons already working in Clarkstown.
- The Advisory Board **recommends** that the Town seek sponsors to develop more affordable housing with preference granted to fire departments and ambulance corps serving Clarkstown.

V. ANALYSIS AND RECOMMENDATIONS

A. 1. Existing Senior Housing

There are three subsidized senior citizen complexes in Clarkstown and another being built. As information was gathered for this report, it was found that only Middlewood has a publicly available waiting list which is compiled by the Town Planning Board Office and then forwarded to Arco Management which is hired by the Town to oversee Middlewood. The two remaining senior complexes Monterey and Squadron are privately operated and the manner and depth of the waiting lists are unknown to the Town.

After due consideration, the Advisory Board **recommends** that the Town be more involved in the selection process of all senior complexes **if this is legally possible**. All three complexes were built with government funding and there needs to be some way of assuring justice and equality for all seniors who wish to find a place in one of the complexes. This recommendation is made since numerous seniors have been waiting for several years.

2. Remedial Changes, Capital Improvements and Repairs

During the course of the Advisory Board's review, efforts were made to assess the three complexes. A detailed report was completed and sent to the Town Board highlighting physical conditions. Both Monterey and Squadron were in markedly better condition than Middlewood. Despite noteworthy efforts to improve Middlewood, much still requires attention:

- continue to replace worn sidewalk and curb areas.
- install needed handrails along pathways where applicable.
- seek to install a ground floor laundry room to ease ambulation
- resurface the roadways which are cracked and broken
- continue to improve recreated amenities
- continue to update appliances within individual apartments

It is the opinion of the Advisory Board that the Town should consider reviewing its contract with Arco Management because the physical condition of the complex was so bad when the sub-committee of the Advisory Board visited Middletown earlier this year. This is indicative of less than satisfactory management.

3. The Advisory Board, after discussion and evaluation of the data, **strongly recommends** the creation of an **Office for Senior Citizens**. Considering that almost 18% of Clarkstown's population falls into the "Senior Citizen" category (2000 census) and that most of them have contributed to the building of Clarkstown, they most certainly merit an office to deal with their problems and ultimately, the quality of their lives.

Some areas that this office could deal with:

- Maintain a single waiting list – could maintain and monitor the list for senior housing within the Town.
- Coordinate Town outreach efforts for seniors – in order to broaden the efforts of the Town, this office could work with outside entities providing services to seniors. This would include maintaining an informational database for seniors and compilation of publications creating a source for referrals of services available within the area for seniors.
- Create database of volunteer services - The office would be available to visit seniors and aid in resolving problems by maintaining a database of volunteers willing to assist seniors. Additionally, a list of seniors seeking to provide service to benefit the Town could also be created and maintained for the benefit of the Town.

The Office for Seniors would be an avenue to improve communication and services and insure that both seniors and the Town benefit from the coordination. Since there is no particular department that relates to this office, it is the recommendation of the Advisory Board that this office be placed directly under the chief administrative officer, namely the Supervisor. It is not the intent of the Citizens Advisory Board to enlarge the bureaucratic structure of government but to hone in on the needs of the seniors and help them resolve issues as quickly as possible.

B. HOUSING OPTIONS FOR SENIORS

1. Remaining in Current Home

The senior questionnaires reflect the overwhelming desire of the senior population to remain in their own homes. The challenge comes to those living on fixed incomes, especially modest pensions. As taxes increase yearly, the seniors fall further behind in meeting expenses. In order to facilitate seniors remaining in their own homes, the Advisory Board recommends exploration and consideration of the following:

- Reduction of Taxes – Low income relief is available if the combined household income is less than \$28,899. Currently there are 717 households which take advantage of this help. The Basic Star Program, which exempts the first \$30,000 of the full value of a home from school taxes. 17,368 households make use of this program. There is also Enhanced Star Program for senior citizens 65 and older, whose yearly household incomes do not exceed \$62,200. Qualifiers can exempt \$50,000 from the full value of their home from school property taxes. There are 2,859 residents who make use of this exemption. There is also the Veteran's Exemption.²⁴

The Advisory Board encourages the Town Board to consider other ways to grant greater tax relief than presently exists. The Advisory Board investigated whether any municipality in New York State had granted tax abatement to its seniors based on income and longevity in the community.

²⁴ See Appendix IV, Section A

The results were negative. The Advisory Board suggests further exploration in this area.

- Change in Method of Supporting Education - (Real Property Tax) Explore the possibility of working with other governmental bodies to initiate changes in using the Real Property Tax System to support education. The present method is unjust and regressive. A fairer method of support would be income-based instead of property-based. The Town should work with other municipalities to begin the process of change. This is a long-range solution.
- Loan Options – A “REVERSE MORTGAGE” a mechanism which could allow seniors to remain in their homes longer. It allows people to have a mortgage based on the equity in their residence. The details of the financial arrangement are established between the bank and the applicant. The homeowner receives a monthly payment until the equity has been depleted. This is set forth for informational purposes and the Advisory Board does not necessarily recommend it.

2. Accessory Apartments

a. Explanation:

One possible solution to providing affordable senior housing is to permit Accessory Apartments within existing single-family homes allowing a senior homeowner to convert a single-family home into a two family dwelling. This can be effectuated through a town ordinance. The senior homeowner would apply for a special use permit issued by the Town Building Department. To avoid investors or speculators taking advantage of this permit, the law would only allow conversions for properties which are owner occupied and the owner is age 60 or over.

The accessory apartment would be limited in size, ranging between 500 to 750 square feet. Enough to provide a one-bedroom unit, kitchen and bathroom. It is what is commonly referred to as a mother-daughter house, although no family relationship is required. The Town of Orangetown currently has an ordinance allowing such conversions.²⁵

To avoid certain concerns regarding the creation of multi-family dwellings, some restrictive conditions would be required prior to granting the permit. The Advisory Board favors keeping a single front entrance for both units, but would allow a separate entrance on the side or the back of the house, so long as the existing plan and single family appearance of the house was not substantially changed. Adequate off street parking, not exceeding 4 vehicles per house must be provided that conforms to existing zoning regulations. The permit would accompany the filing of a special covenant stipulating that the house would revert back to a single family home upon the sale of the

²⁵ See Appendix IV, Section B, Pages 1-2

property, or when the original grantor and/ or their surviving spouse cease to occupy the dwelling.

b. In Relation To Survey Results

The idea of living in accessory apartment housing received some interest. Twenty-eight percent (1101 out of 4667) of those seniors responding to the survey said they would consider this type of living arrangement.

Some seniors expressed reluctance to living with "strangers" in a house they owned and lived in for decades while others felt it increased their personal security. Other concerns are that this would cause a proliferation of two-family housing thereby creating overcrowded neighborhoods and that driveway utilization, and street parking could be a problem.

As with any innovation, enforcement and oversight is especially critical. While allowing accessory apartments may result in some abuse it would provide a possible solution that could allow seniors to remain in their own home longer. A further positive consequence is that some young adults may also benefit from an increased pool of accessory apartments without significantly impacting the school enrollment.

c. Conclusions and Recommendations:

This Advisory Board recommends accessory apartments be granted under strict restrictions particularly with regard to parking. Off street parking should be provided that conforms to current zoning regulations with a maximum of four vehicles per house.

It is further recommended that the senior homeowner be required to occupy the larger portion of the home so as to avoid large families moving in as renters and over burdening the school system without compensating for the school tax. It is recommended that the special permit only be granted to owner occupied residences where owners are over the age of 60.

The large number of high ranch and split-level style homes in Clarkstown could increase the availability of senior and young adult housing stock. Seniors, could find it appealing to convert their house, thus alleviating the need and fear of moving out of their community. The extra income could apply to mortgage payments and taxes. The younger tenant could aid in their goals of feeling secure yet not losing their sense of privacy or independence. At the same time that younger tenant may help defray the costs of upkeep by actually sharing in the maintenance.

This proposal could potentially help young couples or young singles by creating affordable rental stock for those who are not ready to purchase their own home. They would, however, be living in single family housing with privacy.

The issue of compliance raises a difficult task. This Advisory Board **recommends** that the converting homeowner be required to have an electrical and fire inspection before the permit is issued and that subsequent fire inspections be conducted on an annual basis. The covenant used by the Town of Orangetown serves as an example²⁶ but this Advisory Board has added stipulations as per the above discussion.

Overall Analysis of the Accessory Apartment Option

- Acknowledging that accessory apartments would fulfill a need, the Advisory Board **recommends** this option but under the regulation of a very restrictive ordinance. Strict code enforcement is needed to insure compliance. The Town must be aware that the enforcement of the ordinance requires a commitment of financial resources to avoid abuse. If the Town does not feel it is in a position to commit these resources, the Advisory Board **recommends** that Accessory Apartments **NOT** be implemented.

Ordinance Requirements

- The owner of the residence must be 60 years of age and must occupy the larger unit.
- The owner/occupant must apply for a permit from the Building Department.
- The homeowner must be required to have an electrical and plumbing inspection prior to the issuance of the permit
- Subsequent fire inspections must be done annually
- To ensure that this use is not passed on from an eligible to a new homeowner, upon the sale (or transfer of ownership) of the property, the permit must be extinguished and a covenant and restriction would have to be removed upon the recording of the new deed.
- If there is to be a second exterior entrance, it must face the side or rear of the house
- There would be a limit of a total of four cars parked outside for the two units in the dwelling
- The parking must be off-street and behind the front yard line
- The dwelling should be subject to annual recertification inspections to insure compliance

²⁶ See Appendix IV, Section B, Page 3

3. **SENIOR ASSISTED LIVING and INDEPENDENT LIVING FACILITIES (SAIL)²⁷**

a. Explanation:

The review leading to the 1999 Clarkstown Comprehensive Plan update recognized the need to develop recommendations for Senior Independent and Assisted Living facilities with an emphasis on affordability. The Clarkstown Planning Board and Ad Hoc Committee prepared the SAIL proposal in response to these perceived needs.

The basic tenets of the SAIL proposal provide for (a) market priced units at a density of 5 units per acre and (b) affordable priced (subsidized) units at a density of 7 - ½ units per acre (a 50% bonus to the developer for including these units in the overall plan) and (c) non- age restricted Assisted Care Living Facilities at a density of 10 units per acre. These uses are proposed to be located in the higher density R-15 and R-22 single-family residential districts with sufficient bulk and buffer requirements designed to reduce into existing residential developments.

The market priced Senior Independent Living Facilities compares most closely in density to the MF-1 zoning district except it provides larger buffers and limits unit size to smaller apartment type dwellings. The affordably- priced Senior Independent Living Facilities is an extension of the existing Senior Housing (available by special permit) but reduces the density and provides buffers from the adjoining residential parcels. Both are age-restricted residences for those 60 and over.

There are three existing Senior Housing developments in Clarkstown: Middlewood, Monterey and Squadron Gardens. Each provides about one hundred units on five-acre sites. The proposed ordinance would require almost three times as much area (approximately 13 to 14 acres) allowing the development to be more comfortably sited with buffers and recreational space as is the case with the approved Sisters of Charity project.

The Town Planning Board has sought to establish standards for the development of Assisted Living facilities. The most recent and prominent example of this type of project is the Sunrise Assisted Living Facility on North Main Street, New City. That project provides about 70 units on 3 and one-half acres of land equating to about 20 units per acre. The proposed changes would require future projects to limit the density to 10 units per acre thus requiring larger land areas and providing the ability to more adequately buffer the project.

b. In Relation To The Senior Survey:

As expected, the survey demonstrates that the older the senior, the issue of personal care being provided on site becomes more important. Sixteen percent of the respondents said that central dining facilities, social activities, limited kitchen facilities and personal care assistance was definitely important to their consideration of where to live. But it

²⁷ See Comparison of Senior Housing Types Chart, Page 51

should also be noted that only 17 to 18% of the respondents expressed a desire to live in a multi unit senior facility. Any future developments should try to incorporate some or all of these amenities, as other recent facilities located in neighboring towns have done. Some of the older existing senior developments within Clarkstown lack some of these attributes.

Development of future Assisted Living Facilities should be carefully scrutinized given that a number of new facilities of this type are being built in neighboring communities. There is no need for a new Clarkstown facility at this time.²⁸

The survey also showed that with an increase in age, the senior had less of a tie to their present community. In other words, the older the senior becomes, it appears, the more flexible that senior is to the idea of moving to another hamlet within Clarkstown. Furthermore, the tie to one hamlet over another is further lessened here where the facility becomes its own community.

c. Conclusions and Recommendations

- This Advisory Board recommends having separate ordinances governing Independent Living projects and Assisted Living projects respectively.
- This Advisory Board strongly recommends that any new senior housing built with Federal and/or State funds requiring a waiting list for the eligible residents should be carefully scrutinized by an appointed town official. This could be under the auspices of a proposed Office of Senior Citizens. The current lists are treated like closely guarded secrets, but it should be made available to the Town. At present the Town has knowledge of only Middlewood. Any Assisted Living or Independent Living facility built in conjunction with Federal and/or State funds or grants should focus on giving Clarkstown residents and their immediate relatives priority over all other consumers, in either purchasing or renting these units.

Independent Living:

For both the "market rate" and "bonus" Independent Living developments this Board recommends that they be limited to MF and R-15 zones. While the Advisory Board is not convinced from its research that there is indeed an expressed need on the part of seniors in Clarkstown for market price condominium/apartment Independent Living units,²⁹ the need for future development to be well regulated is essential to proper planning. Therefore, the Advisory Board recommends that the Independent Living sections of the proposed SAIL legislation be incorporated into the Town Code.

²⁸ See Page 18

²⁹ A total of 54 seniors out of the 4,667 responding indicated they would be willing to spend \$330k for a condominium or a senior citizen complex. See crosstab in Appendix IV, Section C, Page 1

c. School Issues

If there is merit in arguing that senior developments would not impact the school systems, it is completely negated by permitting these developments in commercial zones. Doing so would likely result in a migration of seniors, some downsizing from larger four-bedroom type homes to these smaller senior facilities. The larger homes would likely pass on to younger families with school age children that would impact schools by increasing student population.

d. Density

Both GARS & PAC propose single-family age-restricted homes at densities up to ten (10) units per acre. This would create building lots as small as 3,500 square feet, after deducting for roadways. Currently, the R-10 district is the highest density single-family zone in Clarkstown, requiring a minimum of 10,000 square feet per building lot. It has been Town policy to discourage expansion of the R-10 zone because of the small lot area generated. We **do not recommend** densities as high as those included in these two proposals.

e. Priorities for Local Residents

The issue of senior housing arose from a perceived effort to provide alternative housing for those over 55 years of age and/or "empty-nesters" wishing to downsize from larger homes. To fairly respond to such desires, priority restrictions should be applied limiting the sale of such units to Clarkstown residents only. However, both GARS & PAC propose "market-priced" housing which legally cannot be prioritized so as to restrict sales only to Clarkstown residents. The result is open market developments being populated by those moving in from areas outside Clarkstown.

f. Planning Board Variances

GARS & PAC propose that any variances needed for development be granted by the Planning Board rather than the Zoning Board of Appeals. The separation of authority should be continued based on current law which provides that site plan review authority remain with the Planning Board and variances be reviewed and granted only by the Zoning Board of Appeals.

Recommendation

It is the unanimous opinion of the Advisory Board because of the concerns and issues enumerated above that the "GARS" and "PAC" proposals be REJECTED.

5. **ALTERNATIVE RECOMMENDATION TO GARS & PAC:**

A suggested alternative to the GARS and PAC proposals is to provide "incentive zoning" for market-priced, age-restricted, single-family "patio home" developments in existing residential homes of R-15 and R-22.

One major reason for objecting to use in LO, LIO and M zones is that these zones would not have permitted any residential use. Allowing a density of 10 units per acre would have enormous consequences regarding increase in population. The extra density provided by incentive zoning replaces the density in existing R-15 and R-22 residential zones and has little or no impact on the total population.

a. Incentive for market-priced age-restricted single-family homes:

It is **recommended** that a 50% density bonus be permitted in order to allow for market-priced, age-restricted, single-family (patio homes) in the appropriate zones as noted in (b) below. The density bonus responds to the desire to provide smaller units for those wishing to downsize, but recognizes that residency controls cannot be applied to these market-priced dwelling units. This more modest density than was proposed in GARS and PAC also serves to minimize additional impact on the towns infrastructure resulting from the increased density. The reduced impact on schools is offset by increased impact on drainage, sewerage and water usage, and potential traffic impacts. The Advisory Board's suggested bonus incentive would essentially permit R-10 and R-15 bulk, in the R-15 and R-22 zones respectively.

b. Restrict development to the R-15 and R-22 zones:

The restriction of market-priced age-restricted developments to the R-15 and R-22 zones would help to alleviate impacts on the school system. The R-15 and R-22 zones are currently the most dense of the single-family zones. The school districts presently anticipate student population increases arising from development of these R-15 and R-22 zoned parcels. To allow age-restricted developments "Fifty-five and Over" on these sites would serve to reduce the school impact by eliminating school age children from these residentially zones parcels.

The principle of concentric zoning, on which the Clarkstown Comprehensive Plan is based, provides for high-density zones near hamlet centers, and lower densities farther away. Since the R-15 & R-22 are the highest density single-family residential districts, they are more likely to be located closer to hamlet centers, and services generally needed by senior citizens.

c. Subject to Special Permit of the Clarkstown Town Board

The density bonus provision should be made subject to a special permit of the Clarkstown Town Board. Application for a special permit will require a thorough analysis of each proposal and allow for citizen

input. A Special Permit procedure allows for evaluation on a Town wide basis in order to ascertain the appropriate locations for such uses.

d. Yard and Buffers:

It is recommended that when a density bonus is granted, the required yard setback of the zone to which the bonus is applied shall prevail at all perimeters at the overall development. Alternately, special buffer provisions should be considered when projects are adjacent to residential zones.

e. Acreage and Location:

The density bonus should be considered only on parcels larger than 15 acres in sizes, with the total number of units limited to 100 maximum per site. Consideration should also be given to limiting the number of market-priced, age-restricted, single-family developments by hamlet.

Comparison of Senior Housing Types:

Use	Independent Living Adult Housing (SAIL)	Independent Living Adult Housing (with Affordable Density Bonus) (SAIL)	Assisted Care Living Quarters (SAIL)	Golden Age Single Family Residential (GARS)	Planned Adult Community Zoning (PAC)
	Column "A"	Column "B"	Column "C"	Column "D"	Column "E"
Proposed by:	Planning Board & Ad Hoc	Planning Board & Ad Hoc	Planning Board & Ad Hoc	Developer Attorney	Developer Attorney
Zoning Districts	R-15 & R-22	R-15 & R-22	R-15 & R-22	LIO, LO & M	LIO, LO & M
Area	10 acre minimum (note 1)	Same as column "A"	Same as column "A"	5 acre minimum	15 acres minimum 50 acres maximum
Age Limitations	60 years of age or older	60 years of age or older	No age restrictions	55 years of age or older	55 years of age or older with no one under 18 years of age
Location Constraints	Site must be located on, and vehicular access restricted to, Major or Secondary Roads only (see Official Map)	Same as column "A"	Same as column "A"	No restrictions	No restrictions (80 to 100 % single family detached; D to 20% multi-family)
Unit Density	5 units per acre (standard) (Note 2)	7-1/2 units per acre (for affordable density bonus) (Note 2)	10 units per acre. (The affordable density bonus is not applicable to this use).	10 units per acre (single family detached homes)	8 units per acre (single family detached homes) 10 units per acre (multi-family)
Setbacks - property line to building	50% of projected building dimension parallel to the lot line; 150 foot minimum	Same as column "A"	Same as column "A"	25 feet from perimeter property line, 10 foot side yard, 20 foot front yard	25 feet from perimeter property line.
Buffers - property line to edge of parking. (Note 3)	33% of projected building dimension parallel to the lot line; 100 foot minimum	Same as column "A"	Same as column "A"	25 feet at side & rear property lines of project only	25 feet at side & rear property lines of project only
Allowable Height	2 1/2 story or 25 feet maximum in campus style setting	Same as column "A"	3 1/2 story or 35 feet maximum for single building with bedrooms only (not apartment type development). 2-1/2 story or 25 feet maximum for apartment type development (must be campus style setting).	20 feet (except flagpoles, domes, spires, chimneys, skylights, antennas, etc.)	25 feet (detached units-except flagpoles, domes, spires, chimneys, skylights, antennas, etc.) 55 feet (multi-family units)
Parking	1.50 spaces per unit for residents plus 25% extra for staff & visitors. (Additional reserved parking may be required by the Planning Board if deemed necessary). Must be at least 10 feet from buildings; may only be in or under building when in a fully enclosed garage.	1.00 spaces per unit for residents plus 25% extra for staff & visitors. (Additional reserved parking may be required by the Planning Board if deemed necessary). Must be at least 10 feet from buildings; may only be in or under building when in a fully enclosed garage.	1.00 space per 5 units for residents plus 1 space per 3 units for staff & visitors. (Additional reserved parking may be required by the Planning Board if deemed necessary). Must be at least 10 feet from buildings; may only be in or under building when in a fully enclosed garage.	1.00 space per unit Planning Board can land-bank parking if it requires.	1.00 space per unit Planning Board can require reserve parking for future use
Floor Area Ratio	.20	Same as column "A"	Same as column "A"	40 (land area coverage)	40
Distance between buildings	At least 40 ft.	Same as column "A"	Same as column "A"	20 feet	20 feet
Unit size & occupancy	No more than two bedrooms per unit; units shall not be larger than 600 sq. ft. No more than two qualifying persons per unit.	Same as column "A"	No more than two persons per bedroom (for single building with bedrooms only). No more than two persons per unit (for apartment type development).	No more than two bedrooms. No less than 1200 square foot single family detached building (may be greater as Planning Board may permit)	No more than two bedrooms. No less than 1200 square foot single family detached building or 1000 sq. ft. for multiple residences (may be greater as Planning Board may permit)
Accessory Uses	Limited retail and service uses designed and intended for residents use only, may be permitted by Town Board. Examples include coffee shop, gift shop, sundries, personal care products, exercise facility, hairdresser, library and chapel. No outside signs or advertising of accessory uses.	Same as column "A"	Same as column "A"	Resident Manager's dwelling unit	Resident Manager's dwelling unit
Development Size	100 dwelling units per site maximum.	Same as column "A"	Not more than 100 dwelling units or 200 residents per site.	No limitation	No limitation
Additional Equipment Screening	Mechanical equipment shall not be visible or audible from beyond any lot line or from any public street	Same as column "A"	Same as column "A"		
Appearance	Residential appearance shall be paramount, including such elements as gable roofs; window placement, size and proportion; exterior sheathing; exterior lighting	Same as column "A"	Same as column "A"		
Recreation	On-site recreational facilities shall be provided and approved by the Planning Board as part of site plan approval. Facilities shall be based on the needs of the prospective residents	Same as column "A"	Same as column "A"	May be provided (money-in-lieu-of-land to be reduced by the amount of recreation provided on site).	Sufficient for the residents of the development and provided by developer.
Development Constraints 200-21.D	Does not apply to area within buffer	Same as column "A"	Same as column "A"		
Variances	(Note 4)	(Note 4)	(Note 4)	by Planning Board	by Planning Board

(Note 1): Property must have been in single ownership totaling minimum required acreage at the time of adoption of this amendment. Assemblage of properties or parcels so as to meet minimum acreage requirements shall not be permitted.

(Note 2): See 290-17.A.4 for affordable housing density bonus.

(Note 3): No buildings, parking or circulation aisles are permitted in the buffer. Access drives may cross the buffer. Pedestrian pathways may be located within the buffer, but not within 30 feet of a lot line.

(Note 4): It shall be the intent of the Town Board that variances from the requirements of this local law shall not be permitted.

(Note 5): All applicable sections of the current zoning law (such as deductions for land under water, rights-of-way, road widening, slopes, etc.) shall also be applicable to this local law, outside of required buffer.

6. MARKET RATE CONDOMINIUM APARTMENTS

EXAMPLE:

The Retreat at Airmont, Pulte Homes Active Adult Community, (55 and over)

Location: in Airmont off Airmont Road behind the Friendly's between Rt. 59 and the Thruway. This area has been designated the "village center" of Airmont.

Characteristics of Housing

- Six 3-story buildings, eight apartments (flats, no steps) on each floor for a total of 24 units per building, for a total of 144 two-bedroom, two bath apartments
- Elevators in each building
- Underground parking in each building and exterior parking lots
- Small clubhouse and outdoor pool
- Four basic models varying from 1284 sq. ft. to 1726 sq. ft.

Financial Considerations

- "market rate" housing, condominium ownership
- price range as of 7/2002 (prior to availability of models) from \$239, 900 to \$311,900 with "premium locations" at higher cost, all prices subject to change.
- Taxes estimated to be 2% of sale price (\$4,700 – \$6,250 approximately)
- Monthly "common charges" to be determined

Implications of a development like The Retreat at Airmont for Clarkstown

- There would likely be a limited market for this housing for Clarkstown residents. Of the 4,667 only 162 respondents stated they would be willing to pay between \$200,000 and \$300,000 for a condominium and 45 respondents would be willing to pay over \$300,000.
- The price ranges for this "market rate" housing would probably be similar in Clarkstown, if land costs are similar. By the time such a development were to be offered for sale in Clarkstown, considering the rapid rise in real estate prices, it would be likely that such housing would cost in excess of \$300,000. Therefore, the market for Clarkstown occupants might be quite limited.
- Such housing would be more appropriate in hamlet centers where shopping and services are convenient to residents. Incentive zoning may be applicable.
- Such housing should be limited to no more than one development per hamlet.
- This type of housing is high in density and must be situated in a location that would not be negatively impacted by the density and bulk of the development.

- As "market rate" housing, there are no restrictions on occupancy and it can be projected that many of the units would be purchased by non-Clarkstown residents.

Recommendation:

An alternate to this intensity of development is found in the "Independent Living" component of SAIL which permits 5 units per acre.

7. SUBSIDIZED HOUSING; COST EFFECTIVE HOUSING; AFFORDABLE HOUSING: SPEAKER – GERRI LEVY MAY 30, 2002

Rockland Housing Action Coalition: Overview

Ms. Gerri Levy is Director of the Rockland Housing Action Coalition (RHAC) which builds cost effective housing throughout the County. RHAC is a not-for-profit organization that works with the County to provide housing. RHAC does consulting work for private developers and writes grants to various government agencies, banks and foundations. The Federal Department of Housing and Urban Development (HUD) also gives funds to RHAC for financial counseling. In addition they have done consulting work for towns. Ms. Levy distributed the following documents which are located in the Appendix.³²

New York State Division of Housing and Community Renewal

- Housing Development Fund
- Low-Income Housing Trust Fund Program
- Senior Housing Initiative

New York State Housing Finance Agency

- New York State Affordable Housing Corp/Affordable Home Ownership Development Program
- Infrastructure Development Demonstration Program
- Secured Loan Rental Housing Program

United States Department of Housing and Urban Development

- Community Development Block Grants Program
- Section 108 Loan Guarantee Program

United States Department of Transportation Federal Highway Administration

- Surface Transportation Program

Nonprofit Private Sector Funding Sources

- American Restoration Resources, Inc.

Nonprofit Private Sector Funding Sources

- Clean Land Fund
- The Heinz Endowments
- Surdna Foundation, Inc.

³² Appendix IV, Section D

For-Profit Private Sector Funding Sources
- New York State Banking Department

RHAC shares the interest of the Housing Advisory's Board in Clarkstown in providing cost effective housing for seniors and volunteers. Ms. Levy completed a survey of the EMS and various fire districts workers and is currently do a survey of paramedics. The firefighters live within 4 miles of their district and it is difficult to find housing for them.

Ms. Levy is familiar with various funding sources available to provide cost effective housing for seniors. Developers would apply for grants through the federal, state and local governments. She found that real estate taxes and the cost of land and housing requires piggybacking different funding sources so that people can afford to rent or buy.

The County receives money from HUD, which it is able to allocate based on the need. Every municipality submits an application for Community Development Block grants and consortia consisting of elected officials from various municipalities select those who have the highest need. Federal funds, state funds and local funds are layered together to insure cost effectiveness. There are several definitions that have been used or implied to define the term "cost effective", "affordable" or "affordable housing developments".

The dictionary defines "afford" as "...to have enough or the means for; bear the cost without serious inconvenience..." This definition when applied to housing implies that for every home or dwelling unit, there is a buyer who can afford its purchase price.

RHAC through experience has determined that they can be most effective helping people earning between \$30-50,000 yearly. RHAC sells their subsidized homes between \$85-150,000.³³

Subsidized Housing and Market Rate Housing Combinations

Subsidies can be sought to meet more than one income level. For example, a certain number of units can be targeted for people whose income is 50% of the median income in the County, whereas another number of units can be targeted for people whose income is 60% of the median income. Subsidies can be sought for as high as 80% of the median income. It is more likely that applications for grants are accepted for lower income levels. Therefore, if one wishes to target the 80% income level, some units should be set aside for lower income levels as well.

Market rate housing can be combined with subsidized housing. For example, 80% of the units might be market rate and 20% of the units might be subsidized. The developer would seek grants for the subsidized portion.

³³ See Page 57.

ELIGIBILITY REQUIREMENTS

Income Limits per Unit Size:
As published by HUD for the Year 2002

Unit Size	<u>50% of the Area Median Income Only:</u>		Monthly Rent
	Minimum Income	Maximum Income	
1 Bedroom, 1 Person:	\$20,800	\$ 30,450	\$780
1 Bedroom, 2 Persons:	20,800	34,800	780
2 Bedrooms, 1 Person:	25,146	30,450	943
2 Bedrooms, 2 Persons:	25,146	34,800	943
2 Bedrooms, 3 Persons:	25,146	39,150	943
2 Bedrooms, 4 Persons:	25,146	43,500	943

Unit Size	<u>60% of the Area Median Income Only:</u>		Monthly Rent
	Minimum Income	Maximum Income	
1 Bedroom, 1 Person:	\$24,933	\$36,540	\$ 935
1 Bedroom, 2 Persons:	24,933	41,760	935
2 Bedrooms, 1 Person:	30,133	36,540	1,130
2 Bedrooms, 2 Persons:	30,133	41,760	1,130
2 Bedrooms, 3 Persons:	30,133	46,980	1,130
4 Persons:	30,133	52,200	1,130

The Maximum incomes are subject to change annually and are based upon the area median income as determined by the Department of Housing and Urban Development (HUD).

80% of the Area Maximum Income Only

<u>Maximum Income</u>	
1 person	\$38,100
2 persons	\$43,500

Clarkstown Median Household Income

<u>Household Type</u>	<u>Median Household Income</u>
All Households	\$82,107
Households with Householder 65 to 74 Years Old	\$55,935
Households with Householder 75 Years Old and Over	\$29,393

Source: U.S. Census Bureau, Census 2000, Summary File 3
Prepared By: The Rockland County Department of Planning
(See Appendix IV, Section E)

In Construction Phase Senior Project – Airmont Gardens, a 140-unit Complex off Airmont Road on the west side, south of the New York Thruway west of Friendly's Restaurant and a multi-story motel, south of a storage facility, north of a small strip mall

- 140 units on 8.5 acres, 16 ½ units per acre
- combination of 50% and 60% of median income units (see income guidelines in tables above)

three 3-story residential buildings and a clubhouse, all interconnected
one bedroom, one bath apartments
two bedroom, one bath apartments
elevators

Completed Senior Project – Sycamore Crest, a 96-unit complex in Spring Valley on Route 59

- financed through the State using 4% tax credits and tax-exempt bond financing
- income guidelines are between \$20,000-\$40,000 per year
- The rents are \$780– \$1300 per month for a one and two bedroom apartments

elevators
community room
recreation room
onsite management
cleaning service

Tax Credits for Senior Housing³⁴

Tax credits are being used to encourage investors/developers to participate in these programs. There are currently two levels of tax credits.

4% Tax Credits

With a 4% tax credit, one can take 4% of allowable costs are for development excluding land. Allowable costs are multiplied by 4 then divided by a certain time period. The developer receives the money upfront and uses it to construct the building. The money does not have to be paid back but a mechanism to retain affordability such as a deed restriction, must be maintained for approximately 30 years. In the case of 4% tax credits, a well-written application will usually be funded.

³⁴ See Appendix IV, Section D

9% Tax Credits

The 9% Tax Credit Program requires competitive funding rounds. Applications are submitted when the notice of funding availability comes out, which is usually November. It's very competitive program this year nobody applied. If an application is granted, the developer receives 9% tax credit.

Other financing sources are tax-exempt bond financing is another source for construction funding. Others are included in the Appendix.

Income of Targeted Homeowners (not age restricted)

RHAC has found that it is most effective helping people earning between \$33,000 and \$50,000 per year. To be affordable RHAC has to sell their houses between \$85,000 and \$105,000. There is subsidy - some federal and state money.

Resale Provisions

Each funding source that RHAC uses has its own recapture provisions, which could range from 5 to 20 years. They have a formula - right now it's at 50% of the median from when a home is purchased to when it is sold. For example, if the house is bought for \$100,000 and sold for \$150,000 they would allow the seller to realize a \$25,000 profit. When the house is to be sold RHAC finds another buyer that needs affordable housing. The 50% profit may be changed because RHAC does not want the seller to realize a windfall profit. RHAC wants to keep the house affordable.

RHAC has a mechanism to retain the affordability of the home. They have deed restrictions on the house so if the owner were to try to sell the property, when the title search was done, RHAC would be notified.

Preference to Current Residents

RHAC has never sold to persons outside of the county. Preference is given to County residents because County funds are used. People who inquire from outside the town will be sent an application but will be put on a waiting list. If someone from the County applies that person will supercede the person from outside the County on the list. This restriction would be put in the grant application - 70% of town residents would be the maximum likely to be approved.

Other Suggestions from Ms. Levy:

- The suggestion of a **"DENSITY BONUS"** was raised, whereby developers receive approval for additional units in exchange for developing subsidized housing.
- The suggestion of the Town entering into **"INTERMUNICIPAL AGREEMENTS"** with neighboring municipalities to assist addressing senior housing was raised.

Recommendations:

- The Town Board seek any funding sources that might be applied for by the municipality for subsidizing housing for volunteers, seniors.
- The Town Board ascertain the number of residents that would be eligible for varying levels of affordable housing according to the statistics available from the 2000 census.³⁵

8. INTERMUNICIPAL AGREEMENTS

One unique and possible approach that the Town Board should consider in addressing housing for seniors and young adults is inter-municipal agreements. An Inter-municipal Agreement is an agreement between municipal entities such as towns, villages, government agencies etc. whereby Clarkstown would share burdens and responsibilities in developing housing. In exchange, Clarkstown residents would be able to occupy future housing developments in the neighboring municipality that has made the agreement with Clarkstown.

The Advisory Board is aware that three neighboring Towns have already or are in the process of acquiring significant tracts of land from the State of New York as a result of the closure of Letchworth Village Developmental Center and the downsizing of Rockland State Psychiatric Center. This land acquisition will enable the Towns of Stony Point and Orangetown to develop new golf courses, parks, schools, office space and housing of all varieties. Already, the Town of Haverstraw is constructing a new golf course and schools on a portion of the grounds at the site of the former Letchworth Village Developmental Center. Similarly, the Town of Orangetown is also planning to acquire and develop hundreds of acres from the State of New York as part of the downsizing of Rockland State Psychiatric Hospital. These towns are in a fortunate position to have previously unavailable land to address a myriad of needs. One problem in developing these properties is expense. The possibility of sharing expenses might make such an inter-municipal agreement attractive.

Another reason that an inter-municipal is desirable is that it may make the acquisition of grants for particular housing easier when two or more towns are working together to develop a project. If Clarkstown were to enter an agreement with a neighboring town to develop a project, the competition for block grants and other funding would be reduced. Similarly, two municipal entities sharing expenses might make a project desirable.

Thus, the Advisory Board suggests that the Town explore the possibility of reaching an inter-municipal agreement with neighboring towns in order for Clarkstown residents to receive some benefit in future development. An agreement of this kind, allowing Clarkstown residents to be considered for senior or affordable housing in projects in close proximity to Clarkstown, makes this an interesting notion to explore.

³⁵ Appendix IV, Section E, Pages 1-2

- The Advisory Board recommends that the Town Board explore the possibility of entering into inter-municipal agreements with neighboring municipalities to develop housing opportunities for its seniors and young adults.

C. HOUSING OPTIONS FOR YOUNG ADULTS

The issue of affordable housing for young adults is a subject that must be addressed as Clarkstown is quickly losing a portion of its younger generation to Orange County and other more affordable areas. To illustrate this “flight of the young”, one need not look further than the survey results received by the Advisory Board, as follows:

- 47.7% (545 out of 1143) of those responding expect to move the next three years.
- 38.8% (443 out of 1143) of those responding are considering moving out of Rockland County
- 9.4% (108 out of 1143) of those responding are considering moving out of Clarkstown, but remaining in Rockland County
- 59.2% (677 out of 1143) of those who responded are considering purchasing a single-family home
- 61.7% (705 out of 1143) of those responding are willing to pay a maximum of \$300,000 or less for a new home.
- The median price for a single-family home in Clarkstown is \$350,000³⁶

Thus, it is clear that Clarkstown will continue to lose many from the younger generation who are not able to purchase a home within the community in which they currently reside.

What can be done to assist the young to remain in Clarkstown? What follows are some suggestions that the Advisory Board recommends be considered to limit the flight of the young.

Recommendations to Assist Young Adults to Remain in Clarkstown:

- The Advisory Board recommends that accessory apartments, as discussed, in this document be allowed so that seniors may create an apartment that in some cases young adults would occupy. This would appear to be a partial solution that would increase the housing stock for single bedroom apartments and have the dual benefit of assisting seniors to remain in their home. The Advisory Board realizes that this is only a partial solution as only 15.4% (176 out of 1143) of those responding, would strongly consider an accessory apartment.
- The Advisory Board recommends that the Town Board encourage local businesses to sponsor housing developments that are affordable and geared to meeting the needs of the young employees residing in Clarkstown.

³⁶ 12 month median price for a single-family residence in Clarkstown as of 9/27/2002 according to the Greater Hudson Valley Multiple Listing Service

- The Advisory Board recommends that the Town Board seek sponsors from the not-for-profit and healthcare communities to create housing for workers in this sector.
- The Advisory Board recommends that the Town Board seek sponsors to create affordable housing for volunteers to assist in maintaining a volunteer base for fire and ambulance workers.
- The Advisory Board recommends that the Town Board explore entering into an Inter-Municipal agreement with neighboring localities to create affordable housing options for Clarkstown young adults.
- The Advisory Board recommends that sponsors be sought that will create affordable single family homes to assist young people to remain in the community.
- The Advisory Board recommends that the Town Board encourage local lenders to offer incentives and reduced down payment criteria for mortgages for young adults wishing to remain in Clarkstown.
- The Advisory Board recommends that the Town Board explore the possibility of tax breaks to assist Clarkstown residents who are first time homebuyers so that they may remain in the community; for example, a tax break for the first three years in residence may enable some young adults to purchase a home.

Overall, the Advisory Board realizes that there is really no single answer to the question of what can be done to assist the young adults to remain in their community of origin. However, it is important that options be considered so that the volunteer workforce base not be depleted.

What is abundantly clear is that unless more young people remain, Clarkstown will continue to experience a graying of the population that someday would result in a shortage of volunteer workers. This would necessitate a paid emergency services workforce that would burden the residents of the Town with higher taxes. Implementation of some of the above options will help to reverse this problematic trend.

D. GRANT FUNDING AND LOAN OPTIONS FOR YOUNG PEOPLE'S AFFORDABLE HOUSING

a. Explanation:

The Advisory Board was fortunate enough to have Ms. Anna L. Georgiou, from the Land Use Law Center of Pace Law School as a guest speaker. She brought to light that in conjunction with federal and state agencies, some towns in New York State have been able to provide special loans and grants for both the individual consumer and the corporate developer.

For the Individual:

For first time homebuyers, NY State offers low interest rate loans through its **SONYMA** lending program. This is a low interest rate loan given through major banks and lenders. Eligible borrowers must be first time homebuyers, have a

good credit history, and must use the loan to purchase a primary residence. There are income requirements that vary from county to county.

The major benefit of this program, besides the low interest rate, is that the borrower may put as little as 3% to 5% as a down payment. With modest size houses costing at least \$300,000, this feature is very appealing.

Though the loan can be used to purchase either existing dwellings or "to be built" homes, the loan does have sales price restrictions that vary from region to region. For more information SONYMA has an informational center at 1-800-382-HOME.

Another loan program for young people is a **VA loan** for those who served in the armed forces. Like the SONYMA program, these loans allow up to 95% financing, but these loans tend to have higher interest rates than the going market rate.

A second federal loan program is the **FHA loan** so-named because it is insured by the Federal Housing Administration. Again, little money down is required, but the interest rates are higher than conventional loans. Both the VA and FHA loans allow sellers to contribute towards closing cost. The FHA also provides a special rehabilitation loan for those buyers who are willing to purchase a house in need of extensive repair or renovations, and the loan will provide some funds to effectuate those repairs. The borrower must prove the funds were used for the repairs within a certain time after purchase.

For information regarding any federal loan program, consumers are urged to contact FANNIEMAE, at Fanniemae.com. They will also send potential homebuyers a guide to buying their first home and how to repair their credit so as to be eligible for least expensive loan programs.

The Advisory Board **recommends** that the Town Board take various measures to encourage local lenders to offer these types of loan programs to consumers and to aid in dispersing information regarding these loans where possible.

Block Grants Through Affordable Housing Corporation:

This program is designed to assist individuals of low to moderate income. However, individuals and their families are not eligible to apply directly for a program grant. These are block grants given by the State of New York to municipalities or municipal designees; municipal housing authorities, not-for-profit corporations or charitable organizations. These grants are channeled through municipalities, etc. to eligible individuals.

Several municipalities have taken advantage of these grants to allow low to moderate-income families to purchase both new and existing homes. In the mid nineties, the Town of Islip on Long Island worked in conjunction with a developer and constructed both attached town-homes and single-family houses in an area that bordered a run down hamlet and a college campus. The newer homes were designed in context within the existing development. The existing

homes were typically ranches and bi-levels that required minimal repair for occupancy. A new town ordinance regulated the maintenance of both developments.

Interested homebuyers applied through the developer to see if they were eligible for a grant that supplemented a primary mortgage loan being issued, by a major bank or lender. The developer and primary lender worked with the municipality in packaging the financing to the potential buyer. In some instances a state grant was provided for 10% of the value of the house while a third grant from the Town provided an additional 5%. There were also cases where just a town grant was provided ranging from 5 to 10%.

In either instance, the grant was *not* treated like a repayable loan, where the borrower paid some principal and interest each month. Rather, the grant was considered a gift, unless the home owner moved within ten years, then the grant had to be paid back, recaptured; with the recapture amount pro-rated depending on the date of resale. This discouraged speculators or investors from purchasing the house for rental or resale purposes. As a further caveat, the property must be owner occupied as their primary residence. Thus only homebuyers who truly wanted to become a part of the revitalization of a community could benefit from this grant.

This type of funding was successfully administered in several Long Island communities and in parts of Westchester as well. In Yonkers, for example, the grant was only limited to those homebuyers presently residing in Yonkers, and buying their first home in Yonkers. Again the City's Affordable Housing Corporation gave grants for the purchase of existing housing. As the public's knowledge of these programs grew, so did their demand and most of these programs place potential applicants on a waiting list.

The Advisory Board points out that one vast benefit of all these types of programs is that they can be applied to existing housing stock, thereby alleviating some concern over use of open space. This would not create a significant burden on the existing infrastructure. Presumably, these programs would aid homebuyers filling in the normal houses for sale, and in effect, the new homeowners would amount to a rollover in population.

This Advisory Board **strongly recommends** further inquiry into the possible creation of an affordable housing corporation and use of these grants as a way of helping our young people finance their first home purchase. For information on establishing an Affordable Housing Corporation, the town could contact Caroline Telfer-Mingo online at carolinet@nyhomes.org. We also urge the town to learn from the positive experience of other towns, like those on Long Island, where the concerns of overdeveloping and draining of natural resources are just as pronounced as Clarkstown. Contact should be made with the Town of Islip and the Long Island Housing Partnership both of which had a hand in these types of programs.

E. INCENTIVE ZONING AND THE REVITALIZATION OF HAMLET CENTERS

a. Explanation:

Besides a growing concern for senior housing, there is strong concern over the revitalization of Clarkstown's downtown hamlets. Successful renewal has been seen in both Nyack and Piermont. With cost limitations in mind and through the use of incentive zoning, some of Clarkstown's downtown areas can serve as platforms for both hamlet renewal and affordable housing for seniors and young adults.

Incentive zoning allows the local legislature to leave existing zoning in place, but permits more intensive development in exchange for certain community benefits. The most common incentives given to developers are increases in density (allowing more units per acre), adjustments to height, open space, or use. The incentives are given in exchange for one or more community benefits being included in the proposal, i.e. affordable housing or building modifications for the elderly.

The authority of local governments to institute an incentive and bonus program comes from state enabling legislation. At least ten states have enacted legislation expressly enabling local governments to offer zoning bonuses and other incentives in exchange for certain public benefits.³⁷ A broader, but more comprehensive discussion on incentive zoning is detailed in an outline provided by Anna L. Georgiou.³⁸

Incentive Zoning could be incorporated to improve both aesthetics of the downtown and retail and professional business opportunities. At the same time, affordable housing for both seniors and young people could be built. This would require a commitment on the part of the property owners to improve the existing pedestrian activity in hamlet centers, by providing safe and contiguous sidewalks, with dropped curbs, improved lighting and landscaping. These changes would encourage increased senior pedestrian activity.

An important element of revitalization is to encourage the mixed use of buildings. Street level spaces are commonly retail or of a service nature that attracts walk-ins. Businesses such as travel agents, real estate agents, attorney's office, or barbershops are just a few appropriate examples. The second story could contain one-bedroom apartments for seniors or young people. The residents of these apartments would provide the customer base for the nearby business.

If amendments to the code are necessary to effectuate this type of development, then both the Town Board and Planning Board must give consideration to existing conditions of that particular hamlet. The American Planning Association has proposed a model ordinance for incentive zoning

³⁷ New York's enabling legislation is found in Chapter 62 of the McKinney's Consolidated Laws of New York, Article 16, See Appendix IV, Section F.

³⁸ See Appendix IV, Section G.

to effectuate affordable housing.³⁹ The elements found there should be given careful consideration. This section will present several viable options for this type of development. Some are discussed at great length, but the ideas here are meant to be a starting point for further discussion by the Town Board and members of the respective communities.

One example of such a proposal is "Victoria Mews" which is a mixed use building in downtown Nyack on North Broadway. The three level building houses professional offices on the first floor. Their entrances are neatly kept storefronts facing the street. The second and third floors are one to two bedroom apartments, each having a separate entrance accessed through an interior courtyard. Thus the residential focus is on the interior of the site, though windows do look out over Broadway. Parking is hidden underneath the second floor and behind the professional offices.

b. In Relation to Survey Responses

Of the seniors responding to the questionnaire, 23% said they would live in a condominium or apartment, which is significant in this context. Proposals for this type of development would most certainly be focused on multi-unit residences probably not numbering more than two bedrooms.

Both survey results indicated the desire for additional rental units. While the senior survey pointed out that most seniors prefer to own (62%) rather than rent (22%), several comments from that survey expressed a need for more affordable rentals. This type of housing could be affordable and also meet the seniors' desires to live close to banks, grocery stores and convenience shops. Since 26% of the respondents in the young adult survey rent, they would also be potential tenants.

CONCLUSIONS AND RECOMMENDATIONS

Mixed-use zoning was one of the most creative and appealing concepts that was discussed by this Advisory Board. And this is another area that we **strongly recommend** the Town Board explore in greater depth. With regard to senior housing, incentive zoning could achieve the goal of creating affordable housing stock, while meeting the needs of both seniors and young adults. It has the ancillary effect of creating an ambiance that is both aesthetically pleasing and at the same time could promote community-building.

Recently the Rockland Housing Action Coalition, Inc. (RHAC) introduced a plan to redevelop the existing site located at 265 South Little Tor Road, New City. Though not located within downtown New City, this proposal raises some interesting possibilities and dilemmas. Presently there exists a two story rectangular building, housing seven convenience stores, the most notable being the Italian eatery known as Pasta Cucina. The second story contains six residential apartments and five vacant offices.

³⁹ See Appendix IV, Section H.

RHAC proposes to renovate the entire building, but with particular focus on the second floor. They would turn that space into 10 apartment units, 2 to 3 bedrooms each. The apartments would be rented at below market value to emergency service volunteers. RHAC would work in conjunction with present owner, Tor Valley, Inc and with the aid of a grant through the New York State Division of Housing and Community Renewal. Their actual proposal is attached⁴⁰.

This Advisory Board applauds the concept of the RHAC proposal, and points out that this is the type of cooperation and coordination between private developer and government agencies that would be necessary to bring both hamlet revitalization and affordable housing to Clarkstown.

This Advisory Board does have some words of caution for these types of proposals. The Town's Architecture and Landscape Commission is inadequately equipped to deal with this issue. The Town's regulations give that commission little or no design guidance. Consideration should be given to establishing guidelines, which would vary from hamlet center to hamlet center.

The current LS and CS zoning contains set backs that encourage front yard parking. This creates not only a hazardous obstacle for senior pedestrians, but it also defeats the purpose of providing a pleasing visual panorama in the downtown area. The streetscape should require or encourage the placement of buildings up to the front lot line with a sidewalk or a shallow landscaped area against the building. Parking should be placed behind the building, perhaps with rear entrances for the residential units. An alternate approach would be to prohibit parking for new construction between the front lot line and the building, thus eliminating the front yard requirement.

We also caution the Town Board that conversion to rentals for younger people with children might overburden the school systems, by adding more students without creating the proper financial support through the real estate tax system. Furthermore, strict code enforcement would be necessary to avoid the units being used by more than one family. We also note that the conversion of older buildings for senior housing may require elevators or other amenities to meet a senior's special physical needs and limitations.

Valley Cottage Hamlet Renewal

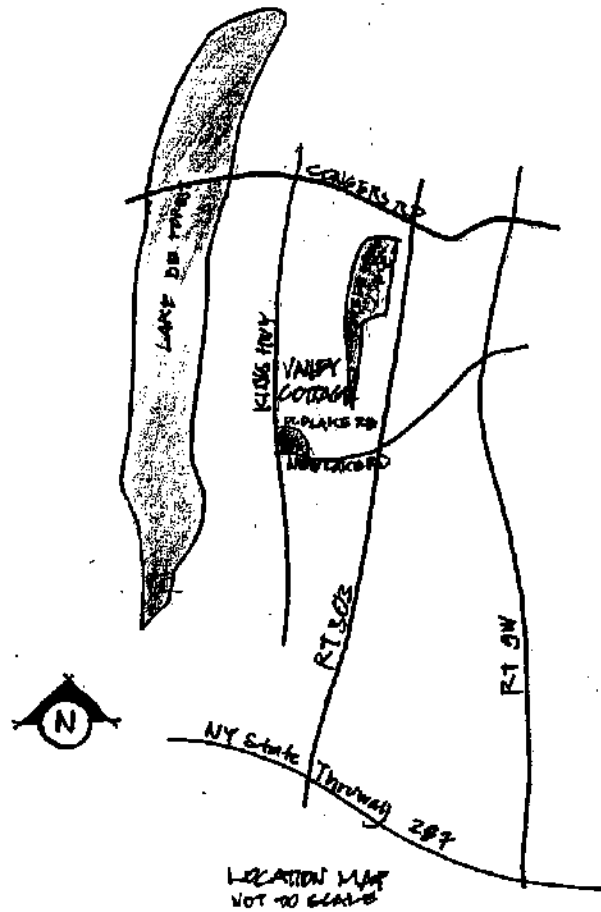
What follows on the next pages are suggested conceptual design ideas endorsed by this Advisory Board for the renewal of Valley Cottage. Though the renderings speak for themselves, one can see that through the use of incentive zoning and mixed-use buildings how what was once chaotic development could become a community tied together by the careful placement and design of residential dwellings, vest pocket parks and small retail and convenience shops.

Clarkstown residents want the comforts and serenity of suburban living, but like so many people, they long to share a sense of community, for that small town atmosphere. Careful hamlet renewal like the one proposed here can achieve these desires, while also creating business growth on one hand, and affordable housing

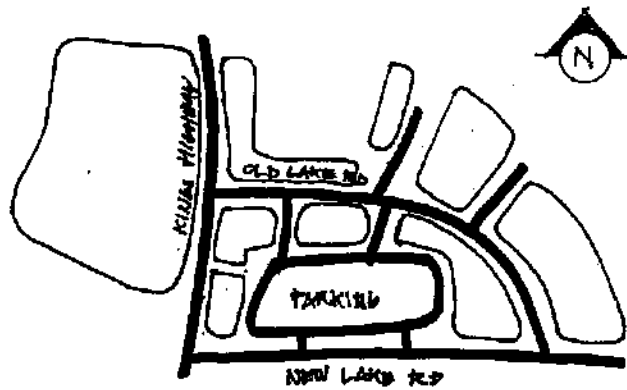
⁴⁰ See Appendix IV, Section I.

opportunities for seniors and young people on the other. The Advisory Board cautions, though, that successful renewal will depend upon services such as road networks, healthcare, shopping, public transportation and utilities being willing and able to support the development.

VALLEY COTTAGE HAMLET CENTER RENEWAL



DEGENGHEIN ARCHITECTS
NYACK, NY
© 2002



Existing Conditions

- Lack of buffer between building & street
- Inconvenient or inadequate pedestrian facilities
- Lack of well defined relations between buildings
- Large parking for school buses
- Needs space for future residents & small entrepreneurs.

Potentials

- Nice enclave
- Good public parking space
- Could attract small entrepreneurs
- Access to - 303, 209/87, PARKSIDE PKWY, 59
NACK
NEWPORT
PUBLIC PARKS

Proposed Development

- Mix used three story building
- Enhance accessibility between streets & building
- Enhance pedestrian quality & quantity
- Double facade so building could be approached from parking & street side
- Attractive corner overlook to a knighting junction
- Reclaim part of the school bus parking as public park & parking space
- Courtyards for tenants & public

DEBENHEIM ARCHITECTS © 9/02
NACK, NY

VALLEY COTTAGE
HAMLET CENTER RENEWAL



1* OLD LAKE ROAD
TOWARD KINGS HWY



2* OLD LAKE ROAD
TOWARD NORTH

VALLEY COTTAGE
HAMLET CENTER RENEWAL
DEGENHEIM ARCHITECTS © 9/02
NATICK, MA



3* OLD LAKE ROAD
TOWARD KINGS HWY



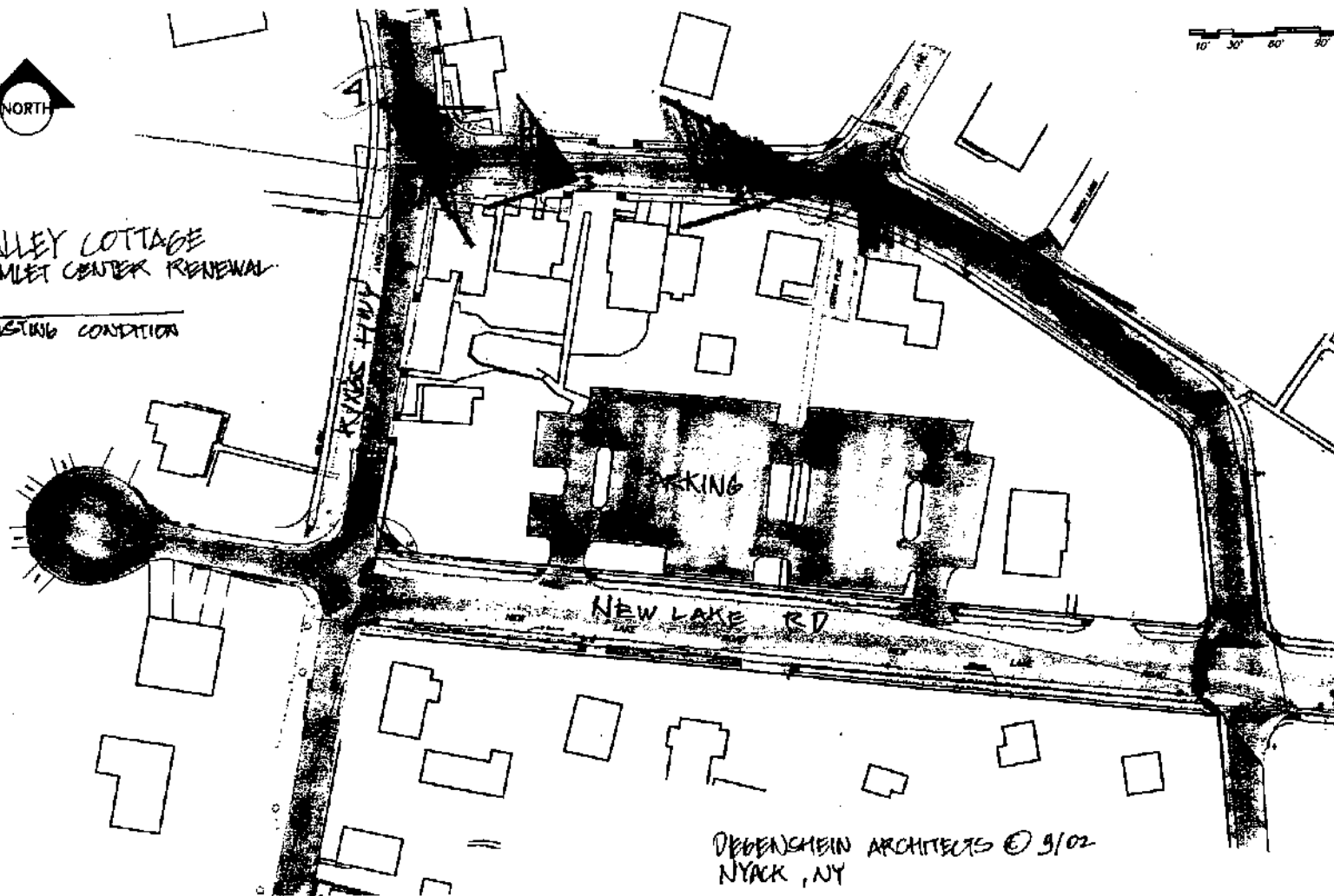
1* KINGS HWY
TOWARD OLD LAKE ROAD

*) See Site plan/
EXISTING CONDITIONS

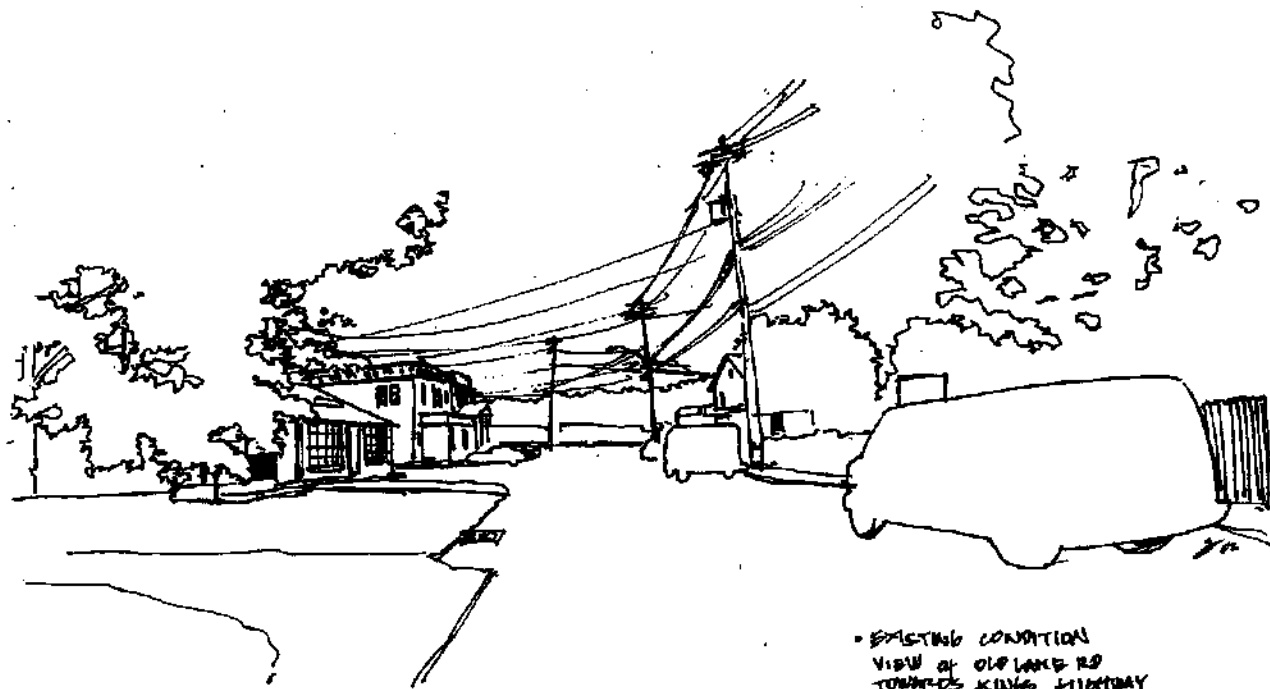


VALLEY COTTAGE
HAMLET CENTER RENEWAL

EXISTING CONDITION



DEBENSHEIN ARCHITECTS © 9/02
NYACK, NY



• EXISTING CONDITION
VIEW OF OLD LANE RD
TOWARDS KING HIGHWAY

VALLEY COTTAGE
HAMLET CENTER RENOVATION

DEBENHORN ARCHITECTS © 9/02
NYC, NY



• PROPOSED DEVELOPMENT
VIEW OF OLD LAKE ROAD
TOWARDS KINGS HIGHWAY

VALLEY COTTAGE
HAMLET CENTER RENOVATION

DEGENSTEIN ARCHITECTS © 2002
NYACK, NY

SCHOOL BUS
PARKING

PARKING

COMMERCIAL & RESIDENTIAL

COMMERCIAL & RESIDENTIAL

EXISTING
RESIDENTIALS

VALLEY COTTAGE HAMLET CENTER RENEWAL

BOBENSHAIN ARCHITECTS
© 3/02
NYACK, NY



EXISTING
CONDITIONS

COMMERCIAL & RESIDENTIAL

PARKING

EXISTING
OFFICE

PARKING

NEW LAKE VIEW LAKE RD

EXISTING RESIDENTIAL

RT 303

PUBLIC PARK

KINGS HIGHWAY

OLD LAKE RD

EXISTING
BUILDINGS

CHURCH LANE

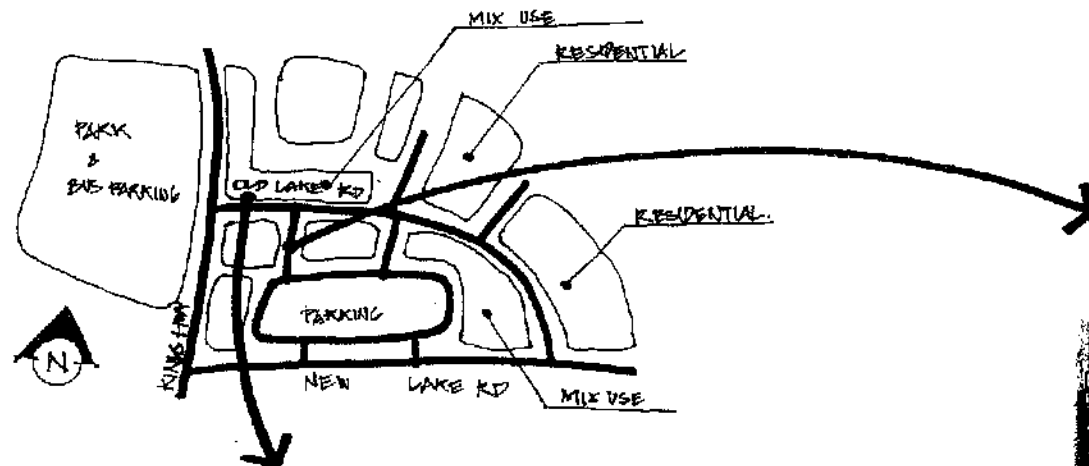
OLD LAKE ROAD

EXISTING GLASS

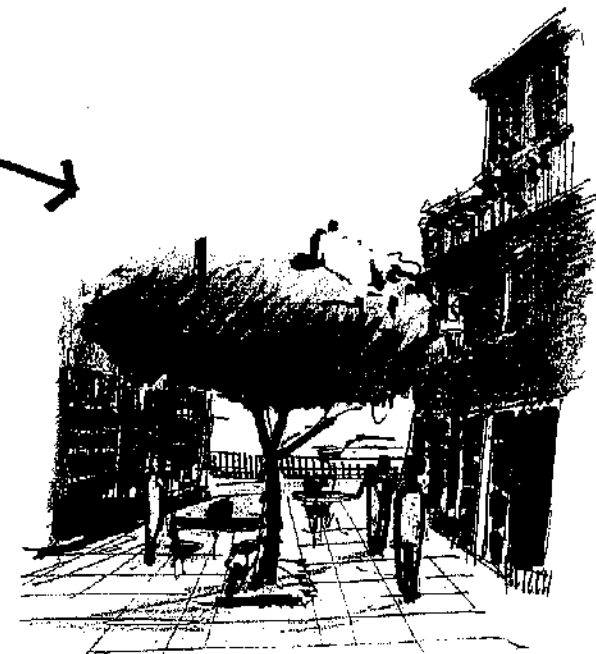
KARH CT

EXISTING RESIDENTIAL

SPRING AVENUE



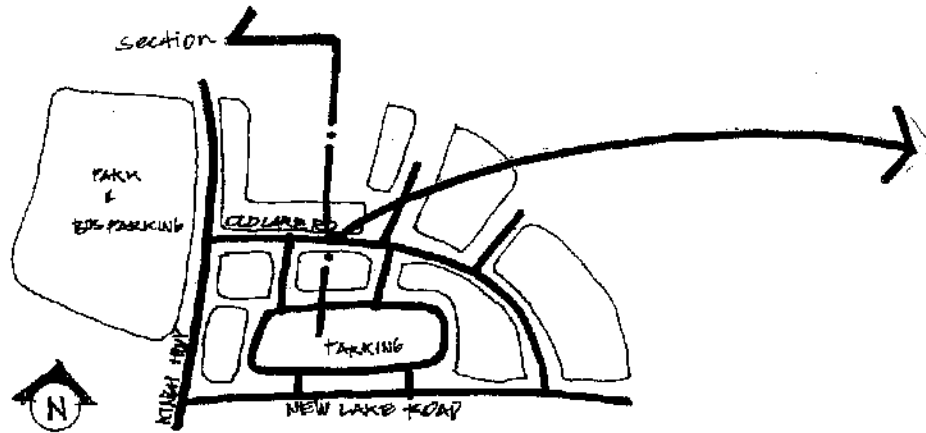
• street facade.
OLD LAKE RD



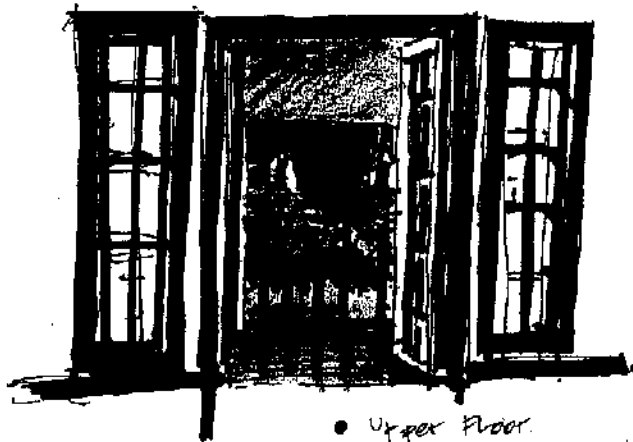
• SERVICE ALLEY
PUBLIC PARKING 302
TOWARDS OLD LAKE RD

VALLEY COTTAGE
HAMLET CENTER RENOVATION

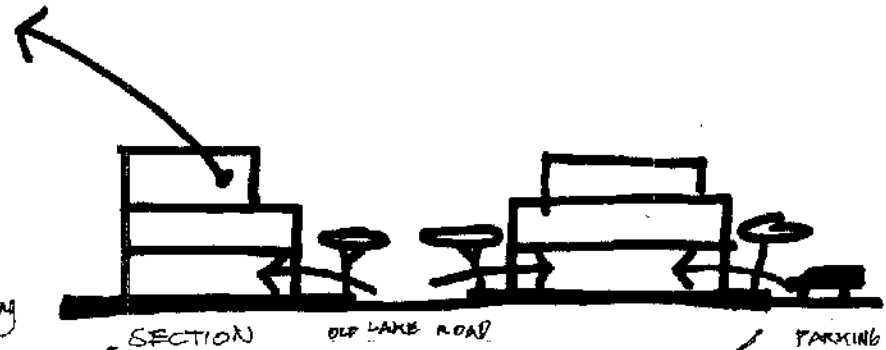
DEGENSTEIN ARCHITECTS © 2002
NYACK, NY



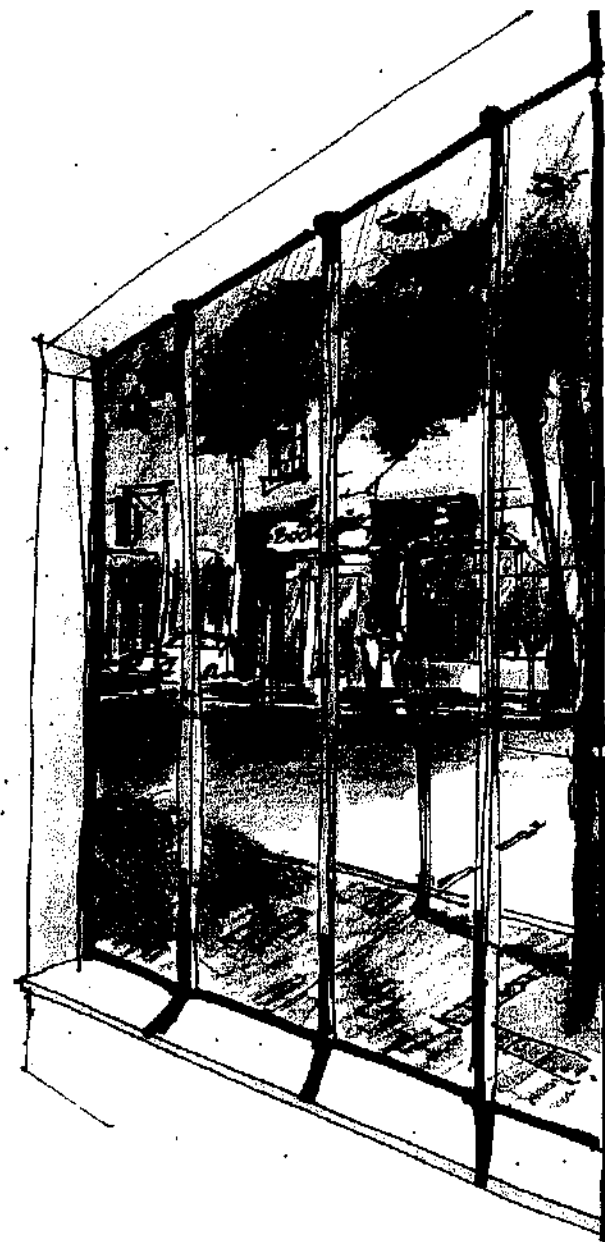
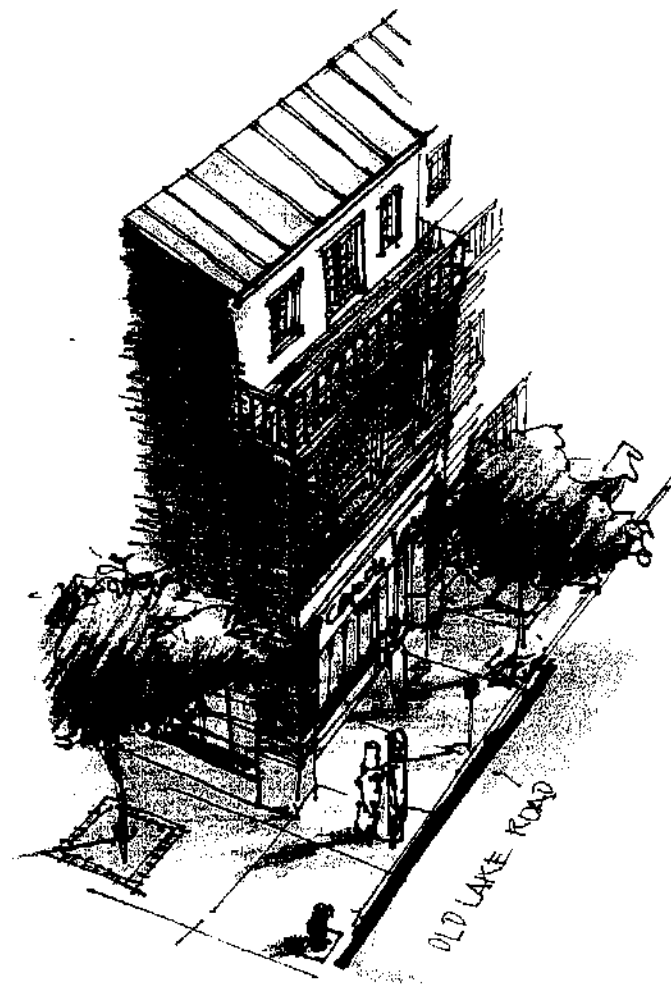
- street promenade
OLD LAKE ROAD



- Upper floor.
view towards adjacent building
across old lake road



VALLEY COTTAGE
HAMLET CENTER RENOVATION
DEGENSHEIN ARCHITECTS © 2002
NYACK NY



VALLEY COTTAGE
HAMLET CENTER
RENEWAL

DEGENSTEIN
ARCHITECTS
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NYACK, NY

VI. CONCLUSION

The Advisory Board was charged to assess the housing stock, ascertain needs and make recommendations. This has been done. The Advisory Board has collected, analyzed and evaluated; always keeping in mind that BALANCE is a necessary ingredient in the process.

If A is recommended how will B and C be affected? Does one segment of the population need help and if so how is it managed? Have the recommendations been unbiased? To the best of the Advisory Board's ability, the well-being of the residents of Clarkstown has been the primary consideration of this report.

In the best of all worlds if everyone could afford "market value", housing problems would be minimal. Since such is not the case, the question becomes – who is responsible to search for answers? In a democratic society, government is supposed to be the "trail-blazer," leading the citizens to find solutions to needs and enabling people to help themselves and when they cannot, intervene.

The Advisory Board focused not upon wants but the NEEDS of current Clarkstown residents. Yes, some citizens may want to downsize and they can afford the fair market value of that smaller home. The wants of these people must be balanced against the needs of the Town as a whole. In this vein, the Advisory Board's recommendations relating to GARS and PAC, reflect this philosophy. The senior citizen who has to choose between medicine and food and is being strangled by taxes, the young volunteer fireman who has to move northward because of the high rents, the elderly widow who was born in Clarkstown and is living on a small pension watching her taxes escalate each year – these are the people whose NEEDS are causing Clarkstown to engage in introspection. Potential impacts upon them must be the first consideration of the decision-making process.

Another factor forcing the Town to assess itself is its own development. It was named one of the fastest growing towns in the Northeast. What has been the impact on natural resources, the infrastructure, town services and the equitable use of land?

The Advisory Board stated at the beginning that the housing problem is complex and that there are no simple solutions. No one gains if dollars and cents become the bottom line, or if the solutions are deemed impossible, and little or nothing is done.

The Town Board has taken the first step and the Advisory Board offers recommendations for consideration. If the Town wants to revitalize its hamlet centers, help its elderly retain their dignity and enable the young adults to remain part of their communities, then the Advisory Board encourages the Town Board to "think outside the box".

Consider "mixed zoning" in hamlet centers, create an Office for Senior Citizens, seek new sources of funding, develop programs for conservation of natural resources, maintain the integrity of the Comprehensive Plan, and thereby fulfill governments obligation to the citizens of Clarkstown.

VII. GLOSSARY

Accessory Apartment – A second independent dwelling unit in a home, with its own entrance, usually much smaller than the primary apartment. In Rockland County, typically the lower level of a raised ranch, but may also be in an accessory building (barn, garage, etc.) depending on local regulations.

Affordable Housing – Any housing development that is subsidized by the federal, state or local government, and in which the dwelling units are subject to covenants or restrictions which require that such dwelling units be sold or rented at prices that preserve them as affordable housing.

Assisted Living Facility – A building or buildings with units designed for occupancy by individuals needing assistance with one or more activities of daily living, often handicap accessible and with limited kitchen appliances. The facility often provides some or all meals in a common dining area and has various programs and activities and trained staff to assist residents (but not skilled nursing care).

Average Density – Allowing the number of residential lots or dwelling units on a property that are permitted by the zoning code, but allowing the lots to vary in size, usually to provide open space or achieve environmental objectives.

Buffer Zone – Generally, an area or areas on a lot around the perimeter, used to screen development or uses on adjoining properties, made up of undisturbed or landscaped areas. Buffer areas are typically used where the adjoining property has a different land use or a significantly greater intensity of development.

Cohort Survival Technique – Is the most frequently used method of preparing school enrollment forecasts. It is based on the calculation of a series of proportions that indicate the fraction of students in one grade in a given year who pass to the next grade; the ratios are then averaged across 5 years to obtain the grade progression ratio for a specific grade. The grade progression ratio is multiplied by the number of students in one grade to project the number of students in the succeeding grade for the next year.

For example, if 100 students enrolled in Grade 1 in 2000-2001, increased to 104 students in Grade 2 in 2001-2002, the percentage of survival would have been 104%, or a ratio of 1.04. This ratio would be averaged with the ratios from the previous 4 years and the resulting grade progression ratio would be multiplied by the actual number of students in grade 1 in 2001-2002 to project the number of students for Grade 2 in 2002-2003.

Compendium of Care (or Continuum of Care) – A term often used to describe a facility with independent, assisted and nursing home care, and sometimes provisions for the memory impaired, usually in separate sections of the same building or in separate buildings on the same campus.

Concentric Zoning – A policy of encouraging higher densities and intensities of land use near commercial centers, with a reduction in density as the distance from the center increases.

Cost Effective – Synonym for affordable.

Empire Zone – A New York State program that provides financial incentives for companies located in designated Empire Zones. Rockland County applied for this competitive program in 2002 but as of mid September had not been approved.

Floor Area Ratio – The relationship of the total floor area of a building to the size of the lot. For example, a Floor Area Ratio of 1.0 would allow a 10,000 square foot one story building on a 10,000 square foot lot, or a two story building with 5,000 square feet on each floor, assuming that all other requirements (parking, yards, etc.) can be met. It is intended to regulate the overall bulk of the building.

GARS – (Golden Age Single Family) – Proposed for single family senior (55 and over) market price housing at a density not to exceed 10 units/acre and to be permitted in the LO, LIO and M zones.

Incentive Zoning – Provisions in a zoning code that allow for increased density or intensity of use in exchange for public amenities or to meet public objectives. Some examples are public plazas, improvements to public transportation facilities, etc. The incentives and amenities are included as part of the zoning provisions.

Independent Living Facility – A dwelling unit with all the usual features, including bathroom and kitchen, intended for individuals living independently.

Intermunicipal Agreement – A provision in New York State law that allows municipalities to enter into agreements to carry out activities jointly or purchase and use equipment or services jointly.

Nursing Home – A licensed facility, often with single or two person rooms, and the provision of skilled nursing care, with all meals in common unless a patient is unable to use the dining room.

Mixed Zoning – Usually applied to zoning districts that permit a range of uses, such as commercial and residential, or heavy commercial and industrial.

PAC – (Planned Adult Community) – Proposal for mixed single family and multi family senior (55 and over) market price housing at a density not to exceed 6 and 10 units/acre and to be permitted in the LO, LIO and M zones.

Patio Homes – A detached or semi-attached dwelling unit with a private, usually fenced, patio area, often in the front.

Subsidized Housing – Housing units constructed or operated with federal or state financial assistance and intended for households that cannot afford market rate housing.

SAIL – (Senior Assisted and/or Independent Living) – Proposal for single family and multi family senior (60 and over for independent, no age restriction for assisted) market price housing at a density not to exceed 5 or 10 units/acre in the R-15 and R-22 zones. It also has an affordability bonus of 50% to encourage provision of units for those unable to afford market rate housing.

Tax Credits – Provisions in the Federal or State Income Tax laws that provide financial incentives for developers to build or rehabilitate housing units for households that cannot afford market rate housing.

CURRENT ZONING DISTRICTS

ARTICLE II Districts, Zoning Map and Controls

§ 290-5. Establishment of districts.

- A. [Amended 4-7-1976; 6-28-1983; 9-15-1988; 2-24-1998] The Town of Clarkstown is hereby divided into the following districts, the respective symbol for each type of district being set forth opposite its title:

Symbol	Title
R-80	Low Density Residence (80,000 square feet)
R-40	Low Density Residence (40,000 square feet)
R-22	Medium Density Residence (22,500 square feet)
R-15	Medium Density Residence (15,000 square feet)
R-10	Medium High Density Residence (10,000 square feet)
RG-1	General Residence, Low Density
RG-2	General Residence, Medium Density
LO	Laboratory Office
PO	Professional Office
LS	Local Shopping
CS	Community Shopping
MRS	Major Regional Shopping
LIO	Light Industrial Office
M	Manufacturing
PED	Planned Economic Development
R-160	Conservation Density Residence
MF-1	Multifamily

Symbol	Title
MF-2	Multifamily
MF-3	Multifamily

- B. Each such district may be designated on the Zoning Map referred to in § 290-8, in the use and bulk tables in § 290-11 and elsewhere in the text of this chapter by its symbol only.

§ 290-6. Purpose of districts.

- A. R-80. This district is the lowest-density residential district in the town and is mapped in outlying areas away from hamlet centers, community facilities and services and generally in areas of more rugged topography.
- B. R-40. This district is the next to the lowest density residential district and is mapped between the outlying areas of town and the more built-up residential subdivisions and can be better served with community facilities and services.
- C. R-22. This district is in the middle of the range of single-family residential districts and generally on the periphery of the fifteen-thousand-square-foot subdivision areas, and acts as a transitional district between said subdivision areas and the lower density areas.
- D. R-15. This is the medium-density residential district of the town that is most attractive to subdivision activity and is mapped over a majority of the residential areas as a large belt surrounding the hamlet centers.
- E. R-10. This district permits the highest density of single-family detached housing and therefore is mapped close to the commercial facilities of the hamlet centers and for the most part reflects the existing residential character of the development.
- F. RG-1. This district permits condominium and cooperative garden apartment developments at a relatively low density for multifamily housing; it also provides for rental-type garden apartments by special permit of the Town Board. This district provides for widest range of housing types for new construction.
- G. RG-2. This district permits all types of garden apartments at what is considered a medium density for multifamily housing; it also allows other housing types. As mapped, this district coincides almost entirely

with existing garden apartment developments or those under construction or committed.

- H. LO. This district is designed primarily to provide a restrictive district for a group of certain laboratory and office uses in a parklike development. The regulations of the district are intended to ensure not only the compatibility of the district uses with each other, but with adjacent districts.
- I. PO. This district provides areas for professional office services near the hamlet centers and local and community shopping areas with limited types of commercial sales and services. This district is often adjacent to residential areas and serves as a transitional district between commercial and residential areas.
- J. LS. This district offers local shopping convenience goods and services to the surrounding residential areas of the town and is not meant to attract shoppers from other areas because of specialty items or services.
- K. CS. This district offers goods and services that are needed by a larger segment of the town, including items of a more special nature such as clothing, banks and printing shops. This district does attract persons throughout the town but is not meant to be a major attraction to large numbers of shoppers from adjacent towns or counties.
- L. RS. This district offers the full range of commercial shopping needs from convenience to shopping specialty items in a location that is on or immediately adjacent to major state highways, in order to handle shoppers from the surrounding region.
- M. MRS. This district offers the full range of commercial shopping center services, including without limitation convenience, shopping specialty items, and department stores on a site consisting of at least 30 acres in one or more lots and in a location on or immediately adjacent to major highways, in order to serve shoppers from the surrounding region. After October 26, 1999, newly established MRS Districts must consist of at least 75 acres. **[Amended 10-26-1999]**
- N. LIO. The purpose of the Limited Light Industrial Office District is to permit the development of selected industrial uses on land planned and suited to such uses but at the same time protecting the character of the surrounding residential areas or planned residential areas. Manufacturing operations are to be permitted only if they are

incidental or accessory to the primary operation of the plant, or allowed by special permit of the Town Board. This district is planned and intended for industrial land uses characterized by low land coverage, with large year-round landscaped setbacks for protection of residential areas, attractive building designs and developing an industrial parklike setting. The regulations are designed to promote industrial developments using the highest acceptable planning standards to properly handle any obnoxious and objectionable external effects upon the surrounding residential areas, circulation systems, drainage and other natural features. All references throughout this entire chapter to "IO Industrial Office" are hereinafter deemed to refer to "LIO Light Industrial Office." [Amended 8-8-1995]

- O. M. This district permits the full range of office, manufacturing, storage and related uses, subject to performance standards and screening provisions, on sites which are adjacent to major regional roadways, causing a minimum of disruption to the residential activities of the community, while serving the economy of the town and region.
- P. PED. The intent of the PED District is to permit greater flexibility in the design and development of offices, warehousing and industrial parks than is generally possible under conventional zoning. It is further intended to promote the economic and efficient use of land by permitting the provision of certain commercial uses within an executive park setting. The PED regulations are designed to give the developer a knowledge of the general type of development which will be permitted before completion of detailed designs for every building and parcel, while providing the town with assurances that the overall development will be satisfactorily planned and constructed in accordance with an overall conceptual plan for the entire tract. [Added 4-7-1976]
- Q. [Added 6-28-1983] R-160. The Conservation Density Residence District is hereby established to provide protection to the town's scenic resources, including streams, wooded-areas, steep slopes, large open spaces and scenic vistas, by controlling and limiting development that would otherwise encroach upon these scenic resources. Specifically, the purpose of the district is:
 - (1) To preserve and protect the scenic resources of the Town of Clarkstown.

- (2) To allow for the continuation of a frame of green wooded hills along the town's northern boundary as a continuation of High Tor State Park, South Mountain County Park and, in the Valley Cottage area, as a continuation of the green wooded hills of Rockland Lake State Park.
 - (3) To support the practice of avoiding intensive development through the granting of land donations, negative easements and other limited interests in land.
 - (4) To minimize development near streams and marshes, rock outcrops, upon high places and steep slopes or near parks.
 - (5) To provide for volume and routing of vehicular and pedestrian traffic with the least practicable impact to and within conservation areas.
 - (6) To minimize erosion and the likelihood of damage due to flooding or runoff, and to preserve or enhance natural stormwater storage.
 - (7) To promote the enjoyment of scenic vistas and natural areas by residents and visitors.
 - (8) To protect the watershed of the Hackensack River.
 - (9) To minimize the loss of forest cover on steep slopes and escarpments.
 - (10) To encourage creation, preservation or enhancement of wildlife cover and habitat; and to foster the continuity of natural ecosystems.
- R. MF-1, MF-2 and MF-3: The Multifamily MF-1, MF-2 and MF-3 Zones are established in order to provide additional housing opportunities in attached housing developments. These zones are designed for areas which can provide local services necessary to support relatively intensive housing development and where such developments will be compatible with the existing scale of development. As such, these zones are intended to be located in the dense portions of the town's hamlets. [Added 9-15-1988; amended 2-24-1998]

§ 290-7. Planned Economic Development District. [Added 4-7-1976]

A. Authority. The municipal authority designated to act under the Planned Economic Development District shall be the Town Board of the Town of Clarkstown, New York.

B. Procedure.

(1) Eligibility standards. In accordance with the procedures and conditions hereinafter specified, all planned economic developments shall conform to the following eligibility standards.

(a) All planned economic developments shall have a minimum parcel area of 50 contiguous acres, which may be separated by a public street. Said acreage shall be in one ownership or in joint ownership under a suitable agreement in recordable form that provides for coordinated development of the parcel. Said agreement shall be approved by the Town Attorney of the Town of Clarkstown.

(b) All planned economic developments shall be located in land currently zoned LO, LIO or M.

(c) The access of the planned economic development shall be directly from or within one-half (1/2) mile distant of, measured along roads, an existing major or limited access road, as defined by the Official Map of the Town of Clarkstown. If not directly fronting on such a road, satisfactory provision for direct and adequate access to a major or limited access road shall be indicated as part of the Overall Master Plan of development.

(d) An Overall Master Plan of the planned economic development shall be submitted to the town in accordance with § 290-7B(2)(c) of this chapter.

(2) Application for PED zoning.

(a) Application submission procedure. The application for rezoning of a parcel or parcels to PED shall be made to the Town Board of the Town of Clarkstown. The application shall be first reviewed by the Town Planning Director or, if none exists, by a designated representative of the Town Board, for determination that said application complies with all application requirements of this section and is complete.

ACKNOWLEDGEMENTS

The Advisory Board wishes to acknowledge the help of the following persons in aiding in research and/or production of material.

List of Guest Speakers

Anna Georgiou
Gerri Levi
Marian Maher

Clarkstown Planning Board

Rosalie Cautillo
Bridget McNamara
Diane Papenmeyer

Clarkstown Data Processing Department

Robert Stritmater
Larry Berkowitz
Patrick Ross

Rockland County Planning Board

Jose Simoes
Helen Kenny-Burrows
Michael D'Angelo

Paula Tobin, Secretary to the Advisory Board

APPENDIX I

- Resolution Appointing Members to the Citizens Advisory Board for Housing in the Town of Clarkstown
- Mission Statement

RESOLUTION APPOINTING MEMBERS TO THE CITIZENS ADVISORY
BOARD FOR HOUSING IN THE TOWN OF CLARKSTOWN

WHEREAS, by Resolution No. 1023-2001, the Town Board established a Citizens Advisory Board for Housing in the Town of Clarkstown and directed said Board to investigate and make a report with recommendations to the Town Board on or before June 30, 2002;

NOW, THEREFORE, be it

RESOLVED, that the following persons are hereby appointed to serve at the pleasure of the Town Board on the Citizens Advisory Board for Housing in the Town of Clarkstown:

Robert Geneslaw, Town of Clarkstown Planning Consultant, 2 Executive Boulevard, Suffern, NY 10901;

Richard J. Paris, 2 Strawtown Road, West Nyack, NY 10994, Member of the Clarkstown Planning Board;

Joseph Donnan, 6 Great Oaks Drive, New City, NY 10956, Member;

Jan Degenshein, 205 South Broadway, Nyack, NY 10960, Member;

Shirley Thormann, 604 Gateway, Valley Cottage, NY 10989, Member;

Barry Schoenhaut, 21 Park Terrace South, Congers, NY 10920, Member;

George A. Hochmann, 5 Lake Shore Drive, Nanuet, NY 10954, Member;

Cora I. Bodkin, 7 Bellwood Drive, New City, NY 10956, Member at Large;

and be it

FURTHER RESOLVED, that the Town Board directs that the organizational meeting for the Citizens Advisory Board for Housing shall be held on January 31, 2002 at 7:30 P.M. in the Andrew Jackson Room of Town Hall, 10 Maple Avenue, New City, NY 10956.

Dated: January 15, 2002

CITIZENS ADVISORY BOARD FOR HOUSING IN THE TOWN OF CLARKSTOWN

MISSION STATEMENT

The Citizens Advisory Board for Housing was formed by the Town Board in order to assess the housing stock in Clarkstown and to offer a report in a timely manner. The Advisory Board will attempt to ascertain if there are unmet housing needs in the Town of Clarkstown and offer recommendations to address these needs. In so doing the Advisory Board will pay special attention to the question of affordable housing for young people, seniors and volunteers. The Advisory Board will review the available housing concerning these groups in order to determine if new initiatives are required to meet the needs of the community.

The Citizens Advisory Board's primary task shall be to report its preliminary findings and recommendations to the Town Board. It is our hope that the report shall provide the information and guidance to the Town Board so that they can make judicious decisions relating to the housing needs of all its residents while preserving the essential character of our community.

APPENDIX II

- **List of Guest Speakers**

LIST OF GUEST SPEAKERS

Marian Maher, Formerly with CASA (Community Alternative Systems Agency) which provided assistance to the young and old. CASA was an agency under the Department of Social Services of the County of Rockland.

Gerri Levi, Director of the Rockland Housing Coalition

Anna Georgiou, Director of research and publications Pace University Land Use Law Center.

APPENDIX III

- Section A - Senior Questionnaire
- Section B - Senior Questionnaire Results
- Section C - Senior Questionnaire Comments
- Section D - Young Adult Questionnaire
- Section E - Young Adult Questionnaire Results and
Comments
- Section F - Rockland County Health Department Community
Based Residential Programs

APPENDIX III

Section A – Senior Questionnaire



Citizens Advisory Board for Housing – Town of Clarkstown

March 6, 2002

Dear Clarkstown Seniors,

We are asking you to participate in Clarkstown's effort to assess the needs of our senior population. Please answer the questions to the best of your ability, but do not sign the document as your personal information should remain anonymous.

The enclosed questionnaire, when completed, should be returned by April 1st to:

Citizens Advisory Board for Housing
Town of Clarkstown
10 Maple Avenue
New City, NY 10956

Please know that the Advisory Board is making no promises to build any of the types of housing mentioned in this questionnaire. Our purpose is to analyze your needs and to make appropriate recommendations to the Town Board.

Thank you in advance for aiding us in our work and thus helping the Town collect important information.

Very truly yours,

Citizens Advisory Board for Housing



-69775

Citizens Advisory Board for Housing - Senior Housing Questionnaire

****IMPORTANT!!**** - Please return this completed questionnaire by April 1, 2002

1. Which age group do you belong to?
☐ 60 to 64 ☐ 65 to 69 ☐ 70 to 74 ☐ 75 to 79 ☐ 80 to 84 ☐ 85+
2. What type of residence do you currently reside in? Please check the most appropriate.
☐ Single family home ☐ Multi-family Residence ☐ Condominium
☐ Apartment ☐ Senior Citizen Housing ☐ With family
3. Do you own or rent your current home?
☐ Own ☐ Rent
4. How many bedrooms are there in your current residence?
☐ 1 ☐ 2 ☐ 3 ☐ 4 or more
5. Check the hamlet you currently reside in:
☐ Bardonia ☐ Congers ☐ Central Nyack ☐ Nanuet ☐ New City
☐ Rockland Lake ☐ Valley Cottage ☐ West Nyack
6. How long have you lived in Clarkstown?
☐ Up to 5 years ☐ 6 to 10 yrs. ☐ 11 to 20 yrs. ☐ 21 or more years
7. Including yourself, how many people will live in your household in the future?
☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 or more
8. On average how much of the year do you live in Clarkstown?
☐ Full year ☐ Spend winter away ☐ Less than six months of full year
9. Will cost considerations (property taxes, maintenance costs, etc.) make it necessary to move from your current home?
☐ Yes ☐ No ☐ Don't know
10. Are you planning on retiring in your current home?
☐ Yes ☐ No ☐ Don't know ☐ I already have
11. Are you thinking of selling your present home and purchasing or renting a smaller residence in Clarkstown?
☐ Yes ☐ No ☐ Don't Know ☐ I already have

(Continued on reverse side)

12 Please select the style of home you would consider moving to?

☐ One floor single-family ☐ Condo or Apartment ☐ With family
☐ Multi-unit Senior Citizen complex ☐ Accessory Apartment

13. Will you need to live within walking distance of local shopping, transportation, houses of worship?

☐ Yes ☐ No ☐ Don't Know

14. If planning on moving to senior housing would such amenities as a clubhouse, recreation area, pool, additional parking etc. be essential to your decision making process?

☐ Definitely important ☐ Somewhat important ☐ Not important at all

15. Would central dining facilities, social activities, limited kitchen facilities and personal care assistance be essential to your decision making process?

☐ Definitely important ☐ Somewhat important ☐ Not important at all

16. When you move, would you prefer to rent or own?

☐ Rent ☐ Own

17. If you are planning on purchasing, what is the maximum price level you would consider?

☐ \$100,000 or less ☐ \$100,000 - \$150,000
☐ \$150,000 - \$200,000 ☐ \$200,000 - \$300,000 ☐ Over \$300,000

18. If you are planning on renting, what is the maximum level of rent and utilities per month you would consider?

☐ \$600 or less ☐ \$601 - \$1,000 ☐ \$1,000 - \$1,500
☐ \$1,500 - \$2,000 ☐ \$2,000 - \$3,000

19. Would you consider remaining in your own home if the Town would permit special accessory housing (a small rental apartment in your current home)?

☐ Yes ☐ No ☐ Don't Know

20. Are you now, or have you ever been on the waiting list for senior housing in Clarkstown?

☐ Yes ☐ No

21. If you answered yes to question twenty how long have you been on the list?

Please offer any comments you might have regarding housing issues facing the Town.

APPENDIX III

Section B – Senior Questionnaire Results

01-Which age group do you belong to?

Age Group	Totals
60 to 64	1272 27.26%
65 to 69	1064 22.80%
70 to 74	1000 21.43%
75 to 79	663 14.21%
80 to 84	416 8.91%
85+	225 4.82%
Unknown	27 0.58%
Grand Total	4667 100.00%

2-What type of residence do you currently reside in?

Age Group	Apartment	Condominium	Multi-family	Senior Citizen Housing	Single Family Home	With Family	No Response	Total
60 to 64	36 2.83%	144 11.32%	9 0.71%	1 0.08%	1069 84.04%	12 0.94%	1 0.08%	1272 27.26%
65 to 69	39 3.67%	103 9.68%	15 1.41%	1 0.09%	888 83.46%	15 1.41%	3 0.28%	1064 22.80%
70 to 74	31 3.10%	111 11.10%	15 1.50%	3 0.30%	817 81.70%	20 2.00%	3 0.30%	1000 21.43%
75 to 79	19 2.87%	82 12.37%	6 0.90%	7 1.06%	525 79.19%	19 2.87%	5 0.75%	663 14.21%
80 to 84	24 5.77%	52 12.50%	9 2.16%	9 2.16%	306 73.56%	14 3.37%	2 0.48%	416 8.91%
85+	20 8.89%	27 12.00%	7 3.11%	9 4.00%	133 59.11%	27 12.00%	2 0.89%	225 4.82%
Unknown	0 0.00%	1 3.70%	2 7.41%	0 0.00%	19 70.37%	0 0.00%	5 18.52%	27 0.58%
Grand Total	169 3.62%	520 11.14%	63 1.35%	30 0.64%	3757 80.50%	107 2.29%	21 0.45%	4667 100.00%

3-Do you own or rent your current home?

Age Group	Own	Rent	No Response	Totals
60 to 64	1195 93.95%	72 5.66%	5 0.39%	1272 27.26%
65 to 69	975 91.64%	75 7.05%	14 1.32%	1064 22.80%
70 to 74	921 92.10%	64 6.40%	15 1.50%	1000 21.43%
75 to 79	590 88.99%	52 7.64%	21 3.17%	663 14.21%
80 to 84	347 83.41%	57 13.70%	12 2.88%	416 8.91%
85+	152 67.56%	49 21.78%	24 10.67%	225 4.82%
Unknown	21 77.78%	2 7.41%	4 14.81%	27 0.58%
Grand Total	4201 90.01%	371 7.95%	95 2.04%	4667 100.00%

4-How many bedrooms are there in your current residence

Age Group	1	2	3	4 +	Not Specified	Totals
60 to 64	58 4.56%	135 10.81%	409 32.15%	668 52.52%	2 0.16%	1272 27.26%
65 to 69	66 6.20%	128 12.03%	358 33.65%	508 47.74%	4 0.38%	1064 22.80%
70 to 74	83 8.30%	127 12.70%	375 37.50%	414 41.40%	1 0.10%	1000 21.43%
75 to 79	68 10.26%	97 14.63%	268 40.42%	223 33.63%	7 1.06%	663 14.21%
80 to 84	68 16.35%	89 21.39%	152 36.54%	104 25.00%	3 0.72%	416 8.91%
85+	58 25.78%	45 20.00%	71 31.56%	45 20.00%	6 2.67%	225 4.82%
Unknown	2 7.41%	1 3.70%	8 29.63%	13 48.15%	3 11.11%	27 0.58%
Grand Total	403 8.64%	622 13.33%	1641 35.16%	1975 42.32%	26 0.56%	4667 100.00%

5-What hamlet do you currently live in?

Age Group	Bardonia	Congers	Central Nyack	Nanuet	New City	Rockland Lake	V. Cottage	W. Nyack	No Response	Totals
60 to 64	49 3.85%	131 10.30%	16 1.26%	294 23.11%	540 42.45%	1 0.08%	131 10.30%	98 7.70%	12 0.94%	1272 27.26%
65 to 69	35 3.29%	127 11.94%	9 0.85%	219 20.58%	457 42.95%	0 0.00%	118 11.09%	95 8.93%	4 0.38%	1064 22.80%
70 to 74	39 3.90%	116 11.60%	13 1.30%	228 22.80%	407 40.70%	1 0.10%	90 9.00%	95 9.50%	11 1.10%	1000 21.43%
75 to 79	27 4.07%	61 9.20%	10 1.51%	170 25.64%	245 38.95%	1 0.15%	81 12.22%	65 9.80%	3 0.45%	663 14.21%
80 to 84	30 7.21%	32 7.69%	6 1.44%	113 27.16%	133 31.97%	0 0.00%	60 14.42%	35 8.41%	7 1.68%	416 8.91%
85+	14 6.22%	22 9.78%	3 1.33%	57 25.33%	73 32.44%	0 0.00%	27 12.00%	23 10.22%	6 2.67%	225 4.82%
Unknown	1 3.70%	3 11.11%	1 3.70%	2 7.41%	12 44.44%	0 0.00%	1 3.70%	2 7.41%	5 18.52%	27 0.58%
Grand Total	195 4.18%	492 10.54%	58 1.24%	1083 23.21%	1867 40.00%	3 0.06%	508 10.88%	413 8.85%	48 1.03%	4667 100.00%

6-How long have you lived in Clarkstown?

Age Group	Up to 5 years	6 to 10 years	11 to 20 years	21 or more years	No Response	Totals
60 to 64	63 4.95%	58 4.56%	142 11.16%	1007 79.17%	2 0.16%	1272 27.26%
65 to 69	60 5.64%	43 4.04%	90 8.46%	869 81.67%	2 0.19%	1064 22.80%
70 to 74	42 4.20%	45 4.50%	74 7.40%	839 83.90%	0 0.00%	1000 21.43%
75 to 79	27 4.07%	24 3.62%	58 8.75%	552 83.26%	2 0.30%	663 14.21%
80 to 84	18 4.33%	20 4.81%	45 10.82%	331 79.57%	2 0.48%	416 8.91%
85+	26 11.56%	16 7.11%	18 8.00%	163 72.44%	2 0.89%	225 4.82%
Unknown	1 3.70%	0 0.00%	3 11.11%	20 74.07%	3 11.11%	27 0.58%
Grand Total	237 5.08%	206 4.41%	430 9.21%	3781 81.02%	13 0.28%	4667 100.00%

7-Including yourself, how many people will live in your household in the future?

Age Group	1	2	3	4	5 or more	No Response	Totals
60 to 64	152 11.95%	881 69.26%	138 10.85%	58 4.58%	27 2.12%	18 1.28%	1272 27.26%
65 to 69	183 17.20%	708 66.54%	103 9.68%	40 3.78%	19 1.79%	11 1.03%	1064 22.80%
70 to 74	197 19.70%	659 65.90%	78 7.80%	19 1.90%	29 2.90%	18 1.80%	1000 21.43%
75 to 79	148 22.02%	413 62.29%	47 7.09%	21 3.17%	20 3.02%	16 2.41%	663 14.21%
80 to 84	121 29.09%	234 56.25%	25 8.01%	5 1.20%	11 2.64%	20 4.81%	416 8.91%
85+	90 40.00%	66 29.33%	32 14.22%	9 4.00%	13 5.78%	15 6.67%	225 4.82%
Unknown	3 11.11%	12 44.44%	5 18.52%	1 3.70%	1 3.70%	5 18.52%	27 0.58%
Grand Total	892 19.11%	2973 63.70%	428 9.17%	153 3.28%	120 2.57%	101 2.16%	4667 100.00%

8-On average, how much of the year do you live in Clarkstown?

Age Group	Full Year	Spend Winter Away	Less Than Six Months	No Response	Totals
60 to 64	1222 96.07%	36 2.83%	7 20.59%	7 0.55%	1272 27.26%
65 to 69	1007 94.64%	47 4.42%	4 11.76%	6 0.56%	1064 22.80%
70 to 74	946 94.80%	43 4.30%	9 26.47%	2 0.20%	1000 21.43%
75 to 79	627 94.57%	25 3.77%	8 17.65%	5 0.75%	663 14.21%
80 to 84	400 96.15%	7 1.68%	8 17.65%	3 0.72%	416 8.91%
85+	213 94.67%	7 3.11%	2 5.68%	3 1.33%	225 4.82%
Unknown	20 74.07%	2 7.41%	0 0.00%	5 18.52%	27 0.58%
Grand Total	4435 95.03%	167 3.58%	34 0.73%	31 0.66%	4667 100.00%

9-Will cost considerations (including property taxes, maintenance costs, etc) make it necessary to move from your current home?

Age Group	Yes	No	Don't Know	No Response	Totals
60 to 64	424 33.33%	258 20.28%	574 45.13%	16 1.28%	1272 27.26%
65 to 69	354 33.27%	213 20.02%	482 45.30%	15 1.41%	1064 22.80%
70 to 74	292 29.20%	216 21.80%	470 47.00%	22 2.20%	1000 21.43%
75 to 79	145 21.87%	167 25.19%	336 50.88%	15 2.26%	663 14.21%
80 to 84	90 21.63%	127 30.53%	185 44.47%	14 3.37%	416 8.91%
85+	42 18.67%	68 30.22%	100 44.44%	15 6.67%	225 4.82%
Unknown	8 29.63%	0 0.00%	15 55.56%	4 14.81%	27 0.58%
Grand Total	1355 29.03%	1049 22.48%	2162 46.33%	101 2.16%	4667 100.00%

10-Are you planning to retire in your current home?

Age Group	Yes	No	Don't Know	I already have	No Response	Totals
60 to 64	429 33.73%	193 15.17%	402 44.67%	245 27.22%	3 0.24%	1272 27.26%
65 to 69	311 29.23%	109 10.24%	208 22.69%	429 47.67%	9 0.85%	1064 22.80%
70 to 74	207 20.70%	60 6.00%	138 15.33%	584 64.89%	11 1.10%	1000 21.43%
75 to 79	126 18.65%	28 3.92%	85 9.44%	419 48.58%	8 1.21%	663 14.21%
80 to 84	79 18.99%	20 4.81%	33 3.67%	270 30.00%	14 3.37%	416 8.91%
85+	27 12.00%	13 5.78%	30 3.33%	140 15.58%	15 6.67%	225 4.82%
Unknown	7 25.93%	2 7.41%	6 0.67%	8 0.89%	4 14.81%	27 0.58%
Grand Total	1185 25.39%	423 9.06%	900 19.28%	2095 44.89%	64 1.37%	4667 100.00%

11-Are thinking of selling your present home and purchasing or renting a smaller residence in Clarkstown?

Age Group	Yes	No	Don't Know	I already have	No Response	Totals
60 to 64	175 13.78%	563 44.28%	487 38.29%	23 1.81%	24 1.89%	1272 27.26%
65 to 69	180 16.92%	431 40.51%	398 37.41%	27 2.54%	28 2.63%	1064 22.80%
70 to 74	140 14.00%	415 41.50%	377 37.70%	35 3.50%	33 3.30%	1000 21.43%
75 to 79	71 10.71%	308 46.46%	240 36.20%	18 2.71%	28 3.92%	663 14.21%
80 to 84	40 9.52%	208 49.52%	135 32.45%	15 3.61%	20 4.81%	416 8.91%
85+	11 4.89%	118 52.44%	55 24.44%	13 5.78%	28 12.44%	225 4.82%
Unknown	5 18.52%	10 37.04%	7 25.93%	1 3.70%	4 14.81%	27 0.58%
Grand Total	622 13.33%	2051 43.95%	1699 36.40%	132 2.83%	163 3.49%	4667 100.00%

12-Please select the style of home you would consider moving to.

Age Group	1 Floor Single Family	Condo or Apartment	Senior Citizen Complex	Accessory Apartment	With Family	No Response	Totals
60 to 64	536 42.14%	363 28.54%	174 13.68%	6 0.63%	11 0.88%	180 14.15%	1272 27.26%
65 to 69	422 39.66%	249 23.40%	190 17.86%	14 1.32%	13 1.22%	176 16.54%	1064 22.80%
70 to 74	381 38.10%	225 22.50%	189 18.90%	12 1.20%	17 1.70%	176 17.60%	1000 21.43%
75 to 79	214 32.28%	141 21.27%	138 20.81%	6 0.90%	17 2.56%	147 22.17%	663 14.21%
80 to 84	114 27.40%	85 20.43%	86 20.67%	6 1.44%	21 5.05%	104 25.00%	416 8.91%
85+	41 18.22%	29 12.89%	48 21.33%	9 4.00%	21 9.33%	77 34.22%	225 4.82%
Unknown	13 48.15%	3 11.11%	3 11.11%	0 0.00%	1 3.70%	7 25.93%	27 0.58%
Grand Total	1721 36.88%	1095 23.46%	828 17.74%	55 1.18%	101 2.16%	867 18.58%	4667 100.00%

13-Will you need to live within walking distance of local shopping, transportation, houses of worship?

Age Group	Yes	No	Don't Know	No Response	Total
60 to 64	298 23.43%	594 46.70%	311 24.45%	69 5.42%	1272 27.28%
65 to 69	238 22.37%	437 41.07%	307 28.85%	62 7.71%	1064 22.80%
70 to 74	285 28.50%	348 34.80%	285 28.50%	82 8.20%	1000 21.43%
75 to 79	217 32.73%	170 25.64%	207 31.22%	69 10.41%	663 14.21%
80 to 84	172 41.35%	91 21.88%	110 26.44%	43 10.34%	416 8.91%
85+	109 48.44%	44 19.56%	32 14.22%	40 17.78%	225 4.82%
Unknown	8 29.63%	6 22.22%	10 37.04%	3 11.11%	27 0.58%
Grand Total	1327 28.43%	1690 36.21%	1282 27.04%	388 8.31%	4687 100.00%

14-If planning on moving to senior housing, would such amenities as a clubhouse, recreation area, pool, additional parking etc. be essential to your decision making process?

Age Group	Definitely Important	Somewhat Important	Not Important	No Response	Totals
60 to 64	470 36.95%	450 35.38%	167 13.13%	185 14.54%	1272 27.26%
65 to 69	340 31.95%	405 38.06%	171 16.07%	148 13.91%	1064 22.80%
70 to 74	256 25.60%	399 39.90%	207 20.70%	138 13.80%	1000 21.43%
75 to 79	175 26.40%	236 35.60%	140 21.12%	112 18.89%	663 14.21%
80 to 84	86 21.15%	149 35.82%	107 25.72%	72 17.31%	416 8.91%
85+	41 18.22%	53 23.58%	64 28.44%	67 29.78%	225 4.82%
Unknown	6 22.22%	7 25.93%	8 22.22%	8 29.63%	27 0.58%
Grand Total	1376 29.48%	1699 36.40%	862 18.47%	730 15.64%	4667 100.00%

15- Would central dining facilities, social activities, limited kitchen facilities and personal care assistance be essential in you decision making process?

Age Group	Definitely Important	Somewhat Important	Not Important	No Response	Totals
60 to 64	208 16.35%	396 31.13%	461 36.24%	207 16.27%	1272 27.26%
65 to 69	170 15.98%	359 33.74%	381 35.81%	154 14.47%	1064 22.80%
70 to 74	148 14.80%	363 38.30%	322 32.20%	147 14.70%	1000 21.43%
75 to 79	99 14.93%	270 40.72%	166 25.04%	128 19.31%	663 14.21%
80 to 84	79 18.99%	152 36.54%	107 25.72%	78 18.75%	416 8.91%
85+	81 27.11%	58 25.78%	36 16.00%	70 31.11%	225 4.82%
Unknown	5 18.52%	8 29.63%	5 18.52%	9 33.33%	27 0.58%
Grand Total	770 16.50%	1626 34.84%	1478 31.67%	793 16.99%	4667 100.00%

16- Would you prefer to rent or own?

Age Group	Rent	Own	No Response	Totals
60 to 64	171 13.44%	964 75.79%	137 10.77%	1272 27.26%
65 to 69	194 18.23%	722 67.86%	148 13.91%	1064 22.80%
70 to 74	244 24.40%	614 61.40%	142 14.20%	1000 21.43%
75 to 79	185 27.90%	342 51.56%	136 20.51%	663 14.21%
80 to 84	133 31.97%	197 47.36%	86 20.67%	416 8.91%
85+	72 32.00%	76 34.87%	75 33.33%	225 4.82%
Unknown	7 25.93%	10 37.04%	10 37.04%	27 0.58%
Grand Total	1006 21.56%	2927 62.72%	734 15.73%	4667 100.00%

17-If you are planning on purchasing, what is the maximum price level you would consider?

Age Group	\$100,000 or less	\$100,000 to \$150,000	\$150,000 to \$200,000	\$200,000 to \$300,000	Over \$300,000	No Response	Total Of ID
60 to 64	131 10.30%	314 24.89%	301 23.66%	189 14.86%	80 6.29%	257 20.20%	1272 27.26%
65 to 69	127 11.94%	251 23.59%	223 20.96%	155 14.57%	45 4.23%	283 24.72%	1064 22.80%
70 to 74	138 13.80%	253 25.30%	163 16.30%	96 9.60%	28 2.60%	304 30.40%	1000 21.43%
75 to 79	87 13.12%	144 21.72%	97 14.83%	54 8.14%	12 1.81%	289 40.57%	863 14.21%
80 to 84	67 18.11%	75 18.03%	53 12.74%	32 7.69%	2 0.48%	187 44.95%	416 8.91%
85+	35 15.56%	28 12.44%	18 8.00%	8 3.56%	1 0.44%	135 60.00%	225 4.82%
Unknown	4 14.81%	5 22.22%	4 14.81%	0 0.00%	1 3.70%	12 44.44%	27 0.58%
Grand Total	589 12.82%	1071 22.95%	879 18.83%	534 11.44%	167 3.58%	1427 30.58%	4667 100.00%

18-If you are considering renting, what level of rent and utilities per month would you consider?

Age Group	\$500 or less	\$501 to \$1000	\$1000 to \$1500	\$1500 to \$2000	\$2000 to \$3000	No Response	Totals
60 to 64	120 9.43%	286 22.48%	156 12.28%	52 4.09%	25 1.97%	833 49.78%	1272 27.26%
65 to 69	126 11.84%	253 23.78%	136 12.78%	54 5.08%	17 1.60%	478 44.92%	1064 22.80%
70 to 74	155 15.50%	249 24.90%	127 12.70%	37 3.70%	14 1.40%	418 41.80%	1000 21.43%
75 to 79	108 16.29%	165 24.89%	82 12.37%	21 3.17%	8 1.21%	279 42.08%	663 14.21%
80 to 84	92 22.12%	117 28.13%	40 9.62%	8 1.92%	2 0.48%	157 37.74%	416 8.91%
85+	59 26.22%	41 18.22%	15 6.67%	4 1.78%	1 0.44%	105 46.67%	225 4.82%
Unknown	4 14.81%	2 7.41%	2 7.41%	0 0.00%	1 3.70%	18 66.67%	27 0.58%
Grand Total	664 14.23%	1113 23.85%	558 11.96%	176 3.77%	68 1.46%	2088 44.74%	4687 100.00%

18- Would you consider remaining in your own home if the Town would permit special accessory housing (a small rental apartment in your current home)?

Age Group	Yes	No	Don't Know	No Response	Totals
60 to 64	324 25.47%	417 32.76%	385 30.27%	148 11.48%	1272 27.26%
65 to 69	257 24.15%	350 32.89%	311 29.23%	148 13.72%	1064 22.80%
70 to 74	233 23.30%	328 32.80%	298 29.80%	141 14.10%	1000 21.43%
75 to 79	129 19.46%	192 28.96%	219 33.03%	123 18.55%	663 14.21%
80 to 84	97 23.32%	117 28.13%	114 27.40%	88 21.15%	416 8.91%
85+	54 24.00%	44 19.56%	55 24.44%	72 32.00%	225 4.82%
Unknown	7 25.93%	5 18.52%	9 33.33%	6 22.22%	27 0.58%
Grand Total	1101 23.59%	1453 31.13%	1391 29.81%	722 15.47%	4667 100.00%

20-Are you now or have you ever been on a waiting list for senior housing in Clarkstown?

21-If you answered yes to question 20, how long have you been on the list?

On waiting list for senior housing

If Yes, How Long? (Years)

<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	5
<input checked="" type="checkbox"/>	8
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	5
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	20
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	0

On waiting list for senior housing

If Yes, How Long? (Years)

<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	5
<input checked="" type="checkbox"/>	5
<input checked="" type="checkbox"/>	13
<input checked="" type="checkbox"/>	8
<input checked="" type="checkbox"/>	6
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	0
<input checked="" type="checkbox"/>	20
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	0
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	3

On waiting List for senior housing

If Yes, How Long? (Years)

<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	8
<input checked="" type="checkbox"/>	13
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	4
<input checked="" type="checkbox"/>	4
<input checked="" type="checkbox"/>	3
<input checked="" type="checkbox"/>	10
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	1
<input checked="" type="checkbox"/>	0
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	5
<input checked="" type="checkbox"/>	2
<input checked="" type="checkbox"/>	3

APPENDIX III

Section C – Senior Questionnaire Comments

Comments Report

This questionnaire is somewhat confusing. For example, if I was not planning to move, should questions 14, 15 & 16 be answered? Some thinking applies to 17, 18, & 19.

I think the town board should really look over the senior citizen housing for all senior citizens that have lived in Clarkstown for years. I have lived here for 42 years, and I would like to know that I can still be here for the rest of my years. More...

Senior citizens definitely need low income housing. Taxes and housing are very high. I retired on a small income which was suitable 20 years ago but not now!! Our politicians must concentrate on the above and forget about the increase in income, etc.

Not enough rentals or condos available.

We have already made the decision to move to our over 55 active adult community in New Jersey. New Jersey seems to be very far ahead of New York in this area.

Thank you for keeping senior citizens in your thoughts. As we get older taking care of a house becomes a problem. Keep up the good work.

Build a Normandy Village type residence in New City for New City residents.

As we live in a mortgage free home we have no plans for moving in the foreseeable future.

No more building please!

Should consider subsidizing builders to build senior housing-rental owned to meet middle income seniors. State & federal funds should be sought by elected state & federal representatives. This could ease the housing shortage Give younger folks more housing

Middle income senior citizens need well treated housing. Facilities such as tennis courts swimming pool, children's playground are not necessary. A club house with library facilities and busing to shopping and entertainment areas should be available.

Tax relief on my present home, which would allow me to keep my home.

I & most of the seniors that I know do not qualify for any type of gov't subsidized housing. We are interested in affordable housing in our own community. There are many examples of this in Toms River, NJ- Holiday City, Holiday City South, etc.

It's imperative that the seniors be given a voice. I like living in my town but realize that affording my present home may be a major problem in the near future.

New modern apartment & club house & other amenities near a bus stop or with van service for shopping, etc.

Need plan community of small ranch homes for seniors- all maintenance taken care of at a retirement village of homes.

Since in the time to come, in order to live at my present level, I will need some tax relief.

Currently thinking of moving to Florida, because the taxes here are too overwhelming. How come the Palisades mall hasn't helped us in lowering our taxes?

At this point of my life I would like a one floor condo with 2 bed & 2 bath.

If we could sell our & rent the portion we live in we would be in fat city! We built a mother/daughter but our daughter moved out- so we are left with a big mortgage and 3 bedrooms lv rm/kit etc we cannot legally rent if it contains a stove. More...

Tax increases will be hard on fixed income residents. Not enough affordable housing for fixed income residents.

I didn't answer the questions above since I have no intention of moving now or in the future. I can say that your interest in finding out about the senior citizens to help them is a good idea for those who are interested in the project. More...

NY seems to be way behind NJ & Pennsylvania. We've looked at more than 20 55+ communities in NJ and in PA and signed a contract a few months ago. In addition to the single family home the lawn, snow, etc are taken care of, there is a wonderful community

Also make it affordable for our children and grandchildren to remain in Clarkstown.

I have been a taxpayer in Clarkstown for 40 years. If I sell my home, I probably won't qualify for any existing homes. I would like to have a home similar to the homes in Tome River, NJ.

I was on the list for several complexes, but removed. I don't know for what reason- I am going to re-apply however I'll be at the bottom of the list.

My mother has lived with me for years and will always. She really wouldn't be a candidate for senior housing, she is getting senile and needs someone around to help her out.

Most elderly seniors need assistance- mostly those who live alone and are on small pensions. Since seniors give up driving they need to live near local shopping- transportation and houses of worship. Most elderly seniors 80+ cannot afford high taxes &

Do not intend to move so questions 12-21 are irrelevant.

Expedite with less talk and more action!

Consider permission to change classification from one family house to 2 family accommodation (cape cods, mother/daughter, etc).

#2 Mother/Daughter house. Affordable rental and/or condo units must be built to accommodate the seniors. Preferably near shopping area or hamlet center.

Hold line on taxes for long term residents so as to make area more affordable to retirees.

Help keep us in our area and home by holding taxes for seniors.

A retirement community with single homes, attached if necessary. Rooms all on first floor with some social amenities would be ideal. Seniors do not need land to take care of. In home laundry facilities is a must and outside maintenance with a small

Recent town board decisions were most disappointing to me- had hoped the board would be more forward thinking. But politics of course reared it's ugly head, in spite of the facts.

The majority of senior citizens will never give up their cars, two car parking space per family is more important than local shopping, transportation, houses of worship, clubhouses, recreation areas or pool, tennis, golf, etc.

I do not think the town should be involved. It rests with the county or state.

Now at 72 & 75 years of age we are vibrant. But down the years, who knows. All I know about death is that I won't have to mow the lawn or paint the house anymore.

The exorbitant taxes in Clarkstown are horrendous. It's disgusting that people who have spent their entire lives here are forced to become displaced persons.

I hopefully have no intention of leaving my present home.

I think you should have affordable housing for people who are getting older whether it be buying a smaller house or buying a condo. I have lived in Rockland County all my life and the prices are (up-up-up!!) I would like to stay here the rest of my life u

We are an empty nest family- our children are out of the home. We would sell our home to a family with small children if there was senior housing with amenities as wished above in Clarkstown. I receive a pension from the NYS Board of Education and cannot

All of our children have moved to other areas. They couldn't afford to live in Clarkstown.

The trend to larger very expensive houses is making it difficult for elderly long time residents of the town to sell and buy small less expensive homes in Clarkstown.

Houses or apartments should have one bath and two bedrooms available.

The idea of 250000 - 300000 for senior citizen homes is idiotic- also putting too many houses on small piece of land wind up looking like a kennel. 10 houses on one acre!! It seems this is a great project for the builder. 4 per acre would be acceptable.

Hopefully some type of senior housing will be built. Seniors are too valuable an asset to lose.

I intend to continue to live in my present home. The is as long as our politicians do not tax me out of it. I am also opposed to any scheme Mr. Tracy comes up with as it as basically one which will ensure the benefits of the landowners he More...

I would consider staying in my home if the STAR Program were further enhanced so that taxes were more affordable. As we age we would have to hire someone to maintain out home and property, and that in combination with high taxes & utilities More

I would also consider staying in my home if the STAR Program were further enhanced so that taxes were more affordable. As we age we would have to hire someone to maintain our grounds & home & that in combination with the high taxes & Utils is too much.

Do not wish to live in industrial areas.

Would like individual small homes like at the Jersey shore. Would not want low cost housing that would attract undesirables or lower the property values in the area.

Single family- one home- 2 baths ranch style similar to those seen in southern and central NJ with small postage stamp property and with small maintenance for monthly lawn care & snow removal & clubhouse & other activities.

More publication of any info regarding senior citizen housing i.e. contact person, office. Telephone, location would be very useful.

I am planning to apply for senior housing, but don't know where yet.

Our home we lived in Congers & raised our 2 children for 27 years became too much for my husband and I to maintain physically. We had to sell & move into the condo. If a situation such as a one floor single family was available we would have jumped at it.

I would like to stay in my present house as long as I can take care of myself.

Taxes are out of control, both on real estate and sales tax.

How anonymous can this be since it's numbered?

I would prefer tax relief to special housing. Only would sell house if taxes got too high. Keep property zoned for businesses that pay taxes, not sr housing. Need to SLOW DOWN housing development that builders profit from and cause environmental problems.

I think that we should also have affordable housing for the younger married so that they won't have to leave that area.;

I believe the accessory housing is critical for many Clarkstown residents- not only the seniors. Cost of living has sky rocketed, presently thinking of moving out of area.

The maximum income levels for most subsidized housing in Clarkstown are too low considering the average or median income levels in this town. This is not a community where there is a large poverty level population.

All I know, as a widow you can't live on social security with one income.

NO SENIOR HOUSING

The availability of ground floor apartments in senior citizen complexes are very difficult to obtain. My 89 year old mother has been waiting for such an apartment. She is living with me and has been on a list for 20+ years for the Middlewood Apartments.

I would like to see senior citizen housing to buy and to rent possible one floor single family, and one floor townhouses. We plan to stay in Clarkstown, and as we age, we would prefer a one level residence.

I definitely feel there is a need for middle class senior housing in Clarkstown.

Reduction of property tax for senior residents based on years of ownership so that, regardless of income 65+ and ownership of 20 years (same house) have property tax reduced to say 50% of full tax. Over 30 years 25%, over 40 years 0%.

I would love to have a senior community with club house & social programs, a private home community such as is possible in south Jersey. A gated community would sell at once. If plans are made for such a place I would buy or rent. Put my name on the list

Senior housing needs to be built with better sound proofing between apartments.

If you continue to tax the residents relentlessly you will create a town where only 6+ figures a years of income can live here or the poor and underprivileged. Is this what you want?

Staying near my family is the only thing that keeps me here.

I would welcome that chance to remain locally, I'm afraid taxes etc would force me out.

No more building!! The town is oversaturated. Senior housing is the exception! Low level, limited number of units in each town.

I like that neighborhood I live in because I have wonderful neighbors. Since I do not drive my neighbors help me when I need medications at the drug store.

Only reason we would move would be if taxes made it financial necessity. Tax breaks for seniors would be better than special housing. We need property for businesses, etc. that would pay taxes rather than using that property for senior housing. More

Can't answer question, haven't made decision on where to live after retirement.

As we age the aging process takes over and we don't feel or think like we used to. We no longer have weekly pay but rely on social security, a pension, savings, etc which most of the time is stressful. Doctor bills and prescription bills are More

I see no need for gated 6 to 8 units per acre for sr. citizens that currently own & reside in Clarkstown. Most every sr. that's been in town for 25 or more years sits on property worth \$250,000 or more- they're obviously not in need affordable housing

Lower taxes for seniors- in fact no school tax. Kids are long gone.

Property taxes are too high.

Many sr citizens who retired before 1990 are living near their maximum ability to pay for taxes & services. The high rate of inflation since the recalculation of cost of living in 1986 has cut their buying power in half as pensions have remained More

If school taxes were eliminated for seniors & a reduced town tax, we would be sure to continue living in Clarkstown. We are in favor of a sales tax or income tax to support school taxes.

I never heard of a list. Where do you sign up for this list, or is it the old story of you have to know someone. I would like to know who signed up for this list & where. I would like to add my name to the "secret" list. I hope this is in Clarkstown

I would like to see that remaining undeveloped land in Rockland used for parks.

The tax base for a retiree is so high it makes living in Clarkstown very stressful since we have no children attending school our taxes should be 1/4 of what they are.

Lower property taxes so seniors can remain in their own house.

We need senior housing in Clarkstown (affordable) The longer you have lived in Clarkstown and paid taxes should be an important factor on getting an apartment- not income or who you know.

If I was unable to afford the taxes (which aren't that bad) I would move to an area that I could afford, just like everyone else does in the USA. This is a great place to live, excellent services, etc. I see no reason to create low income housing More

Seniors can't pay the high taxes!

Give seniors a chance to stay in their own home by tax abatement regardless of income. Senior housing only provides opportunities to house outsiders, not long time residents. If seniors need modifications to their present residence because of More...

Senior citizens housing should seriously be considered. Moderately priced \$100,000 - \$130,000. Single level.

Real estate people might have knowledge of problem and may contribute more to your query.

School taxes too high for seniors, property taxes too high

Anything the town would consider & make happen such as accessory housing or localized mid-range housing for citizens would greatly assist the seniors of this county. Greatest burden is property & school taxes even after a mortgage is finished.

Some sr citizens have a limited income and a house. They need more help to enable them to stay in their home. People 65+ should not have to pay any school tax. They don't have children using the schools. And some have never had children. School More

I definitely feel that Rockland should have more senior housing. Condos or smaller houses, maint. free planned communities. Like many others, we don't want to leave our county but we will be forced out at any rapid cost of living!

Eliminate school taxes for seniors earning less than \$40,000 - \$50,000 and eliminate library costs for seniors over 70 years of age.

I am very happy that this is coming up now. My husband & I have been living here in Clarkstown for 35 years. We have raised 4 children who have married & are still living in Clarkstown. I continue to work but my husband is somewhat limited as to More

Sr housing should be built so that it is within walking distance of shopping and public transportation. There should be some recreational facilities available to walk to- movies, pong-pong, pool tables, etc.

We need affordable small homes on Clarkstown so we are close to friends and family.

School & property taxes too high! A neighbor has their sons living with their wives and small child each, in the outside garage & barn out back- and only one school tax on the main house.

The town needs, definitely, a plan for senior citizens of middle income to rent or buy, which will provide them with a decent accommodations they are accustomed to, and social & programs that will keep them active and occupied and invite family & friends.

Why aren't there more rental available? At our age why would we want to assume paying growing & growing taxes- we have been doing that for 53 years!!

It seems ludicrous for the town board to submit this questionnaire for input to the town residents -via mail- on the same day a legal notice appears in the Journal News outlining a proposal to amend the comprehensive plan.

Elderly people. For the most part have health problems. A community should consider providing assisted living & central health facilities for those who qualify based on conditions established by a caring community.

We need more condo developments that are single level. At this time I only know of one development.

TAXES ARE TOO HIGH!!

There is NOTHING that can keep us here!!

Some 20 years ago my mother was living alone in 1980 after my father died and she asked me to take her to the tax assessor's office. She was 82 at the time. She asked for school tax relief because she hadn't any children in school for over 40 years.

If school & property taxes keep increasing I will have to consider other housing.

We need senior housing. Taxes are forcing many out of their homes.

It would be nice to live in Clarkstown with my children after retirement, but apts. Are very limited. It's very difficult for young couples and seniors.

I would love to see a facility in which seniors would have the options of independent living, assisted living, (some medical supervision where available) and nursing home care on one campus like complex of buildings.

At this time I am considering moving although I like my apartment. I have been here over 20 years and the rent keeps going up every year. There is no special consideration for seniors. I would like to reduce my rent. At this time I'm paying over \$800!

I would prefer to stay on my own house & make an apt. But do to the high taxes and restrictions now on making apts I don't think I could continue to stay in Clarkstown.

Should not use what ever needs may exist to destroy integrity of comprehensive plan. Greater attention to infrastructure than in the past, please.

This needs to be addressed immediately.

I do not anticipate moving in the near future.

I believe that seniors that have lived in the county for over 30 years should get a tax exemption. Our kids are all grown up and gone, and even with the Star exemption, the tax burden is great. The burden of school taxes should now be shouldered More

We cannot afford the taxes, medical expenses and food. We need help now!

I would like to have a new stove in my apartment.

Taxes will probably cause us to relocate after 40 years here and raising our family. We would like to stay on Rockland but we are afraid of the cost of taxes.

I would like someone to show me where are the senior citizens that need housing. I have not met and I've lived in New City for 36 years. I don't want to see property down zoned from R15 single family homes for this type of density housing.

From what I've seen there is significant senior housing in Clarkstown and I don't see why we need more.

Taxes will put me out of my home.

Seniors have paid taxes forever and have received very little in return.

We inquired and found it hopeless. There isn't any housing available at reasonable rents or maintenance.

We like living here, no complaints.

There should be some sort of inexpensive housing for us old folk. Nothing elaborate but livable until... We are very happy living in Clarkstown- enjoyed the fruits of life here and wish to end here. Thank you, a great job done by Clarkstown.

How about cracking down on existing illegal renting to non-family members in R-15 zones! Paying taxes for an R-15 home and having neighbors illegally renting Finished basements and parts of garages is not only not fair to those who do pay, it also More

I'm opposed to allowing rentals in R-15 zoned areas. To allow such housing would effectively abolish one family housing & change the character of such neighborhoods. As a result, there would be no justification for the higher current rate of tax.

It's getting too expensive to retire here!

I've always thought I would stay in this house forever, but being realistic, I probably won't be able to. When I retire completely from the work force, perhaps "my head will come out of the sand." Senior housing is necessary.

High cost of taxes and utilities and difficult for seniors to pay. Need more condos for fixed income seniors.

Seniors should be able to live in their homes without having to move because it gets too expensive after retirement.

The current environment makes it extremely hard for long time senior citizens to afford the costs of living. Especially when you live on a fixed income.

I think some type of housing should be taken into consideration for seniors. The majority have been residents for over 25 years, paid taxes on their home and now some sort of break should be given to them, so they can remain here to live without a hassle.

Although we are not planning on moving, I have responded to questions 14-18 projecting my answers IF we were planning on moving. A facility for "active seniors" with the amenities listed in q.14&15 I think would be welcome in Rockland County.

We need a lot more senior housing in Clarkstown.

I live with my daughter & son in law now. They are nearing retirement age. Will probably go wherever they go or can afford to live as long as they are able to care for me.

Senior housing is very much needed.

I think my answer to #19 says it all. If I were to sell my 4 bedroom home to a family with 3 or 4 children that alone would somewhat increase school taxes in Clarkstown if 1000 or 1500 seniors did this. Of course, Mr. Tracy & the realtors have their agenda.

Do NOT build residential in commercial zones.

Question #11- Where is a smaller home in Rockland for seniors to move to?

1. There are many seniors that cannot afford to live alone in today's economy. 2. Community programs that bring seniors together are important aspects of healthy living. 3. Sr. housing can enhance quality of life & offer opportunities for voluntary work.

I don't think I need to think about it now. But I would think in the future my needs will change. We do need more housing for seniors in Rockland county.

We lived all out life in a pretty big house with 3 children; will like to find a nice home but smaller than what we own. Definitely a ranch, we have a center hall colonial with bedrooms upstairs. There are very few ranches in Clarkstown.

We would like to find a nice town house or private house of one floor. There is no ranches in Clarkstown. They built & built but everything is for new families coming to town with children, not for old residents with the empty nest.

My daughter, age 43, desperately needs a place for her family of 4. Affordable housing is needed for all.

Discount on taxes raised to \$65,000 for two people.

When townhouses come on market at reasonable rate, RE: Rockland Lake, Nanuet, Congers- seniors should have 1st choice with county assistance & seniors profit from selling of home to purchase townhouses or condos.

Young marrieds need housing more than seniors do. Old folks have sweat equity in their houses and get tax relief. Young'ins cannot afford \$320,000 houses.

I would very much be in favor of an adult community, similar to the ones in New Jersey.

I would like to have some affordable senior housing where I would have the option to rent or buy, or be able to stay in my own home with a break in my taxes.

At present I'm very satisfied with Clarkstown & my home- but I am able to do all and care for a sick husband, but what if it happens to me?

We need more affordable senior housing. When a person is left alone to carry on the rest of their life, if they cannot maintain their private home they have live in for many years.

Senior citizens with long time ownership should receive a discount on taxes not attached to income, both with state & county.

Senior housing is important, and disable housing is at least, if not more important. Our daughter is a victim of M.S., and has housing needs more complicated than ours. Her case is typical of many needy people who are citizens of Clarkstown, & Rockland.

Simply there are not enough senior citizen housing and I understand you would have to wait a long time to get in.

There is not enough housing for seniors in Clarkstown, and costs are too high here.

My present home would not lend itself to a separate apt. because it is a colonial- if it were a high ranch I would be receptive.

We need townhouses with no more than one floor and basement. Three story townhouses are not practical for older people. New Jersey has much to offer in multiple dwelling homes.

Medical service to be available!!

I don't feel we need any more housing in Clarkstown- if we want to build we should consider our young citizens who we need in the town.

Taxes are too high!!

After living in my home for 34 years, seeing my children on their own, paying my mortgage off & retiring, I have no intention of leaving. I don't want senior housing, I want to stay right here in W.Nyack. Save your money (and mine) and lower my taxes, so

Since we don't know what future will bring, plan in favor of senior housing in Clarkstown.

I think you should reconsider the age you're starting the program at. We have many more seniors here 65+. Those are the ones who really need the housing, I think 50-55 is too young for this group. I just hope by the time this gets under way I'll be able to

I tried to get on 2 waiting lists but was told they are so long they couldn't accept me. Also, since I work part time I was ineligible.

There are so few one floor single family homes affordable for retirees- even affordable (\$200,00 or under)condo's are scarce. Many long time county residents are having to move away when they retire in order to live a dignified life style.

No accessory housing! It will pull down property values.

I'll try to build on my families colonial home. Very soon we are going to apply for a building permit to add on to their house. I hope everything will go smooth.

That would help very much the needy seniors. May I add that these facilities should have complete medical facilities for emergency use.

This was filled out by husband and wife instead of two forms. We live in a 2 story- stairs are a problem! It's hard to take care of snow & lawn. I raised 4 children in Clarkstown & they all left Rockland. Thank you for asking.

I am quite content living in my home- the question is the tax- give us a break and seniors won't have to leave.

I do not approve of the current senior housing being proposed. Those who will profit from the building are making it look like a "Rose Garden." Process being quoted are bound to rise & services for the cluster housed population will raise taxes.

Need more senior housing in the County with reasonable price range.

I now own a condo in Normandy Village which is within walking distance of church, bank, dr.'s labs, shopping, food market. It's ideal. Very well kept. But taxes and maintenance costs will rise so future is iffy. Thank you.

Clarkstown taxes are so high that this is the main reason we are moving. Perhaps 65 or older could get some reduction in at least school taxes.

Senior housing should not be isolated from the rest of the community. Much too depressing as well as inconvenient.

Senior housing within taxes such as Nyack, or adjacent to colleges would be the best.

Can't afford to sell my house & move anywhere in Rockland!!

Taxes force us to move ASAP.

My age group is now a majority at this area. Soon in 2 years housing will be critical issue.

Have lived in Rockland County all my life. 69 years old, was born in Nyack Hospital. 6/24/33. Would like to die in Rockland and be buried here.

Not enough "pets allowed" housing anywhere in Rockland County. Old people enjoy the companionship/ Health benefits of owning a pet. All housing in Rockland is too expensive.

Keeping a animal is very important to my wife and myself. We now have a cat and a dog that we will not leave behind if we move. Provisions should be made to allow seniors to hold onto their pets.

Good luck

We very much wish to stay in this community, where we raised our children. All our contemporaries express concern over having no alternative in Rockland. We feel that the care and maintenance costs of our homes will become more than we can do.

A reduction in taxes would help the most over 75

Taxes in Clarkstown have made it almost impossible to remain in Clarkstown and totally retire.

It is our ultimate desire to remain in Clarkstown. We do not need a 4 bedroom house. We will not sell our house and put all the proceeds into a condo. We need senior housing. Please keep us informed.

I would love to stay in Rockland County. We are hoping this comes about very soon, so that we do not have to leave.

Need for single level condo's with no steps.

One comment that comes to mind is: Where do senior citizens on fixed income find affordable rentals without having to eat "cat" food- and even when applying for an apt. owned by the county or town- the red tape makes it not worth it. Thank you.

Keep the taxes down!!

Why has Rockland been so slow to build beautiful senior apartments? NJ and Florida have many such with lovely amenities.

I think senior affordable housing is a great idea, my pension isn't enough to live on in my current home. I would have to put in an apt. to pay the taxes as most of my neighbors have done already. The seniors of this town deserve some break.

Need affordable assisted living facilities.

Want to die in present home need home for guests and family to visit.

My staying or leaving is mostly on account of taxes going up- We can be taxed out of our homes. Important facts school and property taxes.

Please keep the Star program in effect for a long time,

I have no plans to move from my home which I have been in for 40 years. But if taxes keep going up I will have to probably find another solution to stay in Rockland.

A resident restriction should not be a reason for denying senior citizen housing. I have a nephew who's in-laws help out baby-sitting. Both parents work. Father is NYPD. They live in the Bronx and are willing to re-locate in Midwood senior citizen complex.

Many senior citizens are looking to condos that are one level w/o dealing with snow removal, gardens and heavy maintenance. Lower taxes are a big consideration in a condo. There isn't anything for us in Clarkstown. After living here for over 35 years

Taxes are too high- seniors can't afford to stay & younger generation can't afford to live here.

Ans to q. 21: Patio homes on Rt. 304, never passed the board

Time is running out

Ans to q. 21: On list for patio homes that never went through

There are many houses on my block occupied by numerous families. I would like to see the current laws about single family houses enforced.

We need low senior housing

With all the many senior citizens living in Rockland county, town taxes should be reduced to a person's total assets at 20,000 like school taxes have been reduced. This is a must for the near future. Thank you!!

We need affordable housing for seniors in Clarkstown as quickly as possible.

New City needs housing very badly!

Sensibly placed housing for convenience and affordable housing is imperative for sr citizens. There will come a time when we can no longer drive or attend travel for ourselves. I also think we need more assisted living for seniors. I'm a native of Rockland

Retired sr citizens should not be forced to leave the town because of higher living costs, taxes etc. The Star program is a good example. I don't think using commercially zoned parcels is a good idea. It's only good for developers.

I am against senior housing

I strongly support affordable housing for the elderly

School taxes should be much less if you no longer have school age children living with the senior couple.

Stop raising tax many senior citizens have no children going to school have to pay tax on their house or condo why?

Too much fluff in the entire political admin- let's run it like a corporation and get taxes lowered.

Keep taxes down

I would not at this time consider moving into an apartment. I would like a smaller house.

Need much smaller house

The taxes on senior citizens on their homes

One level 2-3 bedrooms approx 2000 sq. ft. + terrace underground parking would be wonderful- gated community with clubhouse & sports amenities- can be 6-8 story bldg, 2 elevators (50-60 units). I'd sell my house in a heartbeat.

At age 88, I am not planning to move

Senior citizens single family homes are needed. This would avoid seniors from moving out of area.

Handicapped accessible which would include 1 level, ramps, condo style with a common meeting area, indoor pool & gym, walking areas within complex. Available lunches and dinners in development for later years. Florida has addressed the age issue very well

As the current population is aging (we were told this 10 years ago), we have to act promptly, or "we" will lose a great many senior families that have spent their lifetime in New City!! And have contributed to it's growth.

I'm in the position of deciding what to do- what would be best for me- that is why I answer Don't know to questions 9, 10, 11, 13.

Multi unit sr housing is a necessity for older Clarkstown res who wish to remain in the community to be near family. Single family 1 level units on small lots is an ideal for most people living in large houses on huge property that has become difficult

Build affordable senior housing in Clarkstown so we don't have to move away from family and friends.

There is a great need for housing for the handicapped. Our adult daughter has been on a list for several years, and when her name came up there was very little affordable, desirable housing to be had. Builders should be required to build.

Need for senior concessions similar to Star program for utility costs. Need for tax incentive for community and multi-family residences for family members. Not tax increases.

The need for affordable housing for current residents remains crucial. Maintain tax rates, give elderly and handicapped residents tax relief, so they may remain in their homes.

Right now I am independent in every way. If there is a change in my being able to care for my home or am limited physically I may consider other options. Possibly senior housing. My continued independence is very important to me.

I feel we desperately need single family single family villas like Florida with low maintenance and lower tax break. Thank you.

Questions are a bit broad for me. My purpose for living in Clarkstown is proximity to family. If that changed, I'd leave. Senior housing is not attractive to me but careful management of civic finances is.

1. We definitely need Florida type one family villas where outside maintenance is provided for
2. Lower taxes

Stop building condos

Anyone who wanted to play golf 2-3 times a week afford Dellwood for Rockland lake CC. Would have to move.

Item 11- I'm looking for a condo on 1st floor in order not to have flight of stairs.

Any decision making for my future would depend on income versus cost of housing and future health, thus some of my answers do not match or are contradictions.

Senior housing may be necessary, but to ruin a neighborhood by radically inserting multiple dwellings in a high density or family neighborhood is not a good idea. Davies Lake should remain one family or rezoned for park purposes.

Priority for any senior housing should go to the seniors living the longest in the hamlet & preferably 65 and older.

Clarkstown needs condo housing for those over 55 so that long time residents do not have to move to Bergen county.

We would like to stay in this area upon retirement. However, there really is no affordable housing for seniors. Have been actively looking to no avail. It would be beneficial if senior housing could be built. But how do I sign up? Let people know how.

With traffic conditions as they are on Little Tor Road I am against any large developments. 1/2 acre lot fine

1/2 acre 1 floor single family homes would be ideal

I want to stay in my present home if I can afford the expenses

Young people who grow up here cannot afford to live in Rockland until they are financially established. Currently lower cost rentals & sales are hardly available. Some seniors have no need for large houses, but would like to downsize economically.

Since I don't plan to leave my home, questions 12 -21 are not applicable- god willing!!

We need downsized homes in Clarkstown, to large a home to keep up and no place to move, no smaller homes available.

Please lower taxes for all seniors. School tax, etc

I think anyone over the age of 70 and owns their own home should not, including other family members, should not have to pay school taxes at all!

There doesn't seem to be anything affordable for seniors who are presently retiring on limited incomes who have resided in own homes in Clarkstown most of their lives since marriage. The difficulty is the upkeep, maint. & repairs. Taxes are too high

Would like to see 55+ housing like they have in New Jersey so empty nesters could stay in Clarkstown and be near their children & friends of many years.

Housing should be in residentially zoned area, located adjacent to a new golf course would be desirable

My husband & I are living in Squadron Gardens and we like it very much

We are a retired couple who are comfortable living in our home. It is very hard to judge what our needs will be as we age. However, we would prefer remaining in our home as long as possible. And I feel we will be able to afford to do so.

I already filled this out about 1 month ago at Congers Sr. citizens, as did over 100 members. The form was given to us & collected by Shirley Thomen who was accompanied by a man, who I think was chair of the board.

Homes should be handicapped accessible. Public transportation should be available for shopping, movies, churches, etc locally so that private automobiles are not needed.

Homes for seniors should never built with 2 or 3 stories to kitchens or bedrooms. Three steps are plenty, I think that most seniors are handicapped in one way or another. If private business cannot afford to get involved, then the state must.

I do not plan on selling

I don't want anymore building in Clarkstown, no matter what kind! It is too crowded now!

I feel that seniors should not have to pay school taxes as our obligation was already met

The town should not become financially involved in any way in senior or subsidized housing of any kind.

I think by the time Clarkstown decides housing for seniors, all the seniors will be gone.

Would like to remain in New City near children & grandchildren but now that we are retired taxes and upkeep of house are becoming more difficult. Would like to be free or relatively free of tax problems.

While senior housing is important, Rockland County is becoming over developed and losing the uniqueness it once had.

Enough building already- we have too much traffic now & congestion. This is not a rural place anymore, or peaceful.

Towns are getting too noisy and crowded.

Right now I am planning to remain in the house that I own and am not anticipating moving, so q. 12-18 are currently not applicable. However, there is a need in Clarkstown for affordable housing for young people and senior citizens,

Eliminate school tax for seniors 65 and older, whose children have been out of the school system. There are other counties in this country where seniors are exempt from paying school taxes. Stabilize property tax to prevent increases and allow decreases.

If I considered moving it would have to be into a first floor apt. or house, and if within 10 years from now, if assisted living is needed.

I am not against senior housing provided that it is offered to current residents of the area who have lived here a minimum of 15 years & are retired. I am not in favor of assisted living residences in the area because it is too congested.

RE: q 12 & 13, 3 bedrooms on 1st floor are essential.

RE: q 12 & 13, 3 bedrooms on 1st floor are essential.

Please refer to attached typewritten sheet for extended commenting.

Why should seniors have to move from existing home? Give a tax break and on utilities. Engage seniors in activities with youngsters- tutoring, babysitting, house/plant/dog sitting and have HS juniors/seniors do community service with seniors.

I think the Star program caused many seniors to rethink our post retirement plans

We would like to see more affordable rentals for senior citizens to be able to remain in Rockland county, as well as middle & upper priced condos (for the same reason)

I believe more high and condos & senior housing at a moderate price range should be available to maintain a mix. Also, by having such available, single family homeowners in the senior years will be able to sell and younger families will purchase.

We need more senior citizen housing in Clarkstown and residents who have lived here for many years should have first choice to rent.

County & school taxes are just too high for seniors to remain in their lifetime home. Moving to another location is very stressful for seniors who are uprooted from their life-long surroundings. They would be permitted to remain in their homes forever.

We will stay in our current house at least until after my wife retires, within the next 4 years. At that time, we may consider moving, probably out of Rockland to an area with lower property taxes. If school taxes were based on income, instead of property

To have some future home built for the yng marrieds from Rockland (to keep them from moving) in a price they can afford. It seems that nothing is being offered but expensive castles & mansions. It would be a benefit to the non-professionals who move here.

School taxes for residents without children. I do believe we should continue paying school taxes with no kids attending school.

Reduce taxes for seniors (more).

Would like to live in my own home with reduced taxes. I have been living here since 1965 paying taxes. I no longer have children to school. I feel we should get tax relief. Most seniors are leaving Rockland & going to oust Jersey which is affordable.

I put in for Haverstraw, and when my time came I couldn't take it because still have a teenager at home, and they don't take teenagers.

Senior citizens who have lived in Clarkstown for 15 years or more should have their school taxes reduced to one half, if they have owned their home.

The important issue for all citizens- seniors or otherwise is taxes. Seniors cannot afford to stay in Clarkstown and young marrieds can't afford to live here.

Please no more building, Clarkstown is over populated already.

Have local buses stop at supermarket shopping centers where people get food for their daily & weekly needs. You see elderly handicapped and low income shoppers needing cars, etc. This is much more necessary than going to malls.

Need 1 br apt, have in law living with me

Lower taxes so we can remain in our homes.

current zoning should be dropped to prevent accessory apartment. Multi family housing should be permitted in village centers.

County needs upper income housing for seniors like they have in Florida. Lower the taxes.

Q. 13 - 18, I hope are in the distant future

Hurry up and build them!!

I would like a one story condo or villa for Sr. in Clarkstown.

A large community meeting house should be built, to be used by youth activities. The idea is to create a sense of community, this quite an unsociable place near the city. It seems there is no place for young people to go, unless it's around town.

Because of the taxes & no real consideration available for people who have supported this community for more than 30 years. I don't know if I can afford to be with my community in retirement. So many places offer seniors tax breaks but not ours.

Ans to q. 21: Got an apt.

Questions 12 -19 do not apply in view of my answer to q.11.

Look at New Jersey's Hovnanian developments called Four Seasons- private individual one story homes. Common charges cover outside maintenance.

A nice high rise condo with 2 bedrooms and 2 baths.

The town should consider adopting the structure Orangetown has with regard to accessory housing. Allowing a rental, as long as the owner resides in the house.

Would consider to rent rooms

Required is more middle income and upper middle income housing and/or condo type of homes.

Taxes are out of control. Future income is limited.

Have not considered senior housing at this time. I may consider it in the future at which time I would be able to make decisions on q. 14 - 19.

Left many blank, they do not apply to me currently

It is difficult to answer the above since I don't know how much longer I can continue to live in my home alone. My health will be a factor in this decision. Re-location in the Clarkstown area will be difficult. There are limited choices for the elderly.

Seniors definitely are in need of affordable housing here in Rockland so that we can be near our families.

We as senior citizens need housing that we can maintain ourselves, possibly patio homes. One level is quite important. also somewhere we can also enjoy the outdoors as we do in our present single family home.

This area is getting so overcrowded, the trees are disappearing, deer do not know where to go- no planning seems to be done regarding supplies for water, electricity. Why so much building if there is not enough water to accommodate people?

Definitely need to accommodate seniors. Our young are finding it very hard to live in Clarkstown- we should do something for ourselves and our children before it's too late. We should try to keep our residents here in Clarkstown.

Build single family one level patio homes (two bedroom).

I recently returned from renting for the month in Florida at a 55+ retirement community. We rented a villa type smaller home on a smaller lot and found it to be very comfortable and convenient and definitely would move to this type of home if it was avail

So as to keep their own homes maybe you could reduce property taxes up to a certain income- the Star program is just wonderful but for some just a little extra might help. I think it is a better solution than q.19 unless said senior should ask for it.

I own my own house. Am not planning to move anywhere. I'm used to my surroundings, I'm comfortable here. I just need tax considerations for the elderly who want to stay here on their own.

This questionnaire was filled out by two people.

Would housing be under HUD?

Taxes! MY taxes are more than double my house. Upon retirement my income will drop drastically! How am I to maintain? I'm happy you asked, hopefully you can help.

Please do something about school tax! We did our time!!

I work selling real estate (Prudential Rand) & I see an influx of clientele who are senior wishing to downsize to a straight ranch with no stairs. Shortage in Rockland. See attached business card.

My disabled wife and I want to stay locally near friends & family. We have looked at gated adult communities in NJ and if similar were offered here in Clarkstown we would trade our home for such a smaller home. The places we liked were excellent. More...

Knowing how long it takes for the Town of Clarkstown to respond to the housing needs of seniors the only response should be from people younger than the age group you have listed in the survey. By the time it's resolved we will be up in our years or dead.

Many people like living here and want to stay. We like having our own home but would definitely like a single level or a least one bedroom on the main floor. Less property would be a blessing. The ability to get around town without driving be essential.

The only factor that impacts my ability to stay in my home is taxes- \$9000 for a condo! Outrageous! Monthly are more than double the mortgage payment.

When the time comes that I cannot afford my own home, I want to remain in Clarkstown since I am a native, and all my friends are here too. I would like to own my own unit but with other seniors in the complex, 60+.

q.13 is critical. Essentially all seniors will have to give their drivers' license.

Clarkstown has shown a lack of care regarding affordable housing for their senior citizens. I have visited affluent areas throughout the country that have homes in the million dollar are, & still have affordable housing for the elderly. We all must get old.

q.19 for senior citizens only.

Since I do not plan to move I did not answer question 12 -21.

It's important that the county consider the needs of it's senior citizens. Reasonable cost housing for seniors is a must.

Cost of owning property in Rockland is expensive.

Too many houses in Nanuet.

I do not wish to move from my present apartment.

There are many counties where seniors don't pay school taxes. They should be eliminated for seniors 65+. Property taxes should be based on seniors assets like in the Star program run by New York State.

Pedestrian access necessary. It's not safe to walk in many places.

Would love to see more senior housing built in Rockland on the style of Florida homes for seniors.

An adult community would be wonderful with all the question #14 things included condo type apt. on one floor.\

I think that this is an important issue for the near future. It seems that this problem of senior housing will erupt sooner than we think.

2br. 1-1/2 bath one floor

No direct transportation between Vly Cottage (Mountain View Ave) and Nyack- It would be helpful if we had this.

No direct transportation to Nyack

The present housing that they are proposing is too expensive.

To rent or own is too expensive to live in Clarkstown- our very young can't even stay close to their parents or they can't afford the housing or the taxes.

High school taxes for retired people, need better public transportation.

The cost of living is too expensive in Clarkstown, that is why everybody that I know wants to move when they retire.

Water conservation- allow each household a reasonable amount of water each billing period. If household uses more than reasonable amount allowed a fine or fee will be charged.

I am not considering moving , but if I were I would leave the state. Why would I sell my house even with extra bedrooms, only to move to another in county.

My medical condition (diabetes) will probably determine more of my future needs.

Cap for enhanced Star should be increased.

cap for enhanced Star should be increased.

No more housing! It's too crowded as it is. We have seen the many changes & not always for the good. Consider the people already here.

We must consider affordable housing for seniors- but young people as well.

Would like to have a single unit, floor plan, garage & maintenance.

The enhanced Star program helps me greatly in affording my tax benefits. A substantial increase in my taxes, based on an upward reevaluation of my property/home, would probably cause me to seriously consider leaving Rockland county.

Lower my school & town taxes

We have already made arrangements to move to senior housing in New Jersey.

They should have more senior housing in Clarkstown

No housing of any kind should be developed in the Nanuet area. There is an over-abundance of condos in the area. Commercial zones should not be used for residential development.

Affordable housing is a major consideration for all senior citizens in Clarkstown. Rising home costs & taxes make it very difficult to remain here on a fixed income.

I am almost 78. I like my house- it's location, my nice neighbors, etc. I can live on the bottom floor if stairs become difficult. Unless radical economics come about I can manage my expenses. My hospitalization is good, my health better than average.

I would like to continue to live in the area when I retire but having been looking for affordable single family housing but have been unable to find any. I have family and friends in the area and I would like to stay. So far I haven't found anything.

Any long term housing in Clarkstown should have long term taxpayers of Clarkstown having first priority.

I commend the importance of this attention to our clear need for senior housing here in Clarkstown and would ask that long term taxpayers be given first choice of Clarkstown senior housing of all types. Thank you.

There seems to be significant vacant land in the Town that small individual housing could be built for senior citizens and for young marrieds. There is nothing wrong with multigenerational housing. In many cases it is advisable.

Looking for a single unit, 1 floor plan, garage & maintenance.

No apartment, condo or other similar type should be considered. We have paid taxes for 45 years as of now- this is enough.

I would like to stay in my house as long as I can.

I would like to know as much about housing as possible my husband is disabled and I do not know how to go about applying. So any further information would be appreciated, and I want to stay in Clarkstown.

The homes in Clarkstown are too expensive for us senior citizens. This is why we stay in the homes we bought in the 60's. The neighbors aren't the same as when we moved in. That's why many move south, it's cheaper and so are the taxes.

Taxes are too high- a lot of waste in government.

There is a need for housing for the moderate income retiring couples to live in a comfortable two bedroom house or apartment without having to pay out every dime that comes in every month. One bedroom is too confining.

Would like to see one level 2 bedroom senior citizen complex in Clarkstown like they have in Florida and Toms River, NJ.

From all reports most seniors are looking for affordable housing (mainly apt or condo). I am still working so I can pay my taxes & utilities. I'm 86.

Lower property and exceptionally high school taxes. You are killing the county with your spending. Abolish the county executive position then people of any age can afford to stay!

If taxes keep going up I may be forced to sell my home and look into moving out of Rockland.

Property tax for seniors is too high.

Property taxes are too high for seniors.

I am a widow living on a fixed income. I would like to see some senior housing in Congers.

I have never heard of a list. I have friends who just recently told me that they were on a list for the housing that was turned down. If you don't belong to a "senior citizens club" you don't know anything. Not everyone wants to join a club.

It seems to me that affordable senior housing is needed desperately in Clarkstown. Not based on income but affordable.

I am fortunate that I own my own home. It's completely paid for. Any further town tax consideration would be helpful. More questionnaires would have been returned if postage had been paid.

Seniors should not have to pay school taxes.

I feel that senior citizens should not have to pay school taxes.

Make housing affordable to seniors. Apartment dwelling with reasonable rate of rent. The placement of a patio is very favorable & assigned parking spaces.

Definitely hard on seniors with limited income. Consider allowing small apartment conversions within existing housing. Senior housing needs to be in towns with younger people around so that we are in a community setting not isolated.

I would love to stay here in West Nyack if at all possible, but to be honest I don't think that will be possible at the cost of taxes in Clarkstown.

Not moving

Clarkstown definitely needs more housing, cheaper rents, better bus transportation for senior citizens.

Believe this type of questioning and other programs will be of value.

The town needs more 2 bedroom 2 bath apt/condos on one level

I would like to stay in my home, but on a limited income taxes & cost of living in this area would determine if I could stay.

Need more low income housing Build houses in good locations. Seniors have first preference to housing.

Would appreciate building affordable town houses.

I do not believe gov't should be in the housing business. Examples of federal, state & municipal efforts in housing and the resulting failure of such efforts are visible within a short drive of Clarkstown. This is not a role for gov't. Market forces drive

So that most seniors could consider staying in their own homes, taxes should be lowered, utilities reduced.

What worries me is Indian Point for my family. If anything happens I would lose my home. I live 7 miles away. I don't know what to do yet.

I would only move if I could not drive and the home would be near shopping, library, dentist in town.

Not everyone can afford to stay put after retirement. Clarkstown needs to offer senior housing in nice areas. The people deserve it they have paid for all Clarkstown has now.

Indoor garage and adequate guest parking areas.

Ideal a single family 1 floor home with small lot & outside maint. Too many townhouses in this area with multi steps. Not good for seniors. They have this in NJ, Fla, etc and may need to move to one of these areas.

Most established towns provide for reasonably priced, affordable housing. Clarkstown should attempt to do same.

I would like to see rentals at a much lower price than they are at the present time. I would be interested in helping if I can. <address on sheet>

There is no option in this questionnaire for q.11 is answered no.

I oppose the Davies Lake zoning.

Need lower property taxes for seniors, not more housing.

There is a need for affordable townhouse in New City.

The rest of the questions do not pertain to me, I'm not moving.

Since I am 85+ it is not realistic to plan for the future as requested. Life is fragile, I prefer to enjoy the here and now.

I think if you need housing for senior citizens in Clarkstown they at least should live in Clarkstown for 25 years or more. You should not be allowed to bring people up from the city.

An adult residence is needed. Also, a senior citizen residence is in high demand. Both should be affordable.

Taxes prohibitive for retirement on family home!

Adequate & affordable housing for both ends of the age spectrum. Clarkstown needs housing for people starting out as well as for seniors.

We hope to live in our present 2br home for the rest of our lives. However our greater concern are taxes, congestion, overcrowding, too much development. We may look to relocate out of Rockland to an area less populated & less taxes.

There is no adequate reasonably upscale and affordable housing in this category in this town.

Senior two bedroom apartments based on monthly income.

Retired people cannot live here. Taxes on property and utilities are much too high. After 36 years it is hard to stay here on my income.

Clarkstown is getting too congested. New housing should be very closely regulated.

There is nothing wrong with restricting growth! Which only results in increased taxes, gov't growth. There were many areas I could not afford to live in when I settled in New City 47 years ago, areas I would have preferred to locate to.

I do not feel the need for senior housing especially at Davies Lake because it would create congestion on Little Tor Road. I would approve of one family homes on 1/2 acre lots.

Smaller detached or individual buildings for senior citizens should be encouraged.

A complex with 1floor, single family homes on a 4 acre lot (the smallest) is important.

The last thing Rockland needs is the excuse of building senior housing as a devise to allow homes & condos onto small land tracts. There should be a minimum of .25 acres per unit, condo or house. We are aware that 10 years they become conventional housing

Clarkstown and Rockland need to start to allow 55+ type communities as found in southern NJ and Florida. Additionally, property taxes need to be reduced even lower than what is offered by the Star program. Utilities should also reduce rates for 65+.

I think smaller homes should be built that seniors could afford. A yard and garden would help them be active. The bungalow type on New City Park use to have would be large enough (4 rooms & bath plenty)

We need simple condos in the area that are affordable.

Would love to move to condo (maybe 3 stories high w/elevator) but have a club room & transportation. Would love to live near my 3 children & grandchildren in Clarkstown- something that Florida has.

There is a lack of affordable housing for young and old alike. I have been a resident of Rockland for the past 40 years and I have witnessed the demise of housing opportunities for people who desire to live in Rockland. Thank you.

I would sell my 4br 2 story house if Clarkstown would permit a senior housing complex, 1 story home similar to those in NJ- Toms River, Lakewood. The homes in NJ have been bought by many people from Rockland. Not one town offers adequate housing to buy

I would like to see adult 55+ home complex with all amenities.

There are no new condos being built for empty nesters. We are ready to sell our house to younger families with children. However, there is no place for us to move within the town. Condos with master bedroom on main level a must. How about upscale condos

Clarkstown property/school taxes are outrageously high. They are prohibitive to younger people as well as to us. It's become obvious that neither political party wishes to have the guts to lower them, particularly the Democrats!

Must have my own washer & dryer in my apartment and air conditioning.

Must have my own washer & dryer in the apartment and a.c.

Not close enough to shop if cannot drive. Activities within the complex.

Would prefer 1 family small home no maintenance.

I live with my family because I do not have enough to rent. Senior housing is so scarce friends of mine have waited years so I never tried. We need more senior housing.

Since I answered no to q.11 12-19 were not applicable.

Government should stay out of the housing ownership management situation.

I would like to stay in my home as long as possible. Renting out part of my home would make all the difference in the world. Then the next step would be assisted living. I wouldn't need much-just someone to be with I'm ok everyday, More...

Looking for 1 family/1 level house in active adult community with garage (2 car) some amenities, maintenance outside preferred- not subsidized. I.e. the communities in NJ & other parts of the country. Not interested in high rise assisted living, etc. More.

Would like to stay in the community. Am interested in detached single level w/garage home such as exist in NJ PA and other states. Outside maintenance taken care of. Active adult community. Some amenities would be nice Am still working part time More

We hope to remain in present home unless we get sick.

I am 88 yrs old. I owned my home until 1998. Sold it to move in with my sister to help her. She is a stroke patient. So far we have no intention of moving, this is our home and I plan to live with her until-

Any consideration of public housing should primarily be determined by income.

Raise the amount for tax deductions to \$40,000.

We have lived in Clarkstown for over 30 years. Our children attended school here, & received a great education. Now with the ever increasing taxes & poor management of Clarkstown we are faced with an uncertain future. More

I am here for 10 years. I would like to live in Bardonia.

I do not think that the town should consider senior housing at all. Senior not in Clarkstown will be getting into these houses and there is no way to control or check their information. Perhaps seniors living & paying taxes for over 30yrs get a break.

An interesting questionnaire, thank you for sending it.

We also need to find affordable housing for our children.

Would like to see more fair market rentals available. Prices on rental units are artificially high because of lack of competition. Do not believe in down zoning on in subsidized housing.

My husband and I would like a home (house) that is maintained by others then ourselves, such as lawn maintenance, etc.

The best is the 3 step housing complex- that would be purchased. It would have a private apartment, an assisted living apartment & a medical unit for nursing 24 hours a day. The seniors would be able to be assured of a place to live until they die.

Question 19 says it all.

I am handicapped can not walk or get out. Need help to do all things.

Instead of the Star program, how about a break from school taxes- that's what hurts Sr. Citizens. You should try and live on a fixed income when gov't keeps taking more & more. I love Clarkstown but it doesn't love me. You're forcing me out of the area. More

It is important to me to stay in the community where I have resided for the last 36 years. The local history, apple orchard, and church (St. Pauls) all add to the feeling of community. Since my home now needs a new roof, lawn maint, etc, More...

As a senior citizen, I think we should have senior housing at reasonable prices. Most of us have worked hard, paid our taxes & I hope someone will do something & make our remaining years as comfortable as possible without having to move out of the area.

I have been living in my apartment for 11 years and have to sign a new lease every year also with an increase in rent. Landlords make it next to impossible to live in the area. My apartment has not been painted since I moved in & am told it's my More

Would prefer townhouse over other options listed in q. 12.

Hopefully you'll get this- finances in this county/town are so mismanaged no wonder you won't spring for a stamp.

Haven't really thought thoroughly to know answers to q. 16-18. That would be determined at time of retirement.

It would be very nice if senior citizens did not have to pay property taxes. Seniors on a fixed income are being taxed out of Clarkstown. I would like to stay here- Please help us!!

Not enough low income housing for seniors.

Most of the senior housing I have seen I would never move into.

60

q21; For a while, when finally called I had already rented an apartment.

I am applied for section 8 that had no result until now.

I'd love to find a senior complex with a variety of levels of care - from apartments to assisted living to nursing home.

I lived in Clarkstown for 26 years. Lower the taxes! Especially the school tax. We never used the public school & send our kid to parochial school. The same we paid the school taxes. We can't it be that the users should be the ones paying it? More....

We need tax relief stop spending

Limit new large houses that are taxing our water & street areas. Get a master plan and stick to it.

Raise the income level to admit more seniors. Most pensions with s.s. put most men over the limit.

Taxes are too high and medical insurance too low! Nobody cares about the senior citizens especially the middle class seniors! We are on fixed incomes & scrambling to find an HMO medical plan that we can afford so that we can continue to get the More.

Keep the taxes (property and school) down and I can remain in my home. All citizens 65+ should be exempted from school taxes. We have paid for our children & grandchildren.

At present we are able to afford our own home but do not know if we will be able to continue financially if costs of utilities, taxes, etc keep rising. Also maintaining a house & property gets more difficult- which may be a big consideration.

A tax consideration should be given to seniors so they may remain in Rockland.

Would, if so be the case, object to non-Clarkstown residents getting these senior citizen apartments (i.e. housing)

Clarkstown residents only should be permitted for housing.

Housing for senior citizens is extremely important, as it can open the single family home for resale to families with dependents.

Taxes are constantly increasing. My wife and I are concerned that we will not be able to afford living in Rockland County on our pension if taxes continue to rise.

Help!

Property taxes for senior citizens should be reduced so that we can stay in our homes. We have worked very hard to achieve this goal and have paid out our share of taxes over the years. Enough is enough! Housing prices in Rockland have More...

Star helps on school taxes, but I cannot qualify for enhanced due to income cap. Sr. citizens should rec. enhanced Star without income barrier. Similar reduction on state/co. taxes. I believe in paying my fair share but I rec. very little in More...

There are many seniors living in homes alone now with a house that used to house six to ten people- many young couples would love to have homes but we have no place to go to that we can afford. Please stop sitting on this problem and help us More.....

Can't afford increasing taxes

Londi- Yoande M. Piroso. She had a stroke Nov 95. I live with her. No children. She owns her home & we plan to stay here. We have help coming in every day. I sold my home 1998 to be with her and help her.

Please do not go to more tacky multi-dwelling housing. Keep the open spaces green Do Not Run Down Clarkstown with socialist ideas. Scarsdale, Bronxville don't do this. As affordable housing etc! Keep Clarkstown beautiful not turn it into a slum.

The town has to do a better job concerning this problem. Why is it that every time the town does something (housing for instance) it is always for the low income.

Taxes Taxes Taxes!!!!

None of the above questions pertain to us as we are planning on staying in our own home.

I believe there is a definite need for small 2-3 bedroom one floor single family housing in Clarkstown. We would love to stay in the area in a smaller one family home. The only other really feasible alternative is a 50% reduction on both school & More...

Why do I have to pay postage?

Q. 12-18 do not apply since answer to q.11 is no.

We would all want our communities to be lessened by quantity of people. There is no urgent need to increase population until roads and other necessities are provided.

High cost when I am unable to work and high taxes. We must have tax free house when we are old. That is the reason old people unable to keep their own house.

To have adult housing for people 50+ (not senior housing) to eliminate outside maintenance. At affordable monthly rents or reasonable buy out prices.

At the present time, at the age of 71, I still drive, am capable of living independently, and prefer to remain in my own home. My situation may change at any time, and an affordable, local alternative would be most welcome.

Something more should be done to help senior citizens, who are retired and living on a fixed income, pay their escalating TAXES!!! A bigger tax break is needed for those 75 or older!

A lousy questionnaire

Not knowing what the future holds for me money wise I find it difficult to plan for the future- Prices have soared for people living on fixed incomes in Clarkstown (taxes etc). I would not like to give up my home and independence by moving into a senior

Senior should be given a tax break.

It would be wonderful if Clarkstown had small houses that would be affordable to senior citizens who live on a limited budget. I am a RC native who always owned a home in my home city but now since my husbands death, I can no longer do so. More

Reduce home taxes for seniors

I prefer to stay in my own as health allows. It would be important to have affordable public transportation when no longer able to drive.

I have been here in Bardonia for 30 years. I will stay as long as I am able.

There is definite need for 1 floor single family communities.

Affordability of housing in Clarkstown is becoming increasingly burdensome, not only to seniors but younger people also. Increases need for husband and wife to work. Seniors on fixed income are being priced out. Star program (welcomed) helps seniors More

How about low rentals for young people who volunteer for ambulance or fire services.

More accessibility to stores (close to) more parks & green space with benches.

We are moving to Connecticut this fall, to an active adult community. This is what is really missing in this area, and actually in NY state in general. The development that was planned but cancelled in Sterling Forest would have been perfect for us!

Senior housing should have more accessible kitchen cabinet space- pull-outs to be able to reach. Bathrooms should have stall showers. Most seniors have difficulty getting in tub.

Being partially handicapped what happens when the time comes for full care, such as a nursing residence.

Balance between living needs of seniors & the young people who man our volunteer ambulances & fire trucks. Keep Clarkstown as green as possible.

I would hope that after living my whole life in Rockland, paying all kinds of taxes there would be some place for me to live that I could afford. I would not like to have to move to a place I don't know to live by myself.

Would like to stay in my home if taxes do not go up any higher, and if I could someone reliable & that I can trust without charging me a whole lot of money and not doing the work. A lot of people take advantage or try to, because we are old.

Please consider easily accessible laundry facilities clean & attractive and on street level omitting flight of steps.

I would prefer a small 1 or 2 bedroom home on a 1/4 or less acre of property.

Lets stop congesting Clarkstown let the developers go elsewhere to make their money & stop down zoning! Do the politicians not see what they have done to our roads.

I think it is time for Clarkstown to think of it's senior citizens. It is overdue . I have paid & supported Clarkstown for over 30 years & have not been bale to understand why seniors have been overlooked. This does not speak volumes for More...

The larger senior population here as the years go on. No planned thought of us. Money for everyone but seniors. We need to be absolved from school taxes to survive in a area where we have paid most of us for at least 40 years.

Keep up desirable neighborhood standing of Clarkstown!

I would not like a great deal of units squeezed on a small piece of land. There should be space (land) for walking gardens, etc. People should be at least 60 years old (55 year olds can have teenagers). I think animals should be allowed if [More](#)

I think town should consider providing land for 1 family single family one floor homes with basement & 1 car garage on small lots 1/4 acre minimum restricted to seniors age 60+ and priced under \$200,00. Taxes are too high on existing housing [More](#)

Since we have no plans to move within the foreseeable future, we have no idea of what can be offered at what price. Please take that into consideration when making your evaluation. The nor thing we are sure of is that whenever we would move it is [More](#)

I hope to remain in my home as long as I am physically able to care for it. Then, a one floor unit would be desirable.

Senior complex with recreation area, pool, etc is very encouraging for most senior citizens. If offers a release from loneliness for most of us. However, there are many ofus raising our grandchildren who are not allowed to live in a senior complex. [More](#)

I was born in Rockland 80 years ago, I love my hometown though I live alone. However if my expenses keep rising I will have to make a decision as I want to be independent of my children. If the price is right I will not consider moving elsewhere. [More](#)

Any senior housing facility that I would consider must be within an area away from heavy traffic, must have sidewalks and safe street crossings, environmentally pleasing and easy access to shopping. I have been reading about building senior housing [More](#)

At this point in time there is definitely not enough senior housing available in Clarkstown or in Rockland. Since my wife and I are nearing that time of our lives when it's time to consider selling our large home and buying smaller, senior housing. [More](#)

Rental housing in Rockland is becoming out of reach for retired couples.

I think we should be concentrating on giving citizens who paid into the system for 50+ years the first priority in these issues. America cannot withstand long term unlimited illegal aliens to infiltrate. [More...](#)

Have lived in the county so many years and seen so many bad changes- I hate to see people purchasing homes (one family) and renting not to seniors). Somehow zoning ok's. Don't understand as homes around are all residential homes [More](#)

Location is very important

In building senior housing- remember needs of people change- what a person of 60 needs is not what a person of 80 needs. This takes care of q 13-15. I do think transp. Should be available to shopping & perhaps even to provide help for carrying pkgs.

Sr. citizen housing very small. Single family homes would be much preferred where maintenance would be a part of expense of renting. Repairs included w/maintenance- crew available for plumbing, etc.

Consider 4 story apt. house w terraces, parking under building w/elevators.

We are moving to an active adult community in Connecticut this fall. We have looked but not found much in the area, with single family homes, not apartments or condos.

I have lived in New City since 1961. I would hate to have to leave my home if I can no longer afford Clarkstown. I have paid taxes to the town for 40 years. The senior tax exemption should be better. Why should seniors be forced to leave their homes? [More](#)

housing should be constructed in attractive rural setting.

People who are seniors should have to pay county and town taxes. They receive the benefit of services. But forgive school taxes, they have paid their dues!!! Heavily!!!

It would be good if we stop paying school tax once our children stop going to school or 62 years old. Stop paying higher tax so we can live in our house instead of moving.

Since we are not sure of what the future will bring, being able to rent out part of ones house might be very helpful. Both for economic reason and a sense of protection.

Allow seniors to pay in installments without penalties. Allow seniors to add on to homes without so many restrictions. Have recycle and garbage people pick up containers at door so seniors don't have to carry containers up to curb.

Improved public transportation in the county and town. Some sort of tax break for seniors- special no interest payment schedule spread over the year.

A town hall meeting with experts discussing the above issues with the public might be helpful.

No relief for taxes for seniors from town.

I feel giving tax breaks to people living in their own homes starting at age 52 would be very helpful for seniors. If you don't have children in the school system and have been in Rockland for 30 years or more you should not have to pay school taxes.

Need affordable assisted living

Need affordable assisted living

I believe Clarkstown should encourage affordable independent living housing. If this need is not acknowledged, I feel many Clarkstown seniors will be forced to either leave the town and even the county.

After living my young life in Clarkstown, I find it depressing in my senior years to move to a new area leaving friends, family & church behind. If only O could afford to stay in my own home!!

When you work, live, enjoy life, so when you get old you are not societies problem. 1. Work hard & long hours 2. Save & enjoy life 3. Invest smartly anything over 7% you get hurt 4. Retire & enjoy without anyone on your butt

Since I know people from Nyack, it is my preference. I like the house I live in now but realize smaller quarters would be better for later years.

We are living in a townhouse that is the reason we are moving because we cannot climb the stairs. We are looking for one level apartments.

Consideration has to be given for tax reduction. Senior citizens can not and should not pay same taxes as paid in prior years.

Clarkstown owes it's senior citizens affordable housing to people who have lived in the county and paid Clarkstown taxes for 30+ years and now must move after retirement.

Would like small house in a complex of senior houses- with amenities, parking, clubhouse, grounds taken care of.

Most senior citizens prefer independent living any housing allowed make it so they can

Senior housing is definitely needed. I would prefer a small two bedroom home with a garage.

We need one floor senior housing, separate dwellings, semi attached or separate from one another. They have them in NJ, why not here?

I believe there should be senior citizen housing for all income levels, so that we have a mix of seniors in housing and not one strata.

To much development of land by large homes, businesses, and condominiums, having a major affect on the quality of life. Traffic, pollution, continual decrease in open land by commercial and residential use, illegally developed according to zoning law.

q.12-18 are not applicable at this time, but I answered the questions because out future plans could change & then they would apply.

I would love to continue living in my own home in Congers but I just can't afford it anymore. I really have to sell and live on the interest I would be getting. I am trying to get into Haverstraw Place. I would not consider living in another place More

Clarkstown urgently needs some downsized housing for seniors. The way out town spends for political points and has totally overlooked the seniors is hard to understand. I guess we just don't complain enough.

Property taxes are very high. They keep going up year after year. We got to reduce property taxes of least stop future increase for senior citizens.

I would like to see senior housing in Clarkstown but it should have some vision and not be boring and plain in appearance. Sr. housing should have the same kind of design concerns as single family planning- ie privacy of unit, not all looking More

I am currently living in my home that I have lived in since I was 5 years old. My niece bought the home from me & live here just paying utilities, etc until they decide to sell. Then who knows what I might have to do. I do believe we need sr. housing.

Make new housing for seniors affordable. Improve transportation. Housing offered to long term residents of Clarkstown only. # of years to be fairly established.

Homes should go to Clarkstown residents who have lived in Clarkstown at least 10 years. I'm afraid that non-residents will be offered seniority over long term residents.

Housing should be available without climbing too many stairs. Rooms should be available for help for senior citizens.

Whatever decision the town makes concerning housing formats for possibly underserved sun-groups (affordable, elderly, etc) it must first determine a ceiling for unit count or more important population. As the water shortage highlights, there are More

Not enough affordable housing for senior citizens in our community.

Senior housing has become a necessary issue for people planning to retire in the near future

Lower taxes for senior citizens

Senior housing a definite need for people on LIMITED income. My mother in law recently moved to the area- her only income is 650/month social security- she lives in Haverstraw.

We need senior housing very badly in the Clarkstown area. I would be very interested in a place of safety with some assistance in my later years.

I would like 55+ single house and club house

I would like a single house in a 55+ complex with a complex

I don't plan to move anywhere!

At retirement, if I cannot afford to stay in my home, I will sell and move out of Rockland County.

Senior housing will be needed in this area in greater supply, because as the population aged and people retire they cannot always afford to stay in their own home. Taxes are very high in this area. Affordable senior housing will enable these people More

Tax consideration should be made for people who do not have children in the school system.

q.13- at the moment I still drive, later few years it is definitely preferred. I've lived here since 1966.

Rockland county does not have enough senior housing.

We'd prefer to remain in Rockland because our friends & doctors are here but finding a smaller house is prohibitive. Stand alone condos that we've seen in other states don't exist here. They should.

Reduce school taxes for senior citizens. We paid for our children

I would like to see Clarkstown have an affordable senior housing/life care center where my husband and I could be together regardless of health considerations. We have looked at Glenarden in Goshen & the Westchester Gardens in Valhalla but they More

Having a small apartment to rent in my own house would be very beneficial

Taxes are very difficult now- it would be a great help if the cost to us could be changed to permit us to continue to live in our present home. A senior care facility with good Samaritan aid would be a god send.

We need more senior housing in Clarkstown. We do not wish to leave Clarkstown it has been our home area for 38 years.

Clarkstown has many assisted living residents. We need sr. housing like south NJ, Virginia, Florida has. 3 bedroom private houses, not tremendous. Haven't retired yet, so I don't know if we'll be able to remain in present home. On another note More

We need apartments for single mothers and seniors on low income, for around \$800. I don't mean people on welfare I mean people who work or retired on low fixed incomes.

It is time to stop all building of private houses. Consider the water drought and the fact that town and school taxes are going up! We are also in need of equitable taxation when houses are in one town & another school district. Leave the forest as is.

Unless Clarkstown provides senior residences, we will sell and move to South Jersey.

Unless Clarkstown provides senior residences, we will sell and move to South Jersey.

The town is over developed & zoning is completely unbalanced- each hamlet requires an educated, thoughtful board to plan it's growth.

I am running out of time so rush your development before I go to a permanent one.

We need reasonable quality housing for young and old- if you want people to stay here in Rockland! Maybe a 50/50 housing unit. Half seniors and half young families could be of service to each other. I've heard about this being done in Indiana & Utah.

They need 1 level condos with 2 bedrooms.

We would love to stay in our present home. The only reason we would consider moving is if we couldn't afford to stay in Clarkstown. The taxes, utilities and other services are becoming exorbitant. We feel as though we will some day be priced out.

People in our age group rarely have children in the school system- therefore I think larger tax breaks should exist for us.

My wife and I have lived in Rockland for over 50 years. 46 of those were in this house in Nanuet. Our children were born, raised, went to school in Nanuet school system. They are now married, with their own family. They still live close by. Much more..

There is a great lack of affordable housing for all ages. Poor planning results in our present situation.

Clarkstown is a great area to live in. I love my home, but logically at my age I must look ahead to other living arrangements. My home is too big for two people but there are minimal housing options available in Clarkstown. Like most seniors, More

Because the house is getting older like us it has lots to do to keep it up and that kind of money that is needed plus taxes getting higher we are planning to move out of the county.

Housing costs are very high! Taxes are getting sky high! I built my home 42 years ago. My taxes were \$400. A year ago I paid about \$7000, less enhanced Star reduction. When I sell my house, if some one were to examine the tax bills, I doubt I could sell

As health may decline, homes need adaptations in them. This is costly & adds to dilemma to stay. We love this hamlet but are not sure resource: meals on wheels, senior support services, access a rule. All may be needed will be available.

Not enough affordable housing for seniors.

My house is small enough, but too many stairs, which may be a problem in the future. If you can't build near shopping, maybe your can have a shuttle bus for non drivers.

We are 37 years in Clarkstown & would like to remain in this area. However, our present home, property size & increasing taxes will force us to move. We would love to see senior housing of a 2 bedroom, 2 bath single family, free standing on small More

We would like to stay in Rockland but we are in a fixed income and can not afford to stay here much longer. We would like to see some affordable homes built.

We would like to stay in Rockland but we are on a fixed income and cannot afford to stay here ,much longer. We would like to see some affordable homes built for seniors.

q.11 & 13: so much depends on ones future health and ability to drive a car.

q.19 very important to seniors who want to stay in their home.

The rents are high & the homes are high for seniors. We have to move elsewhere, but really don't want to.

By the time anything is done in Clarkstown I'll be dead. The talk about seniors is just talk, it's been a good political topic for years.

I would like senior housing

I am opposed to using L10 and manufacturing land for senior housing. I don't think it's gov't's responsibility to downzone to allow builders to do this. If senior housing is to be built, it should be in residential zones. Seniors have the right to More

As of this moment since losing my wife at Christmas I can't make any decisions. I still plan to live in my home as long as possible.

No original comments- just to emphasize the fact that there is no housing for middle income seniors being built. New homes are bigger and so expensive. Desirable condo almost match the price of large single family homes. If I have to move because More

There's a need for senior housing. The homes in Rockland are too expensive for seniors and young couples. There should be affordable housing for both groups.

Green areas around the complex where you can sit outside and enjoy the flowers, trees, etc. Where you can walk and enjoy the grounds. Don't have to look like project houses or barracks.

I would like it if I could find a small apt where I had my on bathroom and able to cook my meals. Are there any places that would charge rent as far as what your check is every month.

It would be easier if seniors not pay school taxes. Also income not be such a large factor for residence.

There is a gross deficit in available housing and affordable housing as well for senior citizens whose income has decreased drastically. Please make every effort to rectify this situation as soon as possible, especially for people like me who have paid.

We hope to live out our lives in our present home to which we have made many improvements. We have taken long term car insurance to enable us to remain here when we need help. Once we are on a fixed income it will be very expensive to keep down costs.

Build more senior housing

Housing rentals are limited and what is available is not affordable to most residents.

When income is very low senior citizens need a complex to reside in. You don't want to be homeless or intruding on your children. It is a very sad day when we get older & cannot live a happy life.

Permit modular ranch houses on existing lot of main residence, permitting a move in the same environment.

Perfect location for senior housing would be Schriener lane behind Clinor Place. It would be a short walk to all stores & houses of worship for the seniors. Thank you for considering us.

If I could won for \$100,00 or less I might purchase.

I have been living at Middlewood Senior Citizen Housing for the past 11 years. All my essential needs are being met. Thanks for senior citizen housing.

I am currently still working. When I retire I will get minimal pension benefits, so my income will be very limited. I am not sure I will be able to stay on Rockland under these circumstances. Real estate, even for smaller homes, is expensive in Rockland.

I would love to have a 3 bedroom condo that is affordable. My income is 30,000 a year which is too much for senior housing, but not enough to by or maintain the new condos on the market now.

I would prefer to stay in my own home, but taxes are going to force us out. I am paying 6000 a year now- how high are they going to go. On fixed income it is going to be difficult.

Cost of housing and maintaining your home (taxes etc) too high in Rockland.

There is a need for more affordable senior housing, but there is also a need for more affordable for our younger citizens. Problem is complex with our easy solutions. Thank you for asking.

q. 12-21 do not apply.

Clarkstown needs senior housing badly

Hurry Hurry

Affordable housing is needed not only for snrs but for everyone. Our children grow up in Clarkstown and must move elsewhere for lack of apartments. Right now I can afford the rent in my apartment, but any change and I too will move away from Clarkstown.

I am going to move to Oregon because I have family in the East, all children, & grandchildren in West. It is impossible to get decent reliable help here. One hires a good person only to discover he is going to send men he hires off the street instead.

Please leave Davis Lake zoning laws as they are- we don't want any multiple housing or condos in our area.

If taxes are lower we would consider staying in New City.

Any senior housing should be on one level

Single level housing in needed in Clarkstown. Also the ones that have been established are not close to grocery stores or shopping centers. The bus service is inadequate.

We need more housing. I'm currently paying 1,000 for a one bedroom apartment. I'm 62 cannot even think of retiring. What will I do if I can't get into senior housing?

q.12-19 Subject to change since #11 indicates I'm not planning to move.

I would prefer to live in an intergenerational community.

Need more handicapped accessible housing, governmental assistance, personal care services. Assistance for people who no not need nursing home care.

I have waited & still waiting for senior housing . It has been 13 years. I don't know how much I can wait for the housing. I'll greatly appreciate if you can expedite the process. I believe I have waited long enough to be assigned with this wait. Thanks.

Taxes are way too high for seniors to live with. I'm too old to move & lived in my house for 50 years.

Normandy Village in Nanuet is an ideal place to live. However, yearly rental increases are too high for seniors on fixed income. Moving would be very difficult for a non-driving single senior.

TAXES TAXES TAXES

Safety is of utmost importance.

I am not in favor of converting single family housing to multi family units. You don't enforce on street over night parking or commercial parking (trucks) in residential areas now. More people more parking. If this is an anonymous questionnaire why the #?

Population growth, including illegal housing, is the biggest problem facing the town.

Apts in senior houses should have washers & dryers in each apt. Rents should be raised because of social security increases which are small to begin with. Should include utilities.

A better tax break for senior citizen. We have been living in Clarkstown since 1974. I think it is about time we stopped paying for school tax.

Condo's and apartments are needed for 55+. Town houses have too many stairs. Rockland really doesn't have anything to offer unless your income is extremely limited. You are not wealthy if your income is 35,000 and you're single.

Clearly there is a need for affordable housing for all ages.

Love to stay in my home, but it is getting difficult to keep up with expenses.

Question #19 hits on a key issue for (if not most) seniors.

In reference to q. 11-12. If and when we decide to sell our home, we would be moving away from Clarkstown and Rockland.

Squadron Gardens is fine housing and I am grateful for same

Overbuilding causing limited access to walking spaces. More parks needed for elderly to walk & sit in, etc.

I wouldn't mind seeing more senior housing because they are reasonable and very well kept. Much better than low income housing.

We don't need any senior citizen zones or "ghettos"

Taxes, transportation

Why doesn't the members of the board list their names

I am living with mom, 92. I will in future look for affordable housing.

1. Taxes are too high and increases exceed any benefit increases we may obtain s.s wise. 2. There are too many condo's & townhouses not paying the same taxes as regular homeowners. 3. Poor zoning in Clarkstown, too much commercial mixed in with More

Do not wish housing in commercial zoned property. Do not want high density housing. Wish to live in adult community with no children or pets. Want trees, landscaped lake or pond and gated. Walking path & community center to.

We have a lot of people who never lived in Clarkstown now living in Clarkstown senior housing. If you let them build special housing I guess the same will happen.

We are facing a housing crisis herein Rockland. We would like to remain near our children & grand children but presently is unavailable. We need affordable housing so we can remain in Rockland county.

If new houses are continually built we will not have enough water for our daily needs. This is being answered by both husband & wife.

There's been so much building in Clarkstown. Our roads are heavily traveled, our water is at a drastic low, not only from the drought, but from poor planning in keeping up with the growing population. If we keep on building, it won't be a beautiful place.

We need more one floor housing, not houses with 2 or 3 floors.

Please provide affordable housing for seniors on a fixed income.

Would love to purchase a ranch home within my means. My entire family lives in Rockland. I would love to maintain my independence with something I could afford.

Q. 17-18 would depend on the amount my home would sell for.

how about eliminating the school taxes or charging the senior home owner property taxes according to their income. I will be retiring soon but will still have to work part time just to meet my yearly taxes.

I feel there will be an increase in the need for smaller houses as there is less land for larger houses and the population may grow as family members of residents of older residents increase in numbers.

it would be good to have an upscale condo townhouse community with Olympic indoor swimming pool, health gym, stores, bank, movie theater, library, etc for relatively healthy local colleges & universities.

1. We already have senior housing that is more than one level so we should build housing with on e level only. Otherwise, we're only building apts, which we already have in abundance. 2. We are less than 10 miles from Indian Point and More

If you cross match the # on the front you can probably figure out each response. Rich town? Considerate? Stamp for return? From a senior on a fixed income.

I think your survey is good for those who find Clarkstown expensive. I also think the envelope for those who are on a small fixed income would appreciate a self-stamped envelope. You might get more responses.

Private home in what would be considered adult communities offering some amenities & also would like it to be gated. Would like to continue to live in Clarkstown as our son is in a residence by ARC & all his services are in Clarkstown.

Give us seniors a tax discount

We would like to see more affordable houses for our young families. The prices of homes in this county have been getting out of hand. The young people cannot afford to live here. Something must be done to help them.

Moving out of state.

Areas of Smith farm that are in a less desirable school district could provide an ideal senior citizen condo. We would want 2 bed, 2 bath, inside garage facilities. Apt would have to be on one level. Selling our current house would give us at More

I am 70 years old. I still work & I am still in good health. Some seniors I know probably will agree with my opinion. The need is for a one bed apt. However maybe the rooms should be a little larger so that most furniture could fit in the apt. I am More

I would be very interested in living in a retirement community where I would own a modest home and pay a monthly fee for ground maint, etc, similar to a townhouse community but with single home or small lot all on 1 level.

I would like to think that I can remain in the county. The 3 story townhouses/condos are completely unacceptable as an option if I were to think of selling my home.

Reduce the school tax that is paid by persons not using the school system!!

The town of Clarkstown is becoming very crowded. My children cannot afford to live in the county because of the prices of homes and the high tax rate. My daughter has a disability which prevents her from living on her own and even if she could she More

2 bed apts important for elderly. Definitely important to be near major supermarkets & pharmacy. Apartments for very few stairs.

Reasonable rent, 2 bedrooms important for elderly

I think senior housing should not be in isolation. There should be plans to have mixed housing with families included.

We need affordable senior housing (\$200-250k). Seniors will pay town taxes without increasing burden on schools. Costs to keep your existing home are becoming prohibitive!

Senior assisted living in county of Clarkstown, subsidized by Clarkstown.

Two bedroom condo on one level would be great.

We need more, less expensive assisted living. For a person like me, it's easy to take care of myself. But difficult to take care of my apartment & bills.

Any housing should be designed for easy access special features such as security hold in bath tub. Easy access knob in shower- perhaps real light and attractive but not ostentatious- show incline ramps available for easy access. On site manager trained to

Why not some affordable housing for newly weds in Rockland County? The rents are so high they all move out of county to be able to live. Prices have separated many families! Time to get reasonable.

At any rate I would feel unable to continue living in my present home. Health and physical problems I might consider assisted living however I would prefer such a facility but within walking distance of food shopping, library & public transportation.

1057

I looked at senior housing & it is much too small. I could not live in such a confining place after being in a house all these years. The town needs to build bigger apt complexes as there are many people in my age group that would love to move out.

Reduction in taxes for seniors would be important factor in staying. Senior with mid income levels.

Great need for reliable and trust worthy in-home assistance for the elderly to remain in their own homes or apartments. I know of many cases that the elderly were taken advantage of and stolen from by those that were to be of assistance to them.

We plan to move out of the area to a vacation home that we now own.

We would like to continue to live in Clarkstown, but on s.s. & a small pension, it may not be possible for us to stay.

We would like to remain in Clarkstown (we like it here) but it depends on if we can afford the taxes and utilities. Our total income is 30k a year. Since we live in Clarkstown and are in the E. Remap school district we pay more taxes than almost anyone. We are anxiously awaiting the re-assessment to be completed so we can get some tax relief.

The only way we can afford to continue in Rockland is to move into senior housing.

We bought here because it was a single family residential area, which I hope will remain as such. When making it a multi family resident including children (extra) you defeat the single family purpose and increase the pupil number & school taxes.

We need more senior housing. The waiting takes too long and Clarkstown residents should come first not people from all over NY state.

Given the water problems the county is currently facing and most likely in the future, the county should place a restriction on high density housing until it resolves the water problem.

Will probably need to move out of area to afford living. Currently live with spouse and 90 year old in law.

Housing is not the issue! Taxes are the issue! Regulate taxes so people can stay in their existing homes.

High property taxes.

I am not wealthy, however do not believe in such housing, including senior which allows down zoning, subsidizing or any quid pro quo agreement. Although a lifetime resident, if I can't afford to live here, would move. Wouldn't we all like to live More

I think school taxes for seniors should be lowered!

You must live in the town of Clarkstown to get into a senior housing, not live elsewhere and have your children sign you up.

Plan on remaining in my house as long as my health will permit.

Most important is to leave taxes manageable.

Housing for seniors in Clarkstown is badly needed, and they should get some consideration.

I would like to see affordable housing for our young adult population. They have grown up in Clarkstown, but cannot afford to live here. Especially if they have not married. Many of them remain with their parents or have to move far away.

We've live in New City for 38 years and would very much like to remain here. We need 2 bdr, 2 bath on one floor and that not possible at present in this area. We are planning to sell our beautiful home & live elsewhere in the county as much as we regret h

We are presently empty nesters but fortunate enough to have children & grandchildren residing in Rockland. Our multilevel home has become burdensome to us. We always looked forward to a community similar to ones in South Jersey, which caters More

I have attended all the senior housing meetings at town hall and have read everything that has been published on the subject. Those people who are opposed to 55+ individual, one level guarded communities, all contend the builders of these homes More

I'm not moving so I ignored q. 13-19

Housing has to be near transportation and shopping should also be near for if one does not drive one must be able to be independent as much as possible.

Regardless of any other factors, it is essential to have accessible public transportation not requiring use of a car, including access to NYC.

One to two bedroom homes approx 1200 square feet would satisfy 80% of seniors. Could be located wherever because they do not impact on schools or police as other developments.

Would like to see something done for all the loyal seniors of this town in the near future. We can't wait much longer without being forced out of the area.

I'm happy where I am.

Not enough housing for middle class seniors.

I need a place to live preferably a senior citizen complex. I don't have any savings and I cannot rent more than \$600 a month for an apartment. As of now I'm only rooming with my sister and she's planning on moving out of the house because she MORE

would like to see one family small homes like the senior homes in South Jersey. Small property with busing available. Talk to builders and town depts in New Jersey and see why they can build senior one family homes on small piece of property.

I hope that you will keep the Star program on going.

After all these years we can't afford to stay in Rockland

I would appreciate if I could find a less expensive apartment

Taxes are too high. Need for sidewalks for walking. Traffic has increased on roads, making them unsafe to walk on. Currently only large homes are being built, need small ones.

Do more for senior citizens & less for foreigners. Put a freeze on gov't employees, salaries & benefits. We the people who are natives of this county are being pushed aside for newcomers. We are suffering on our fixed income with no raises and are MORE

Appears to be getting to the overpopulated status

Clarkstown definitely needs affordable housing for seniors. It would be nice to have housing similar to Jersey & Florida with activities.

I live in Squadron Gardens. There are always or 6 empty apartments. Why did I have to wait 10 years to get in? I believe payoffs are taking preference here.

Over built with stores- Especially Rat 59. Would like to see housing in open acres with trees, flowers & pond.

If you would find a way to eliminate school taxes for seniors and also reduce our town taxes, we could continue to live in our home in Clarkstown. We could have a sales tax or income tax to support school taxes. Thank you

A large reduction in school taxes & the removal of uniform garbage costs, and the full cost of libraries

We need senior housing so that the people that lived in Clarkstown all their life can stay

Senior housing is very important so that retired people can remain in the county

Probably need senior assisted living facilities at a reasonable price

Why won't the town consider building 55+ complexes. Just simples ones- one level 2 baths, 2 bed living & dining room- kitchen & family room

As the taxes go up seniors who retire are forced to consider other options. Affordable senior housing will allow our community to grow (seniors will stay & their houses will be bought) without burdening the school system as a result of new single MORE

Senior citizen choices are terrible in the county

In my opinion, Clarkstown has no obligation to provide housing for seniors. I know hundreds of seniors in the area. Not one needs housing. They have provided their own housing needs through their hard work and planning for their retirement. MORE

I would consider moving to living quarters of at least 1200 sq ft one level. However, I would not want to see major zoning changes.

I believe housing at reasonable cost is one of the most important issues today.

if senior one story housing can be built in South Jersey (Tome River etc) why can't it be built in Clarkstown? We could sell out houses to younger people and they could stop building new developments. In my area of one block there are 9 houses MORE

Born here, will die here

Depending on health of owners- moving to an apartment or smaller home may become a necessity. However, at the current time no such plans are being considered.

Due to the fact that I reside on assisted living, this form is simply not appropriate for me.

Need more affordable senior housing

The threat of higher taxes, higher costs of maintaining a home, crooked repair people make it very hard to keep a house in good condition

There is a need for a self contained gated community that provides security, smaller living conditions for empty nesters yet maintains the quality of life we are accustomed to in Rockland.

Developments should be done to churches and shopping centers. Considering religious groups may be important.

Star is great, it has enabled me to remain here so far. #19 is essential to me. I have a large old house, want to remain in it until the end, and being able to rent rooms, an apt, etc would be extremely important to me. It could make on break MORE

More reasonable apartment rentals are needed. Avalon Gardens is great but very expensive for people on fixed income. Seniors and young people definitely need more help when it comes to housing. Thank you for the questionnaire.

lower taxes

I really would like to see the town build small (1500sq ft) ranch type houses on seniors on 1.4 acre of land somewhere in the county.

A senior complex with small single family as well as condo's are very necessary in this area. Too many seniors are leaving the area & with that leaving their children & grand children behind.

You say this is anonymous, but you have an index # on the form and my address?

Taxes tend to eventually drive all seniors out!

We are currently residing at Normandy Village. The rent is extremely high & almost reaching beyond my means. We get a raise in rent each year. In Sept our increase was \$35 a month.

I'm a lifelong resident of Clarkstown or should I say Rockland. I don't know if they're already available, but I would like to see services for seniors who own their own homes such as painting and minor repairs done periodically. This is done MORE

Those homes with finished basements & separate entrances to the basements and separate meters for the basement should be allowed to rent the basement. We lived here 30 yrs and can't afford to retire here but would love to stay.

Please refer to attached sheet for extended commenting.

We would like to remain in New City, near our families. We have lived here 42 years. It is the upkeep of our large home & the taxes we are paying. If we could have a senior complex like they have in NJ I feel it would solve many of the problems. Thanks.

Why do seniors pay school tax? Stop trying to build new buildings and put the money towards offsetting school taxes for seniors. Our social service takes care of immigrants, those who never worked or if they did never saved- what about the Lots more...

#19 would be the best possible answer to any reasons I may have to leave my home in New City, having lived here 37 years.

Rising costs, i.e. utilities, taxes etc would force us to move away if they continue to rise.

My family came to Nanuet in 1926 and we are still here. Nut I can see that my wife and I will have to sell. We will have to move to a place that has lower taxes and cost of living. You can work here but you can't retire here.

I think living in Clarkstown is the best buy in NYS. The taxes are not a killer once your home is paid for and I would never consider selling my home. It is filled with children and 8 grandchildren almost every weekend. We love it here!

Seeking senior housing now

We could find very few townhouses with all rooms on one floor. Our only option was to remodel our home putting full bath & laundry on the first floor on preparation for possible future disability preventing us to climb stairs. More rent & one level homes.

Please give seniority to long term Clarkstown residents.

I would definitely prefer a smaller house on one level, with maintenance taken care of

Consideration should be made on town taxes, school taxes. We are Star but as retired teachers the new CSEA raise brings us above the maximum.

Senior citizens are having a hard time paying the taxes. Every year taxes go up.

I own my home- as long as I can afford it I'll be here.

As one ages and an individual can no longer drive a vehicle, apartment & condo living within the confines of transportation, shopping, etc. should be considered in order that a person will still have their independence.

I would love to go to adult day care but times allotted are not good. I have a home health aid from 9am to 9pm. Daycare ends at 3pm and she can't go with me- that means I lose my day aid from 9 to 5 and will be alone from 3 to 5 until night aid comes. More

Reduce taxes even more for seniors.

Present abode lacks convenient bus rts, mailbox should be installed, but foremost complex should have it's own electrical generator when blackouts occur.

Safety is always a major concern, as well as traffic and transportation.

The county should cut the gov't expenses and reduce the taxes. Every time when there is a deficit the county bigshots blindly increase hehouse taxes. Burdening the retired people who live on fixed income. There should be a better way.

I think this town should stop taxing and use all the time to do something. Too many seniors are being pushed out of a town they have helped to build.

Consider break on school taxes- those with kids in school should carry the burden.

Depends on health

Don't want it to look like a compound for older people only, or lower income housing with no services. Look at housing that is built in Jersey!! Thank you, good luck!!

12789

There is a need for senior housing in Rockland- I would like to see a community developed for 55+ with clubhouse, pool, etc so that I would not have to move to New Jersey or Florida where facilities like these are available. Family is in Rockland.

More interested in finding a small (single story home) than a senior citizen complex- in fact not really enthusiastic about a seniors only area. A small house on a small lot close to town would probably be the best for us- for the immediate future.

Rentals in Rockland, not just Nanuet are fierce. Have had seniors have real increased only for when they live on fixed income? Rents should be fixed at least when senior citizens are between 65-70.

1. Why is there an income restriction for senior housing? Income should not be an issue. 2. You should be a legitimate resident of Clarkstown to be eligible.

I believe affordable is the key. If I am downsizing and paying as much for the house I buy as the one I sell, it does me no good, especially with the tax basis in Clarkstown.

If taxes, utilities etc go beyond our fixed income, then we will be forced to move.

My personal need is to keep my present home until I die or get senile. I hope that my income will allow me to do so- help with taxes would be good- the Star program is great.

My husband and I are together right now- but if anything should happen to either one of us, what would the other do. We would need senior housing that would be affordable & cheaper than our current home.

Would like to have affordable senior housing in my vicinity & keeping taxes down.

At present we are both in good health. If as is very possible at our age that would change, then answers to q. 13, 15 would change.

Assisted living is a real need. I don't know how long my health and or my wife's health will hold up. We are both diabetic and cancer survivors. We have family, friends and religious affiliates in the community having lived here over 30 years. More

Senior housing is lacking in Clarkstown a matter of fact affordable housing developments that would accommodate seniors and new parents is lacking. What we have is suburban sprawl which not only prices out seniors & young people but doesn't More

Senior housing should have 2 bedrooms and a garage. When people move out of a house more room is needed than a 1 bedroom unit & outside parking is not desired.

I have to move because I can't walk the steps in my town house. If senior housing were currently available we would definitely stay in Rockland. At an affordable rent or purchase price. This is a long time in coming and definitely needed.

transportation to church, shopping

This questionnaire has certainly given me a wake up call. It is time I addressed these issues and I will be paying attention to hearing the results of your survey. With limited income and rising cost of staying where I have enjoyed living for 40 More

Would not like to see one family homes adding apartments other than mother/daughter homes. Letting people make rental apts. In single family homes would change the neighborhoods not for the better. Rockland instead needs lower priced houses.

housing & taxes are too high in area for anyone living on social security or federal pension. We are looking to move to South Jersey where housing for seniors is less expensive. May even go to Florida because we do not know where to live on what we get in

High property taxes will be a big factor for moving out of New York State.

It's terrible to live your life in Rockland & because of the high taxes & property cost you cannot live near your children.

Lower taxes

Like many people in Clarkstown, I do not know where her I will be able to live here when I retire. Whether I can or cannot, it is important that the town not be overdeveloped. Higher desity housing, even if I benefit from it, will be detrimental to MORE

Never heard from housing.

Housing is too costly & un affordable as prices keep rising.

Think right

What is wrong with this town to have refused adult living. You think you are too young, too selfish or have too much money. Shame on you. Go down to NJ & see how beautiful these communities are and they all pay for themselves including taxes. More

Tax rates for school and town are driving senior citizens out of Clarkstown.

I will like to live in my home. I'm not retired yet, but if the taxes are so high I may be forced to move somewhere else. This is my concern for now.

I want to stay in my house

There are no upscale condos in Clarkstown. I think many seniors or empty nesters who might sell would be interested in an upscale condo community. Collect taxes with minimum burden on community services- especially schools.

Although I m in no need of senior housing at the moment, I don't know that this will be so somewhere down the line. However, I do know there is a dire need for senior housing in this area. I hope this problem will be resolved.

Private renting is too high in Rockland, especially when you are on a fixed income. At the present time I pay \$1060 for a one bedroom apt.

It's certainly needed for a town of our size.

I would like a 2 bedroom ranch with kitchen and large dining area for family dinners. I would like to stay in this area to be close to my children & grandchildren. Something on the order of the senior communities in South Jersey would be idea.

My answers would differ if the future leaves me ill, incapacitated or alone.

more senior housing

Believe that there should be more affordable (layword) rental housing for all residents of Clarkstown.

There is a great need for affordable assisted living senior housing, especially the handicapped under retirement age living alone.

for the Star program to continue

My husband and I planned to live in 1 home indefinitely- recently in the past 2 weeks he sustained injuries which might make it necessary to move. This situation has not been thoroughly thought out. Remaining finance and amenities, moat are very expense

I wish I could have an old age tax exemption w/o the yearly update. Sometimes I forget and get hit hard. I don't get younger. I have real estate taxes since 1960. My children are now grown and have children themselves. \$6000 in taxes is too much for me.

Right now we are comfortable, but "creeping age" may force us to a ranch type home. If alone, I would opt for senior housing with items from q.15.

Senior home ownership affordable, safe.

The time has come for town gov't to allow senior housing (55+) similar to those found in NJ and other areas.

Some consideration should be given to apartment houses that have commercial space (stores or offices) on the street level & first floor.

We would not want the up keep expense of single family home. Garden style condo is what a majority of seniors prefer, including us. The problem is that in our area they cost (for our income bracket) \$300 - 500,000! Way above our means when retired.

Not enough rentals or condos available

As long as senior citizen discount (star) we can live at home; can't get any smaller

Need more affordable (mid-range income, above HUD levels) senior housing; proximity to shopping and open space important; all land used except Bradlees

Units should be limited to Clarkstown residents with a minimum number of years of residence (say 5 years) in the immediate past.

Have lived here since 1958, hope to remain here as long as I can in good health

Government should not be in the housing business. Look to NYC to see what happens when government becomes a builder and landlord. Let market forces work.

Senior home owners should not have to pay full amount of school taxes since such taxes were paid while their family was attending the school system.

Most seniors would prefer to stay in existing homes with no or low mortgage. Taxes and utilities go up while income remains stagnant. Seniors would like to be independent as long as possible and not be a burden.

Need for housing is immense! We love living here but may be impossible because of taxes, accessibility, economic/social/health considerations vs. availability of affordable houses.

We need senior housing in Clarkstown and public transportation to make the whole county accessible.

The Star program is very helpful to seniors since the majority of seniors are living on a limited fixed income. I am fortunate that my children are able to help me out when I am short.

Housing is definitely needed. I'm 65 now, work full time and drive. As I get older and retire, finances and physical abilities will change. I may need help getting around and will definitely need socialization. Senior citizens help and need each other.

Questions 12 to 19 - no answer, I'm not there and please let me not be!

Taxes, health insurance, cost of housing force a person to move out of Rockland.

I have lived with my wife and family for over 40 years in Nanuet and wish to remain close by. Since my wife passed away 3 years ago I'm thinking of selling and hope to get into senior citizen housing.

my husband and I have lived in our present home in New City over 36 years and hope to remain here. If 1 story single family homes were available reasonably that would be great. At the least adding an "apartment" would be a great benefit.

I would be more than willing to trade my 4 bedroom colonial home for a 3 bedroom 1 story home. I would love to live in a senior community with the amenities that accompany that type of dwelling.

I'm not retired yet and still intend to keep my house.

My husband is still working so we intend to keep our house.

We remain in Clarkstown because of proximity to family. If we were to move we would not stay in the state. Compared to the south costs here are too high and a better standard of living is available there.

I already live in a 1 floor ranch by myself. I am not planning on purchasing another home. I do not walk anywhere or any particular place now, I am still able to drive.

Most seniors would continue being able to live in their present home if taxes were eliminated for them with the stipulation that they had been living and paying taxes in the past, for a set number of years, to qualify.

Security, assisted living.

I think seniors who have lived in Clarkstown at least 25 years and have always paid their taxes should be allowed to live tax free for their remaining years.

Affordable housing is badly needed in Clarkstown, especially for seniors.

Please don't force us out of this community! Let's do something now!

Would prefer one floor accessible with minimum number of stairs, would consider multi-level building with elevator. It is important to have a washer and dryer in the apartment. My dream is to have a garage for the car.

Housing is definitely needed!

Seniors have been ignored. There is a great need for affordable housing and assisted living facilities.

With the terrible history Clarkstown has with scandalous developers and elected officials, I am very wary about how you would build senior housing.

I am not considering moving from my home even in retirement. Tax relief is necessary for senior citizens remaining in their own homes. There is no rental housing for retired people in Rockland county.

Please consider maintaining parkland and green space in whatever decisions you make!! We have a critical need for one-floor condos and/or single family residences.

I would like to know why people who live in Clarkstown cannot move in to senior housing. People who live there are not from Clarkstown. I have met many and wonder how they got in!

The increase in property taxes has gone up too high in a single year. To increase the property taxes over \$200 this past year is unacceptable. Too much wasted monies on municipalities.

We inquired about senior housing some years ago but because we own our home and have some savings they couldn't consider putting our names on the list.

We would appreciate if the town would build 55 and over single family homes.

Any subsidized housing to be offered to town or county residents first.

Seniors can be productive members of volunteer corps, perhaps we would consider if the town would make it more attractive than it is at the present time.

There is a need for senior citizen housing so that we can stay in the area we have lived in for a long time and not be chased out because we can't afford housing.

We raised our children and grandchildren in Clarkstown. It would be great to retire and be near our children with housing we can afford. It's very sad to move hours away when family is needed most. We've paid taxes here for 35 years, give us a break!

If senior housing is built I hope it will be for residents who have lived in the town and paid taxes for at least 25 years.

I believe senior housing is necessary, or I would sell my house to one of my children and live with them on the lower level.

We need affordable housing for young families so that our grown children can afford to settle here and volunteer in the community.

If senior housing is to be built it must be within walking distance of shopping and health care providers. Public transportation must be readily available.

If I moved it would be necessary to have access to shopping, especially a supermarket, and to health providers. Some form of public transportation would also be necessary.

To keep the younger married children, should have better housing for them so they can stay here instead of moving away. As senior citizens the taxes are very high. We love it here but before long we will have to move.

We are desperate for senior housing that is near town. As you get older the bus is hard to ride. All politics, no action. NOT GOOD

I think we need more affordable housing.

The town needs an upscale gated community with core amenities, in order to retain its active retired and semi-retired successful class of people and high-ratables. See, for example, Mahwah, Jamesburg NJ, and South Florida.

The type of community found in New Jersey (Jamestown, etc.) "over 55" with one floor homes with clubhouse, pool, and activities for ACTIVE seniors who want to stay in Clarkstown near their families.

We would like to see ADULT one floor single family homes with no means test!

Our taxes have risen from \$300 per year in 1959 to \$6900. Retired on a fixed income since 1990 makes it difficult to remain here.

If my spouse dies, I would like to stay in New City. I would prefer a one-level, 2 bedroom attached condo - no 2 or 3 floors high. Perhaps a community with a bus service, clubhouse, pool, etc.

Nice to have affordable housing with easy entry (no stairs to climb). A tax break to be able to afford staying in our own home with limited income after I retire.

Senior citizens deserve decent housing at a reasonable cost!

I should be alive for as long as it will take to resolve this problem!

Reduce property taxes for senior citizens.

I would prefer to continue to live in Rockland, my family and friends are here, but with lowered income in our golden years it may be impossible. I would hate to give up 30+ years of living here because of money.

My aunt and mother live with me (87 & 89). My aunt would like a little apartment of her own but cannot afford one.

The property taxes on any kind of home (single family or townhouse) are excessively high in both Orangetown and Clarkstown. This alone will force us to move to another state upon retirement. This has been true for years.

Questions 17 and 18 are difficult to answer at this point in my life.

Small, single floor residences and condos should be built and made available to seniors who have spent their time raising children or living in Clarkstown for a long period of time. They should have first shot at some type of affordable senior housing.

was on waiting list for 6 months

The town has waited far too long to build rental apartments for the use of the many retirees who are seeking this option.

Don't build in Clarkstown. And if you want more replies, pre-stamp the return envelope.

I would like to see smaller homes in Clarkstown for seniors who do not wish to leave their community.

Cost of living in Rockland is chasing seniors out of the county. Seniors should be taken off school tax roll completely.

Rental apartments receive rent increases every year. Seniors on fixed incomes are priced out of their apartments. Putting a cap on rent for these apartments could alleviate the need for subsidized senior housing.

Additional parking and handicapped accessibility are important. Any senior housing must be only one floor. And I would not like anyplace where pets were not allowed.

Housing should be affordable & maintenance-free, with central meeting place (computers, entertainment, dining rooms, etc.) and accessible pool. Consider the property on N. Main St. across from the park or the Street School in New City. The time is NOW!

Leave half-acre zoning for single family homes in place. NO MORE SUNRISE ASSISTED LIVING!!!!!!

Do NOT allow more downgrading of our present zoning laws!!!!!!

I'm for revitalizing the centers of our villages for seniors so that we can walk to points of interest-- NOT for gated communities or commercially zoned vacant land.

How about a golf course, even a 9 hole course? Why move south to play golf when Clarkstown is great?

Valley Cottage has been my home since 1955. I know my limitations are increasing, and would like to stay near my church, family, and friends, so they can visit in comfortable and homey surroundings.

This survey is a good idea!

Publish a follow-up to this survey

The town needs to address the residential needs of seniors who may find the burden of taxes, mortgage, and upkeep prohibitive.

With such small families, why such huge houses?

Not enough condo units or apartments for people looking to sell single family homes.

The elderly can barely get by on low incomes. They cannot afford medical care or medicine. The town should lower real estate taxes and eliminate school taxes for those over 62. I know many that can barely make ends meet.

Should create affordable senior housing. Also allow accessory apartments to provide added income.

I am more concerned about the affordability of housing for young families. Our children are not living as well as their parents!

Cut taxes for seniors so we can live in our own houses longer and be independent.

Affordable housing is lacking for EVERY age group in Rockland County.

As a blue collar worker, it doesn't appear that I can afford to retire in Clarkstown.

We need more senior housing in Clarkstown, and residents who have lived here MANY YEARS should have first choice.

The Star program is a great help. I have no interest in going to Florida. I hope the Star program continues and is not fooled with.

Ten houses on a commercial one acre is stupid! Let's start standing up to those lawyers!

Stop building new homes on every available acre of open space. Keep a suburban look and feel to the area, don't become Nassau County. Stop down-zoning. Attract commercial tax-payers along Route 303 and 9W, and on Snake Hill Road.

Need affordable housing for seniors who live solely on Social Security.

I would only consider a senior residence if it were located in the center of New City where shopping was within walking distance.

Learn from Westchester (Scarsdale, Bronxville, White Plains). There are no decent upscale condos in Clarkstown. It's a disgrace that we don't have our own golf course. We always compare ourselves to Westchester, do something positive!

We need more senior citizen housing.

I need low cost senior housing.

The best idea is on line 19. It would keep people from having to give up their house because of the outrageous taxes!!!

Do not build low income housing in Clarkstown except for long time residents! If you can't afford housing here, you can't live here.

Density, traffic, and taxes are at maximum levels! Low cost housing causes more problems! As a homeowner for 44 years, my taxes are now pushing me out. More people, more problems.

Clarkstown needs reasonably priced senior rentals.

No more moving, except to Oak Hill Cemetery.

What happened to town golf course and money from sale of property in Ramapo?

I would love to remain in my home providing taxes would allow me to do so.

We moved back to New York after retiring in Florida, to be near our family. We may not be able to do that much longer if there isn't anything affordable. Seniors need a respectable and affordable way to spend their retirement years.

We need affordable housing for seniors. Not all of us had homes to sell and apply toward another purchase.

Most seniors, after living in Clarkstown for 40-plus years with paid-up mortgages, cannot afford to purchase a smaller home or condo in this area.

My hobby requires an extra large room or basement.

More housing based on income.

More reasonably priced two bedroom apartments in garden type buildings (similar to senior complexes) for people who do not qualify for low rent housing.

Question 19 is very important for some seniors who would prefer to stay where they are. It would also help younger couples starting out with reasonable rents.

Hard to answer some questions now about future needs. For me, things are OK now but if I couldn't drive or if my finances or health decline, I might have future needs.

We are a couple (retired and semi-retired) who would love a 55+ condo or one floor single family w/ washer and dryer and 2 bedrooms or a den and 2 bathrooms and some social activities. Is this possible in Clarkstown?!!

Someday I might need to live in a senior citizen complex. It would be nice to know they are available in Clarkstown.

As a senior, I would need only one bedroom and one bathroom, with a galley kitchen. The most important things are activities and social life.

Do not want accessory housing in Clarkstown.

I am opposed to accessory housing in Clarkstown. This is NOT Levittown. Let's keep it up to standards.

It would be wonderful if seniors over 65 could get a reduced rate on taxes regardless of their income. I was born here and would love to stay here.

Just lower my property taxes, no matter what my income is, after I retire. If you do that, I might be able to remain in my small house and not need senior citizen housing.

Husband still works at age 67 due to concerns about having sufficient income to live in present home now worth about \$280,000

These answers are as of 3/02, they might easily change down the road.

New York State and Rockland County should have affordable housing for seniors so we are not forced to move away from our children. Florida offers many options for active seniors. Here in Rockland, seniors are ignored except during tax time!

Make housing affordable for lower income people.

I think more senior housing communities should be available for 2 people, and they should be offered to people who have lived, worked, and paid taxes here the longest!

There are not sufficient rental properties in our town. Our young adults move away from the area. Housing for the elderly, who've paid to bring Clarkstown to the status it is today, is just not there. Do something!

Town taxes are too high. Why are people over 70 still paying school taxes? I thought the Palisades Mall was supposed to give us a tax break. What happened?

We will have to leave the NY area when I fully retire. Homes are too expensive here and the taxes are outrageous. (at #3: neither, our home comes with job. Must vacate when I retire)

I think it would be helpful to seniors to be able to have their own apartment attached to a son or daughter's residence. As we age, we are not as comfortable living far away.

NYS should visit the Toms River, NJ, area of senior housing. I am thinking seriously of moving there, but my grandkids are here. My friends in NJ have a life with their peers, while all I have is young folks, no companionship. Do something.

It is about time something was done for the seniors. We don't need another "Club House" for the teens to destroy. Seniors are the people who keep the economy rolling.

on waiting list "for years"

Our town does not have affordable housing for either senior citizens or young adults who were raised here. Do your best to rectify this situation. Families need to be near each other!

Property taxes will prevent me from staying in my own home and enjoying retirement. If I want to stay I will have to continue to work. It is a shame that one who has lived in the same house for years can not afford to stay in the customary conditions.

We make too much to get a real tax break. We have a 4 bedroom home and only use one. We would love to stay in Rockland if we could get a 2 bedroom with a garage for less than \$250,000. We may move south in order to maintain our lifestyle.

I have no intention of ever moving, as long as my wife is alive.

Not moving, ever.

The county has already been overdeveloped. This problem should have been addressed years ago. If you should ever decide to build senior housing, it will be interesting to see where you put it.

Taxes are too damn high for services received. We definitely need housing for those elderly people who need help.

We have been looking to move into new housing in Nanuet, Pearl River, or New City for many years. Most new housing is too large, except the Meadows in Pearl River, which have all been sold. Even through realtors, we can't get onto a waiting list.

People are living longer. We need more affordable and safe senior housing, more buildings like Haverstraw Place on 9W.

Taxes are the only reason for me to move out of the area.

Seniors need one level or elevator buildings.

Clarkstown will need more assisted living facilities as the population ages.

I'm staying in my own home as long as I can afford the taxes.

It would be great to have affordable rental units in Clarkstown. On a fixed income, it becomes a hardship to pay continually rising rent.

In the next few years we plan on selling our home and moving to an apartment or condo. We don't need so much room with maintenance, etc.

I'm staying in my home.

I don't believe senior housing would benefit Clarkstown. It would add to the congestion and density.

We don't need golf courses, new parks, large homes. We need more senior tax reductions in order to afford the homes we've lived in all of our lives, to be able to stay near our families.

We do not know what the future has in store for us. We live each day as it comes.

I would like my own washing machine.

Building one-level homes with minimal property would make Clarkstown more affordable for seniors.

It would be beneficial for elderly seniors to have housing with assisted living attached, at reasonable rents.

My maintenance will soon cost more than my mortgage.

We need senior apartments with stores nearby, not like Squadron Blvd. Those poor people.

Not having even one elevator building near walking distance to town that could serve as a condo or apartment complex leaves us no choice but to remain in our houses as long as we can and hope the values go up.

All seniors want to be self-reliant as long as possible. It's important to have senior housing not connected to assisted living residences.

Senior housing must be affordable, handicapped-accessible, close to (or provide transportation to) stores, and pet-friendly.

Use land for mobile homes, not golf courses. Rockland has the land, but uses it unwisely, trying to make a killing with higher taxes and housing prices. P.S.--- I know this is not going anywhere and will not be recognized.

As much as we would love to remain in Rockland, it may not be financially possible.

I think it would have been good had you addressed the matter in the 1970's and 80's with the arrival of young position seekers. Whoa, horse! You should have signed it "Pass the buck! Here's your hat, what's the hurry?"

We are losing too many seniors to housing complexes in New Jersey.

Even though the town offers senior tax breaks, it does not even touch the tip of the iceberg. Senior housing should be affordable to the average senior citizen, not just those who are financially comfortable. We need more simple, small apartments.

After 36 years of paying taxes, the town should offer us senior housing. My husband cannot climb the steps, shovel the snow, or mow the lawn. Smaller homes near where our children and grandchildren are would be an excellent choice.

The lack of inexpensive housing for all age groups is a problem.

Clarkstown is crowded enough, we can't handle more housing, especially right next to the business district.

This issue needs careful attention.

My preference is to own a 2 bedroom condo which does not prevent my grown children from living there after my death. Some senior housing carries this restriction, which is discriminatory.

Should be affordable, with age and residency requirements. Should not be sold or rented for profit. No relatives allowed to live with senior in housing, limited visitors. "Oh yes, I ripped off the number to stay anonymous."

Questions 12 to 21 have insufficient choices: townhouses, shared apartments, whether alone or with family, etc. Try Again!!!

I have lived here all my life and I am disappointed in how many people from outside of Clarkstown reside in senior housing. I am sure it has to do with financing, but it is sad.

We want ground level condos with no one living above us, close to town, with clubhouse, indoor/outdoor swimming pools, and gym. We would like organized daytrips and room to walk around in the development. We love Rockland and would like to stay.

Senior housing should be for those over 65, living in Clarkstown already. It's poor planning to build senior ghettos in the center of town along the business district. Traffic is hideous.

The STAR program helps somewhat, but it's disappearing every year. There must be someone we can elect who has the brains to figure out a better system of taxation. Let parents who want school improvements pay more taxes. Make teachers work more.

A nice apartment or condo would have 1 or 2 bedrooms, attached garage with security. Normandy Village is nice but too expensive. The senior complex in Pearl River was nice, but had no covered parking.

There seem to be no housing opportunities for people my age who are alone. The senior homes in Ramapo are ideal. I want to be surrounded by friends my own age with offered activities. Clarkstown needs to give back to people who've paid taxes for years.

Please give thought and action to senior citizens.

Low cost transportation is very important to shop and travel without driving yourself. Many people have vision problems so transport is all the more important to them.

Transportation to and from NYC for cultural events, museums, etc. is very important. A car service to and from train stations, at a reasonable cost, is essential to those with impaired vision.

Housing must be affordable for fixed-income seniors.

We need senior citizen housing.

We should receive a tax break for school and property taxes since we are not receiving any benefits from them.

Not moving, not purchasing, not renting.

More flexible public transportation.

Taxes are too high for young people and seniors. If the seniors move out, where are you going to get residents?

It doesn't make sense to receive money from the government (social security) just to give it to the government (local taxes). I plan to sell my home and move south because of very high real estate taxes.

The area is too crowded now. We do not need more housing. This place is getting as congested as a city.

New Jersey has affordable co-ops and condos where maintenance is taken care of for you. Buses go right through the villages to shopping centers. Rockland caters to the rich, the middle class are now poor, the poor have more advantages.

Rising costs make it difficult to remain in Rockland, which is my first choice in living out my life. Any reductions for seniors are beneficial and greatly appreciated.

My multi-level townhouse is already on the market.

Clarkstown needs one floor housing for seniors who want to stay in the area but don't want the responsibility or expense of owning the home they have now.

It would be very convenient to stay in Rockland, but expenses and taxes make it difficult. If senior housing were available it would be very beneficial to everyone.

We are on a waiting list for an apartment outside of Clarkstown. We would rather stay in New City, but the expenses are monumental for staying in our house.

More single family homes and more park land.

Accessory housing is helpful, but only if the room is rented to a family member or caregiver.

As the baby boomers age, senior housing will become critical in Rockland County.

There should be privately owned senior housing with smaller property and house size detached.

Lower property and school taxes for seniors over 65.

Give senior citizens a decent break on property taxes!

I am a person who was born and raised in New City and have resided here with my wife and family after being married. The only time I was not here was when I was in the service. I have enjoyed living in New City all my 75 years and have seen many changes.

I enjoy living in New City. I have been a resident here since 1953. I like my living conditions, neighborhood, and peace and quiet.

Right now we are not considering moving from our present home. We have lived here for 46 years, since we moved from the Bronx.

We will probably have to move because of taxes and living expenses. We need affordable housing in the future.

Apartments are too expensive due to the fact that landlords are always raising the rents.

More senior housing at a reasonable price.

I am searching for a non-profit continuing care retirement community, and do not want to leave Rockland. If you know of any in the area, let me know. I assume you know who I am since this form has a number on the top.

To me housing isn't the main problem, taxes are. Our roads are a disgrace, and services are limited. I have a home down south, pay \$1000 taxes (including school tax) and the services far exceed Clarkstown. We will be leaving happily this year.

How come we had to put a stamp on this? This letter cost us 34 cents. Shame on all of you for making us pay for your letter.

I would rather live independently in an apartment than burden my family by living with them. My income when retired is not as great as anticipated, so I will probably require senior housing in an independent environment.

Low and medium income homes are needed. No more high priced homes should be built.

To be of any benefit to the respondents of this survey, something needs to happen within the next 5 to 10 years.

Need administrator to talk to on a one-to-one basis.

All working areas (washer & dryer, club room, etc,) in senior housing should be on the ground level.

Squadron is my last home. I am 83 years old.

Accessory housing is a terrific idea for people who have retired and are on a fixed income.

Why is it that New Jersey can provide senior-owned housing and New York has to send out questionnaires to find out what seniors want? Go to Brick and Toms River and maybe you will get the answers.

Please consider the needs of senior citizens AND young people who need reasonable living accommodations. My children had to move to Orange County to find affordable housing.

Security, peaceful surroundings, presentable and clean environment, convenience to transportation are important.

I am opposed to any type of housing which would increase the density of Rockland. I live in the suburbs and would prefer it to stay that way. Further, I am opposed to any type of subsidized housing. I do not want Clarkstown to evolve into a city.

I understand the need for senior housing, however Clarkstown has become so crowded and congested that I would not like to see senior housing in our community. Sunrise is bad enough.

Small rental apartments in your own home do not help pay taxes, heat, water, or maintenance. Rockland County prices on condos and small homes do not help seniors.

Lower property and school taxes for seniors.

Too many questionnaires and not enough action. Do something even if it's wrong.

We need senior housing at affordable prices.

Rockland needs senior housing like in Toms River NJ in the middle income bracket. The only housing available in Rockland for seniors are 3 floor town houses.

It would be a great help to eliminate school taxes and reduce property taxes for seniors.

How encouraging that you considered this project!

Many of my senior citizen neighbors are interested in housing that will gently glide from convenient to assisted to care (and out the back door). Some of us have to wait for a pet to go to the great kennel in the sky (you might consider allowing animals).

Thank you for your efforts of behalf of senior citizens.

I see no need for senior housing in Clarkstown, particularly in Nanuet. If any are built they must not be heavily subsidized. There are not many seniors who could not easily afford \$1000 a month rent. Housing should be paid for by the family not the town!

Right now I am not well, I do not know what can happen.

Condo living would be nice, provided it is accessible to transportation on a main route, near shopping and house of worship.

Keep rent increases small for families on fixed incomes.

I strongly feel that the town should not tax seniors for school taxes. We did our share for many years, while our children were in school. It's not only unfair, but disconcerting how we are practically chased from our homes.

our needs and considerations could possibly change considerably on changing circumstances.

It is difficult to know what we would need in the future. Needs change with health and financial conditions.

Reduce taxes and build reasonably priced housing.

First choice is a one floor single family house but may consider a condo or apartment owned by the resident. Single units must be ground level. Multi-units must have an elevator. \$175-225,000 is affordable.

One floor single family is my first choice but I may consider a condo or apartment as long as each unit is owned by the resident and there are no walk-ups. In #15 social activities are the only important item.

Reduction of property tax and reduction or elimination of school tax would allow more seniors to remain in their homes until physical limitations forced them to do otherwise.

Do not put in industrial or lab/office zones. Only the builders and land-owners will be winners.

Affordable senior housing should be available in Clarkstown. We should start investing now in property, like along Strawtown Road or off of Route 304, near shopping centers.

I had to leave my apartment in Normandy Village and move in with my children because I couldn't live alone anymore but couldn't afford assisted living. We need something moderately priced.

My rental apartment has been very good to me for the past 37 years, providing income and company for me, and affordable rent for my tenant. Partner with the Rockland Housing Action Coalition, not Mr. Tracy or Mr. Rice to create decent affordable housing.

It is difficult to find affordable homes or apartments. I would like to see more built that compare with the salaries being paid in the county.

looking forward to the results of this survey!

We need senior housing like New Jersey has.

It would be worthy of the town coordinators to find space to provide affordable homes and facilities to emulate planned communities in Florida. We have lost the cohesiveness of the original area by building monstrosities on small lots.

We definitely need senior housing like the ones in Suffolk and Ocean Counties. A lot of seniors are leaving Rockland because they don't have a choice.

I would like to stay in my home in Bardonia if the town would make my taxes affordable for a senior on a fixed income.

Do not down zone!

I like the idea of being independent, but who knows?

Put in sidewalks all over, in every neighborhood, so walking would be possible.

There should be more one story condos with larger living space, clubhouses, and recreation, like in Florida.

Small, 2 bedroom houses would be ideal for seniors. That is what we purchased in 1948. I'll stay here until they carry me out.

We seniors will be living where our children live, not necessarily in Florida. It is important for us to make it easier for retired people to stay in this area. I see old folks forced out of Rockland to go elsewhere.

I love Rockland. I love where I have lived for 42 years. The people on Grand Street are beautiful. They are always there for you.

At the present time we plan to stay in our home. If the time comes to leave, we will have to consider all these options, depending on our physical condition.

Other than the STAR program, couldn't some consideration be given to couples like ourselves whose children moved out long ago and have their own families to raise? We don't want to move, but will be forced to very soon.

Keep the taxes down, please.

there is a need for senior housing

I think a multi-storied apartment building situated near shopping and transportation, in a park-like setting with a clubhouse, would make a lot of sense. A county-wide survey should be taken to find out an adequate number of units to be built.

There is plenty of underutilized parkland in the county. We have to get real on open space. The land can be developed strictly for seniors, without damaging the environment. You need additional land if you need to expand housing.

At my age I do not plan on moving.

My son is supporting my rent but I would consider senior housing support.

Reduce taxes and cost of garbage removal.

My ideal would be a small 2 bedroom one level house with a little property and a modest monthly cost for maintenance.

Taxes are too high, the area is overpopulated. Too many trees have been cut down for too much housing.

In view of the current demand for rental units and the rising number of retirees occupying large homes vacated by adult children, allowing seniors to rent small apartments in their current homes would help both seniors and young people.

Seniors want to downsize but remain independent. Everything must be handicapped-accessible. I've lived in Rockland all my life, as have my parents. I am ashamed of the way the older generation gets absolutely no considerations.

It is an absolute disgrace that able-bodied and financially-independent senior citizens would even think of burdening our younger generations who are struggling against the high costs and taxes in Clarkstown. We should not expect handouts.

I don't know why Rockland County or Clarkstown can't build senior housing like those available in Suffolk and Ocean Counties (one level houses in developments with pools, clubhouses, tennis courts, etc.)

We need affordable, decent housing. However, it would be wonderful if our taxes would decrease so that we can afford to stay in our own homes and maybe hire a little help. The STAR program has helped, but taxes will drive us out eventually.

Should not have much low-income or high-density housing. People in new houses should pay for infrastructure. No universal pre-kindergarten, we're paying high taxes for baby sitting.

I'm glad to see that the town is addressing the different possibilities of senior housing.

How come we have to pay your postage?

We need sidewalks!!!!

Staying in Nanuet forever! We love it here!!!

Affordable rent, nice location

Homes are too expensive and taxes are too high. Many people do not have a chance.

The town might consider hi-rise apartments in an area near shopping, medical facilities, recreation, and transportation.

Ranch type homes with very little property should be offered to those of us who want to keep our independence.

I would like to see smaller homes with less land, which would mean less taxes and maintenance.

Taxes and condos have gone up so much that if I sell my home I'll go from one mortgage to another.

Please lower taxes for seniors so we can live here.

If I moved from my home, I would like a luxury retirement community with a golf course, pool, etc., such as communities in central and southern New Jersey. This would keep many seniors from leaving the area.

We need help paying for medication

The cost of living has caught up with me.

Another option to consider would be to allow the senior home owner to add an extension to his home. That way his children can occupy the main house, while the senior lives in the extension, maintaining independence and staying close to his family.

People from NYC can get into senior housing faster than people from Clarkstown.

Clarkstown government is inefficient. Politicians keep spending money on their own interests, not the people's. Seniors need a break, and they don't get it in Clarkstown.

housing where dogs are allowed. They are very important to senior citizens.

#19 is the most important issue. Seniors need to rent to remain in their houses.

More homes = more schools = more taxes Traffic at times is like Manhattan at a standstill.

Let the old have what they want and live how they want for the little time they have. Kids don't want to take care of mother and father today.

Although we would very much like to remain in Rockland when we retire next year, we see no desirable or affordable housing in this county and will be forced to relocate to Orange County or southern New Jersey.

We are planning to move to a continuing care facility out of state. None of the above is of interest to us.

Require senior complex housing with 3 bedrooms and indoor pool.

There are many single family retirement communities in southern Jersey. They are extremely successful and fill up the minute they are completed. Many of our friends have expressed interest in this type of planning but would like to remain in the area.

would prefer upscale gated community with recreation facilities

I am retired on fixed income, no car, 71 years old

What about dogs?

You should provide a stamped reply envelope.

We want to stay in the town we raised our children in. We also want our children to be able to afford to raise a family here. It's getting impossible for either scenario.

If you are truly interested in the results of this or any survey, put a stamp on the return envelope! You're asking the questions.

School taxes for seniors 70 or older should be discontinued. Some of us have paid school taxes for 30 or more years. This alone might keep us closer to our real homes in Clarkstown.

High taxes for seniors force us to seek other areas to live. Leaving family and friends after 40 years is very upsetting to all those concerned.

Prices of homes are too high. Seniors should get a better break on property taxes. The STAR program is fine, but how about a better break for people over 70?

Affordable senior housing is much overdue!

Make it affordable for lower income seniors.

Clarkstown should build more senior housing.

We need smaller affordable housing. Most seniors are forced to stay put in their empty nest homes.

Senior housing should not be located in commercial areas, but within the mainstream community.

It would be nice to stay in the home you bought and raised your children in, as long as taxes are significantly lowered. We have paid school taxes for more than 35 years and now would like to let the young people with large families pay their own way.

Review and reduce school taxes paid by seniors.

We need more affordable senior housing.

Housing for seniors is a big priority in Clarkstown. Stop hemming and move quickly.

one floor individual housing with garage

one floor individual housing with garage

I would love to stay in Clarkstown, if taxes and cost of living do not force us out. Affordable housing would be great near a town where we could walk to library, stores, bank, etc. and avoid using cars and dealing with parking problems.

If one loses a spouse it is lonely and frightening to reside alone in a big house. It would be comforting to live in a place that is safer and where one could have the company of other seniors.

By the way, I never plan to move.

If you would stop raising taxes for projects like senior housing, seniors could house themselves without help. Seniors who didn't save enough money to continue living here should move to another area. Taxes are too high, given the services offered.

Something like Thorpe Village would fit really well into this area.

We need an "active community" of patio homes under \$200,000. My husband and I will probably be forced to move to New Jersey, where many such communities exist. I think the Smith Farm property would be an ideal location!

An item I have tried to bring to the attention of the planning boards for the last 30 years, the proliferation of strip malls, expansion of high density housing, and the impact on traffic and water usage.

There should be government subsidized senior housing, for people over 65, not anyone who's retired. If you retire at 55 and you're healthy, that's your business if you want to work or not. Hello, Florida! There you are not taxed to death.

At this time I am well enough to stay in my house alone. As to the future, affordable senior housing would be wonderful. Probably I'll move feet first out the door.

I think it is needed and necessary. I will not stay in Clarkstown because it is too expensive to live in New York State and in Rockland County. I will move to an area where taxes are lower and housing is more affordable.

Taxes are very high. With stock market problems, I am no longer able to live in Rockland. This area was supposed to be for "empty nesters". Home, no more.

Too many homes have small apartments. This causes the area to get run down. Too many cars in driveways, too much garbage outside, cars without license plates. Areas are looking seedy.

Housing in Rockland is very expensive. I had more money before my husband died. I don't know what his pension will amount to, so I can't make plans to move. There should be decent affordable housing for young people starting out and old people retiring.

is on waiting list now, since July 2001

Lowering the real estate taxes, particularly the school taxes, would be a large asset to seniors wanting to stay in their own homes.

Small, one floor, single family homes would be ideal. Semi-attached homes would also be fine.

Remove school taxes for seniors, or give a substantial discount so that they may remain in their homes.

Re: #19 - Don't people already rent out parts of their homes? I have neighbors on either side of me who have been renting out their downstairs to people for years. These are supposed to be single dwelling homes.

Question #19 is ridiculous. People already rent out apartments in their single dwelling homes.

Housing for low-income residents is needed. Planning a senior citizen complex should be a mix of all income levels.

I am pleased to be in an adult home.

I will probably have to sell my second floor condo and move to a first floor unit so I won't have to use the stairs.

Senior citizens over the age of 65 should be exempt from school taxes. This is the main reason we are forced to relocate. Low and middle income residents need help. Forget about the high income residents, they don't care about us anyway!

My present home has split levels. We may have to consider one level housing.

When I can't afford living here I will move to a less expensive location and sell my house to someone who needs to live here. No more building and taking up more open space!!!

Income and assets should be part of the eligibility criteria for senior housing.

I would like to pay the amount that they now pay in senior housing.

The town of New City should model itself after the town of Ridgewood, NJ.

There appear to be extremely limited housing options for seniors no longer requiring the space of a large private residence.

I am opposed to developing the Davies Farm parcel for senior housing for 2 reasons: Additional traffic congestion; and No alternate uses for such a development if it fails.

The intersection of South Little Tor, New Valley Rd., and Milich Lane is already a confusing, unsafe intersection. Development of a senior complex there would only increase traffic congestion in that area.

We would like to see ADULT one floor single family homes with no means test!

No school taxes for senior citizens over 70.

Lower real estate taxes after age 60 and no more school taxes either.

Because of the senior discount, I can live in my house. We would have problems living in an apartment.

Housing should be on the ground floor, with a washer and dryer installed in the apartment. A parking space in front or in back of the apartment would be very important.

I don't want anyone living in my house with me except my family.

It would cost too much to sell my present home and move to another in the county.

Do not remove light industrial property from tax rolls. Concentrate on rehabilitation of existing areas and areas adjacent to amenities for seniors especially.

It would be wonderful to live in Clarkstown for the rest of my life in a smaller home, unlike my family who had to move upstate to affordable housing.

I'm thinking of buying a mobile home and living there permanently, paying monthly charges in Stony Point.

We would like to stay in Clarkstown, but we can't afford it. All 4 of our children have moved elsewhere.

We would like to stay in Clarkstown, but we can't afford it. All 4 of our children have moved elsewhere.

Taxes are too high, especially for retirees. May force relocation.

How is it anonymous if the information sheet is numbered?

We have to move when we retire because taxes, utilities, and living expenses are too high in this area.

Keep the taxes down, stop spending. Most seniors would prefer to stay in the homes they have been living in.

We need senior oriented housing! I'm in a split level home and won't be able to climb stairs indefinitely!

Some of the senior housing is very nice, but out of reach for many seniors, cost-wise. It would be great if there could be more really affordable senior housing.

For me, the main problem is always too many stairs.

School and town taxes will force us out.

Taxes will probably force us out of the county.

We need upscale senior housing.

Question #19 is poorly worded and misleading, and will not give you an accurate assessment.

Build an apartment house with 2 bedroom/2 bathroom units.

We need affordable housing units with easy entry on one level. Or, we need tax breaks to remain in our own homes and not have to keep working to afford them.

A small rental in our home would definitely allow us to remain in our home.

A small rental apartment would certainly make my home more affordable.

There should be more affordable senior housing.

Just reduce property and school tax and we can all live better!

Will anything actually come of this?

There should be rent control so we won't be put out of our apartment. If I knew it would be so difficult we would have kept the house.

When I am forced to retire I will only have my social security to depend on. Price for housing is going to be a prime factor in my life.

Build townhouses that seniors will be able to afford.

All housing should be based on income. Some seniors sell their home for a big profit but like to "poor mouth" about everything. Don't sell out to developers who are just in it for the money!

Make units for single people that are affordable for people who want to continue living in Clarkstown. I have been here for 25 years.

Lower taxes!!!

After living in New City for 35 years and paying taxes, I would appreciate the town and school districts to give us some consideration so we can stay in our homes. The STAR program is good, but it should be time driven, not income driven.

I hope to be able to stay in my own home.

I feel it is very important for moderate income senior housing and assisted living care to be available.

We need more variety of senior housing.

I would like to see plans for those in the middle income bracket who live alone in large homes. A first floor condo with washer and dryer is perfect. Enough shopping malls and traffic. Clarkstown has changed and so have our needs.

We might have to leave the county if taxes, etc. become too burdensome. There is no way we would sell and relocate here.

local tax breaks for seniors

A small rental would be a great boon to those of us who are struggling. I have been here over 40 years and I want to stay in my home!

As we are going onto a fixed income, we are concerned as to whether we will be able to afford to live in Clarkstown. Taxes and cost of living in this area are a major concern to us.

More affordable, one level senior housing, less taxes on homes.

My taxes have always been reasonable, but the outlook is not favorable. Why did we not know, as taxpayers, the terrible financial situation we were in until a week after the election in November?

We are concerned about our ability to stay here after retiring. The taxes and cost of living are substantially higher here than in many other areas. We have always lived here, have raised our family here, have friends here, and would like to stay.

Lower property taxes for seniors.

The town could use an over 55 community such as the many in mid New Jersey. I have looked for a smaller house in that area, but I want to stay in Clarkstown where I've lived since 1964. 4 of my 5 children still live in Rockland.

I feel we need middle-income senior housing that will provide certain care as seniors progress into their 70's and 80's and their needs change. We don't want to leave family and friends after 40 years because it is too difficult to maintain a house here.

My parents moved to Piermont when I was 4 months old. There were 9 of us in the county. Now I am the only one left. If I gave up my home I would have to move to New Jersey.

Would love to live on my own if I could afford renting.

Taxes are too high. Seniors on a fixed income with high medical bills find it hard going. Too much money is going to pet projects. Cut teachers salary and get rid of half the politicians. (#12, wrote in "farm")

I've been in many senior citizen housing in Clarkstown and they are very nice. Since my husband passed away in December 2000, it isn't easy. I'm 74 years old and I'm working. I really don't know how long I can work.

We need more low to middle income housing in Clarkstown both for seniors and for young adults.

Gas prices, property taxes, utilities, sales taxes, medical costs, car insurance, cable TV, housing costs are too high. And you can't gamble for fun in Rockland.

my comments are the same as my husbands (?)

More open space is needed between units, not like on Smith Rd. or W. Clarkstown. I do not agree with the argument that senior housing would generate traffic problems. Restrictions must be imposed to prevent conversion of senior housing.

Seniors have so much to contribute to the area, and at this point in their lives they have the time to do it. It's stupid not to take advantage of that, and try to keep them in the area. Even older civilizations realized the importance of elders.

I would like to have available affordable senior housing with amenities as in question 15 to enhance and help them through their senior years.

I think the town should be more receptive to building moderate income senior housing so families aren't forced to leave the county.

I want to remain in my home. As long as my husband is alive, we can manage. Should I become a widow, I would need extra income to keep my home, by renting a room or apartment. Taxes and maintenance costs are very high.

When I can no longer drive I will probably move. I like Normandy Village very much because of how it is maintained and its proximity to everything.

We would prefer to stay in this area but will be forced to relocate as we can no longer maintain our home. Many opportunities have been messed up or overlooked (Letchworth, Anthony Wayne). Something has to be done now, as the situation is critical!

Property taxes are much too high.

If necessary to tax seniors, it should be a fixed tax since we're on fixed incomes. Some allowances should be made for seniors who have lived here so long. My 3 children have been out of Clarkstown schools for over 30 years. Enough is enough.

For seniors who have lived and paid taxes for a long time in the area, there should be a tax free rule. Not many would qualify, but to move and make new friends in your 70's is unrealistic. After 50 years in the same house, no more tax. We've earned that.

Current taxes have made it almost impossible for me to consider staying much longer.

Take away my school taxes and I may be able to stay until the end of my life.

Seniors have already more than made the sacrifice of high taxes and expenses to raise their families in Clarkstown. How about a break for a welcome change?

It would be great if senior housing were available in Clarkstown. As prices rise and our incomes remain the same, it is good to know we have a place to move to if we can no longer afford to live where we are now.

Senior housing must be close to town.

Whatever senior housing that would be available should give preference to people who have resided here for at least 30 years. These individuals have provided for the growth of Clarkstown. A good example of housing is on Rt.45, just south of Yeager.

Whatever senior housing that would be available should give preference to people who have resided here for at least 30 years. These individuals have provided for the growth of Clarkstown. A good example of housing is on Rt.45, just south of Yeager.

Can you look into tax relief for retirees or perhaps limit a tax increase for cost of living?

Housing is too expensive.

We are in need of senior citizens' affordable housing. A move to the Carolinas, etc. for the affordability does not include a lifetime of familiarity with location and friends.

The town desperately needs housing to keep its seniors here. Otherwise we will move, and more young families will have a higher tax burden.

As the population gets older there should be more senior housing available. If not, then property taxes have to be within an amount that seniors can afford. The number of apartments available are few, and the rent is exorbitant.

Senior citizens can not afford to live in Rockland County.

Some illegal accessory apartments already exist. It would be better to allow them. Our taxes, especially school taxes are out of sight!

Town residents should have first choice of senior homes with patios. Town should allow 2 to 4 stories of apartments over all stores in hamlet centers. Allow accessory housing in all single family owner occupied homes.

The town has allowed building without any regard to aesthetics or planning. I've been living here for 43 years and have watched the rape of Clarkstown. New housing will only be for an influx of people not of Clarkstown.

taxes, taxes, taxes

one level senior semi-attached housing around a green space with easy access to stores necessary so a car wouldn't be needed

Growing older it would be a good feeling to know there would be senior housing available close to shopping and close to the roots we have in this town.

Our taxes are too high for people on a fixed income. We would love to stay in Bardonia if our taxes were affordable.

I wish that Rockland County had adult communities as in South New Jersey where you can purchase an individual house or condo at reasonable prices. Maintenance costs and taxes are very low and most affordable.

Senior complex with large rooms and 3 bedrooms, with facilities such as an indoor pool.

My retirement income is 60% of what I earned, but still too high to allow a real estate tax break. Numbers should be re-evaluated.

Physical handicaps make multi-level housing impractical for us, but we would love to stay in Clarkstown.

When a resident does not have school age children, the school tax should be readjusted.

This is just another political sham fostered by Charles Holbrook and Don Tracy. Save the fiscal integrity of the senior citizen homeowner by foregoing reassessment programs now underway and cutting real estate taxes. This is a no-cost solution.

Senior housing is definitely needed. You cannot throw people away when they are too old to live alone, especially when most have been taxpayers all their adult lives.

We definitely need lower rental housing for not only seniors but young couples starting out and those who prefer renting to owning.

I work full time and have no plans to retire or move in the foreseeable future.

Senior housing should be open only to Clarkstown/Rockland residents.

Senior housing should be open only to Clarkstown/Rockland residents.

Continuing Care communities, rather than only assisted living or senior complexes, would be desirable.

Thank you for thinking of the senior population who have helped Clarkstown become what it is!

Thanks for thinking of the senior population.

I would be more than happy to stay where I am if taxes were a little less.

Housing and taxes in New City are very expensive. When I retire, I'll have to move out of Clarkstown because I won't be able to afford it. I cannot stay in a town that only caters to the younger generation.

Definite need for affordable rental apartments and condos.

Any help with lowering taxes would be good. People over 65 should be granted relief from school taxes. They have paid their dues.

You are years late in analyzing the needs of the senior population! We have to go to the Palisades mall to see a movie matinee or to buy anything we could have gotten in Bradlees, Caldor, Pergament, etc. And most important, we need a senior rec center!

needed right now, not 20 years from now!

I would definitely consider renting out a portion of my home.

The town should allow that small rental apartments be added on as needed.

We need affordable senior housing with underground parking.

The county should also consider these issues for the handicapped.

Senior citizens should be given tax exemptions when retired at 65 and for each year they remain in the county.

We need tax relief. School taxes are too high. New City should allow us to rent out part of our house so we can afford to live.

Would love to see a senior community with amenities in the area.

Prices and taxes are too high, our salary stays the same. It's hard to live here. It's time to move.

Reduce taxes

Tax is getting higher than we earn. It's too much for the elderly.

New Jersey and upstate New York have lovely apartments for seniors, why can't Clarkstown?

I would need extra income (after my commute and taxes) in my home to continue living here.

We need one level residences, as we have more disabilities as we age.

We would like Clarkstown to build a gated community of single one-level homes (2 bedrooms) and garden apartment condos like central New Jersey has (with indoor swimming pool, fitness center, etc.)

I am disabled and retired. I could not pay higher taxes.

I don't think we need senior housing in Clarkstown. Almost all of the seniors I know own their own homes and are relatively comfortable financially.

With family close by and the desire to stay in the area, housing with a bedroom on the first floor is desirable, or a condo with maintenance supplied. Something like Timber Creek in West Dover, VT, would be ideal.

I would love to see housing in Clarkstown. Why not build some high rise places for people to feel comfortable staying in proximity to family and friends?

Multi-unit senior housing needs to be senior friendly (no stairs down to laundry room, etc.). At the moment I am in excellent health, but down the road I may need assisted living, which becomes continuous from assisted to death!

The rents are high. More should be done for seniors who would like to own a small dwelling. It's hard to find an apartment here with the skyrocketing prices. No help from real estate offices!

I would like to see active senior housing (over 55) but more luxurious without government subsidies for empty nesters. I hear Dellwood Country Club is contemplating it and I would be interested in that and then remain in Clarkstown.

Ideally there should always be a social and economic mix within a community, with various amenities. What we need is reasonable help within our homes (repairmen, nursing, drivers, etc.), living independently as possible.

We need smaller homes.

They should build affordable housing for seniors.

If the real estate taxes and school tax would be lower I would remain in my house forever.

Been told there is some kind of list. Never heard of it.

I will be 7 feet under before housing is available. We are far behind other states. We desperately need some one level housing for handicapped. I don't want to move but maintenance is too costly.

We baby-sit for our children and need to be near them. We have good friends here. This would be a big legacy for the current board. Commercial buildings will not bring the town money for years. We are way behind the times.

High cost of living in Rockland makes it difficult for seniors to exist. I'm fortunate that I am still healthy enough to continue working to offset expenses.

I think more units like the Squadron Blvd. Complex would be a welcome addition to this town. Accessory housing would only cheapen the town more. I hope to leave the area soon because I don't like what New City has become.

The area where I am currently residing is getting very congested. A large number of houses have been or are being built. The authorities concerned may be advised to look into this matter.

Seniors have much to offer to the county. Preference should be given to current residents in selection of availability for housing.

I feel there is a crying need for single family one level condos to be available for rental in Clarkstown.

("yes" is circled and checked in #19)

Would prefer condo with one apartment on ground floor and another on the second floor, depending on tenant preference.

Please! Why do I have to pay same school tax as someone who has many children attending school?

I would like to spend my declining years here near my children and grandchildren. I would appreciate Clarkstown building something for residents who have paid taxes here for almost 50 years.

No more multi-unit housing should be built in Clarkstown because it is already too many traffic leading to manhattanization.

I would like to see an affordable retiring community in Rockland County such as available in other areas with club house and other recreational facilities.

Please continue to do all you can to reduce taxes for seniors who own their own home or condo.

It is definitely important that some consideration be given to senior citizens, living on fixed incomes, in regards to reduction in property and school taxes as well as more affordable senior housing.

(wrote "bad idea!!" next to #19)

See the floor plans of Cornwell Housing Complex (Idlewood, Orange County, NY) for 55 and older. This is what Rockland County needs.

We need senior housing at a decent price. We will have to move out of the county to afford retirement. We've lived here 40 years and we love Rockland and want to stay. Hopefully it will happen.

Since my children all grew up, why do I have to pay such high school taxes?

I am having difficulty paying the high taxes in Valley Cottage. I am trying very hard to not have to sell my home. I don't know how much longer I can do it.

Taxes are much too high for seniors when they retire. So is the cost of selling a house and buying another. You can't win. It is not right for people who have been paying taxes for 50 years to pay high property taxes. They shouldn't have to pay ANY taxes.

The tax situation and cost of living in Rockland prevents me from continuing to live here in retirement (in a few years). I simply cannot afford it.

Taxes are too high

I think some accommodations need to be made for the preponderance of the aging population in general. I would love to stay where I am if I could obtain some subsidies from the town or county when I retire.

I think the seniors extra Star benefit should be about \$40K. It's a bit low now.

Property and school taxes are too high. Along with the cost of maintenance, this makes it necessary for me to sell and move elsewhere. Availability of apartments for fixed income retirees is reprehensible.

My home could very easily be converted to having a small apartment built into it. That would definitely make it possible for me to continue living in New City. I hope future zoning laws give the permission to do this.

My wife is younger and works full time. When she retires, who knows if we can stay?

(wrote variations on "can't afford" and "I'm too old" next to several questions)

Reduction of real property taxes for seniors

Reduction of real property tax for seniors. We've lived in Rockland all our lives, our parents and grandparents did too, and now our children and grandchildren are here. We would hope to be able to stay.

recreation and psycho-social advisors available

I don't plan on, nor do I want to live in senior housing. I want to remain in my own home which I worked with my husband to get, and I don't want to live with my family.

Townhouses with 3 bedrooms, 2 1/2 baths, 2 car garage, central air.

more affordable senior citizen complex

Do NOT want accessory rental housing.

Build smaller homes so young and old people can afford them. Give builders tax incentives if that's the reason only extremely large homes are being built.

Seniors should be in an area where they can be in the mainstream.

Don't support proposals by Mr. Tracy where he requests massive down zoning under pretext of offering senior housing. Perhaps we can offer some incentive to get builders to construct modest sized homes. Middlewood and Normandy Village seem ideal.

I would consider moving to a self-contained community with a clubhouse, etc. (such as is common in Florida) if it was available and affordable in Rockland County.

A rental apartment in a current home would be a welcome alternative to moving out. A retirement community (with several models of housing) would be most welcome. Older people will be more comfortable and younger people will benefit from their elders.

As this is Clarkstown, I truly doubt that anything beneficial will occur in my lifetime. As always, politics will be more important than benefits.

If I sell my home a family with children will move in and the schools are already too crowded. Seniors have paid their dues, let us stay in our homes and give us a tax break. Take care of us first, after 40 years of paying taxes.

Seniors, regardless of income, after residing in the town 35 years, should not have to pay full taxes. More building, less water. Worry about water problems. We don't need any more people moving into Clarkstown.

We would like to remain in Clarkstown but the rentals are becoming unaffordable for all age groups.

I have attended several town meetings. It's a waste of my time. Nothing is accomplished. The same things are discussed. Good luck. If you're a senior living on a fixed income, it's too expensive to live here.

Local transportation would be important. I would prefer to live in an area with all types of people, young and old, single and married.

Right now I don't need senior housing, but if my husband dies, his pension goes with him. There are a lot of people like me. It makes it hard to keep our homes.

Housing should be near transportation (buses or taxis).

everything depends on my health

all-inclusive development with clubhouse and pool

I don't want the government tampering with my life. New housing plans will raise taxes more. This survey seems like a precursor to a plan that's already been decided. You can't punish prepared seniors for the sake of the unprepared.

Pay attention to retired seniors who can now afford to live here. As we age, we will be less willing to pay high taxes. Don't force us to move to Florida. I hate Florida, but it is affordable. How about reducing property taxes as seniors pass age 70?

I would love a one bedroom of my own.

Taxes are too high for seniors to keep on living here in Clarkstown.

Do you honestly believe seniors like us will live to see any substantial housing facilities which will enable us to survive, somewhat comfortably, for the time we have remaining? I guess golf courses are priority items!

I really would like to have my own place to live.

There is enough low income housing. I made too much for low income housing, but not enough to buy a home. We seek housing in this income bracket.

Build communities 55 and over with one level single or town houses, similar to ones in southern New Jersey, the Carolinas, Florida, etc.

recently got onto waiting list

Rockland County has outgrown its convenience and living pleasures. Building for profit and greed is now the only goal. Too bad.

Housing is needed for active seniors. One level, 2 bedroom condos are urgently wanted and needed for those who do not need special care. Rental apartments are becoming unaffordable without tax breaks. Decent upper-middle class housing is needed.

We need more affordable housing for local residents, not for people from all over the state. Lower state and county taxes will help us stay in our homes longer.

The age for senior housing should be 65 years, and no school age children should be allowed to reside in senior housing.

In general, the county and school taxes are too high to permit keeping your own home and retiring in the county. This is a travesty!

I would not consider moving out of my house, but again the taxes and maintenance expenses are high. If they go any higher, I will be forced to leave my home of 39 years.

It is extremely important to permit accessory housing. This would permit many seniors to stay in their life-long homes, allow them to maintain the property, and diversify the community. Lowering taxes would make this more feasible.

It's the physical work, not the cost, of maintaining a large home and yard that gives us a headache. We can't do the work, and can't afford to hire help. We would like to downsize.

No one signed this memo. Who is in charge? Who is on the board of directors? Who is on the staff?

Housing has to be affordable for people with fixed income.

At present, we have no intention of moving. If it becomes necessary, we would probably move closer to our children, who do not live in Clarkstown.

The younger generation can't afford to live in Rockland unless they're doctors or lawyers. Our children have to move away from their families.

I am a disabled retired person. I'd like a townhouse please.

I owned a home until I retired in 1996. Now I am renting a small apartment. It is hard not having a home after all those years. I would very much like to own something again that I can afford.

Cut school taxes in half and maybe some of us could afford to stay here!

Clarkstown does not have the type of retirement community that interests me, adults-only with single family houses, a wide range of activities, and many trips. Most of these communities are in New Jersey (Barnegat, Toms River, etc.)

I am retired and looking for a townhouse.

More senior housing is needed in the town. Seniors are a very important part of the community.

Rents are too high so without special housing most seniors will move out of the town.

Most seniors would like to stay in their homes if taxes and maintenance costs stay within reason.

I smell a trick! Only builders and politicians will profit. Accessory housing is a way to get a bigger population. Worry more about the poor young families with kids to educate!!!

We are returning one questionnaire. We received 2, one to wife and one to husband. An inquiry to the supervisor's office said we should return both. But we chose not to because that would inflate and distort the information.

Affordable senior housing (single family homes) has been needed for many years. However, I don't expect to see it now either. Golf courses and open space seem to be priorities.

One level would be an important consideration, and easy accessibility to public transportation.

In my present house it would be advantageous if I were able to have an apartment, either to rent or live in. this would enable us to pay the taxes and stay in an area which we love.

high taxes

Senior housing should be 4 or more floors with elevators, washers & dryers and mail delivery in the building.

Having a small rental apartment in my home would allow me to live the way a retired person should. Now I am constantly worried about taxes and being restricted in my home. This problem faces many of the seniors in Clarkstown.

Ideally, centrally located senior empty nest homes would be the best alternative. My home is too big and too expensive to keep. The homes they feature in New Jersey are ideal. Most importantly, Clarkstown residents should be given preference.

It has become difficult to afford the expense of staying in Rockland. It would break our hearts if we had to relocate and leave our children and grandchildren.

I feel we need housing for seniors, possibly individual with option for dining hall privileges so maybe dinner only would be prepared by a staff. Why can't old unused schools be made into some semi-luxury senior development?

Many seniors spent their most productive years building up the community. They deserve to enjoy the fruits of their labor. Current senior housing is not varied enough, is too restricted, and has a long waiting period.

A one floor unit is ideal, but multi-level condos are more practical. They should have laundry rooms on each floor, a central activity room, elevators, and access to public transportation.

At a time when our roads, water supply, and sewage control are grossly inadequate, this survey is inappropriate. The last thing we need is additional housing.

High taxes and utility rates would make me sell my home. If I'm forced to sell, I would not live in Clarkstown or in NY.

I have lived in New City for 43 years. I would like to remain, but a reasonably priced one floor single family home seems unavailable.

I am looking for a smaller home or condo, with 2 bedrooms and 1 1/2 baths.

I would like a smaller (2 bedroom) home in Rockland.

This community needs housing for the seniors who have lived here for many years and would like to remain here as viable citizens. However, we no longer need the large homes our families moved into. Build what is needed now and do not force us out.

(acc. Housing if renters were screened by agency) New City is the hub of Rockland, yet has no 3 step living facility. See Cedar Crest Village (page 534 in the yellow pages). Must be near stores, transportation, have recreation, be affordable for all.

I would like to see active adult communities, such as the Hounanian ones in New Jersey. I know there's a problem with available space, but if the above were built, we would move there in a minute. We are not interested in golf courses!

Lower taxes and better security are extremely important to our senior community. Please consider these problems.

I do not plan on moving.

Taxes are too high!

easy access to transportation, small individual homes with gardening space, outside lighting, air conditioning, maintenance by superintendent, appliances, handicapped accessible; 1 or 2 bedrooms

Do not give a hard time to building senior housing. We need it now!

I would like to move out, because I spend too much money and I don't have enough money to maintain it.

Since most of us now have ample space, please consider studio apartments that are spacious and aesthetically pleasing. Kendall, a Quaker community in PA, is considered a model of good housing. An individual kitchen as well as communal dining is important.

Clarkstown does nothing for senior citizens. Does not let them know that they are able to get condos that they are C.C. Clarkstown is more interested in the young, golf courses, pools, etc.

This town is too expensive for retirees to live in.

I have no space for accessory housing.

Too high taxes. Shouldn't have to pay taxes after 70 years old, especially school taxes. Next time you send forms to be filled out, kindly send stamps.

Not enough affordable housing for seniors.

I have lived in the town for 50 years, in the same house. I am very happy with the house and the town.

Designate an area for single family one story homes for seniors. We have lived here for many years and would like some affordable housing. Do not add to the congestion by allowing accessory apartments. The only alternative is considerable tax relief.

I would be satisfied if they keep real estate taxes where they are now.

Housing should be for seniors over 62, who have lived here for 10 years. Housing should be in a safe area, near stores and doctors. We built Rockland and should be treated the best. Many of us have been paying rising taxes since 1950.

Why are you afraid to list the names of the so-called Citizens Advisory Board for Housing? Who elected them? Mr. Tracy, Mr. Rose, and Mr. Maloney? Did they prepare the questionnaire too? It is one of the stupidest questionnaires I've ever seen.

See other senior housing developments already existing in Long Island and NJ. Allow accessory apartments in current homes for seniors who do not qualify for town housing.

Taxes and rents are too high.

We need townhouse style living with the master bedroom on the first floor and 1 or 2 more on the second. Every other state with a large senior population offers this style of townhouse.

I hope your efforts do not lead to a development not justified by need and yet another visual blight on the landscape. I make reference to Cortwood Village in Orangeburg, which was marketed to seniors from all over, including NJ and upstate.

I'm a real estate agent. There definitely is a great need for senior housing. In this wealthy community, it's a shame that people who have lived here for 30 or 40 years now cannot stay and have to go to Florida.

Too high taxes. Shouldn't have to pay taxes after 70 years old, especially school taxes. Next time you send forms to be filled out, kindly send stamps.

Most seniors are quite active and don't need huge complexes. Make it simple. I don't want to be isolated from the general population. There should be small pockets of senior housing. Do something constructive. The problem isn't too large to be resolved.

You are taxing us out of our home.

We need 3 things: Condos or one floor homes for independent living at moderate prices with maintenance provided; Assisted living facilities; Quality nursing homes at affordable rates.

Clarkstown needs to address the needs of their senior citizens, like other counties already have. A community of one story single family homes with a clubhouse and recreational facilities would be most welcome.

Senior citizens should be allowed to live in their homes. With high taxes, you are forcing many of us out. Think of us now, we have paid our taxes for many years, it's time for us now.

I am hoping to stay in my home for as long as I can. Although I am 72, I have not even thought about what I might do down the road. It would depend on my physical condition at the time.

The county is turning into "for wealthy only". Middle income people can't afford to stay here.

If single family houses were allowed to add an apartment it would provide an opportunity for young people to stay in Clarkstown and for older people to afford to stay in their houses.

I want to stay in my home for the rest of my life. The taxes are too high for me, it's getting difficult to live in my home.

Moved to Nanuet in 1962, nice quiet place (no more). Too congested, too expensive, poor town planning, water shortages. Lack of small houses for us old fogies. Taxes are ridiculous.

Keep property and school taxes as low as possible.

Provide housing that seniors can afford, rather than large expensive new houses. It would be desirable to move to a smaller house with safety and companionship. Instead of golf courses, build housing and recreational facilities for seniors, like in NJ.

Stop building golf courses and build affordable housing.

Senior housing should be within walking distance to stores.

When the stairs in my townhouse become too much, I will have to leave the area to find affordable housing. I wish I didn't have to leave, but housing is so inflated. I will miss the area for its history, and mostly its safety.

Look into senior housing in Suffolk and NJ for examples. Also, strongly consider permitting accessory apartments for seniors who can't get into town senior housing.

More housing for seniors who would like to downsize, now that they have an empty nest.

Allowing accessory apartments is of primary importance. The income from this would help pay soaring taxes. Also, quenching Charles Holbrook's desire to include large cost items in the town's budget will keep taxes level.

It's important to have no stairs to climb.

I am selling my home and in urgent need of a senior citizen apartment. I would like to live with older people. If you can help me, please call 268-6155. Thank you.

I will only retire in Clarkstown if I can stay in my current home.

Keep taxes as low as possible.

I sold my home 5 years ago to downsize to something affordable. When I can no longer live alone, I will hopefully live with my son or daughter. Ordinary rentals are way too high for me on my low income.

The town has gotten overcrowded. Too much building going on in the last 5 years.

Taxes, utilities, medical expenses are too high. I might have to sell and move upstate. I would love to stay, as I have lived here over 40 years and I just need a smaller home.

Housing should be made available to seniors on a fixed income.

Clarkstown needs affordable housing for seniors and also for single parents. There are very few people with a single income who can afford to live in Rockland and that is a shame because these people lived here as children and now have to leave.

My wife feels very isolated here in Clarkstown. A recreation and education center, central dining, access to transportation and shopping, a place to make and keep friends, and nursing services would all be desirable.

Most preferable solution: reduced taxes, utilities, etc.

Might an upscale retirement home community be more appealing?

I think school taxes should be much lower for seniors. The people who have the children should bear more of the burden. Seniors are taken advantage of for school taxes. It could be done more fairly.

I would like to see 55 and over complexes like in NJ, with tennis courts, a clubhouse, and a pool. Spring Valley housing is abominable, Hubert Humphrey Drive is acceptable but not near shopping, and the rooms are tiny and dark. Montebello is good.

Consider low/moderate priced housing to replace Bradlee's and the empty movie theater on N. Main St. Make sure you use a first-rate architect. New City has become an eyesore.

The most obvious area for consideration is the Bradlee's shopping center. Next is the strip mall across from the courthouse. Then, other dead or dying malls. Knowing the previous attempts, it won't be pretty, but better than a bomb site.

It would be extremely helpful to allow seniors not in need of personal assistance to rent part of their homes as accessory apartments. We cannot afford to sell our homes and buy smaller units, as well as keep up with inflation.

How about first necessity of money? Most seniors live on a fixed income. It would be nice to own \$100,000 housing or pay \$600 a month. Be real. How about \$50,000 or \$400 rentals? Most seniors can't even afford to eat! Wake up!

I believe older people would prefer to stay in their homes. School taxes should be eliminated for homeowners. Subsidies should be implemented for renters. The requirement should be age and time lived in Clarkstown, not income.

Please help this county provide affordable housing so that no one need be homeless.

Based on the experiences of my peers, I realize that everything can change in an instant, all based upon health needs.

Over 55 developments are urgently needed in Clarkstown as are available in surrounding areas. A move to Nassau County was considered, but we found nothing that met our needs or financial abilities, so we remained in Clarkstown.

I have no intentions of leaving my present home.

We will strongly consider leaving this area. Homes are too expensive and taxes are out of sight.

(live in mobile home and will move upstate)

We need more senior housing, especially for those on a fixed income. How about a shared unit for 2 compatible seniors?

I really want to stay in my present home so family can visit and stay over. Taxes are too high if we don't continue to work.

Vacant land on Schervier Lane: 18 acres, six 1500 sq.ft. homes per acre at \$200,000 per home. That's \$21,600,000. These homes would be on the tax rolls with no services for schools. I think the town should contact the land owner with this proposal.

There is a need for more 2 bedroom, 1 1/2 bath apartments in Clarkstown, in the \$1200-1600 range.

I have visited friends who live in very nice developments in NJ, about 100 miles from here. It would be nice if Rockland had similar developments.

I think if I were forced to move, I would probably leave the county to be closer to one of my children.

We live in a condo because our home of 27 years became too expensive to maintain and we wanted to stay in Clarkstown near our children and grandchildren. If a small, single family house were available, we would have jumped at it.

Senior housing would not benefit Clarkstown, especially in areas which would add to the congestion and density.

The prices of homes and rents of apartments are going up so high that senior citizens on fixed incomes have to move out of the county to survive.

Senior housing should not be in commercial area. It should be mixed with younger people, and should not be too dense.

Senior housing should be in an area near shopping, not too crowded, and in an area mixed with younger people.

While a community setting is appealing to some, to most it is not. My husband and I don't want to sell our home, but may be forced to if taxes continue to rise. There's a great need for more programs like STAR to keep seniors independent.

recently retired, house paid off, no move plans

taxes too high; town and county extravagant and improvident in spending habits; taxes still rising in spite of STAR plan, forcing many to leave for other areas where cost of housing and taxes are more reasonable

Waiver of local taxes would allow some seniors to remain in the home.

I live in senior housing, but I would love to have a dishwasher. It is hard to stand at the sink for long periods of time. Also, the door needs painting.

Seniors have several complexes in the town already. Affordable, not luxury, rentals are what is needed to keep the middle income families from having to leave the area or go bankrupt.

I am a disabled senior citizen with no income or benefits. I would like to have a place for myself and my husband under government assistance. (wrote in "less than \$100" for #18)

I'm against senior housing because there will never be enough for everyone. It will bring more traffic and population. Seniors selling houses to families will bring more kids. Let them move if they can't afford it. Politics ruin this town.

I think the town of Clarkstown has missed the boat on senior housing. When there was land available, large homes were built. Now you want to put senior housing on commercial land. I'm totally against senior housing, I think it's too late.

reduce taxes; do not overbuild; do not overburden working middle class with taxes

We would like a setting such as Normandy Village, which has access to everything, but rents are outrageous. Help us seniors find affordable housing in a safe neighborhood.

We need affordable housing in safe neighborhoods. Help us seniors.

I cannot believe that for all the taxes we pay there are no senior facilities at all. Other areas have provisions for the aged. It really doesn't feel good that we don't (THIS DOES MEAN YOU). P.S. Nobody is getting younger!

Accessory housing sounds good. It could help home owners as well as students, working mothers, domestics supporting families elsewhere, young couples, etc.

We need senior one level homes or apartment houses with elevators. If this does not materialize soon, we shall have to leave our beloved home. Please, in the near future.

additional affordable housing for seniors

True senior housing: affordable (based on average senior's income), near shopping and transportation, architecturally attractive, appropriate for population. NOT \$500,000 homes disguised as senior housing to benefit from government funding.

People who have lived and paid taxes here have contributed to the academic profession, increased real estate values, and contributed to the business community for years. And when we retire, we have to move out because we can't afford to stay. It's sad.

Property taxes are driving seniors out of the county, which I expect will be my situation very soon.

I hope housing for seniors is affordable.

There is a dire need for affordable senior apartments.

Taxes are too high for seniors. There are not that many programs for seniors or places to do things. And if there are you must travel to them. Politicians don't care about seniors or their plight regarding housing and affordable living.

Comparable homes in Richmond, VA, go for half the price of Rockland homes. Property taxes are also a third of what they are here. WHY?!!!!

The condos built by Mr. Kaplan in New Hempstead on Rt. 45 are ideal, but I want to stay in Clarkstown. If he could build something similar in Clarkstown, it would be terrific for myself and many of my senior friends.

Rent is becoming too prohibitive.

So many elements are uncertain. For instance will our taxes go up? If they do, or if one or another thing like health - or increased costs for fuel, medicare or handyman, we might need to move in a year or so.

Build some housing for senior citizens.

I live with my daughter

Lower property taxes for seniors, particularly those on fixed income

Accessory housing would help senior home owners and young couples getting started to remain in the town.

There is definitely not enough affordable housing for senior citizens who wish to remain in their current communities. Also, our young people do not have enough options to stay where they lived most of their lives because of the high costs.

What I think is nice would not be practical in this area. That would be Villa's.

Allowing a second apartment would help seniors cover housing taxes and expenses and also allow young folks to stay in Clarkstown.

Nursing Home

Won't want to live near industry. Don't want housing and residential on top of plants etc.

We need housing for seniors and disabled badly

Housing problem (shortage) is a direct result of high taxes when the need for schools is minimum for seniors. Lower tax rate for people over 60 would result in more people not planning a move.

Good public transportation would be good

Apartment with no steps, eatin kitchen, washer drier in the apartment, two bathrooms with stall shower, clubhouse, health spa and pool on premises. Why is Rockland so far behind in this type of facility.

Housing should be located in areas with good shopping, transportation, pleasant trees etc. Not in any old place.

Homes should be in areas with transportation, shopping surrounding home with trees and other conveniences.

I don't think senior housing should be in commercial area (light industrial). Do not down zone.

I am in favor of over 55 housing similar to the NJ models.

Seniors should only pay 25% of their property tax and be able to reside in their present homes and have zoning exceptions to rent one room for every 4 rooms in their house.

Clarkstown should be more lenient in allowing Mother-Daughter arrangements. All this really means is allowing a stove and a sink. Allow for a limited time ie 5 years. Inspect if the mother is no longer living there and remove the permit.

I currently live with my wife in a one bedroom apartment. But however, my teenage son has come to reside with me so I am in need of a larger place urgently.

One story townhouses or patio apartments are ideal from our point of view.

This town has very few small homes, everything is outrageously big.

More low cost housing is needed. My daughter can not find any housing to rent in this town that she can afford. She is currently separated due to illness and is financially a single parent living with us.

APPENDIX III

Section D – Young Adults Questionnaire



Citizens Advisory Board for Housing - Town of Clarkstown

April 17, 2002

Dear Clarkstown Resident,

On January 15, 2002, the Clarkstown Town Board established a Citizens Advisory Board to analyze the housing needs of current Clarkstown residents and make recommendations to address those needs. We were asked to specifically look into the needs of our young adults. The committee plans to accumulate data to verify and quantify these needs and based on the results; report back to the Town Board with our recommendations by mid 2002.

As part of this process, we are enclosing a questionnaire for you to complete.

Please note the following:

- 1- The enclosed questionnaire is totally anonymous so please do not indicate your name or address.
- 2- Only residents of the Town of Clarkstown should complete the questionnaire.

Although it is impossible to guarantee that any specific action will take place as a result of these questionnaires, it is our hope that these results will become the basis of some tangible action on the part of the Town in the not too distant future.

Thank you for your help, we hope that you will take the time to complete this questionnaire as accurately as possible and return it to the Town of Clarkstown as follows:

Citizens Advisory Board for Housing
Town of Clarkstown
10 Maple Avenue
New City, NY 10956

Very truly yours,

Clarkstown Citizens Advisory Board for Housing

**Citizens Advisory Board for Housing - Young Adult Housing Questionnaire******IMPORTANT!!**** - Please return this completed questionnaire by **May 15, 2002**

1. Identify your age group: ☐ 22-25 ☐ 26-30 ☐ 31-35
2. You currently reside in:
☐ Congers ☐ Valley Cottage ☐ West Nyack
☐ New City ☐ Nanuet ☐ Bardonia ☐ Rockland Lake
3. Identify your current arrangements (check all that apply):
☐ alone ☐ with roommate ☐ with spouse and children
☐ with parents ☐ with children ☐ with significant other or spouse
4. Do you? ☐ Own ☐ Rent
5. Do you expect to move within the next three years? ☐ Yes ☐ No ☐ Don't know
6. If you were to move, where would you consider moving?
☐ within Clarkstown ☐ outside of Rockland
☐ outside of Clarkstown, but within Rockland
7. Check the three most important factors you would consider in deciding where to move:
☐ job location ☐ cost of living/taxes ☐ larger residence
☐ traffic/population density ☐ school district ☐ cost of the house itself
☐ live near family
8. Please select the type of housing style you would consider:
☐ rental apartment complex ☐ condo/townhouse/co-op ☐ single family
9. The residence would have:
☐ one bedroom ☐ two bedrooms ☐ three bedrooms
☐ four or more bedrooms

(Continued on reverse side)

10. Would you prefer to rent or own? ☐ Own ☐ Rent
11. Would you consider living in a studio or one bedroom "accessory apartment?" (small apartment in a single-family house with its own entrance, kitchen and bathroom)?
 ☐ strongly consider ☐ not consider ☐ do not know
 ☐ other (explain) _____
12. The proximity of the residence to public transportation is:
 ☐ very important ☐ somewhat important ☐ not important
13. How important is it to be within walking distance of shopping centers?
 ☐ very important ☐ somewhat important ☐ not important
14. If you were moving to a multi-family complex (i.e. condo or townhouse), how important would special amenities such as a pool, tennis courts, and other recreational facilities be?
 ☐ very important ☐ somewhat important ☐ not important
15. Please check those volunteer emergency services in which you are currently active.
 ☐ fire department ☐ EMT or ambulance ☐ None
 ☐ other _____
16. The maximum you would pay per month for rent and utilities is
 ☐ \$750 ☐ \$900 ☐ \$1,000 ☐ \$1,200 ☐ \$1,500 ☐ \$1,700 or higher
17. The maximum you would consider paying for a new home would be
 ☐ \$150,000 ☐ \$175,000 ☐ \$190,000 ☐ \$200,000
 ☐ \$250,000 ☐ \$300,000 ☐ \$350,000 ☐ \$400,000 or higher
18. Please offer any comments about your housing needs and issues that you think the Town should consider:

APPENDIX III

Section E – Young Adults Questionnaire Results

1-Identify your age group:

Age Group	Totals
22-25	272 23.80%
26-30	376 32.90%
31-35	476 41.64%
No Response	19 1.66%
Grand Total	1143 100.00%

2-You currently reside in:

Age Group	Bardonia	Congers	Nanuet	New City	Rockland Lake	Valley Cottage	West Nyack	No Response	Totals
22-25	9 3.31%	26 9.56%	52 19.12%	97 35.66%	0 0.00%	52 19.12%	35 12.87%	1 0.37%	272 23.80%
26-30	9 2.39%	52 13.83%	87 23.14%	120 31.91%	1 0.27%	56 14.89%	45 11.97%	6 1.60%	376 32.90%
31-35	18 3.78%	48 10.06%	124 26.05%	165 34.66%	0 0.00%	53 11.13%	66 13.87%	2 0.42%	476 41.84%
No Response	0 0.00%	4 21.05%	0 0.00%	8 42.11%	0 0.00%	0 0.00%	2 10.53%	5 26.32%	19 1.66%
Grand Total	36 3.15%	130 11.37%	263 23.01%	390 34.12%	1 0.09%	161 14.09%	148 12.95%	14 1.22%	1143 100.00%

03-Current Living Arrangements by Age Group

Age Group	Alone	With Children	With Parents	With Roommate	With Spouse	With Spouse & Children	No Response	Total
22-25	9 14.52%	0 0.00%	246 47.86%	5 19.23%	7 4.19%	5 1.45%	0 0.00%	272 23.80%
26-30	25 40.32%	2 10.00%	174 33.85%	14 53.85%	83 49.70%	77 22.25%	1 12.50%	376 32.90%
31-35	28 45.16%	18 90.00%	90 17.51%	6 23.08%	78 45.51%	256 73.99%	2 25.00%	476 41.64%
No Response	0 0.00%	0 0.00%	4 0.78%	1 3.85%	1 0.60%	8 2.31%	5 62.50%	19 1.66%
Grand Total	62 5.42%	20 1.75%	514 44.97%	26 2.27%	167 14.61%	346 30.27%	8 0.70%	1143 100.00%

4-Do you?

Age Group	Own	Rent	No Response	Totals
22-25	96 35.29%	68 25.00%	108 39.71%	272 100.00%
26-30	154 40.96%	140 37.23%	82 21.81%	376 100.00%
31-35	347 72.90%	95 19.96%	34 7.14%	476 100.00%
No Response	9 47.37%	3 15.79%	7 36.84%	19 100.00%
Grand Total	606 53.02%	306 26.77%	231 20.21%	1143 100.00%

05-Expect to move within 3 years by Age Group

Age Group	Yes	No	Don't Know	No Response	Total
22-25	194 35.60%	16 4.76%	81 25.00%	1 5.56%	272 23.80%
26-30	222 40.73%	85 25.30%	64 26.23%	5 27.78%	376 32.90%
31-35	126 23.12%	226 67.26%	118 48.36%	6 33.33%	476 41.64%
No Response	3 0.55%	9 2.88%	1 0.41%	6 33.33%	19 1.66%
Grand Total	545 47.68%	336 29.40%	244 21.35%	18 1.57%	1143 100.00%

6-If you were to move, where would you consider moving?

Age Group	Within Clarkstown	Within Rockland, not Clarkstown	Within Rockland	Outside of Rockland	Anywhere	No Response	Totals
22-25	53 19.49%	32 11.76%	13 4.78%	134 49.26%	20 7.35%	20 7.35%	272 23.80%
26-30	109 28.99%	40 10.64%	32 8.51%	157 41.76%	26 6.91%	12 3.19%	376 32.90%
31-35	195 40.97%	35 7.35%	34 7.14%	148 31.09%	32 6.72%	32 6.72%	476 41.64%
No Response	3 15.79%	1 5.26%	1 5.26%	4 21.05%	1 5.26%	9 47.37%	19 1.66%
Grand Total	360 31.50%	108 9.45%	80 7.00%	443 38.76%	79 6.91%	73 6.39%	1143 100.00%

7a-First of three most important factors in deciding where to move:

Age Group	Job Loc	Cost of living/taxes	Larger Residence	Traffic/Pop. Density	School District	Cost of house	Live near family	No Response	Totals
22-25	174 63.97%	72 26.47%	4 1.47%	8 2.94%	1 0.37%	5 1.84%	8 2.94%	0 0.00%	272 23.80%
26-30	154 40.96%	137 36.44%	11 2.93%	25 6.65%	19 5.05%	4 1.06%	25 6.65%	1 0.27%	376 32.90%
31-35	165 34.66%	148 31.09%	24 5.04%	36 7.56%	52 10.92%	9 1.89%	37 7.77%	5 1.05%	476 41.64%
No Response	6 31.58%	7 36.84%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	6 31.58%	19 1.66%
Grand Total	499 43.66%	364 31.85%	39 3.41%	69 6.04%	72 6.30%	18 1.57%	70 6.12%	12 1.05%	1143 100.00%

7b-Second of three most important factors in deciding where to move:

Age Group	Job Loc	Cost of living/taxes	Larger Residence	Traffic/Pop. Density	School District	Cost of house	Live near family	No Response	Totals
22-25	20 7.35%	102 37.50%	11 4.04%	24 8.82%	38 13.97%	19 6.99%	33 12.13%	25 9.19%	272 23.80%
26-30	17 4.52%	93 24.73%	24 6.38%	39 10.37%	108 28.72%	35 9.31%	41 10.90%	19 5.05%	376 32.90%
31-35	5 1.05%	89 18.70%	48 10.08%	36 7.56%	211 44.33%	21 4.41%	35 7.35%	31 6.51%	476 41.64%
No Response	0 0.00%	1 5.26%	0 0.00%	1 5.26%	5 26.32%	1 5.26%	3 15.79%	8 42.11%	19 1.66%
Grand Total	42 3.67%	285 24.93%	83 7.26%	100 8.75%	362 31.67%	76 6.65%	112 9.80%	83 7.26%	1143 100.00%

7c-Third of three most important factors in deciding where to move:

Age Group	Job Loc	Cost of living/taxes	Larger Residence	Traffic/Pop. Density	School District	Cost of house	Live near family	No Response	Totals
22-25	4 1.47%	29 10.66%	5 1.84%	14 5.15%	12 4.41%	122 44.85%	40 14.71%	46 16.91%	272 23.80%
26-30	8 2.13%	30 7.98%	19 5.05%	13 3.46%	34 9.04%	172 45.74%	58 15.43%	42 11.17%	378 32.90%
31-35	7 1.47%	29 6.09%	62 13.03%	15 3.15%	69 14.50%	200 42.02%	45 9.45%	49 10.29%	476 41.64%
No Response	0 0.00%	1 5.26%	1 5.28%	0 0.00%	1 5.26%	4 21.05%	2 10.53%	10 52.63%	19 1.66%
Grand Total	19 1.66%	89 7.79%	87 7.61%	42 3.67%	116 10.15%	498 43.57%	145 12.69%	147 12.86%	1143 100.00%

8-Please select the type of housing style you would consider:

Age Group	Rental Apartment Complex	Condo/Townhouse/Co-op	Single Family	No Response	Totals
22-25	105 38.60%	87 31.99%	79 29.04%	1 0.37%	272 23.80%
26-30	61 16.22%	104 27.66%	208 55.32%	3 0.80%	376 32.90%
31-35	20 4.20%	71 14.92%	382 80.25%	3 0.63%	476 41.64%
No Response	2 10.53%	4 21.05%	8 42.11%	5 26.32%	19 1.66%
Grand Total	188 16.45%	268 23.27%	677 59.23%	12 1.05%	1143 100.00%

8-The residence would have:

Age Group	1 Bedroom	2 Bedrooms	3 Bedrooms	4 or more Bedrooms	No Response	Totals
22-25	65 23.90%	115 42.28%	71 26.10%	18 6.62%	3 1.10%	272 23.80%
26-30	47 12.50%	105 27.93%	132 35.11%	90 23.94%	2 0.53%	376 32.90%
31-35	13 2.73%	66 13.87%	135 28.36%	259 54.41%	3 0.63%	476 41.64%
No Response	1 5.26%	4 21.05%	6 31.58%	3 15.79%	5 26.32%	19 1.66%
Grand Total	126 11.02%	290 25.37%	344 30.10%	370 32.37%	13 1.14%	1143 100.00%

10- Would you prefer to rent or own?

Age Group	Rent	Own	No Response	Totals
22-25	73 26.84%	193 70.98%	6 2.21%	272 23.80%
26-30	46 12.23%	326 86.70%	4 1.06%	376 32.90%
31-35	12 2.52%	462 97.06%	2 0.42%	476 41.64%
No Response	2 10.53%	11 57.89%	6 31.58%	19 1.66%
Grand Total	133 11.64%	992 86.79%	18 1.57%	1143 100.00%

11- Would you consider living in a studio or one bedroom 'accessory apartment' (small apartment in a single-family house with its own kitchen

Age Group	Strongly Consider	Not Consider	Do not Know	Other	No Response	Totals
22-25	85 31.25%	89 32.72%	82 30.15%	8 2.94%	8 2.94%	272 23.80%
26-30	63 16.76%	234 62.23%	52 13.83%	19 5.05%	8 2.13%	376 32.90%
31-35	23 4.83%	394 82.77%	36 7.56%	7 1.47%	16 3.36%	476 41.64%
No Response	5 26.32%	8 42.11%	1 5.26%	0 0.00%	5 26.32%	19 1.68%
Grand Total	176 15.40%	725 63.43%	171 14.96%	34 2.97%	37 3.24%	1143 100.00%

12-The proximity of the residence to public transportation is:

Age Group	Very important	Somewhat important	Not important	No Response	Total
22-25	64 23.53%	108 39.71%	98 36.03%	2 0.74%	272 23.80%
26-30	66 17.55%	128 33.51%	180 47.87%	4 1.06%	378 32.90%
31-35	52 10.92%	165 34.68%	255 53.57%	4 0.84%	476 41.64%
No Response	5 26.32%	3 15.79%	6 31.58%	5 26.32%	19 1.66%
Grand Total	187 16.36%	402 35.17%	539 47.16%	15 1.31%	1143 100.00%

13-How important is it to be within walking distance of shopping centers

Age Group	Very important	Somewhat important	Not important	No Response	Totals
22-25	23 8.46%	100 36.76%	145 53.31%	4 1.47%	272 23.80%
26-30	30 7.98%	108 28.72%	232 61.70%	6 1.60%	376 32.90%
31-35	28 5.46%	140 29.41%	308 64.29%	4 0.84%	478 41.64%
No Response	4 21.05%	3 15.79%	7 36.84%	5 26.32%	19 1.66%
Grand Total	83 7.26%	351 30.71%	690 60.37%	19 1.66%	1143 100.00%

14-If you were moving to a multi-family complex (i.e. condo or townhouse), how important would special amenities such as a pool, tennis courts and other recreational facilities be?

Age Group	Very Important	Somewhat Important	Not Important	No Response	Totals
22-25	69 25.37%	147 25.37%	55 25.37%	1 25.37%	272 23.80%
26-30	122 32.45%	178 32.45%	67 32.45%	9 32.45%	376 32.90%
31-35	202 42.44%	181 42.44%	68 42.44%	25 42.44%	476 41.64%
No Response	5 26.32%	4 26.32%	5 26.32%	5 26.32%	19 1.66%
Grand Total	398 34.82%	510 44.62%	195 17.06%	40 3.50%	1143 100.00%

15-Please check those volunteer emergency services in which you are currently active.

Age Group	Fire department	EMT or Ambulance	Other	None	No Response	Total
22-25	13 21.31%	7 33.33%	4 25.00%	229 23.71%	19 24.05%	272 23.80%
26-30	29 47.54%	9 42.86%	7 43.75%	305 31.57%	26 32.91%	376 32.90%
31-35	18 29.51%	5 23.81%	5 31.25%	420 43.48%	28 35.44%	476 41.64%
No Response	1 1.64%	0 0.00%	0 0.00%	12 1.24%	6 7.59%	19 1.66%
Grand Total	61 5.34%	21 1.84%	16 1.40%	966 84.51%	79 6.91%	1143 100.00%

16-The maximum you would pay per month for rent and utilities is:

Age Group	\$750	\$800	\$1000	\$1200	\$1500	\$1700+	No Response	Totals
22-25	50 18.38%	56 20.59%	66 24.26%	54 19.85%	21 7.72%	9 3.31%	16 5.88%	272 23.80%
26-30	35 9.31%	46 12.23%	60 15.96%	101 26.86%	69 18.35%	40 10.64%	25 6.65%	376 32.90%
31-35	20 4.20%	30 6.30%	67 14.08%	85 17.86%	99 20.60%	107 22.48%	68 14.29%	476 41.64%
No Response	3 15.79%	3 15.79%	1 5.26%	1 5.26%	3 15.79%	2 10.53%	6 31.58%	19 1.66%
Grand Total	108 9.45%	135 11.81%	194 16.97%	241 21.08%	192 16.80%	158 13.82%	115 10.06%	1143 100.00%

17-The maximum you would consider paying for a new home would be:

Age Group	\$150,000	\$175,000	\$190,000	\$200,000	\$250,000	\$300,000	\$350,000	\$400,000 or higher	No Response	Totals
22-25	39 14.34%	22 8.09%	9 3.31%	44 18.18%	50 18.38%	40 14.71%	22 8.09%	13 4.78%	33 12.13%	272 23.80%
26-30	24 6.38%	24 6.38%	15 3.99%	55 14.63%	72 19.15%	67 17.82%	55 14.63%	42 11.17%	22 5.85%	376 32.90%
31-35	20 4.20%	18 3.78%	11 2.31%	32 6.72%	67 14.08%	89 18.70%	110 23.11%	118 24.79%	11 2.31%	476 41.64%
No Response	1 5.26%	2 10.53%	1 5.26%	1 5.26%	1 5.26%	1 5.26%	4 21.05%	1 5.26%	7 36.84%	19 1.66%
Grand Total	84 7.35%	66 5.77%	36 3.15%	132 11.55%	190 16.62%	197 17.24%	191 16.71%	174 15.22%	73 6.39%	1143 100.00%

Comments Report

Housing costs are way too high. There needs to be some regulation on what people can ask.

Please consider aesthetics - we don't want to be known as vinyl country. Also consider water usage - horrible situation we now have i.e., Stage 3-4. Try not to make a buck on ever developers dream - preserve our water and town's integrity!

Property taxes are very high, more multi-family complexes would be good.

Transportation to NYC - make the hours for commuting better and more accessible.

Cost of houses has skyrocketed making it almost impossible for a young person or couple or even a single person to obtain a house.

Too high to buy house in Congers or anywhere in Clarkstown.

Reduce taxes.

Should have more affordable housing for older people in the area - so that the young people can buy and prosper in the area.

other: we in that now need bigger place.

My husband and I cannot afford to purchase a home in Clarkstown due to the rising costs and our growing family. There is not an acceptable house in our price range.

High prices of single family homes in this area are forcing all of the young hardworking people out of the county. This county has taken away our American dream of buying a home. We have to wait and save and just hope that someday we can buy a home.

Public parks are important to me the upkeep and investment into these areas (parks, gardens) should be a priority. Housing is very expensive here, it's difficult for the average family to afford.

I think young couples would like to stay in our town where we grow-up; and have family there should be affordable housing for us.

The town should consider renovating existing dwellings only. No new dwellings should be built. We need to preserve our open spaces. Preserving and maintaining our open spaces is more important than new housing.

Keep out the poor. Always vote in favor of community residences for the disabled.

Houses are too expensive cannot afford to buy one.

No more town homes "please" congestion is at its all-time max. Kids need more parks and places to hang out. Clarkstown residents should not receive traffic tickets from Clarkstown Police (just a warning) get the money from outsiders.

The town should consider building houses for people 55 and older so they can sell their homes to younger people and not have to move out of state or county, and live in a nice affordable area in Clarkstown, next to their children.

We are a young couple just married and are renting now - rent = 1400/mo. Not including utilities -- living paycheck to paycheck and are looking to own a home. There are no affordable townhouses/condos or single family homes in Rockland County.

other: church -- there is something wrong with a community where 1200-1800 sq/ft homes are selling for over 250k - other counties in the state could buy the same size home for 1/2 that price - what's going on who can afford to live in Clarkstown?

Homeowners should be made responsible for keeping their homes looking nice. There should be Town enforced rules with fines if they do not. (i.e., Ridgewood, New Jersey)

other: live in accessory apt. move to sing. Fam. House -- We are looking to buy a house. Grew up in Rockland and we would love to remain and raise our family here. The skyrocketing prices of houses and taxes seem destined to continue - too much \$

My husband and I are living in a legal mother/daughter in Nanuet. Paying rent and utilities want to buy home but would have to relocate out of state b/c \$houses. Want to live here but can't afford to - cost of houses and taxes makes it unaffordable

Do not tax us out by putting in cheap housing that will fill up the schools and clog the roads -- I worked hard, so can others.
playgrounds with nice amenities such as bathrooms and water fountains.

This area is so expensive that children of home owners can't afford to live there and that is very sad. You are separating families.

The cost of living in this town is prohibitive. I grew up in Rockland and love living in Congers, but I cant afford to buy. I think it is sad.

For a young couple just starting out, it is impossible to purchase a home in the Nyack area. For the current prices of homes in this area one must make over a 100k/yr - not everyone is that fortunate. School system- more well-rounded students

If you want to keep young college grads in the community, there must be affordable housing.

We desperately need pet friendly rental properties in the county.

My tax dollars pay top dollar to keep people in the country. We should put them up in apartments in cheaper areas. If I can't hold down a good job do my kids deserve to go to Clarkstown schools?

I have no housing needs - however I am not in favor of having additional rental or affordable housing.

I have lived in New City since I was born - and am watching swath of woods after swath of woods being cut down so that am many houses as possible can be built by developers. The town is simply too crowded; too many traffic lights.

NO MORE BUILDING - in favor of tasteful development - not crowding houses onto small lots -- also problem of crowding school and streets - needs more open space and regulated development of the community.

Stagnant water is a problem - we have water 10 feet from our house - drainage is not working. I am very concerned about the West Nile virus. Please send somebody to fix it. I have an 8 yr old child who likes to play outside - thanks, Brent Tuipa

make the building process less confining - why do we pay for a zoning administrator who is a lawyer and doesn't know anything about construction and the building process. Make the people in charge of making the decisions qualified.

Make the building process easier - we persistently have tried to develop property and have had no success (a lot of red tape) we need to have a zoning administrator who doesn't waste taxpayers money and knows his business.

There aren't any rental communities that I am aware of that meet the needs of twenty-somethings. Other rental opportunities, such as apartments in single family homes, are very limited.

Building affordable housing in areas that are considered to have great school for people who earn non-for-profit salaries and cannot afford Clarkstown houses.

Introduce more affordable housing that is available to young professionals to buy instead of low income or high income housing which seems to be the only housing being built lately.

Too costly to live in Clarkstown. It is one of the most expensive areas in Rockland. Not an affordable area to live.

Please fix 9w where it meets 303 in Congers. There have been several close calls where one is on 9w and intends to proceed onto Leif Blvd. There is no sign to which is the proper turning/straight lane.

There has to be affordable single family homes - not townhouses or condos but houses, made available. There should especially be made available to the emergency service volunteers. Or the town should consider offering low interest mortgages to vol's.

Based on rising real estate costs and limited supply I imagine that it is quite difficult for young adults who are trying to buy a new home.

The town should have more townhouses and condos for middle class young adults.

Rockland needs more affordable apartment complexes and/or condo/townhouses in safe neighborhoods with amenities and nice grounds.

Town should consider limiting new construction of condo/townhouse type as the roadways and county is already so congested.

More parks

There is a major shortage of houses available in the mid-price range.

There is no affordable new construction in Clarkstown, more state land should be released and lots sold to new home buyers and not builders or real estate inventors who mark up the property.

Affordable housing for middle class college educated people who want to have children and have one spouse not work and stay home to raise children (Indian Rock complex in Suffern) we could afford to purchase a home now with 2 working - but not 1

Rent control

Keep taxes lower so more could afford to own.

Reduce taxes

It would seem that the first time buyers are in the most difficult position - need to find solution to problem -- maybe relaxing the regulations on single family homes to allow for more accessory apartments...

Keep taxes down -- Keep education and safety a priority.

Can't afford to live in Rockland b/c too expensive -- but don't want to move.

Currently finished grad school and am teaching. Living with parents while I pay student loans and save. Approx. plan is 7 years at home until 27.

I think they should leave everything just the way it is. Clarkstown has one of the best schools in the country, police rec, town government and services. If you want to live here you have to pay your dues, just like everyone else in Clarkstown - Cheap, no

I want to turn my one-family into a 2 family and was told I'm not allowed. This is every frustrating. How can anyone afford housing here anymore? Change the zoning of 2 families to all of Clarkstown.

The price of homes is too high.

I would move out of Rockland due to the poor financial situation of the county. The truth is I love Rockland but could not afford to live here, I was born and raised here but people like me are being driven out.

Do not want subsidized housing - Live in Clarkstown.

Some people may not know where they will be in the next few years. Make some complexes for younger people and cheaper, especially since most people will not be able to afford that much. Those 35 and younger just like places for people 55+.

Single working women.

My choices would also be made w/regard to the population of young adults in the area as well.

Apartment style housing or townhouses for new college graduates.

Clarkstown should consider a stop on all new building in the town - only single residences should be built on 1/2 acre minimum sized lots.

We think you should consider changing the school zone in the hamlets. I would love to be in Clarkstown school district like my neighbor, but I live a few doors down and am in East Ramapo

other: domestic violence

Wouldn't consider living in Rockland (beyond the part that she's un-employed and recently divorced) because there is no golf course.

Have a significant tax rebate or some other residential break for volunteer firefighters or EMT's.

The properties in Clarkstown (apartment complexes) are run-down and in poor shape [not attractive] - lived in Baltimore where there were attractive apartments focusing on young professionals.

Please please help us keep some green space. We both feel that there is too much new construction. We want more rural - the forest is disappearing.

Cost of housing and taxes Rockland are putting a hard hit on the county's emergency services. Too much loss of people in their mid-twenties and early 30's who are trying to start families while working in the emergency services - too much \$

There just isn't any affordable housing for a family of 5 with moderate income, without having at least 50k in the bank.

The town should consider the large amount of people ages 21-26, who are out of school and working. Clarkstown's focus has become on senior living and not the younger people - we should shift our focus back on younger people.

Unless they are stock brokers, lawyers doctors or married with two GOOD incomes it is impossible to live in Rockland county - my maximums are below your minimums of your "max" values.

Clarkstown needs its own golf course.

It is very difficult for young adults whose income can't support them in Clarkstown. -- needs to create some subsidized housing for all (young and old) low-income households.

Housing in Clarkstown/Rockland are insane for the middle class family. Housing prices are not middle-class and nearly all working/middle class families shouldn't need to stress over the cost of living - it's bologna.

There has to be more facilities such as condos or co-ops that accept pets. It is almost impossible to find an apartment that has reasonable rent that accepts dogs or cats.

The prices in Clarkstown are too expensive. I am getting married in Aug. and we had to buy in Orange Co. b/c what we could afford here was not even appealing. I am a teacher in Clarkstown and I would like to be closer to my job. Hope this happens.

The Tilcon firing range need to be addressed and the blasting.

Housing in Rockland is not affordable a person like myself could not survive without some assistance (i.e. parents or state) I am a college graduate that make 30,000 a year with a child.

I am a single mother raising an infant. I would like to live in Nanuet or nearby - but can't afford to.

Rockland Co. is no longer for middle-class working people. It is absolutely impossible to purchase a home and raise a family in the county. Every middle-class couple my age (31-35) has been forced to move to Orange Co.

Consider the fact that Rockland Co. is ridiculous in taxes and in the cost of houses. It's impossible for young couples now days to afford to live in Rockland Co. I would consider moving out before relocating within Rockland Co.

many of our friends are moving out to Orange Co. because it is so much more affordable.

Rental units in Clarkstown are limited and expensive

Need MTA on this side of the Hudson for real. The current train through Nanuet and Spring Valley is a joke - limited times, no weekends. Tappan Zee express complicates this whole process.

Properties for 750 or less per mo.

The situation most particularly in New City is getting unbearable due to all the congestion in the past ten years. I also it has aggravated the voter problem substantially.

There is a need for EMS and/or fire dept. in closer proximity to the Hamlets/Amber Fields/Avalon Gardens perhaps located on new Clarkstown Rd. near the high tension power lines that cross new Clarkstown. It takes a while for Spring Valley fire to respond.

There is a strong need for affordable housing NOT low income or section 8.

The real estate and rent prices in Rockland (especially Clarkstown) make it almost impossible for a single young adult to reside here. As much as I like Clarkstown, I cannot afford to stay here.

Housing in Rockland is no longer affordable for the average working class family. The "starter" home no longer exists. If we didn't buy when we did, would not be able to. New houses have ridiculous prices & poor workmanship

Taxes & Prices of home makes it almost impossible for young couples to be able to own a home.

The town should consider housing for middle income families that grew up in Clarkstown so we may be able to stay here without working four jobs.

To stop building in the town of Clarkstown it is already to expensive to live here and its overpopulated as it is.

Housing is very difficult to find in Rockland County - I can barely afford to live here and hope that something is changed so that single mothers like myself can remain in Rockland County.

For adults 20-30, the cost of living is ridiculous. Between having to pay for school, car and rent makes it hard to actually have a living.

Affordability for single income housing.

As a firefighter, Fire Depts. Are losing members because of cost of living is way too high. A lot of people I know moved out of Rockland because it is too expensive.

Help me find an apartment in a house now. Renting and want to move.

Any housing options for young adults other than \$500k houses and or old age homes. Because that's pretty much the only option. Point being the word "option". Oh, and while you're at it how about some playing time for children -

It is difficult for young people to find housing in Clarkstown and Rockland as a whole. I searched for months and then spent months on waiting a list to enter the garden apartment complex. The cost of housing is too steep to live near home.

I can't afford anything in Rockland that is why I still live with my parents and will probably move to another state.

Houses are still too expensive, I couldn't afford one for 5 years or more.

Clarkstown as well as many other communities in the Metro area seems to be ignoring the housing needs of young families earning average income. New housing consists of either townhouses or mini-mansions that are too expensive/don't meet needs

No one can afford Rockland County anymore that's why everyone is moving to orange and their prices skyrocketed. If everyone paid taxes - other original native residents wouldn't have to suffer and compensate with high taxes.

Taxes are too high. Housing is too expensive and not geared to young adults who would like to stay in Rockland.

other: hospital

have no current housing needs other than maintaining the home I already have.

Young adults need affordable rentals or 1st homes, which the town is lacking. Other amenities are also important being near places to shop, drink, meet other young people- closest place is Nyack currently.

Better public transportation to NYC. The bus/train from Palisades Center is OK, but it takes 1.5 hrs to get to the city.

Zoning should be allowed for creating more 2 family homes. We would def. Live in a 2 family home if we didn't have children. It creates affordable housing and "accessory apartments" are ideal for people just starting out.

Look at Marriot Courtyards models being used by colleges with modifications, they would make great starter units for those of us returning from college and choosing to live away, yet near.

Clarkstown has enough 500k to 1 million dollar homes. Something needs to be done. It's sad that people like my husband and I who were born and raised here can't afford to own a home - the property taxes are the icing on the cake.

While Rockland is a great place to grow up (I grew up here) its become too crowded with strip malls and Clarkstown would do well to utilize available lots for more upscale and or desirable stores. Try to attract more upscale commercial properties.

I think it would be nice to have condos built in the area that would attract people in their 20's and 30's. It would be great if they were not too expensive (option of renting and buying).

All the new houses are huge and way too expensive. People that have grown up in Rockland are being forced out of the county with these prices. Even townhouses are high, how about building singles that are more affordable.

There is an issue of public transportation in Clarkstown/Rockland a major reason for my desire to leave this area is it's poor or lack of public transportation with the county and into NYC (esp. late night and weekends).

Clarkstown and N. Rockland should look at the land by Letchworth Village for over 55 people. Two bedroom, two bath town homes or condos that between 189,000 - 229,000 would be great.

Condo needs to accept pets.

Too expensive. People who are 24 are still living with their families because they can't afford to live on their own. The areas prices are too high

I would love to live near my family in New City but can't afford to as a recent college graduate. All of my friends have moved out of the county because it's too expensive and there aren't enough facilities (gyms/tennis courts, etc.)

I think this survey is an excellent idea. Rockland is depriving itself economically and culturally because it lacks diversity - if there were better transportation into NYC then there'd be more younger working class people in Rockland.

I would like to have two or three bedrooms in the townhouse or co-op.

Non studio apts (1-2 bedroom or den) affordable for singles just starting out (salary less than 30000). Assistance with down payments for condo/townhouse or single family home.

More park services

Commuting over the TZ bridge is a nightmare, not enough jobs/low pay - houses are too expensive taxes are out of control.

We are not in a position to consider a 1br/studio apartment, but we are concerned for the younger generation that they would be able to find affordable housing in Rockland. Increasing taxes and cost of homes is making it difficult.

Please take care of the smell from the dump.

Property/house/tax prices are too expensive - can't afford anything here; most of the people I grew up with can't afford this place any longer.

I live at home and work in Rockland. Having graduated from college last year I hope to advance my career and eventually like to raise a family here in Rockland.

I think it needs to be realized that younger people don't make a lot of money at a young age. It is very expensive to live in Rockland County and due to this, it may push people out of the area.

Almost everyone who I grew up with has had to move b/c of high taxes and house prices.

People who grew up in Clarkstown should be a priority - many people who grew up here want to raise their families here, but it's too expensive.

There should be a housing complex for single mothers what can't afford to live on their own b/c the father's don't pay.

There is little affordable housing in Rockland, to own a home - first time buyer - is almost impossible; people who are involved in volunteer services should have immediate tax breaks.

Houses are too expensive for young families to afford - HELP

Too expensive. Taxes are too high - newlyweds can only afford to rent; affordable housing is too small and not appealing -- younger population of Clarkstown will eventually move away - b/c too much \$

The town should maintain imposed zoning laws. I would not build senior homes on vacant land. If you want to build I would renovate existing buildings in town. I think we should have a public forum.

Clarkstown doesn't offer any decent housing with a good school district, rather than building big houses that young families can't afford, they should build normal homes that young families can afford and expand the school districts.

The cost to rent and buy in Rockland is way too much \$. Rent is nearly as much as I'd be paying in a mortgage

The new developments I see have very little property attached to the homes. The houses would be more appealing if they were spread out more.

The cost of living in Rockland County is absurd. We don't live in Beverly Hills or the Hamptons - way too expensive.

Not fair that I live in Nanuet and pay Rockland taxes, meanwhile my kids go to Ramapo (East) - something should be done.

Stop building new homes/condos/townhouses

I think the town should consider housing needs of all residents - why create housing that only very rich can afford - change zoning so that young people starting out can come and raise their families.

Too costly for me to own a house - husband and two children

More housing for the elderly and less taxes.

We need more homes with a good price range - and lower taxes

Stop building huge houses that no one can afford. Houses for middle class people not the super rich. The price of houses is so high the true Rockland Co. people can't afford to live here any longer.

I need bigger rooms I have a large family with two boys who are teenagers and two girls in elementary school where I'm at right now - I don't have enough room.

31

Consider keeping young people in county.

There needs to be more affordable housing for younger people like myself. They need to be in safer areas too.

Those of us couples without children are struggling to make ends meet - just as hard as those with children -- we don't appreciate how the area is crammed full of families living in condos that pay lower taxes than those in single family dwellings -

Lots of single family and townhouses and condos have been constructed for well to do people, how about some affordable houses for people like me.

Preservation of public land for parks and access to waterways - define out buffer zones in residential areas to commercial areas.

would consider studio - but would check location first.

Rent control

My house is perfect.

Piermont recently had a donation of an apartment complex to their firemen - something that Rockland should think about. Perks for being a member of the protective/safety force of Rockland Co.

Lower the cost of living so the "average" person can afford to live in this county - not a person that makes a higher income than most.

Both my husband and I can't afford to buy a home because anything in our price range needs too much work to make it livable, and/or life is nearly impossible when trying to make ends meet while working as a volunteer - can't afford it.

I am in grad school and already recognize that I won't be able to afford Rockland Co. prices - Rockland Co. needs to have more affordable housing for young adults.

Been looking to buy for approx. 3 mos. Prices are too high for single adults in Rockland, and Bergen.

Our strong preference is to move to the area which is accessible w/o a bridge - i.e.. Westchester Co.

It's too expensive for me to live in Clarkston without working another job - this is wrong.

Recently married and am having a hard time buying in Rockland Co. - try and look after young couples who were born and raised in Rockland Co. and wish to remain there.

We need a mass transit system in the county. An adequate RR system to NYC, Westchester and Albany

Put all of New City into Clarkstown Schools

The town should be completely accessible by sidewalks - speed limits need to be enforced and stop building on remaining open spaces - encourage car-pooling to NYC/Westchester.

More affordable housing - houses avg. over 300k in this town

Young adults that are just starting out can't afford the pay the high rates for rent - difficult to pay back loans and try and survive in this expensive county.

Thinking about moving out of state b/c of high taxes

I would love to remain in Rockland Co - but can't afford to. I have been living with my parents and saving but the costs are just too outrageous.

Work in Clarkstown would like to stay here - have lived here my whole life.

It is impossible for young couples and families just starting out to stay within the Town of Clarkstown and within Rockland Co. the prices of the houses is just too much.

There is nowhere here that is affordable. I can't afford to leave my parents (my salary doesn't allow me to do so) I can't afford to get married - not here!!

There are quite a few lots that are considered "greenbelt". These lots would be great for people's children to grow up on and live in - but the cost of housing in Clarkstown is outrageous and many can't afford the housing.

Be aware of how new housing development effects enrollment in school districts - families may move to area for specific school but then be "re-districted" to another school because of space problems - overdeveloping areas in Rockland effect the school sys

Clarkstown natives (husband and wife) who grew up and attended school in Clarkstown - have been renting a condo for over 5 years and are now having great difficulty finding a small single fam home in Clarkstown - more houses need to be freed up 4 younger

other: depends on family

As a couple hoping to buy our first home, it is becoming more and more difficult to find an affordable house due to the high cost of living - young adults in our age group are being forced to buy further north. This is something we do not want to do.

the cost of buying a single family home is prohibitive for most - unless both parents are working professionals. Most people who are in their 20's and 30's who grew up in Rockland cannot afford the house they grew up in - need for more affordable living

We need more apartments that are not so expensive for single mothers or fathers b/c we can not live at home forever.

As a new Rockland Co. resident I suggest to have the Nanuet train go directly into Manhattan - this will allow family and friends to be accessible to get here and visit Also, real estate property will be worth more for real estate.

Need better schools and better built homes for the money they're asking.

Less condo construction; the town/county is getting too over populated -- restrictions on rental housing

Need more handicap accessible housing in Rockland and need service providers to be able to actually provide services and not push papers.

There are plenty of locations on Rockland that are affordable though not in a glamorous area. The focus should on making the available housing in a more desirable neighborhood.

In this housing market, school districts become a major concern - both house and private school tuition become impossible.

The town should consider location of townhouses est. they are too close to main roads.

As a teacher in Rockland, I would prefer to live in a gated community. I would also like an attached garage.

Work on strengthening the school system so it continues to be attractive to live in Clarkstown, otherwise... taxpayers will move elsewhere.

With current housing prices younger residents such as myself are forced to move north, unless you want Clarkstown to be full of senior citizens - build homes in the \$300k range b/c who can afford 1mil./750k homes? Not the average person.

there needs to be some moderate/affordable housing opportunities for people of my age - can't afford to buy anything in the area -- don't want to move north but can't afford the prices here. Prefers to buy, not rent, but can't afford either.

Taxes are way too high for the services we receive.

I think and strongly recommend to the town of Clarkstown that they re-prioritize what it is that Clarkstown residents need. We need more money for school districts, not for housing in town that is considerably more well off then towns adjacent to it.

We currently own a home in Clrkstwn, but many of our friends are moving out b/c of the prices - both of us are employed, but my husband had to find a 2nd job just to pay the mortgage - too high taxes and mortgage - hope to send children to shools in Clkst

Most housing communities in Rockland are great towards the elderly or family with a dual income - but are too expensive for a young graduate who wants to live in Clarkstown. I think my age group has been forgotten with all the new building.

It would be great if Clarkstown had more affordable housing for young couples, such as additional town houses and apartments - and we need a train; but you probably have no say in that matter.

Maintenance - case in point; apartments opposite Bradlees Shopping Center. Messy places, junk cars overflowing garbage dumpsters. Make people care for their area have sense of community and consideration - we don't need slums

Real estate in Rockland is out of control - taxes are too high and young adults can not afford to live here near family and friends.

Tax breaks for young families to live in Rockland

High taxes makes it hard to live in Rockland

There are people over 35 who would/should be eligible for affordable housing - Rockland is beautiful but out of reach for some people as far as rentals are concerned and section 8 is almost non existent - that would help somewhat.

I am opposed to high density development - I believe the suburban character of Rockland should be maintained.

Clarkstown needs to implement traffic lights and stop signs to accommodate the traffic

It costs a lot of money to live around here and most of the time we are working 2 jobs to make ends meet - it is a beautiful area so we know it is worth it, however, it is very difficult for a young family who is just getting started

subsidy

More sidewalks should be created and buses so we can conserve gas and preserve the planet for the human race - we will all be extinct soon due to our foolish, selfish, corrupt behavior - what is the hidden agenda that you are planning now??

Pick up of garbage and leaves more often.

Housing based on income should be available to young adults who work full time. At this time the rents exceed the allowable amount due to the low paying jobs. I am a college graduate with a masters degree and I cannot find a job in my field in my field.

I believe the town should tax the Palisades Mall so that it may benefit the tax payers as PROMISED - also as a Clarkstown resident and Clarkstown employee, I often wonder where all my taxes go to - I would like to see a breakdown of spending.

As long as the housing is clean and the rent is fair young professionals will live here.

I want to stay a member of the firehouse, but I will not be able to b/c I cannot afford to live here anymore.

My fiancé who grew up in Nanuet wants to stay in the Clarkstown area, but we can't afford more than a 250,000 home and all houses are above that in this area - going to have to move to Orange Co. where living is affordable for young couples

There is no affordable housing in Clarkstown.

For a young family starting out in Clarkstown, life is rough - purchasing a house if off limits, and living areas are too small in what ever is affordable. There should be starter homes for under 200k so that young families might get a chance here.

The current housing market is pricing out low and middle income families and the tax structure will scare away all middle and lower income families so that the rich will have no one to repair their overpriced houses.

Prefers one or two bedroom apartment with kitchen/roommate

the town should consider more affordable housing for younger people such as apartments in single family homes.

Taxes in Clarkstown are too high - town officials should elevate current dollars spent on jobs within the town. Town should allow single family parcels to build a detached garage with living area. This would be a good opportunity for families to stay

Affordable single family independent homes in Clarkstown school - 3 to 4 Br some property 2 car garage in 350 - 400k range.

Stop unnecessary development - keep the few trees we have left - enforce zoning laws - especially neighborhoods which prohibit running businesses and keeping business vehicles (vans trucks) in driveways - keep child friendly neighborhoods

I have lived in Rockland all of my life, this county is too expensive ! It caters to people who make 6 figure salaries. You can start a family in this county.

Lower school and property taxes - provide affordable housing for county residents

Housing for single people, one income in Rockland is almost non-existent - people make 25-30k/yr - common charges are outrageous.. There is no way for single income individuals to survive in Rockland Co.

Being young and independent is hard to do in Rockland Co. the property taxes/ income taxes are way too high - it is nearly impossible to find a house right out of school - let alone pay for it - There is no way for a college grad to survive in Clarkstown

I am currently a resident and taxpayer in New City - the taxes are too high and property is too expensive for me to raise a family in Clarkstown - though I am a teacher in the district I cannot afford to live and raise a family here - though I want to.

Stop over developing Rockland - There is enough housing here - lets keep some country living

My husband and I are professionals working in Rockland, yet we cannot afford a house here - there is no place for young people to buy homes. Attention is only given to senior citizens. New construction is too much \$ - everything is too much \$

Property/school taxes are out of control - it would be beneficial to offer tax breaks to single homeowners/childless/senior citizens in regards to the exorbitant taxes - would offer incentives for young and old couples to reside in Clarkstown

More apartment rental buildings would be ideal - otherwise I've been more than happy here.

Clarkstown is a wonderful place to live. I am a single parent and find it hard to afford anything around this area. I would like to raise my child here, but it's too expensive.

Affordable housing in Clarkstown.

The noise from the thruway needs to be addressed -

Taxes are out of control.

The cost of houses is way too high - there is little to no opportunity for 1st time home buyers with a decent income to purchase a house. Unless they pay over 400k - and young couples, especially, can't afford that kind of money. - more in 60k range

The cost of living is too high for young couples starting out - those of us who grew up here are forced to leave due to the high costs and pretty soon only seniors will be living here - The town does nothing to help the hard working middle-class...

The town should consider housing for adults with low income - prices and cost of living here rival NYC - I could live in the city and pay as much as I would in Rockland -- being a young adult, I would choose the city, not Rockland.

Please work on areas which are isolated and have abandoned buildings.

I just think that the amount that owners ask for rent and also to buy is completely ridiculous - in the last 4 years the cost of buying has gone up way too much

Please build affordable house in Clarkstown or some where in Rockland that young single adults like myself can afford while paying back student loans - car payment/car insurance and buy food.

Both my children moved away b/c of difficulty in public transportation into NYC

Apts. Need business centers, possibly above the store themselves.

Clarkstown must enforce zoning laws. There regulations are not apparently being enforced throughout the county. Our neighbors who do not cut their lawn and leave garbage out front - Bergen has set the precedence for zoning enforcement

Zoning laws are an important issue - pay more attention to it.

The housing expense and real estate taxes - are out of control - people are being forced to move.

Spend some money of beautification of Congers.

I need to be able to afford my own apartment - if I could I would build affordable condos for young working people

Buying a house in Clarkstown is out of the question - based on the current market prices. Unless you are a senior citizen one can't find affordable property that isn't falling apart.

please build affordable housing for young adults.

Taxes are too high

Need new constructions for single family homes - affordable

Clarkstown needs more apartments and more options for young single people (more apartment complexes)

Quality of life Clarkstown will be affected directly (in a neg. way) by the amount of new construction permitted.

Town unlike New City - Have a downtown w/personality quaintness not to develop -- don't just develop condos on the remaining land.

A downtown area - it would be nice to be proud of

Lower school/property taxes that will help people remain in homes. Need more business/single family homes -- don't cut down every single tree. Not necessary.

The taxes and cost of housing needs to be addressed

The town should consider housing for young college graduates starting their careers. This might allow lower rents for these people at the same time keeping the population of tenants with similar demographics.

now homes on large piece of property - what is happening with the original Smith Farm Property - Though we are looking to buy a new home, new construction in Clarkstown is limited.

There is nothing in Clarkstown that single moms are afford.

Affordable housing along with reasonable commuting into NYC would be major pluses for young professionals

Apartments or single family houses should be available in Rockland. The prices are out of control - especially for a recent college grad such as myself.

Public golf course for working class residents.

The cost of living needs to decrease

If we pay Clarkstown taxes, we should be in the Clarkstown school district.

build houses in affordable price range so that average people can afford to stay here (I love Rockland).

It is a tough time for anyone especially a single person to move out. I would really like to buy something not rent, but it seems nearly impossible @ this point in time, and I even make a decent salary

Faster better quality transit to NYC - that is the main reason that young single people want to leave Rockland. This is not a place for us - Coach USA is run terribly as well.

Taxes are too high - Roads in poor condition - over congestion/housing/taxes main reasons for wanting to leave Rockland

In desperate need of reasonable housing - taxes are too high -- also need better transit into NYC

enhance schools

Single family housing for single parents with moderate income; affordable

There should be a tax break if your children don't attend the school. There should also be a cap on housing costs. - especially in Clarkstown.

Commute is bad - plan to move to city to SAVE money b/c job's there.

Both Mountainview Avenue and Christian Herald Road are in lousy shape.

Sidewalks would be nice - make it easier to get from one place to another on foot

It is very hard to become independent in Rockland b/c of the high living costs.

Need to be able to get information about public transportation - parks are beautiful, thanks

We currently are home shopping - it is very discouraging - it is impossible for a young couple to purchase a house in Rockland - tax incentives should available for first time buyers who grew up in the town and choose to live here.

Renting in Rockland is just too costly.

the cost of living in Rockland is outrageous - we need to stop developing the county and leave some trees standing

more affordable apartments with nice pool and play areas for children - affordable houses with nice surroundings

I love New City. I have been raised here for 1/2 of my life, but the real estate prices are to high so I feel like soon I am going to have to leave where my son was born and brought up.

Many leave county b/c Rockland doesn't cater to needs of recent college grads - some type of help would be nice

There needs to be more housing available for people on disability/section 8. Rents are too high for there people and housing options are too few. Make it a priority to create housing options for people on disability

more affordable housing for new professionals

Unbelievably high costs for someone who is young and disabled

I feel the town should look into building some more sections 8 housing for those who are eligible for it.

reduce property taxes by properly using the existing resources

We cant afford to stay because they don't have homes here young people could afford to live in or programs to help us.

I am engaged and would like to buy a house but they are all too expensive - they need to be cheaper

There should be housing for low-income families; everything is getting very expensive and low-income individuals are having a difficult time.

Housing for recent grads - helps to build career

Have housing set up for the volunteers at a discounted rate - we lose members because it gets too expensive to live here w/o aid.

A faster, more direct commute into the city.

more sidewalks!!!

lower taxes!!!! Would not have been able to live in Clarkstown if I did not buy house from parents.

sidewalks on double yellow line streets - also more stoplights

the town is losing a lot of people b/c the cost of living - especially the younger couples (they have it the worst) lowering the taxes and implementing a program to benefit first time buyers might help

Take into fact: the town is growing, our tax base is huge and the spending never stops. Try to save the homeowner money.

commute to NYC

programs for children 2-4 -- programs for pre-teen and teenagers ; clean-up programs, etc..

I can't believe you need a survey to figure out that there is no affordable housing in Clarkstown unless you want to live in a target area - w/o the volunteer services what would you have?

the town should offer special programs for first time buyers/young homeowners - this county is not affordable so younger people are forced to move away.

too expensive

water

Rockland has really increased their rent - no longer affordable

make builders follow UBC because they don't

roads need to be fixed - taxes are way too high -- PUT OUR MONEY TO WORK

apartment complexes charge too much

More condo complexes.

too expensive - even with a net income of over 100k it's too expensive - I have moved b/c it was just too much.. Not even enough good schools in the area. I have moved to Orange Co b/c it was just too costly - apartments and townhouses are too expensive, even though we want to move back. Schools should look like the police station/fire station... more attention needs to be paid to the schools

25

there needs to be more affordable apartment complexes in Rockland Co. The Avalon is too expensive and I don't like Spring Valley

I think the town should consider the fact that there are a lot of young and single people that are out there and can't afford to live where they want (near their families in Clarkstown) it's just too expensive.

I am just starting out and I need time to get my life together. Presently I have a part time and a full time night job - but it's just so expensive.

being single at my age I would need a townhouse and a co-op that offered 2 bedrooms (growth room) at affordable pricing. I want to stay in Clarkstown, but it's just too costly.

more access to local trains - Nanuet is my only option for a train to NYC. Tarrytown is not convenient.

I don't think there is much the town can do to attract young people; its too far from the city

Rockland Co is a wonderful place to live - it's difficult to stay b/c the cost of living is so high; we have a college education, decent jobs and no kids, but are still struggling.

Do something. Everyone leaves when they turn 22

As a young adult, just starting out it is extremely difficult to find affordable housing in Rockland. I am considering moving back to Maryland where both housing and jobs are both more available.

I am leaving Clarkstown because of long commute to Manhattan. Rockland deperately needs train service to mid town Manhattan.

fix the roads in New City - particularly main st.

The property taxes on new construction is ridiculously high and unfair. Why should people with new homes pay 12000 dollars and more while their next door neighbors pay 6000 dollars per year.

Living in Rockland in a 3 bedroom house - less than \$350,000. This would be realistic but not in today's market were there are bidding wars going on.

This county is becoming extremely overcrowded, good public transportation with access such as time and place would be beneficial to this county and provide better living conditions.

No more condos. More senior housing. Stop subdividing - getting too congested.

The school taxes for Clarkstown are too high.

I would much rather live in a development of house rather than on a main road due to traffic and safety issues. Especially if you have children these are important things.

Salary starter residence within a community now residing does not exist.

It is too expensive for my husband and myself.

Homes are too expensive for young couples and retiring couples to downsize.

The town should not allow accessory apartments as described in question 10.

I would in the future look for a more community based environment in which the families around us would be more outgoing.

I am a manager of a group home in Clarkstown and was unable to move because of low salary and lack of affordable house in Rockland. The maximum I can afford is 125,000 135,000.

Do not build housing in Clarkstown

We truly hope that we will be able to find a nice home in a good school district. It seems like prices have truly sky-rocketed.

By diversifying housing, Clarkstown could diversify its population. I hope that your advisory board is successful in implementing policy that will help Clarkstown to better represent the human race.

We would like to live in Clarkstown for a couple of years because of the close proximity to our jobs. After that we know we wont be able to live in Rockland due to the high price of house here.

The homes on the market now are priced over their true value.

More condos and/or townhouse that are not as much or more than a purchase of a house. A lot of condos and townhouses cost as much if not more than homes. For this reason, I rent the downstairs of my parents house.

Affordable housing shortage. Currently live in a condo but more space due to growing family. Minimum currently for housing in area is 300,000 dollars and those homes need major renovation.

not enough rental prop available (affordable)

Rockland is in great need of affordable rental pats for all age groups - older citizens who don't want to care for a big house anymore and young citizens who would like to stay in the county after college.

I need to live outside of Rockland because there are no rental pats that are affordable.

Avoid building law income house.

Job opportunities in my field are limited in Rockland. I will probably have to move out of NYS to survive financially. I hate the thought because I love Rockland County.

More affordable housing in the range of \$175,000 - \$250,000 in W. Nyack or New City.

Rent is way to high. I am moving out of Rockland because of this.

I cant find affordable housing and so am staying with my parents. I will probably have to move out of Rockland and possibly NYS due to high costs. I am just starting my career and do not make enough to cover car payments, insurance, rent, and food.

I am a low wage bracket employee who currently lives at home because I cannot afford to live on my own. Current rents and lack of apartments that are affordable are a major problem in this area.

Stop building huge mansions and build affordable housing for people like us.

Lowering taxes, putting stop signs on busy corner streets where there are no outlets of other streets.

More rental apartments.

The cost of homes are going higher and higher. I will love to own one, but there is no way with the prices of real estate.

The only homes that get built today seem to be those over 400,000 dollars which we certainly cannot afford. Not to mention that Rockland has allowed itself to become horrifically over developed with townhouse mania everywhere and too much retail.

More affordable housing, more rental availability.

I feel there should be more senior citizen housing for my parents in New City.

You loose a lot of people because the cost of living and owning your own home is ridiculously high.

We have a lovely town however - its extremely expensive to survive here.

There is no affordable housing for people in their 20s. Everyone I know needs to move to Pomona where there are many apartment complexes for young people for a reasonable price.

There are already too many homes. The clear cutting of Rockland is unnecessary and overwhelming in this small community.

The town should consider leaving or raising standards by ensuring home values do not drop by offering low income housing.

I am against any high density housing outside of the immediate central business district.

As I indicated earlier, I've purchased a home in another Rockland Town. Clarkstown was my first choice, but nothing available in my price category.

I would desire not just open space like woods and forest, but rather usable space like parks of all kinds and facilities of all kinds, golf, playgrounds, recreation areas, and theatres etc.

Unfortunately I do not think we will be able to afford a home in Rockland County.

Tighter budget control, eliminate needless services, reduce employee salary and benefits.

I lived in New City my whole life and would love to stay here. It's a shame that I cant afford any decent houses.

Additional housing is not important at this time. Rockland/Clarkstown is already built up beyond necessary. The town needs to consider more open space.

If I move to Orange County, which is very likely, I will not commute to volunteer and how unfortunate because I am highly active. I have never had any desire to leave Rockland, but I may not have a choice.

I think there needs to be more affordable apartments for out age group. The prices are outrageous, that's the big reason young people are leaving.

To provide more affordable housing to young, first time homebuyers that is not a condo/townhouse. Many couples want a single family residence with a yard but cannot afford the prices of a home in Rockland.

Senior citizens get a tax exemption, why not offer a first time home owner an exemption for the first few years to help them get established.

Message boards that would allow people to find roommates for existing places in the Rockland County/Town of Clarkstown area.

Town should consider constructing more low cost housing complexes like condo's and townhouses, for people like us who cannot afford the current price.

Importance of trees and green areas, the town is already overbuilt - adding townhouse and appt. complexes just add traffic congestion and remove green space

I need someplace to live, if Clarkstown cannot anything reasonable, my money and I will just go somewhere else.

For young couples it is totally unaffordable to purchase a house in Clarkstown.

Clarkstown should consider making an apartment complex for young single people that would have bus, train, or ferry service to NYC. This area could be like Westchester if we build it up that way.

Only complaint is how some of the officers abuse their positions.

I think you should consider the taxes here. Young people who grew up here and want to consider continuing to live here won't be able to afford the taxes here.

Apartments in descent areas with descent rent. Why all the markups for such a nice area?

Lower property taxes.

Rent is too high, buying and paying for a home is over 300,000 dollars.

Just help!

more property

What is considered a good housing environment? To understand the rights a person has when renting an apartment or a room in a house.

Taxes are out of control and so is spending. Town must be more like private industry and make adjustments where needed.

Are pets allowed in the complex?

The housing and taxes are too outrageously expensive in Clarkstown. I am soon to be married and will have a combined income of approx 110k, which still doesn't seem to be enough to afford this area.

You have done nothing about our senior citizen needs and its time for a wake up call via the ballot box. I love living in New City and now is the time to show care for all its residents.

I think that Clarkstown is making it very hard for those who grew up here, to stay here with our families. The prices are too high for average middle class people.

Towns need to be cleaner and look nicer. There is no charm to main st. in New City.

Clarkstown should have more affordable housing for volunteer firefighters so younger residents will be more interested. In time, all volunteer firefighters will be older and not as capable.

Affordable living is too expensive for anyone to live alone around here. Starting out of college, I wouldn't be able to rent a closet.

Make more affordable housing available to young adults who want to remain close to their parents and community they grew up in.

Lower priced housing for public employees.

People are frightened to death they will be homeless even with a section 8. If you cant find a place you loose section 8.

Clarkstown has become so expensive that we who grew up here as kids can no longer afford to stay here. Its very sad.

You need better public transportation. Think in terms of a train.

Strongly against accessory apts in single family homes.

Need more restaurants and fun night spots.

The population density and increased development in Clarkstown are discouraging. The traffic is also awful.

I am concerned about property values in my neighborhood decreasing due to 2-3 neighbors who are allowing their homes and properties to deteriorate.

We support initiatives to preserve open space and limit sprawl.

Clarkstown lacks nice public spaces. Downtown areas should include strong zoning laws for property upkeep and all new construction. Must have train that connects to the metro-north or addition train stations that go to Hoboken.

The town needs to be more liberal in allowing mother-daughter and other smaller apartment to be legally rented.

Maintain single family homes. Prevent Rockland from turning into Southern Westchester and prevent houses from going to multi-family.

As a resident of NJ most of my life, I have enjoyed living in Rockland County and commuting over the T-Z bridge. I would like to stay in Rockland but I cannot afford the continue living here.

There is a great lack of affordable housing for young families that want to stay in Clarkstown. Even for someone making \$100,000 per year or more, it is difficult and that is really sad.

Upkeep of the streets. No more new houses, too much traffic.

Lower the taxes.

There should be an organization such as Ameridebt that can help with housing for those who have gotten a bad rap or financial assistant for young adults starting out.

Bus or minibus service from one end of Main st. to other and on 304 perhaps to Nanuet Mall with stops along the way.

I wish that there was more affordable housing for young adults within the Town of Clarkstown.

All residence of Clarkstown should have the same schooling opportunities. Not using East Ramapo would benefit the community

Young people cannot afford to live here at current level and cost. The cost of living in this town must come down. This town is in very poor shape.

It is important to provide subsidized housing or affordable housing for emerging volunteer workers. If the current volunteer EMT or Fire dept. were to switch over to a paid department, property taxes would become astronomical forcing us to move out.

Rockland is too expensive, far the normal working class person. Cost of living is too high.

I would like to remain in Rockland but I don't think that I can afford the cost of living here.

I am a teacher and cannot afford to live in Rockland on my salary. I wish there was an alternative other than leaving Rockland County.

The taxes in Rockland are ridiculously expensive. The makes it hard for people just getting out of college and working to consider staying in this area.

More affordable housing, lower taxes. These are both very important to the decision of residing in Clarkstown.

Young couples about to be married and newlyweds cannot afford Rockland. My fiancé and I have been looking for several weeks and the only homes in our price range need a tremendous amount of work. Young couples are being forced out of Rockland.

Stop building. Clarkstown is overbuilt.

More flexible commuting options to and from NYC, both during peak and off-peak times. Train is limited and very inconvenient. Bus is also limited.

There is virtually no affordable housing in Clarkstown for young adults. They are being squeezed out of the town as well as the county and are heading to Orange County. They should be able to live where they were raised.

Housing is a tremendous concern for my age group- we have strong ties to our community and do not want to leave our families and friends. We have established roots in Rockland county and are so disappointed that we cannot afford to remain here.

The cost of housing in Rockland is out of control. A one bedroom apartment in a descent area averages 900 dollars per month plus utilities. I still live at home because I cannot afford my own place.

Lower taxes, offer more services, try to do some town planning because the layout stinks.

q

It's important to offer housing to all classes (economy). People also want nature/natural land/gardens/farms etc.. In Rockland-please consider this conservation of land, preserving in order to ensure natural spaces for our children.

Rockland County is getting too expensive to live in especially for people just started out in their career. Many young couples I know are looking to move to orange county because taxes are much lower and they can get more for their money.

I believe the current state of the real estate market to be absurd. Civil servant and blue-collar workers are being forced out of their own community of which they were the foundation for building.

Houses are too expensive, most need serious home improvements, taxes are high, but this is throughout the entire county of Rockland. Most young couples, especially with children cannot afford to live in or around Rockland county.

Affordable housing in nice areas not near high drug/crime areas and in a good school district.

Less fees/More choices for single adults.

Please revise current policy to include those of us who are legitimate residents, eager to avail ourselves of all this great town has to offer.

More affordable housing for young adults. Do you know how many people my age have to live with parents because of the rents in Rockland. There is housing for low income and the elderly but nothing available for people like myself.

I do not own a home and the way things are going in this county I may have to move out of the county in a few years because of the housing market.

I grew up in New City my whole life. I feel that Rockland has gotten so expensive. I cannot afford to live here with what a typical college graduate earns. I wish Rockland was the way it was 15-20 years ago.

The housing market the it stands makes it difficult to consider moving at this time. Too expensive for what you are getting. Also, way too much new construction that is taking all the beauty out of Rockland County, which is why I moved.

Cheaper apartments (more affordable). The cheapest place around here is \$1000 for a 1 bedroom, I'd rather pay my mother that \$\$.

The fact that affordable living in Rockland county doesn't exist is absurd. You cannot live on 30,000 dollars/year salary in this community. Commuter trains need to be in Rockland.

Although I live in the Clarkstown area (Nanuet). The children in this complex are required to go to E. Ramapo school district and I do not think that is right.

It's just so expensive to live in this county - especially Clarkstown. The only way we can survive is by both my wife and myself working full-time.

Every new development in Clarkstown in the past 20 years has been monster houses. Moderate homes, like those built in New City, Nanuet, Bardonia in the 1950's and 1960's are in demand.

I think the town needs more affordable housing units so more families can own.

Affordable housing for all - especially Seniors.

Not enough rentals in Clarkstown, homes and taxes are too expensive.

Overdevelopment of the more rental rural areas of Rockland. Many of these areas are also being developed with houses only the wealthy can afford.

Why is part of New City in E. Ramapo school dist? We own a single family home; if we sold it we could not find anything even a little bit bigger that we could afford in Rockland.

The town is in need of middle income housing; \$250,000 - \$300,000 range. There is nothing out there in this price range that is decent to live in. It would be great if Clarkstown could build and offer a townhouse complex similar to Indian Rock.

I think this town should consider some kind of federal assistance to young adults trying to purchase their first home.

They don't build houses for normal people these days. Every where you look its Estates. It is impossible for a 23 year old with a normal average job to own there own Townhouse.

There is no affordable housing in Clarkstown.

Affordable housing for middle income families, transportation.

Lowering taxes, all taxes.

There are too many houses and condos going up right now, an overflow of the Rockland population.

More affordable housing is needed.

I believe that this is a step in the right direction. The county "tax break" is essential useless and more and more volunteers continue the move upstate.

We need affordable housing so we can live near our families.

We seem to be paying for O+R management including people \$ 7M retirement. This is a disgrace to Rockland taxpayers.

It is too expensive to live here.

More condos and apartment houses.

Taxes are very high. I want to return here. I am a medical resident in NYC.

there is no affordable housing and property and school taxes are high

Please stop building condos and townhouses. Please stop allowing residents to sell their side lawn and put a house on it. Please stop building.

I think this town and other should stop catering to the needs of the senior citizens when considering long-term housing issues. Towns always need tax ratables and senior housing rarely qualifies.

As a young single woman without children, it seems almost impossible to locate affordable living within Rockland. I wish there were more opportunities for my age group and current status at a reasonable rate and nice area.

I would love more affordable new construction.

Better, affordable apt housing opportunities for Rockland's Youth.

Housing costs in this area are absolutely ridiculous. There just isn't any decent affordable housing for single female parent with children.

Overpopulation draining natural resources, increasing taxes due to a need for schools, transportation expenses

Many buildings are run down and unkempt and even abandoned or unused. This affects the appearance and personality of the entire town.

Everything seems so expensive for my age group, especially having a 4 year degree and looking for jobs that could afford you to live on your own and possibly consider buying your own home. I don't feel this is possible in Clarkstown at this moment.

Cheaper or more stabilized rent.

It is important to me to stay in Clarkstown, but the prices are so high that they don't give us a chance. We are forced to live with our parents or more upstate. I hope there is a solution.

The rent for Rockland County has really increased. We are in need of affordable housing.

Housing that is in good living condition and is affordable for young adults.

Finding affordable housing in this area is impossible. Everyone I know lives at home with their parents because they can't afford to live here, even with a roommate. Its really bad.

House prices are too high. Firefighters in NYC who live and volunteer in Clarkstown cannot afford to live here. Valuable resources will be lost to other counties.

Our town of Clarkstown is in need of affordable housing, especially for the single working parent. Rent has really gone up and the areas where we raise our children is very essential for working parents.

Town parks are very important to young families and the choice of different activities within those parks.

The distance to the nearest highway is very important.

As a single female, age of 33, I feel that rent in this area is very high for a single person to afford. When I plan to have a family and buy a house it will be too expensive to live in this area.

Town should consider repairing roads more aggressively, be aware of our overpopulation, reduce housing, increase recycling program.

More cultural/arts events similar to Nyack

At this time I could not afford to pay more for rent.

This question are doesn't reflect the problems of young adults in Rockland. If nothing is done to address some of these problems no young person would be able to afford living in Clarkstown or Rockland County in general.

Young couples want to live in Rockland, but are almost forced to move because it is too costly to buy a home. They move to Monroe, Orange County or upstate where it's affordable to raise a family. We love Rockland, but we cannot afford to live here.

More group activities for professionals in 20-30 age group.

I love living in Clarkstown, but the reality is that there is barely any housing options available to someone my age that I can afford.

The taxes in this area are ridiculous. The amount of a mortgage can be done, but I would have to pay just as much in taxes. Where does this money go? New firehouse? No problem with the old one. Streets aren't being redone, just patched.

Housing and taxes in Clarkstown are way too high! The hard working young people are being pushed out of the very communities they have grown up in. Lower taxes and provide more affordable housing so we don't have to leave our families behind.

Cheaper housing that would help 1st time buyers that want to stay in Rockland with their families.

The cost of living in Rockland is way too high to live.

There is no housing here for us.

Affordable rentals for people with low-moderate income so they can also benefit from the schools, parks and resources offered throughout Clarkstown, taxes paid in Clarkstown should allow all children to attend schools in Clarkstown.

All of Rockland is geared toward single family housing. There isn't much in the way of smaller condos or apts for the 20-30 range.

There are a lot of couples that are not minority, but have low income. I think affordable housing should be available for those people in some nicer neighborhoods and a screening process in effect.

APPENDIX III

Section F –

- **Affordable Housing - Now More Than Ever**
- **Employer Survey Results**
- **Rockland County Health Department Community Based Residential Programs**



Affordable Housing – Now More Than Ever

By Jan Degenshein

I

Recently, the need for affordable housing has received some much needed media coverage. Here, affordable housing is defined as shelter for those who cannot afford to buy or rent private, competitive, market rate housing. Affordability is controlled primarily by debt service (the cost of housing); land value (as an element of housing cost); and property taxes. For the two years ending December 2000, the median housing price in Rockland County has increased by twenty six percent, to an average exceeding \$300,000. That's more than one percent per month! This phenomenal increase far outstrips our personal economic gains. Few of us can afford to purchase the same house we now live in. Notwithstanding general national economic trends, with mortgage interest rates at a long-time low, the demand for housing has only increased and the cost of domicile continues to escalate. How does this situation affect each of us personally?

The Leadership Rockland Class of 2001 recently distributed a questionnaire to over four hundred local companies and their employees. Three hundred companies responded and their results were analyzed by the Rockland Business Association:

- Nearly 60% of respondent businesses indicated that from an employee attraction/retention standpoint, there is an unmet housing need.
- A full one third of all businesses have lost needed personnel due to a lack of affordable housing.
- The average household size is 3.3 people. [Yet we still zone residential properties to foster the development of four and five bedroom "McMansions."]
- Almost half of all respondent employees live in Rockland. The balance commute into Rockland from more distant and less costly communities. Eighty two percent of those employees would prefer to live in this county, where they are employed. (Apparently commuting *into* the county has no more appeal than the commute out that most of us experienced when Rockland was still considered a "bedroom community". With so many two-income households, time otherwise expended for transportation is held very dear.)
- Nearly two thirds of employees surveyed wish to purchase a house in the next five years. Two thirds of those perspective homebuyers expect to pay no more than \$100,000 for that house.

Anecdotally, we know that this housing need spans the entire employment spectrum, from unskilled assembly line wage earners to highly educated and experienced technical employees. Hard working blue-collar workers can find employment *and* housing in Bergen or Orange Counties and avoid a commute altogether. Skilled engineers can find similar employment in southern states and enjoy a higher standard of living because housing costs (mortgage, and property taxes) do not consume so much of their paychecks. Apparently, to many, the arguably exceptional quality of life offered by Rockland is just too great a trade-off. The relatively higher salary offered here, after deducting housing costs, does not allow an appreciable participation in our superlative



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cultural, educational, commercial and recreational offerings. After paying for housing, there's no money left to spend! It is a myth that only "poor people" need help.

The political demands for municipal purchase of all remaining privately owned open space (in a county already privileged with thirty percent of its land mass attributed to parkland), if brought to fruition, would only drive up the cost of real estate. Unduly restrictive zoning of residential properties to minimize housing density is a concomitant contributor to increased land value and, ultimately, housing cost escalation. Innovation is stifled; and exclusion results. Erstwhile environmentalists, cast in another light, are alarmists using fear tactics which undermine the socio-economic fabric of our community. Contrary to cries of the demise of our remaining natural environment, business growth, housing for all, and sound environmental practices can enjoy a symbiotic relationship. In fact, none is possible without all three.

How will all this play out?

II

All the factors listed above, left unchecked, will contribute to the continued increase in housing costs. Consider the following scenario:

Service professionals - such as schoolteachers, healthcare providers, police officers, and direct care employees of our volunteer agencies - periodically petition for higher salaries in order to continue to reside in our community. This translates to higher property taxes, which puts housing costs further out of reach of the average consumer.

Volunteers such as emergency medical employees and fire fighters, composed primarily of the young of our community, have no affordable place to live. As they out-migrate from their home community, paid professional service givers must necessarily replace them, at a burden of millions more dollars annually to us, the taxpayers. Senior citizens - among our most precious human resources - on fixed incomes, whose increasing life spans dilute their annual discretionary income, will no longer be able to sustain a presence in this community.

With regional and national competition for commercial "tax payers" so keen, large and mid-sized businesses, frustrated by the inability to attract and retain employees here, will relocate to more personnel-fertile communities. A corporate diaspora will evolve.

Many small businesses (insurance companies, accountants, restaurateurs, materials suppliers and attorneys, to name a few) will founder because they have fewer large businesses to serve. The commercial tax base will contract, leaving a larger share of taxes to be paid by an adjusted "homestead" formula allocated to the remaining business and residential property owners. Still more businesses will relocate to "greener tax pastures", leaving an even greater share of the tax burden to residential properties. This, in turn will put housing costs out of the reach of even more would-be residents.

Service employees will demand another wave of higher salaries so that they can retain ties to the community in which they work. School taxes will escalate to pay for our



dedicated teachers; and municipal taxes will increase to pay for the full array of municipal employees - from law enforcement officers, to clerical workers, to highway department personnel. Another wave of tax increases will surface to cover these costs. Remaining business ranks will succumb to the continuing diaspora fed by a dearth of workers and an overabundance of taxes, leaving yet more taxes to be absorbed by residential property owners.

Direct care employees of agencies we so proudly foster will seek shelter and employment elsewhere. To retain them, taxes will escalate further to cover governmental support of what we now proudly recognize as an excellent local network of voluntary organizations; and our charitable contributions will necessarily increase geometrically (taxing our personal budgets) to bolster additional needed funds; or services will diminish with agencies closing their doors.

Residents - who can no longer find employment locally (due to diminishing job opportunities) and who arrive at the personal epiphany that high taxes and long work commutes don't equate to a reasonable quality of life - will continue to move elsewhere. Remaining residents will be devoting more of their paychecks to housing, leaving less discretionary income to other personal purchases, putting our retail sector at risk.

Shopping centers will close, eroding the last column of our commercial tax base; and residential properties will begin to foreclose. School and government taxes will have long before reached a critical mass of acceptable increase; and services from the public sector will necessarily decline. Those residential property owners who have endured will find their property values spiraling downward thus devaluing the community some of us wished to protect by excluding affordable housing in the first place. *And affordable housing will have finally been accomplished!* But in a cold, desolate wasteland rather than in an enduring, vital community.

To avert this cataclysm, we must urge our representatives at all levels of government to establish meaningful programs now - in the form of zoning incentives, land acquisition, subsidy, tax abatement and low interest financing - to permit affordable housing. Whatever the economic cost now, it is far less severe than the economic and social costs later. In order for Rockland County to retain its stature as one of the most desirable places to live in the entire country, it needs a strong employment base. And that is only possible with affordable housing for all.

(The author has lived in Rockland County for 43 years, and has practiced as an architect-planner here for twenty-six years. He chairs the Rockland Business Association sub-committee on affordable housing; and is secretary of the Leadership Rockland Board of Directors.)

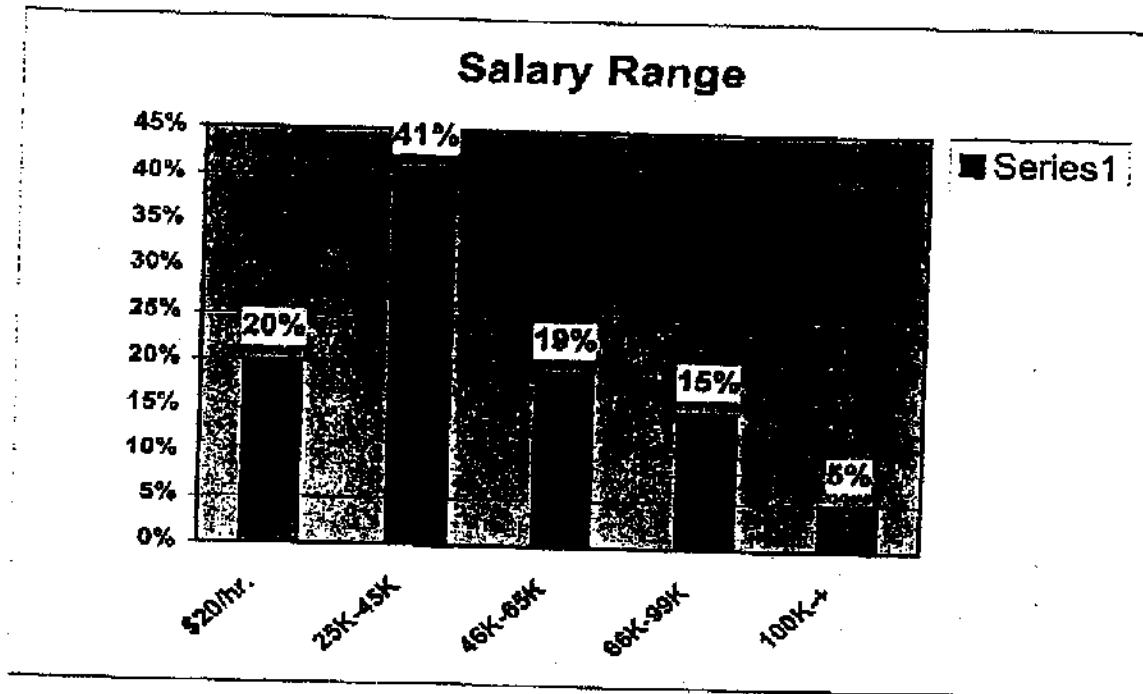
EMPLOYER SURVEY RESULTS

1. Twenty six companies responded to the Rockland Business Association's housing survey.
2. Out of the 26 types of businesses responding, 15% were in the manufacturing category; and 15% were in the health care category and 55% were in the other category.
3. Thirty-seven percent of all businesses surveyed operate Monday through Friday.
4. Thirty percent of all businesses surveyed have hours of operation beginning 8:00 AM and ending at 5:00 PM. An additional 30% operate 3 shifts.
5. Based on the employer responses to this survey, the issue of providing affordable housing for their employees is a major concern. Nearly 50% of all employers indicated that local housing issues affect their ability to recruit employees.
6. Nearly 1 in 3, or 33% of the employers responding have lost personnel due to housing issues.
7. Nearly 59% of all employers surveyed are experiencing an unmet need for affordable housing.

Employee Survey

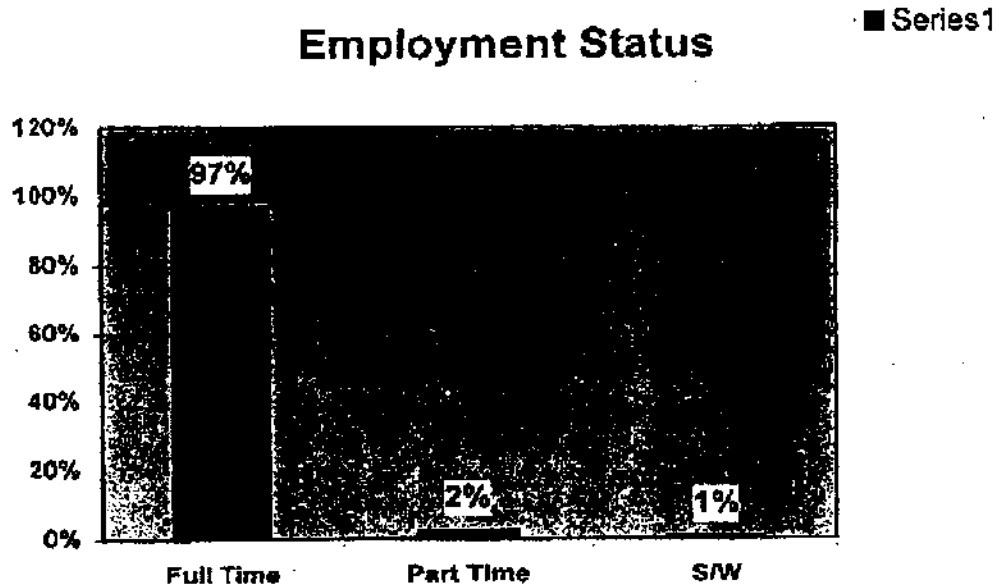
Question 1: Salary Range

\$20/hr.	25K-45K	46K-65K	66K-99K	100K+	Totals
68	139	65	51	17	340
20%	41%	19%	15%	5%	100%



Employee SurveyQuestion 2: Employment Status

Full Time	Part Time	S/W	Totals
365	9	2	376
97%	2%	1%	100%

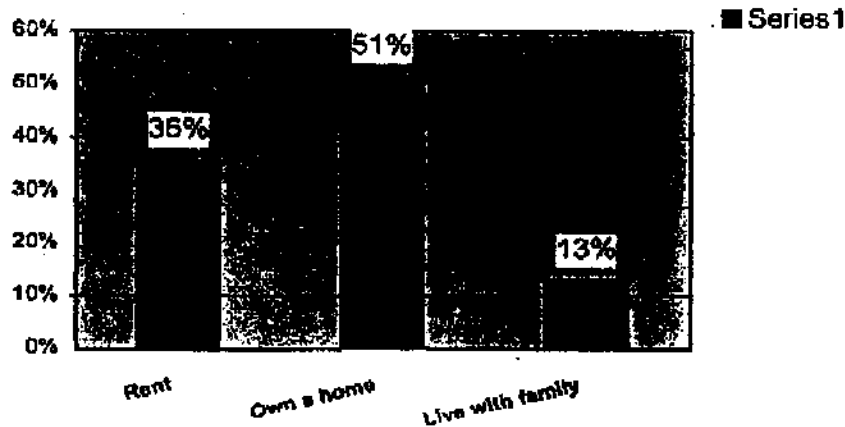


Employee Survey

Question 3 (A): Living Status

Rent	Own a home	Live with family	Total
139	201	51	391
36%	51%	13%	100%

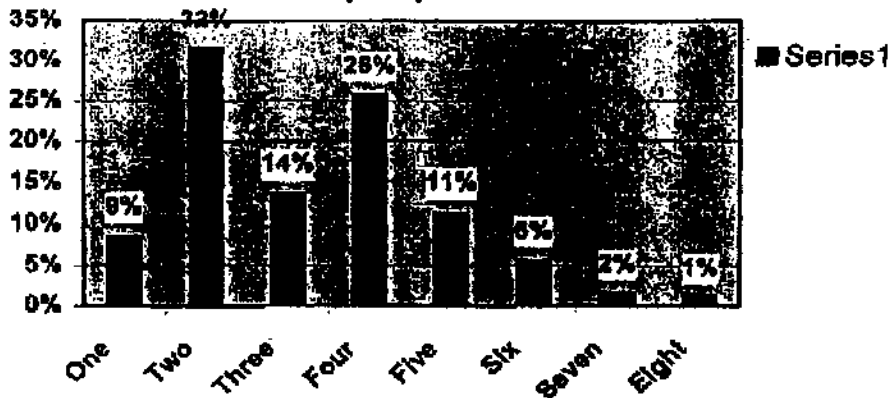
Living Status



Question 3 (B): Living Mates

One	Two	Three	Four	Five	Six	Seven	Eight	Total
15	55	24	45	20	10	3	2	174
9%	32%	14%	26%	11%	6%	2%	1%	100%

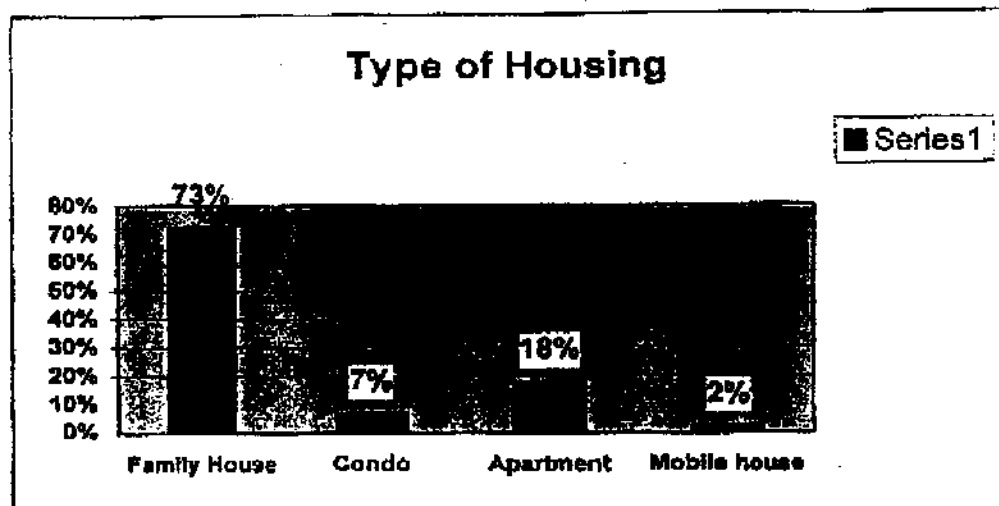
Number of people in a household



Employee SurveyQuestion 4: Type of Housing

Family House Condo Apartment Mobile hous Total

268	26	66	8	368
73%	7%	18%	2%	100%

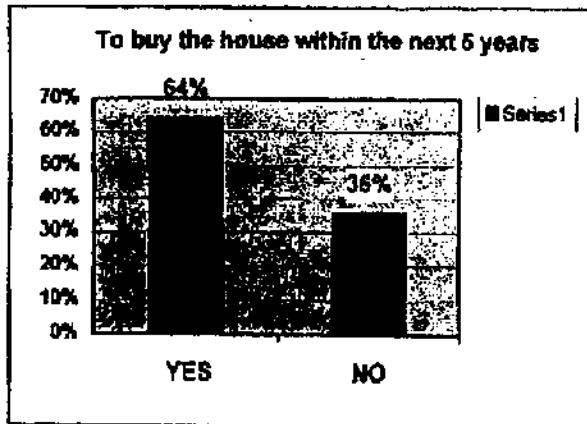


Question 5: Are you currently experiencing any type of housing problem? Please explain.

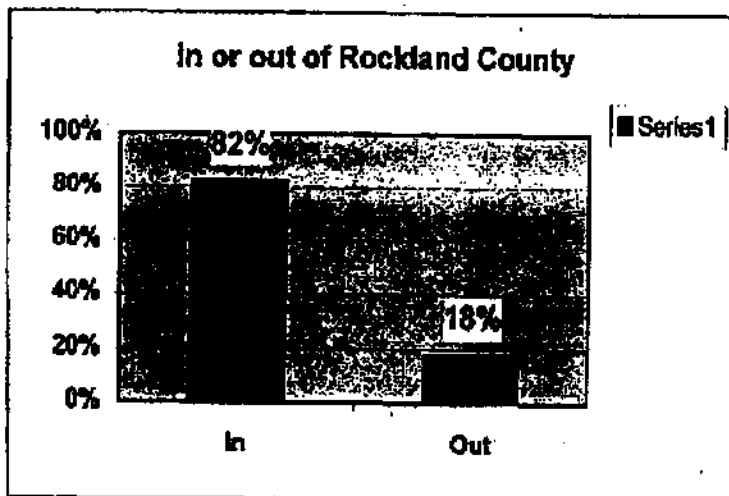
It is really very hard to find and afford a reasonable house in Rockland County because rents and utilities are very high.

Question 6: Do you wish to purchase a house within the next 5 years?

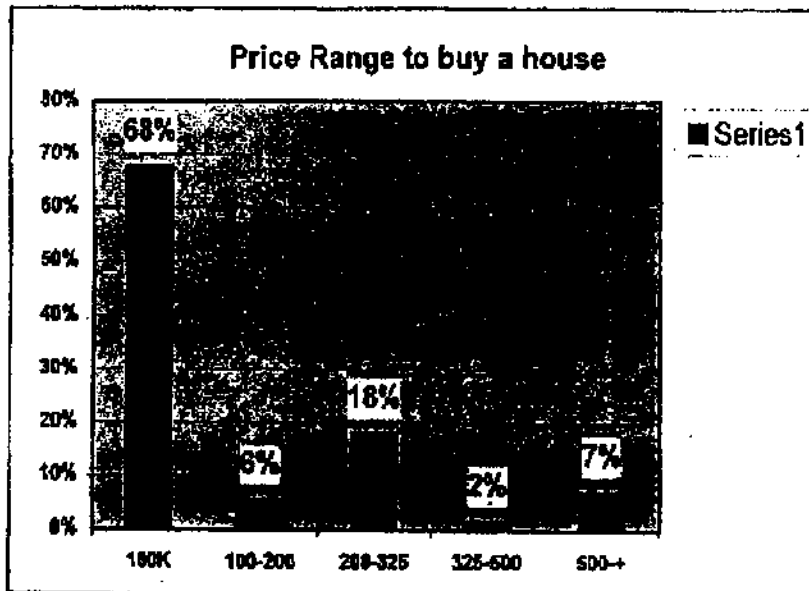
YES	NO	Total
213	119	332
64%	36%	100%

**In or out of Rockland County**

In	Out	Total
272	59	331
82%	18%	100%

**Price Range**

100K	100-200	200-325	325-500	500+	Total
245	20	65	6	26	362
68%	6%	18%	2%	7%	100%

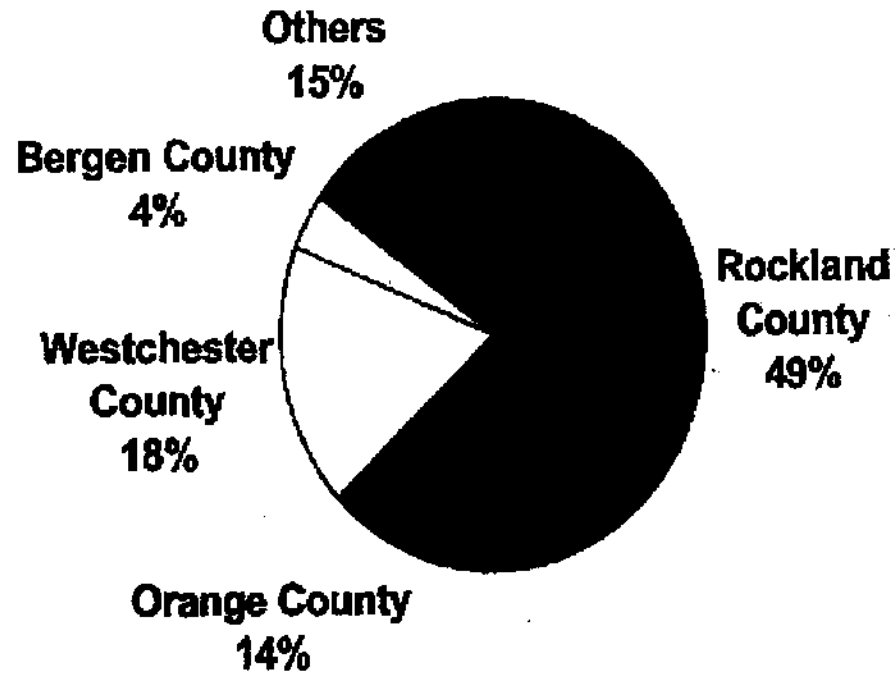


Comments: Find and afford a house in Rockland County is very hard and expensive cause and titles also high

Employee Survey

Question 7: Zip Codes

Distribution by Counties



DATA COLLECTED FROM THE VOLUNTEERS' EMERGENCY PERSONNEL SURVEY

1. The largest age group of volunteer firemen in need of affordable housing is from 23 to 39 years, which is 54% of the total volunteer force. The next largest age group is from 40 to 49 years of age, which is 11.5% of the total volunteer force.
2. The ambulance corps largest age group is from 19 to 29 years, which is equal to 33% of the total volunteer force. The next largest age group is from 30 to 39 years, which equals 16% of the total volunteer force.
3. Thirty nine percent of all emergency service volunteers are living with parents, 24% are renting and 36% own their homes.
4. Due to the high cost of housing in Rockland County, 79% of the volunteers surveyed will eventually relocate to other less expensive areas outside of Rockland. Twenty one percent surveyed answered they would remain in the county.
5. Eighty three percent of the firemen/woman and emergency medical personnel would remain in the county and continue to volunteer their services if affordable housing was available to them.
6. The annual income of emergency service personnel earning under \$20,000 is 19%, \$20,001 to \$30,000 is 6.8%, \$30,001 to \$40,000 is 15.5%, \$40,001 to \$50,000 is 13.7%, \$50,001 to \$60,000 is 10.3%, \$60,001 to \$70,000 is 8.6%, and over \$70,000 = 25.8%.
7. A one person family equals 12% of the total volunteer force, a 2 person family equals 26%, a 3 person family equals 24%, a 4 person family equals 21%, a 5 person family is 9.7% and a 6 person family is 4.8%.
8. The approximate number of Rockland County volunteer emergency service personnel is 3,750.
9. The approximate number of Rockland County volunteer emergency service personnel, which are actively participating, is 2,130.
10. In 1999, the number of total calls for emergency medical services and fire was 34,000. However, the number of total calls increases on an annual basis.

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8545 ALICE DRIVE CR #1
3A ALICE DRIVE
NANUET

10954

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: SUPERVISED COMMUNITY RESIDENCE

SPONSOR:

ROCKLAND COUNTY ASSOCIATION FOR CHILDREN WITH LEARNING DISA

SERVICES: RESID./HABILIT. SERV.

20 OLD TURNPIKE ROAD

ADL

NANUET 10954

TEL.

SPONSORSHIP: PUBLIC

COUNSELING

8546 BIRCHWOOD DRIVE CR-IRA
14 BIRCHWOOD DR
NANUET

10954

CAPACITY: 0004 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:

ST DOMINIC'S HOME

SERVICES: RESID./HABILIT. SERV.

WESTERN HIGHWAY

ADL

BLAUVELT NY 10913

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

COUNSELING

8547 CARDINAL MCCLOSKEY SVCS/WEST NYACK CR-IRA
7 PATTERSON AVE
WEST NYACK

10994

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:

CARDINAL MCCLOSKEY SERVICES

SERVICES: RESID./HABILIT. SERV.

2 HOLLAND AVE

ADL

WHITE PLAINS NY 10603

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

COUNSELING

8548 CHARLES G DAVIS COMMUNITY RESIDENCE
3 WILLIAMS STREET
NEW CITY

10956

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY DISABLED

LICENSING AGENCY: OFFICE OF MENTAL HEALTH

TYPE: COMM RESIDENCE/SUPERVISED LIVING

SPONSOR:

LOEB HOUSE INC

SERVICES: RESIDENTIAL/ADL

1 BLUE HILL PLZ PO BOX1648

PEARL RIVER, NY 10965

TEL. (914) 354-2351

SPONSORSHIP: NOT-FOR-PROFIT

8549 CONGERS ICF
70 NORTH HARRISON AVENUE
CONGERS

10920

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

ROCKLAND COUNTY ARC

SERVICES: RESID./HABILIT. SERV. COUNSELING

25 HEMLOCK DRIVE

MEDICAL

CONGERS NY 10970

TEL. 914 947-1000

SPONSORSHIP: NOT-FOR-PROFIT

ADL

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8550 CRYSTAL RUN VLG/SEYMOUR DRIVE INTERMEDIATE CARE FACILITY
29 SEYMOUR DRIVE
NEW CITY 10956

GROUP SERVED: AGE:
PERSONS SERVED:
CAPACITY: 0008 SCHOOL DISTRICT CODE - 500101

SEX: M/F

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

CRYSTAL RUN VILLAGE INC MIDDLETOWN CAMPUS

SERVICES:

RD #2 BOX 98

MIDDLETOWN NY 10940

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

8551 DEPAUL ICF-CONVENT ROAD
135 CONVENT ROAD (DEPAUL)
NANUET 10954

GROUP SERVED: AGE: 00-99
PERSONS SERVED: MENTALLY RETARDED/DV
CAPACITY: 0010 SCHDOL DISTRICT CODE - 500108

SEX: M/F

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

ST. AGATHA'S HOME OF THE NEW YOR K FOUNDLING HOSPITAL, INC.

SERVICES: RESID./HABILIT. SERV. COUNSELING

135 CONVENT ROAD

NANUET NEW YORK

TEL. 914 623-3461

SPONSORSHIP: NOT-FOR-PROFIT

MEDICAL

ADL

8552 FRIEDWALD HOUSE HEALTH RELATED FACILITY
475 NEW HEMPSTEAD ROAD
NEW CITY 10956

GROUP SERVED: AGE: 16-99
PERSONS SERVED: NURSING CARE REQUIRE
CAPACITY: 0180 SCHDOL DISTRICT CODE - 500101 HEALTH SERVICES REQ.

SEX: M/F

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH

TYPE: COMB NURSING HOME & HEALTH RELATED

SPONSOR:

J FRIEDMAN ET AL

SERVICES: RESID. PERS. SERV.

SKILLED NURSING CARE

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

ACTIVITIES PROGRAM

8553 GARFIELD ROAD CR-IRA
54 GARFIELD RD
NANUET 10954

GROUP SERVED: AGE: 00-21
PERSONS SERVED: MENTALLY RETARDED/DV
CAPACITY: 0007 SCHOOL DISTRICT CODE - 500108

SEX: M/F

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:

ST DOMINIC'S HOME

SERVICES: RESID./HABILIT. SERV.

WESTERN HIGHWAY

BLAUVELT NY 10913

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

ADL

COUNSELING

8554 HARDLD V KEAHON CR
17 SKYLINE TERRACE
WESLEY HILLS 10977

GROUP SERVED: AGE: 18-99
PERSONS SERVED: MENTALLY RETARDED/DV
CAPACITY: 0012 SCHOOL DISTRICT CODE - 500402

SEX: M/F

LICENSING AGENCY: OFFICE OF MENTAL HEALTH

TYPE: SUPERVISED COMMUNITY RESIDENCE

SPONSOR:

LOEB HOUSE INC

SERVICES: RESID./HABILIT. SERV.

1 BLUE HILL PLZ POBOX 1648

PEARL RIVER, NY 10965

TEL. (914) 354-2351

SPONSORSHIP: NOT-FOR-PROFIT

ADL

COUNSELING

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8555 HAYDEN #10 ICF
10 HAYDEN CIRCLE
NANUET

10954

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

NEW YORK FOUNDLING HOSPITAL

135 CONVENT ROAD

NANUET NY 10954

TEL. (212) 633-9300

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

8556 HAYDEN II ICF
11 HAYDEN CIRCLE
NANUET

10954

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

ST. AGATHA HOME FOR CHILDREN OF THE NEW YORK FOUNDLING HOSP

135 CONVENT ROAD

NANUET NY 10954

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

8557 JEANNETTE BERNSTEIN APARTMENT PROGRAM
14 STRAWTOWN ROAD
WEST NYACK

10994

CAPACITY: 0024 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY DISABLED

LICENSING AGENCY: OFFICE OF MENTAL HEALTH

TYPE: COMM RESIDENCE/SUPERVISED LIVING

SPONSOR:

MENTAL HEALTH ASSOCIATION OF ROCKLAND COUNTY

20 SQUADRON BOULEVARD

NEW CITY 10956

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID. TREATM./REHAB.

8558 JEREMY LANE CR-IRA
5 JEREMY LANE
WEST NYACK

10994

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:

LETCHWORTH VILLAGE DEVELOPMENTAL DISABILITIES SERVS OFC

THIELLS NY 10984

TEL.

SPONSORSHIP: PUBLIC

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

8559 LAKEWOOD DRIVE RESIDENCE
40 LAKEWOOD DRIVE
CONGERS

10920

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY DISABLED

LICENSING AGENCY: OFFICE OF MENTAL HEALTH

TYPE: COMMUNITY RESIDENCE/INTENSIVE

SPONSOR:

ST. DOMINIC'S HOME

WESTERN HIGHWAY

BLAUVELT NEW YORK

TEL. 914 359 3400

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESIDENTIAL/ADL

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8560 LETCHWORTH VLG DOSO-RHINELANDER LANE CR-IRA
10 RHINELANDER LANE
NEW CITY 10956

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
LETCWORTH VILLAGE DOSO

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

THIELLS NY 10984

TEL.

SPONSORSHIP: PUBLIC

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

8561 LUBENS FAMILY COMMUNITY RESIDENCE
78 DEMAREST AVE
WEST NYACK 10994

CAPACITY: 0012 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY DISABLED

LICENSING AGENCY: OFFICE OF MENTAL HEALTH
SPONSOR:
LOEB HOUSE INC
1 BLUE HILL PLZ POBOX 1648
PEARL RIVER, NY 10965

TYPE: COMM RESIDENCE/SUPERVISED LIVING

SERVICES: RESIDENTIAL/ADL

SPONSORSHIP: NOT-FOR-PROFIT

8562 MAPLE ROAD CR-IRA
281 MAPLE ROAD
VALLEY COTTAGE 10989

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
CAMP VENTURE INC
100 CONVENT RD/BDX 402
NANUET NY 10954

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

SPONSORSHIP: NOT-FOR-PROFIT

8563 MULLER COURT COMMUNITY RESIDENCE
3 MULLER COURT
NEW CITY 10956

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
ROCKLAND COUNTY ARC
25 HEMLOCK DRIVE
CONGERS NY 10970

TYPE: SUPERVISED COMMUNITY RESIDENCE

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

SPONSORSHIP: NOT-FOR-PROFIT

8564 NANUET HOUSE
357 SOUTH MIDDLETOWN ROAD
NANUET 10954

CAPACITY: 0012 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY DISABLED

LICENSING AGENCY: OFFICE OF MENTAL HEALTH
SPONSOR:
MENTAL HEALTH ASSOCIATION OF ROCKLAND COUNTY, INC
BUILDING J SANITORIUM RD
POMONA 10970

TYPE: COMM RESIDENCE/SUPERVISED LIVING

SERVICES: RESIDENTIAL/ADL

TEL. (914) 354-0200 SPONSORSHIP: PUBLIC

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8565 NEW VENTURE
61 INWOOD DRIVE
BARDONIA 10954

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: SUPERVISED COMMUNITY RESIDENCE

SPONSOR:
VENTURE INN
100 CONVENT ROAD
NANUET NY 10954

SERVICES: RESID./HABILIT. SERV.

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

8566 NEW YORK AVENUE CR-IRA
16 NEW YORK AVENUE
CONGERS 10920

CAPACITY: 0004 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:
CAMP VENTURE INC
100 CONVENT RD BOX 402
NANUET NY 10954

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

TEL. (914) 623-1109

SPONSORSHIP: NOT-FOR-PROFIT

8567 NEW YORK AVENUE SUPERVISED CR
18 NEW YORK AVENUE
CONGERS 10920

CAPACITY: 0005 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: SUPERVISED COMMUNITY RESIDENCE

SPONSOR:
CAMP VENTURE INC
100 CONVENT RD BOX 402
NANUET NY 10954

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

TEL. (914) 623-1109

SPONSORSHIP: NOT-FOR-PROFIT

8568 NORTHERN MANOR GERIATRIC CTR INC
199 N MIDDLETOWN ROAD
NANUET 10954

CAPACITY: 0231 SCHOOL DISTRICT CODE - 500414

GROUP SERVED: AGE: 16-99 SEX: M/F
PERSONS SERVED: HEALTH SERVICES REQ.

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH

TYPE: HEALTH RELATED FACILITY

SPONSOR:
NORTHERN MANOR GERIATRIC CTR INC

SERVICES: RESID. PERS. SERV.
ACTIVITIES PROGRAM

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

8569 OLD PEOPLES RUSSIAN ORTHODOX CONVENT
SMITH ROAD
SPRING VALLEY 10977

CAPACITY: 0076 SCHOOL DISTRICT CODE - 500402

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: DEPENDENT ADULT

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH

TYPE: NOT-FOR-PROFIT HOME FOR ADULTS

SPONSOR:
RUSSIAN ORTHODOX CONVENT

SERVICES: CONGREGATE CARE
PERSONAL CARE/SUPV.

TEL. (914) 356-0425

SPONSORSHIP: NOT-FOR-PROFIT

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8570 ROCKLAND CD CTR FOR PHYSICALLY HANDICAPPED/NEW CITY ICF
155 PHILLIPS HILL ROAD
NEW CITY 10956

CAPACITY: 0031 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSDR:

ROCKLAND CD CTR FOR PHYSICALLY HANDICAPPED

260 LITTLE TOR ROAD NORTH

NEW CITY NY 10956

TEL.

SPONSORSHIP: PUBLIC

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

8571 STONEHAM LANE CR-IRA
15 STONEHAM LANE
NEW CITY 10956

CAPACITY: 0007 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SPONSOR:

LETCHWORTH VILLAGE DOSO

THIELLS NY 10984

TEL.

SPONSORSHIP: PUBLIC

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

8572 SVAHN DRIVE ICF
339 SVAHN DRIVE
VALLEY COTTAGE 10989

CAPACITY: 0011 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB

TYPE: COMMUNITY-BASED ICF/DD

SPONSOR:

LETCHWORTH VILLAGE DEVELOPMENTAL CENTER

THIELLS NY 10984

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

8573 TOLSTOY FOUNDATION HOMES FOR THEAGED
LAKE ROAD
VALLEY COTTAGE 10989

CAPACITY: 0042 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: DEPENDENT ADULT

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH

TYPE: PROPRIETARY HOME FOR ADULTS

SPONSDR:

TOLSTOY FOUNDATION INC

TEL. (914) 268-3277

SPONSORSHIP: PROPRIETARY

SERVICES: CONGREGATE CARE
PERSONAL CARE/SUPV.

8574 VALLEY COTTAGE GROUP HOME
808 TENA PL VALLEY COTTAGE
CLARKSTOWN 10989

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 10-17 SEX: M
PERSONS SERVED: DEPENDENT-NEGLECTED
JUVENILE DELINQUENT
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES

TYPE: GROUP HOME

SPONSOR:

CHILDREN'S VILLAGE

ECHO HILLS

DOBBS FERRY NY 10522

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SOC. SERV./COUNSELING
HEALTH SUPERVISION

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8575 WALTHAM CR-IRA
5 WALTHAM AVE
CONGERS

10920

CAPACITY: 0004 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
CAMP VENTURE INC
100 CONVENT RD BOX 402
NANUET NY 10954

TEL.

SPONSORSHIP: NOT-FOR-PROFIT

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

8576 WEST CLARKSTOWN ROAD CR-IRA
329 W CLARKSTOWN RD
NEW CITY

10956

CAPACITY: 0006 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
LETCHWORTH VILLAGE DDSO

TEL.

SPONSORSHIP: PUBLIC

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

8577 ABBOTT HOUSE WHITE ST GH
26 WHITE STREET
SPRING VALLEY

10977

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500402

GROUP SERVED: AGE: 08-21 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES
SPONSOR:
ABBOTT HOUSE
100 NORTH BROADWAY
IRVINGTON NY 10533

TEL. (914) 591-7300

SPONSORSHIP: NOT-FOR-PROFIT

TYPE: GROUP HOME

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SOC. SERV./COUNSELING
HEALTH SUPERVISION

8578 CARDINAL MCCLOSKEY SCHOOL WEST NYACK GROUP HOME
9 PATTERSON AVENUE
WEST NYACK

10994

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500304

GROUP SERVED: AGE: 12-18 SEX: M
PERSONS SERVED: JUVENILE DELINQUENT
DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES
SPONSOR:
CARDINAL MCCLOSKEY SCHOOL
2 HOLLAND AVENUE
WHITE PLAINS NY 10603

TEL. (914) 997-8000

SPONSORSHIP: NOT-FOR-PROFIT

TYPE: GROUP HOME

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SOC. SERV./COUNSELING
HEALTH SUPERVISION

8579 DEPAUL ICF COTTAGE
8 HAYOEN CIRCLE
NANUET

10954

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/OV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
ST. AGATHA HOME FOR CHILDREN OF NEW YORK FOUNDLING HOSPI
135 CONVENT ROAD
NANUET NY 10954

TEL. (914) 623-3461

SPONSORSHIP: NOT-FOR-PROFIT

TYPE: COMMUNITY-BASED ICF/DO

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8580 ELMWOOD MANOR NURSING HOME INC
199 NORTH MIDDOLETOWN ROAD
NANUET 10954

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: NURSING CARE REQUIRE
CAPACITY: 0231 SCHOOL DISTRICT CODE - 500108

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH
SPONSOR:
ELMWOOD MANOR NURSING HOME INC
199 NORTH MIDDOLETOWN ROAD
NANUET NY 10954

TYPE: NURSING HOME

SERVICES: SKILLED NURSING CARE
ACTIVITIES PROGRAM

TEL. (914) 623-3904 SPONSORSHIP: PROPRIETARY

8581 HAYDEN #3 ICF
13 HAYDEN CIRCLE
NANUET 10954

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV
CAPACITY: 0010 SCHOOL DISTRICT CODE - 500108

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
ST. AGATHA HOME OF THE NEW YORK FOUNDLING HOSPITAL
135 CONVENT ROAD
NANUET NY 10954

TYPE: COMMUNITY-BASED ICF/DD

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

TEL. (914) 623-3461 SPONSORSHIP: NOT-FOR-PROFIT

8582 NEW YORK FOUNDLING HOSPITAL ST AGATHA HOME
ONE ALICE DRIVE
NANUET 10954

GROUP SERVED: AGE: 05-21 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
CAPACITY: 0010 SCHOOL DISTRICT CODE - 500108 DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES
SPONSOR:
NEW YORK FOUNDLING HOSPITAL
590 SIXTH AVE
NEW YORK NY 10011

TYPE: GROUP HOME

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SOC. SERV./COUNSELING
HEALTH SUPERVISION

TEL. (212) 633-9300 SPONSORSHIP: NOT-FOR-PROFIT

8583 NEW YORK FOUNDLING HOSPITAL ST AGATHA HOME
8 STOCKUM LANE
NEW CITY 10956

GROUP SERVED: AGE: 05-21 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
CAPACITY: 0009 SCHOOL DISTRICT CODE - 500101 DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES
SPONSOR:
NEW YORK FOUNDLING HOSPITAL
590 SIXTH AVE
NEW YORK NY 10011

TYPE: GROUP HOME

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SOC. SERV./COUNSELING
HEALTH SUPERVISION

TEL. (212) 633-9300 SPONSORSHIP: NOT-FOR-PROFIT

8584 NYACK MANOR NURSING HOME
CHRISTIAN HERALD ROAD
VALLEY COTTAGE 10989

GROUP SERVED: AGE: 16-99 SEX: M/F
PERSONS SERVED: NURSING CARE REQUIRE
CAPACITY: 0160 SCHOOL DISTRICT CODE - 500101

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH
SPONSOR:
H ROTHMAN ET AL
58 EAST ROUTE 59
NANUET NY 10954

TYPE: NURSING HOME

SERVICES: SKILLED NURSING CARE
ACTIVITIES PROGRAM

TEL. (914) 268-6861 SPONSORSHIP: PROPRIETARY

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8585 SAMUEL G FISHER ICF
240 LITTLE TOR ROAD
NEW CITY

10956

CAPACITY: 0020 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL OISAB

TYPE: COMMUNITY-BASED ICF/00

SPONSOR:

ROCKLAND COUNTY CENTER FOR THE PHYSICALLY HANDICAPPED

260 LITTLE TOR ROAD

NEW CITY NY 10956

TEL. (914) 634-4648 SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID./HABILIT. SERV. COUNSELING
MEDICAL
ADL

8586 ST AGATHA HOME-CONGERS GROUP HOME
343 ROUTE 9W
CONGERS

10920

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500401

GROUP SERVED: AGE: 05-21 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES

TYPE: GROUP HOME

SPONSOR:

NEW YORK FOUNDLING HOSPITAL

590 AVENUE OF THE AMERICAS

NEW YORK 10011

TEL. (212) 633-9300 SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SDC. SERV./COUNSELING
HEALTH SUPERVISION

8587 ST DOMINIC'S HOME
8 GILLIS AVENUE
CENTRAL NYACK

10960

CAPACITY: 0010 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-18 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES

TYPE: GROUP HOME

SPONSOR:

ST DOMINIC'S HOME

WESTERN HIGHWAY

BLAUVELT NY 10913

TEL. (914) 359-3400 SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID. CHILD CARE GENERAL SUPERVISION
SDC. SERV./COUNSELING
HEALTH SUPERVISION

8588 ST. AGATHA HOME OF THE NEW YORK FOUNDLING HOSPITAL
135 CONVENT ROAD
NANUET

10954

CAPACITY: 0162 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 06-21 SEX: M/F
PERSONS SERVED: JUVENILE DELINQUENT
DEPENDENT-NEGLECTED
PINS

LICENSING AGENCY: OFFICE OF CHILDREN AND FAMILY SERVICES

TYPE: INSTITUTION

SPONSOR:

NEW YORK FOUNDLING HOSPITAL

590 SIXTH AVE

NEW YORK NY 10011

TEL. (212) 633-9300 SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: RESID. CHILD CARE HEALTH/MEDICAL
SOC. SERV./COUNSELING NUTRITION
RECREATION

8589 TOLSTOY FOUNDATION NURSING HOME CO INC
LAKE ROAD
VALLEY COTTAGE

10989

CAPACITY: 0096 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 16-99 SEX: M/F
PERSONS SERVED: NURSING CARE REQUIRE

LICENSING AGENCY: NEW YORK STATE DEPARTMENT OF HEALTH

TYPE: NURSING HOME

SPONSOR:

TOLSTOY FOUNDATION NURSING HOME CO INC

LAKE ROAD

VALLEY COTTAGE NY 10989

TEL. (914) 268-9570 SPONSORSHIP: NOT-FOR-PROFIT

SERVICES: SKILLED NURSING CARE
ACTIVITIES PROGRAM

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN TOWN OF

HEALTH SERVICE AREA: 7

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8590 VENTURE EAST
129 STRAWTOWN ROAD
NEW CITY

10956

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 18-25 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
VENTURE INN INC
100 CONVENT ROAD
NANUET NY 10954

TYPE: SUPERVISED COMMUNITY RESIDENCE

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

TEL. (914) 623-1109 SPONSORSHIP: NDT-FOR-PROFIT

8591 VENTURE INN
100 CONVENT ROAD
NANUET

10954

CAPACITY: 0024 SCHOOL DISTRICT CODE - 500108

GROUP SERVED: AGE: 18-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
VENTURE INN INC
100 CONVENT ROAD
NANUET NY 10954

TYPE: COMMUNITY-BASED ICF/DD

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

TEL. 914-623-1109 SPONSORSHIP: NDT-FOR-PROFIT

COUNTY: ROCKLAND

MUNICIPALITY: CLARKSTOWN VILLAGE OF

HEALTH SERVICE AREA: 7

8592 RIDGE ROAD CR-VALLEY COTTAGE
57-B RIDGE ROAD
VALLEY COTTAGE

10989

CAPACITY: 0014 SCHOOL DISTRICT CODE - 500101

GROUP SERVED: AGE: 00-99 SEX:
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
ST POMINICS HOME
WESTERN HIGHWAY
BLAUVELT NEW YORK 10913

TYPE: SUPERVISED COMMUNITY RESIDENCE

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

TEL. SPONSORSHIP: NOT-FOR-PROFIT

COUNTY: ROCKLAND

MUNICIPALITY: GARNERVILLE VILLAGE OF

HEALTH SERVICE AREA: 7

8593 DONALDSON LANE CR-IRA
10 DONALDSON LANE
GARNERVILLE

10923

CAPACITY: 0007 SCHOOL DISTRICT CODE - 500201

GROUP SERVED: AGE: 00-99 SEX: M/F
PERSONS SERVED: MENTALLY RETARDED/DV

LICENSING AGENCY: OFF OF MENTAL RETARDATION & DEVEL DISAB
SPONSOR:
LETCHWORTH VILLAGE DDSO

TYPE: INDIV RESIDENTIAL ALTERNATIVE (IRA)

SERVICES: RESID./HABILIT. SERV.
ADL
COUNSELING

THIELLS NY 10984

TEL.

SPONSORSHIP: PUBLIC

APPENDIX IV

- Section A – STAR Program
- Section B – Housing Ordinance Town of Orangetown
Checklist for Restricted 2 Family Dwelling
Declaration of Restrictive Covenants
- Section C – Crosstabulation
- Section D – Housing Assistance Programs
- Section E – Household Income for Clarkstown Householders
- Section F – McKinney's Consolidated Laws of New York Annotated
Town Law
- Section G – Incentive Zoning by Anna Georgiou
- Section H – APA Model: "Incentive-based Zoning" for Affordable
Housing"
- Section I – Narrative, Tor Valley Shopping Center Property

APPENDIX IV

Section A – STAR Program

Q&A

Senior Citizens' Exemption

Partial Exemption from Property Taxes in New York State

**STATE OF NEW YORK
George E. Pataki
Governor**

Revised October, 1998

NEW YORK STATE
OFFICE OF REAL PROPERTY SERVICES



STAR

**SCHOOL TAX
RELIEF PROGRAM**

Questions & Answers for NYS Homeowners



INFORMATION AVAILABLE AT THE ASSESSOR'S OFFICE
Recommend Office of Senior Citizens be responsible for distribution.

QA &

Veterans' Exemptions

**Partial Exemptions
from Property Taxes
in New York State**



Revised October, 1996

APPENDIX IV

Section B –

- **Housing Ordinance Town of Orangetown**
- **Checklist for Restricted 2 Family Dwelling**
- **Declaration of Restrictive Covenants**

To Whom It May Concern:

Subject: Local Law #7, 1981

A determination concerning "Restricted Two Family Conversions" (Local Law #7, 1981), was made by the Town Board in September 1983.

The Board's decision mandates that a covenant concerning the conversion be filed in the Office of the County Clerk in New City, New York. (See paragraph 2 of the attached checklist).

Copies of the covenant approved by the Town Attorney are enclosed for your use. Schedule "A" referred to in the covenant is your property deed.

This office would appreciate your cooperation in this matter and requests that you bring in a copy of the filed covenant so that we may process the necessary paperwork and issue your Certificate of Occupancy.

Very truly yours,

John Giardiello, PE
Director - O.B.Z.P.A.E.

JG: lg

CHECKLIST FOR RESTRICTED 2 FAMILY DWELLING

- 1). Apply for permit from the Building Department.
- 2). File Covenant in the Rockland County Clerk's Office to the effect that if the grantor or his or her spouse or the survivors cease to occupy said dwelling; the dwelling automatically reverts to only one dwelling unit. (Bring copy of filed covenant to the Building Department)
- 3). The additional unit must clearly subordinate to the main one family use and to occupy not more than 600 square feet of floor space.
- 4). There shall be no significant exterior change and no new structures built on the property within the past ten (10) years so as to create an additional dwelling unit. (Amended 10-22-84 Local Law #21, 1984)
- 5). The new unit must have a safe and proper means of entrance and exit.
- 6). There shall be only a single front entrance to the dwelling.
- 7). At least three parking spaces are required.
- 8). ***The house must be at least fifteen (15) years old – see item #13.**
- 9). The dwelling must comply with all fire, safety and building codes.
- 10). An electrical re-inspection of the dwelling must be done.
- 11). Hard-wired smoke detectors must be in the house.
- 12). A copy of the Certificate of Occupancy for the original premises is required.
- 13). **The owner who first converts the dwelling must have resided in said dwelling for at least fifteen (15) years. (Local Law 314, 1991)**

DECLARATION OF RESTRICTIVE COVENANTS

_____ RESIDING AT: _____

_____ HEREINAFTER REFERRED TO AS THE "OWNER".

WHEREAS, THE OWNER HOLDS IN FEE ALL THAT CERTAIN TRACT OF LAND DESCRIBED IN SCHEDULE "A" ATTACHED HERETO AND PART HEREOF: HEREINAFTER REFERRED TO AS THE PREMISES; AND

WHEREAS, SAID OWNER DESIRED THE ISSUANCE OF A BUILDING PERMIT AND/OR A CERTIFICATE OF OCCUPANCY FOR THE CONVERSION OF A DETACHED, OWNER-OCCUPIED SINGLE-FAMILY DWELLING SO AS TO ADD ONE ADDITION, SUBORDINATE DWELLING UNIT UNDER THE PROVISIONS OF LOCAL LAW NO. 7, 1981, AS AMENDED; AND

WHEREAS, UNDER SAID LOCAL LAW NO. 7, 1981, THE TOWN OF ORANGETOWN REQUIRES CERTAIN PROTECTIVE RESTRICTIONS, CONDITIONS, LIMITATIONS AND COVENANTS BEFORE ISSUANCE OF A BUILDING PERMIT AND/OR A CERTIFICATE OF OCCUPANCY, WHICH SHALL BE AS HEREINAFTER PROVIDED, AND THE OWNER CONSENTS THERETO;

NOW THEREFORE, SAID OWNER HEREBY DECLARES THE PREMISES TO BE SUBJECT TO THE FOLLOWING COVENANT:

1. THAT IN THE EVENT THE OCCUPATION OF THE PREMISES BY THE OWNER, HIS OR HER SPOUSE OR THE SURVIVOR OF THEM CEASES, THE DWELLING AUTOMATICALLY REVERTS TO ONE DWELLING UNIT, WITHOUT FURTHER ACTION OF THE TOWN BOARD OR ANY LOCAL DEPARTMENT, AGENCY OR BUREAU HAVING JURISDICTION.

IN WITNESS WHEREOF, THE OWNER (S) HAVE DULY EXECUTED THIS DECLARATION OF THE DAY AND YEAR ABOVE INDICATED.

SWORN BEFORE ME THIS _____ DAY OF _____
20 _____.

NOTARY PUBLIC, STATE OF NEW YORK

APPENDIX IV

Section D – Housing Assistance Programs

NEW YORK STATE DIVISION OF HOUSING AND COMMUNITY RENEWAL

HOUSING DEVELOPMENT FUND

TYPE OF ASSISTANCE OR INCENTIVE

Loan (no interest)

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The New York State Division of Housing and Community Renewal (HDCR) administers the Housing Development Fund, which is a revolving loan fund to provide loans to non-profit organizations to develop low-income housing projects.

ELIGIBILITY REQUIREMENTS

Eligible applicants include Housing Development Fund Companies incorporated pursuant to Article 11 of Private Housing Finance Law, not-for-profit and charitable corporations, and their wholly owned subsidiaries, which have the improvement of housing for persons of low income as a primary purpose.

All areas of the New York State are eligible for financing, however, priority for funding is given to projects located in the following areas:

- federally or State designated area by the United States Department of Housing and Urban Development, and/or State Urban Renewal Law and/or Urban Development Action Area Act;
- a locally designated area;
- an area which is blighted, deteriorated or deteriorating, has a blighting influence on the surrounding area, is in danger of becoming a slum or blighted area because of the existence of substandard, unsanitary, deteriorating or deteriorated conditions, an aged housing stock; or
- vacant non-residential property.

HOW THE FUNDS CAN BE USED

Funding under this program must be used for projects that include substantial rehabilitation or new construction of affordable rental housing. Funding can be used for construction or rehabilitation of cooperative, condominium, owner-occupied or rental housing for occupancy by low-income persons or households. Projects must be primarily for residential use, but loans may be used for non-residential space provided such space is incidental or appurtenant to the residential property, and allowed and reimbursable under the project's permanent financing. Housing development funds may be used for pre-development costs, site acquisition, construction/rehabilitation financing and other mortgageable project development costs. Housing development funds may also be used to provide short term financing repaid from equity contributed by investors in Low-Income Housing Credit projects.

AVAILABILITY OF FUNDING

Temporary, interest-free HDF interim loans are divided into three categories - predevelopment, acquisition and construction - which may be made alone or in conjunction with one another. HDF temporary loans for eligible redevelopment costs are generally limited to ten percent of the project's estimated total development cost. HDF temporary loan amounts for acquisition and construction are determined on a case-by-case basis. HDF loan funds for acquisition may be used for the purchase of the project site, including financing fees and closing costs. HDF temporary loan funds for construction may be used for the rehabilitation or construction of an eligible project. HDF temporary loans generally have terms of up to 3 years.

HDF equity loans are also termed bridge loans, because they bridge the time during the project's development and/or initial operating years until equity proceeds become available. HDF equity loans are generally made at a simple one percent interest rate, and usually have terms of up to seven years. HDF equity loans may be used to pay for any mortgageable project costs.

Restrictions on project size and scope, and the exact income levels of the project's low-income occupants are generally determined by the permanent funding source. In addition, all project costs financed with HDF loans must be mortgageable (i.e., reimbursable under the permanent project financing).

LIABILITY PROTECTION PROVIDED CONTACT

Liability protection is not provided under this program.

New York State Division of Housing and Community
Renewal
Hampton Plaza
38-40 State Street
Albany, NY 12207
Telephone: 518-473-2517
Fax: 518-473-9462
E-mail: cdInfo@dhcr.state.ny.us
Website: www.dhcr.state.ny.us

NEW YORK STATE DIVISION OF HOUSING AND COMMUNITY RENEWAL

LOW-INCOME HOUSING TRUST FUND PROGRAM

TYPE OF ASSISTANCE OR
INCENTIVE

Grant

SUMMARY DESCRIPTION
OF THE PROGRAM OR INCENTIVE

The New York State Division of Housing and Community Renewal provides staff and administrative support to the Housing Trust Fund Corporation. The Housing Trust Fund Corporation (HTFC), a public benefit corporation, administers the Low-Income Housing Trust Fund Program. This program was established to help meet the critical need for decent, affordable housing opportunities for people of low income.

ELIGIBILITY REQUIREMENTS

Applicants must be not-for-profit corporations or charitable organizations or their wholly-owned subsidiaries; housing development fund companies; municipalities; counties (counties with their own department of assessment may be direct recipients; other counties are eligible only as local program administrators); housing authorities (for properties owned after July 1, 1986 only); private developers who limit their profits or rate of return of investors; or partnerships in which the non-profit partner has at least a 50 percent controlling interest

Low-income persons may not be direct recipients of payments, grants or loans from the HTFC, but may receive such funds from another eligible applicant. Other than municipalities and private developers, eligible applicants must have been in existence for at least one year prior to application and have, as one of their primary purposes, the improvement or provision of housing for low-income persons.

Eligible Areas

Projects must be located in an area which is blighted, deteriorated or deteriorating, or has a blighting influence on the surrounding area, or is in danger of becoming a slum or blighted area because of the existence of substandard, unsanitary, deteriorating or deteriorated conditions, an aged housing stock, or vacant non-residential property, or other factors indicating an inability or unwillingness of the private sector unaided to cause the rehabilitation, construction or conversion.

To be eligible for rehabilitation with Housing Trust Fund (HTF) monies, properties must be located in eligible areas and at the time of application must be either vacant or under-occupied residential properties, vacant non-

residential properties, or portions of eligible residential properties as long as the portion is less than 60 percent occupied. Under-occupied residential property is defined as property that is less than 60 percent occupied by lawful occupants. The vacancy requirement does not apply to one and two unit residential properties if rehabilitation creates at least one additional unit.

HOW THE FUNDS CAN BE USED

The Housing Trust Fund provides funding to construct low-income housing, to rehabilitate vacant or under-utilized residential property (or portions of a property), or to convert vacant non-residential property to residential use for occupancy by low-income homesteaders, tenants, tenant-cooperators or condominium owners. The Housing Trust Fund can also provide seed funding to eligible non-profit applicants who need financial assistance in developing a full Housing Trust Fund application.

AVAILABILITY OF FUNDING

Funding under the Low-Income Housing Trust Fund is limited to \$55,000 per unit. HTFC has the discretion to make available up to an additional \$20,000 per unit based on construction cost in the area, location of the project and the impact of the additional funding on the project's affordability to its low-income occupants. Project sponsors must ensure long-term (15-30 years) use by low and/or very low-income persons.

Program funds cannot be used for administrative costs, nor can they be used for any non-residential facilities, except for community space for project tenants and such space necessary for operating and management activities as approved by the Housing Trust Fund Corporation. No more than 25 percent of the Housing Trust Fund award may be used towards acquisition of the project property.

The Private Housing Finance Law requires private developers or applicants acting as private developers to make an equity investment in Housing Trust Fund projects. The equity contribution must be equal to two and one-half percent of total project costs or five percent of total project costs minus all grants, whichever is greater.

No more than 50 percent of the annual HTF appropriation may be allocated to any one municipality. Additionally, no more than 33 1/3 percent of the funds appropriated in any one year may be used by private developers.

Since 1985, the Housing Trust Fund has received annual appropriations of \$25 million.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACT

New York State Div of Housing and Community Renewal
Hampton Plaza
38-40 State Street
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Website: www.dhcr.state.ny.us

NEW YORK STATE DIVISION OF HOUSING AND COMMUNITY RENEWAL

SENIOR HOUSING INITIATIVE

TYPE OF ASSISTANCE OR
INCENTIVE

Loan (no interest)

SUMMARY DESCRIPTION
OF THE PROGRAM OR INCENTIVE

The New York State Division of Housing and Community Renewal (DHCR) provides initiatives to senior rental projects which finance more than 50% of the project cost with tax-exempt bonds subject to the State Private Activity Bond Volume Cap and are eligible to receive an allocation of the Low Income Housing Credit.

ELIGIBILITY REQUIREMENTS

Eligible applicants include Housing Development Fund Companies incorporated pursuant to Article 11 of Private Housing Finance Law, not-for-profit and charitable corporations, and their wholly owned subsidiaries, which have the improvement of housing for persons of low income as a primary purpose.

All areas of the State are eligible for financing, however, priority for funding is given to projects located in the following areas:

- federally or state-designated area by the United States Department of Housing and Urban Development (HUD), and/or State Urban Renewal Law and/or Urban Development Action Area Act;
- a locally designated area;
- an area which is blighted, deteriorated or deteriorating, has a blighting influence on the surrounding area, is in danger of becoming a slum or blighted area because of the existence of substandard, unsanitary, deteriorating or deteriorated conditions, an aged housing stock; or
- vacant non-residential property.

Occupancy is limited to seniors, defined as households in which at least one of the members is a person 55 years of age or older. Projects may include units assisted by the Housing Development Fund (HDF) Program and units at market rent.

HOW THE FUNDS CAN BE USED

Funding used this program must be used for projects that include substantial rehabilitation or new construction of affordable rental housing. Funding can be used for construction or rehabilitation of cooperative, condominium, owner-occupied or rental housing for occupancy by low-income persons or households. Projects must be primarily for residential use, but loans may be used for non-residential space provided such space is incidental or appurtenant to the residential property, and allowed and reimbursable under the project's permanent financing.

AVAILABILITY OF FUNDING

If both DHCR regulated and unregulated units are proposed, the amount of HDF assistance provided by DHCR will be based upon the financing necessary to support units which are affordable to persons or households with incomes of 90% (80% in New York City) or less of area median income.

A minimum of 20% of the units assisted by DHCR must be affordable to those with incomes of 50% or less of area median income. DHCR will provide the HDF assistance in the form of a no interest loan provided as construction financing with principal amortized over a term of up to 15 years. The primary source of project financing must be Section 501(c)(3) bonds (also known as civic facility bonds). Applicants must secure 501(c)(3) bond financing through a public authority serving as issuer. Such issuers include the New York State Housing Finance Agency, the New York City Housing Development Corporation, local industrial development agencies and local public housing authorities.

Applicants should note that Housing Trust Fund Corporation may not award more than one-third of Housing Trust Fund funds to entities defined in the statute as private developers. In addition, preference in awarding contracts is given to economically feasible projects containing a substantial number of persons with incomes of 50% or less of area median income.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACT

New York State Division of Housing and Community
Renewal
Hampton Plaza
38-40 State Street
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Website: www.dhcr.state.ny.us

NEW YORK STATE HOUSING FINANCE AGENCY

NEW YORK STATE AFFORDABLE HOUSING CORPORATION AFFORDABLE HOME OWNERSHIP DEVELOPMENT PROGRAM

TYPE OF ASSISTANCE OR
INCENTIVE

Grant

SUMMARY DESCRIPTION
OF THE PROGRAM OR INCENTIVE

The New York State Housing Finance Agency was created as a public benefit corporation in 1960 under Article III of the Private Housing Finance Law to finance low income housing by raising funds through the issuance of municipal securities and the making of mortgage loans to eligible borrowers. The New York State Affordable Housing Corporation (NYSAHC), a subsidiary of the New York State Housing Finance Agency pursuant to Section 1113(1) of the Private Housing Finance Law, was established to administer the Affordable Home Ownership Development Program (AHOP). The purpose of the AHOP is to promote home ownership by persons of low and moderate income which, in turn, fosters development, stabilization, and preservation of neighborhoods and communities. To achieve these goals, the NYSAHC provides financial assistance, in conjunction with other private and public investment, for the construction, acquisition, rehabilitation and improvement of owner-occupied housing.

ELIGIBILITY REQUIREMENTS

Eligible applicants include local municipalities, housing authorities, housing development fund companies, and neighborhood and rural preservation companies, as well as, not-for-profit or charitable organizations primarily involved in housing development.

HOW THE FUNDS CAN BE USED	Funding of new construction, acquisition, and rehabilitation and home improvement projects
AVAILABILITY OF FUNDING	The NYSAHC may provide grants within the following per dwelling unit limitations: up to \$20,000 per unit, or \$25,000 per unit within the limits of available funding, per unit for projects located in high cost areas as defined by the NYSAHC, or projects receiving a United States Department of Agriculture Rural Development Service (formerly the Farmer's Home Administration) Loan. To encourage the leveraging of other private and public funds, the NYSAHC grants cannot exceed 60% of the total project development cost.
LIABILITY PROTECTION PROVIDED	Liability protection is not provided under this program.
CONTACTS	<p>New York Office: Caroline Telfer-Mingo 641 Lexington Avenue New York, NY 10022 Telephone: (212) 688-4000 x 438 Fax: (212) 872-0438 E-mail: Carolinet@nyhomes.org</p> <p>Albany Office: 119 Washington Avenue Albany, NY 12210 518-434-2118</p> <p>Buffalo Office: 107 Delaware Avenue Suite 620 Buffalo, NY 14202 716-853-1548</p> <p>Long Island Office: SUNY Old Westbury 233 Store Hill Road Suite H209 Old Westbury, NY 11568 516-334-7815</p> <p>Website: www.nyhomes.org</p>

NEW YORK STATE HOUSING FINANCE AGENCY

INFRASTRUCTURE DEVELOPMENT DEMONSTRATION PROGRAM

TYPE OF ASSISTANCE OR
INCENTIVE

Grant

SUMMARY DESCRIPTION
OF THE PROGRAM OR INCENTIVE

The New York State Housing Finance Agency was created as a public benefit corporation in 1960, under Article III of the Private Housing Finance Law to finance low income housing by raising funds through the issuance of municipal securities and the making of mortgage loans to eligible borrowers. The Infrastructure Development Demonstration Program (IDDP) assists in the creation of affordable housing by providing grants for the installation or upgrading of necessary infrastructure improvements to reduce construction costs of new or rehabilitated affordable housing units.

ELIGIBILITY REQUIREMENTS

HOW THE FUNDS CAN BE USED

AVAILABILITY OF FUNDING

Grants are made only to projects receiving some other form of governmental assistance and cannot exceed \$5,000 per unit.

LIABILITY PROTECTION
PROVIDED

Liability protection is not provided under this program.

NEW YORK STATE HOUSING FINANCE AGENCY

SECURED LOAN RENTAL HOUSING PROGRAM

TYPE OF ASSISTANCE OR
INCENTIVE

Loan

SUMMARY DESCRIPTION
OF THE PROGRAM OR INCENTIVE

The New York State Housing Finance Agency (HFA) was created as a public benefit corporation in 1960 under Article III of the Private Housing Finance Law to finance low income housing by raising funds through the issuance of municipal securities and the making of mortgage loans to eligible borrowers. The Secured Loan Rental Housing Program (SLRHP) provides an efficient source of funds for a variety of affordable multi-family rental developments.

ELIGIBILITY REQUIREMENTS

All developments financed with tax-exempt bonds must meet Federal Tax Code requirements and additional HFA regulatory requirements with respect to project occupancy. Accordingly, for-profit developers must make available either at least 20 percent of the units in a development to tenants whose income does not exceed 50 percent of the area median income or 40 percent of the units to tenants whose income does not exceed 60 percent of the area median income. Slightly different requirements apply to developments located in New York City. Borrowers who are 501(c)(3) corporations must meet the requirements of the Federal Tax Code and HFA income targeting requirements. Properties financed with taxable bonds must also meet HFA income targeting requirements.

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

COMMUNITY DEVELOPMENT BLOCK GRANTS PROGRAM

TYPE OF ASSISTANCE OR INCENTIVE

Grant (100%)

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The Community Development Block Grant (CDBG) Program provides annual grants to states, and eligible metropolitan cities and urban counties for community improvement activities. Grants to states, and eligible metropolitan cities and urban counties (entitlement communities) are administered by the United States Department of Housing and Urban Development. Funds for non-entitlement communities are administered by the New York State Governor's Office for Small Cities.

ELIGIBILITY REQUIREMENTS

Local governments are eligible.

Applications are accepted from entitlement communities throughout the year. For non-entitlement communities, applications are due in April and awards are made in August.

HOW THE FUNDS CAN BE USED

Projects funded by the CDBG Program must benefit low to moderate income individuals, address blight in the community and/or satisfy an urgent need within the community. Grant awards can be used to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services.

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

COMMUNITY DEVELOPMENT BLOCK GRANTS PROGRAM

TYPE OF ASSISTANCE OR INCENTIVE	Grant (100%)
SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE	The Community Development Block Grant (CDBG) Program provides annual grants to states, and eligible metropolitan cities and urban counties for community improvement activities. Grants to states, and eligible metropolitan cities and urban counties (entitlement communities) are administered by the United States Department of Housing and Urban Development. Funds for non-entitlement communities are administered by the New York State Governor's Office for Small Cities.
ELIGIBILITY REQUIREMENTS	Local governments are eligible. Applications are accepted from entitlement communities throughout the year. For non-entitlement communities, applications are due in April and awards are made in August.
HOW THE FUNDS CAN BE USED	Projects funded by the CDBG Program must benefit low to moderate income individuals, address blight in the community and/or satisfy an urgent need within the community. Grant awards can be used to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services.

AVAILABILITY OF FUNDING

Grant awards for non-entitlement communities are up to \$400,000 for towns, up to \$600,000 for counties and up to \$900,000 for comprehensive grants involving multiple activities. In 2000, \$412,535,000 in CDBG grants was provided to New York State, including \$50,000,000 for non-entitlement communities.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACTS

Entitlement Communities:

United States Department of Housing and Urban Development
Office of Block Grant Assistance
Entitlement Communities Division
541 7th Street, SW
Washington, DC 20410
Telephone: (202) 708-1577
Fax: (202) 401-2044
E-mail: Available from web site
www.hud.gov/cpd/cdbg.html

Website: www.hud.gov/cpd/cdbg.html

Non-entitlement Communities:

Kenneth Flood
Governor's Office for Small Cities
Agency Building 4, 6th Floor
Empire State Plaza
Albany, NY 12223
Telephone: (518) 474-2057
Fax: (518) 474-5247
E-mail: smallcities@empire.state.ny.us

Website: www.nysm_allcities.com

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SECTION 108 LOAN GUARANTEE PROGRAM

TYPE OF ASSISTANCE OR INCENTIVE	Loan guarantee
SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE	<p>Under the Section 108 Loan Guarantee Program, the United States Department of Housing and Urban Development (HUD) guarantees repayment of notes issued by local governments to raise capital for approved projects. The guarantee represents the full faith and credit of the United States Government, providing private investors with enough security that the participating local governments can borrow funds at lower interest rates comparable to those that the federal government commands when borrowing through the United States Treasury. States and entitlement communities that participate in the Community Development Block Grant (CDBG) Program can pledge current and/or future CDBG allocations in return for secured loans that may be used to pursue revitalization and economic development projects.</p>
ELIGIBILITY REQUIREMENTS	<p>States and entitlement communities that participate in the CDBG Program are eligible. Eligible communities may apply for loan guarantees throughout the year.</p>
HOW THE FUNDS CAN BE USED	<p>Section 108 loan guarantees must be used for projects that further the objectives of the CDBG Program. Projects must benefit low to moderate income individuals, address blight in the community and/or satisfy an urgent need within the community. Grant awards can be used to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services. Eligible activities include:</p>

- property acquisition;
- rehabilitation of publicly owned property;
- housing rehabilitation;
- economic development activities; and
- acquisition, construction, reconstruction, or installation of public facilities.

AVAILABILITY OF FUNDING	Loan guarantees cannot exceed five times the current CDBG allocation for the community. The maximum loan term is 20 years. Loan guarantees generally require security beyond the pledge of CDBG funds. This security is negotiated between HUD and the borrower.
LIABILITY PROTECTION PROVIDED	Liability protection is not provided under this program.
CONTACT	<p>Paul Webster Office of Community and Economic Development Finance Office of Community Planning and Development United States Department of Housing and Urban Development 451 7th Street, SW Room 7180 Washington, DC 20410 Telephone: (202) 708-1871</p> <p>Website: www.hud.gov/progdesc/cdbg-108.html</p>

UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

SURFACE TRANSPORTATION PROGRAM

TYPE OF ASSISTANCE OR INCENTIVE

Reimbursement grant (80%)

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The Federal Highway Administration (FHWA) provides funding to states according to a formula for highway or transit projects. In New York State, this program is administered by the New York State Department of Transportation.

ELIGIBILITY REQUIREMENTS

All projects must be included in the State Transportation Improvement Program. Projects are submitted by the states to the FHWA for authorization. The states are reimbursed for 80% of the project cost.

Application criteria are determined by the individual states.

HOW THE FUNDS CAN BE USED

Eligible projects include:

- construction, reconstruction, resurfacing, restoration and rehabilitation of, and operational and safety improvements for, segments of the National Highway System (NHS);
- construction of, and operational improvements for, a federal-aid highway not part of the NHS and construction of a transit project eligible for assistance under the Federal Transit Act if (a) such highway or transit project is in the same corridor as, and in proximity to, a fully access controlled NHS highway, (b) the construction or improvements will improve the level of service on the fully access controlled highway and improve regional travel, and (c) the construction or improvements are more cost-effective than work on the fully access controlled NHS highway would be to provide the same benefits;
- transportation planning;
- highway research and planning;
- highway related technology transfer activities;

- capital and operating costs for traffic monitoring, management, and control facilities and programs;
- fringe and corridor parking facilities;
- carpool and vanpool projects;
- bicycle transportation and pedestrian walkways;
- development and establishment of management systems;
- natural habitat and wetlands mitigation efforts related to surface transportation projects;
- publicly owned intracity or intercity bus terminals; and
- infrastructure-based intelligent transportation systems capital improvements.

AVAILABILITY OF FUNDING

Funds are appropriated to states by statutory formula. There are no limits on the amount available for any project. In 2000, approximately \$5,500,000,000 was allocated nationwide for this program.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACT

New York Division Office
 Federal Highway Administration
 United States Department of Transportation
 Leo W. O'Brien Federal Building
 Room 719
 Clinton Avenue and North Pearl Street
 Albany, NY 12207
 Telephone: (518) 431-4125
 Fax: (518) 431-4121
 E-mail: newyork.fhwa@fhwa.dot.gov

Website: www.fhwa.dot.gov

NONPROFIT PRIVATE SECTOR FUNDING SOURCES

AMERICAN RESTORATION RESOURCES, INC.

TYPE OF ASSISTANCE OR INCENTIVE

Brownfield acquisition by purchase or donation to restore for communities

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

Based in Connecticut with an emphasis on the Mid-Atlantic and Northeastern United States, American Restoration Resources, Inc. (ARR) is qualified as a nonprofit charitable organization under Section 501 (c)(3) of the Internal Revenue Service Code. The purpose of the corporation is to renew and revitalize communities and real property negatively impacted by environmental issues. ARR deals with distressed assets by directly improving such properties, and indirectly by applying the proceeds from corporation activities to charitable, scientific and educational purposes relating to the negative impact of environmental problems on real property, communities and their inhabitants, and the resolution of such problems.

ELIGIBILITY REQUIREMENTS

Nonprofit entities and businesses that incorporate public benefits into their redevelopment projects are eligible under this program.

HOW THE FUNDS CAN BE USED

The corporation acquires by purchase, or accepts as a donation, real properties impacted by environmental challenges. Funding is used to resolve such environmental issues; rehabilitate, renovate, restore, redevelop and/or otherwise improve the property; and manage, lease and/or sell all or portions of the property.

AVAILABILITY OF FUNDING

Funding is readily available depending on a suite of evaluation criteria associated with any potential brownfield redevelopment project.

**LIABILITY PROTECTION
PROVIDED**

Ways to minimize liability are evaluated and negotiated with site owners, along with requisite insurance recovery claims and liability protection policies, which typically is remediation cost cap and pollution liability insurance.

CONTACT

Stephen Soler

President

American Restoration Resources, Inc.

425 Kings Highway East

Fairfield, CT 06432

Telephone: (203) 333-8777

Fax: (203) 331-0037

E-mail: stephen_soler@prodigy.net

Website: www.brownfields.org/morearr.htm

NONPROFIT PRIVATE SECTOR FUNDING SOURCES

CLEAN LAND FUND

TYPE OF ASSISTANCE OR INCENTIVE

Co-loans and assistance in raising capital

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The Clean Land Fund (Fund) was incorporated in 1996 in Rhode Island as a nonprofit revolving loan fund dedicated to financing the cleanup of brownfield sites located in the Northeast quadrant of the United States. In June of 1999, the Fund received its 501(c)(3) nonprofit charitable organization designation from the Internal Revenue Service and began its operations. The Fund provides co-lending services to 16 United States Environmental Protection Agency (USEPA)-funded Brownfields Cleanup Revolving Loan Funds (BCRLFs). These co-lending programs enhance (provide the cleanup financing not eligible under the USEPA program) and leverage these public funds with private-sector capital. The Fund is soliciting Community Reinvestment Act (CRA) Capital Investments from financial institutions doing business in these BCRLF communities to capitalize co-lending programs. The Fund is a member of the National Community Capital Association and the National Brownfields Association.

ELIGIBILITY REQUIREMENTS

Nonprofits and businesses that incorporate public benefits into their redevelopment projects are eligible for funding through this program.

HOW THE FUNDS CAN BE USED

A significant barrier to redevelopment and reuse of brownfields is the lack of financial resources to finance the physical cleanup of these sites. The United States Conference of Mayors (USCM) in April 2000 continues to state that "...cities ranked the lack of cleanup funds as the number one impediment ... to the redevelopment of brownfields." Traditional real estate lenders and investors have been reluctant to finance brownfield cleanups because of the actual and perceived environmental and financial risks associated with these redevelopment projects. Lenders are also concerned about the potential lender liability and reduced collateral values from unforeseen cleanup costs. However, lenders and investors have been, and continue to be, willing to finance the redevelopment of brownfield projects once these sites have been remediated under the approval of environmental regulatory agencies. The Clean Land Fund bridges this gap with an economically sustainable revolving loan fund to finance the cleanup of brownfields in order to stimulate their reuse and community revitalization.

AVAILABILITY OF FUNDING

Raising Capital - The Fund has received a Letter of Interest from the Chase Community Development Corpo-

ration (CDC), New York, New York, in response to the Fund's CRA Capital Investment Request. Chase has expressed its intentions to make capital investments in the Fund to fund Co-Lending Programs with communities in the New York Tri-State area. The Fund has also received a Letter of Interest from the Massachusetts Life Insurance Community Investment Initiative (The Life Initiative) for equity and debt investments of up to \$1 million in the Fund to capitalize the Fund's Co-Lending Programs with low to moderate income communities in Massachusetts. The Life Initiative is a \$100 million community development fund created by the Life Insurance Industry in Massachusetts.

Co-Lending Programs - Using the Letter of Interest from Chase CDC, the Fund is developing Co-Lending Programs with the Cities of Stamford, Connecticut and Yonkers, New York. Also, using the Letter of Interest from the Life Initiative, the Fund is developing Co-Lending Programs with the City of Somerville, Massachusetts, and the Mystic Valley (Connecticut) Development Commission.

Future Funding Anticipated - The Fund is receiving technical assistance from Benjamin Warnke, President of Community Capital Resource Center of Brooklyn, New York, with becoming Certified as a Community Development Financial Institution (CDFI) by the United States Department of Treasury, raising capital from the CDFI Fund and raising CRA Capital Investments from financial institutions.

LIABILITY PROTECTION PROVIDED

The Fund has entered into a Joint Agreement with Environmental Risk Financing Associates (ERFA) of Larchmont, New York. ERFA is a firm that provides expert services for financing environmental risk, including environmental insurance, which ERFA provides through the Environmental Insurance Agency, Inc. The Joint Agreement will enable the Fund and ERFA to provide a comprehensive financing package that includes liability protection to brownfield owners and/or developers.

CONTACT

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Clean Land Fund
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Block Island, RI 02807
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E-mail: wpenn@compuserve.com

Website: www.brownfieldsnet.org/moreclean.htm

NONPROFIT PRIVATE SECTOR FUNDING SOURCES

THE HEINZ ENDOWMENTS

TYPE OF ASSISTANCE OR INCENTIVE

Grants for environmental projects including brownfields revitalization

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The Heinz Endowments provide grants to stimulate economic and environmental redevelopment in urban areas by transforming brownfield sites into productive social and business enterprises. One of the Endowment's primary goals is to promote sustainable urban design. It has supported programs that link transportation, housing and land-use policies, and reduce incentives for urban sprawl. The organization has provided funding to identify best practices in the development of the built environment (neighborhoods, homes, schools, business, etc.) that demonstrate models of effective integration of the environment with community and economic development goals. The promotion of accessible, well-planned open space in existing communities, including greenways parks and riverfront access points, has also been supported by The Heinz Endowments. Recent endowments include a grant to the Center for Land Renewal for its national brownfields nonprofit network.

ELIGIBILITY REQUIREMENTS

Nonprofit entities and businesses that incorporate public benefits into their redevelopment projects are eligible for funding through this program.

HOW THE FUNDS CAN BE USED

The Heinz Endowments, with respect to the organization's environmental program, can be used to achieve four major goals and strategies. The first is sustainable urban design, wherein the goal is to promote the design of urban environments in ways that eliminate inefficiency and waste, and advance sustainable communities. Another funding use is for environmental enterprise and innovation to support the creation of environmental enterprises to protect resources, eliminate waste and create more sustainable systems for commerce. (Brownfields-related funding often pertains to these first two goals.) The third funding vehicle—for energy and the environment—embraces the goal to promote the sustainable use of

HOW THE FUNDS CAN BE USED (continued)

energy and the development of an energy-efficient economy. The redevelopment of brownfields into brightfields would fall into this category. (Brightfields is a revolutionary concept that addresses three of the nation's major challenges—urban revitalization, toxic waste cleanup and climate change—by bringing pollution-free solar energy and high-technology solar manufacturing jobs to brownfield sites.) The fourth use of funding pertains to watershed protection and ecosystems. The focus of this goal is to protect and/or restore essential watersheds in ways that safeguard freshwater ecosystems.

AVAILABILITY OF FUNDING

Funds are available on an annual basis. Grants are typically one-time awards. In recent years, grants for environmental and community economic redevelopment purposes have ranged from \$10,000 to \$2,250,000. Total funding allocated on an annual basis varies widely, with the previous several years averaging from \$8 to \$10 million. Percentage of funding varies for each project.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACT

Melisa Crawford
Program Associate, Environmental Program
The Heinz Endowments
30 C&G Tower
625 Liberty Avenue
Pittsburgh, PA 15222
Telephone: (412) 338-2615
Fax: (412) 281-5788
E-mail: info@heinz.org

Website: heinz.org/environment

NONPROFIT PRIVATE SECTOR FUNDING SOURCES

SURDNA FOUNDATION, INC.

TYPE OF ASSISTANCE OR INCENTIVE

Grants for environmental and community revitalization projects

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The Surdna Foundation (Surdna) funds a range of philanthropic projects. Programs for the environment and community revitalization were established in 1989. The environmental program focuses on four areas: biological diversity and the human communities that depend on it (e.g., forest, marine and freshwater ecosystems); human systems (engaging people in understanding and addressing environmental problems); transportation; and urban/suburban land use. The community revitalization program focuses on the transformation of low-income, urban communities into vibrant and economically diverse communities of choice. Surdna is particularly supportive of programs that are integrated into a comprehensive approach to neighborhood revitalization.

ELIGIBILITY REQUIREMENTS

Municipalities, other nonprofit organizations and collaborations that incorporate public benefits into their redevelopment projects are eligible for funding through this program. Organizations are eligible for a maximum of three consecutive years of funding.

HOW THE FUNDS CAN BE USED

Surdna is interested in funding programs which offer viable solutions to difficult systemic systems. The foundation makes both project and general support grants. It does not generally fund individuals, capital campaigns or building construction, or projects that are internationally based or focused.

AVAILABILITY OF FUNDING

Funds are available on a continual basis. Applicants are strongly recommended to submit a letter of inquiry before a full proposal is sent. The amount of project funding varies from minor assistance (less than 10 percent), to matching funds with other grants, to full funding. The amount of the funding for environmental and community revitalization purposes has averaged \$3 to \$7 million each year, allocated over one to three year periods.

LIABILITY PROTECTION PROVIDED

Liability protection is not provided under this program.

CONTACT

Edward Skloot
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Surdna Foundation, Inc.
330 Madison Avenue, 30th Floor
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Telephone: (212) 557-0010
Fax: (212) 557-0003
E-mail: request@surdna.org

Website: www.surdna.org

NON-PROFIT PRIVATE-SECTOR BROWNFIELDS FINANCIAL RESOURCES			
Organization	Type of Offering	Key Features	Point of Contact
The Center for Land Renewal	Serves as a holding company and provides guidance to affiliates/redeveloping sites.	Uses expertise to facilitate funding and other resources for brownfield redevelopment.	Keith Welks Phoenix Land Recycling Co. 105 North Front Street Harrisburg, PA 17101-1436 Tel: (717) 230-8700 E-mail: Kwelks@phoenixland.org Website: www.brownfieldsnet.org/moreclr.htm
Council for Urban Economic Development	Hosts brownfield educational workshops. Redeveloping properties is of critical concern to its membership.	Serves diverse economic interests (e.g., small business financing, land banking, regional marketing). Seeks to minimize risks and guide private investors through the brownfield redevelopment process.	Richard Hoffman Economic Development Specialist CUED 1730 K Street NW, Suite 700 Washington, DC 20008 Tel: (202) 223-4735 Fax: (202) 223-4745 E-mail: rhoffman@urbandevelopment.com Website: www.cued.org
The Development Fund	Promotes innovation in community development finance.	Programs have created \$700 million in new financing sources nationally. New financing initiative program aims to develop financing vehicles to access private-sector groups for brownfield redevelopment.	Jennifer Burke Program Manager The Development Fund 231 Sansome Street, Sixth Floor San Francisco, CA 94104 Tel: (415) 981-1070 E-mail: jdsf@aol.com Website: www.brownfieldsnet.org/moretdf.htm
Mid-Atlantic Region African American Chamber of Commerce (AACC)	Provides funding support and collaboration for brownfield redevelopment.	Focuses on brownfields in regions/cities with highly populated African American communities.	Jack Surrency President and CEO Mid-Atlantic Region AACC 299 Atlantic Street Bridgeton, NJ 08302 Tel: (609) 451-4176 E-mail: jmsurrency@aol.com Website: brownfieldsnet.org/moremidatlantic.htm
The National Brownfield Association	Public/private collaborative funding for brownfield redevelopment and reuse.	Provides members with resources such as legislative support and financing.	Robert Colangelo Executive Director The National Brownfield Association 3105-C North Wilke Road Arlington Heights, IL 60004 Tel: (847) 870-8208 Fax: (847) 870-8331 E-mail: nba@flash.net Website: www.brownfieldsassociation.org
The Trust for Public Land	Public/private collaborative funding for open space programs.	Creates gardens and parks in cities and towns. Preserves rural green space and forests.	The Trust for Public Land Mid-Atlantic Regional Office 666 Broadway New York, NY 10012 Tel: (212) 677-7171 Fax: (212) 353-2052 E-mail: mem@tpcl.org Website: www.tpcl.org
Bank of America	Community development and environmental program funding exceeded \$39 billion in 1999.	Focuses on affordable housing, small business financing and alliances with minority organizations.	Bank of America 730 15 th Street NW, Suite 800 DC1-701-08-04 Washington, DC 20005 Tel: 1-800-263-2055 Website: www.bankofamerica.com

NON-PROFIT PRIVATE-SECTOR BROWNFIELDS FINANCIAL RESOURCES			
Environmental Bankers Association (EBA)	Responds to the need for environmental risk management and due diligence policies in financial institutions.	An organization that represents the financial services industry for lending institutions involved with brownfield projects and similar endeavors.	Dean Telogo Environmental Bankers Association 110 North Royal Street, Suite 101 Alexandria, VA 22314 Tel: (703) 548-0977 Fax: (703) 548-5945 E-mail: envirobank@aol.com Website: www.riminc.apl.com
American Bankers Association	Seeks to enhance the role of commercial banks as preeminent providers of financial services through outreach.	Working to achieve clarification for lenders and communities on liability issues in connection with brownfields.	American Bankers Association 1120 Connecticut Avenue, NW Washington, DC 20036 Tel: (202) 663-5000 Toll Free: 1-800-338-0626 Website: www.aba.com
Mortgage Bankers Association of America	600 member companies finance investment real estate nationwide.	Acts as a clearinghouse where regulatory officials may contact capital sources engaged in financing brownfields redevelopment.	Mortgage Bankers of America 1125 15 th Street NW Washington, DC Tel: (202) 861-8500 Website: www.mbaa.org
Environmental Grantmakers Association	A voluntary association of foundations and giving programs concerned with the protection of the natural environment.	Focus areas include land use growth management, minorities and the environment, and a grantmakers network on the economy and the environment.	Environmental Grantmakers Association 437 Madison Avenue, 37 th Floor New York, NY 10022 Tel: (212) 812-4280 Fax: (212) 812-4299 E-mail: ega@rffund.org Website: www.ega.org
Institute for Community Economics	Provides loans for a variety of community strengthening projects. Has made over 350 loans totaling more than \$30 million.	Provides a revolving loan fund for short-term loans, technical assistance to community groups and advocacy for Community Land Trusts.	Sara Page Executive Director Institute for Community Economics 57 School Street Springfield, MA 01105 Tel: (413) 746-8860 Fax: (413) 746-8862 E-mail: iceconomic@aol.com Website: www.calvertfoundation.org/institut.htm

FOR-PROFIT PRIVATE SECTOR FUNDING SOURCES

NEW YORK STATE BANKING DEPARTMENT

TYPE OF ASSISTANCE OR INCENTIVE

The New York State Banking Department provides financial services, lending sources and financial network organizations throughout New York State. Brownfields-related sectors include community financial services, community development, Community Reinvestment Act and small business financing.

SUMMARY DESCRIPTION OF THE PROGRAM OR INCENTIVE

The New York State (NYS) Banking Department, which is an organization of hundreds of banks in the State, seeks to make community and economic development information readily available to lenders and potential users. The Department is developing a database in this regard and encourages community development programs to be included in this database. The intent is to link up these programs with the most appropriate funding resources in the State. Listings include nonprofit community development funding sources and a comprehensive list of small business financing vehicles.

ELIGIBILITY REQUIREMENTS

Since the NYS Banking Department works with a myriad of financial resources, eligibility requirements vary widely. Eligibility requirements by city, county or region are provided on the Department's website.

HOW THE FUNDS CAN BE USED

Use of funds varies widely depending on the lending program supported by each lending organization.

AVAILABILITY OF FUNDING

Funding is readily available from many of the institutions in cooperation with the NYS Banking Department depending on the evaluation criteria associated with various programs.

Household Income for Clarkstown Householders

<u>All Households</u>		
<u>Household Income</u>	<u>Households</u>	<u>Percent of Total Households</u>
Total	27,686	100.0%
Less than \$10,000	738	2.7%
\$10,000 to \$14,999	674	2.4%
\$15,000 to \$19,999	655	2.4%
\$20,000 to \$24,999	739	2.7%
\$25,000 to \$29,999	805	2.9%
\$30,000 to \$34,999	844	3.0%
\$35,000 to \$39,999	928	3.4%
\$40,000 to \$44,999	796	2.9%
\$45,000 to \$49,999	863	3.1%
\$50,000 to \$59,999	2,212	8.0%
\$60,000 to \$74,999	3,108	11.2%
\$75,000 to \$99,999	4,560	16.5%
\$100,000 to \$124,999	3,749	13.5%
\$125,000 to \$149,999	2,677	9.7%
\$150,000 to \$199,999	2,301	8.3%
\$200,000 or More	2,037	7.4%

Source: U.S. Census Bureau, Census 2000, Summary File 3

Prepared By: The Rockland County Department of Planning

Households with Householder 65 Years Old and Over

<u>Household Income</u>	<u>Households</u>	<u>Percent of Total Households</u>
Total	5,545	100.0%
Less than \$10,000	246	4.4%
\$10,000 to \$14,999	437	7.9%
\$15,000 to \$19,999	469	8.5%
\$20,000 to \$24,999	333	6.0%
\$25,000 to \$29,999	317	5.7%
\$30,000 to \$34,999	352	6.3%
\$35,000 to \$39,999	381	6.9%
\$40,000 to \$44,999	174	3.1%
\$45,000 to \$49,999	182	3.3%
\$50,000 to \$59,999	519	9.4%
\$60,000 to \$74,999	572	10.3%
\$75,000 to \$99,999	534	9.6%
\$100,000 to \$124,999	401	7.2%
\$125,000 to \$149,999	327	5.9%
\$150,000 to \$199,999	193	3.5%
\$200,000 or More	108	1.9%

Source: U.S. Census Bureau, Census 2000, Summary File 3

Prepared By: The Rockland County Department of Planning

Households with Householder 65 to 74 Years Old

<u>Household Income</u>	<u>Households</u>	<u>Percent of Total Households</u>
Total	3,560	100.0%
Less than \$10,000	65	1.8%
\$10,000 to \$14,999	152	4.3%
\$15,000 to \$19,999	233	6.5%
\$20,000 to \$24,999	188	5.3%
\$25,000 to \$29,999	155	4.4%
\$30,000 to \$34,999	246	6.9%
\$35,000 to \$39,999	234	6.6%
\$40,000 to \$44,999	132	3.7%
\$45,000 to \$49,999	102	2.9%
\$50,000 to \$59,999	428	12.0%
\$60,000 to \$74,999	444	12.5%
\$75,000 to \$99,999	385	10.8%
\$100,000 to \$124,999	284	8.0%
\$125,000 to \$149,999	272	7.6%
\$150,000 to \$199,999	172	4.8%
\$200,000 or More	68	1.9%

Source: U.S. Census Bureau, Census 2000, Summary File 3

Prepared By: The Rockland County Department of Planning

Households with Householder 75 Years Old and Over

<u>Household Income</u>	<u>Households</u>	<u>Percent of Total Households</u>
Total	1,985	100.0%
Less than \$10,000	181	9.1%
\$10,000 to \$14,999	285	14.4%
\$15,000 to \$19,999	236	11.9%
\$20,000 to \$24,999	145	7.3%
\$25,000 to \$29,999	162	8.2%
\$30,000 to \$34,999	106	5.3%
\$35,000 to \$39,999	147	7.4%
\$40,000 to \$44,999	42	2.1%
\$45,000 to \$49,999	80	4.0%
\$50,000 to \$59,999	91	4.6%
\$60,000 to \$74,999	128	6.4%
\$75,000 to \$99,999	149	7.5%
\$100,000 to \$124,999	117	5.9%
\$125,000 to \$149,999	55	2.8%
\$150,000 to \$199,999	21	1.1%
\$200,000 or More	40	2.0%

Source: U.S. Census Bureau, Census 2000, Summary File 3

Prepared By: The Rockland County Department of Planning

APPENDIX IV

Section F – McKinney's Consolidated Laws of New York Annotated Town Law

MCKINNEY'S CONSOLIDATED LAWS OF NEW YORK ANNOTATED
TOWN LAW
CHAPTER 62 OF THE CONSOLIDATED LAWS
ARTICLE 16--ZONING AND PLANNING

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Current through L. 2002, chs 1, 5 to 59, 62 to 80.

§ 261-b. Incentive zoning; definitions, purpose, conditions, procedures

1. Definitions. As used in this section:

(a) "Incentives or bonuses" shall mean adjustments to the permissible population density, area, height, open space, use, or other provisions of a zoning ordinance or local law for a specific purpose authorized by the town board.

(b) "Community benefits or amenities" shall mean open space, housing for persons of low or moderate income, parks, elder care, day care or other specific physical, social or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community authorized by the town board.

(c) "Incentive zoning" shall mean the system by which specific incentives or bonuses are granted, pursuant to this section, on condition that specific physical, social, or cultural benefits or amenities would inure to the community.

2. Authority and purposes. In addition to existing powers and authorities to regulate by planning or zoning, including authorization to provide for the granting of incentives, or bonuses pursuant to other enabling law, a town board is hereby empowered, as part of a zoning ordinance or local law adopted pursuant to this article, or by local law or ordinance adopted pursuant to other enabling law, to provide for a system of zoning incentives, or bonuses, as the town board deems necessary and appropriate consistent with the purposes and conditions set forth in this section. The purpose of the system of incentive, or bonus, zoning shall be to advance the town's specific physical, cultural and social policies in accordance with the town's comprehensive plan and in coordination with other community planning mechanisms or land use techniques. The system of zoning incentives or bonuses shall be in accordance with a comprehensive plan within the meaning of section two hundred sixty-three of this article.

3. Implementation. A system of zoning incentives or bonuses may be provided subject to the conditions hereinafter set forth.

(a) The town board shall provide for the system of zoning incentives or bonuses pursuant to this section as part of the zoning ordinance or local law. In providing for such system the board shall follow the procedure for adopting and amending its zoning ordinance or local law, including all provisions for notice and public hearing applicable for changes or amendments to a zoning ordinance or local law.

(b) Each zoning district in which incentives or bonuses may be awarded under this section shall be designated in the town zoning ordinance or local law and shall be incorporated in any map adopted in connection with such zoning ordinance or local law or amendment thereto.

(c) Each zoning district in which incentives or bonuses may be authorized shall have been found by the town board, after evaluating the effects of any potential incentives which are possible by virtue of the provision of community amenities, to contain adequate resources, environmental quality and public facilities, including adequate transportation, water supply, waste disposal and fire protection. Further, the town board shall, in designating such districts, determine that there will be no significant environmentally damaging consequences and that such incentives or bonuses are compatible with the development otherwise permitted.

(d) A generic environmental impact statement pursuant to the provisions of 6 NYCRR 617.15 shall be prepared by

the town board for any zoning district in which the granting of incentives or bonuses have a significant effect on the environment before any such district is designated, and such statement shall be supplemented from time to time by the town board if there are material changes in circumstances that may result in significant adverse impacts. Any zoning ordinance or local law enacted pursuant to this section shall provide that any applicant for incentives or bonuses shall pay a proportionate share of the cost of preparing such environmental impact statement, and that such charge shall be added to any site-specific charge made pursuant to the provisions of section 8-0109 of the environmental conservation law.

(e) The town board shall set forth the procedure by which incentives may be provided to specific lands. Such procedure shall describe:

(i) the incentives, or bonuses, which may be granted by the town to the applicant;

(ii) the community benefits or amenities which may be accepted from the applicant by the town;

(iii) criteria for approval, including methods required for determining the adequacy of community amenities to be accepted from the applicant in exchange for the particular bonus or incentive to be granted to the applicant by the town;

(iv) the procedure for obtaining bonuses, including applications and the review process, and the imposition of terms and conditions attached to any approval; and

(v) provision for a public hearing, if such public hearing is required as part of a zoning ordinance or local law adopted pursuant to this section and give public notice thereof by the publication in the official newspaper of such hearing at least five days prior to the date thereof.

(f) All other requirements of article eight of the environmental conservation law shall be complied with by project sponsors for actions in areas for which a generic environmental impact statement has been prepared including preparation of an environmental assessment form and a supplemental environmental impact statement, if necessary.

(g) Prior to the adoption or amendment of the zoning ordinance or local law pursuant to this section to establish a system of zoning incentives or bonuses the town board shall evaluate the impact of the provision of such system of zoning incentives or bonuses upon the potential development of affordable housing gained by the provision of any such incentive or bonus afforded to an applicant or lost in the provision by an applicant of any community amenity to the town. Further, the town board shall determine that there is approximate equivalence between potential affordable housing lost or gained or that the town has or will take reasonable action to compensate for any negative impact upon the availability or potential development of affordable housing caused by the provisions of this section.

(h) If the town board determines that a suitable community benefit or amenity is not immediately feasible, or otherwise not practical, the board may require, in lieu thereof, a payment to the town of a sum to be determined by the board. If cash is accepted in lieu of other community benefit or amenity, provision shall be made for such sum to be deposited in a trust fund to be used by the town board exclusively for specific community benefits authorized by the town board.

4. Invalidations. Nothing in this section shall be construed to invalidate any provision for incentives or bonuses heretofore adopted by any town board.

CREDIT(S)

2002 Electronic Pocket Part Update

(Added L.1991, c. 629, § 2; amended L.1992, c. 247, § 2; L.1997, c. 458, § 15, eff. July 1, 1998.)

APPENDIX IV

Section G – Incentive Zoning by Anna Georgiou

Incentive Zoning by Anna L. Georgiou, of Pace University, School of Law

Definition

A local legislature can provide a system of zoning incentives to land developers in exchange for the provision of community benefits by those developers. In setting up such a system, the legislature leaves existing zoning provisions in place but permits more intensive development of the land in exchange for certain community benefits. Incentives can be provided to developers of raw land or to those who propose the expansion of existing structures, the adaptive reuse of older buildings, or the redevelopment of brownfield sites and other distressed parcels in older, developed areas.

The incentives that may be offered to developers include adjustments to the density of development—for example, allowing more residential units or a greater building floor area than is otherwise permitted under the zoning law. Incentives can also include adjustments to the height, open space, use, or other requirements of the underlying zoning law.

These incentives are given in exchange for the developer's providing one or more community benefits, including open space or parks, affordable housing, day care or elder care, or "other specific physical, social, or cultural amenity of benefit to the residents of the community." Where the community benefit cannot feasibly or practically be provided directly by individual developers, the system can provide for developers to make cash payments to the locality. Such sums must be held in a trust fund to be used exclusively for the community benefits specified.

Incentive zoning has frequently been used to induce land developers to provide affordable housing for senior citizens, local workers, or low- and moderate-income citizens. The developer is allowed to build a greater number of homes than is otherwise permitted by the zoning law and to sell or rent some of these "bonus units" at market value. In return, the developer is required to use some of that profit to reduce the cost of the affordably constructed residential units. These affordable homes must then be rented or sold to persons or families of low or modest income, or to senior citizens.

Purpose

The purpose of incentive zoning is to advance the locality's physical, cultural, and social objectives, in accordance with the comprehensive plan, by having land developers provide specific amenities in exchange for zoning incentives. Development brings with it the need to provide municipal services and facilities to serve and absorb the impacts of additional population, traffic, sewage, water consumption, and the like. One cost-effective way of providing those municipal services and facilities is to concentrate new development in serviceable districts. This can be done by providing density bonuses, or incentives, to developers in such districts on the condition that they provide or pay for the services and facilities needed in the area or in the community as a whole.

When

Generally, community benefits, such as infrastructure and municipal services, are paid for in two ways. Normally, they are covered by the municipality directly out of the revenues derived from taxing real property. Occasionally, they are required to be provided by the developers of specific projects to mitigate the direct impacts of the developments on the community. Developers may be required to pay impact fees, in lieu of providing facilities such as parks, traffic improvements, or water system improvements necessitated by the project. Where authorized by law, requirements for the provision of community benefits or the payment of fees must bear some rough proportionality to the measurable impacts that the specific development will have on the community.

Incentive zoning provides a third alternative: having developers use some of the economic benefits afforded by the incentives to provide or pay for facilities and services. With amendments to the New York State Town, Village, and General City statutes adopted in 1991 and 1992, local authority to create an incentive zoning system is clear. Further, because economic incentives are used to encourage developers to provide needed benefits and because such systems are voluntary, developers tend not to oppose them, although they might often challenge impact fees and mitigation requirements. Finally, because an incentive zoning system can be designed with the needs of an entire district or service area in mind, it can be a more potent system of meeting community facility and service needs than proceeding one development project at a time.

Authority

Municipalities in New York have long been empowered to adopt incentive zoning systems. Because this authority had been used sparingly, the state legislature amended the Town, Village, and General City statutes to clarify this authority and to provide a specific procedure for creating a system that all municipalities can rely on. Amendments adopted in 1991 and 1992 make it clear that the specific grant of authority for incentive zoning is in addition to "authorization to provide for the granting of incentives, or bonuses, pursuant to other enabling law." Town Law § 261-b (2); Village Law § 7-703 (2); General City Law § 81-d (2). The underlying authority can be found in the zoning enabling statutes of the Town, Village, and General City laws and in the Municipal Home Rule Law. Prior to the 1991 and 1992 amendments, it was held that the general grant of authority in the zoning enabling statutes gave municipalities the authority to adopt incentive zoning systems.

Now that state statutes provide specific procedures for incentive zoning, it is not clear whether local legislatures must use their supersession authority under the Municipal Home Rule Law if they wish to adopt a system in a manner that does not fully comply with the detailed provisions of the new statutes. Any doubt on this subject, however, can be removed if the local government references the incentive zoning provisions of the relevant 1991-1992 statute in its findings, expresses its intent to supersede it, mentions the provisions superseded, and otherwise complies with the requirements for superseding state law.

Implementation

The system of zoning incentives must be adopted by the local legislative body: the town board, village board of trustees, or the city council. Incentive zoning provisions are adopted in the same manner as other zoning ordinances, laws, or amendments. There must be public notice and hearings, conformance with the comprehensive plan, and compliance with environmental review. A number of additional requirements must be met if the local legislature creates the incentive zoning system under authority granted by the 1991-1992 amendments to the Town, Village, and General City laws. These provisions are as follows:

Each existing zoning district in which incentives can be awarded must be designated and incorporated in any zoning map adopted in conjunction with the system.

The legislature must find that each of these districts has the capacity to absorb the additional development authorized by the incentives. Fire, transportation, water, sewer, waste disposal, and community facilities and services must be found to be adequate.

The legislature must find that the development allowed by the zoning incentives will have no significant environmentally damaging consequences, that each affected district contains adequate environmental quality, and that the additional development provided for is compatible with the development otherwise permitted under the underlying zoning ordinance.

Where the legislature finds that the development allowed by the zoning incentives may have a significant effect on the environment, it must prepare a generic environmental impact statement (GEIS) and provide that a proportionate share of the cost of the GEIS shall be paid by each applicant for incentives under the system. This may allow significant streamlining of projects that receive incentives, if they conform with the GEIS and raise no significant environmental impacts not adequately covered by it. In such a case, projects may not be required to include the time-consuming process of preparing a full environmental impact statement.

The legislature must determine whether the system of zoning incentives will have a negative impact on the provision of affordable housing in the community and must take action to compensate for any negative impact.

A procedure for applying the zoning incentives to specific parcels must be established by the local legislature, including:

- The specific incentives that may be granted to an applicant.
- The community benefits that must be provided by an applicant.
- The standards for approving an application for incentives, including how to assess that the benefits received are adequate given the incentives granted.

- The requirements for submitting an application for incentives, and the process for reviewing, approving, and imposing conditions on applications for incentives. (Although the amendments are silent on this subject, it appears that the legislature may delegate the authority to provide incentives to an appropriate review and approval body such as the planning board or zoning board of appeals.)
- Provisions for public notice and hearing prior to the award of incentives, where a hearing is required by the law or ordinance under which the zoning incentive system was adopted.
- Provisions for the receipt of cash in lieu of the direct provision by the developer of the benefits, where the legislature determines that such benefits are not immediately feasible or otherwise practical. In such an instance, the legislature must establish a trust fund into which all cash payments are deposited. This fund is to be used exclusively for the specific benefits authorized by the incentive zoning system.

Illustrations

In the early 1980s, the Town of New Castle adopted a system of providing a 100% density bonus to land developers in exchange for the provision of affordable housing, recreational facilities, or specified off-site improvements. This expanded on an incentive zoning system adopted by neighboring Lewisboro nearly a decade earlier. That system provided land developers a percentage increase in residential density in exchange for the construction of housing affordable to moderate-income families earning about the amount paid to town employees.

In the late 1980s, New York City adopted an incentive zoning system that allowed additional floor area to be developed in the Special Manhattan Bridge District in direct proportion to the amount of floor area provided by the developer for senior-citizen centers, day-care facilities, educational facilities, and affordable housing.

Limitations and Concerns

Although new legislation in New York State has made local authority and procedures for creating incentive zoning systems very clear, there remain many questions to be addressed in the design and execution of any particular incentive program. How, for example, does the municipality insure that the benefit will be provided over time? If the benefit provided is affordable housing, for example, what mechanisms will be used to insure that the units are sold or rented appropriately over time? If the benefit is day care, how does the municipality insure that the space provided by the developer is occupied by a viable day-care provider over a reasonable period?

Residents and property owners in the district where the increased development will occur must be convinced of the advantages to them of the incentive zoning system. Since they will be affected by the additional development, measures to mitigate that impact must be adequate and convincing. The local legislature must find that the area can absorb the additional development, but local residents might argue that the development should be

spread throughout the community. The advantages to the developer and the community need to be carefully thought out and articulated to meet this inevitable concern.

Statutes and Regulations

In New York State, Town Law §261-b and Village Law §7-703, adopted in 1991, and General City Law §81-d, adopted in 1992, grant parallel authority to towns, villages, and cities to adopt incentive zoning systems and set forth the specific provisions that must be followed.

Title 6 NYCRR Part 617.10 contains the requirements for completing the generic environmental impact statement which may be required before the adoption of a system of zoning incentives.

The authority of local governments to supersede general state law can be found at Municipal Home Rule Law §10(1)(ii)(d)(3). Provisions that must be followed to properly supersede a general state law are found at Municipal Home Rule Law §22(1).

Case Digest

The zoning law challenged in *Blitz v. Town of New Castle*, 94 A.D.2d 92, 463 N.Y.S.2d 832 (2d Dep't 1983), permitted density bonuses of up to 100% in exchange for "senior citizen or low-to-moderate-income housing, units for the handicapped, rental units, energy saving devices, recreational facilities, off-site improvements, and underground parking." The plaintiff challenged the town's zoning ordinance, contending that it was unconstitutionally exclusionary of people in the region who are in search of affordable housing. The court upheld the law, noting that the "zoning ordinances will go no further than determining what may or may not be built; market forces will decide what will actually be built, in the absence of government subsidies." The plaintiff did not carry its burden of proving that the devices included in the town's ordinance were an insufficient response to regional housing needs.

In *Municipal Arts Society of New York v. Koch*, 137 Misc. 2d 832, 522 N.Y.S.2d 800 (Sup. Ct. NY County 1987), the court determined that the cash sale of a zoning bonus was an unacceptable application of incentive zoning. "The Coliseum is located in a zone which permits construction as-of-right of floor space up to a maximum of 15 times the square footage of the lot. This [density] is subject to being increased by up to 20% in exchange for the developer agreeing to 'provide major improvements for the adjacent subway stations' provided that 'the zoning lot for the development . . . which a [density] bonus is requested shall be adjacent to the mezzanine or concourse of the subway station for which the improvement is proposed or an existing connecting passageway to the station.'" Under the development agreement between the city and the developer, the city would be "obtaining not only \$35 to \$40 million of local subway improvements, but an additional \$57 million to be employed for other purposes." The court determined that the sale was inappropriate because the cash payment to be made to the city was to be employed for purposes other than local improvements. The court held that the

“government may not place itself in the position of reaping a cash premium because one of its agencies bestows a zoning benefit upon a developer. Zoning benefits are not cash items.”

The court in *Asian Americans for Equality v. Koch*, 72 N.Y.2d 121, 527 N.E.2d 265, 531 N.Y.S.2d 782 (1988), upheld a zoning amendment that created a special use district. The new zoning provided that development in the Special Manhattan Bridge District would be “regulated by a system of bonus points permitting increased density in residential buildings for those developers who agree to: 1) donate space for community facilities such as senior citizen or day care centers, educational facilities; 2) construct low-income dwelling units; or 3) rehabilitate existing substandard housing.” The plaintiffs argued that the incentive zoning scheme provided greater bonuses for educational and senior citizen facilities than it did for low-income housing. They argued that such housing was necessary to combat the effects of gentrification caused by the creation of the special district and that the zoning discouraged developers from building low-income housing. The court concluded that inducing private developers to provide public benefits involves a complex set of considerations. It held that the plaintiffs had not carried their burden of proving that the bonus scheme was clearly arbitrary or capricious or undertaken for an improper purpose.

References

Michael Murphy and Joseph Stinson, Incentive Zoning,
<<http://www.law.pace.edu/landuse/incent.html>> (visited Feb. 2, 2001).

APPENDIX IV

Section H – APA Model: “Incentive-based Zoning” for Affordable Housing

APAModel: "Incentive-based Zoning" for Affordable Housing

Source: Excerpts from the *Growing SmartSM Legislative Guidebook: Model Statutes for Planning and the Management of Change*, 2002 Edition, Stuart Meck, FAICP, Gen. Editor (Chicago: American Planning Association, January 2002).

Note: APA's model provides for a "Unified Incentives Ordinance" for affordable housing, community design and open space dedication. For Chapter 117 Committee purposes, only those provisions specific to affordable housing are highlighted below. - BRJ

Incentive zoning: a system by which specific incentives or bonuses are granted to a developer on condition that certain physical, social, or cultural benefits or amenities will be provided to the community. A bonus is typically provided in the form of added permissible density to a development project. This is done by increasing the allowable floor area of a project above what is permitted in the zoning ordinance or increasing the allowable number of dwelling units in a residential development. Additionally, setback, height, and bulk standards are often allowed to be modified to accommodate the added density or, in the case of affordable housing, to reduce development costs. Waivers of specific regulatory requirements or fees—such as parking standards or impact fees—are also used as an incentive for a developer to provide various amenities.

The authority of local governments to institute an incentive and bonus program comes from state enabling legislation. At least 10 states have enacted legislation expressly enabling local governments to offer zoning bonuses and other incentives in exchange for certain public benefits. None of the statutes reviewed prescribe directly what types of amenities local governments may require or what types of bonuses they may offer.

Some state incentive statutes, including that of California, aim to achieve one specific public purpose, such as affordable housing. Many state statutes, including those of Florida, Maryland, and Rhode Island include incentive zoning on a list of innovative techniques that local governments are enabled to include in their zoning ordinance.

THE MODEL STATUTE

The model statute [in Section 9-501] is an adaptation and refinement of the well-drafted California statute which requires local governments to grant density bonuses of at least 25 percent, plus an additional incentive(s) or equivalent financial incentives to developers of affordable housing. In contrast to the California statute, which distinguishes between the types or categories of affordable housing (i.e., between low-income, very-low-income, and senior citizens housing), the model below makes no such differentiation, giving that discretion to local governments. The developer is required to enter into a development agreement with the local government that will formalize the manner in which the affordable housing is to be kept affordable and other administrative details relating to the project. The model statute also authorizes development incentives for increased nonresidential floor area for provision of [public benefit amenities] such as plazas, parks, and open space, access to transit stations, and overhead weather protection and street arcades. A public benefit amenity may also include provision of affordable housing as part of a nonresidential development, for which a density bonus may be granted. A local government may also adopt a [uniform incentives ordinance] that addresses both provision of affordable housing and dedication of open space and/or provision of community design amenities.

APA's evaluation of the California statute has determined that, if such program is to be successful at the local level, it is necessary to have a long-term commitment to the program by the local government as well as a dedicated source of funds. Monies such as revenues from tax increment financing initiatives and federal community development block grant (CDBG) programs are essential sources to provide subsidies for affordable housing.

Elements of APA's Model Affordable Housing Incentives Ordinance:

- Requires adoption by a local government of an ordinance that authorizes incentives for the provision of affordable housing, the purpose of which is to respond to and accommodate present and future needs for affordable housing.

- Selected Definitions:

"Affordable Housing Development" means any housing development that is subsidized by the federal, state, or local government, or any housing development in which at least [20] percent of the dwelling units are subject to covenants or restrictions which require that such dwelling units be sold or rented at prices that preserve them as affordable housing pursuant to this Section.

"Affordable Housing Incentives" mean a density bonus and other development incentives granted under an affordable housing incentive ordinance pursuant to this Section.

"Density Bonus" means the percentage of density increase granted over the otherwise maximum allowable net density under the applicable zoning ordinance as of the date of the application to the local government for incentives by a developer. The density bonus applicable to affordable housing shall be at least a 25 percent increase, and shall apply to the site of the affordable housing development.

"Development Incentives" mean any of the following:

1. reductions in building setback requirements;
2. reductions or waivers of impact fees, application fees for development permits, utility tap-in fees, or other dedications or exactions;
3. reductions in minimum lot area, width, or depth;
4. reductions in required parking spaces per dwelling unit or per square foot of floor area;
5. increased maximum lot coverage;
6. increased maximum building height and/or stories;
7. reductions in minimum building separation requirements, provided that such reductions do not conflict with building code requirements of the state or the local government, as applicable;
8. reductions or waivers of public or nonpublic improvements;
9. approval by the legislative body of a local government of mixed use zoning in conjunction with the housing project if commercial, office, industrial or other land uses will contribute significantly to the economic feasibility of the housing development and if the mixed use zoning is consistent with the local comprehensive plan;
10. authorization for the affordable housing development to include nonresidential uses, provided such uses or such authorization is consistent with the local comprehensive plan;
11. authorization for the affordable housing to be located in a nonresidential zoning district, provided such authorization is consistent with the local comprehensive plan; or
12. other incentives proposed by the developer of an affordable housing project or by the local government that result in identifiable cost reductions for affordable housing, including direct financial aid by the local government in the form of a loan or grant to subsidize or provide low interest financing for on- or off-site improvements, land, or construction costs.

"Incentives" mean one or more of the following:

1. affordable housing incentives;
2. bonus ratio; and
3. density bonus.

- A municipality may adopt and amend an affordable housing incentives ordinance only after it has adopted a local comprehensive plan that contains:
 1. a housing element; and
 2. a policy in written and/or mapped form that encourages affordable housing incentives.
- An affordable housing incentive ordinance ... shall include the following minimum provisions:
 1. a citation to enabling authority to adopt and amend the ordinance;
 2. a statement of purpose consistent with the purposes of land development regulations and with the purposes of this section;
 3. a statement of consistency with the local comprehensive plan that is based on findings;
 4. definitions, as appropriate for such words or terms contained in the affordable housing incentive ordinance. Where this Chapter or Section defines words or terms, the ordinance shall incorporate those definitions, either directly or by reference;
 5. procedures for the review of applications for incentives;
 6. a requirement that every developer that is to receive incentives shall enter into a development agreement with the local government;
 7. designation of an officer or body to review and approve applications for incentives; and
 8. provisions for enforcement, including the issuance of certificates of compliance.
- An affordable housing incentives ordinance ... shall also include the following minimum provisions:
 1. a requirement that, where a developer proposes a housing development within the jurisdiction of the local government, the local government shall provide the developer with affordable housing incentives for the production of affordable housing within the development if the developer meets the requirements set forth in related development agreements to ensure the availability of affordable housing; and
 2. provisions to ensure that once affordable housing is built through subsidies or other means as part of a housing development, its availability will be maintained through measures that establish income qualifications for affordable housing renters or purchasers, promote affirmative marketing measures, and regulate the price and rent, including resale price, of affordable housing units.
- An affordable housing incentives ordinance ... may require that any new housing development within the jurisdiction of the local government contain at least [15] percent affordable housing if such a requirement is consistent with a policy contained in the local comprehensive plan. The incentives offered to the developer, whether density bonuses, development incentives, or both, shall be of at least equivalent financial value to the cost of making the affordable housing units affordable.
- Where a developer proposes a housing development that is to be an affordable housing development, the local government shall either:
 1. grant a density bonus and at least one development incentive, unless the local government makes a written finding that the development incentive is not necessary to reduce the price or rent of the dwelling units in order to ensure that they are affordable housing; or
 2. provide development incentives of equivalent financial value based upon the land cost per dwelling unit. The value of such equivalent development incentives shall at least equal the land cost per dwelling unit that would result from a density bonus and shall contribute significantly to the economic feasibility of providing the affordable housing units.

- The development agreement entered into between the developer of a housing development that is to be an affordable housing development and the local government shall include provisions to ensure the availability of affordable housing for sale or rent. Specific requirements are included in the model which establish:
 1. the period of availability for affordable housing, including but not limited to new construction (15 years), rehabilitated single family dwellings (5 years), and rehabilitated rental units (15 years);
 2. affordability controls for for-sale housing developments governing initial sale and any resale;
 3. affordability controls for rental housing units governing the use and rental of affordable units during the restriction period
- The approval of incentives shall constitute a development permit. The incentives shall be part of a unified development permit review process.
- These provisions do not limit or require the provision of direct financial aid by the local government, the provision of publicly-owned land, or the waiver or reduction of fees, including impact fees, or of dedication or exaction requirements.
- The state department of housing and development shall by [date] prepare and distribute a model affordable housing incentives ordinance and related guidelines to assist local governments in complying with these provisions.

APPENDIX IV

Section I – Narrative, Tor Valley Shopping Center Property

KNOWN AS: TOR VALLEY SHOPPING CENTER PROPERTY
LOCATED AT: 265 SOUTH LITTLE TOR ROAD, NEW CITY, NY 10956
MAP/BLOCK/LOT: 51.9-1-51(New) / 36-1-H-9.1(Old)

NARRATIVE

The Rockland Housing Action Coalition, Inc. is a not-for-profit organization that develops affordable housing for middle income residents in Rockland County. Currently, we are working with Tor Valley Inc. to renovate a two story commercial building, which is zoned L-S, and is located on 265 Little Tor Road, New City, New York. This two story rectangular building was constructed in 1964. The first floor consists of 7 convenience shopping stores, all currently rented. The second floor has 6 residential apartments, which are rented month to month, and 5 vacant offices. The convenience stores at 265 Little Tor Road include: (from left to right) China King Kitchen, Lia's Nails, Little Tor Liquors, Past Cucina, Shakespeare Cleaners, Good Fellows Italian American Delicatessen and Goldberg's Famous Bagels.

RHAC and Tor Valley Inc. are proposing to upgrade and modernize this commercial building by changing the outside façade, repaving the parking lot, installing attractive landscaping around the building, and enclosing the dumpster area.

In addition, we would like to reconfigure the second floor by redesigning the 6 small apartments and 5 vacant offices into 10 spacious apartments, 2 and 3 bedrooms, each with approximately 900 square feet. (See attached preliminary sketch)

RHAC proposes to apply for a grant through the New York State Division of Housing and Community Renewal to reduce the construction costs of renovating the building. This cost savings will be passed along to the prospective renter. We will rent the units at below market rate to volunteer fire fighters and emergency medical technicians, auxiliary police officers and other income eligible residents. Currently, RHAC is working with the Committee to Promote Volunteerism in Rockland County. According to the Committee, there are approximately 86 volunteers who are living within the area who could benefit from low cost rental housing.

To date, RHAC has developed 74 for sale homes and 236 units of senior rental housing in Rockland County. Presently, we are working with Strawtown Farms, LLC, to provide 56 for sale condominium units for volunteers and income eligible residents at the Hidden Ridge site on Pipetown Hill Road, Nanuet, New York.



Recreation & Parks Master Plan

Town of Clarkstown
Rockland County, New York

Prepared for:

Clarkstown Parks Board & Recreation Commission

Ms. Jo Anne Pedersen, CPRP, Superintendent
31 Zukor Road
New City, New York 10956

Prepared by:



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**TOWN OF CLARKSTOWN
2008 RECREATION AND PARKS MASTER PLAN**

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- Figure 1: General Location Map
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- APPENDIX B: 2001 Clarkstown Open Space Citizen's Advisory Committee Priority Recommendation Report
- APPENDIX C: 2007 Town of Clarkstown Parks Board and Recreational Commission Annual Report
- APPENDIX D: Clarkstown Sports Field Users Group Meeting Summary
- APPENDIX E: 2008 Clarkstown Natural Resource Inventory Park Summary Fact Sheets



EXECUTIVE SUMMARY

This master plan is intended to build upon and continue the years of consistent planning, programming and implementation to develop and expand upon Clarkstown's extensive parks and recreational facilities and services in order to meet the needs of the town's current and future residents. In addition, this recreation and parks master plan is intended to augment and be combined with the town-wide master planning process currently underway in Clarkstown.



Issues of Interest

The town leadership has identified issues, needs and opportunities of particular interest which are addressed in this master plan. These include:

Indoor Facilities

There is a need for upgrade and expansion of existing indoor facilities at several of the community centers around town and, most likely, addition of a new domed facility to accommodate additional spaces and indoor turf fields for the various sports leagues, for use during winter months when outside fields are not available for use. A feasibility study is recommended to determine the most cost beneficial configuration of the existing indoor recreational spaces, possible facilities upgrades, and implementation of much needed upgrades is recommended to be conducted by the town and/or the town in partnership with others. In addition to assessing these improvements, alternative means of financing the construction activities and general operations activities should also be conducted.

Health and Fitness

CLARKSTOWN RECREATION & PARKS PLAN

Proposed expansion of indoor and outdoor recreational facilities will increase opportunities to encourage and support the emphasis on health and fitness in Clarkstown. Programming opportunities exist in Clarkstown, including partnering with other entities in the community.

The Open Space Plan and Parkland Acquisition

Proposed land acquisition for new and expansion of existing parks is prioritized and reflects lands identified in the town's Open Space Plan. The town has allocated \$22,000,000 of Open Space acquisition funds toward acquisition of lands for recreational purposes.

The Trails Plan

A dedicated sub-committee of the Commission should be developed to work on the potential development of a trails plan in conjunction with other identified community stakeholders as necessary.

Bicycling for Recreation and Transportation

A Clarkstown Bike Advisory Committee should be formed to address the bicycling needs and issues of town residents. As fuels prices continue to soar, many more residents and school children are turning towards alternative means of transportation. By forming a dedicated Bicycling Advisory Committee, the town can begin to identify issues and needs of this group of commuters and users and address those current and future needs.

Recreational Use of Waterways

Congers Lake, and to a lesser degree Lake DeForest, offer potential opportunities for water based and adjacent land based recreation activities. Potential trail development and enhancements and recreational access to the Twin Ponds wetlands should be examined under a dedicated study to assess their feasibility for such recreational amenities. If acquisition of property adjacent to Rockland Lake State Park and the Hudson River is feasible, opportunity exists for expanding water-based recreational amenities at these locations.

Address the Needs of All Ages

This plan addresses issues of delivery of facilities and services to all ages. Within five years, additional athletic fields are projected to be needed to serve expanding youth and adult sports programs. Existing parks are virtually fully developed, requiring acquisition of additional land for active park facilities. Conversion of the existing gymnasium at Congers Lake Community Center to multipurpose space could accommodate a wide variety of fitness, performing, and other activities for all ages. Upgrade of the existing activity room for use by the Senior Club during weekdays will enable that group to remain at a location desirable to the club.

Trails and on and off-road bikeways serve all ages.

Walkers, bikers and hikers have expressed interest in having an interconnected network of trails and paths for active and passive recreational use. It is possible that a commercial, county, or non-profit entity may provide funding or partner with the town to construct and operate several of new trail and pathway linkages.

The Roles of the YMCA and the Private Sector in Providing Leisure Services

The town should recognize the value to the community of these entities in providing a variety of recreational opportunities. It should seek to partner with private sector entities when mutually beneficial and it should partner or coordinate services with the YMCA and others to serve town residents without significant duplication or competition.

Potential for Partnerships with School Districts

The town should seek additional opportunities to partner with the school districts in the town when it can do so in a mutually beneficial manner.

The Importance of Addressing Operating Costs and Revenues

Operating costs of major facilities should be offset by revenues from the persons benefiting from their use to the extent possible. An important objective of a feasibility study for a major facility is to identify both the capital costs and the extent which revenues can be expected to offset operating costs.

Traditional and Non Non-Traditional Means of Financing Programs and Facilities

The town should seek alternative means and techniques of capital financing, private investment, partnerships, grants and other available resources when appropriate.

Program Strategy

Priority Park Planning Projects

(As reviewed and prioritized by the Clarkstown Parks Board & Recreation Commission)

1. Update/upgrade Germonds Pool facilities
2. Install new turf on the existing soccer field for multi-use (soccer/lacrosse/football)
3. Construct a new kayak launch at West Nyack Park
4. Construct a new walking trail around Congers Lake

CLARKSTOWN RECREATION & PARKS PLAN

5. Conduct a feasibility study and site assessment to determine designs and locations for an ice rink in Clarkstown
6. Develop walking trail(s) at Davenport Preserve
7. Update the Zukor Park Playground
8. Develop a new 90' baseball field at a location to be determined within an existing town park
9. Develop a new multi-use, indoor, domed sports and recreation facility

Acquire Land at Existing Parks

- Zukor Park – develop lands when available for acceptable terms.
- Congers Lake Park – acquire parcels and or easement rights on properties that surround and abut the lake to expand the existing trail/pathway.
- Germonds Park – acquire a portion of the property south of the park for additional parking and possible expansion of the ball fields.
- Zukor Park - acquire adjacent land from Rockland County's Kennedy Dells Park and/or enter into a shared use agreement to allow co-use of this large park facility.

Acquire Land for New Parks

- The town has acquired the Open Space Institute property at overlooking the Hudson River and Palisades. This parcel should be developed initially for low intensity recreation such as hiking, cross country skiing, and wildlife observation.
- Northern New City Area – over the longer term, beyond five years, acquire twenty or more acres for future active recreational development.
- Trails – acquire rights of way, easements, permits, title, or other means to implement a town-wide Trails Master Plan.

Develop Outdoor Recreational Facilities

- Baseball / Softball Fields – two additional 60' baseball and youth softball fields and one regulation (90') baseball field.
- Rectangular Athletic Fields – two additional fields for soccer and two full size and two smaller fields for lacrosse.
- Other Outdoor Facilities – provide picnic areas with informal volleyball and other

CLARKSTOWN RECREATION & PARKS PLAN

informal activities where practical near major facilities in the larger parks.

- Trails
- Bikeways

Expand Indoor Facilities

- Undertake a feasibility study to determine the most cost beneficial means and feasibility of expanding indoor spaces at Congers Lake, Street, Central Nyack and Pasack Community Center and/or a new structure.

Future Planning

- Update this master plan in five years.
- Undertake professionally prepared development plans for new parkland acquisitions and for improvements to existing parks. Update periodically.

2.0 INTRODUCTION

RECREATION IN CLARKSTOWN

Clarkstown enjoys a premier system of parks and recreational facilities and a high quality of recreational programs which have developed over the past 48 years of visionary, yet sound, planning, management, and responsible financing.

Formally established in 1960, the Clarkstown Recreation Commission has grown and evolved the town's parks and recreation facilities and programs into one of the best systems in Rockland County. The Recreation and Parks Commission is the administrative body of the town of Clarkstown that is formally charged with the oversight, administration and operations duties of the town's parks and recreation facilities. Currently, the Commission is comprised of a seven (7) member Board and a Superintendent.

Initially run as a part time town department, the Recreation and Parks Commission has grown from an initial staff of two persons 1960 into a full fledge department of over fifty (50) full time and 400+ part-time/seasonal employees. Today's Recreation and Parks Commission has an operating budget of approximately \$6.2 million and oversees the operations and maintenance of a combined 700 acre town-wide park system that encompasses twenty-three (23) parks and preserves, four (4) major community centers, three (3) large outdoor pools, twelve (12) improved ball fields, numerous play grounds, basketball and tennis court, and other recreational amenities and parks operations facilities.

Of the Town's \$6.2 million operating budget for parks and recreation, approximately 30% is dedicated to community center operations; 24% to parks and playground maintenance; 14% to youth programs; 12% to swimming facilities; 9% for departmental administration; 3.5% to seniors programs; 2% to central warehouse operations; 1.8% to refreshment stand operations; and .8% to adult activities. In 2007, revenues to the Clarkstown Recreation and Parks Commission amounted to approximately \$2.2 million. A full summary of the Commission's annual operating budget including expenditures and revenues can be found in Appendix C and a full inventory and description of all town parks and community centers can be found in Appendix A of this Plan.

In addition to maintaining the formal network of town parks and preserves across Clarkstown, the Recreation and Parks Commission oversees the acquisition and maintenance of approximately 180 acres of dedicated open space lands in town.

As a primary core of it's duties and functions, the Recreation and Parks Commission also oversees the administration of approximately 100 different recreational and civic oriented programs as well as 13 senior citizen clubs and groups. In 2007, the Clarkstown Recreation and Parks Commission over saw the administration of sixteen (16) cultural and special events for youth, three (3) events for adults and ten (10) events for senior citizens. In addition to these civic events, there were approximately seventeen (17) sports and athletic special events for youth and five (5) events for adults that were directly supported and/or administered by the Commission. The Recreation and Parks

CLARKSTOWN RECREATION & PARKS PLAN

Commission also operates approximately thirty-five (35) seasonal and year-round instructional programs for youths, adults and senior citizens across all of the town parks, pools and community centers.

Currently, the Clarkstown Recreation and Parks Commission has its administrative offices housed at the Recreation and Parks Commission Administration Building which is part of the Zukor Park/Street Community Center complex on Zukor Road in New City. A central maintenance facility for the parks Commission is located at the Town Central Warehouse which is located on Burnside Avenue in Congers. In addition to this location, other parks maintenance operations are located individually at Germonds Park, Zukor Park and Congers Lake Memorial Park.

Recent improvements to the town's parks and recreational facilities include the following:

Congers Lake Memorial Park

Removed the boat dock and installed a new chlorine tank for the pool

Lake Nanuet Park

Dead tree removal; Bath house plumbing upgrades; installation of a new picnic table pad area

Tennyson Park

New walkway by flag pole and benches installed by Eagle Scout; Replaced swing seats

Germonds Park

Installed a new pool filter system

Pascack Community Center

Dead tree removal and replacement

Cropsey Farm

Field cutting

Davenport Site

Building stabilization and security

In addition to the above noted town parks, preserves, community centers, pools, ball fields and other recreational amenities, there are several other County and State parks and recreational facilities in the Town of Clarkstown. These include the following:

Rockland County

Kennedy Dells Park, New City
Mountainview Nature Park, Central Nyack
Demarest Kill Recreation Area, West Nyack
Dutch Gardens, New City
South Mountain Park, New City/Pomona

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Buttermilk Falls Park, Central Nyack

New York State

Palisades Interstate Park

Rockland Lake State Park

Nyack Beach State Park

High Tor State Park

Hook Mountain State Park

This Parks and Recreation Master Plan is intended to build upon the body of knowledge and understanding of the uniqueness of Clarkstown which has been gained through previous master plans and, in particular, the most recent Open Space planning activities of 2001. It is intended to ensure continuity and consistency while expanding the vision and scope of parks and recreation in Clarkstown to match the town's present and future capabilities and expectations.

ISSUES OF INTEREST

The town leadership has identified issues and opportunities of particular interest. These are addressed throughout the tasks of the planning and they influence the goals, objectives, and recommendations of this master plan. These issues are:

Indoor Facilities

Determine the need for and potential nature of facilities within one or more indoor venues in context with the availability of facilities in schools, the YMCAs, commercial, and other providers of indoor spaces suitable for leisure services.

Health and Fitness

Enhance indoor and outdoor opportunities to support the emerging emphasis on health and fitness for all Clarkstown residents through expanding programs, providing facilities and other resources, and partnering with others to add capabilities and to enhance delivery of services.

The Open Space Plan and Parkland Acquisition

Identify parkland needs and prioritize acquisition of lands identified for recreation in the town's Open Space Planning documents.

The Trails Plan

A dedicated Trails Plan should be developed upon adoption of this master plan and should be incorporated as an appendix into the Town's comprehensive plan.

Bicycling for Recreation and Transportation

Recognizing the need to make Clarkstown more bicycling friendly, a Clarkstown Bike Advisory Committee should be formed and to established goals concurrently with this master plan.

CLARKSTOWN RECREATION & PARKS PLAN

Recreational Use of Waterways

Congers Lake and to a lesser degree, Lake DeForest due to its private ownership, offer potentially superb opportunities for water and adjacent land based active and passive recreation.

Address the Needs of All Ages

Examine opportunities to enhance services and facilities for persons of all ages from preschool through senior citizens.

The Roles of the YMCA and the Private Sector in Providing Leisure Services

These are important resources in Clarkstown with opportunities for partnering to provide services to town residents without significant duplication or competition.

Potential for Partnerships with School Districts

The town has experience in partnering. It should seek additional opportunities for partnering with the School Districts for facilities and programs when mutually beneficial.

The Importance of Addressing Operating Costs and Revenues

When planning for major facilities, it is necessary to identify the impacts of both the capital development costs and the extent which revenues can offset operating costs.

Traditional and Non-Traditional Means of Financing Programs and Facilities

The town should take advantage of alternative means and techniques of capital financing, private investment, partnerships, grants and other available resources when appropriate.

THE MASTER PLANNING PROCESS

This plan addresses the current and anticipated future unique circumstances, opportunities, demands, trends, resources, capabilities, and imagination of Clarkstown to enable the town leadership to take advantage of opportunities and to maximize the impact of its resources and those of others to enhance the high quality of its recreational opportunities.

The Master Plan report is only one product of the planning process. The process involves analyses of pertinent data; evaluations of the situations revealed; strategies for land acquisition, facilities development, programming, and administration; recommendations for long and short term specific actions; and identification of potential means for implementation.

The planning has been a cooperative effort among the town's elected officials, the appointed Recreation and Parks Commission and its Master Plan Committee, the Clarkstown Recreation and Parks Commission, other providers of recreational opportunities, the residents of the town, and the consultant.

ACKNOWLEDGEMENTS

CLARKSTOWN RECREATION & PARKS PLAN

This Master Plan is the result of substantial active participation and input by:

The Town Supervisor and the Town Board
The Recreation and Parks Commission
The Town Master Plan Committee
The Clarkstown Recreation and Parks Superintendent and staff of the Recreation Commission
The School Districts in Clarkstown
The Clarkstown Senior Club and other civic organizations
The various sports organizations in the town
The various performing and visual arts organizations in the town

The Master Plan is also a reflection of the interests, needs, and desires of Clarkstown residents who have participated in large numbers in past public meetings which were held to inform town residents of the purpose and intent of the Town's overall master planning process and to receive input from the public. In addition, questionnaires seeking desires and opinions from town residents and organizations providing recreational opportunities were widely distributed and returned.

The broad participation was intended to ensure that all interests had an opportunity to be considered and that the Master Plan will be an effective working guide to enable Clarkstown to achieve its goal to provide parks, recreational opportunities, and leisure services as necessary components of the social fabric and quality of life of the town and its residents.

3.0 DEMAND FOR RECREATIONAL OPPORTUNITIES

RECREATIONAL TRENDS

It is widely recognized in a growing suburban community like Clarkstown that demands and preferences for recreational lands, facilities, and programs are influenced by many factors.

Many characteristics of a town's population are particularly influential in the choices of activities and in the resources necessary to accommodate those activities. The ages, geographic distribution within the town, the rate of growth of the population, and its educational and income levels are most commonly evaluated. Demands are also determined by examining participation in specific activities, expressed interests of town residents, and trends in recreational preferences.

The physical characteristics of a town and its surrounding towns influence the feasibility and desirability of participating in certain activities. Many activities are dependent upon natural conditions such as topography, water bodies, climate, and others.

Location and accessibility to opportunities are influences in some cases. In a town such as Clarkstown, with limited public transportation and few routes suitable for walking or biking to potentially distant venues, vehicular travel is the prevailing means of accessing recreational sites.

NATIONAL AND STATE PARKS & RECREATION STANDARDS

Today the most widely used guide for planning the growth of local parks, recreation and open space systems around the country by parks planners and landscape architects is the 1996 "*Parks, Recreation, Open Space and Greenway Guidelines*" developed by the National Recreation and Parks Association (NRPA) and the American Academy for Park and Recreation Administration (AAPRA).

These guidelines were created to assist communities like Clarkstown to identify and plan for development of adequate park lands, open spaces and active/passive recreational amenities. In communities like Clarkstown, where land for parks and recreation is quickly becoming harder and harder to secure the implications towards sound, proactive park planning is reinforced. The new guidelines also promote a "systems approach" to the planning of a communities parks, recreation and open spaces which is predicated primarily on local needs. The 1994 guidelines reinforce the importance that communities should develop their own facility standards based on individual recreational needs and demands. The following is illustrative of some of the 1994 NRPA guidelines:

Baseball Fields: 1 per 5,000 people
Soccer Fields: 1 per 10,000 people
Football Fields: 1 per 20,000 people

CLARKSTOWN RECREATION & PARKS PLAN

In 1994, the New York State Office of Parks, Recreation and Historic Preservation issued the "Statewide Comprehensive Outdoor Recreation Plan" (SCORP), which contained a detailed inventory and analysis of state-wide parks and recreation needs in New York State. Multiple recreational-based surveys were conducted with the results of the surveys and other data being used to create a relative index of needs, which compares current day recreational facility availability compared to the projected demands for similar recreational facilities in 2010. The results for Rockland County showed a high need for all types of park and recreation facilities.

The SCORP was updated in 2003 to keep consistent with current recreational trends and demographic changes. The 2003 SCORP provides statewide policy direction and serves as a status report and overall guideline for recreation resource preservation, planning and development through the year 2007. The SCORP/FEIS includes an analysis of recreation supply and demand, including analyses for specific activities such as swimming, boating, golfing, camping and trail uses. Programs and initiatives are summarized, including open space, quality communities, coastal and waterfront resources, trails and greenways, and water access/recreation. State-owned recreational assets and state programs relating to recreation and resource management are also described. It generally concluded that centers of population such as Rockland County will continue to exhibit a deficiency of appropriate recreational amenities compared to the general population size and needs.

The Town of Clarkstown recognizes that the quantity of parks, recreation and athletic facilities currently available at parks and schools is not enough to handle the increasing demands of the community, and that overuse of these existing facilities may degrade quality, and possibly affect safety. The greater need comes from increasing population, increased participation in recreation and sports, expansion of existing programs and initiation of new programs. At this time, the Parks & Recreation Commission and School Districts are quickly becoming unable to meet the demands of the community and local youth leagues with the number of parks and recreation facilities and athletic fields currently available.

DEMOGRAPHIC FACTORS & INFLUENCES

Prior Town Master Plan Updates derived population data from the 2000 U. S. Census. There has been no census since then. However, the 2000 census data was modified, where appropriate, from additional information or estimates from other sources to show population estimates based on current growth trends.

Population

In 2000, the U. S. Census estimated Clarkstown's population at 82,082, an increase of 3 percent over the 1990 population. That ten year growth rate was slightly greater than Rockland County's growth rate of 2.9 percent and less than New York State's growth rate of 5.5 percent. New home construction during that period, assuming continuation of an estimated average household size of 2.90 persons, suggests a 2007 population of roughly 82,816, increasing to a projected population of roughly 85,300 in 2009. Assuming

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current trends of both decreases in the rate of population growth and in average household size over the next five years, the town's population in 2011 is projected to be 90,268.

Household Size

The population projections reflect a lowering rate of construction of new homes over the past five years and an assumption of smaller households as seen elsewhere in towns similar to Clarkstown. The impact of reduced household size is a decreasing percentage of the population under the age of 18 and an increasing percentage of the population age 45 and older. This trend is reflected in virtually stable school enrollments in the major school districts during a period of relatively moderate overall growth. Demands for recreational facilities and programs will be influenced by these trends.

Age

Age is an important influence in both the choice of and the rate of participation in specific leisure activities. Following are the numbers and the percentages of Clarkstown's population based on the 1990 and 2000 U. S. Census, which are the latest available. The importance of these comparisons is to identify trends which will continue to influence future demands.

Age 2000 Population %

0-4	5,275	6.4
5-9	5,683	6.9
10-14	5,848	7.1
15-19	5,166	6.3
20-24	3,767	4.6
25-34	9,690	11.8
35-44	13,535	16.5
45-54	13,554	16.5
55-59	5,522	6.7
60-64	3,966	4.8
65-74	5,967	7.3
75-84	2,917	3.6
85+	1,192	1.5

Totals 82,082 100%

Age 1990 Population %

0-4	4,729	5.9
5-9	5,108	6.4
10-14	5,944	7.5
15-19	5,985	7.5
20-24	5,801	7.3
25-34	11,013	13.8
35-44	11,636	14.6
45-54	11,454	14.4
55-59	4,490	5.6
60-64	3,741	4.7
65-74	4,265	5.3
75-84	2,385	3.0
85+	944	1.1

79,346 100%

The influences of the population trends on the types and quantities of future recreational opportunities are significant. This is shown in the following ways.

The pre-school ages of 0 to 4 and 0 to 5, while not generally requiring major facilities and often using facilities at times that are not being used by others, is significant in identifying the numbers who will be entering school and gradually increasing per capita demands for athletic fields, gymnasiums, rinks, and other high cost facilities which require large parcels of land and necessary support facilities such as parking.

Clarkstown appears to show a greater real growth rate of this population group than similar nearby towns which show lower growth or even declines in this age group.

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From 1990 to 2000, the school age population increased approximately 11 percent compared with the overall town growth rate of 3 percent, both healthy growths for the region. However, from 2005 to 2006, the combined school enrollments at Clarkstown public schools increased less than 1.2 percent, a relatively stable population reflecting enrollments in recent years. With any decrease in the overall growth of the town, this age group could decline or, at best, remain stable as predicted by the school districts and as seen elsewhere, reducing or stabilizing demands for additional high cost facilities and programs used by this age group. Additionally, school enrollment projections provided by Clarkstown Central School District denote a potential increased demand for athletic fields over the next 5-10 years. It is widely recognized that these young students will make up a majority of sports and recreation facility users. As such, it is important that these projections are considered as the Town determines whether or not to add or expand new parks & recreation facilities. In addition, as expressed by numerous user groups, the Town is currently experiencing difficulty accommodating the number of facilities needed for programs such as baseball, which clearly impacts the need to consider additional facilities to meet the present and future demands of the community.

The number of young adults in the early 20's to 44 age group increased about twenty percent in Clarkstown from 1990 to 2000, a high rate of increase compared to the other growth rates. This age group represents more than one third of the town's population. However, the impact of the rate of change in the population of this age group, which does not demand significant recreational resources of the types offered by a town such as Clarkstown, is in the potential numbers of children of people in this age group which are or will be high demanders as they become school age and the potential future demands of the young adults as they become older.

The population ages 45 to 54 are, typically, higher income earners, past childbearing, and have the highest rate of home ownership. This group supports municipal parks and recreational services through real estate taxes and fees. However, on a per capita basis, this group has moderate demands for municipal recreation as many prefer and can afford private, club, or commercial recreational venues elsewhere. This age group grew from 11,454 in 1990 to 13,554 in 2000, a nearly 16 percent increase, five times the rate of population growth in Clarkstown.

Persons aged 55 and older tend to be a very diverse group with a wide range of Physical, social, and economic circumstances which influence their choice of and rate of participation in recreational activities. In a relatively affluent town such as Clarkstown, many have the means to pursue private and commercial venues, they may travel frequently, or they may spend a portion of a year elsewhere. This age group grew 20 percent from 1990 to 2000 to become over 23 percent of Clarkstown's population.

With the dramatic growth of persons over 45, the growth of pre-schoolers, and apparent slowing of the growth of school agers, Clarkstown appears to be positioned to cater to the demands of school agers and "senior citizens" of various ages, interests, and capabilities while continuing to serve the rest of the population.

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Income

Income is an important influence on the preference for and ability to participate in recreational activities. Greater income provides opportunities for wider choices in the types of and venues for recreation.

Clarkstown residents enjoy relatively high incomes. The median household income in 2000 was \$82,107, nearly fifty percent above New York State and U. S. levels. Clarkstown has the highest median household income level of all towns in Rockland County.

Geographic Distribution

Clarkstown residents are largely concentrated east of the Palisades Interstate Parkway, with the greatest growth in recent years in the northeastern part of the town. The southwestern and south central areas of the town are well developed residentially. For the near future, that pattern is likely to continue as most of the eastern part of the town is zoned for large lots, ensuring a lower population density when developed.

Conclusions

Clarkstown enjoys a relatively high growth rate, sustained numbers of high demand school agers, major increases in persons with the ability to support parks and recreational programs, and high growth of older citizens. These suggest sustained demand for and the ability and likely willingness to support continued enhancement of the quality and quantity of recreational opportunities in the town.

GENERATORS OF DEMAND

Clarkstown residents participate in a wide range of sports, cultural, and senior citizen programs offered by the town through its Recreation & Parks Commission, the four public school districts, and many voluntary community organizations.

Organized Sports

The Clarkstown, Nanuet, Nyack and East Ramapo school districts offer a broad array of varsity and other levels of sports teams with high levels of success. Complementing the school programs, youth and adult sports are organized and run by voluntary community based sports organizations and by the Clarkstown Recreation & Parks Commission. The following are the major sports organizations which rely upon the availability of town, school, and private facilities in or near Clarkstown.

Baseball

Baseball has a high level of participation in Clarkstown. There are several organizations that operate local and travel baseball leagues in Town.

District 18 Little League, Inc. is the largest and longest established baseball organization in Rockland County and the town. Its enrollment in 2006 was over 8,500 players participating in all levels of Little League baseball between the ages of 13 - 18. There are five divisions within the District 18 that operate in Clarkstown, they are: Congers Little League, Nanuet Little League; New City Little League; Nyack/VC Little League; and West Nyack Little League.

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The baseball complex at Zukor Park contains five ball fields all in good condition. Clarkstown High School fields are routinely utilized by the Little League for practices.

Clarkstown Babe Ruth, Perry Post, PAL and other travel leagues with several hundred members each also utilize and compete for use of the town's current parks and ball fields. Enrollment in these travel leagues is reported to be growing.

The Clarkstown Recreation Commission provides playing fields for two girls' softball leagues, Nanuet/WN Girls Softball and Clarkstown Girls Softball. There is also a Rockland County Softball league for men and youth with several hundred participants.

Clarkstown School District fields are often utilized by Little League teams for much need practice locations, however use of these fields is limited due to ever increasing school athletic team needs for additional field space. As a result, increased competition between "local" baseball/softball leagues and "travel" league teams for field space is a major issue that has been identified.

Soccer

Soccer enjoys almost as much participation as baseball does in Clarkstown with approximately 2,000 youths participating in organized teams.

Currently, the only town park facility that maintains a dedicated soccer field is at Zukor Park. The only other facility in Clarkstown that is dedicated to soccer fields is at the Kennedy Dells (Rockland County) Park located adjacent to Zukor Park. The Clarkstown Recreation Commission sponsors a fall youth nerf soccer league.

Lacrosse

Lacrosse is a rapidly growing sport in Clarkstown as it is elsewhere in Rockland County. Strong high school lacrosse programs are expected to generate increased demands for recreational lacrosse among boys and girls. The Clarkstown Recreation and Parks Commission also sponsors an instructional Fall lacrosse clinic for youths.

The Clarkstown Recreation Commission offers an instructional youth Box Lacrosse league program for beginners and advanced level players at the Congers Community Center.

Football

Clarkstown Pop Warner Youth Football and Cheerleading has enrollments of ninety boys for football and 75 girls for cheerleading. Its present needs are stable and are being met.

Basketball

Basketball is a popular sport. Participation is restricted by limited gymnasium space within the town and the various community centers. CYO Basketball has a large following, with a greater demand but is somewhat limited by lack of additional town basketball facilities.

The Clarkstown Recreation Commission runs a youth basketball league.

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Aquatics

The Clarkstown Recreation Commission offers a wide range of aquatic programs across the three town pools including lap and open swims, swimming instruction, aqua aerobics, and water safety instruction.

Other Sports

Golf

Clarkstown is currently served by Dellwood Country Club, a private golf course located in New City. There is no reason for the town to consider building or acquiring a golf course, however should this property or any other suitable property ever become available, the Town should consider acquiring and operating it as an additional recreational amenity for town residents.

There is also an additional 18 hole course located at the Rockland Lake State Park and is open to the general public.

Outdoor Ice Skating

Outdoor ice skating rinks for recreational skating can be popular, although the number of participants age 16 and older has declined nationally over the past 25 years while the population increased. Outdoor rinks are not recommended as they require significant labor to establish and maintain suitable ice for very limited days of skating in this climate. Ice hockey, figure skating, and speed skating require consistent availability and quality of ice which is not entirely consistent on a seasonal basis in Clarkstown.

Other Outdoor Sports

Many other sports which are played outdoors require relatively small areas of land and can usually be accommodated within town parks or school sites. As future parkland is acquired and developed, space should be planned for additional tennis courts to be built as demand arises. Outdoor volleyball courts for informal play should be provided in town parks where practical, preferably near picnic areas.

Indoor Sports Facilities (Dome)

Demand for an indoor synthetic turf practice and game field(s) has been expressed by nearly all outdoor sports organizations, many of which rent space at commercial facilities throughout Rockland County. The organizations indicate they would be willing to pay for use of indoor turf space in Clarkstown.

Other sports and athletic programs and activities include:

Youth

Foul Shooting Contest
Gameroom Tournaments
Gymnastics
Nerf Football
Nerf Soccer
Open Gym

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Whiffleball
Track & Field Meet
Skateboarding at Wheel Park
Puff Polo
Rimball
Clarkstown Sports Camp
Swim Meets
Swimming Programs
Youth Basketball
T'shirt Baseball & Tee Ball
Lacrosse Clinic

Adults

Swimming Lessons
Tennis Lessons
Open Gym
Golf Lessons
Volleyball – Coed 7 Women's

Cultural and Social Activities

Clarkstown enjoys an exceptional variety of senior citizens, and other social programs. The town provides space for many programs. However, some space requirements, particularly for some performing arts, are beyond the town's capabilities to provide.

Clarkstown Senior Club

The Clarkstown Recreation and Parks Commission administers approximately 12 Senior Clubs who utilize facilities at the Middlewood Complex, Central Nyack Community Center, Congers Lake Community Center, Monterey Complex, Pascack Community Center, and Street Community Center.

Approximately 2,000 members use the town's community centers and facilities for weekly meetings, activities and lunches. The locations are attractive to the members as they are convenient in location for many. The growth in the population of persons age 45 and older in Clarkstown indicates an immediate and growing future demand for programs and facilities to serve older citizens of various ages, interests, and abilities.

Other seniors programs and activities include:

Senior Show
Monthly Social Dance
First Aid & CPR Training
Lounge Program
Weekly Senior Citizen Meetings
Memorial Day Celebration
New Year's Eve Party
Holiday Festival at Zukor Park

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Hall of Heros
Promenade of Heros

Pre-School Center

The Street Community Center located at the Zukor Park complex currently operates a daily pre-school for approximately 60-70 children. The pre-school occupies several rooms of the former school building and has received strong support from residents and parents.

Other Clarkstown Recreation Commission Programs

The Recreation Commission sponsors a wide variety of youth and adult programs. Most are held at the three Community Centers across Clarkstown, virtually using these facilities to capacity. Some programs which cannot be accommodated at the Community Centers are held elsewhere, including Clarkstown School District facilities. There is need for additional activity spaces of various types at the Community Centers or at another facility. Other related programs and activities include:

Cultural & Special Events:

After school study program
Build a snowman contest
Sports camps
Family rollerblade festival
Fishing for fun
Goblin Parade
Holiday Parties
Private Parties (pool)
Holiday window painting
Mad Science Workshop
Mini Camp
Mother/Father of the year contest
Movie nights
Say Hello To Santa
Serendipity Saturday
5th & 6th Grade activity Night

Adult:

Family Music Festival
July 4th Concert & Fireworks
Holiday Festival at Zukor Park

Youth Instructional Programs:

American Red Cross Lifeguard Training
Arts & Crafts @ George Miller
Basketball Clinic
Ceramics at Street CC
Crafty Kids
Creative Claywork
Fun with Clay

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Gold Lessons
Gymnastics
Helping Hands
High Five
Mad Science Workshops
Pre-School & Parent Drop-in Gym
Roller Hockey
Special Fingers
Tumble Tots

Adult Instructional Programs:

Aqua Aerobics
Ashtanga Yoga
Gold Lessons
Swimming Lessons
Tennis Lessons

Senior Instructional Programs:

Arts & Crafts
Ceramics
Knitting & Crocheting
Needlecraft
Sewing
Stained Glass
Dane Exercise
Education Program

Teen & Special Interest Programs:

After School Homework/Study Program
Camp Promise
Camp Venture
Girls Night Out
Middle School Summer Camp
Preteen Playground
5th & 6th Grade Activity Night
Rockland County Youth Fest

CLARKSTOWN RECREATION & PARKS PLAN

4.0 AVAILABILITY OF RECREATIONAL OPPORTUNITIES

Clarkstown offers a high level of quality and quantity of recreational lands, parks, facilities, and programs to its residents. Town facilities are complemented by indoor and outdoor facilities of the four public school districts which serve the town and Rockland County with its facilities, and many community, not for profit, private and commercial entities.

TOWN OF CLARKSTOWN PARKS, PRESERVES, FACILITIES AND OPEN LANDS

GERMONDS PARK – 78 Acres 185 GERMONDS ROAD, WEST NYACK



Description:

Germonds Park is a large park offering multiple recreational opportunities. The park includes a miniature golf course, swimming pool complex, basketball courts, baseball fields, picnic facilities and a playground.

The mini golf course contains 18 holes and is improved with concrete walkways, decorative waterways with small waterfalls, shrubbery and flowers and carpeted putting greens. The entrance to the miniature golf course contains a small booth which is staffed by park personnel for collecting fees and distributing golf clubs/balls.

The swimming pool complex is located within a chain link fence and contains the main swimming pool, a kitty pool and a slide/diving board pool. This pool contains a 150 foot slide and three diving boards. The swimming pool complex also contains men's and women's bathhouses, a lifeguard station and a snack bar.

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The basketball courts are located adjacent to the swimming pool complex and enclosed in chain link fence.

The baseball fields are located in the rear of the park. The fields are surrounded by chain link fence. Bleachers are located at each of the fields. Two Little League fields not operated by the Town are located adjacent to the park.

The playground is located outside of the swimming pool complex. The playground has various climbing apparatus and swing sets which are set on a rubberized base.

The picnic facilities are located between the parking lot and swimming pool complex. Separate restrooms are located at both the baseball fields and picnic area. The picnic area includes a covered pavilion and covered grill stations.

A bicentennial log cabin is located between the parking area and miniature golf course.

LAKE NANUET PARK – 33 Acres 1 LAKE NANUET DRIVE, NANUET

Description:

The Lake Nanuet Park is a large park that was renovated in 2006 and offers several recreational facilities including a state of the art swimming pool, a baseball field, playground and picnicking areas.

The free form swimming pool has a capacity of 3,017 guests and includes children's slides, a central platform and an umbrella fountain. The swimming pool was installed in 2005. The pool area includes a bathhouse, concession stand and several picnic tables both near the pool and near the concession stand. The concession stand area also has a covered picnic pavilion. A playground is located adjacent to the swimming pool area and includes various climbing apparatus and swing sets. The playground has a wood chip/mulch base surrounded by railroad ties.

The park grounds include a brick house which is occupied by a staff member. The swimming pool pump house is located to the – of the swimming pool. The building is a one story concrete block building.

Outside of the swimming pool area is a three bay maintenance building.

The site is accessed from – road which provides access to a paved parking area.

Adjacent are four Nanuet Little League baseball fields which are not operated or maintained by the town.

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CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER – 178 Acres 6 GILCHREST ROAD, WEST NYACK

Description

Congers Lake Memorial Park encompasses approximately 178 acres of which approximately 100 acres is comprised of Congers Lake. Other features of this popular park include a community center, a bike path, a skate park, an in ground swimming pool, a playground, basketball courts, a bocce ball court, a roller rink, a historic cemetery, picnic areas, a handball court, tennis courts, historic farm buildings, covered pavilion, baseball fields and tennis courts.

The community center is a two story building that has existed since the 1940s. The upper level of the building serves as the community room used to host a variety of community events. The upper level has a small stage on one end and a limited kitchen area, storage area and rest rooms on the other end. The lower level of the building contains a game room with multiple game tables, a weight lifting room and restrooms. A 1989 building addition houses a gymnasium with basketball hoops.

To the west of Congers Lake are multi-use paved paths. At the north end of the lake is Congers Lake Dam which replaced a stone and earthen dam in 1995. The dam is accessible by pedestrians providing a view of the lake. A non-motorized boat launch was recently removed from the lake and to date has not been replaced. Currently, kayaks are available for rent through a private company.

The playground is equipped with various climbing equipment and swing sets. The base of the playground is comprised of wood chips.

The skate park is enclosed in a chain link fence to limit ingress and egress into the skating area. The skate park area has an attendant booth comprised of a one story building.

The north side of the park contains the Paul Farm House, and barn circa 1810 which was acquired by the Town in 1990 and restored in 1996. The building is used for storage and is not open to the public.

A three bay maintenance garage is also located within the park.

KINGS PARK – 60 Acres KINGS HIGHWAY, CONGERS

Description:

Kings Park is a large open park containing three (3) baseball fields, two (2) basketball courts, a paved parking lot, a playground, two ponds, green space and multiple park benches. The park crosses Parkside Drive as well as Bluebird Drive.

The baseball field area is flanked by a retaining wall on one end that is enhanced with shrubbery. There are multiple elevated bleachers for spectators.

CLARKSTOWN RECREATION & PARKS PLAN

The play ground contains swing sets and various climbing apparatus, and is set on a wood chip/mulch base surrounded by railroad ties. Park style benches are available for use within the playground area.

The open space is enhanced by two ponds, a wetland area and multiple park benches. The open space is primarily comprised of mowed lawn with scattered mature trees.

TENNYSON PARK – 9 Acres **TENNYSON DRIVE, NANUET**

Description:

Tennyson Park is located on both sides of Tennyson Drive in a residential neighborhood. Tennyson Drive becomes a split roadway at the main park entrance. A 20 car paved parking lot is located on the south side of the road. This portion of the park also contains two basketball courts and one baseball field.

The north side of the park contains a playground with swings and climbing equipment. The base of the playground is comprised of wood chips/mulch and several benches surround the playground. A flag pole, which base is decorated with flowers, lies to the east of the playground. A decorative brick walk provides access to a bench near the base of the flag pole.

DAVENPORT PRESERVE – 87 Acres

Description:

The Davenport Preserve is currently a passive park without public amenities other than a paved access road. The preserve is currently being contemplated for use as an environmental center.

The park currently contains two former homesteads which have been abandoned. The Millia Davenport homestead contains a masonry house which has no insulation and has been boarded, along with several outbuildings. The Zippy Fleisher homestead contains a residence and a dog kennel. A new roof was recently installed on the Fleisher home in order to preserve the 1960s vintage building.

TWIN PONDS PARK – 25 Acres **254 MASSACHUSETTS AVENUE, VALLEY COTTAGE**

Description:

Twin Ponds Park was developed during the construction of the adjoining neighborhood and consists of two ponds located on either side of Massachusetts Avenue. The park is a passive park with a mowed lawn and one park style bench.

CLARKSTOWN RECREATION & PARKS PLAN

ZUKOR PARK AND STREET COMMUNITY CENTER – 30 Acres 31 ZUKOR ROAD, NEW CITY

Description:

The Street Community Center also services as the headquarters for the Clarkstown Parks and Recreation offices. The community center is housed in an older building formerly utilized as an elementary school. The layout of the building mimics that of its former use with a central hallway and classrooms on either side. The north end of the building houses a cafeteria, kitchen and gymnasium. The community center provides services for young and old. The north end of the building contains the senior wing with a card room and History Room. The hallway in this area is known as the Hall of Heroes and is decorated with flags, pictures and plaques. Other portions of the building house nursery school and preschool programs. Activity rooms include a weight/fitness room, game room, TV room/lounge, meeting room, and arts & crafts room.

The office area includes a counter space where town residents can obtain passes to the various parks within the town. The office area is an addition to the school and is more modernized containing individual offices and cubicles.

The front of the building is improved with decorative brick walkways, shrubbery, flowers and a 9-11 memorial. Other buildings include a two bay maintenance garage and a one bay storage shed.

Outside facilities include a playground which includes swing sets and various climbing apparatus, soccer fields, and a baseball field. Little league fields and related facilities are located within the park, but are not operated or maintained by the Town.

The playground is accessed by a paved walkway from a large parking area which is located south of the community center and offices. The playground has a mulch/wood chip base partially enclosed by railroad ties. Park style benches are available in the playground area.

CENTRAL NYACK COMMUNITY CENTER – 5 Acres 58 WALDRON AVENUE, CENTRAL NYACK

Description:

The Central Nyack Community Center is located in a densely populated area within Central Nyack. The center contains a two story community building which dates to the 1960s and two basketball courts enclosed in chain link fence.

The upper level of the community center contains a meeting room, lounge, office restrooms, kitchen and a gymnasium which was added in 1983. The lower level contains a billiard/ game room, storage room and weight room.

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The exterior of the building contains decorative brick retaining walls enhanced with landscaping and shrubbery.

PASCACK COMMUNITY CENTER – 3.5 Acres 87 NEW CLARKSTOWN ROAD, NANUET

Description:

The Pascack Community Center is an approximate four year old center which includes a community center building, children's "spray ground", playground and basketball court.

The community center building is a one story masonry building which includes staff office areas, a game room, a gymnasium which doubles as a large community meeting room, a weight room, a storage room, an arts and crafts center, a multi purpose room often used as a senior citizen meeting room, and a community room.

The outside amenities (spray ground, playground and basketball court) are enclosed in chain link fence. The spray ground and playground are set on rubberized bases.

The facility is accessed from New Clarkstown Road where a large parking area is located.

WEST NYACK HAMLET GREEN – 3 Acres 721 WEST NYACK ROAD, WEST NYACK

Description:

The West Nyack Hamlet is also known as the Volunteer Memorial Park and is improved with a fireman themed fountain with a patriot garden. The park is also improved with a covered sitting area, four sided clock, flag pole and benches. Walkways are comprised of decorative brick. The boundary of the park is defined by a split rail fence. The park hosts approximately two jazz concerts per year.

CONGERS STATION PARK - .45 Acres CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS



Description

The Congers Station Park is an approximate ½ acre park containing a two story sandstone building which formerly served as a train station. The park also contains a patriot garden with a 9/11 memorial, a flag pole, a cannon monument, a clock and a decorative water fountain. These features are located in the southern portion of the park and are complimented by shrubbery, flowers and decorative stone and brick walkways and benches. A decorative portico is located along the western edge of the southern portion of the park leading to the former train station building which is located on the central portion of the park. The first floor of the building serves as community room which is open for special events such as confirmation parties, and is otherwise inaccessible to the public. The first floor contains an open meeting area, kitchen and bathrooms. Decorative stain glass complements the sandstone construction. Faux fire places complement a hardwood floor. The second floor of the building is currently unoccupied, but is proposed to house a museum in the future.

A parking area lies to the north of the building which is accessed from Burnside Avenue. A chain link fence runs the length of the west side of the park providing a barricade from the adjoining active railroad bed. The chain link fence is adorned with decorative plantings.

Two buildings are located to the north of the parking area which are lands of the town but not a portion of the park. The closest building is rented to a bus company. The building furthest to the north is the central parks and recreation warehouse which was recently renovated. The two bay building also contains offices. Upgrades and renovations to the building have included recent pavement surrounding the building, a new HVAC system, new lighting, and a new loading dock.

OPEN SPACE INSTITUE PARCEL -

CLARKSTOWN RECREATION & PARKS PLAN

OLD STONE ROAD

Description:

The Open Space Institute Parcel is a wooded tract of land traversed by a logging road. The parcel is not yet used as a town park. An approximate 20 minute walk along the logging road leads to a ridge with an overview of the Hudson River and the Tappan Zee Bridge.

DELLWOOD COUNTRY CLUB 60 ZUKOR ROAD, NEW CITY

The Dellwood Country Club is a privately owned golf course. The property contains an 18-hole Par 71 championship golf course, twelve (12) professionally maintained Har Tru tennis courts, an Olympic size pool, banquet and meeting rooms, members' dining room, barbecue pit, outdoor dining terrace, volleyball court, driving range, children's pool, playground with swings, slide and sandbox, and locker rooms with a steam room. The grounds are enhanced with fountains and landscaping.

HEMLOCK PARK – 4 Acres HEMLOCK & ROUTE 303 CONGERS

This park has 2 baseball/softball playing fields with one being illuminated for night play. There is a comfort/refreshment building that also serves as a mechanical building.

MISCELLANEOUS

The following sites are those that are either natural areas, preserves and/or undeveloped parklands owned by the Town of Clarkstown.

CROPSEY FARM – 24 Acres – Undeveloped farmland LITTLE TOR ROAD, NEW CITY

HEATONS POND PARK – 5 Acres - Pond and natural area OLD MILL ROAD, VALLEY COTTAGE

DELLWOOD TOWN PARK – 11 Acres – Undeveloped parkland OFF OLD ROUTE 304, NEW CITY

FRENCH FARMS PARK – 7 Acres – Undeveloped parkland BREWERY ROAD, NEW CITY

PHILLIPS HILL PARK – 5 Acres – Undeveloped parkland PHILLIPS HILL ROAD, NEW CITY

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ROLLING HEDGE PARK – 3 Acres – Undeveloped parkland

**SCHUELER HOUSE - .4 Acres – Historical Home/Structure
GILCHREST ROAD, CONGERS**

**STONEHEDGE EAST – 13 Acres – Undeveloped parkland
STONEHEDGE ROAD & ROCKFORD DRIVE, WEST NYACK**

**UNGAVA PARK – 5 Acres – Undeveloped parkland
UNGAVA ROAD & SUSAN DRIVE, NEW CITY**

SCHOOL DISTRICTS IN CLARKSTOWN

As noted previously, the Town of Clarkstown is served by four major public school districts, all of which have multiple school facilities and associated recreational amenities such as athletic fields for soccer and football, baseball fields, play grounds and community event capabilities. It should be recognized that the school facilities are important contributors to the inventory of resources in the community. However, use of their facilities for school programs must and do take precedent over use by others, including the town recreation and sports leagues. A general profile of each school district is as follows:

Clarkstown Central School District

The CCSD is the primary public school district that serves the majority of the central and northern portion of the Town of Clarkstown. It is comprised of approximately 8,878 students that attend eleven elementary schools, one middle school complex and two senior high schools.

Nyack Union Free School District

The NUFSD is a public school district that is located in the Valley Cottage/South Nyack area of the Town. The district currently is comprised of approximately 2,932 students and has two elementary schools, one middle school and one senior high school.

Nanuet Union Free School District

The NUFSD is a public school district that is located in the south-western portion of the Town and is comprised of approximately 1,928 students. The District currently has three elementary schools, one middle school and one senior high school.

East Ramapo Central School District

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The ERCSD is a public school district that serves the extreme western end of the Town of Clarkstown. It is comprised of 9,022 students that attend ten elementary schools, two middle schools, a Freshman Center (9th grade) and two senior high schools.

Albertus Magnus Private Catholic School

The Albertus Magnus High School is a private parochial school located on Route 304, Bardonia, NY, and serves the residents of the Town of Clarkstown.

The Blue Rock School

The Blue Rock School is an alternative, co-educational, independent, day school for grades Kindergarten through eighth and is located on Demarest Mill Road West Nyack, NY.

ROCKLAND COUNTY PARKS

Rockland County currently owns and/or operates several parks and recreational facilities within Clarkstown. They include the following:

Kennedy Dells County Park – New City/Pomona

This is a large park (179 acres) that is predominantly forested in nature and serves to accommodate passive recreational uses such as hiking, nature walks and horseback riding. There are improved soccer fields along the eastern side of the park that also serve as football practice fields and general recreational uses as well as rest rooms and parking areas.

Buttermilk Falls County Park – Central Nyack

This is a 75 acre passive recreational park that is primarily utilized for hiking, nature walks picnicking and scenic overlooks. There are no improved facilities at this park.

Demarest Kill Recreation Area – West Nyack

This is a 30 acre park that is heavily wooded with a large pond. The park is currently utilized for passive recreational uses such as fishing, hiking, picnicking, etc. There are no public rest room facilities at this park.

Dutch Gardens – New City

Dutch Garden is a 3 acre formal ornamental garden park that has a brick teahouse, a gazebo, an arbor and a bandstand. The gardens are primarily used for passive recreational uses.

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Mountainview Nature Park – West Nyack

This is an 83 acres park with no public facilities. The park is very mountainous and heavily wooded with nature trails interspersed throughout. It is currently utilized for hiking, nature walks and provides scenic overlooks of the Hudson River valley.

South Mountain Park - New City/Pomona

South Mountain Park is a 239 acre County park that extends partially into the northwest portion of the Town of Clarkstown. This is an unimproved, natural park that affords hiking and nature walk recreational uses along the “Long Path Trail”.

Sean Hunter Ryan Memorial Park – West Nyack

The Sean Hunter Ryan Memorial Park is a commemorative/memorial park establish in 2003 consisting of 15 acres of land. The park is unimproved with no public facilities and currently serves passive recreational uses such as hiking and nature observation.

NEW YORK STATE PARKS

Rockland State Park/ Hook Mountain State Park

Rockland Lake State Park is located in the eastern portion of the Town of Clarkstown along a ridge of Hook Mountain above the west bank of the Hudson River. The park offers extensive active and passive recreational uses that include the following:

- Two Olympic-sized swimming pools (seasonal only)
- Two Kiddie pools (seasonal only)
- Two Golf Courses & an Executive Course
- Six Tennis Courts (outdoor)
- Picnic areas
- Car-top boat launch
- Boat rentals
- Biking Trails
- Hiking Trails
- Fishing
- Food Concessions
- Public Restrooms
- Sledding
- X-Country Skiing

High Tor State Park

This State park is primarily a day-use facility for picnicking, seasonal swimming, and hiking. The “Long Path” traverses through the park and offers scenic views of the Hudson River

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and valley. Public facilities at this park include a pool, public restrooms and shower facilities, and picnic areas.

Nyack Beach State Park

Nyack Beach State Park is comprised of approximately 61 acres of riverfront land along the Hudson River in eastern Clarkstown. The park offers picnicking, hiking, biking and fishing activities. There are also numerous hiking trails that are accessible in winter months for cross-country skiing.

PRIVATE & COMMERCIAL

Private and commercial facilities offer varied recreational opportunities to Clarkstown residents. They typically serve a market area which may be larger than the town. Some of the facilities listed are outside of, but very near, the town. Many other facilities outside of Clarkstown which serve town residents are not listed here.

Libraries in Clarkstown include Valley Cottage, New City, West Nyack Free Library, and the Nanuet Public Library.

The YMCA currently operates several facilities in and around the Clarkstown area and provide a wide range of civic and community functions.

CLARKSTOWN RECREATION & PARKS PLAN

5.0 GENERAL GOALS, STRATEGIES & RECOMMENDATIONS

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Expand Base Ball Facilities	Construct two (2) new 90' baseball diamonds and two (2) new 60' baseball diamonds.	Will allow for more scheduled baseball games to be played by all league teams	Cost of Construction	Increase town recreation fees and individual park user fees; bond improvements	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field	
		Will reduce the current high competition for limited field space	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field with accessory parking	
		Will allow for more inter and intra league tournaments to be played in Clarkstown	Increased park staff and maintenance costs	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field	
Ensure adequate drainage for all Parks & Rec athletic fields	Conduct a site by site assessment of each athletic field for drainage issues	Will allow for uninterrupted use of all outdoor fields/facilities	Cost of identified drainage improvements	Increase town recreation fees and individual park user fees; bond improvements	Conduct a site assessment of each athletic field for drainage issues, and then prioritize and repair fields with necessary drainage improvements	

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Construct new drainage facilities where necessary	Will extend the lifetime of all outdoor fields/facilities	Cost of engineering assessment	Actively Seek State and Federal parks grants to fund improvements		
		Will reduce the staff time and maintenance costs associated with having to continually prepare fields damaged by flooding	Improvements to existing fields may cause disruptions in usage of said fields	Limit construction activities to off-season periods to avoid disruptions in field usage		
Develop new outdoor recreation facilities	Identify and acquire new lands for new parks and/or recreation fields across Town	Provide for expanded passive and active recreation	Cost of acquiring new lands for parks	Increase town recreation fees and individual park user fees; bond improvements	Identify and acquire new lands for new parks and/or expanded recreation fields across Town	
		Will alleviate over use of existing parks and recreation fields/facilities		Actively Seek State and Federal parks grants to fund improvements		
				Require additional land set asides via the site plan review approval process		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage use of County and State parks and recreation facilities in Clarkstown	Identify opportunities for shared use of Town, County and State recreation fields/parks/trails	Provide additional recreation fields to help offset high demand for field usage	Expenditure of staff resources/time to establish inter-municipal agreements to allow shared usage of recreational facilities	Increase town & county recreation fees and individual park user fees; bond initiatives	Work with County & State agencies to identify local opportunities for shared use of Town, County and State recreation fields/parks/trails	
		Provide for full utilization of recreation facilities located within the town of Clarkstown	Expenditure of staff resources/time to coordinate shared use of facilities	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns		
		Allow for inter-municipal cooperation between recreational programs	Increased staff time and operational expenses to maintain shared fields/facilities	Actively Seek State and Federal parks grants to fund inter-municipal agreements/activities/shared uses		
Ensure adequate usage of Town parks and recreational facilities for Town residents	Develop strategies to give priority usage of town parks and recreational fields to town residents	Will increase the number of available recreational fields for use by town residents and town sponsored leagues	May restrict usage of town parks and recreational fields by non-residents	Increase recreation fees and individual park user fees for non-resident users	Develop strategies and policies that give priority usage of town parks and recreational fields to town residents	
	Expand Parks & Recreational Programs	Will give town taxpayers priority usage of town recreational amenities	May limit the amount of user fees generated by non-resident users	Seek alternative scheduling methods to allow for use of town park facilities by all entities	Develop strategies and programs designed to meet the needs of town residents	

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
		Provide upgrades to community centers to accommodate programs	May create enforcement issues that require additional staff time/resources			
			Increased staff time and operational expanses to staff programs and maintain facilities			
Encourage use of School recreation facilities in Clarkstown	Identify opportunities for shared use of local school property/recreation fields	Provide additional recreation fields to help offset high demand for field usage	Expenditure of staff resources/time to establish inter-governmental agreements to allow shared usage of recreational facilities	Increase town & county recreation fees and individual park user fees; bond initiatives	Work with local school boards to identify local opportunities for shared use of Town and School recreation fields/facilities	
		Provide for full utilization of recreation facilities located within the town of Clarkstown	Expenditure of staff resources/time to coordinate shared use of facilities	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns		
		Allow for inter-governmental cooperation between recreational programs	Increased staff time and operational expanses to maintain shared fields/facilities	Actively Seek State and Federal parks grants to fund inter-governmental agreements/activities and shared use programs		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage development of additional recreational facilities in Clarkstown	Develop a new Ice Rink	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual rink user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new ice rink	
		Accommodate winter recreational needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
		Provide additional ice skating capacity for organized and non-organized skating use	Increased park staff and maintenance costs			
	Develop a Domed Facility	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual facility user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Dome	
		Accommodate winter recreational needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Develop a Batting Facility	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Batting facility	
		Potential source of revenue for Town	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
		Provide needed practice facilities of baseball/softball leagues	Increased park staff and maintenance costs			
	Develop T-Ball Fields	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Batting facility	
		Provide adequate facilities of youth T-ball leagues	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Develop a Dog Park	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Dog Park facility	
		Would provide a dedicated facility for pet owners use instead of utilizing town parks	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
			Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		
	Develop an Indoor Pool	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new indoor pool facility	
		Accommodate winter recreational swimming needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
		Provide additional pool/swimming capacity for organized and non-organized year-round use	Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		
				Actively Seek State and Federal parks grants to fund new facilities		
Encourage the development of Townwide Trails System	Develop a trails system in Clarkstown	Would assist in creating a walkable community	Cost of Construction	Increase town recreation fees and individual park user fees; bond improvements	Conduct an inventory of existing trail systems, and then prioritize and target parcels for acquisition and development of new trails	
		Assist/promote trails to trails programs	Increased usage of park facilities and infrastructure including parking & utilities	Actively Seek State and Federal parks grants to fund improvements		
		Promote the inter-connection of existing and new Town/County/State trails & trail systems	Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		

CLARKSTOWN RECREATION & PARKS PLAN

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage the preservation of Open Space	Develop an Open Space Plan for Clarkstown	Would support the preservation of open space in town	Cost of acquisition of target parcels	Increase town recreation fees and individual park user fees; bond improvements	Conduct an inventory of existing open space and scenic parcels, and then prioritize and target parcels for acquisition and preservation	
		Would promote the preservation of scenic vistas in town	Increased staff time and operational expenses to maintain open space parcels	Actively Seek State and Federal parks grants to fund improvements		
		Would provide opportunities for future open space preservation	Expenditure of staff resources/time to establish agreements to allow easements and other preservation tools	Require additional land set asides via the site plan review approval process		
			May create enforcement issues that require additional staff time/resources			

PARK-SPECIFIC ANALYSIS & RECOMMENDATIONS

GERMONDS PARK

185 GERMONDS ROAD, WEST NYACK

The main swimming pool is 35 years old and is in need of replacement of operating equipment. A temporary filter system was recently installed for the swimming pool. A swimming pool facility study was completed for the park in August 2007. The report notes that the facility is no longer in compliance with current Health Department code regulations and is therefore placing the health and safety of the public in jeopardy. The report recommended the following actions: renovation and expansion of the concession building, renovation of the bathhouse, construction of a new filter building shell, removal and replacement of the water slide, renovations to the pools and pool systems, relocation of the existing filters, installation of new pumps, piping, strainers, chemical monitoring and feed systems and improvements to concrete decks, drainage, site lighting, landscaping and irrigation systems.

The rubberized base of the playground was resurfaced at one time, however, the base was utilized prior to being fully cured and was impacted with permanent footprints.

The basketball courts have several cracks and need to be replaced or resurfaced.

The parking areas and driveways appear to have normal wear and tear; however, some curbing has been damaged in the upper parking area.

Although the baseball fields are surrounded by chain link fence, some of the fencing is not high enough to prevent balls from entering the wooded area.

Maintenance concerns associated with the buildings include a leaking roof in the life guard station, roof vents and fans in the snack bar and light fixtures and hand dryers in the bathhouses. New entry doors are needed for the restrooms located in the ball park area.

LAKE NANUET PARK

1 LAKE NANUET DRIVE, NANUET

The Lake Nanuet Park is a popular park which is frequented by large numbers during the summer. With the addition of the free form swimming pool, several deficiencies have been noted for the park including a lack of parking spaces and the condition/size of the bathhouse.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the park benches need replacement.

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CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER 6 GILCHREST ROAD, WEST NYACK

The community center, in particular the upper level, is outdated with obvious wear to the ceilings, floors and walls. The 2' x 4' acoustical ceiling tiles exhibits water stains in various areas. The 12" x 12" floor tile exhibits cracked and missing portions of tiles, and stained areas. The dated wood paneling has scratches, discoloration and dings. The exterior of the building has chipped and cracked concrete sections and the soffit and fascia are damaged on the basketball court addition. The building's HVAC and phone systems are outdated and need upgrading or replacement.

A non-motorized boat launch, previously available to access the lake, has not yet been replaced.

The metal skirting on some of the skate park equipment is somewhat rusted and although currently functional, may need replacement in the future.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

The concrete block wall of the handball court is in poor condition and needs replacement.

KINGS PARK KINGS HIGHWAY, CONGERS

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the playground equipment exhibits the beginning stages of rusting.

The base of the basketball courts have some cracking and the courts lack fencing to control stray balls.

Some of the benches within the park have chipped and peeling paint and need replacement or repainting.

Safety concerns include the lack of crosswalks where the park crosses Parkside Drive and Bluebird Drive and the presence of eight (8) inch diameter concrete encased holes within the green space.

TENNYSON PARK TENNYSON DRIVE, NANUET

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The basketball courts lack fencing to contain stray balls. The bases of the courts contain multiple cracks. Graffiti is a continued problem at the park effecting both the basketball courts and playground equipment. The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the benches surrounding the playground equipment were found to be leaning such that they are no longer useable.

There is no cross walk for users of the park to access the playground from the parking area. As well, there are no designated paths from the parking area to the basketball courts and baseball diamond.

DAVENPORT PRESERVE

A master plan is currently being developed for the Davenport Preserve to study the potential uses of the parkland. Restrictions may prohibit the addition of future buildings. Although the driveway which currently accesses the park is newer (3-4 years old) improvements to the roadway may be necessary (widening or lengthening) dependent upon the future use of the park.

TWIN PONDS PARK 254 MASSACHUSETTS AVENUE, VALLEY COTTAGE

Algae covers much of the surface area of the ponds which could be controlled with pumps or aerators.

The park lacks a cross walk across Massachusetts Avenue.

ZUKOR PARK AND STREET COMMUNITY CENTER 31 ZUKOR ROAD, NEW CITY

While the office portion of the building is modernized, the former school remains in the condition when it was used as a school. Improvements needed to the building include new windows, central HVAC, and updated bathrooms. The gymnasium, having been designed for an elementary school, is undersized for use for the community center.

The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

CENTRAL NYACK COMMUNITY CENTER 58 WALDRON AVENUE, CENTRAL NYACK

While the exterior of the community center has an appealing look, the interior of the community center has an overall aged feeling and needs updating including a new

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HVAC system. Despite recent upgrades to the furnace, other equipment within the center appears worn and will likely need to be replaced or refurbished in the near future.

The exterior of the center also has a few deficiencies including cracks in the basketball courts rain gutters which need re-securing or replacement. Drainage is reportedly an issue along one side of the property.

The center also lacks parking spaces for both staff and users of the facility.

PASCACK COMMUNITY CENTER 87 NEW CLARKSTOWN ROAD, NANUET

The community center and amenities are in excellent condition having been recently built. The gymnasium lacks a retractable wall to separate the large area into two medium size spaces for simultaneous events.

WEST NYACK HAMLET GREEN 721 WEST NYACK ROAD, WEST NYACK

The park is in good condition. The park lacks parking areas for users of the park.

CONGERS STATION PARK CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS

Overall the park and structures are in good condition. The decorative water fountain in the southern portion of the park does not function properly and reportedly would be in the range of \$26,000.00 to repair. A few cables are missing on the chain link fence. Vandalism has sporadically occurred within the stairwell leading to the second floor which has required ongoing maintenance and painting. A recently installed faux security camera has curbed the vandalism. The building currently occupied by the bus company is scheduled to be renovated in the near future.

OPEN SPACE INSTITUTE PARCEL OLD STONE ROAD

Improvements to the Open Space Institute parcel would be needed to make the parcel a viable park. These improvements include an area for parking, a trail head sign, trail markers and trimming of low branches.

DELWOOD COUNTRY CLUB 60 ZUKOR ROAD, NEW CITY

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A cursory walk through of the country club was conducted. The club appears to be well maintained though some buildings may need improvements as well as the main parking area. A more thorough assessment would be necessary to determine deficiencies associated with the country club.

6.0 PROGRAM PLANNING

ACTION PLAN

General

Implementation of the recommendations of this plan will require a variety of techniques and resources. Future land acquisition will depend upon availability and opportunities for creative approaches. Implementation of some of the proposed outdoor facilities are dependent upon acquisition of additional land to accommodate them or partnering or other participation with others to be feasible. The feasibility and most desirable configuration of indoor facilities requires further study.

FIVE YEAR PLAN

Acquire Land

1. Acquire addition(s) to Veterans Memorial Park
Open Space funds as properties become available.
No schedule for acquisition.

Develop Outdoor Recreational Facilities

1. Update Germonds Pool
\$3-4 million in 2008.
Future costs dependent on means of implementing (contract vs. town forces, etc.)

Indoor Facilities

1. Develop New Indoor Domed Recreational Facility
Including feasibility of new domed field house to an existing town park. If the town elects to add a survey of town residents, it must be professionally and scientifically prepared and executed to be of value.
Feasibility Study: \$25,000 - \$50,000
Public Survey: Add \$20,000+

Future Planning

1. Update this five year plan in five years. Assume \$25,000 - \$35,000 in current dollars.
2. Prepare professionally prepared detailed development plans for improvements to existing town parks and update periodically. Assume \$5,000 - \$10,000 each.

IMPLEMENTATION

General

Implementation of the recommendations of this Parks and Recreation Master Plan should enable Clarkstown to continue to excel in its delivery of recreational opportunities and to offer new opportunities, therefore further enhancing the town's scope and quality of recreational offerings. Acquisition and development of new parkland will maintain the town's inventory of recreational spaces in line with its needs and desires while creating an inventory of desirable properties while they are available to serve future needs. Improvements to existing parks create resources to enhance the availability, variety, and quality of recreational experiences in the parks as well as continue the positive image of Clarkstown as the desirable town it is in which to have a high quality of life.

The value of facilities and services available from sources such as the county, schools, colleges, churches, and private enterprises are important resources to the community. The town should continue to promote, seek and form partnerships and other types of relationships with these other providers of recreational opportunities to give its residents as full as possible menu of opportunities at the least public cost.

Funding Strategies & Sources

There are many sources and means of financing the acquisition and development of recreational lands and facilities.

Town Resources

The town possesses several tools and resources to further the goals of this plan. Often, the local resources can be leveraged with state, federal, or private sources to increase the value of the local investment for land acquisition, development, or programs.

Parks and Recreation Trust Fund (Payment In Lieu of Land)

The town maintains a Parks and Recreation Trust Fund as allowed under Section 277 of the New York State Town Law which creates an impact fee on new residential development in the form of contribution of suitable recreational land or fee in lieu thereof to be held in a trust fund to be used for the purchase or development, including improvements to existing lands for parks, playgrounds, or other appropriate recreational purposes. Clarkstown currently assesses a fee of \$1,800 per new residential unit. The fee is reasonable and is generally in line with similar towns in Rockland County. The fee should be adjusted periodically to reflect changes in future new home values and future costs of parkland acquisition and development. The town currently holds approximately \$1,350,000 in its Parks and Recreation Trust Fund.

Open Space Bonds

The town passed a \$22,000,000 bond referendum in 2000 and currently has approximately \$14,000,000 left in its Open Space bond for acquisition of parkland and it has begun to identify parcels of greatest priority.

Fees and Charges

Revenues from fees for participating in programs and charges for use of facilities are

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important means of financing recreational opportunities. The 2007 budgets for parks and recreation forecast expenses of approximately \$6,231,000 and revenues of approximately \$2,243,000 which represents approximately thirty percent of the combined parks and recreation budgets. The town should continue to strive to increase revenues as a portion of its parks and recreation budgets.

Real Estate Taxes

Real estate tax revenues are a major source of funding the costs of operations and maintenance. Tax revenues also support bond issues for capital costs and they can be used as match for state, federal, and other financial assistance.

Bonding

Bonds generate immediate financing for capital projects. Bonds may require a general referendum or may be subject to permissive referendum whereby the referendum must be petitioned by those affected.

Bond Anticipation Notes

Bond anticipation notes are used for short term, or "bridge", financing in anticipation of permanent financing through a grant in aid or a bond issue.

Leases, Permits, and Easements

These techniques provide a means of using land or facilities for long or short terms without immediate capital outlay. There are many advantages where the appropriate circumstances occur. One purpose of permits or easements is the acquisition of trail rights of way.

Special Districts

Special districts may be established to finance improvements that will benefit and be paid for by special tax levies on residents of the special district. Park districts are one form of special district which should neither be necessary nor desired in Clarkstown where parks are available to the community at large.

Donations

Service clubs, "Friends" of park(s), local businesses, other interest groups, and individuals can be resources for developing and maintaining facilities and programs. The town should consider establishing a not for profit Parks and Recreation Foundation to support acquisition and development of parks and facilities.

Partnerships

Partnerships with private enterprises, school districts, and other levels of government are a means of creating major opportunities which may not otherwise be feasible. It is most important to understand whether there are potentially conflicting policies or needs which could create problems in the future before undertaking a partnership.

Private Enterprise

Clarkstown is fortunate to be located near many privately operated venues which serve

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recreational needs of its residents. Many sports leagues pay for the use of outdoor fields and indoor sports arenas or field houses. Other venues include golf courses, fitness centers, skating rinks, indoor skateboard parks, bowling alleys, and others. The town should encourage such facilities within or near the town as contributing to the availability of the resources at no cost while often generating tax revenues.

Not For Profit Organizations

Trust for Public Land

This national not for profit organization with offices in New York serves as a land bank, acquiring properties on behalf of communities or other public entities, holding the land in a revolving fund until the sponsoring community can purchase the land from TPL. Property to be acquired must serve an important community objective which may include environmental, cultural, historical, or recreational purposes.

The Nature Conservancy

This international organization is also not for profit which can serve as a land bank similar to TPL. It also purchases and manages land of significant environmental value. The town should continue to explore options with TNC.

State and Federal Sources

The availability and priorities of types of projects to be funded by some state and federal grant programs vary widely from year to year. The following are the most common sources of aid for acquisition, development, and/or improvement of parks and recreational facilities. Many other programs could have components that would be applicable to specific improvements.

Environmental Protection Act of 1993 – Title 9

New York State grants for reimbursement of a maximum of fifty percent of allowable costs of acquisition and/or development of municipal parks and for historic preservation. The grant application cycle is annual and competition for limited funds is high with a minority of applicants funded, often at less than the requested amounts. Priorities of types of projects to be funded varies each year. Administered through New York State Office of Parks, Recreation and Historic Preservation, Clarkstown has benefited from this program many times.

Environmental Protection Act of 1993 I– Title 3

New York State grants for acquisition of open space conservation lands which have been prioritized in the New York State Open Space Plan. Administered by New York State Department of Environmental Conservation with cooperation from NYSOPRHP.

Clean Water / Clean Air Bond Act

New York State grants for environmental infrastructure and natural resources, including municipal park projects, historic preservation, and heritage areas. Criteria are somewhat similar to those of the Environmental Protection Act. Administered through NYSOPRHP.

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Land and Water Conservation Fund

U.S. Department of Interior funding through dedicated revenues. Criteria for municipal park projects are similar to those of the state Environmental Protection Act. This fund is administered in conjunction with EPA by NYSOPRHP.

SAFETEA SAFETEA-LU Transportation Enhancement Program (TEP)

This federal program is a major source of funding for acquisition, construction, and maintenance of pedestrian and bicycling trails and support facilities. Current requirements are projects of at least \$100,000 with at least a 20 percent local match. It is expected that the next round of applications for grants may be within two years. Administered by New York State Department of Transportation.

Snowmobile Trail Development / Maintenance Program

This state program funds development of snowmobile trails which are compatible with established statewide trails plans. Administered to counties by the NYSOPRHP Bureau of Marine and Recreational Vehicles.

Partners for Wildlife

The U.S. Fish and Wildlife Service offers grants for improving and protecting fish and wildlife habitats, including such improvements as trails, boardwalks, and overlooks. The program is administered by the U.S. Fish and Wildlife Service at Cortland, New York.

7.0 CONCLUSIONS

Town of Clarkstown – Parks and Recreation Master Plan, Park Descriptions

ATTACHMENT A - GERMONDS PARK

ATTACHMENT B - LAKE NANUET PARK

ATTACHMENT C - CONGERS LAKE MEMORIAL PARK AND COMMUNITY
CENTER

ATTACHMENT D - KINGS PARK

ATTACHMENT E - TENNYSON PARK

ATTACHMENT F - DAVENPORT PRESERVE

ATTACHMENT G - TWIN PONDS PARK

ATTACHMENT H - ZUKOR PARK AND STREET COMMUNITY CENTER

ATTACHMENT I - CENTRAL NYACK COMMUNITY CENTER

ATTACHMENT J - PASACK COMMUNITY CENTER

ATTACHMENT K - WEST NYACK HAMLET GREEN

ATTACHMENT L - CONGERS STATION PARK

ATTACHMENT M - OPEN SPACE INSTITUTE PARCEL

ATTACHMENT N - DELWOOD COUNTRY CLUB

ATTACHMENT A
GERMONDS PARK
185 GERMONDS ROAD, WEST NYACK

Description:

Germonds Park is a large park offering multiple recreational opportunities. The park includes a miniature golf course, swimming pool complex, basketball courts, baseball fields, picnic facilities and a playground.

The golf course contains 18 holes and is improved with concrete walkways, decorative waterways with small waterfalls, shrubbery and flowers and carpeted putting greens. The entrance to the miniature golf course contains a small booth which is staffed by park personnel for collecting fees and distributing golf clubs/balls.

The swimming pool complex is located within a chain link fence and contains the main swimming pool, a Kitty pool and a slide/diving board pool. This pool contains a 150 foot slide and three diving boards. The swimming pool complex also contains men's and women's bathhouses, a lifeguard station and a snack bar.

The basketball courts are located adjacent to the swimming pool complex and enclosed in chain link fence.

The baseball fields are located in the rear of the park. The fields are surrounded by chain link fence. Bleachers are located at each of the fields. Two Little League fields not operated by the Town are located adjacent to the park.

The playground is located outside of the swimming pool complex. The playground has various climbing apparatus and swing sets which are set on a rubberized base.

The picnic facilities are located between the parking lot and swimming pool complex. Separate restrooms are located at both the baseball fields and picnic area. The picnic area includes a covered pavilion and covered grill stations.

A bicentennial log cabin is located between the parking area and miniature golf course.

Findings:

The main swimming pool is 35 years old and is in need of replacement of operating equipment. A temporary filter system was recently installed for the swimming pool. A swimming pool facility study was completed for the park in August 2007. The report notes that the facility is no longer in compliance with current Health Department code regulations and is therefore placing the health and safety of the public in jeopardy. The report recommended the following actions: renovation and expansion of the concession building, renovation of the bathhouse, construction of a new filter building shell,

Town of Clarkstown - Parks and Recreation Master Plan, Park Descriptions

removal and replacement of the water slide, renovations to the pools and pool systems, relocation of the existing filters, installation of new pumps, piping, strainers, chemical monitoring and feed systems and improvements to concrete decks, drainage, site lighting, landscaping and irrigation systems.

The rubberized base of the playground was resurfaced at one time, however, the base was utilized prior to being fully cured and was impacted with permanent footprints.

The basketball courts have several cracks and need to be replaced or resurfaced.

The parking areas and driveways appear to have normal wear and tear; however, some curbing has been damaged in the upper parking area.

Although the baseball fields are surrounded by chain link fence, some of the fencing is not high enough to prevent balls from entering the wooded area.

Maintenance concerns associated with the buildings include a leaking roof in the life guard station, roof vents and fans in the snack bar and light fixtures and hand dryers in the bathhouses. New entry doors are needed for the restrooms located in the ball park area.

ATTACHMENT B
LAKE NANUET PARK
1 LAKE NANUET DRIVE, NANUET

Description:

The Lake Nanuet Park is a large park offering several recreational facilities including a state of the art swimming pool, a baseball field, playground and picnicking areas.

The free form swimming pool has a capacity of 3,017 guests and includes children's slides, a central platform and an umbrella fountain. The swimming pool was installed in 2005. The pool area includes a bathroom, concession stand and several picnic tables both near the pool and near the concession stand. The concession stand area also has a covered picnic pavilion. A playground is located adjacent to the swimming pool area and includes various climbing apparatus and swing sets. The playground has a wood chip/ mulch base surrounded by railroad ties.

The park grounds include a brick house which is occupied by a staff member. The swimming pool pump house is located to the - of the swimming pool. The building is a one story concrete block building.

Outside of the swimming pool area is a three bay maintenance building.

The site is accessed from - road which provides access to a paved parking area.

Adjacent are two Nanuet Little League baseball fields which are not operated or maintained by the town.

Findings:

The Lake Nanuet Park is a popular park which is frequented by large numbers during the summer. With the addition of the free form swimming pool, several deficiencies have been noted for the park including a lack of parking spaces and the condition/size of the bathroom.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the park benches need replacement.

ATTACHMENT C
CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER
6 GILCHREST ROAD, WEST NYACK

Description

Congers Lake Memorial Park encompasses approximately 178 acres of which approximately 100 acres is comprised of Congers Lake. Other features of this popular park include a community center, a bike path, a skate park, an in ground swimming pool, a playground, basketball courts, a bocce ball court, a roller rink, a historic cemetery, picnic areas, a handball court, tennis courts, historic farm buildings, baseball fields and tennis courts.

The community center is a two story building that has existed since the 1940s. The upper level of the building serves as the community room used to host a variety of community events. The upper level has a small stage on one end and a limited kitchen area, storage area and rest rooms on the other end. The lower level of the building contains a game room with multiple game tables, a weight lifting room and restrooms. A 1989 building addition houses a gymnasium with basketball hoops.

To the west of Congers Lake are multi-use paved paths. At the north end of the lake is Congers Lake Dam which replaced a stone and earthen dam in 1995. The dam is accessible by pedestrians providing a view of the lake. A non-motorized boat launch was recently removed from the lake and to date has not been replaced. Currently, kayaks are available for rent through a private company.

The playground is equipped with various climbing equipment and swing sets. The base of the playground is comprised of wood chips.

The skate park is enclosed in a chain link fence to limit ingress and egress into the skating area. The skate park area has an attendant booth comprised of a one story building.

The north side of the park contains the Paul Farm House, circa 1810 which was acquired by the Town in 1990 and restored in 1996. The building is used for storage and is not open to the public.

A three bay maintenance garage is also located within the park.

Findings

The community center, in particular the upper level, is outdated with obvious wear to the ceilings, floors and walls. The 2' x 4' acoustical ceiling tiles exhibits water stains in various areas. The 12" x 12" floor tile exhibits cracked and missing portions of tiles, and stained areas. The dated wood paneling has scratches, discoloration and dings. The exterior of the building has chipped and cracked concrete, sections and the soffit and

Town of Clarkstown - Parks and Recreation Master Plan, Park Descriptions

fascia are damaged on the basketball court addition. The building's HVAC and phone systems are outdated and need upgrading or replacement.

A non-motorized boat launch, previously available to access the lake, has not yet been replaced.

The metal skirting on some of the skate park equipment is somewhat rusted and although currently functional, may need replacement in the future.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

The concrete block wall of the handball court is in poor condition and needs replacement.

**ATTACHMENT D
KINGS PARK
KINGS HIGHWAY, CONGERS**

Description:

Kings Park is a large open park containing three (3) baseball fields, two (2) basketball courts, a paved parking lot, a playground, two ponds, green space and multiple park benches. The park crosses Parkside Drive as well as Bluebird Drive.

The baseball field area is flanked by a retaining wall on one end that is enhanced with shrubbery. There are multiple elevated bleachers for spectators.

The play ground contains swing sets and various climbing apparatus, and is set on a wood chip/mulch base surrounded by railroad ties. Park style benches are available for use within the playground area.

The open space is enhanced by two ponds, a wetland area and multiple park benches. The open space is primarily comprised of mowed lawn with scattered mature trees.

Findings:

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the playground equipment exhibits the beginning stages of rusting.

The base of the basketball courts have some cracking and the courts lack fencing to control stray balls.

Some of the benches within the park have chipped and peeling paint and need replacement or repainting.

Safety concerns include the lack of crosswalks where the park crosses Parkside Drive and Bluebird Drive and the presence of eight (8) inch diameter concrete encased holes within the green space.

ATTACHMENT E
TENNYSON PARK
TENNYSON DRIVE, NANUET

Description:

Tennyson Park is located on both sides of Tennyson Drive in a residential neighborhood. Tennyson Drive becomes a split roadway at the main park entrance. A 20 car paved parking lot is located on the south side of the road. This portion of the park also contains two basketball courts and one baseball field.

The north side of the park contains a playground with swings and climbing equipment. The base of the playground is comprised of wood chips/mulch and several benches surround the playground. A flag pole, which base is decorated with flowers, lies to the east of the playground. A decorative brick walk provides access to a bench near the base of the flag pole.

Findings:

The basketball courts lack fencing to contain stray balls. The bases of the courts contain multiple cracks. Graffiti is a continued problem at the park affecting both the basketball courts and playground equipment. The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the benches surrounding the playground equipment were found to be leaning such that they are no longer useable.

There is no cross walk for users of the park to access the playground from the parking area. As well, there are no designated paths from the parking area to the basketball courts and baseball diamond.

ATTACHMENT F
DAVENPORT PRESERVE

Description:

The Davenport Preserve is currently a passive park without public amenities other than a paved access road. The preserve is currently being contemplated for use as an environmental center.

The park currently contains two former homesteads which have been abandoned. The Milly Davenport homestead contains a masonry house which has no insulation and has been boarded up with several outbuildings. The Zippy Flasch homestead contains a residence and a dog kennel. A new roof was recently installed on the Flasch home in order to preserve the 1960s vintage building.

Findings:

A master plan is currently being developed for the Davenport Preserve to study the potential uses of the parkland. Restrictions may prohibit the addition of future buildings. Although the driveway which currently accesses the park is newer (3-4 years old) improvements to the roadway may be necessary (widening or lengthening) dependent upon the future use of the park.

ATTACHMENT G
TWIN PONDS PARK
254 MASSACHUSETTS AVENUE, VALLEY COTTAGE

Description:

Twin Ponds Park was developed during the construction of the adjoining neighborhood and consists of two ponds located on either side of Massachusetts Avenue. The park is a passive park with a mowed lawn and one park style bench.

Findings:

Algae covers much of the surface area of the ponds which could be controlled with pumps or aerators.

The park lacks a cross walk across Massachusetts Avenue.

ATTACHMENT H
ZUKOR PARK AND STREET COMMUNITY CENTER
31 ZUKOR ROAD, NEW CITY

Description:

The Street Community Center also services as the headquarters for the Clarkstown Parks and Recreation offices. The community center is housed in an older building formerly utilized as an elementary school. The layout of the building mimics that of its former use with a central hallway and classrooms on either side. The north end of the building houses a cafeteria, kitchen and gymnasium. The community center provides services for young and old. The north end of the building contains the senior wing with a card room and History Room. The hallway in this area is known as the Hall of Heroes and is decorated with flags, pictures and plaques. Other portions of the building house nursery school and preschool programs. Activity rooms include a weight/fitness room, game room, TV room/lounge, meeting room, and arts & crafts room.

The office area includes a counter space where town residents can obtain passes to the various parks within the town. The office area is an addition to the school and is more modernized containing individual offices and cubicles.

The front of the building is improved with decorative brick walkways, shrubbery, flowers and a 9-11 memorial. Other buildings include a two bay maintenance garage and a one bay storage shed.

Outside facilities include a playground which includes swing sets and various climbing apparatus, soccer fields, and a baseball field. Little league fields and related facilities are located within the park, but are not operated or maintained by the Town.

The playground is accessed by a paved walkway from a large parking area which is located south of the community center and offices. The playground has a mulch/wood chip base partially enclosed by railroad ties. Park style benches are available in the playground area.

Findings:

While the office portion of the building is modernized, the former school remains in the condition when it was used as a school. Improvements needed to the building include new windows, central HVAC, and updated bathrooms. The gymnasium, having been designed for an elementary school, is undersized for use for the community center.

The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

ATTACHMENT I
CENTRAL NYACK COMMUNITY CENTER
58 WALDRON AVENUE, CENTRAL NYACK

Description:

The Central Nyack Community Center is located in a densely populated area within Central Nyack. The center contains a two story community building which dates to the 1960s and two basketball courts enclosed in chain link fence.

The upper level of the community center contains a meeting room, lounge, office restrooms, kitchen and a gymnasium which was added in 1983. The lower level contains a billiard/ game room, storage room and weight room.

The exterior of the building contains decorative brick retaining walls enhanced with landscaping and shrubbery.

Findings:

While the exterior of the community center has an appealing look, the interior of the community center has an overall aged feeling and needs updating including a new HVAC system. Equipment within the center appears worn and will likely need to be replaced or refurbished in the near future.

The exterior of the center also has a few deficiencies including cracks in the basketball courts rain gutters which need re-securing or replacement. Drainage is reportedly an issue along one side of the property.

The center also lacks parking spaces for both staff and users of the facility.

ATTACHMENT J
PASACK COMMUNITY CENTER
87 NEW CLARKSTOWN ROAD, NANUET

Description:

The Pasack Community Center is an approximate four year old center which includes a community center building, children's "spray ground", playground and basketball court.

The community center building is a one story masonry building which includes staff office areas, a game room, a gymnasium which doubles as a large community meeting room, a weight room, a storage room, an arts and crafts center, a multi purpose room often used as a senior citizen meeting room, and a community room.

The outside amenities (spray ground, playground and basketball court) are enclosed in chain link fence. The spray ground and playground are set on rubberized bases.

The facility is accessed from New Clarkstown Road where a large parking area is located.

Findings:

The community center and amenities are in excellent condition having been recently built. The gymnasium lacks a retractable wall to separate the large area into two medium size spaces for simultaneous events.

ATTACHMENT K
WEST NYACK HAMLET GREEN
721 WEST NYACK ROAD, WEST NYACK

Description:

The West Nyack Hamlet is also known as the Volunteer Memorial Park and is improved with a fireman themed fountain with a patriot garden. The park is also improved with a covered sitting area, four sided clock, flag pole and benches. Walkways are comprised of decorative brick. The boundary of the park is defined by a split rail fence. The park hosts approximately two jazz concerts per year.

Findings:

The park is in good condition. The park lacks parking areas for users of the park.

ATTACHMENT L
CONGERS STATION PARK
CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS

Description

The Congers Station Park is an approximate ½ acre park containing a two story sandstone building which formerly served as a train station. The park also contains a patriot garden with a 9/11 memorial, a flag pole, a cannon monument, a clock and a decorative water fountain. These features are located in the southern portion of the park and are complimented by shrubbery, flowers and decorative stone and brick walkways and benches. A decorative portico is located along the western edge of the southern portion of the park leading to the former train station building which is located on the central portion of the park. The first floor of the building serves as community room which is open for special events such as confirmation parties, and is otherwise inaccessible to the public. The first floor contains an open meeting area, kitchen and bathrooms. Decorative stain glass complements the sandstone construction. Faux fire places complement a hardwood floor. The second floor of the building is currently unoccupied, but is proposed to house a museum in the future.

A parking area lies to the north of the building which is accessed from Burnside Avenue. A chain link fence runs the length of the west side of the park providing a barricade from the adjoining active railroad bed. The chain link fence is adorned with decorative plantings.

Two buildings are located to the north of the parking area which are lands of the town but not a portion of the park. The closest building is rented to a bus company. The building furthest to the north is the central parks and recreation warehouse which was recently renovated. The two bay building also contains offices. Upgrades and renovations to the building have included recent pavement surrounding the building, a new HVAC system, new lighting, and a new loading dock.

Findings

Overall the park and structures are in good condition. The decorative water fountain in the southern portion of the park does not function properly and reportedly would be in the range of \$26,000.00 to repair. A few cables are missing on the chain link fence. Vandalism has sporadically occurred within the stairwell leading to the second floor which has required ongoing maintenance and painting. A recently installed faux security camera has curbed the vandalism. The building currently occupied by the bus company is scheduled to be renovated in the near future.

**ATTACHMENT M
OPEN SPACE INSTITUTE PARCEL
OLD STONE ROAD**

Description:

The Open Space Institute Parcel is a wooded tract of land traversed by a logging road. The parcel is not yet used as a town park. An approximate 20 minute walk along the logging road leads to a ridge with an overview of the Hudson River and the Tappan Zee Bridge.

Findings:

Improvements to the Open Space Institute parcel would be needed to make the parcel a viable park. These improvements include an area for parking, a trail head sign, trail markers and trimming of low branches.

ATTACHMENT N
DELWOOD COUNTRY CLUB
60 ZUKOR ROAD, NEW CITY

The Delwood Country Club is a privately owned golf course. The property contains an 18-hole Par 71 championship golf course, twelve (12) professionally maintained Har Tru tennis courts, an Olympic size pool, banquet and meeting rooms, members' dining room, barbecue pit, outdoor dining terrace, volleyball court, driving range, children's pool, playground with swings, slide and sandbox, and locker rooms with a steam room. The grounds are enhanced with fountains and landscaping.

A cursory walk through of the country club was conducted. The club appears to be well maintained though some buildings may need improvements as well as the main parking area. A more thorough assessment would be necessary to determine deficiencies associated with the country club.

P.B. FILE

Priority Recommendations of the

Clarkstown Open Space Citizen's Advisory Committee

June 22, 2001

To be Presented to the Town Board

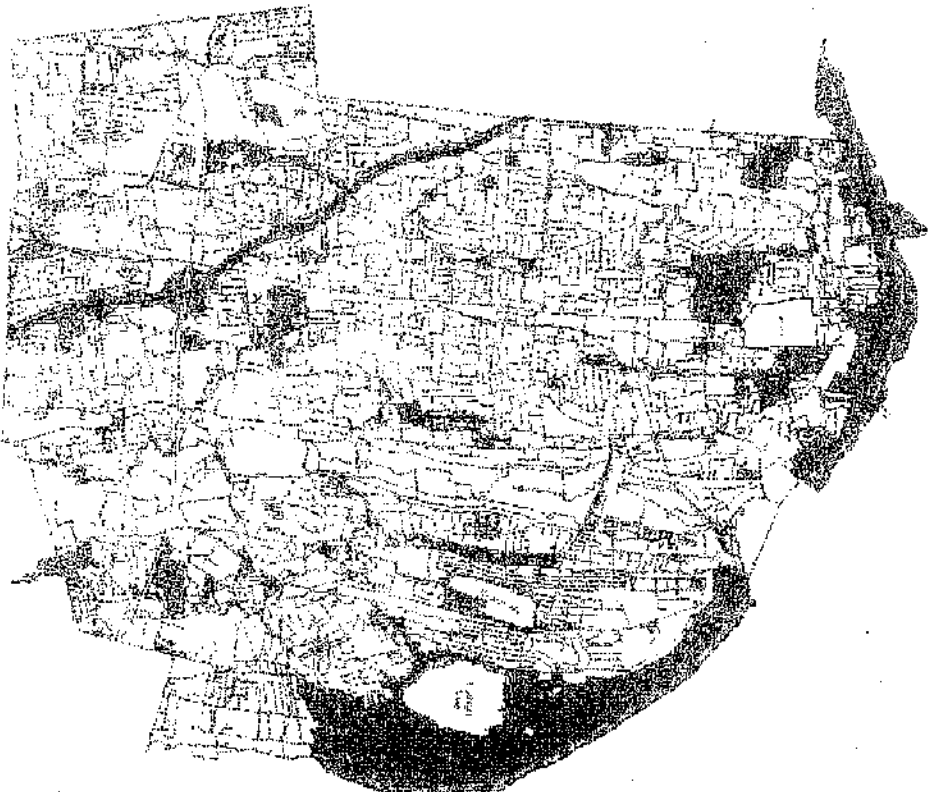


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To the Members of the Clarkstown Town Board:

Attached please find the recommendations of the Clarkstown Open Space Citizen's Advisory Committee. These recommendations are based on assessments of the nominated properties listed in the Draft Document of 10/02/00. Please note that the recommended parcels are not listed in any specific order, but rather they are simply grouped by hamlet.

In the spirit of openness and accountability, the Committee feels that it is important for the Town Board and the public to understand the process by which these properties were chosen. The Committee decided that due to the large number of nominated properties, 1) the "Quarry" and Water Company properties would be assessed separately and 2) all of the remaining properties on the list would be assessed. To make this process manageable and to best utilize the local expertise of the committee members, a subcommittee was formed to assess the properties in each Hamlet or Village. In some cases two or more subcommittees were combined. The following recommendations are based on the reports of the individual subcommittees, with comments from the entire committee. The original assessment forms and subcommittee reports are available for review.

While it was reported to the committee that some of the properties on the list are currently unavailable for purchase, the Committee determined that it was not in their mandate to eliminate any of the properties on the list. Where a property owner has indicated that they do not wish to participate in the open space initiative, it has been indicated on that property's assessment report with a footnote to that effect. The Committee dedicated itself to making recommendations based on the qualities of the properties and their impact on the greater good of Clarkstown.

No subcommittee was formed to assess the properties surrounding Lake DeForest, but the recent increase in destructive clearing on property edging the reservoir has made Town protection of these properties critical and the committee recommends that the Town begin negotiations to that end.

This committee is adjourning sine die, until such time as we are asked to reconvene.

Clarkstown Open Space Citizen's Advisory Committee Members:

Member Name

Subcommittee

Catherine Nowicki, Chair	Nannuet, Spring Valley
Martin Bernstein	New City
Cora Bodkin	New City
Mark Brecher	West Nyack
James Comer	Nannuet, Spring Valley
Edwin Day	Nannuet, Spring Valley
Nicole Doliner	New City
Joanna Galdone	New City
Joseph Holland	New City
Robert Jackson	Nannuet
Harold Lindland	New City
Mary Loeffler	New City
John Maraia	New City
Karl Muller	West Nyack
Grace Murray	New City
George Nugent	Rockland Lake, Upper Nyack, Valley Cottage
Gerald O'Rourke	Congers
Dale Robinson	New City
John Scurti	Congers
Karen Tarapata	Central Nyack, Upper Nyack, Rockland Lake, Valley Cottage
Arlene Whittaker	Bardonia

Consultants:

Robert Geneslaw, AICP, Clarkstown Planning Consultant
Paul Scofield, Clarkstown Deputy Town Attorney
Nancy Vlahos, Robert Geneslaw Co.

Secretary:

Mary Ann Hackett

Town Board Members:

Charles E. Holbrook, Supervisor
John Maloney
Ann Marie Smith
Ralph Mandia
Shirley Lasker

Bardonia subcommittee

Tax Lot(s): 58.11-3-1*

Owner: Nanuet Fire Engine Company #1

Zoning: R-15

Size: 1 Acre

This property is the northern portion of an L-shaped acre in R-15 zoning. The northern corner is occupied by a 30' x 50' block building, formerly used for public assembly by the Bardonia Men's Club, one of Clarkstown's first civic associations.

Attributes:

- Nominated by the public
- Its current use is a burden to the neighborhood. The parcel was poorly planned. The club building is aging and impractical because there is no off-street parking.
- The building is not well kept and its current use is archaic to the current neighborhood.
- Purchase will provide screening to surrounding residences not adequately protected in the substations/Men's Club Site Plan.
- Protection will create a neighborhood park of low maintenance and low liability
- Has potential as a site for a memorial to the original Bardonia Men's Club and its civic-minded founders; Bardonia, its Elementary School, its veterans and firefighters.
- Requires minimal cost for demolition and park-site development

Drawbacks:

- Property may be encumbered by long-term lease to the Bardonia Men's Club

*Owner wrote to the Town on 10/19/00 requesting that this parcel be removed from consideration.

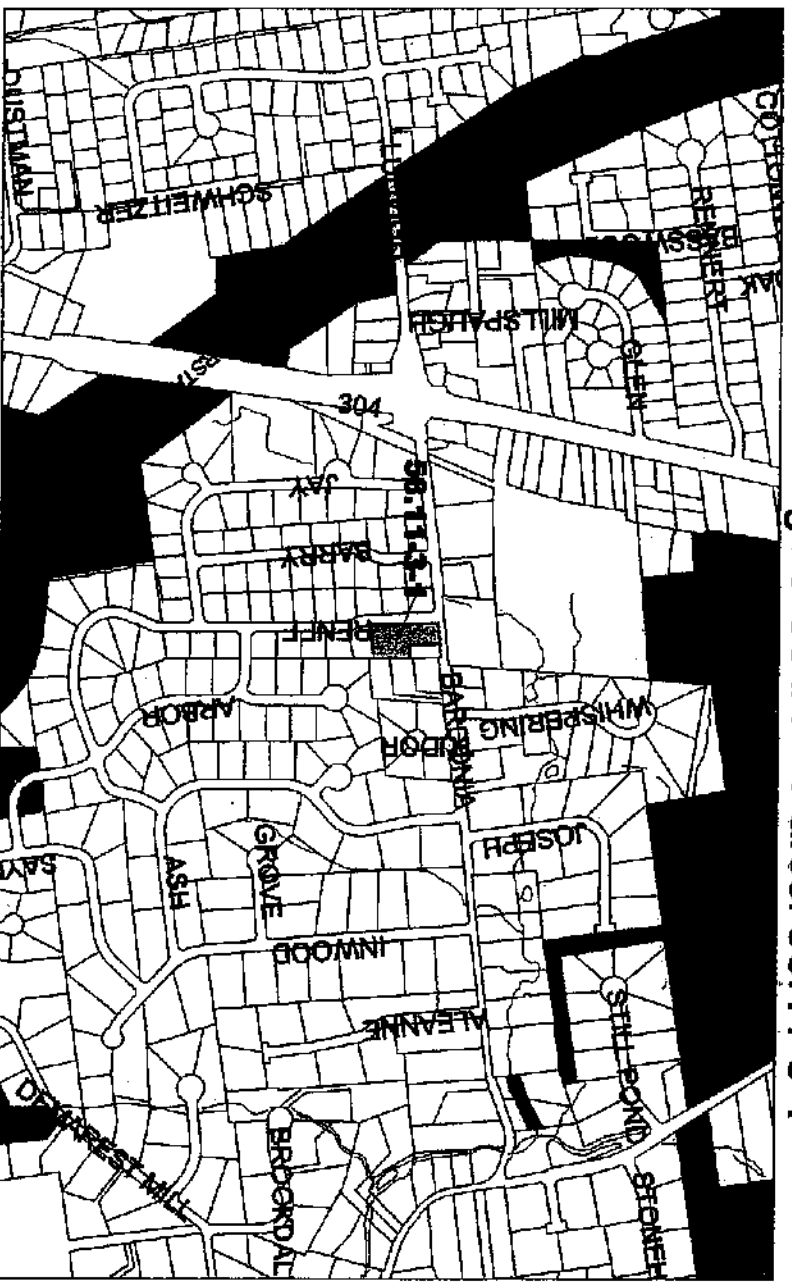
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- ∩ Clarkstown Boundary
- ∩ Major Roads
- ∩ Rivers and Streams
- ★ = Approximate Parcel Location

Nanutet Fire Engine Co #1 Parcel 58.11-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/19/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Central Nyack Subcommittee

Tax Lot(s): 65.11-3-46
Owner: Blake, Mary Bradley
Zoning: R-22
Size: 9.6 Acres

Attributes:

- This parcel is part of a much larger project that will connect open space and parkland belonging to PIP, Orangetown, Clarkstown and the County.
- It is adjacent to the 25-acre piece just linked to Schuyler Park with a state grant
- Connects the Long Path in Clarkstown with Buttermilk Falls and PIP land.
- Shows Clarkstown's commitment to this broad-based effort
- Excellent candidate for a State grant
- County Budget and Finance Committee has recommended purchase of adjoining land from Blake family and Nyack School District to protect the Long Path.

Drawbacks:

PRIORITY RECOMMENDATIONS

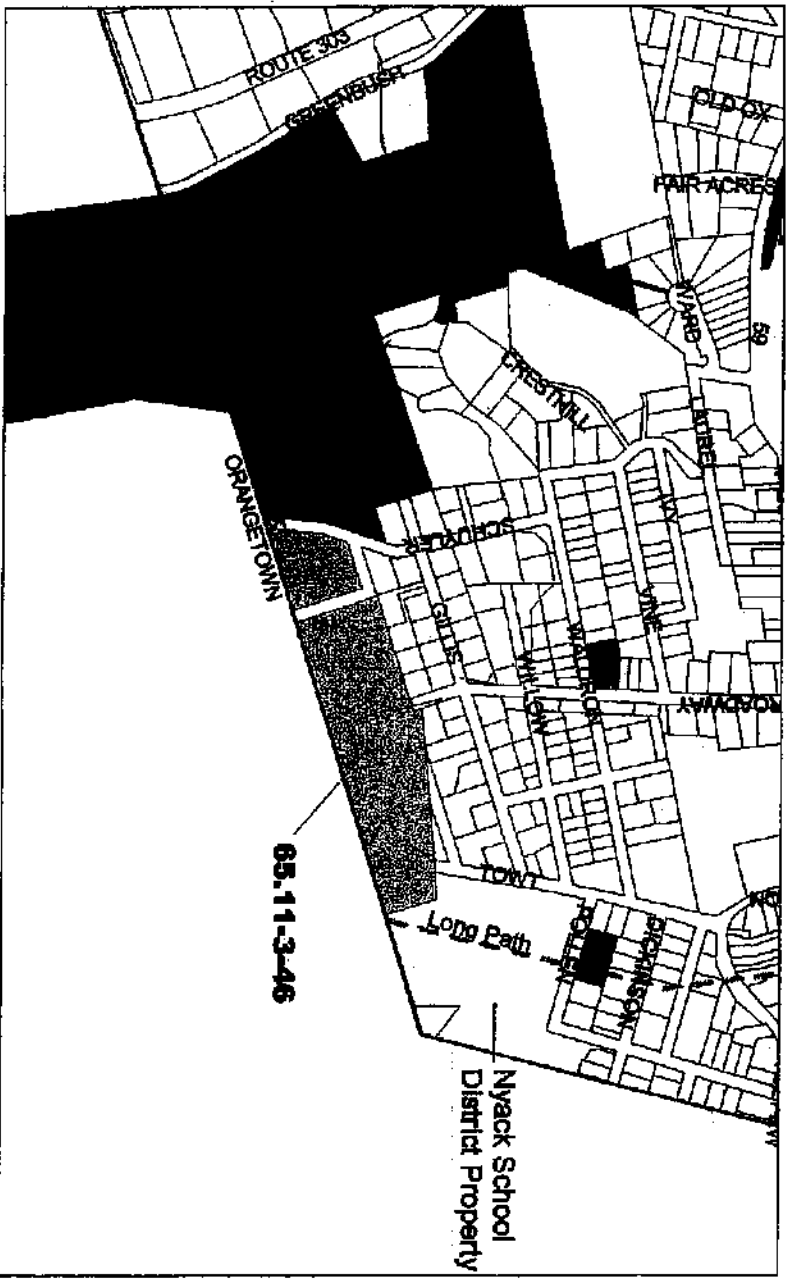
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- ▤ Clarkstown Boundary
- ▤ Major Roads
- ▤ Rivers and Streams
- ★ = Approximate Parcel Location

Mary Blake Bradley

Parcel 65.11-3-46



Congers subcommittee

Tax Lot: 35.18-1-4*

Owner: Davies, Niles M JR and Janet M

Zoning: R-22/M

Size: 79.5 Acres

Attributes:

- Large size parcel
- Central location
- Easy Access
- Outstanding view of Lake DeForest
- High recreation potential (9-hole golf course)
- Historic and cultural aspects
- Low maintenance cost
- Very high potential for development, should owner sell

Drawbacks:

*Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/31/00 of the same. While this is the most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time. Subcommittee suggests an offer to purchase development rights.

PRIORITY RECOMMENDATIONS

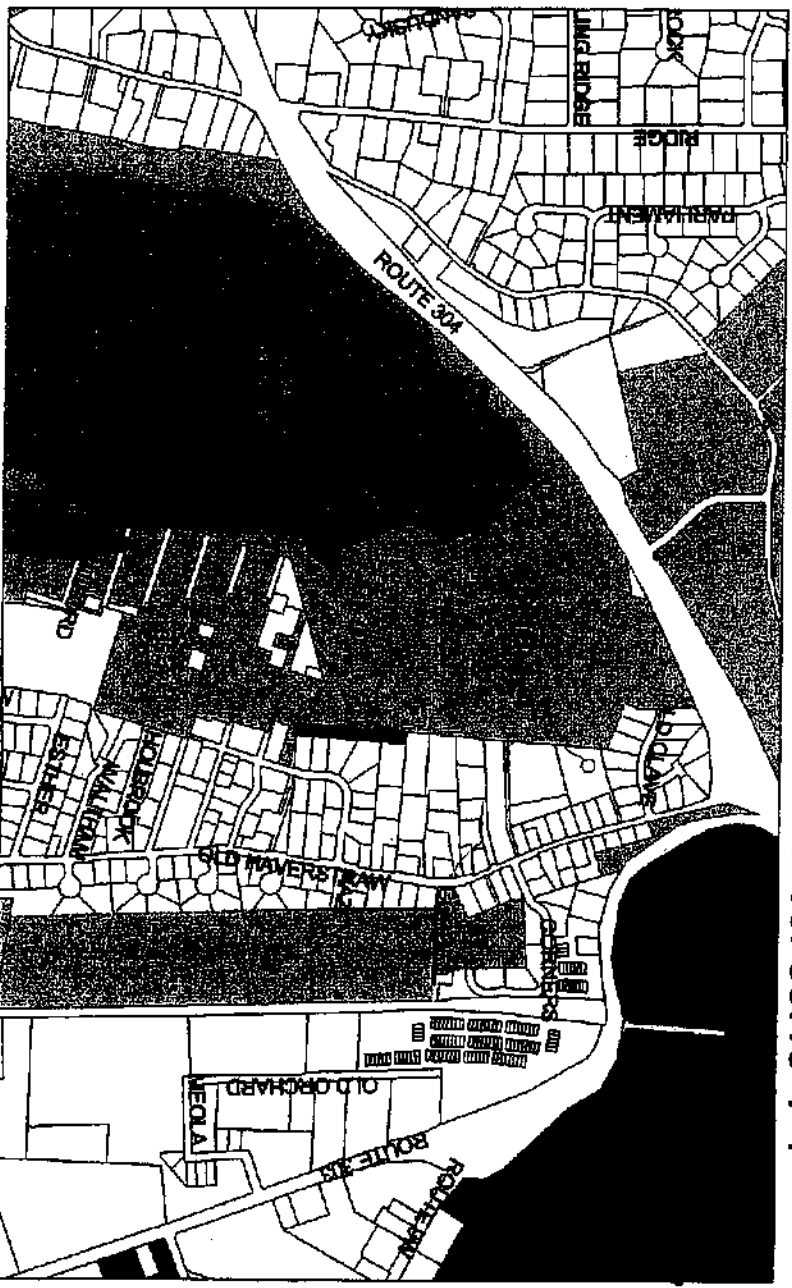
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- ▤ Lakes and Ponds
- Parcel Boundaries
- ∕ Clarkstown Boundary
- ∕ Major Roads
- ∕ Rivers and Streams
- ★ = Approximate Parcel Location

Niles and Janet Davies

Parcel 35.18-1-4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: 45.13-1-1*

Owner: Davies, Niles Jr. and Diehl Sylvia D

Zoning: R-40

Size: 6.9 Acres

Attributes:

- This property, the current Davies Home, Farm and Cider Mill is adjacent to Rockland Lake State Park
- Historic home on property – may be listed on historic register
- Working Farm
- Educational potential
- Easy access from Route 9W and Rockland Lake State Park

Drawbacks:

Owner plans to maintain property as working farm beyond their lifetime.

*Owner personally appeared at Town Board to request property be removed from consideration, followed by written request on 10/31/00 of the same. While this is the second most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time.

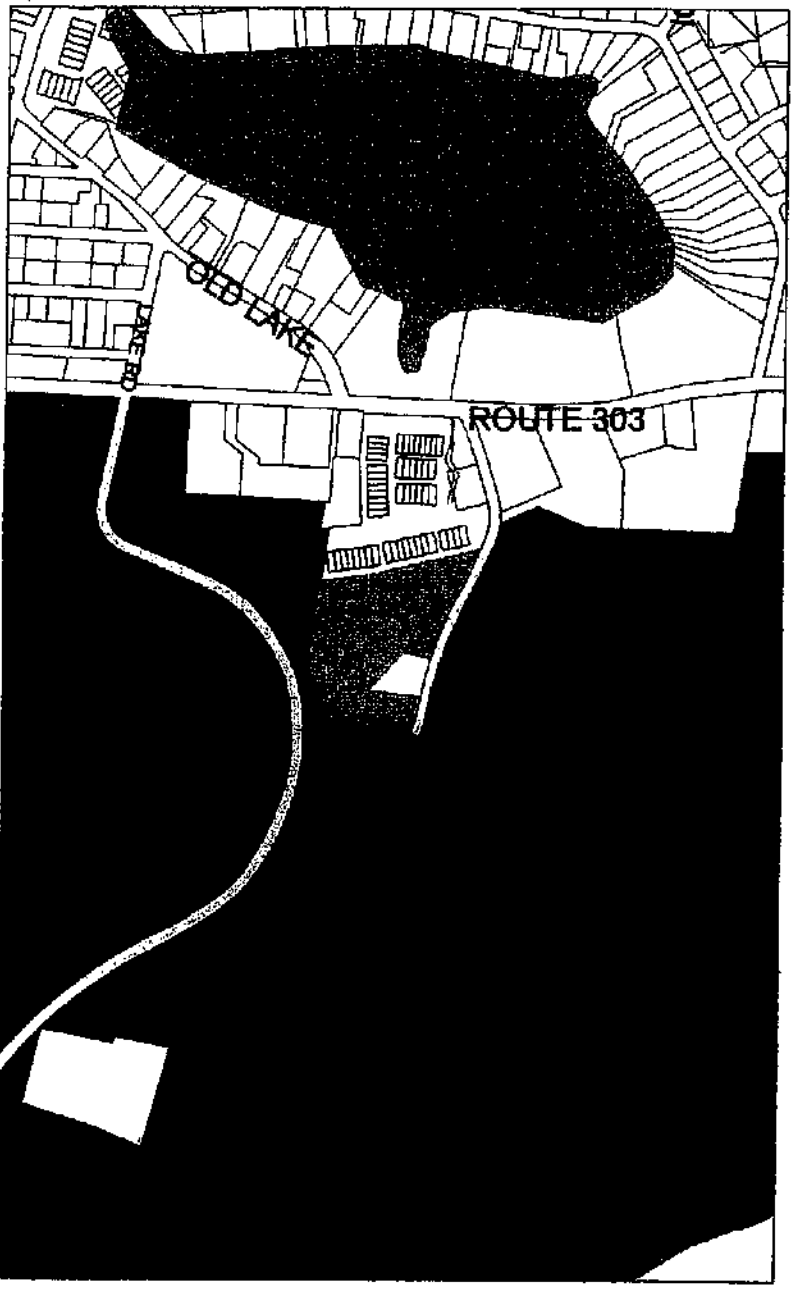
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- ▤ Lakes and Ponds
- Parcel Boundaries
- ∕ Clarkstown Boundary
- ∕ Major Roads
- ∕ Rivers and Streams
- ★ = Approximate Parcel Location

Niles Davies Jr. and Sylvia Diehl Parcel 45.13-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot(s): 35.15-1-32*
35.15-1-34*
35.15-1-37*

35.15-1-54
35.19-2-2
44.7-2-9
44.7-2-17

Owner(s): Various
Zoning: Various
Size: 50 +/- Acres

Attributes:

- Nominated by a combination of the CDEC, Planning Board, and the Ad Hoc Committee
- Large parcel made up of several properties - collectively 50 acres +/- of former celery farm.
- Could provide Northern Congers with open space for bike and walking/running paths
- Rockland County owns 14.6 acres (Lot 35.1.9.2-2) through tax foreclosure
- Owner of Lot 44.7-2-9 stated that they would entertain an offer from the Town
- Contains Federal wetlands and NYS wetlands

Drawbacks:

- Limited access to residents
- Cost of development as park (paths on wetlands, for example)
- Some properties may contain terrain which precludes development and therefore do not warrant purchase.

*Owner of lots 35.15-1-32, 35.15.1-34 and 35.15.1-37 wrote to the Town on 12/7/01 requesting that these parcels be removed from consideration. The subcommittee recommends that Town Board honor the owners' wishes and not pursue purchase at this time.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- ▤ Clarkstown Boundary
- ▤ Major Roads
- ▤ Rivers and Streams
- ★ = Approximate Parcel Location

Congers Properties ("celery farm")

35.15-1-32	35.15-1-54
35.15-1-34	35.19-2-2
35.15-1-37	44.7-2-9
	44.7-2-17



*Owner submitted a written request to the Town that these parcels be removed from consideration on 12/7/01.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 8/97

Nannet and Spring Valley subcommittees

Tax Lot(s): 63.11-2-2
Owner: Bonnabel, Henry
Zoning: R-15
Size: 10.5 Acres

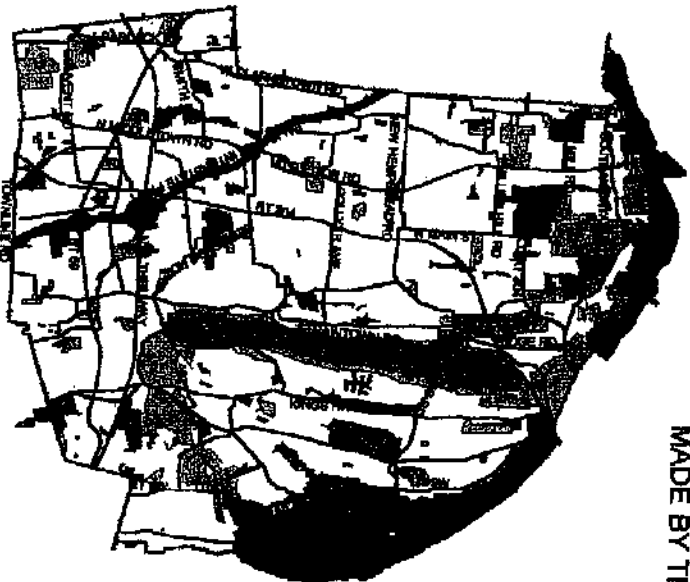
Attributes:

- This piece of property has been recommended by every organization that has had input into the committee (PB/AH/PUBLIC/CDEC/CP)
- 30 houses could be built on the parcel, negatively affecting the Nannet school district
- Land backs on Pascack Creek and has much wetland
- Fox, deer, blue heron, wild turkeys all sighted recently
- Fish in creek
- This property is contiguous to open space to the south – St. Agatha's wetland, which cannot be developed
- Currently used as a horse farm, with stables on site; present occupant may be willing to continue the operation
- Grant money may be available for therapeutic treatments in equestrian activities.

Drawbacks:

PRIORITY RECOMMENDATIONS

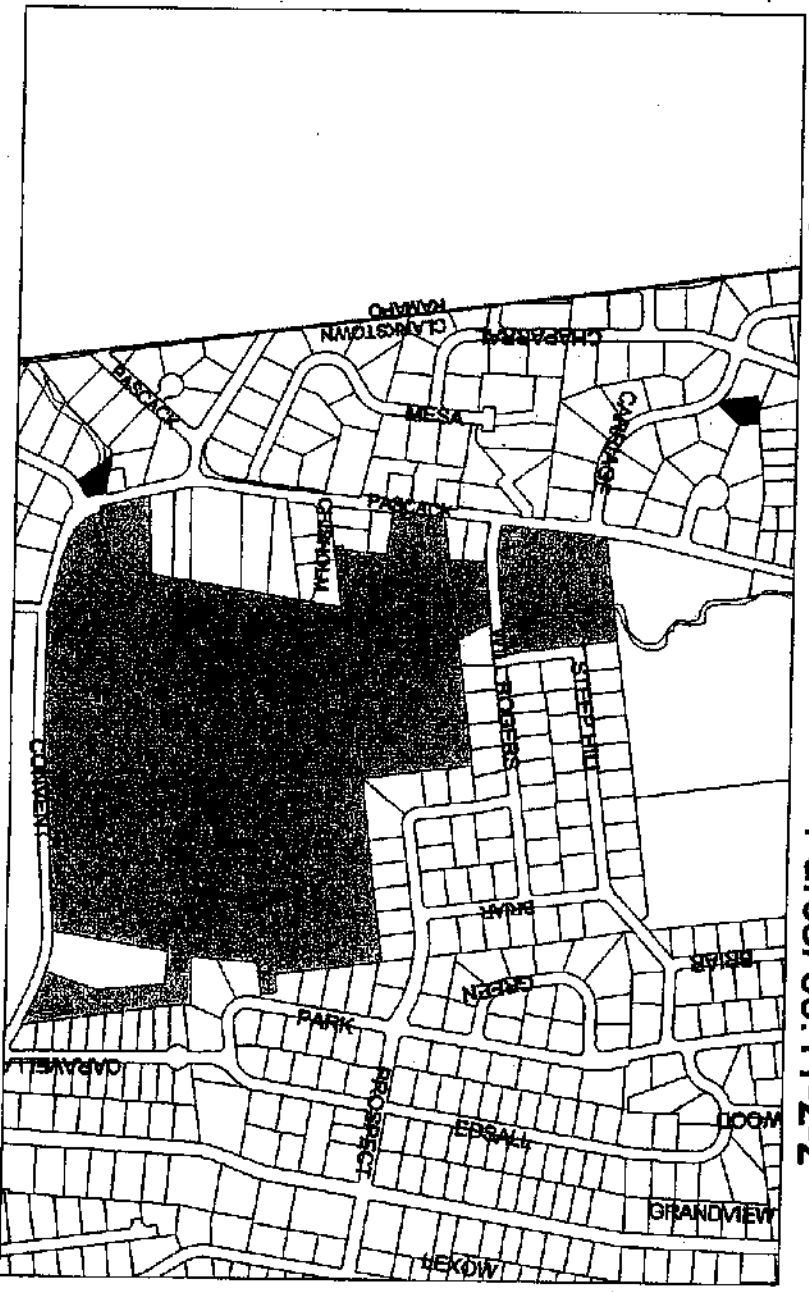
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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Henry Bonnabel

Parcel 63.11-2-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 63.15-1-43*
63.15-1-44*

Owner: American Cyanamid (Lederle)
Zoning: R-22
Size: 53 Acres

Attributes:

- The Planning Board, the Ad Hoc Committee and the Public nominated this large parcel.
- Approximately 30 houses could be built on the parcel, negatively affecting the school district and traffic on narrow Convent Road
- Land is part of main Wyeth complex (to the south and east) and is bordered by Duryea, St Agatha's and Convent Road
- Wooded area provided natural habitat for animals driven out of contiguous neighborhoods and former nesting areas
- Contains mature trees, turkeys, fox
- Watercourse cuts through entire property, north to south
- Currently vacant land
- Parts of property good for community recreation – walking, bird watching
- No other recreational/park facilities available in that area of Nanuet

Drawbacks:

*Owner wrote to the Town on 11/2/00 requesting that these parcels be removed from consideration.

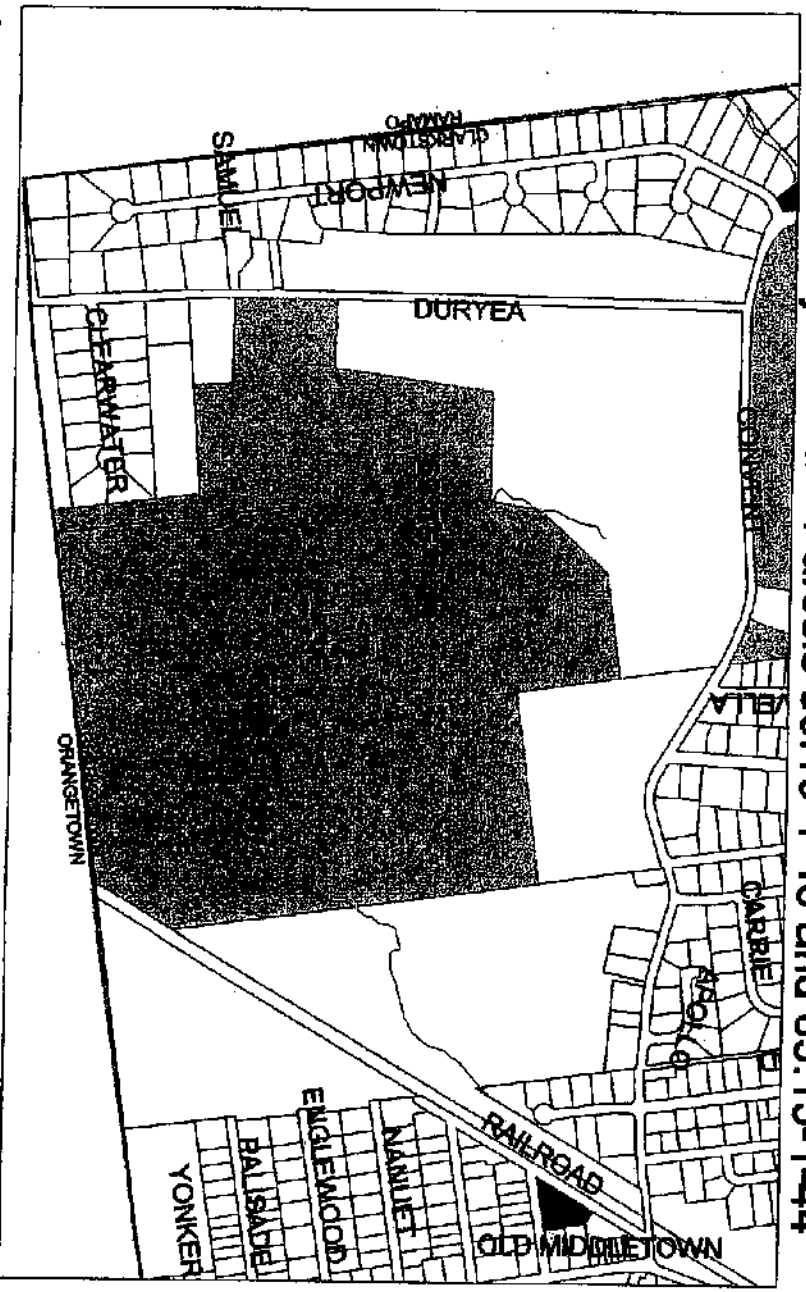
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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- ∩ Rivers and Streams
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American Cyanamid Parcels 63.15-1-43 and 63.15-1-44



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/2/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nannet and Spring Valley subcommittees

Tax Lot(s): 63.11-2-13* (North side of Convent Road)

Owner: St. Agatha's

Zoning: R-15

Size: 48.8 Acres

Attributes:

- This large parcel was nominated by the Comprehensive Plan Committee
- Continues green space from Bonnabel along the Pascack
- A site plan and special permit applications have been filed with the Town for senior citizen housing on the southeasterly portion of this property
- Drastic, devastating change on schools and roads if developed residentially, with unacceptable density
- Cleared land ready for development now
- Strongly urge purchase of this piece to prevent sprawl

Drawbacks:

*Owner wrote to the Town on 10/26/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

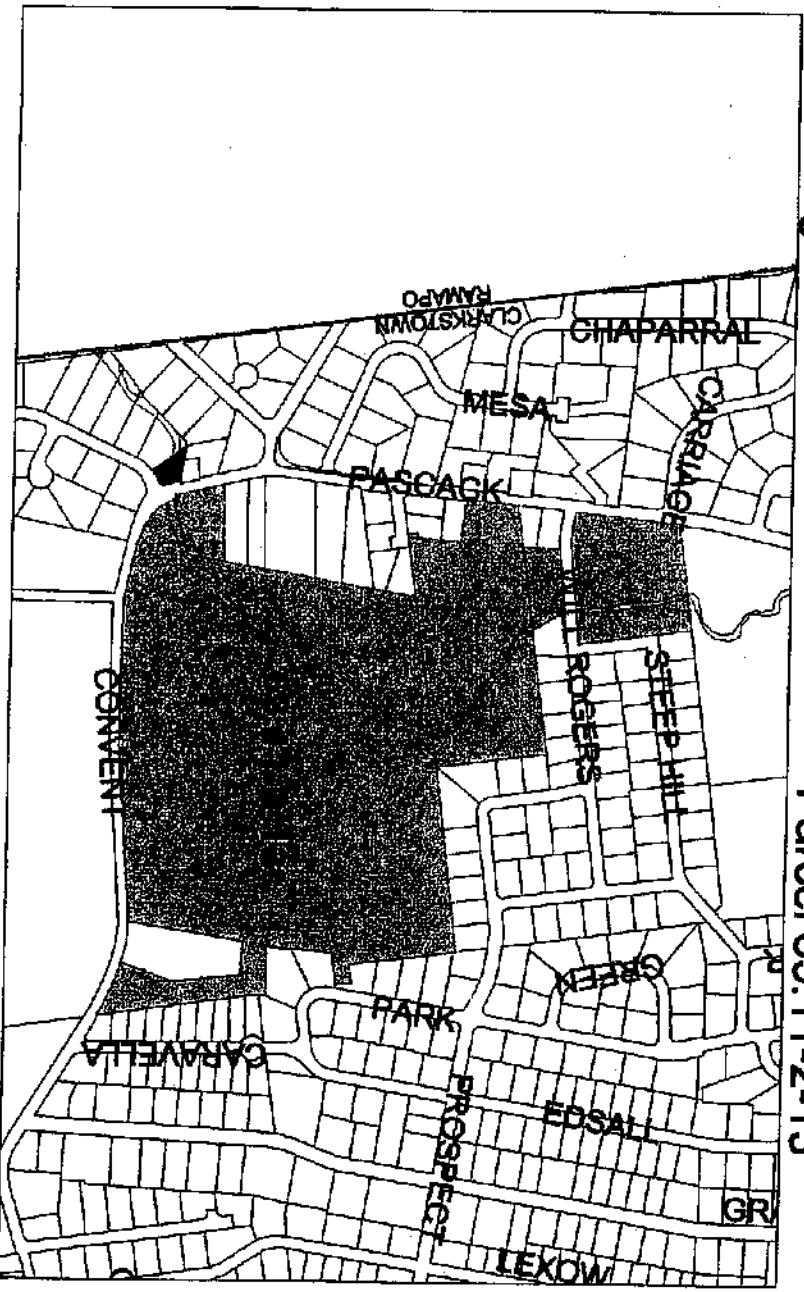
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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St. Agatha's

Parcel 63.11-2-13



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 8/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.20-1-49*

Owner: New Plan Realty Trust

Zoning: RS

Size: 22 Acres (small area along stream nominated for protection)

Attributes:

- Nominated by CDEC and at least one property owner
- This property lies behind Rockland Plaza by Nauraushaun Creek
- Contains a Federal wetland and NYS wetland
- Area along stream to rear of shopping center should be protected to reduce or eliminate flooding.

Drawbacks:

*Owner wrote to the Town on 11/10/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

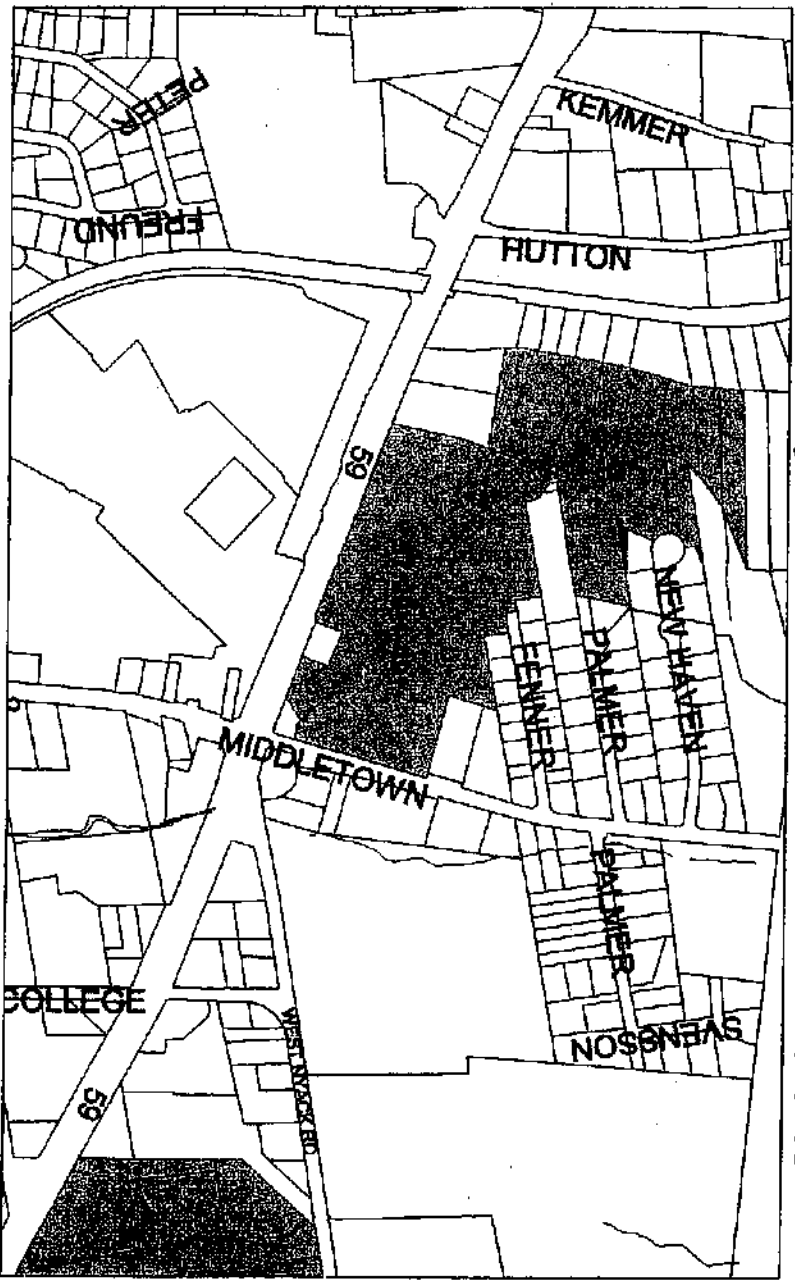
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



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- ~ Rivers and Streams
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New Plan Realty Trust

Parcel 57.20-1-49



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/10/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.14-3-2

Owner: DeStaso Enterprises (Hyenga Lake)

Zoning: MF-2

Size: 12.7 Acres

Attributes:

- Nominated by the public
- Multi-family units could be built, affecting sprawl, density and traffic
- Land in between Rte.59 and Pipetown Hill Road
- Contains a stream, a Federal wetland and a waterfall
- Old stone walls that may be historic
- Current use : low cost bungalow rentals

Drawbacks:

- Area would need clean up, then it could be left in natural state
- Dam should be rebuilt for safety, runoff and erosion control

PRIORITY RECOMMENDATIONS

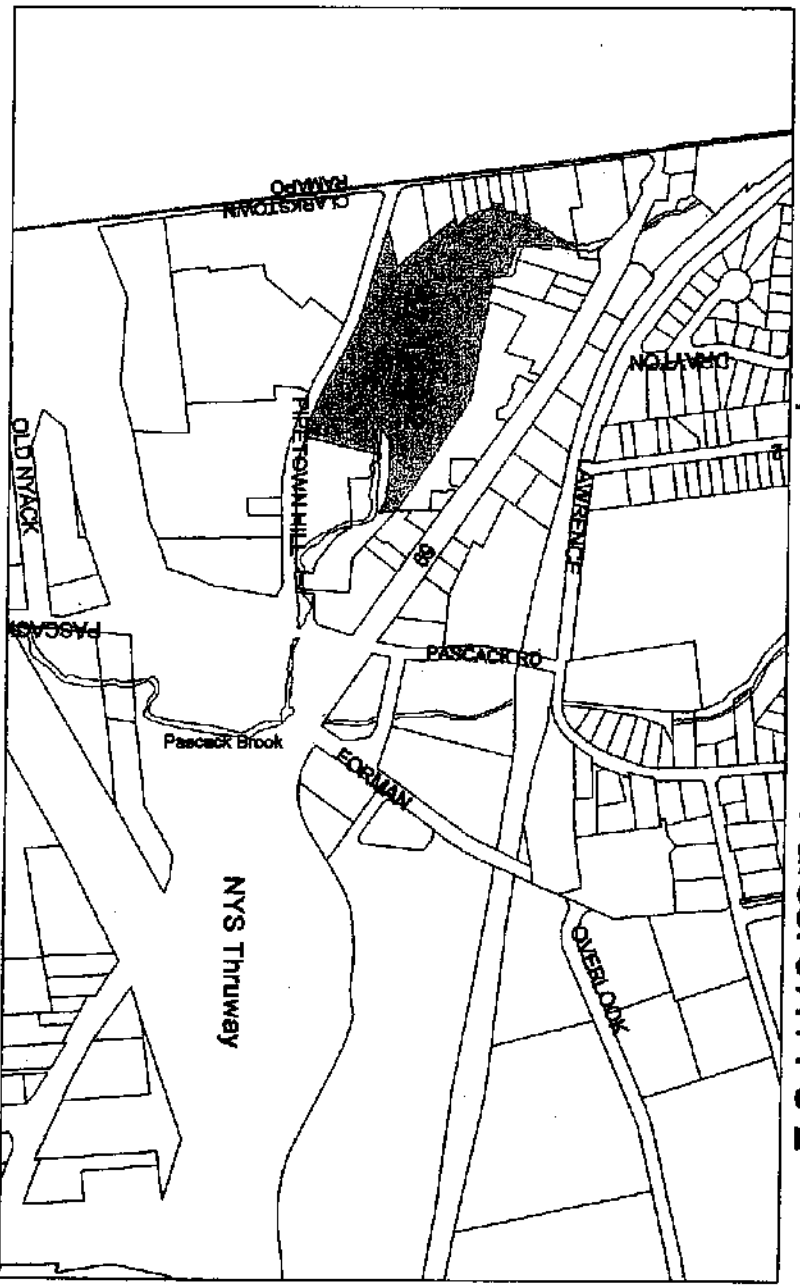
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



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DeStaso Enterprises

Parcel 57.14-3-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nannet and Spring Valley subcommittees

Tax Lot(s): 64.13-2-57
64.13-2-49

Owner: Schmidt, Arthur Jr. and Alice
Zoning: R-15
Size: 7.2 Acres (2.8 and 4.4)

Attributes:

- These two properties were nominated by the CDEC
- They could be the site of up to 20 homes, if a road were built to connect with Highview or May Place
- They are the last refuge for small wildlife driven off by development
- Contain mature trees
- 2-57 has a stream which feeds into Naurashaun Creek
- Surrounded by development

Drawbacks:

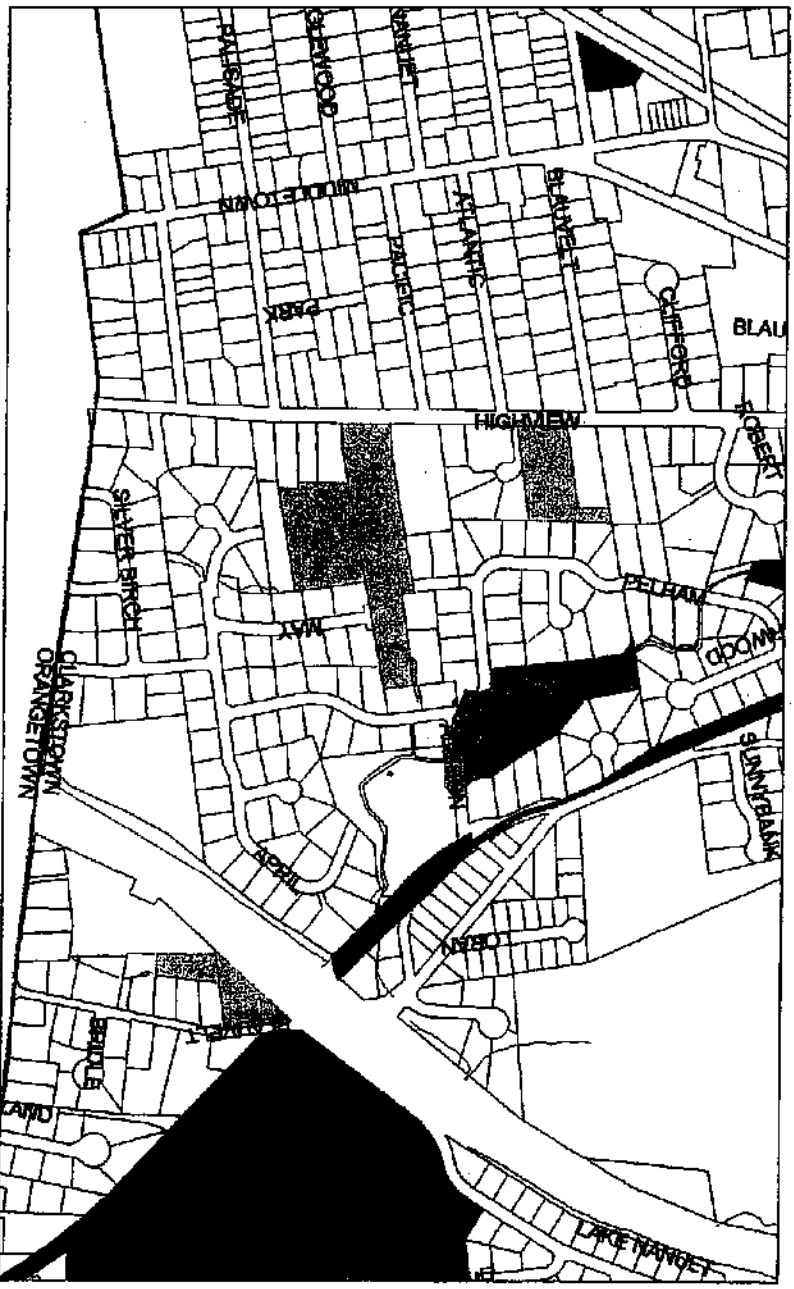
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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Arthur & Alice Schmidt Parcels 64.13-2-49 and 64.13-2-57



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Overview

This subcommittee has considered all the parcels nominated in New City. It is our view that each parcel is important and worthy of protection by the Town as open space. The nominated parcels include a wide range of size and terrain and varying degrees of protection. Some parcels might ultimately be protected by easements with property owners or by other means, as well as the County's open space program. The following parcels have been chosen for immediate purchase, due to their size, potential for development and/or the greater good for the environment and all residents of Clarkstown – (people, plants and animals).

New City subcommittee

Tax Lot(s): 51.10-3-1; 51.9-1-49; 51.9-1-50*

Owner: Cropsey Farm; Cropsey Farm; Davies Farm, Inc.

Zoning: R-15; R-22; R-22

Size: 24.0; 9.7; 17.6 Acres

Overview

Cropsey Farm is a unique Clarkstown resource. Rockland County has expressed interest in acquiring Cropsey Farm and is in negotiations with owners. Subcommittee suggests that Clarkstown open space funds be used to supplement the County's offer.

Attributes: 51.10-3-1

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zoned R-15 (1/3 acre) – potential for 50 house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Stream supports fish, frogs, salamanders, etc.
- Property contains 18th Century sandstone house and rare type of barn
- Historic house and stone walls
- Willing seller
- Would provide passive park in area where no neighborhood park currently exists
- Owner in negotiation with County for purchase; Town could participate

Attributes 51.9-1-49

- This property was nominated by the public
- The parcel is contiguous to Davies Farm piece below
- Zoned R-22, it could be subdivided into +/-14 house lots.
- Property include portion of Demarest Kill, which feeds into the Hackensack River
- Contains active greenhouses and a garden center
- Willing seller is ready to subdivide
- School Superintendent Heebink has expressed interest in its educational potential
- Would provide passive park in area where no neighborhood park currently exists

Attributes: 51.9-1-50

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zone R-22 (1/2 acre) – potential for 30+ house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Application pending for development of 304 units for independent congregate living and assisted living. Public opposes development as out of character with neighborhood
- Site of former Davies Lake. Nearby homeowners retain "lake rights" in deeds.
- Use as passive park would be in keeping with former recreational use
- *Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

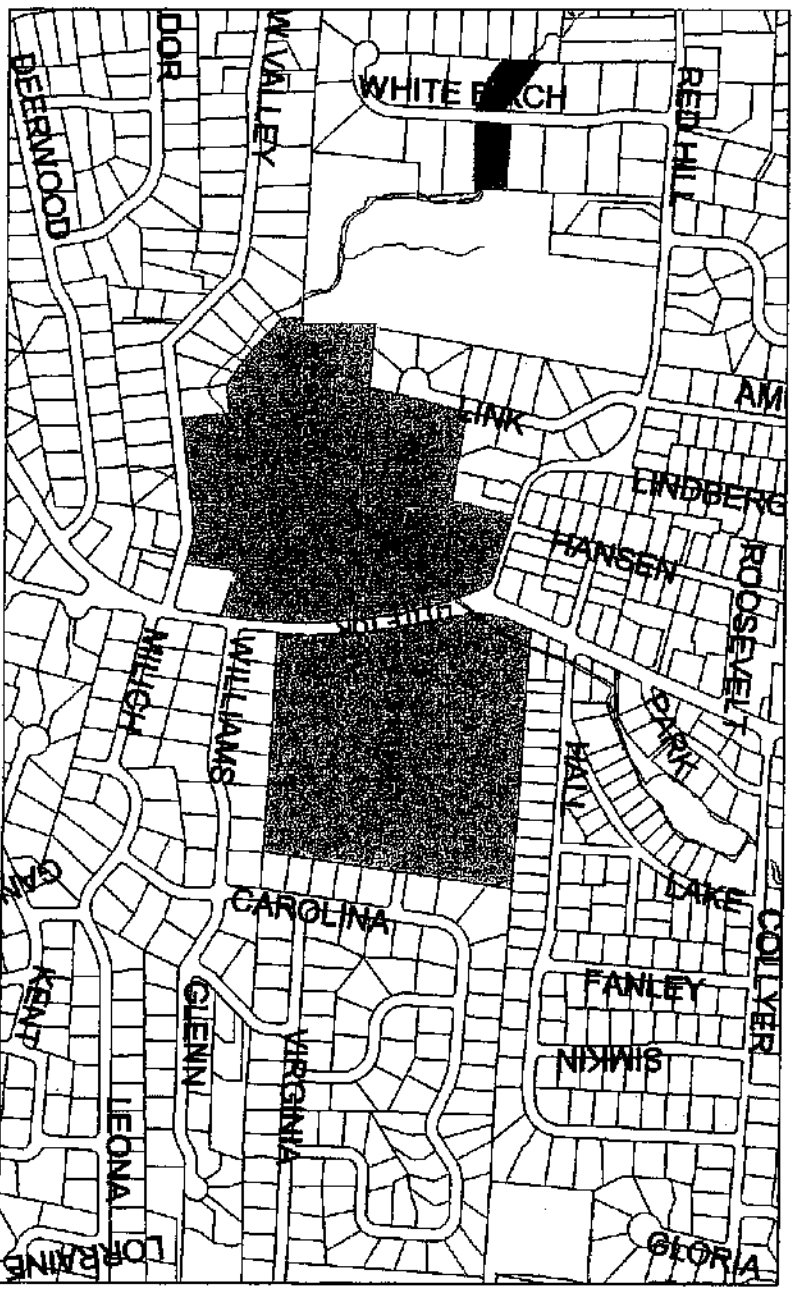
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- Lakes and Ponds
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Cropsey Farm, Davies Farm Parcels 51.10-3-1, 51.9-1-49, 51.9-1-50



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): 34.10-1-50* and 34.11-1-1*

Owner: Delwood

Zoning: R-160

Size: 52.6; 166.5 Acres

Attributes:

- This is a country club with a golf course, tennis courts, catering, and clubhouse.
- Nominated by the Planning Board, Ad Hoc Committee and the public. The 166.5 acre parcel also nominated by the CDEC
- Zoned R-160. High development potential when current lease expires.
- Part of historic Zukor estate, site of silent movie making
- Contains irreplaceable mature trees and shrubs
- Contains magnificent old stone buildings and a catering hall.
- Could not be built today. Purchase agreement could be designed to allow some Clarkstown resident use until current lease expires

Drawbacks:

- Land under lease for an additional 16 years

*Owner wrote to the Town on 10/24/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

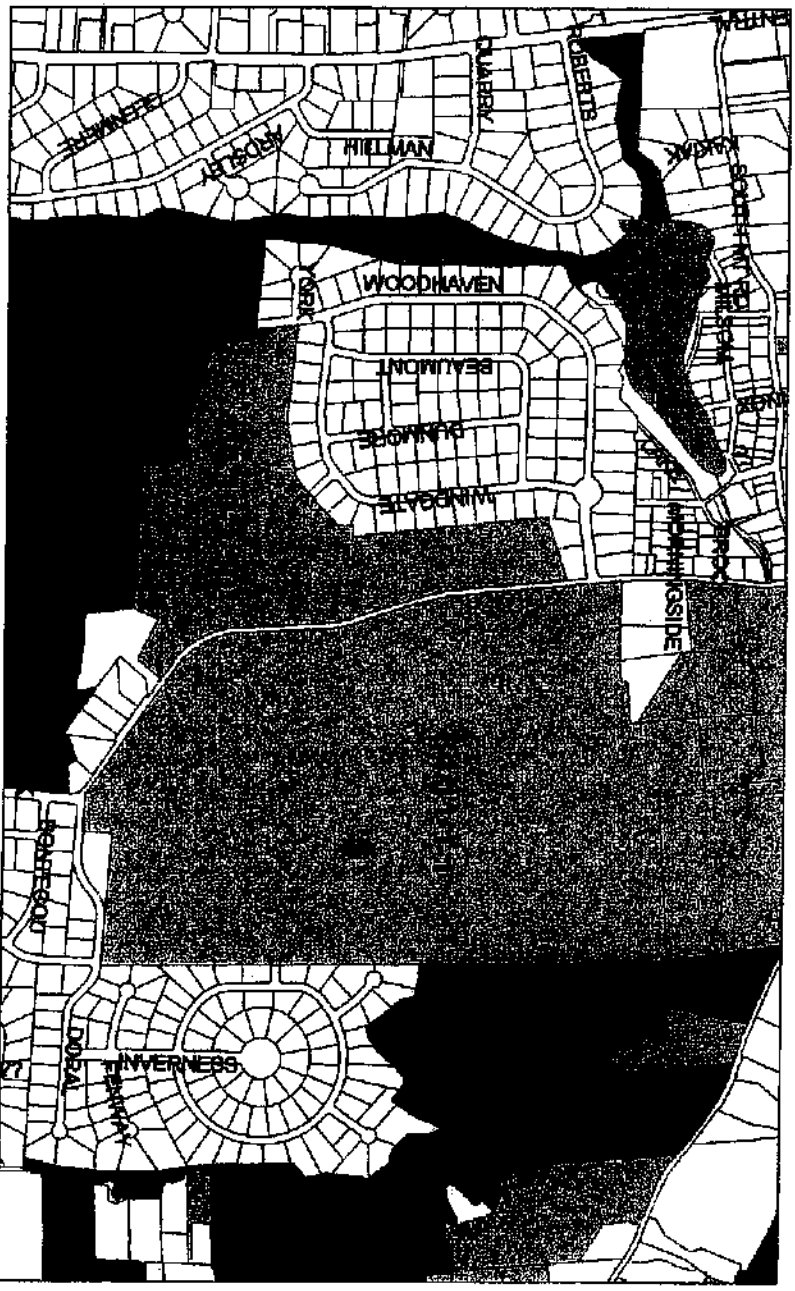
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



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Dellwood

Parcels 34.10-1-50 and 34.11-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/24/00

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): 33.20-2-8*; 34.17-1-1*; 42.8-2-16*

Owner: Joy Builders, Inc.; Hershkowitz Israel and Joseph
(Smith Farm)

Zoning: R-80

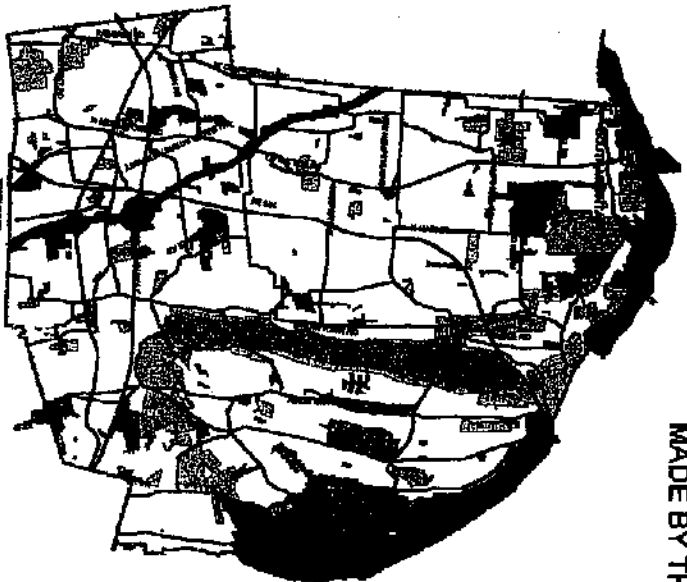
Size: 48.7 Acres; 61.3 Acres; 15.9 Acres

Attributes:

- Consists of 3 parcels. The two larger being contiguous and the third parcel a short distance away with access off Old Phillips Hill Road.
 - Nominated by the Planning Board, Ad Hoc Committee and with considerable support from the public. Property well known to the public due to the high visibility of farm activities and seasonal farm stand that has operated for many years.
 - Lowland and ridgeline very visible along well-traveled roadway connecting two Townships.
 - Opportunity to protect a slope area that is distinct from areas overlooking the Hudson. (This same slope runs north-south and includes the hill on New Hempstead Road, Red Hill Road and Smith Road.
 - Provides unspoiled views both within and beyond boundaries of property, promoting a "faraway feeling." Views of South Mountain Park, High Tor State Park, across the valley towards Rtes. 9W/303 all the way to Westchester. The farm also provides an unspoiled backdrop for the distant view of the NYC skyline from South Mountain Park.
 - Contains habitat for a diverse number of animals –small mammals, reptiles, amphibians, deer, coyote, raptors and migrating songbirds. The wood thrush, whose numbers have declined sharply in recent years, is still well represented here.
 - The diverse terrain supports indigenous wildflowers (trillium, wild azalea), native shrubs and large trees. Contains forested areas free of invasive species. Includes some land never farmed.
 - Contains wetland and seasonal wet areas that contribute to flood control and promote ground water replenishment. Several year-round creeks emerge from the base of the slope, which drain south to Crum Creek.
 - Development potential exists for 70+ homes, which would increase sprawl and light pollution and have a negative impact on schools.
 - Possible uses include model farm for education, nature trails, jogging, biking, driving range, etc.
- *Owners wrote to the Town on 10/30/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

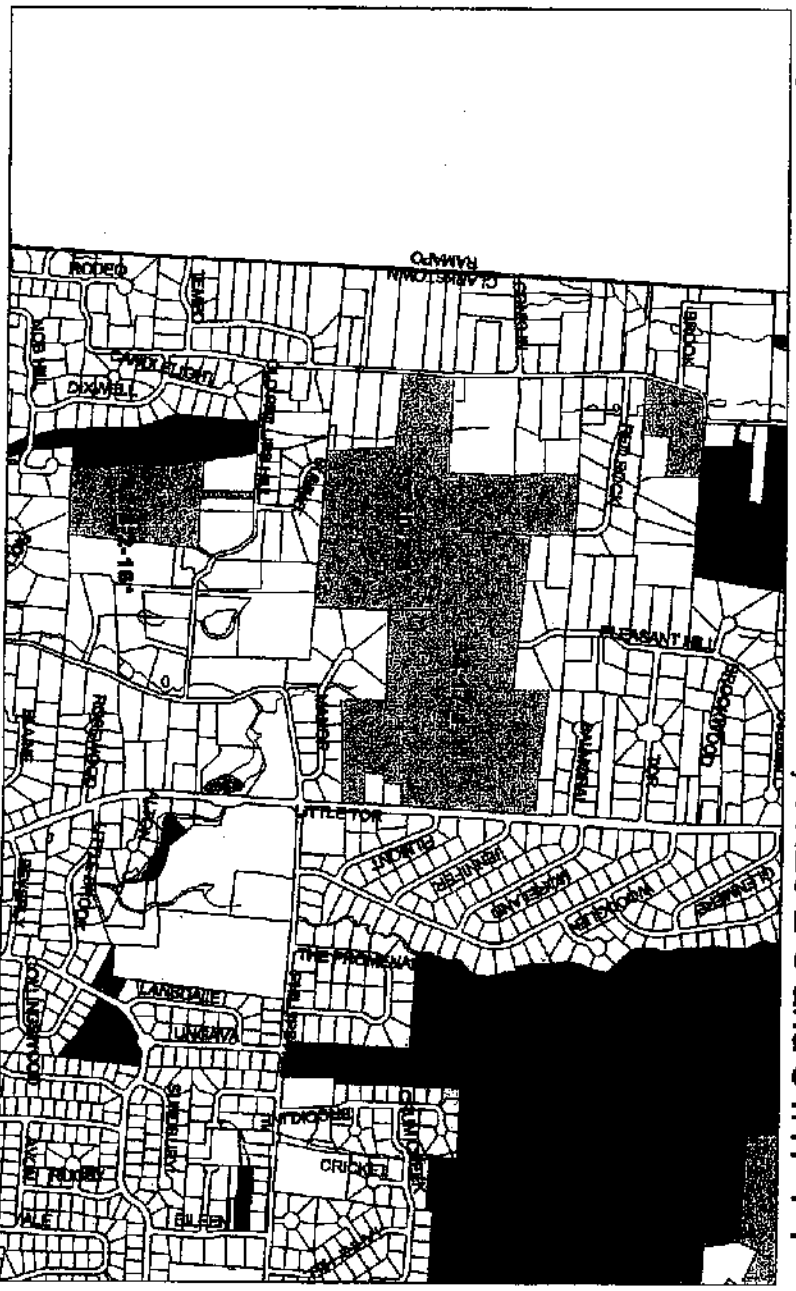
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



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Joy Builders

Parcels 42.8-2-16, 33.20-2-8 and 34.17-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/30/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s):

25.20-3-2*	26.18-1-2	26.18-1-13	34.8-1-8
26.14-3-1	26.18-1-3*	26.18-1-14	35.5-2-1*
26.17-2-4	26.18-1-4	26.20-2-7	35.5-2-10
26.17-2-7	26.18-1-9	26.20-2-8	35.5-2-13*
26.17-2-18	26.19-1-1*	26.20-2-9	34.8-1-5
		33.8-2-1	

Owner: Various (Ridge of High Tor Mountain)

Zoning: R-80 and R-160

Size: Various

Attributes:

- Larger parcels nominated by the Planning Board, Ad Hoc Committee and the public.
- Smaller parcels nominated by the public
- Connects open space; runs parallel to both High Tor and South Mountain State Parks
- Ridgelines control erosion and protect what lies below
- The Long Path runs along the top of the mountain.
- Preservation would create loop path from lowlands to highlands and over to Rockland Lake.
- Creates greenway path throughout community
- Is environmentally sensitive
- Historic
- Limits sprawl
- Protects the watershed; runoff drains into the Hackensack River and Lake DeForest
- Provides additional recreational activities

Drawbacks

- Multiple owners

*Owners wrote to the Town on 10/19/00, 10/26/00, 10/30/00, 11/1/00 requesting that these parcels be removed from consideration.

Revised 6/28/01

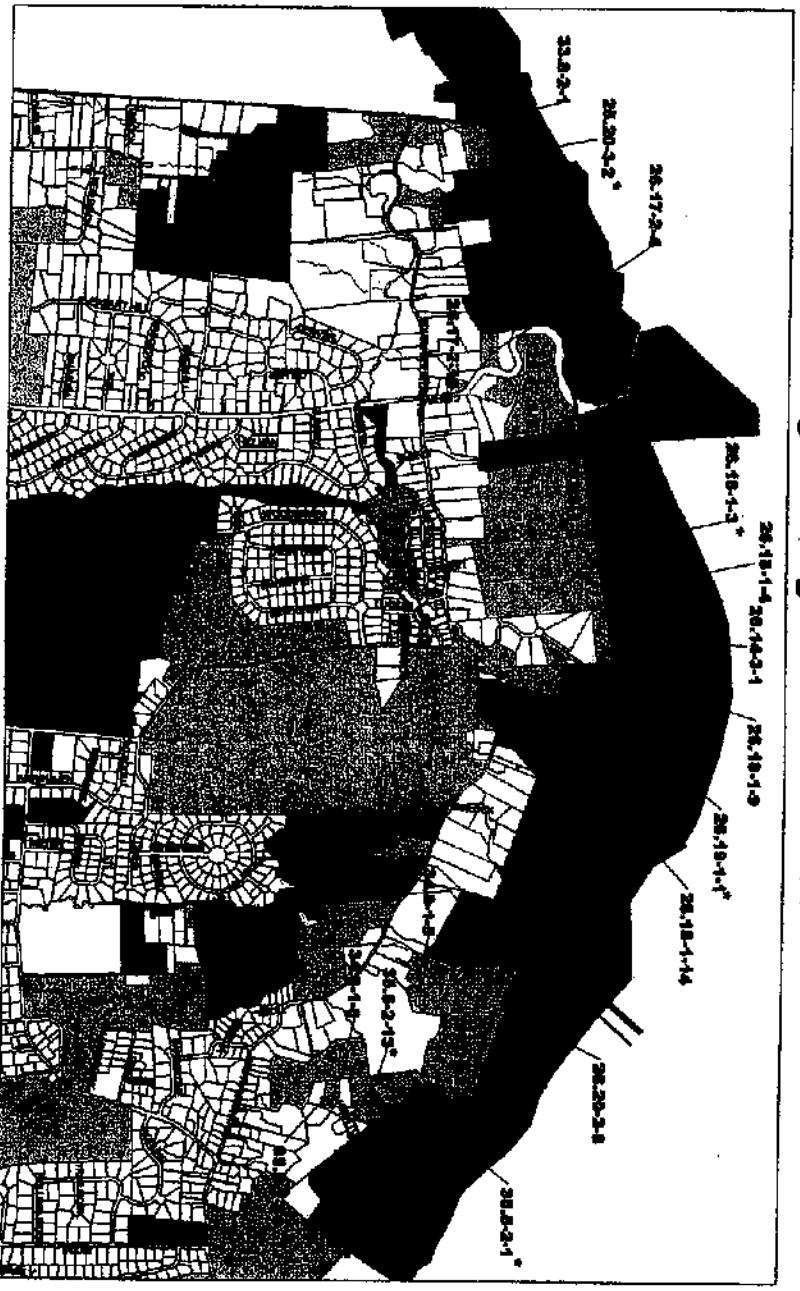
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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Ridge of High Tor Mountain



*Owners submitted written requests to the Town that these parcels be removed from consideration.

Robert Geneslaw Co.
June 2001
Revised 6/28/01

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): 51.6-3-1*

Owner: Jolina Inc.

Zoning: R-15

Size: 14.2 Acres

Attributes:

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Last piece of green area in a fully developed hamlet
- Designated as part of the National Wetlands Inventory of the US Dept. of the Interior
- Development potential extremely high. Owner wishes multi-family housing development. Even single-family homes would adversely impact schools, traffic congestion and services.
- Requires little improvement to serve as park
- Could serve as hub for hamlet revitalization
- Enjoys high public support

Drawbacks:

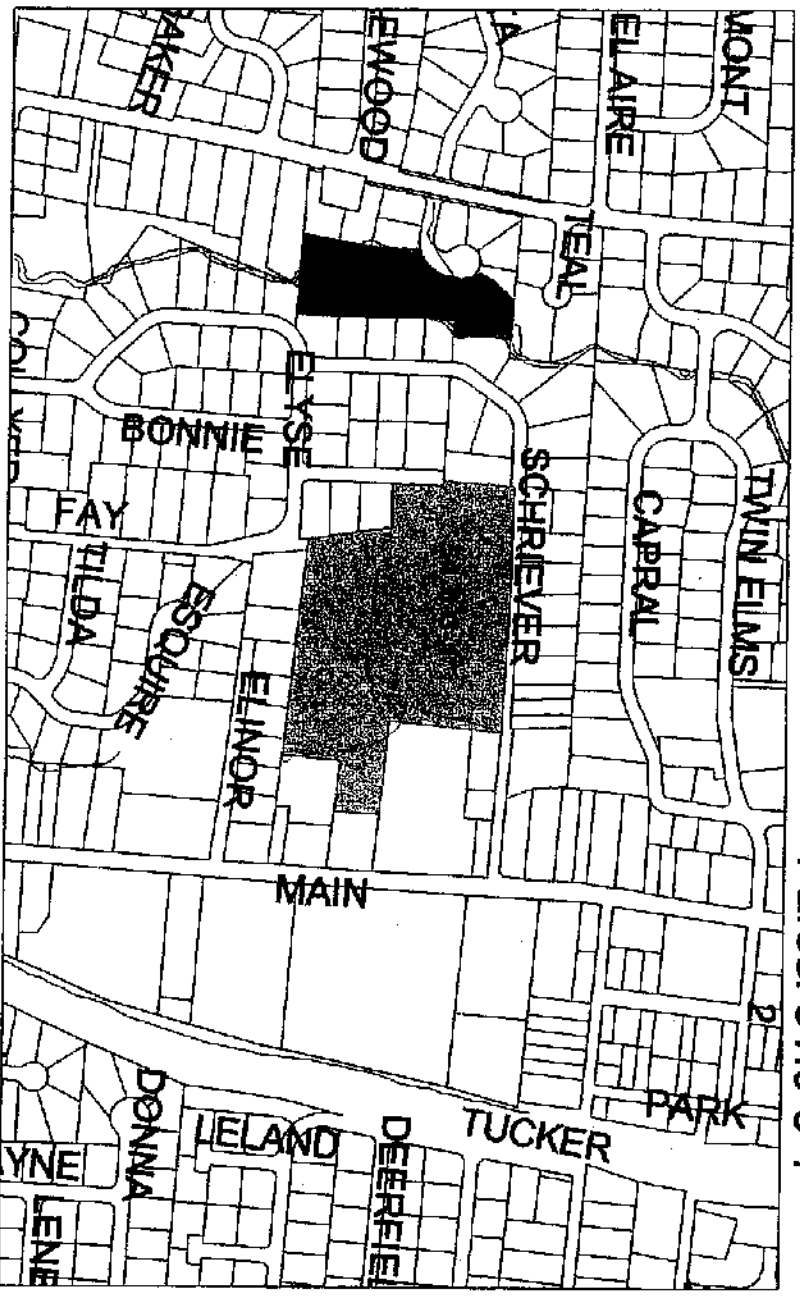
*Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Jolima Inc.**

Parcel 51.6-3-1



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

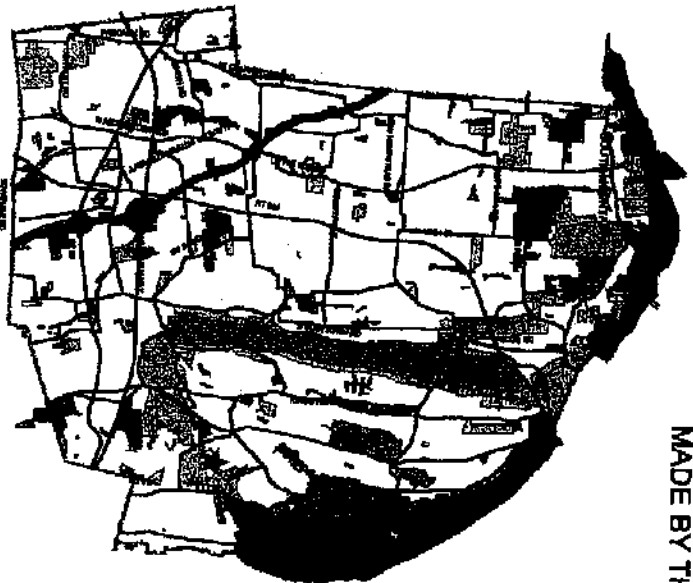
Overview

After considering all of the properties nominated in Valley Cottage, Rockland Lake and Upper Nyack, this subcommittee feels that preserving open space on West Hook Mountain will provide the greatest benefit. While all of the available property on the mountain should ultimately be purchased, the subcommittee has chosen four properties as the most important to purchase immediately. Acquiring these properties will:

- Protect a local treasure
- Continue the connection and protection of the unique Palisades Ridge
- Prevent development of West Hook
- Connect and improve multiple open space, park and recreation resources
- Improve links to existing parks and trails, including Hook Mountain State Park, Rockland Lake State Park and the Long Path
- Provide a better-connected corridor of linked greenway in the region.

PRIORITY RECOMMENDATIONS

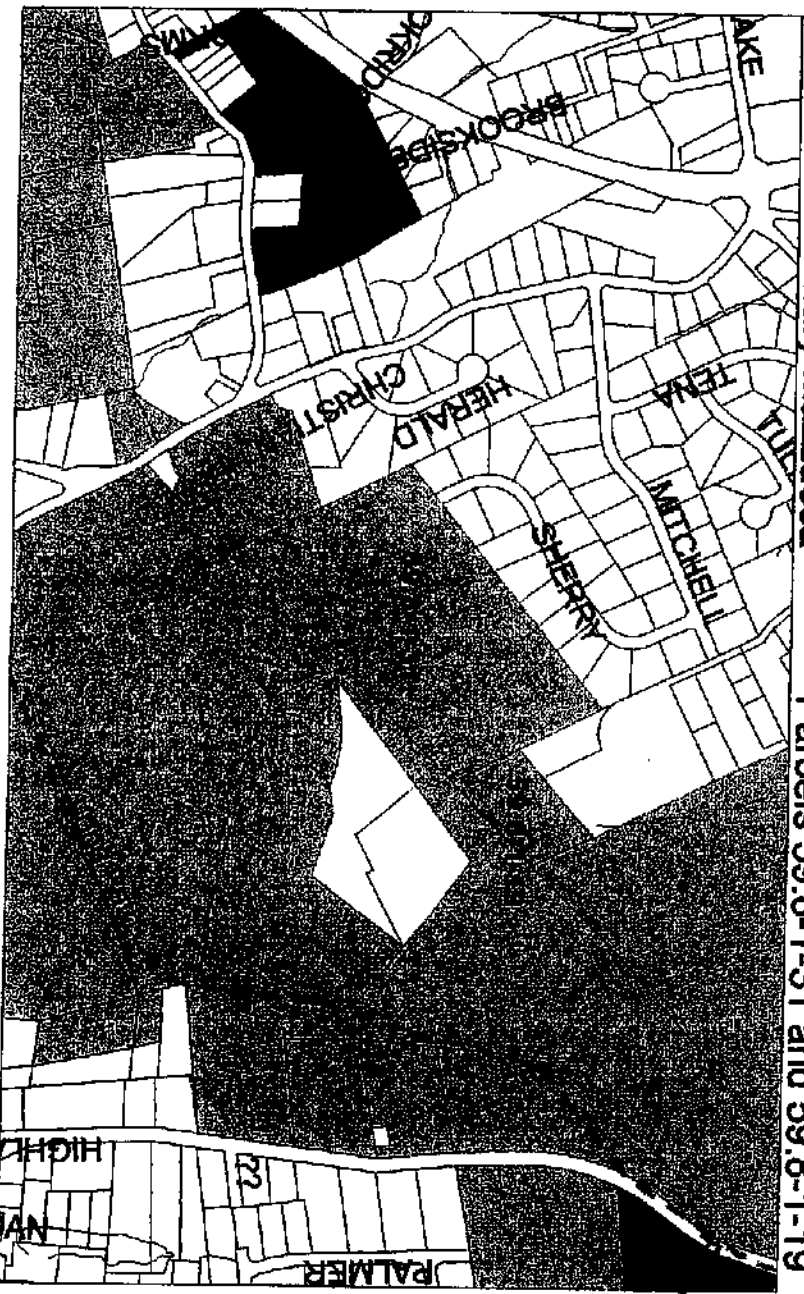
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



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Michael and Mary Mazzucca

Parcels 59.8-1-31 and 59.8-1-19



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 52.20-1-20* and 52.20-1-29-4*

Owner: Phoenix Homes
Zoning: R-160
Size: 15 Acres

Attributes:

- These properties were nominated by the Planning Board and Ad Hoc committees. One was also nominated by the public.
- These two contiguous pieces contain the last natural trail way for wildlife and hikers from Lake Road in Valley Cottage to the summit of West Hook.
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path.)
- Slope provides the visual “background” for the surrounding neighborhood
- Proposed subdivision, currently before the Planning Board, has been scoped for significant adverse environmental impacts, including:

Impact on water quality and storm runoff

Construction of structures above the tree line, increased light pollution

- Proposed street system will open access to two adjacent sensitive properties which are also part of the entire West Hook project
- Stream and adjacent area slows water runoff and provides flood protection
- Creates new access to West Hook, so more people can enjoy the recreational opportunities.
- Parking for hikers could be inexpensively created.

Drawbacks:

- * Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/26/00 of the same.

Revised 6/28/01

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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- ★ = Approximate Parcel Location

Phoenix Homes

Parcels 52.20-1-20 and 52.20-1-29.4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

PRIORITY RECOMMENDATIONS

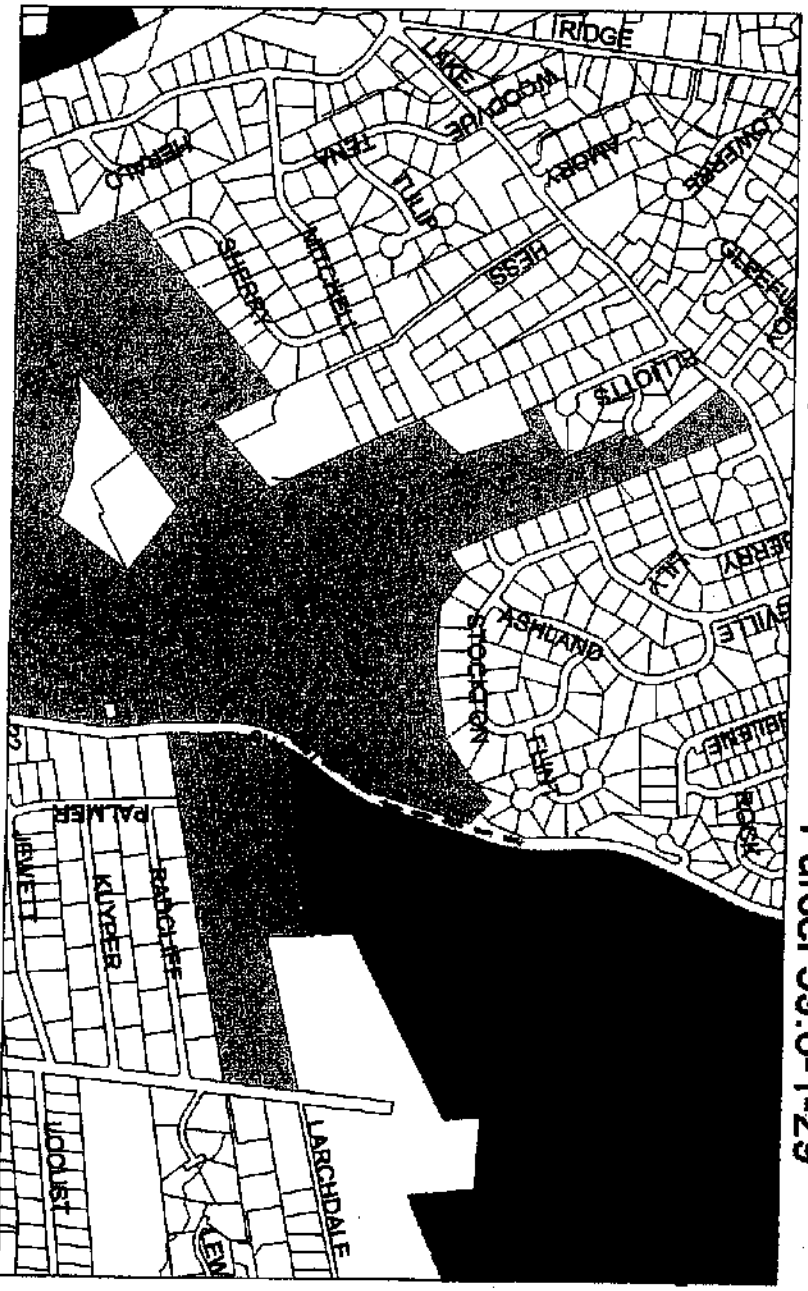
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- ★ = Approximate Parcel Location

Alimaneistianu

Parcel 59.8-1-29



West Nyack Subcommittee

Tax Lot(s): 58.16-1-61; 58.16-1-69

Owner: Hale, R.H.; Greany, Rosemary H.

Zoning: R-40

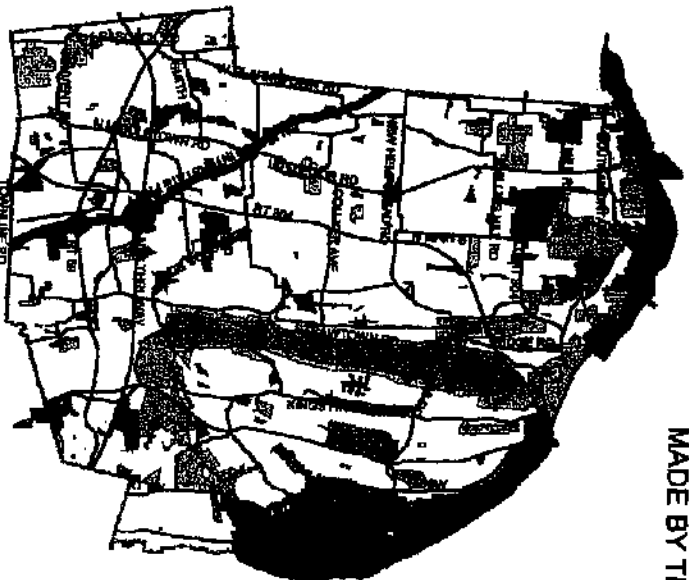
Size: 10.3 Acres; 2.2 Acres

Attributes:

- Parcels nominated by Robert Geneslaw
- Borders on Clarkstown South High School
- Adjacent to land owned by the County of Rockland
- Heavily wooded
- Stream edges both properties
- Location next to school lends itself to public use
- Insulates residents on Germonds Road from development
- Superintendent of Schools suggested that there might be some State funding available

PRIORITY RECOMMENDATIONS

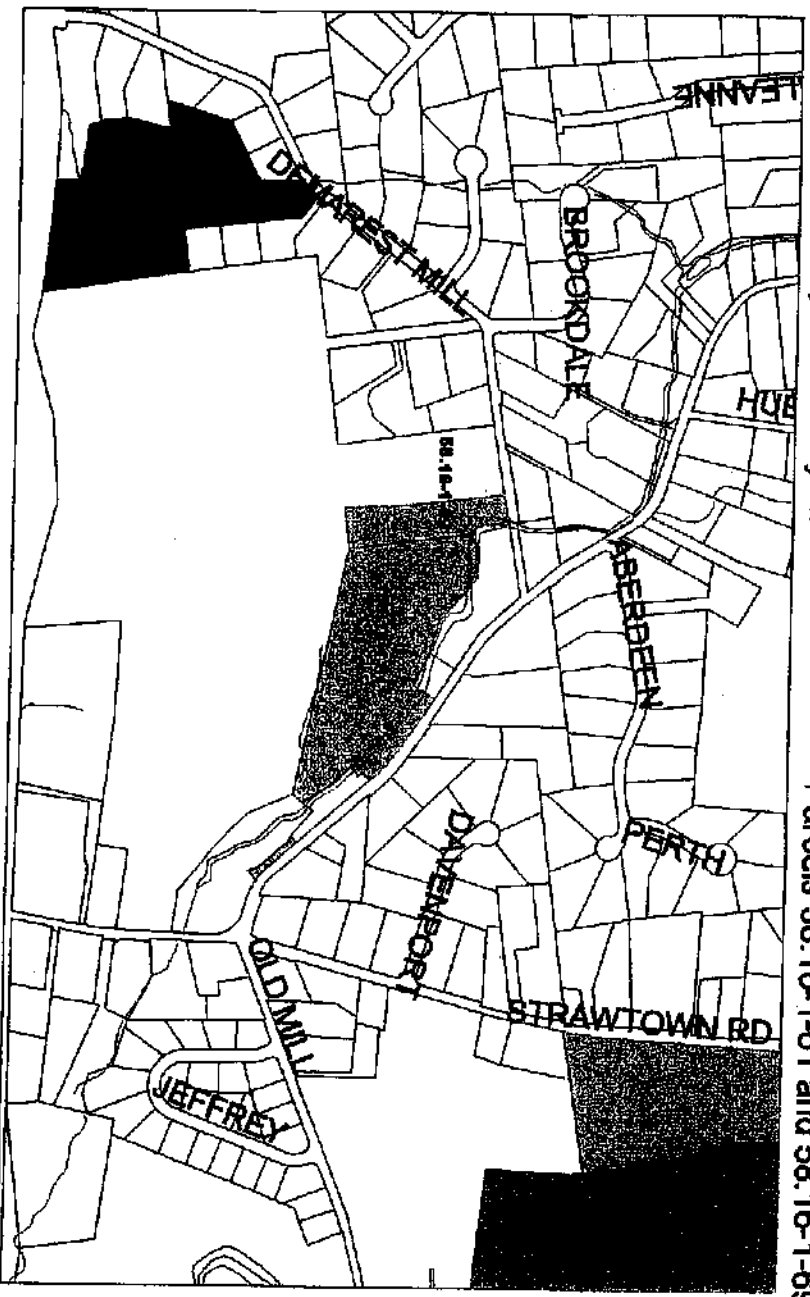
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- ▤ Lakes and Ponds
- Parcel Boundaries
- ▧ Clarkstown Boundary
- ▧ Major Roads
- ▧ Rivers and Streams
- ★ = Approximate Parcel Location

Hale, R.H.; Greany, Rosemary H.

Parcels 58.16-1-61 and 58.16-1-69



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 8/97

West Nyack Subcommittee

Tax Lot(s): 58.19-1-9

Owner: Reynolds Aluminum Development

Zoning: LO

Size: 36.1 Acres

Attributes:

- Parcel nominated by the public
- Largest parcel available in West Nyack
- Small lake and stream on property
- Could be partially developed, with Town selecting tenant

Drawbacks:

- Zoned light industrial. Protection would impact on the tax base of West Nyack.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- ▩ Lakes and Ponds
- Parcel Boundaries
- ▤ Clarkstown Boundary
- ▥ Major Roads
- ▧ Rivers and Streams
- ★ = Approximate Parcel Location

Reynolds Aluminum Development

Parcel 58.19-1-9



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): 65.5-2-20; 65.5-2-21

Owner: Conlon

Zoning: R-15

Size: 2.5 Acres; .9 Acres

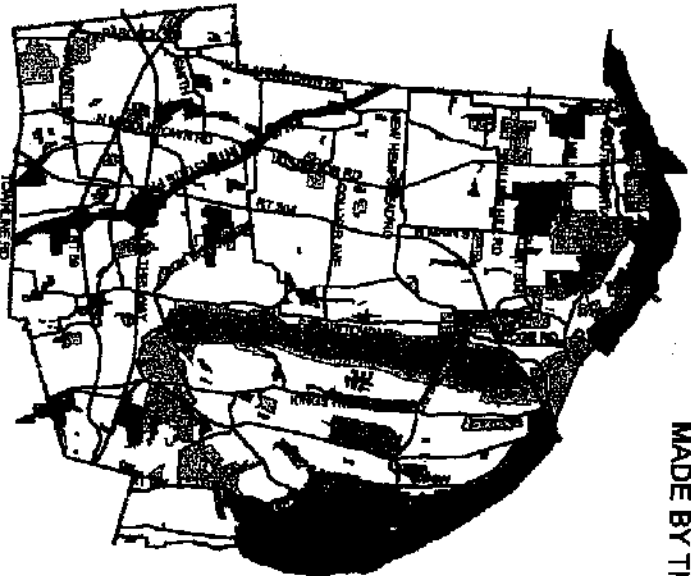
Attributes:

- Nominated by Clarkstown Planning Board, Comprehensive Plan and the Ad Hoc Committee
- Centrally located in Hamlet
- Would create a Village Green for West Nyack
- Both are currently vacant
- Properties have a stream and are wooded
- Located across from West Nyack Post Office
- Acquisition supported by many residents of West Nyack
- On Town's agenda for acquisition

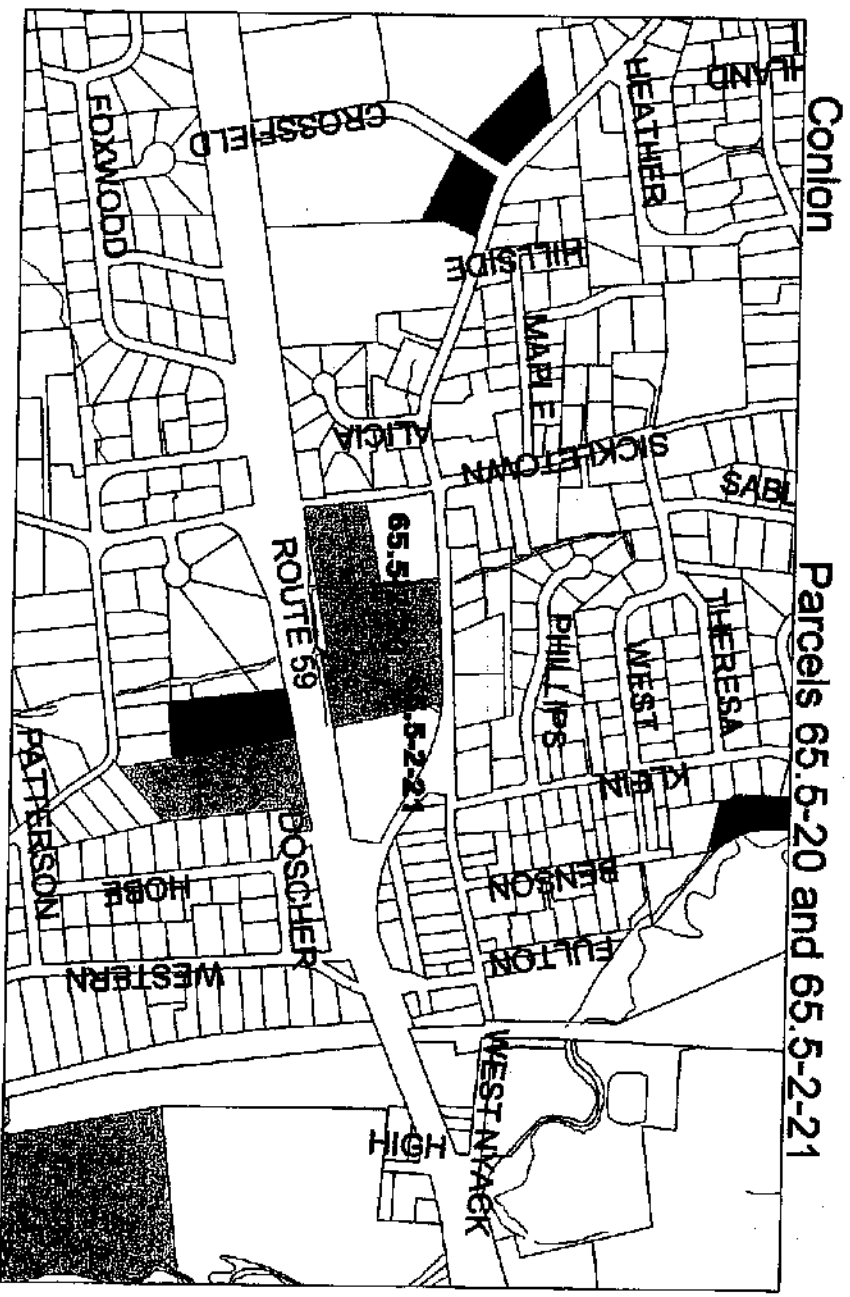
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location



West Nyack Subcommittee

Tax Lot(s): 65.9-1-3 (Dosier Avenue)

Owner: Marla Realty

Zoning: R-40

Size: 4.2 Acres

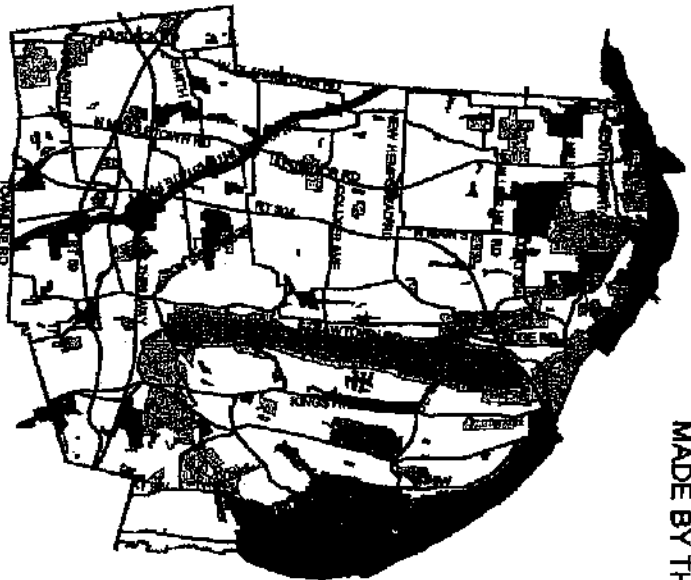
Attributes:

- Nominated by Clarkstown Dept. of Environmental Control
- Federal Wetland with a stream
- Forested
- Runs parallel to Rte 59 and provides a greenbelt buffer and flood control
- Connects open space

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- ▨ Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- ▤ Clarkstown Boundary
- ▥ Major Roads
- ▧ Rivers and Streams
- ★ = Approximate Parcel Location

Maria Realty

Parcel 65.9-1-3



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Properties bordering Lake DeForest

Tax Lot(s): Various

Owner: United Water Company; Rivervale Realty Co.; Corwick Realty Corp.

Zoning: R-160; M; R-160 and R-15

Size: Various

Attributes:

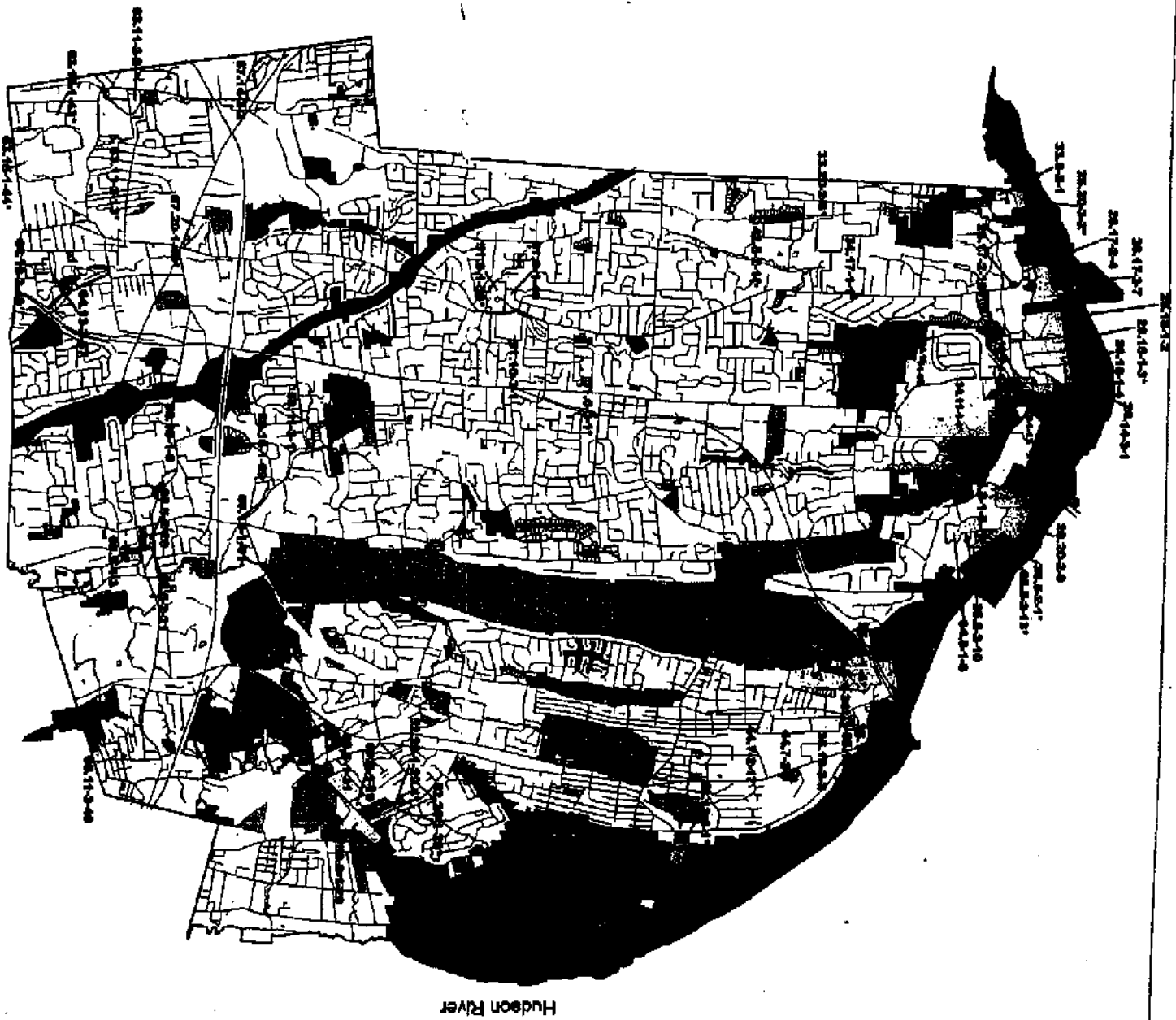
- Immediate action needed to protect forested border of reservoir
- Complete or partial protection will shield drinking water supply from runoff of lawn chemicals and soil
- Protection will prevent bank erosion and sediment buildup due to clearing
- Currently underprotected, with clearing going on well within 100 feet of high water line, in direct violation of the water company's mandate to protect drinking water.
- United Water has settled with resident charged with causing \$50,000 in damage to reservoir shoreline.
- Protection will retain current undeveloped view of reservoir

Drawbacks:

- Multiple owners

PRIORITY RECOMMENDATIONS **MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE**

1



LEGEND

- ☐ Priority Parcels Nominated by the Open Space Committee**
- ☐ Existing Parks and Open Space
- ☐ Nominated Parcels
- ☐ Lakes and Ponds
- ☐ Parcel Boundaries

* Owners have written to the Town requesting that these parcels be removed from consideration.
** Not including Quarry and Water Company lands

Robert Garnerlee Co.
June 2001
Revised 6/22/01

- ✓ Clarkstown Boundary
- ✓ Major Roads
- ✓ Minor Roads
- ✓ Rivers and Streams

Basemap courtesy of Rockland County Planning Department

TOWN OF CLARKSTOWN

PARKS BOARD AND RECREATION COMMISSION

2007 ANNUAL REPORT





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March 2008

A MESSAGE FROM THE SUPERINTENDENT OF RECREATION AND PARKS

I respectfully submit the Annual Report for the period January 1, 2007 to December 31, 2007. This report summarizes the major activities and accomplishments during the past year. Areas covered include interesting facts, capital improvements, programs and services, facilities and a fiscal summary.

The needs of the community were met through the cooperation of the Town Board, Parks Board and Recreation Commission and the dedication of the full-time and part-time staff and numerous volunteers.



Edna J. DeLeon
Certified Park Recreation Professional

TOWN OF CLARKSTOWN, ROCKLAND COUNTY, NEW YORK

PARKS BOARD AND RECREATION COMMISSION

Rudy Damonti, Chairman
Dr. David G. Kelly, Vice Chairman (retired in 2007)
Brian Tesseymann, Secretary
Ann Costello, Rosemary De Salvo, (retired in 2007)
Dr. Sylvester Almiron, John J. O'Connell, Scott Millich (appointed in 2007)
Philip Degatiano (appointed in 2007)

Recreation and Parks Full-Time Staff

Administration

Jo Anne Pedersen, Superintendent of Recreation and Parks
Richard C. Tigue, Parks Maintenance Director
Elaine Apfelbaum, Sr. Recreation Supervisor
Patricia Smith, Recreation Supervisor
Chip Cunningham, Recreation Supervisor

CLERICAL

Pam McQuade, Prin. Clerk Stenographer
Madeline Jones, Prin. Account Clerk
Diana Vierling, Prin. Clerk Typist
Carol Marraia, Clerk/Courier

COMMUNITY CENTERS

PARKS FACILITIES MAINTENANCE

Central Nyack
Kathy Kline, Recreation Supervisor
Chris Romanisin, Sr. Recreation Leader
James Watson, Sr. Recreation Leader
James Woodley, Custodian I
Herwig Goetz, Custodian I

Fred Hastings, Maint. Supervisor (Grounds)
Louis Presta, Maintenance Mechanic II
James Baccaglioni, Maint. Mechanic I
Bill Hastings, Groundskeeper II
Michael Dove, Groundskeeper
Ronald Gaglione, Groundskeeper
Joseph Heim, Groundskeeper

REGISTRATION

Connie Zayac, Rec. Information Clerk
Angela Cleary, Sr. Clerk Typist

Congers

Michael McDonald, Recreation Supervisor
Kyle Boyce, Sr. Recreation Leader
Allyson Delo, Sr. Recreation Leader
Patrick Bowler, Custodian I
John Moccia, Custodian I

Frank Kemmer, Groundskeeper
Anthony Pagliuca, Groundskeeper
Christopher Ryan, Groundskeeper
William Conklin, Sr. Groundsworker
John Deery, Sr. Groundsworker
John Jemison, Sr. Groundsworker
Timothy O'Brien, Sr. Groundsworker

PART TIME STAFF

Frank DiMaria, Sr. Citizen Director
James Nash, Camp/Playground Supv.
Joyce Romney, Preschool Coordinator
Nicole Carro, Aquatic Director
Sol Nieves, Arts & Crafts Coordinator

Street

Michael Carroll, Recreation Supervisor
Alex Banyekyj, Sr. Recreation Leader
Janeeen Valentin-Eisler, Sr. Rec. Leader
John Coen, Custodian III
Arnold Porach, Custodian I
George Hernandez, Custodian I
Anthony Loperfido, Maint. Helper

CENTRAL WAREHOUSE

John Macrino, Sr. Storekeeper

Pascack

Vincent Celetti, Recreation Supervisor
Carl Brooks, Sr. Recreation Leader
Ellen Burns, Sr. Recreation Leader
Dennis Henton, Custodian I
Anthony Capra, Custodial Worker

INTERESTING FACTS

Did you know that...

- ... Congers Pool hosted 18 swim birthday parties over the summer?
- ... S.T.A.R held free skate instruction every Sunday at Congers Wheel Park?
- ... the Pascack Spray Park hosted 10 birthday parties?
- ... the Congers Community Center Wheel Park hosted 3 birthday parties?
- ... Central Nyack's Homework Program averages 15-20 youth a day in grades 1-7?
- ... 55 group picnic permits were issued to residents this year at Germonds Park?
- ... 211 ball field permits were issued to residents this year?
- ... 144 group picnic permits were issued to residents this year at Congers Lake Memorial Park?
- ... Girls Night Out averages 15-17 girls every Tuesday night during the school year at Congers Community Center?
- ... 109 new Senior Citizens were registered in our various clubs and we issued 740 senior cards?
- ... Clarkstown North Varsity Lacrosse used the hockey rink for "box lacrosse" every Wednesday night during the summer/fall at Congers Lake Memorial Park?
- ... Congers Community Center staff offered poolside bingo twice a week during the summer months with prizes for all winners?
- ... The Mini Golf Course at Germonds Park hosted 12 Birthday Parties?
- ... 52 children had birthday parties at Street Community Center?
- ... 24 children had birthday parties at Pascack Community Center?
- ... the 12th Annual "Get Hooked on Fishing" was held at Congers Lake Memorial Park with youth and parents attending?
- ... "Dive In Movie" was held at Germonds Park Pool Complex featuring the movie "Robots"?
- ... 438 youths participated in puff sports this year at Street Community Center, Congers Community Center and Pascack Community Center?
- ... The Mini Golf Course at Germonds Park hosted 7 Special Events?
- ... Lake Nanuet hosted over 9 Swim Birthday Parties at the lake over the summer?
- ... 40 Senior Citizens were taught Adult CPR/AED this Fall?

- ... Pascack Community Center ran 4 Family Movie Nights on big screen TV?
- ...Street Community Center held its Annual Halloween Party and activities day with approximately 400 residents in attendance?
- ... We have updated equipment (treadmill, free weights) in weight room at Congers Community Center?
- ... 2028 youths participated in our summer camp and playground?
- ...the Model Plane Club held weekly remote controlled flying exhibitions over Congers Lake?
- ...at Street Community Center, the Photo Club took children's pictures with Santa for this year's Winter Fest?
- ...from October to May we had 1,459 children attend the 5th Grade Activity night at Street C.C.?
- ...Congers & Pascack Community Centers hosted preschool open gym program Mon. – Fri. mornings?
- ...we participated in YouthFest at Rockland Community College the past 5 years?
- ...U.S. Sports Institute held a sports spring/summer camp at the Congers Lake Memorial Park?
- ...over 130 residents attended the Memorial Day Ceremony at Street Community Center?
- ...over 220 children took part in the Annual Goblin Parade at Congers Community Center?
- ...Street Community Center held 3 school vacation mini camps with 223 youths attending them?
- ... from October to May we had 841 children attend the 6th Grade Activity Night at Street C.C.?
- ... Doll House Display was put on exhibit at Street Community Center for December?
- ...Pascack Community Center has an End of the Summer barbecue?
- ...Over 37 boat permits for Congers Lake were issued?
- ... Street and Pascack Community Centers had over 209 youths participate in High Five?
- ...Congers Community Center holds Saturday Family Nights from January – March?
- ...Pascack Community Center hosted a visit from 2 Rutgers Football Players who used to attend Pascack Community Center?
- ...approximately 80 children & families attended Street's Annual Halloween Party?
- ...Pascack Community Center hosted 3 senior socials?
- ...Street Community Center's weight room average 20 seniors every morning?
- ...Congers Community Center hosted on trips to Dorney Park, and West Point football games?
- ...Pascack Community Center started a monthly basketball Jam Night for kids grades 7-12?
- ...12 Youths participated in the counselor in training program?

- ... 802 volunteer pool passes were processed in 2007?
- ... Pascack Community Center schedule trips to see and support local athletes in college?
- ... Pascack Community Center took a trip to Manalpan, NJ for outdoor laser tag?
- ... there is a very diverse cultural explosion occurring at Central Nyack with youth coming from Haiti, Guatemala, El Salvador, Mexico and Jamaica?
- ... Pascack Community Center has a chess club?
- ... Pascack Community Center hold John Madden video game tournaments?
- ... Pascack Community Center hosted a youth band jam?
- ... 34 building permits were issued for Pascack Community Center Auditorium for parties and meetings?
- ... Street Community Center hosted a Women's Career Day with Girl Scout Troop 6?
- ... The Senior Citizens at Congers Community Center held weekly movie nights every Friday, on the Big Screen TV?
- ... Congers Community Center staff offered Arts & Crafts twice/weekly during the summer months by the Pool?
- ... 220 participants attended this year's Rollerfest at the Congers Wheel Park?
- ... Congers Community Center offers 2 nights of Volleyball. Tuesday is co-ed and Thursday is womens?
- ... Congers Community Center co-hosted free kayak lessons at Congers Lake with the Star Program?
- ... Both Boys Scouts and Girls Scouts use the Congers Community Center to hold their monthly meetings?
- ... The 5th grade Clarkstown School District held their annual DARE Hockey Program at the Congers Wheel Park?
- ... Pascack Community Center started an Open Adult Open Volleyball Night?
- ... 46 building permits were issued for Congers Community Center Auditorium for parties and meetings?

ADMINISTRATIVE SERVICES

The primary objective of the administration of the Parks Board and Recreation Commission is to provide overall management and technical support necessary to effectively administer a comprehensive town-wide recreation and parks program for a community of 83,000 people.

Administration of over 100 different recreational programs, four community centers, three pool complexes, a Wheel Park, a 570 acre park system, a central warehouse, and 13 senior citizen clubs is a tremendous management undertaking. Some of the responsibilities associated with the administration of the Commission include the following:

- Program Registrations by Computer and Fee Collections
- Program Brochures (Spring/Summer and Fall/Winter edition)
- Program Flyers (special events)
- Press Releases
- Swimming - Initial issue and Renewals
- Public Inquiries (telephone and in person)
- Grants Administration
- Budget Management (approximately \$6 million)
- Personnel Payroll Administration (51 full-time and over 400 part-time and seasonal)

PARKS MAINTENANCE AND OPERATIONS

The division of Parks Maintenance and Operations is responsible for over 570 acres of parkland.

Included in park maintenance are the mechanical and technical duties associated with turf management, pool filtration, building repairs, snow removal, ball field maintenance, playground and other small repairs.

In addition to the parks listed in the report, this division has the following responsibilities:

1. Town Central Warehouse is now located at 65 Burnside Avenue, Congers, NY.
Department Maintenance staff reports out of this location, Germonds Park and Congers Lake Memorial Park and Zukor Park.
2. Valley Cottage Mall and parking lot consisting of 40,000 square feet - snow removal.

3. Triangle, South Main Street, New City. Maintenance and cutting of the grass at the entrance to Main Street.
4. Triangle, Rte. 59 & 59A West Nyack. Maintenance and cutting of the grass at the entrance to West Nyack.

PROGRAM SUMMARY

The Commission sponsors and conducts a year-round program of activities, events and services for the children and adults of the community. We are constantly reviewing our programs in an effort to improve services.

CULTURAL AND SPECIAL EVENTS

Youth

After School Study Program
Build a Snowman Contest
Clarkstown Sports Camps
Family Rollerblade Festival
Fishing For Fun
Goblin Parade
Holiday Parties
Holiday Window Painting
Mad Science Workshops
Mini Camp
Mother/Father of the Year Contest
Movie Night "Dive In"
Pool Parties
Say Hello to Santa
Serendipity Saturday
5th & 6th Grade Activity Night

Adults

Family Music Festival
July 4th Concert & Fireworks
Holiday Festival at Zukor Park

Senior Citizens

Annual Show (Talent)
Monthly Social Dance
First Aid & CPR Training
Lounge Program
Weekly Sr. Citizen Meetings
Memorial Day Celebration
New Year's Eve Party
Holiday Festival at Zukor Park
Hall of Heroes
Promenade of Heroes

SPORTS & ATHLETIC EVENTS

Youth

Foul Shooting Contest
Gameroom Tournaments
Gymnastics
Nerf Football
Nerf Soccer
Open Gym
Whiffleball
Track & Field Meet
Skateboarding at Wheel Park

Adults

Puff Polo
Rimball
Clarkstown Sports Camp
Swim Meets
& Championships
Swimming General
Youth Basketball
T-shirt Baseball & Tee Ball
Lacrosse Clinic

Swimming Lessons
Tennis Lessons
Open Gym
Golf Lessons
Volleyball - Coed & Women's

INSTRUCTIONAL PROGRAMS

Youth

American Red Cross Lifeguard Training
Arts & Crafts @ George Miller
Basketball Clinic
Ceramics at Street Community Center
Crafty Kids
Creative Claywork
Fun With Clay
Golf Lessons
Gymnastics
Helping Hands
High Five
Mad Science Workshops
Pre-school & Parent Drop-in Gym
Roller Hockey
Special Fingers
Tumble Tot

Swimming Instructions

Competitive Swimming
Pre-Competitive Swimming
Preschool Swimming
Private Instructions
Lifeguard Training

Adult

Aqua Aerobics
Ashtanga Yoga
Golf Lessons
Swimming Lessons
Tennis Lessons

Senior Citizens

Arts & Crafts
Ceramics
Knitting & Crocheting
Needlecraft
Sewing
Stained Glass
Dance Exercise
Education Program

9. A Senior Citizen Discount Program is provided for all senior citizens 60 years of age and over residing in Clarkstown is continuously updated. A discount booklet given to each senior provides the vendors participating name, address and number and type and amount of discount available.
10. The following special luncheons and dinners were held during the year:
 - Annual Senior Citizen Show Cast Luncheon - May 11th at La Triestina Restaurant. Approximately 75 attended and enjoyed a video tape of the show. The video tape was shown on TKR cable for approximately one month.
 - Senior Citizen Volunteer Recognition Luncheon - October 12th at the Colonial Inn Restaurant. The Town honored special volunteer workers, approximately 145 seniors involved in the senior citizen programs were honored.
 - Club Officers Dinner - December 6th at the View of the Hudson Restaurant. The Town paid tribute to all the club officers and spouses who served in 2007. This year a guest of the club officer was also invited if they did not have spouses.
 - Memorial Day honoring Clarkstown Veterans - Friday, May 25th. Street Community Center - 11:00 AM - 1:00 PM - All Invited. Memorial ceremonies program from 11:00 - 12:30 PM, Refreshments for all from 12:30 - 1:30 PM. Again this year the attraction was the "Hall of Heroes" where citizens of Clarkstown Senior Citizens - armed services veterans, were asked to volunteer their service photo and memorabilia. These items are proudly and permanently displayed at Street Community Center hall way and viewing is open to the general public. A history room of all USA wars displaying photos & pictures of the wars is in progress and will continue for general public viewing.
11. Clarkstown Senior Citizen Clubs held club elections for the following positions: President, Vice President, Secretary, Treasurer and Sgt. of Arms. The elections were held in November 2007 and all the newly slated officers will take office on January 1, 2007. The elections were very successful.
12. Flu virus vaccine was available to all Senior Citizen Club members and senior citizens of Clarkstown free of charge. Nyack Hospital was in charge of the program.
13. New Year's Eve party was held on December 31st for Clarkstown Senior Citizens. The program began with a buffet dinner starting at 8:00 PM and then dancing began at 9:00 PM and continues until 12:15 AM. The New Year was celebrated with noise makers and watching the ball come down at Times Square on a 60" T.V. A very enjoyable evening was had by all.

**2007
RECREATION AND PARKS BUDGET SUMMARY**

	<u>EXPENSES</u>	<u>APPROVED</u>	<u>ACTUAL</u>
1621	Central Warehouse	\$134,760.	\$ 117,114.10
7020	Recreation & Park Administration	\$657,795.	\$ 584,090.53
7140	Parks & Playgrounds (Maintenance)	1,483,150.	1,536,473.46
7141	Community Centers (3)	1,944,710.	2,008,040.95
7180	Swimming Facilities (3)	711,700.	745,122.90
7210	Refreshment Stands (3)	115,900.	108,339.21
7310	Youth Programs	922,745.	863,273.30
7610	Programs for Aging	227,900.	219,884.05
7620	Adult Activities	<u>45,600.</u>	<u>49,260.00</u>
	TOTAL EXPENSES	\$6,244,260.	\$6,231,598.70
	<u>REVENUES</u>		
2001	Program Fees	\$1,350,000.	\$1,379,822.94
2001-1	Mini Golf	60,000.	26,907.00
2012	Refreshment Stands (3)	130,000.	119,372.76
2025	Pool Fees (3)	670,000.	674,769.25
2410	Rental of Properties	7,420.	32,700.00
2455	Vending Commissions	4,000.	4,884.75
3820	State Aid for Youth	<u>21,530.</u>	<u>21,529.00</u>
	TOTAL REVENUES	\$ 2,242,950.	\$2,259,985.70
	Gross Budget	\$ 6,244,260.	\$ 6,231,598.70
	Revenues	2,242,950.	2,259,985.70
	Net Cost	4,001,310.	3,971,613.00

The net cost to the residents and taxpayers of the Town of Clarkstown for a comprehensive recreation and parks program for its 85,000 residents was approximately \$3,971,613.

COMMUNITY SERVICES

- A. Community Service Award - The Clarkstown Parks Board and Recreation Commission established this annual award in 1970. The criteria for the award is as follows:

"To the individual or organization who has provided unselfish and meritorious voluntary service in the field of community parks, recreation and conservation to the Town of Clarkstown, for at least five years."

Previous recipients of this award are:

1970	James V. Damiani
1971	Benjamin Crudo
1972	New City Jaycees
1973	Mary Canberg
1974	Irv Popkave
1975	Frank Cohen
1976	Richard Sickinger
1977	Luther Radway
1978	Justus A. Buesing
1979	Dr. Terry Terzakis
1980	Valley Cottage Indians
1981	Clarkstown Sports Club
1982	New City Rams
1983	John Slattery
1984	Ruth Miller
1985	Martus Granier
1986	Victory (Vicky) Brooks
1987	Clarkstown Garden Club
1988	Edwin and Veronica Schueler
1989	Gerold Bierker
1990	No Award
1991	Wilbur T. Oswald
1992	Dr. Charles Lankau
1993	Barbara Caldwell
1994	Dr. David G. Kelly
1995	Congers/Valley Cottage Rotary
1996	Donald Heller
1997	Martha Nedelka
1998	John Maloney
1999	Brian Tesseymann
2000	Donald Franchino
2001	Donald Schlesinger
2002	John Lodico
2003	Zipporah Fleisher
2004	Rudy Damonti
2005	Paul Rapa
2006	No Award
2007	No Award

- B. The Commission approves many requests by civic organizations and residents to use recreation equipment and supplies to conduct their activities. Equipment includes various portable PA systems, phonographs, athletic equipment and books.
- C. Picnic sites include grills, tables with some sites having court games and ball fields. Permits were issued to 199 different organizations or groups.
- D. The four community centers were used by various community organizations throughout the year on 165 different occasions by approved permit.

E. The staff makes appearances at local civic associations and service clubs to discuss recreation and park matters and is available to local organizations for guidance in running their own recreational activities.

F. The Wenger Showmobile (portable stage) was used for 9 Commission events and by 12 community organizations.

G. The Commission cooperated with community organizations in conducting the following events:
Goblin Parade - Congers/Valley Cottage Rotary Club. We have had numerous organizations use our parks for walk-a-thons for such causes as Breast Cancer Research and Multiple Sclerosis,

H. Our lifeguard staff had 11 new lifeguards that received special re-training in the beginning of the 2007 season. We had a total of 81 lifeguards plus 8 Head Lifeguards.

I. The following full time staff joined the Clarkstown Parks Board and Recreation Commission in 2007

- Dennis Henion, Custodian I

J. The following staff retired in 2007:

- Eileen Gray, Principal Clerk - Stenographer

OTHER

Rockland County Cooperative Extension
Rockland County Community Development Program
Rockland County Health Department
Rockland County Highway Department
Rockland County Office for the Aging
Rockland County Park Commission
Rockland County Personnel Office
Rockland County Planning Board
Rockland County P.S.A.L. Officials Association
Rockland County Times
Rockland County Youth Bureau
Rockland Journal News
Rockland Review
St. Anthony's Parochial School
St. Augustine's Parochial School
St. Paul's Parochial School
United Water Company
Valley Cottage Indians
Valley Cottage Library
West Nyack Library
West Nyack Rotary Club

And a sincere thank you to the many individual citizens who have volunteered their time and skills to serve as coaches, instructors and in other valuable capacities to the benefit of our residents and programs.

C.T. Male Associates, P.C.

**CLARKSTOWN PARKS & RECREATION MASTER PLAN
MEETING SUMMARY**

DATE: June 2, 2008

TO: Jo Anne Pedersen, Superintendent, *Town of Clarkstown Recreation & Parks Department*

FROM: Chuck Voss, AICP, Senior Planner

RE: Summary of June 2nd, 2008 Clarkstown Sports Fields User Groups Meeting.

Meeting Location: Zukor Road Recreation Center

Meeting Purpose: To invite comments/suggestions about the Town's park and recreation facilities from the various sports user groups and organizations that utilize the Clarkstown parks and athletic fields/facilities. This memo is divided into two segments... general issues comments, and specific park-related comments.

Attendees:

Rob Schucker - Nannet Little League
Hank Heitner - Senior Softball League
Ethan David - JT's Forty-Something League
Lon Hofstein - New City Little League
Maureen McNamara - Clarkstown South High School
Andy Kaye - JT's Forty-Something League
Joe Medler - West Nyack Little League
Rich Cesca - West Nyack Little League
Joe Cimicolo - D18 Big Inter League
Ronald Durbin - Congers Little League
Leon Feder - D18 Big Inter League
Jim Medler - West Nyack Little League
Jo Anne Pedersen - Town of Clarkstown
Chuck Voss - C.T. Male Associates

General Issues Comments/Discussion Items:

- 1). Ball Field - Capacity

Many attendees felt that there simply weren't enough baseball and softball fields available for use across the town to handle the current demand by the numerous youth and adult leagues that utilize the existing ball fields. There are currently 5 youth

C.T. Male Associates, P.C.

- ✓ Hard wall cages (seen as possible revenue generators for the town)
- ✓ Baseball/Softball Pro Shop
- ✓ New Concession Stand at Zukor Park
- ✓ Better field lighting/illumination (with timers on field lights)
- ✓ Conduct an assessment of turf vs. grass fields at certain locations across town
- ✓ Ice Rink (indoors)

Specific Park-Related Comments/Discussion Items:

Lake Nanuet Complex:

Facilities are in poor condition and in need of repair. There is a lack of maintenance of the fields by town staff. Bathroom facilities are desperately needed in the main area and back field locations. The little league currently pays for 4 port-a-potties out of their own pockets (\$800/month).

Would like a new 90' diamond and new field lighting. Maintenance of the existing field lighting needs to be more regularly done throughout the season... not just once or twice a year.

There is a general lack of town parks and recreation staff at each field to set up for each field and to prep each field.

Zukor Park:

All infields need to be re-graded to allow for better stormwater drainage.

Field #5 needs new netting to cover fly balls that shoot up over the fence towards Field #1. The netting on Field #4 needs to be raised higher to prevent errant fly balls as well.

There is a need to utilize town parks and recreation staff for tournaments to re-prepare the fields in between tourney games.

The goal posts along outfield lines should not be permanent, but instead be movable to accommodate other games/leagues/skill levels.

West Nyack:

The West Nyack Little League expressed a desire to have their own fields and possibly two skinned fields, and they would maintain the field(s) once constructed by the town.

C.I. Male Associates, P.C.

Germonds:

The fence at Field #1 needs to be reconstructed to be in line with Little League standards (not defined). Would like to see temporary/removable fences installed as well.

TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Brookside Park
Location	Parallel to and west of Cypress St. , N . of East Phillips Hill Rd.
Size	Total Acreage: approximately 5 ac.
Number of Parcels:	2

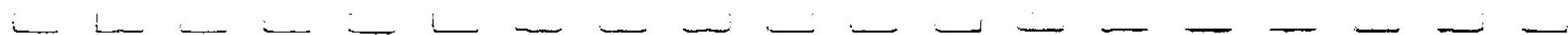
ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL

RESOURCES

The Brookside Park is a narrow, north\ south running parcel containing a stream course and riparian floodplain forest. While greatly disturbed, it supports basic wetland and riparian vegetation and habitat functions. Extensive sedimentation is apparent and its habitat functions are compromised by the “flashiness” of seasonal and storm event pulses.

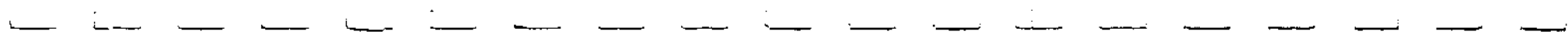
Stresses and Threats

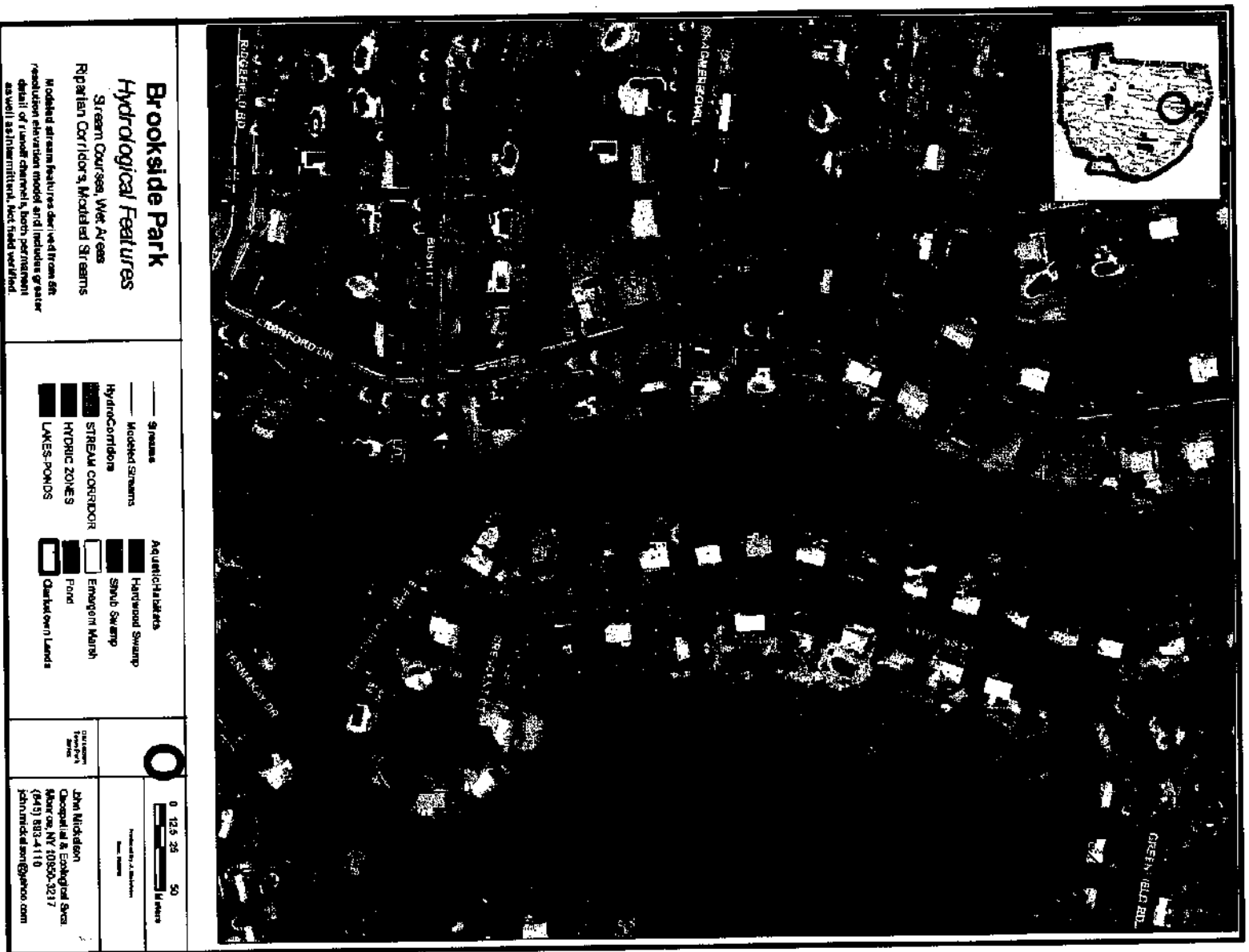
- Contamination from local neighborhood yard waste and rubbish
- Sedimentation
- Invasive Species

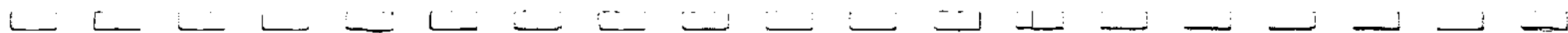


CURRENT \ ALTERNATE USES

It serves principally as a storm water conveyance. Undevelopable due to wetland and riparian features.







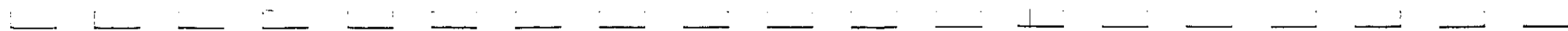
Stresses and Threats

- Abundant invasive plant species, including aquatic.
- Potentially nutrient rich output from Swarthout Lake (to the northeast)
- Urban yard runoff

CURRENT \ ALTERNATE USES

The undeveloped portions of the park are in good shape, although, as in most of the parks in the system, an invasive species management plan should be developed to protect habitat integrity and biodiversity into the future. The existing network of trails, hiking and bike paths affords quality access to the eastern edge of the lake front and the extension of this trail into a loop system around the lake would make an excellent addition.

While narrow strips of upland forest occur within the southern regions of the park, development of these zones would no doubt require disturbance and filling of the wetland communities and would likely result in long term degradation to them.





Congers Lake Park Hydrological Features

Stream Corridors, Wet Areas
Riparian Corridors, Lake

Air Photo Base (2007 AVISOCS 5" resolution)

	Conversion Lands		Aquatic Habitats
	HydroCorridors		Herbaceous Wetlands
	STREAM CORRIDOR		Wet Swamp
	HYDRIC ZONES		Emergent Marsh
	LANES-PONDS		Pond



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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

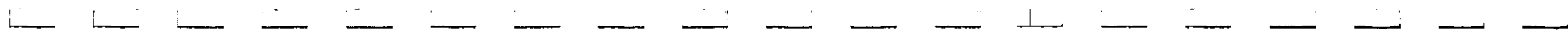
Park Name Cropsey Farm	
Location	East of S. Little Tor Rd., S. of East Hall Ave.
Size	Total Acreage: approximately 24 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Cropsey Farm is one of the last remaining undeveloped farms within the town, though has largely been fallow in recent years. Several remnant orchard areas (peach) still exist and bear fruit. Valuable and important, ecologically, as open field and edge habitat for resident and migrant grassland and shrubland bird species, as well as local reptiles and small mammals. Small deer herd is present.

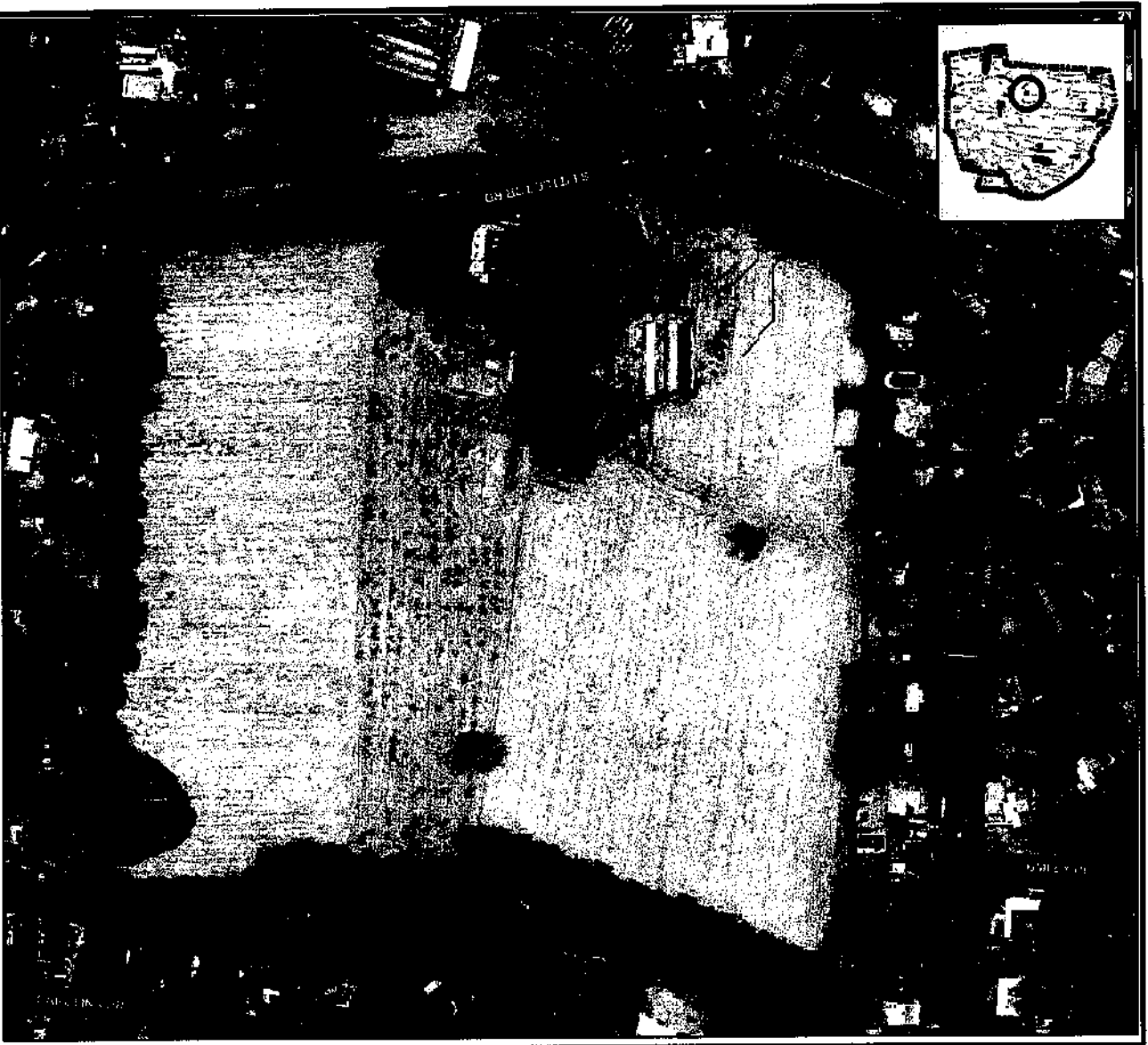
Stresses and Threats

- Potential infestation of invasive plant species, depending on mowing and management regimes of open fields



CURRENT \ ALTERNATE USES

Though not currently actively farmed, proposals from local grass-roots groups to utilize the parcel for renewed cropping should pose no ecological risk, depending on the footprint of the proposed plot and any pesticide \ herbicide use. A management plan should be developed to optimize the unfarmed grassland habitat for faunal components and state wildlife funding assistance may be available for such a plan (WHIP, LIP).



<p>Cropsey Farm</p> <p><i>Hydrological Features</i></p> <p>Stream Courses, Wet Areas Riparian Corridors, Modified Streambeds</p> <p>Modeled stream features derived from SFR restoration elevation model and includes greater detail of forest cover than SFR permit area as well as minor riparian, wet field, wetland.</p>		<p>Streams</p> <p>Modelled Streams</p> <p>HydroCorridors</p> <p>Stream Corridor</p> <p>Hydroic Zones</p> <p>Lakes/Ponds</p> <p>Cropsey Farm Lands</p>		<p>0 10 20 40 Meters</p> <p>Prepared by: J. M. Madsen</p> <p>John Madsen Geological & Ecological Services Monticello, NY 10850-3217 (845) 893-4110 john.jm.madsen@earthlink.net</p>
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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Dellwood
Location	North of Old Rt. 304 at Almuth Dr.
Size	Total Acreage: approximately 6.2 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Dellwood Parcel is a small rectangular wetland with a mixed hardwood border. Valuable ecologically as an emergent marsh with an upland edge, supporting mixed, small patch wetland \ upland forest habitats. Possible vernal pool functions.

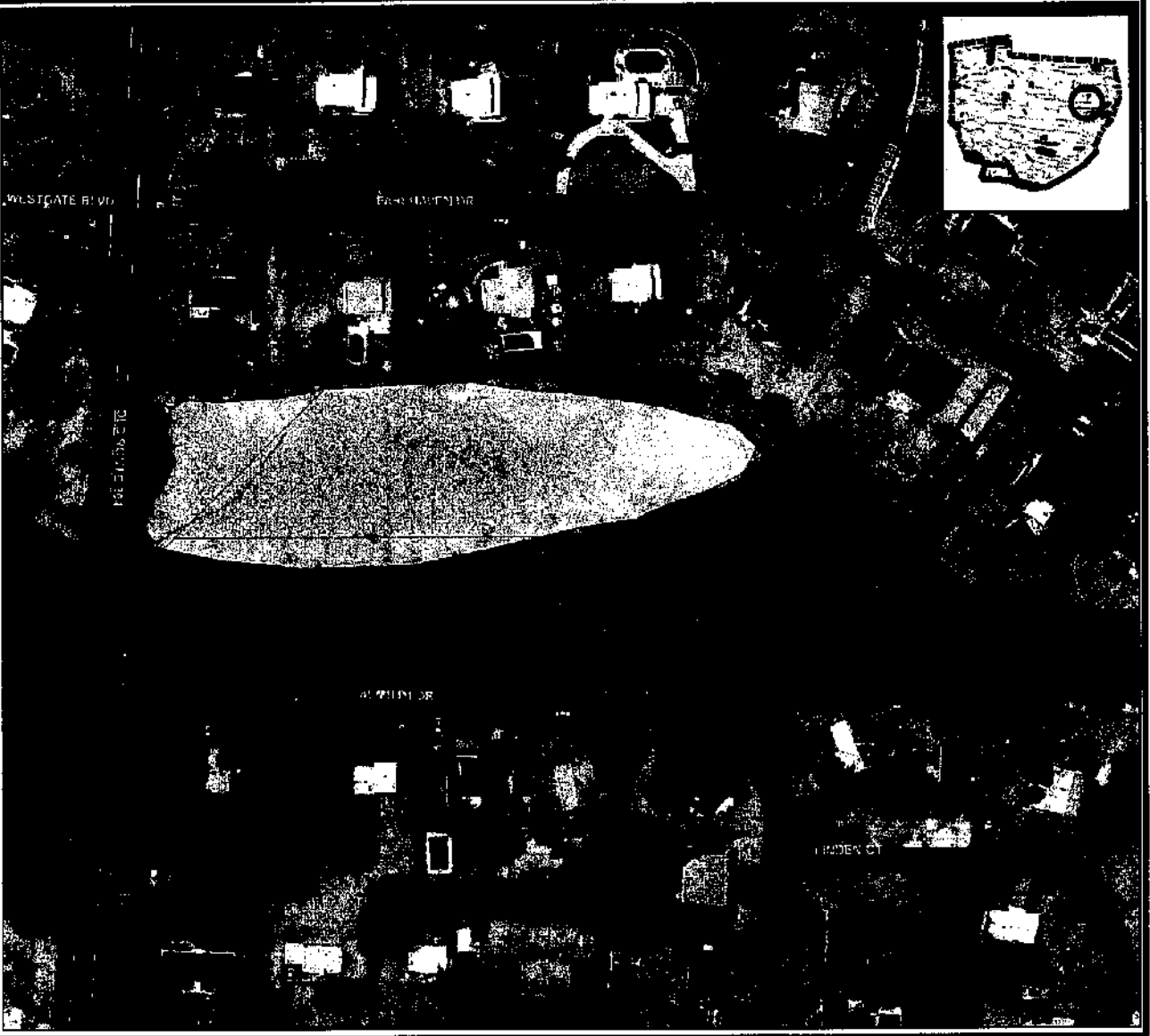
Stresses and Threats

- Emergent marsh becoming invaded by giant reed which can form a dense monoculture, pushing out other native wetland plants and compromising habitat value
- Forested upland contains abundant invasive plant species.
- Dumping of backyard, neighborhood waste
- Potential nutrient enrichment from adjacent urban yards and roads.

CURRENT \ ALTERNATE USES

Serves as recharge basin for surrounding zones. Trails could be included within forest stand for local community use. Wetlands make parcel largely undevelopable.





Delilwood

Hydrological Features

Stream Corridor, Wet Areas
Riparian Corridors, Modified Streams

Modeled stream features derived from 5m resolution elevation model, and includes greater detail of runoff channels, both perennial and as intermittent. Wet field verified.

Streams

- Modified Streams

HydroCorridors

- Stream Corridor

HYDRO ZONES

- WETLANDS

Aquatic Habitat

- Hardwood Swamp
- Shrub Swamp
- Emergent Marsh
- Pond
- Grassland Lands

0 10 20 40 Meters

Proportionally 1:50,000

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Dellwood Town Park
Location	North of Old Rt. 304 at River Rise Rd.
Size	Total Acreage: approximately 10.5 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Dellwood Town Park consists of a matrix of older, high-quality upland hardwood forest, interwoven with stream corridors, bottom lands and rich and moist floodplain systems. It runs parallel to two other riparian habitats and falls within the southern section of a much greater, important wetland complex draining Lake Lucille to the northwest. The encompassing drainage basin is being proposed as a priority biological watershed feature to the town. The array and diversity of high quality habitats as well as the possibility of vernal pool functions, warrants the protection of this site.

Stresses and Threats

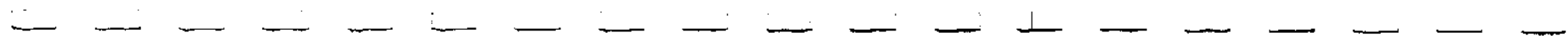
- Access to the property is challenging, as no designated parking exists and the access road leading to the main parcel is marked regularly with "No Trespassing" signs by local residents.
- Invasive plant species
- Herbaceous layer browsed heavily deer populations, affecting regeneration

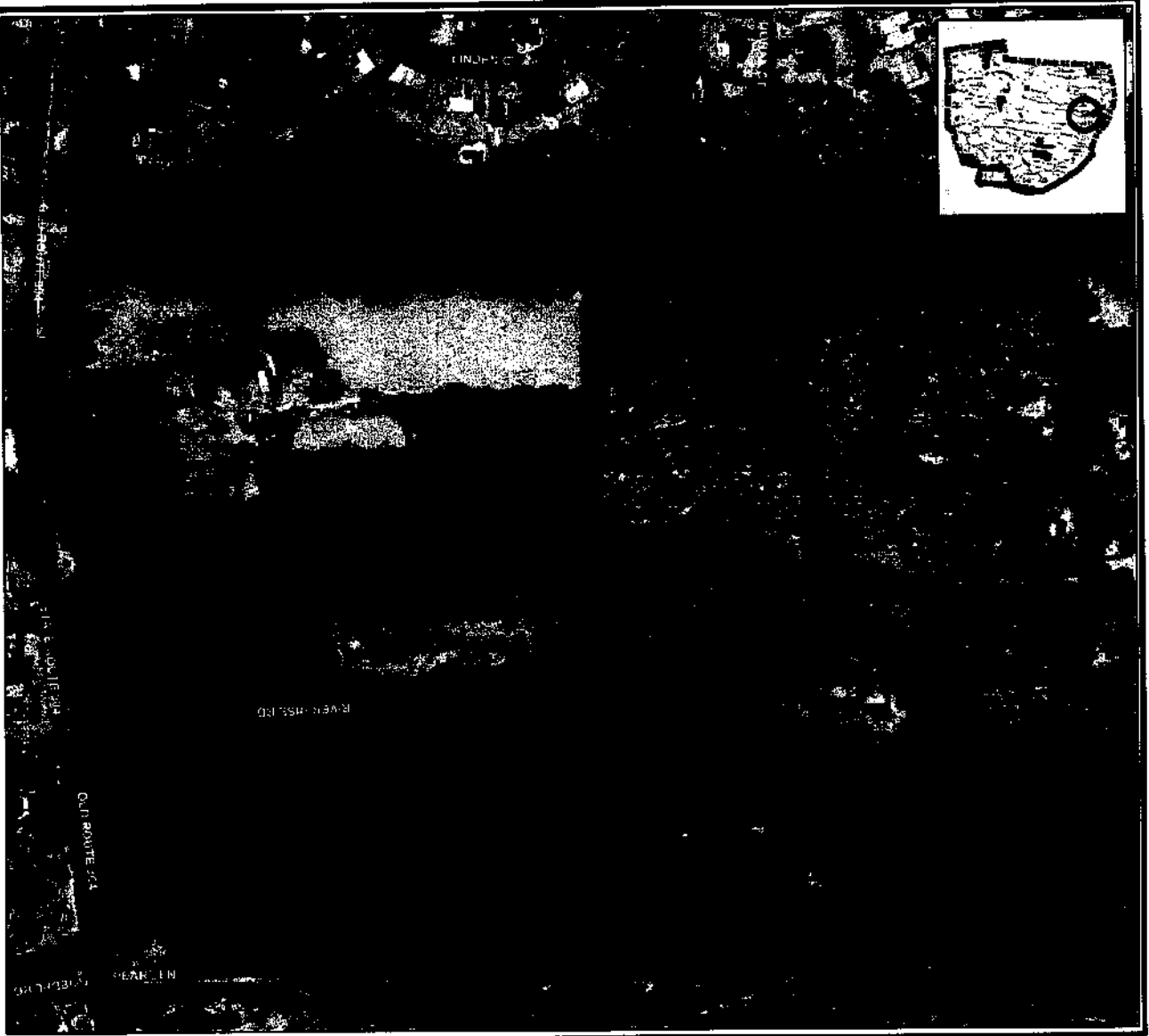
Town of Clarkstown, NY – Town Parks Survey:

Davenport Preserve

CURRENT \ ALTERNATE USES

Use currently limited. Carefully laid out trails would provide high value passive recreation. Parcel should be protected in its current natural state and, if possible, expanded, to include forest, streamside and open field systems to the immediate south.





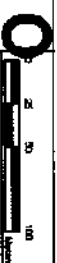
Dellwood Town Park

Hydrological Features

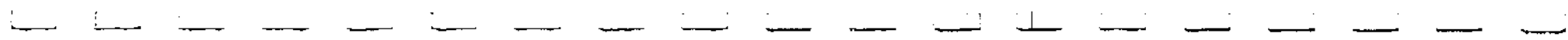
Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams

Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, bed, permanent as well as intermittent, wet field verified.

Streams	Modelled Streams	Aquatic Habitat
HydroCorridors	Stream Corridor	Herbwood Swamp
HYDROIC ZONES	HYDROIC ZONES	Shrub Swamp
LAVES POUNDS	LAVES POUNDS	Emergent Marsh
		Pond
		Outstanding Lands



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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Germonds Park
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Location	West of Germonds Rd. at Rockford Dr.
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Size	Total Acreage: approximately 74 ac.
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Number of	1
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Parcels:	
-----------------	--

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The natural areas of Germonds Park consist of a varied matrix of mixed hardwood forest and a series of permanent and intermittent stream corridors. The forested sections, part of a larger block of some 123 ac., contain a mature (20-28" dbh) and high quality mix of typical Clarkstown canopy species (red oak, tulip tree, beech, sugar maple, white oak). The stream corridor in the north central portions of the park emanates from an apartment complex to the west, and stream bank erosion is apparent. Overall, the wetland complex is mostly intact and supports a range of aquatic habitat plants. A small wet area within the southwestern edge of the park drains towards the southeast, along a power line right-of-way. No species or habitats of special concern were encountered during field visits.

Stresses and Threats

- Invasive plant species
- Run off from neighboring high-density housing complexes.

Town of Clarkstown, NY – Town Parks Survey:

CURRENT \ ALTERNATE USES

Currently, dominant use of the park focuses on the wide range of active recreational facilities and fields located along Germonds Road within the east\ central portions of the parcel. While some virtual trail networks exist within the natural areas, none are well developed or maintained. Doing so would provide a quality passive recreational and nature experience to visitors.

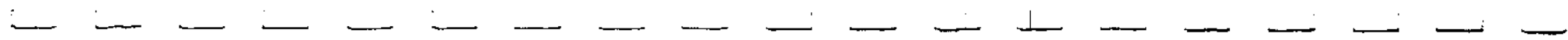
It is understood that the town is seeking a parcel upon which to construct an additional baseball field. From the ecological side, consideration of the undeveloped sections of Germonds as such a site has a two sides.

Small-patch, "stepping stone" systems of existing parks and open space as landscape corridor connections

With the highly developed nature of Clarkstown, most of the remaining intact, large block habitat areas occur around the edges of the town, within the oak-dominated trap rock ridges and adjoining sections. Within the, richer, central portions of the town, impervious surface percentages reach nearly 20% of land cover and fewer remaining intact habitat patches exist. Fragmentation and isolation are, ecologically, among the factors that can most quickly lead to habitat degradation and loss of biodiversity. Developing a network of corridors or landscape routes of connectivity can provide simple, effective means for seasonal migrations, foraging movements, escape from disturbance as well as avenues of dispersal and colonization.

Direct physical linkages of appropriately designed contiguous corridors are held by many as the best way to connect habitats and important areas. But where current building and development footprints make this impossible, an alternate approach is to optimize the conditions, structure, resources and patterns of smaller "stepping stone" parks or patches across the region. Clearly such an approach will be quite unsatisfactory for land-based species such as salamanders and turtles, which face enormous mortality dangers every year upon our roadways. But for edge, shrub-land and many migratory species, including both birds and insects, the opportunity to "hop" to different locations to find new mates, homes, food sources or protection from disturbance can provide a viable option for survival.

Many parks and open space patches within Clarkstown contain valuable habitat, food, water and shelter resources. If considered and developed as an integrated matrix, such a "stepping stone" system could provide the components of such a networked corridor. Germonds Parks represents one such potential "stepping stone" patch. As one of the

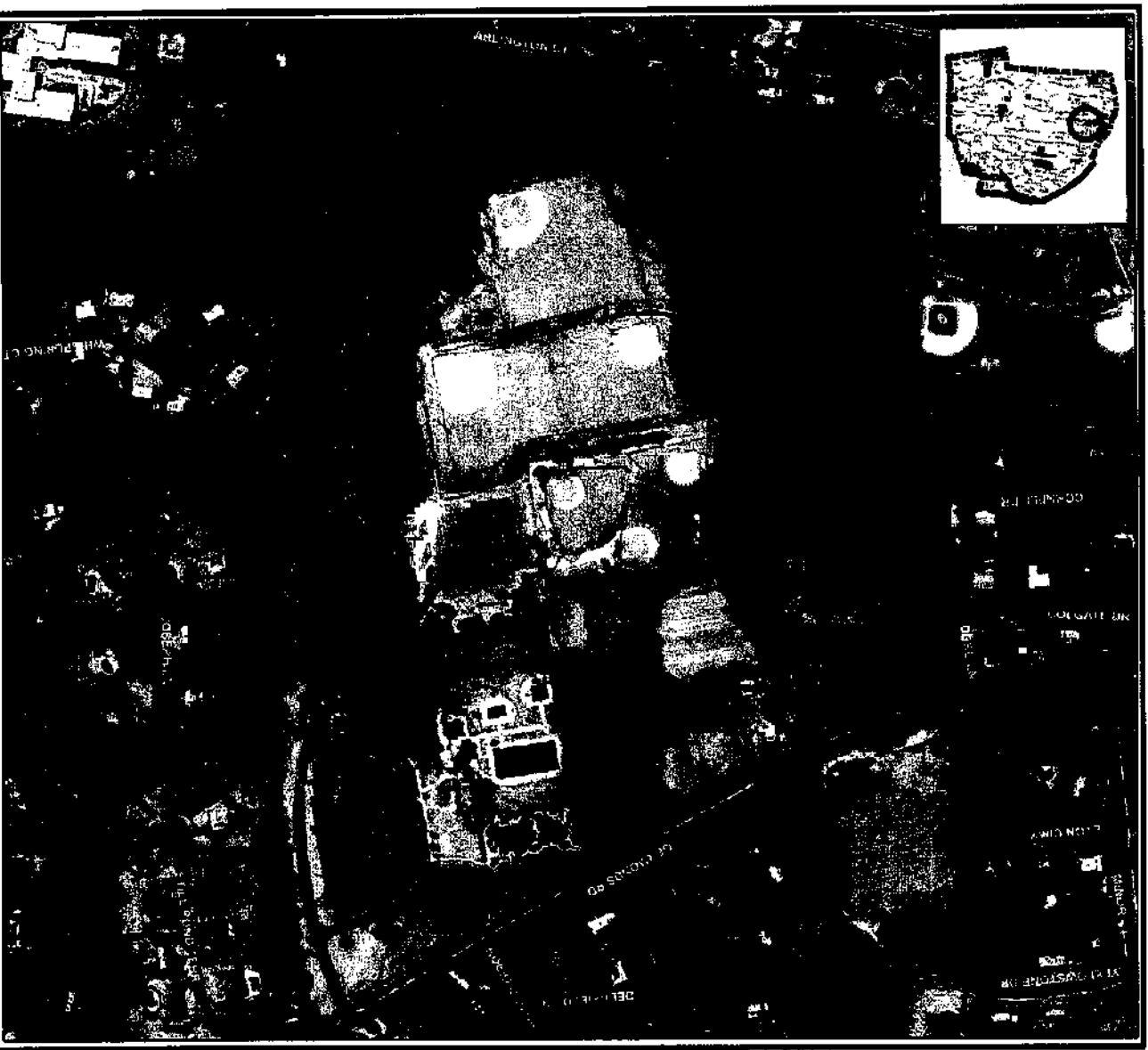


only larger (~123ac) contiguous forest blocks remaining in the area, containing both forest edge and abundant water resources, the ecological resources would make Germonds amongst the most valuable parks in Clarkstown for this purpose.

On the other hand, if the need for of additional park resources strictly forces a compromise to be made and the other alternatives presented press for the encroachment into the remaining large-block parcels around the edge of the town, then the priority should be placed on maintaining these larger, intact contiguous edge parcels and habitats.

Ideally the new recreational field could be sited within an already open, non-farm parcel (e.g. recovered industrial or other reclaimed and rehabilitated site), so that forest cover and habitat resources are not further depleted.



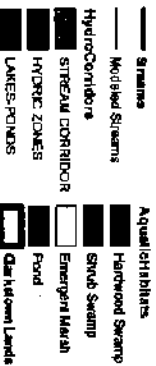


Germonds Park

Hydrological Features

Stream Courses, Wet Areas
Riparian Corridor & Modeled Streams

Modeled stream features derived from 3M resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.



0 10 20 Feet

0 10 20 Feet

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Heatons Pond Park
Location	Along Old Mill Rd, interior sections accessed via Maple Rd.
Size	Total Acreage: approximately 9 ac.
Number of Parcels:	2

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The park consists of the impounded pond and marshy fringe together with several acres of intact, upland mixed hardwood \ softwood forest of good quality. The upland portions slope steeply northward towards the pond. The pond is within the outflow of Congers Lake to the north and drains south towards Lake Deforest. Abundant wildlife and aquatic components observed, though eutrophication apparent (abundant algae mats and dense shallow aquatic vegetation)

Stresses and Threats

- Upstream sedimentation and nutrient enrichment (eutrophication present)
- Run off from neighboring residential areas (especially to the southeast) and roads (to the north).

CURRENT \ ALTERNATE USES

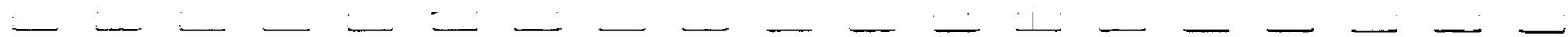
Town of Clarkstown, NY – Town Parks Survey:

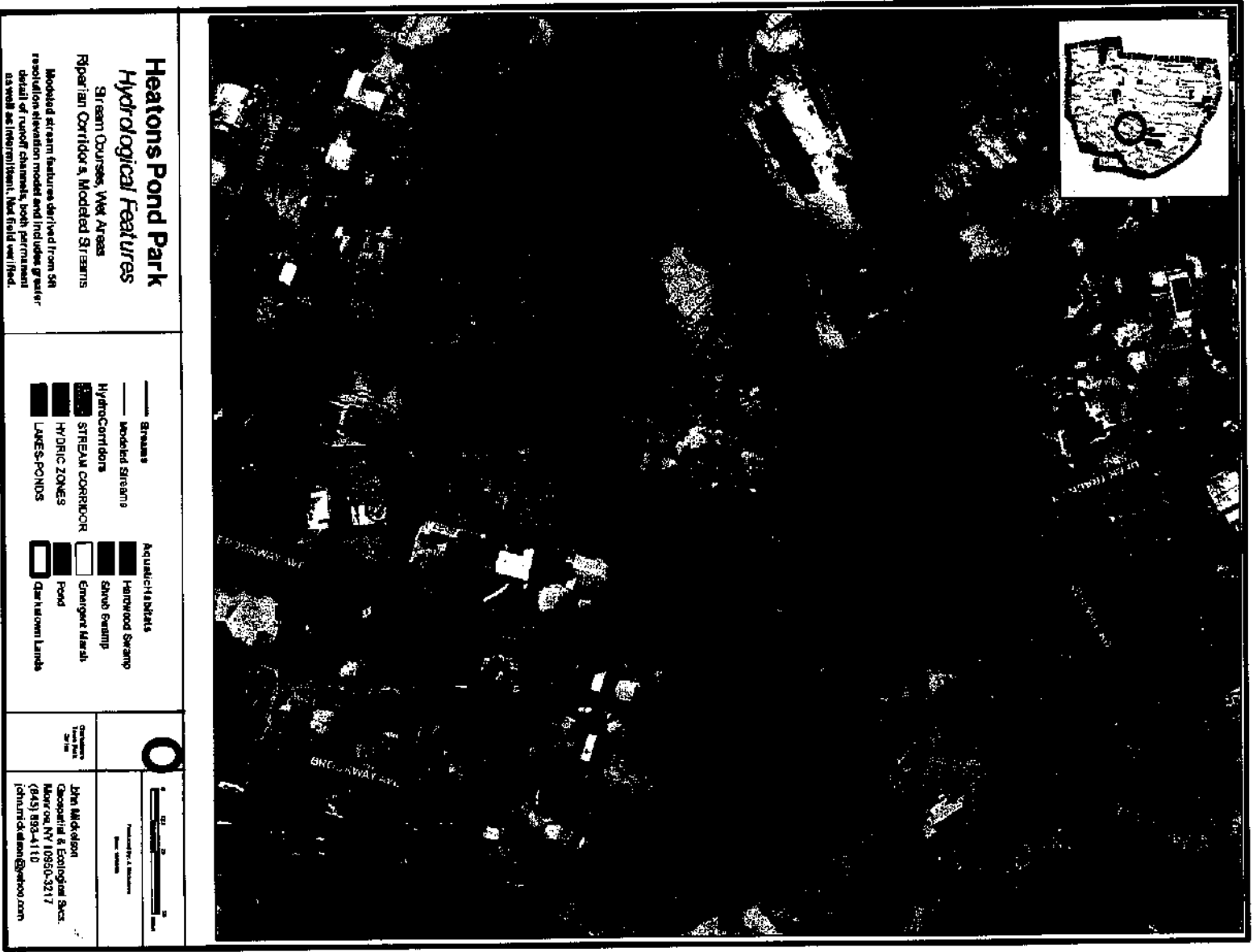
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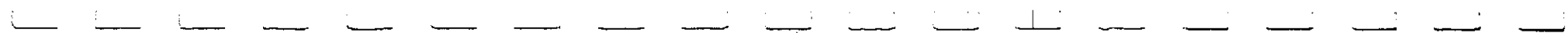
Davenport Preserve



Passive recreation (bird, nature, wildlife watching) within ponded region. Interior forest areas not easily accessed, with no access to trails or parking lots. Any development within upland terrestrial areas, especially along steep slopes, would likely impact habitat and water quality (siltation, sediment, run off). Development of site not recommended.







TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Kings Park
Location	South of Congers Road, running south for over a mile along the western edge of Kings Highway.
Size	Total Acreage: approximately 74 ac.
Number of Parcels:	20

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

Kings Park consists of a series of narrow, hydrologically connected parcels draining from the small pond at the north end, over a mile to the south along a forested riparian corridor. Undeveloped habitat areas, outside of existing recreational fields and ponds are predominantly hardwood floodplain forests with patches of emergent and shrubby marshes.

Collectively the area creates an important hydrological and forested corridor and network of wetland habitats. Abundant aquatic and wetland life were observed and several areas in inland wetlands likely serve vernal pool functions. No species of special concern were encountered during surveys.

Stresses and Threats

- Very dense and abundant invasive plant cover.
- Run off from neighboring residential areas and roads.

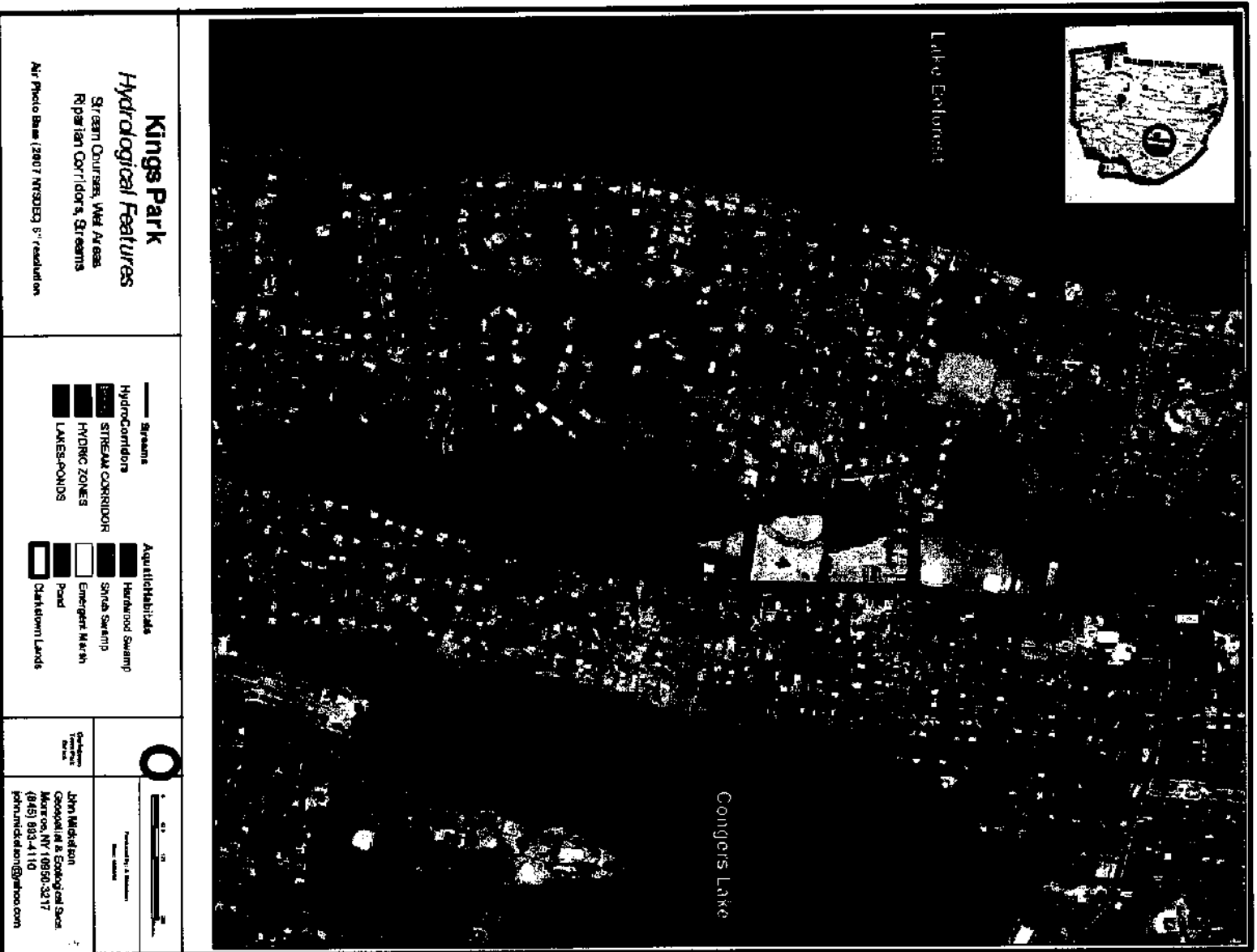
Town of Clarkstown, NY – Town Parks Survey:

Davenport Preserve

CURRENT \ ALTERNATE USES

Undeveloped areas of the park support passive recreation (bird, nature, wildlife watching) from within edge regions of the recreational areas. Interior forested wetlands difficult to access, trail systems would be difficult to install and maintain. Area represents an important north \ south ecological corridor, although frequent interruptions at parcel breaks along east \ west roadways present dangers to migrating amphibians and herptofauna.

Further development and encroachment into wetland systems will likely compound storm water contributions to stream systems and habitats. This could further compromise the filtration and buffering capabilities that the park now provides, possibly increasing the likelihood of seasonal downstream flooding





TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Lake Nanuet Park
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Location	Lake Nanuet Drive at Blauvelt Rd.
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Size	Total Acreage: approximately 37 ac. (including lake)
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Number of	4
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Parcels:	
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ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The built portions of Lake Nanuet park consists largely of the swimming facilities at the lake along with multiple baseball fields and parking lots. Within the undeveloped portions flow several permanent and intermittent stream corridors, which have widely fluctuating hydrological flow regimes. Close proximity to the large commercial complexes just to the north with vast expanses of impervious surfaces and parking lots make this quite understandable. This causes both very low as well as high flows, affecting the aquatic community's health as well as sections of the park that receive local overland sheet flows from the multiple parking lots (e.g. central wooded areas).

The forested east and central portions of the park contain hardwood and riparian forest systems composed of red oak, tulip tree, red maple, sugar maple and beech. The forested wetland and riparian corridor systems, including the central intermittent stream course, were observed to serve as amphibian and bird habitat. No habitats or species of special concern encountered.



Stresses and Threats

- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Abundant invasive plant species.

CURRENT \ ALTERNATE USES

The park is used largely for organized recreational activities (baseball, swimming) and the natural areas seem to receive little use; no trail system or access was discovered and navigation through the forested regions are very difficult, due to invasive species. An invasive species management program should be developed, even for smaller, specific regions such as the riparian corridors. Further development or disturbance of the remaining natural cover will likely exacerbate the hydrological and storm water problems, now of major significance. A guided streamside trail system could be developed for educational purposes.



TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Stonehedge Park
------------------	------------------------

Location	Germonds Rd. south of Rockford Dr.
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Size	Total Acreage: approximately 12 ac.
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Number of Parcels:	2
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ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Stonehedge Park is situated across from Germonds Park and consists of two small parcels dominated by a utility line right-of-way and a small stream corridor. Patches of the upland forest sections support quality examples of oak and mixed hardwood species (sugar maple, tulip tree and beech) though abundant invasive plant species are present throughout. The right-of-way section is dominated by grass and shrub species and will be of value for grass and shrubland bird species as well as herptofauna. Stream course and banks show apparent erosion and undercutting, typical of high \ low peak stream flows.

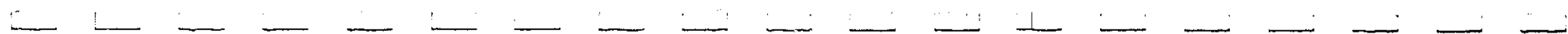
Stresses and Threats

- Abundant invasive plant species.
- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Property owners adjacent to the parcels appear to utilize potions of the park edges as backyard areas (swing sets, sheds, etc.)

Town of Clarkstown, NY – Town Parks Survey:

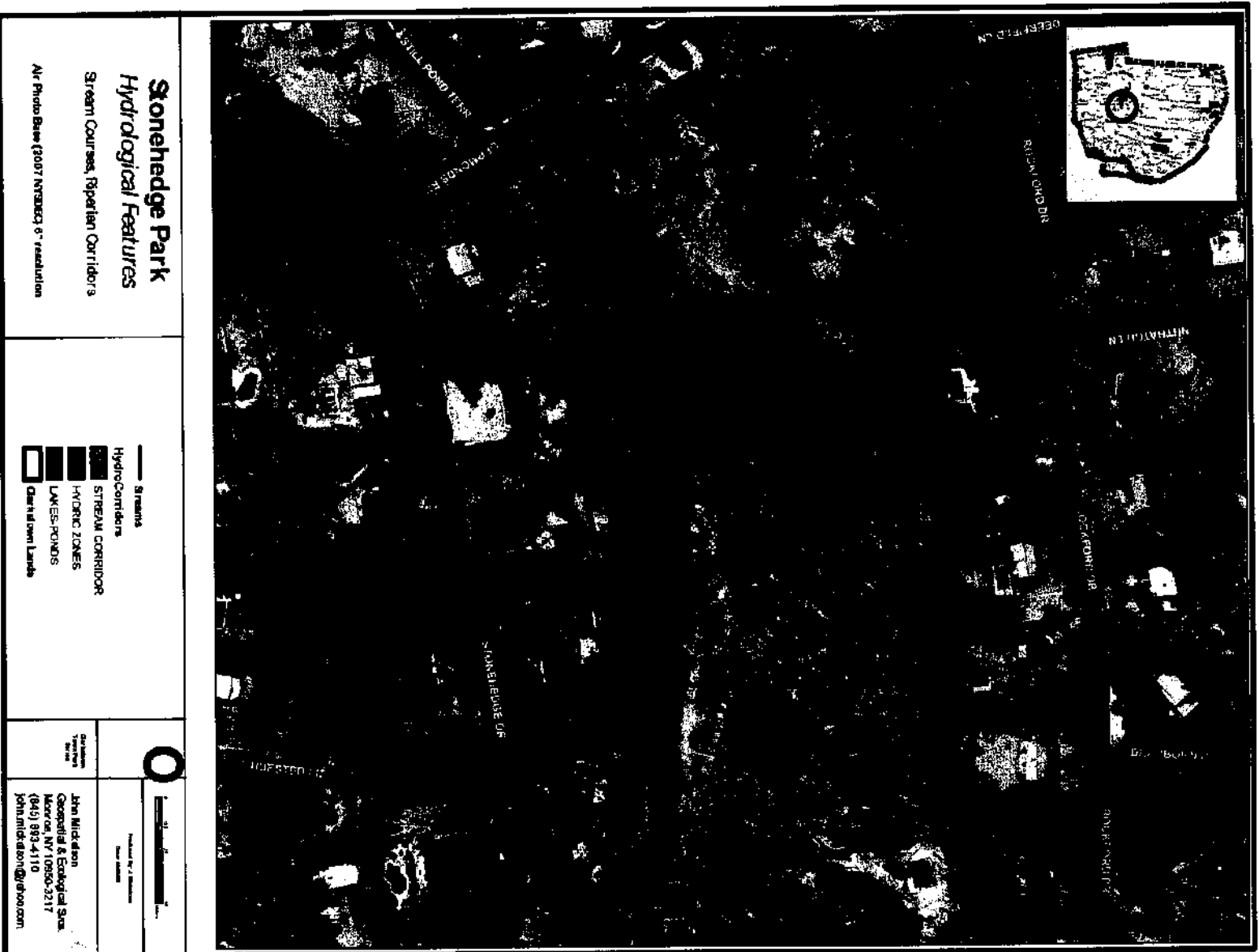
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Davenport Preserve



CURRENT \ ALTERNATE USES

No real trail systems exist and access is challenging. Potential for trail systems exist, but overall habitat quality is low and would not justify the expense. Site is valuable for riparian corridor protection and for grass and shrubland bird habitat. If the parcel could be traded or exchanged for a larger, more intact and valuable site, few important biological resources would be lost.





TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	Tennyson Park
Location	Multiple parcels, north and south of Tennyson Dr.
Size	Total Acreage: approximately 10.4 ac. (map depicts additional Clarkstown owned municipal lands)
Number of	4
Parcels:	

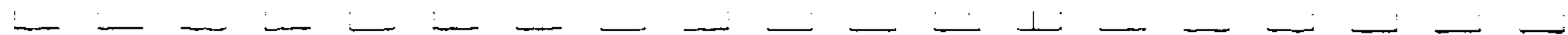
ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL

RESOURCES

Tennyson Park occupies four parcels totaling approximately 10 acres, adjacent to the Naurushaun Brook corridor. Two upper parcels contain sports fields and playgrounds, while the lower parcels contain forested riparian corridors, scrub \shrub wetlands and hardwood swamps. The town also owns municipal property both above and below the park. Abundant aquatic life and amphibians were observed and while sediment input was apparent, water quality and habitat conditions appeared to be good. Invasive plant species are wide spread. The United Water Company maintains pumping stations just north of this region as a source of town water supply. No species or habitats of special concern were encountered during field surveys.

Stresses and Threats

- Abundant invasive plant species.
- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Neighborhood trash and dumping

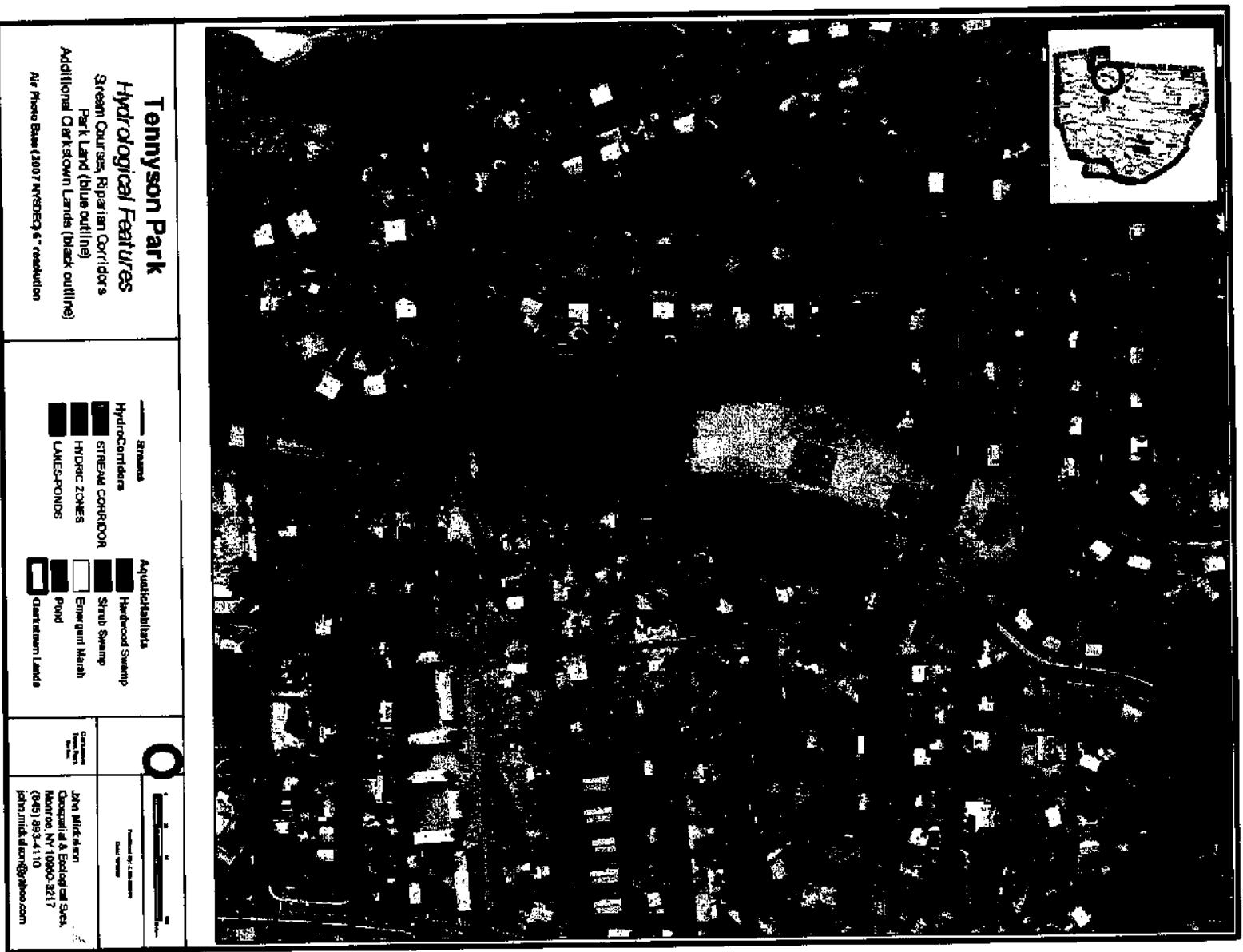


CURRENT \ ALTERNATE USES

While the upper recreational areas are open and well maintained, traversing through the lower forested wetland parcels is quite challenging. With little upland forest available, further recreational development will be limited. Water and habitat quality issues and run off should be considered carefully before considering adding impervious



surfaces to the current array of recreational fields.





TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name Twin Ponds Park

Location Massachusetts Ave. and Sedge Rd.

Size Total Acreage: approximately 25 ac.

Number of 4

Parcels:

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL

RESOURCES

The Twin Ponds Park, as the name suggests, consists of a pair of open freshwater ponds within a corridor of forested wetlands, scrub \shrub and emergent swamps. The aquatic, forested and wetland systems serve as habitats for a wide range of plant and animal species. The Twin Pond system drains into Rockland Lake, just to the northeast, which is home to several species of special concern. Rockland Lake experiences frequent episodes of eutrophication, so in addition to the habitat values this park plays, water quality concerns should also figure prominently. No species or habitats of special concern were encountered during field surveys on these sites.

Stresses and Threats

- Abundant invasive plant species.
- Urban run-off and nutrient enrichment
- Development and conversion by local homeowners of riparian vegetation zones.
- Neighborhood trash and dumping

CURRENT \ ALTERNATE USES

Current uses are limited to passive recreation around the pond margins. Due to the overwhelming footprint of wetland complexes, little additional development is realistic. Consideration of vegetated riparian and streamside buffer zones should be included in management plans and where feasible, restoration of the zones undertaken.



Twin Ponds Park

Hydrological Features

Swamps & Marshes Stream Corridors, Ponds

Air Photo Base (2007) N79DEC9 6" resolution

Summary

HydroCorr® Corridors

STREAM CORRIDOR

HYDRIC ZONES

LAKEES-PONDS

Aquatic habitats

Hardwood Swamp

Shrub Swamp

Ermergenti, Maria

Pond

Write down 10 ideas



Prepared By: A. Williams
Date: 09/09/06

Index: m7089

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name Ungava Park

Location Ungava Dr. at Susan Dr.

Size Total Acreage: approximately 5.5 ac.

Number of 2

Parcels:

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Ungava Park consists of a small, mid-successional forest block bounded by a managed lawn area. No aquatic or wetland features exist here; canopy composition is typical (red oak, sugar maple, tulip tree, black birch, sassatras). No habitats or species of special concern encountered during site visits. Small, half-acre parcel across Susan Dr. composed of partially developed, mixed hardwood forest.

Stresses and Threats

- Abundant invasive plant species.

CURRENT \ ALTERNATE USES

Apparently used by children of the neighborhood (primitive "fort" type structures were encountered) and deer (several trails found), the area does not appear to receive many

visitors. No trails exist. While the parcels occupy protected open space within a region of dwindling forest corridor cover (half-mile from soon-to-be-developed Smith Farms) it contains no remarkable biological resources itself. If large enough, could serve as site for a baseball field, with a small parking lot across the street. As is will serve as small "stepping stone" corridor patch, though small size and abundant urban edge will lower value.



Parsons, Roberts

Other Known Lands

**Published By: L. M. Williams**

Town of Clarkstown, NY – Town Parks Survey:

Davenport Preserve

***Town of Clarkstown Open Space Guidelines - Minutes of
the Planning Board Meeting of March 22, 2000***

PB



TOWN OF CLARKSTOWN
PLANNING BOARD
10 MAPLE AVENUE
NEW CITY, NEW YORK 10956-5099

(914) 639-2070
FAX: (914) 639-2071

RICHARD J. PARIS, CHAIRMAN
WILLIAM L. NEST, VICE-CHAIRMAN
RUDOLPH J. YACYSHYN
HAROLD J. SCHWEITZER
JOHN J. CAIN
GILBERT J. HEIM, JR.
NORMA G. TULLO

April 13, 2000

Owner and/or Attorney
Engineer
✓ Town Attorney
✓ Town Clerk
✓ Building Dept.
✓ Environmental Control
Traffic
& Traffic Fire Safety

R.C. Dept. of Planning
R.C. Dept. of Highways
Orange & Rockland Utilities
Architecture & Landscape Commission
Highway Dept.
N.Y.S.D.O.T.

✓ TOWN BOARD
Zoning Board of Appeals

ATTACHED ARE MINUTES OF THE PLANNING BOARD MEETING OF March 22, 2000.

JOINT MEETING PLANNING BOARD AND AD HOC COMMITTEE

Robert Geneslaw, Planning Consultant, advised that the Town Board has a public hearing scheduled for next week on the Town of Clarkstown Open Space Guidelines, and are looking for specific recommendations from the Planning Board and the Ad-Hoc Comm. by April 18, 2000. The Board reviewed the draft copy, and after some discussion made the following recommendation:

MOTION BY YACYSHYN, SECOND OF NEST, WITH ALL AYES TO UNANIMOUSLY APPROVE THE TOWN OF CLARKSTOWN DRAFT OPEN SPACE GUIDELINES DATED 2/29/00 AS FOLLOWS:

TOWN OF CLARKSTOWN OPEN SPACE GUIDELINES AS ADOPTED BY THE PLANNING BOARD AND AD-HOC COMMITTEE MARCH 22, 2000

In preserving open space, it shall be the Town of Clarkstown policy to protect land and water that:

- Connects other open spaces
- Safeguards environmentally sensitive resources
- Saves farms
- Protects historic and cultural places
- Can be obtained through redevelopment
- Provides for recreation
- Limits sprawl
- Maintains or improves all rivers and streams in the Town of Clarkstown
- Conserves its watersheds
- Protects hilltops

-continued-

**JOINT PLANNING BOARD & AD HOC COMMITTEE
MARCH 22, 2000
PAGE 2**

1. Connecting Open Spaces

The Town of Clarkstown will continue to protect open space to form a connected system of parklands or greenways in the tradition of Rockland's major parks, parkways and regional railway system.

Preference will be given to:

- A. Land or water which connects protected open space (state, county or local parks, parkways, nature preserves, cemeteries)
- B. Land that allows for foot and bicycle travel
- C. Bodies of water that allow boating
- D. Abandoned railroad rights-of-way
- E. Scenic roads
- F. Existing and proposed trails
- G. Roads that are designated scenic and historic

2. Environmentally Sensitive Resources

It shall be the policy of the Town of Clarkstown to protect and preserve properties that have special natural, scenic or environmental significance.

Preference will be given to:

- A. Steep slopes
- B. Wetlands
- C. Ridgelines
- D. Viewsheds, especially those visible from long distances, such as those seen along the Palisades Interstate Parkway; and from the Hudson River
- E. Land and water with potential for restoring wetland and other environmentally sensitive areas that have been altered or adversely affected
- F. Mature woodlands
- G. Land or water that provides special habitat for plants, fish or wildlife
- H. Land or water that provides habitat corridors
- I. Properties which can be restored or modified to provide biodiversity or other environmental benefits.

3. Farms

It shall be the policy of the Town of Clarkstown to protect and encourage the opportunity to farm.

Preference will be given to:

- A. Farms, crop fields, orchards, retail stands, timber forest, or horse farms
- B. Fallow agricultural lands or orchards.

(continued)

4. Historic and Cultural Places

It shall be the policy of the Town of Clarkstown to protect or preserve historically or culturally significant properties.

Preference will be given to:

- A. Historically significant properties which are endangered.
- B. Properties listed on or nominated to the New York State or National Registers of Historic Places or on the County Inventory of Historic Places.
- C. Properties with cultural features such as museums, art galleries, archeological sites.
- D. Properties with industrial historic significance, such as mill sites, furnaces, waterfront structures.
- E. Stone walls
- F. Bridges

5. Open Space Through Redevelopment

It shall be the policy of the Town of Clarkstown to encourage the provision of open space as part of redevelopment.

Preference will be given to:

- A. Properties located within densely populated neighborhoods
- B. Properties which have the potential to provide community parks and greenway paths
- C. Properties which eliminate no longer viable strip malls
- D. Properties which will provide parks

6. Recreation

It shall be the Town of Clarkstown policy to promote opportunities for recreation compatible with the existing natural resources.

Preference will be given to:

- A. Properties that provide unique recreation or other benefits not available or accessible elsewhere in the Town.
- B. Properties that protect or connect trailways and greenways.
- C. Properties that provide unique recreational facilities.
- D. Properties that can be developed as neighborhood parks.

7. Rivers and Streams

It shall be the Town of Clarkstown policy to protect rivers and streams, including their banks and floodplains.

**JOINT MEETING PLANNING BOARD & AD HOC COMMITTEE
MARCH 22, 2000
PAGE 4**

Preference will be given to:

- A. Properties within the 100-year floodplain of rivers and streams
- B. Properties adjacent to the water bodies identified as stressed, threatened, impaired, or precluded on the New York State Department of Environmental Conservation Priority Water Body List
- C. Properties adjacent to Class A or Class B* rivers or streams, or rivers and streams which support fish
- D. Riparian buffers* along stream or river corridors
- E. Properties that surround or adjoin springs or intermittent streams

8. Watershed

It shall be the policy of the Town of Clarkstown to protect its watersheds*

Preference will be given to:

- A. Properties which protect water quality including groundwater recharge areas and aquifers*
- B. Properties along shorelines or reservoirs
- C. Wetlands, floodplains and riparian buffers*
- D. Properties that contain springs

Chairman Paris thanked Mr. Geneslaw for the good job.

OPEN SPACE DISCUSSION WITH PROPERTIES TO BE IDENTIFIED TO BE SENT TO THE TOWN BOARD FOR THEIR APRIL 18TH MEETING

The following were recommended: The whole of the South Mountain area, New City; Davies Lake Orchards and Farm, New City; Lake DeForest Business Center, New City; Lands of Hess, Valley Cottage; Mountain View Ave. ridge line, Valley Cottage; Tilcon Quarry, Valley Cottage; Green Road area, extension of Tramquill, Valley Cottage; Pascack Road Horse Farm (Bonneville Property, Nanuet; Wyeth Ayerst behind St Agatha's, Nanuet; Dellwood Country Club, New City; Smith Farm, New City; Cropsey Farm, New City; Stone wall to be preserved on the N. & S. side Convent Road, Nanuet; Apfelbaum property E. & W. side N. Main Street (Buckley Farm), New City; At the end of Fisher Ave. and Prospect and upper portion at end of Babcock, along the railroad and west of the commuter parking lot; railroad property not in use about a half mile long that runs from Church Road in Nanuet, south to the Orangetown line; isolated parcels in and near hamlet centers, namely property across from the Post Office in West Nyack; St. Agatha's property off Convent Road.

It was concluded that the locations would be mapped first for the members' review, since they may want to include additional locations before sending the list to the Town Board.

-continued-

***Priority Recommendations of the Clarkstown Open Space
Citizen's Advisory Committee – June 22, 2001***

P.B. FILE

**Priority Recommendations of the
Clarkstown Open Space Citizen's Advisory Committee**

June 22, 2001

To be Presented to the Town Board



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To the Members of the Clarkstown Town Board:

Attached please find the recommendations of the Clarkstown Open Space Citizen's Advisory Committee. These recommendations are based on assessments of the nominated properties listed in the Draft Document of 10/02/00. Please note that the recommended parcels are not listed in any specific order, but rather they are simply grouped by hamlet.

In the spirit of openness and accountability, the Committee feels that it is important for the Town Board and the public to understand the process by which these properties were chosen. The Committee decided that due to the large number of nominated properties, 1) the "Quarry" and Water Company properties would be assessed separately and 2) all of the remaining properties on the list would be assessed. To make this process manageable and to best utilize the local expertise of the committee members, a subcommittee was formed to assess the properties in each Hamlet or Village. In some cases two or more subcommittees were combined. The following recommendations are based on the reports of the individual subcommittees, with comments from the entire committee. The original assessment forms and subcommittee reports are available for review.

While it was reported to the committee that some of the properties on the list are currently unavailable for purchase, the Committee determined that it was not in their mandate to eliminate any of the properties on the list. Where a property owner has indicated that they do not wish to participate in the open space initiative, it has been indicated on that property's assessment report with a footnote to that effect. The Committee dedicated itself to making recommendations based on the qualities of the properties and their impact on the greater good of Clarkstown.

No subcommittee was formed to assess the properties surrounding Lake DeForest, but the recent increase in destructive clearing on property edging the reservoir has made Town protection of these properties critical and the committee recommends that the Town begin negotiations to that end.

This committee is adjourning sine die, until such time as we are asked to reconvene.

Clarkstown Open Space Citizen's Advisory Committee Members:

<u>Member Name</u>	<u>Subcommittee</u>
Catherine Nowicki, Chair	Nanuet, Spring Valley
Martin Bernstein	New City
Cora Bodkin	New City
Mark Brecher	West Nyack
James Comer	Nanuet, Spring Valley
Edwin Day	Nanuet, Spring Valley
Nicole Doliner	New City
Joanna Galdone	New City
Joseph Holland	New City
Robert Jackson	Nanuet
Harold Lindland	New City
Mary Loeffler	New City
John Maraia	New City
Karl Muller	West Nyack
Grace Murray	New City
George Nugent	Rockland Lake, Upper Nyack, Valley Cottage
Gerald O'Rourke	Congers
Dale Robinson	New City
John Scurti	Congers
Karen Tarapata	Central Nyack, Upper Nyack, Rockland Lake, Valley Cottage
Arleen Whittaker	Bardonia

Consultants:

Robert Geneslaw, AICP, Clarkstown Planning Consultant
Paul Scofield, Clarkstown Deputy Town Attorney
Nancy Vlahos, Robert Geneslaw Co.

Secretary:

Mary Ann Hackett

Town Board Members:

Charles E. Holbrook, Supervisor
John Maloney
Ann Marie Smith
Ralph Mandia
Shirley Lasker

Bardonia subcommittee

Tax Lot(s): 58.11-3-1*

Owner: Nanuet Fire Engine Company #1
Zoning: R-15
Size: 1 Acre

This property is the northern portion of an L-shaped acre in R-15 zoning. The northern corner is occupied by a 30' x 50' block building, formerly used for public assembly by the Bardonia Men's Club, one of Clarkstown's first civic associations.

Attributes:

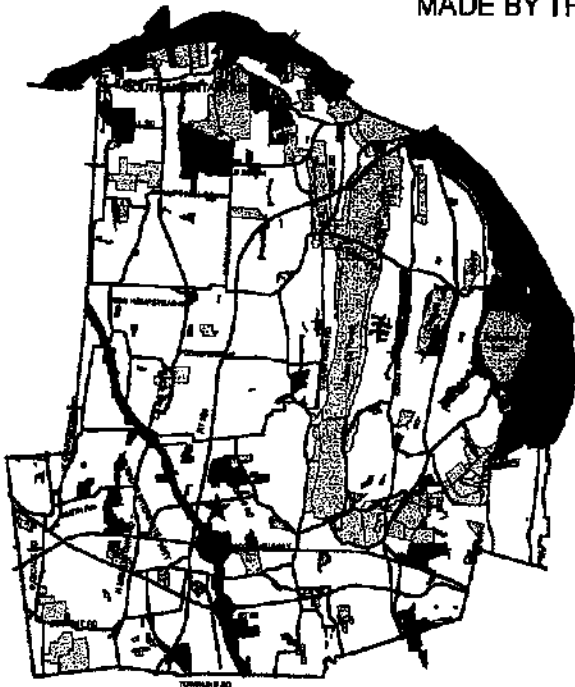
- Nominated by the public
- Its current use is a burden to the neighborhood. The parcel was poorly planned. The club building is aging and impractical because there is no off-street parking.
- The building is not well kept and its current use is archaic to the current neighborhood.
- Purchase will provide screening to surrounding residences not adequately protected in the substations/Men's Club Site Plan.
- Protection will create a neighborhood park of low maintenance and low liability
- Has potential as a site for a memorial to the original Bardonia Men's Club and its civic-minded founders; Bardonia, its Elementary School, its veterans and firefighters.
- Requires minimal cost for demolition and park-site development

Drawbacks:

- Property may be encumbered by long-term lease to the Bardonia Men's Club

*Owner wrote to the Town on 10/19/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Nanuet Fire Engine Co #1 Parcel 58.11-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/19/00.

Central Nyack Subcommittee

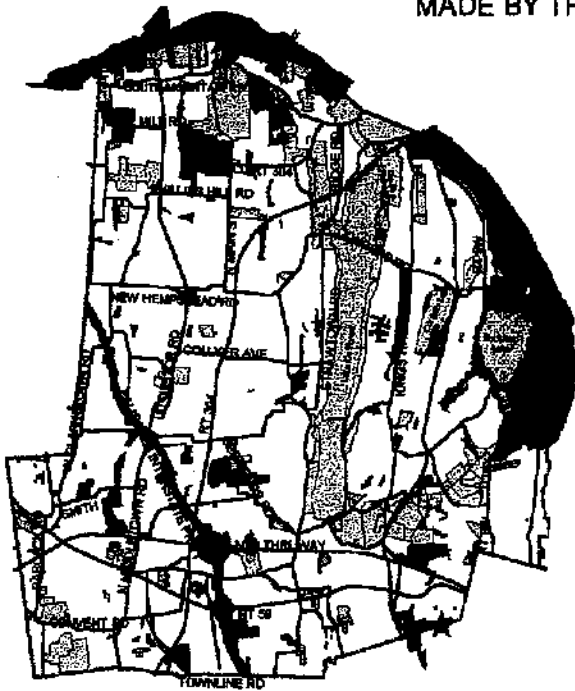
Tax Lot(s): 65.11-3-46
Owner: Blake, Mary Bradley
Zoning: R-22
Size: 9.6 Acres

Attributes:

- This parcel is part of a much larger project that will connect open space and parkland belonging to PIP, Orangetown, Clarkstown and the County.
- It is adjacent to the 25-acre piece just linked to Schuyler Park with a state grant
- Connects the Long Path in Clarkstown with Buttermilk Falls and PIP land.
- Shows Clarkstown's commitment to this broad-based effort
- Excellent candidate for a State grant
- County Budget and Finance Committee has recommended purchase of adjoining land from Blake family and Nyack School District to protect the Long Path.

Drawbacks:

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Mary Blake Bradley

Parcel 65.11-3-46



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: 35.18-1-4*

Owner: Davies, Niles M JR and Janet M

Zoning: R-22/M

Size: 79.5 Acres

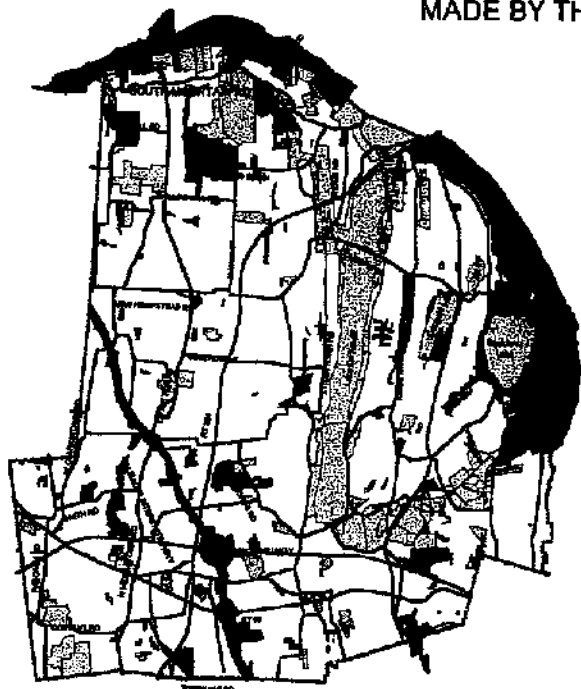
Attributes:

- Large size parcel
- Central location
- Easy Access
- Outstanding view of Lake DeForest
- High recreation potential (9-hole golf course)
- Historic and cultural aspects
- Low maintenance cost
- Very high potential for development, should owner sell

Drawbacks:

*Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/31/00 of the same. While this is the most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time. Subcommittee suggests an offer to purchase development rights.

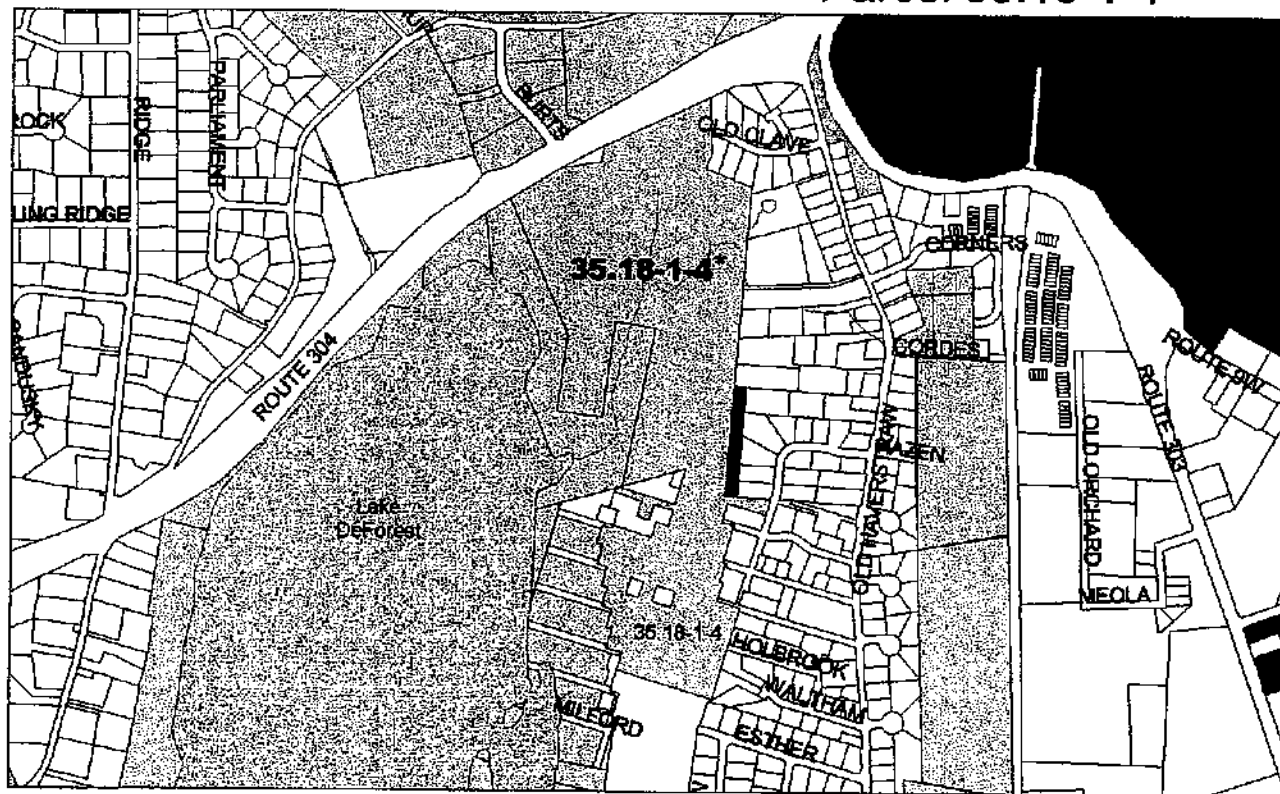
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Niles and Janet Davies

Parcel 35.18-1-4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: 45.13-1-1*

Owner: Davies, Niles Jr. and Diehl Sylvia D

Zoning: R-40

Size: 6.9 Acres

Attributes:

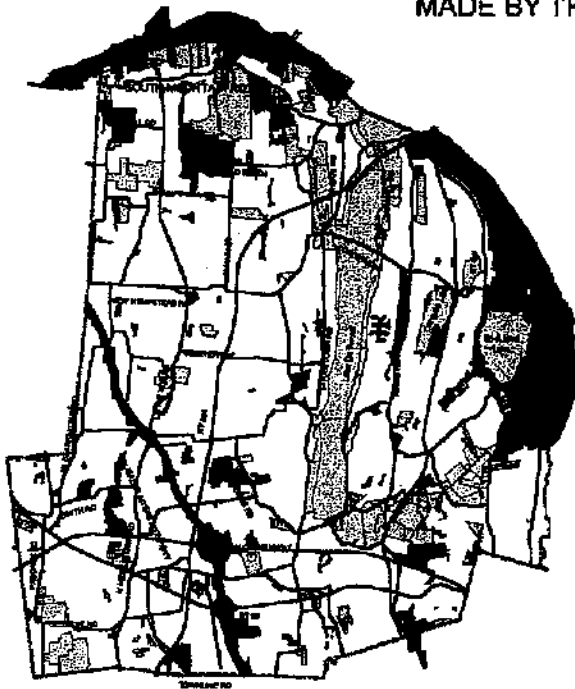
- This property, the current Davies Home, Farm and Cider Mill is adjacent to Rockland Lake State Park
- Historic home on property – may be listed on historic register
- Working Farm
- Educational potential
- Easy access from Route 9W and Rockland Lake State Park

Drawbacks:

Owner plans to maintain property as working farm beyond their lifetime.

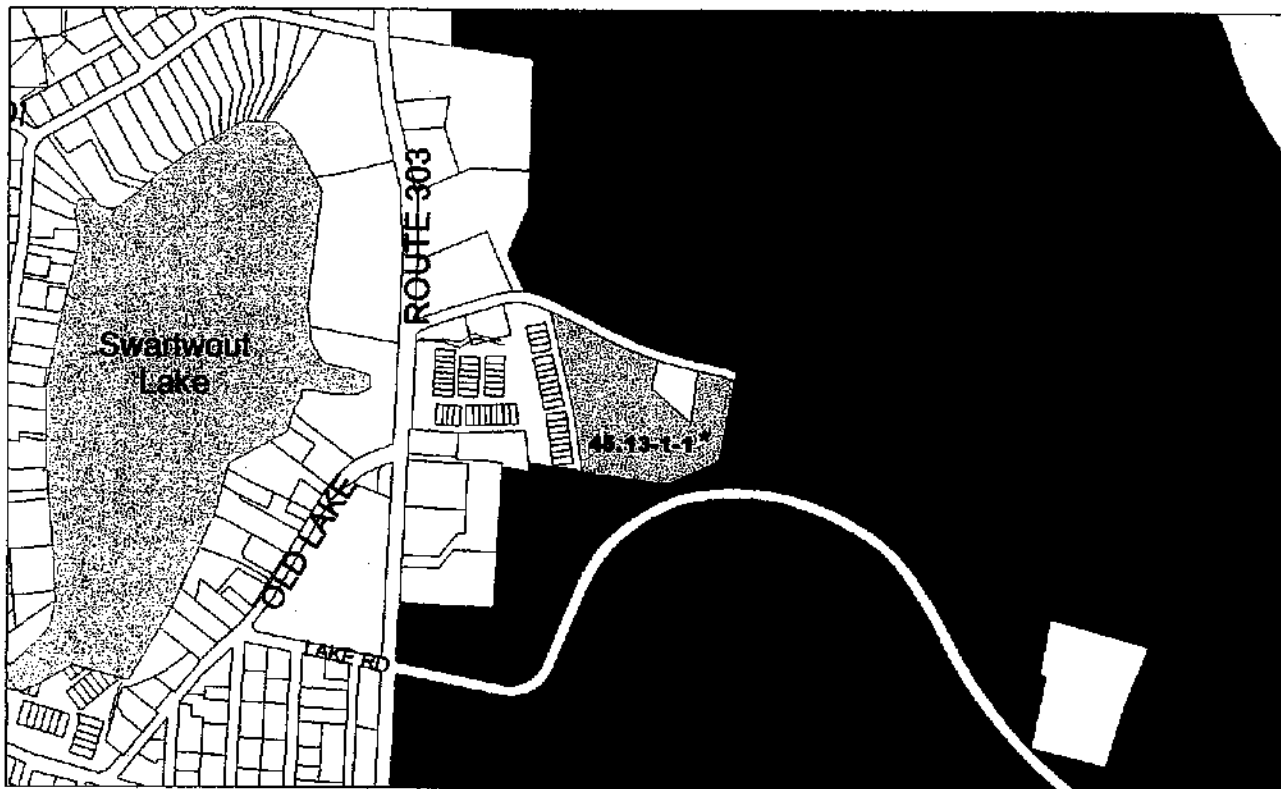
*Owner personally appeared at Town Board to request property be removed from consideration, followed by written request on 10/31/00 of the same. While this is the second most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time.

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Niles Davies Jr. and Sylvia Diehl Parcel 45.13-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Congers subcommittee

Tax Lot(s):	35.15-1-32*	35.15-1-54
	35.15-1-34*	35.19-2-2
	35.15-1-37*	44.7-2-9
		44.7-2-17

Owner(s): Various
Zoning: Various
Size: 50 +/- Acres

Attributes:

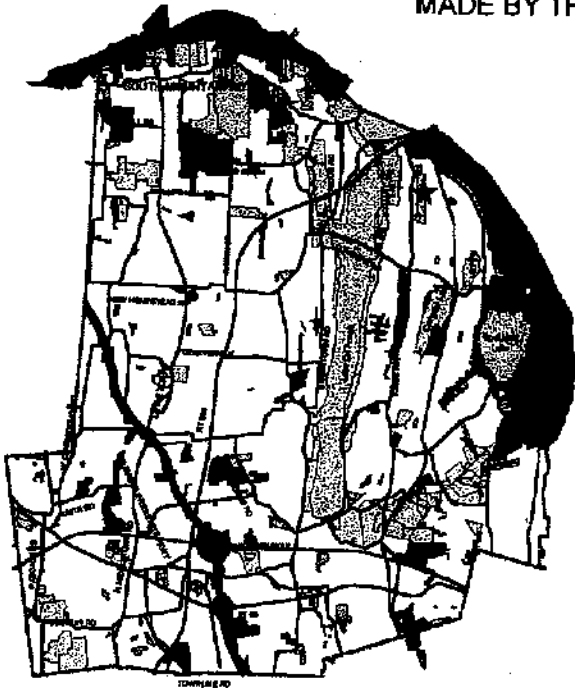
- Nominated by a combination of the CDEC, Planning Board, and the Ad Hoc Committee
- Large parcel made up of several properties - collectively 50 acres +/- of former celery farm.
- Could provide Northern Congers with open space for bike and walking/running paths
- Rockland County owns 14.6 acres (Lot 35.1.9.2-2) through tax foreclosure
- Owner of Lot 44.7-2-9 stated that they would entertain an offer from the Town
- Contains Federal wetlands and NYS wetlands









Drawbacks:

- Limited access to residents
- Cost of development as park (paths on wetlands, for example)
- Some properties may contain terrain which precludes development and therefore do not warrant purchase.

*Owner of lots 35.15-1-32, 35.15.1-34 and 35.15.1-37 wrote to the Town on 12/7/01 requesting that these parcels be removed from consideration. The subcommittee recommends that Town Board honor the owners' wishes and not pursue purchase at this time.

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
 Nominated Parcels
 Lakes and Ponds
 Parcel Boundaries
 Clarkstown Boundary
 Major Roads
 Rivers and Streams
 = Approximate Parcel Location

Congers Properties ("celery farm")

35.15-1-32

35.15-1-34

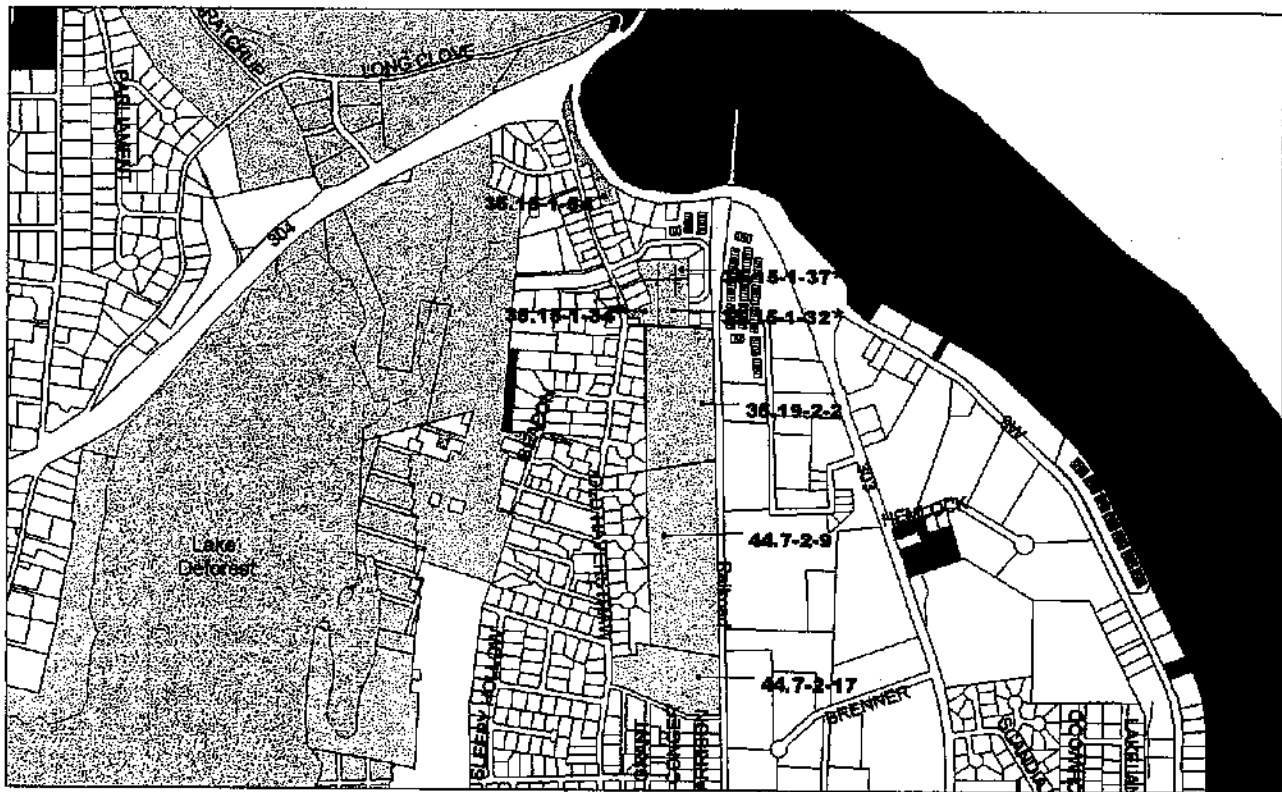
35.15-1-37

35.15-1-54

35.19-2-2

44.7-2-9

44.7-2-17



*Owner submitted a written request to the Town that these parcels be removed from consideration on 12/7/01.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

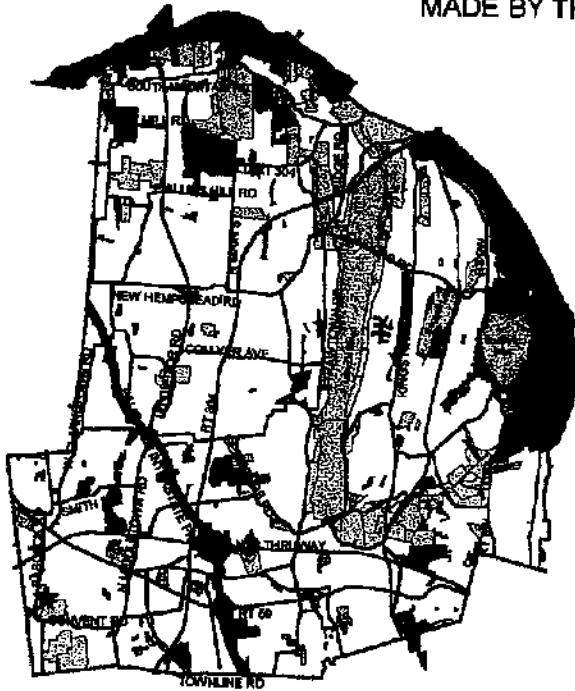
Tax Lot(s): 63.11-2-2
Owner: Bonnabel, Henry
Zoning: R-15
Size: 10.5 Acres

Attributes:

- This piece of property has been recommended by every organization that has had input into the committee (PB/AH/PUBLIC/CDEC/CP)
- 30 houses could be built on the parcel, negatively affecting the Nanuet school district
- Land backs on Pascack Creek and has much wetland
- Fox, deer, blue heron, wild turkeys all sighted recently
- Fish in creek
- This property is contiguous to open space to the south – St. Agatha's wetland, which cannot be developed
- Currently used as a horse farm, with stables on site; present occupant may be willing to continue the operation
- Grant money may be available for therapeutic treatments in equestrian activities.

Drawbacks:

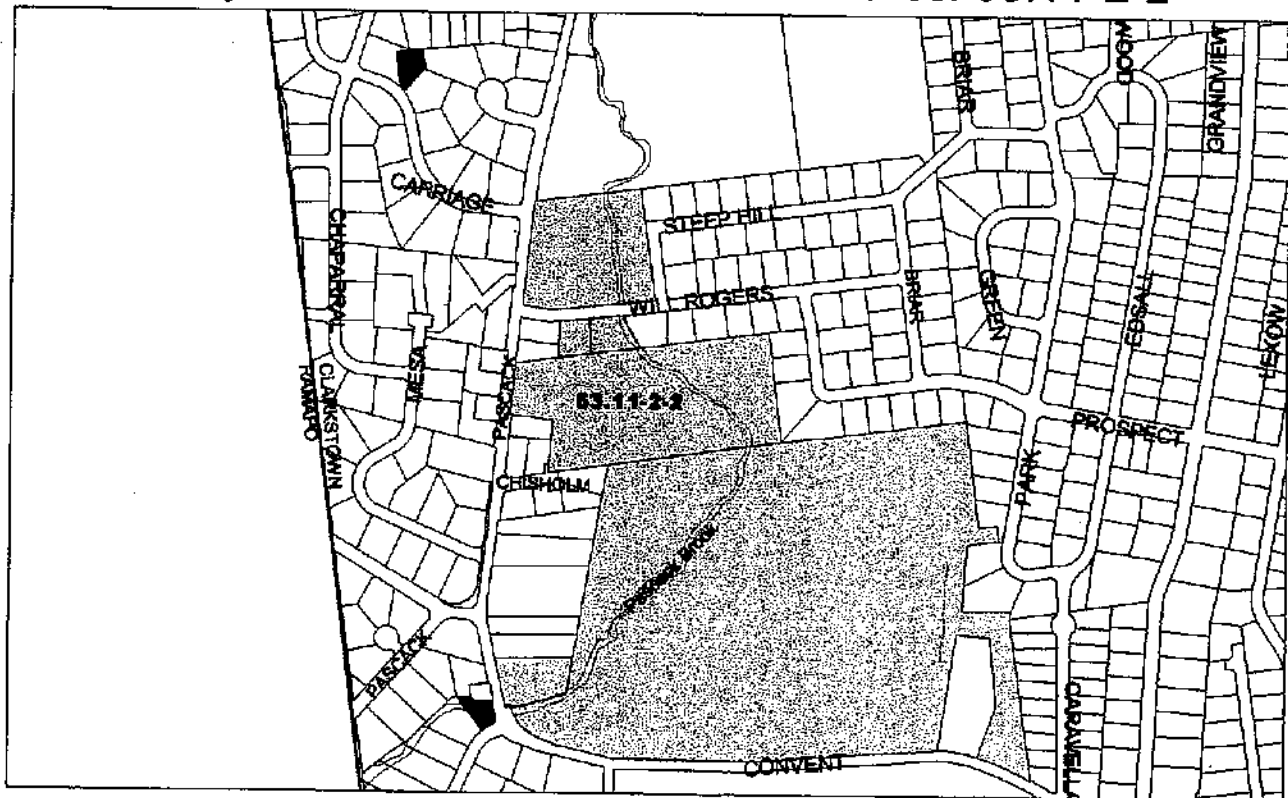
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Henry Bonnabel

Parcel 63.11-2-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 63.15-1-43*
63.15-1-44*

Owner: American Cyanamid (Lederle)
Zoning: R-22
Size: 53 Acres

Attributes:

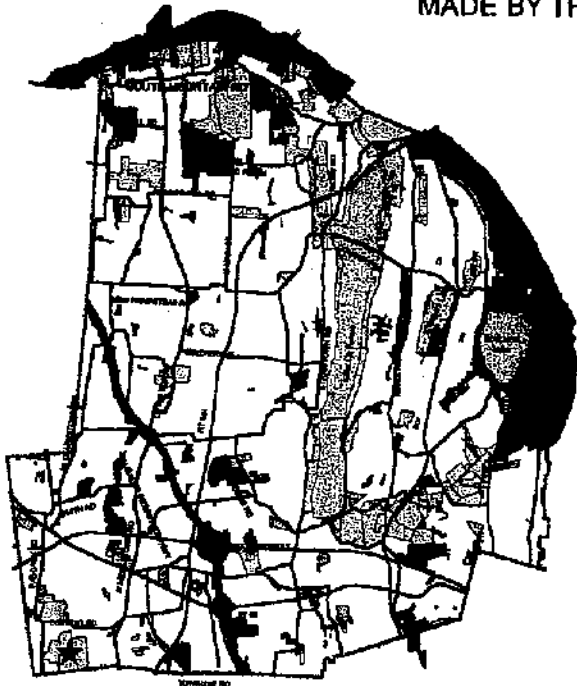
- The Planning Board, the Ad Hoc Committee and the Public nominated this large parcel.
- Approximately 30 houses could be built on the parcel, negatively affecting the school district and traffic on narrow Convent Road
- Land is part of main Wyeth complex (to the south and east) and is bordered by Duryea, St Agatha's and Convent Road
- Wooded area provided natural habitat for animals driven out of contiguous neighborhoods and former nesting areas
- Contains mature trees, turkeys, fox
- Watercourse cuts through entire property, north to south
- Currently vacant land
- Parts of property good for community recreation – walking, bird watching
- No other recreational/park facilities available in that area of Nanuet

Drawbacks:

*Owner wrote to the Town on 11/2/00 requesting that these parcels be removed from consideration.

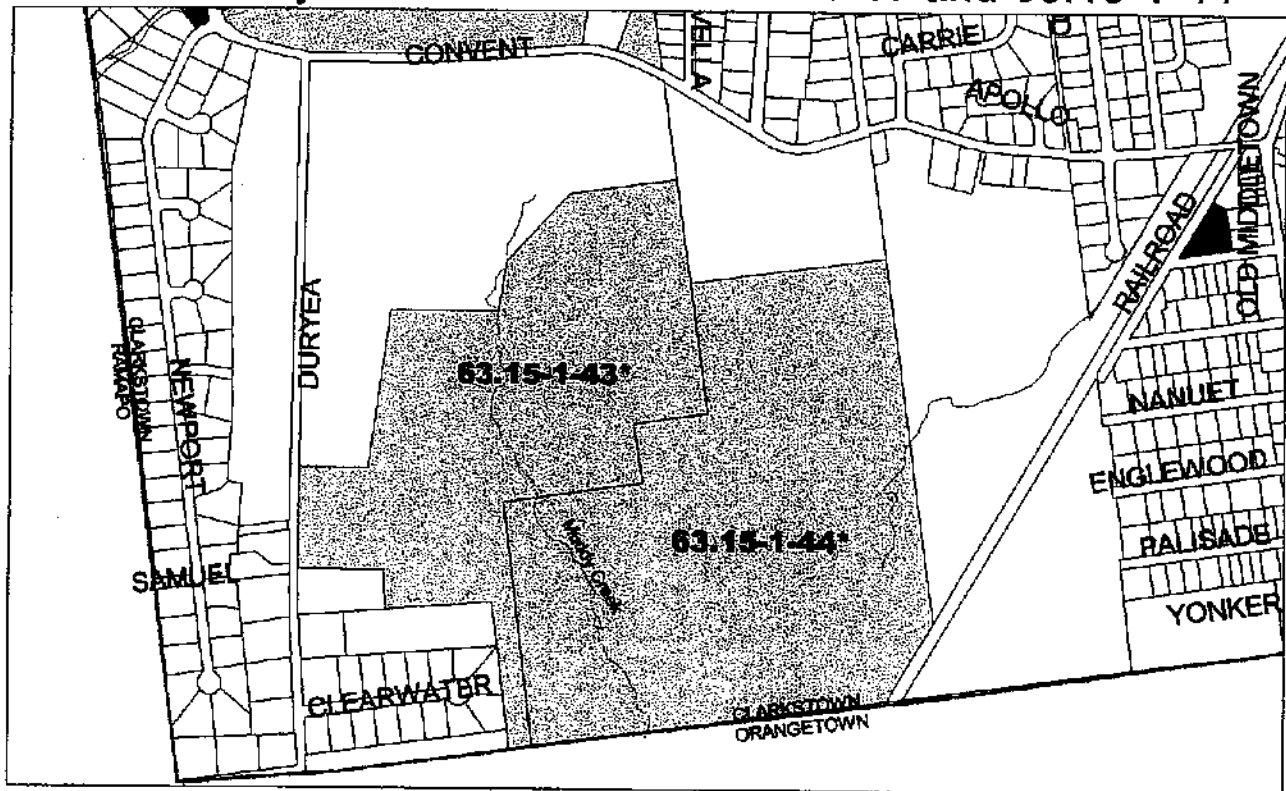
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

American Cyanamid Parcels 63.15-1-43 and 63.15-1-44



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/2/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 63.11-2-13* (North side of Convent Road)

Owner: St. Agatha's

Zoning: R-15

Size: 48.8 Acres

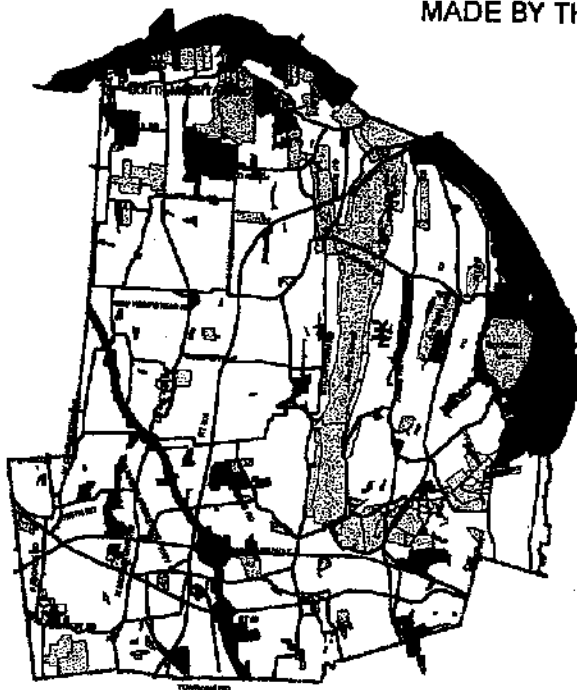
Attributes:

- This large parcel was nominated by the Comprehensive Plan Committee
- Continues green space from Bonnabel along the Pascack
- A site plan and special permit applications have been filed with the Town for senior citizen housing on the southeasterly portion of this property
- Drastic, devastating change on schools and roads if developed residentially, with unacceptable density
- Cleared land ready for development now
- Strongly urge purchase of this piece to prevent sprawl

Drawbacks:

*Owner wrote to the Town on 10/26/00 requesting that this parcel be removed from consideration.

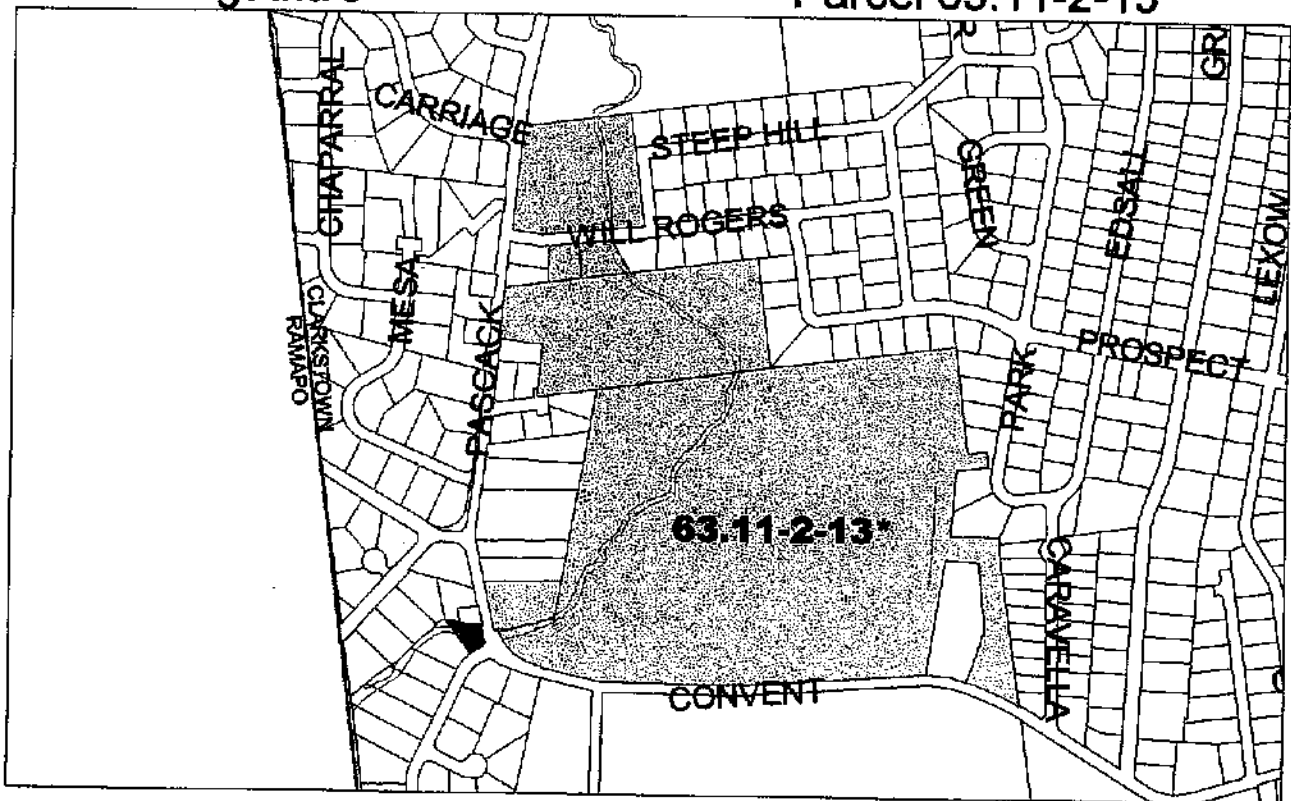
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

St. Agatha's

Parcel 63.11-2-13



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.20-1-49*

Owner: New Plan Realty Trust

Zoning: RS

Size: 22 Acres (small area along stream nominated for protection)

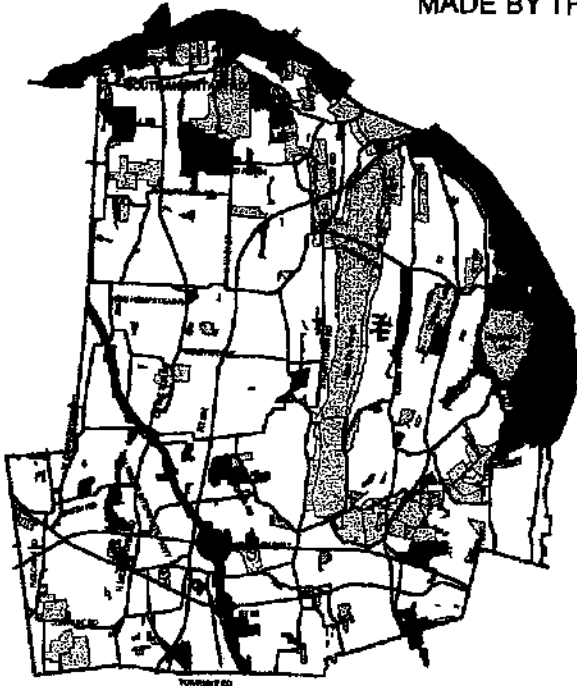
Attributes:









- Nominated by CDEC and at least one property owner
- This property lies behind Rockland Plaza by Naurashaun Creek
- Contains a Federal wetland and NYS wetland
- Area along stream to rear of shopping center should be protected to reduce or eliminate flooding.

Drawbacks:

*Owner wrote to the Town on 11/10/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

New Plan Realty Trust

Parcel 57.20-1-49



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/10/00.

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.14-3-2

Owner: DeStaso Enterprises (Hyenga Lake)

Zoning: MF-2

Size: 12.7 Acres

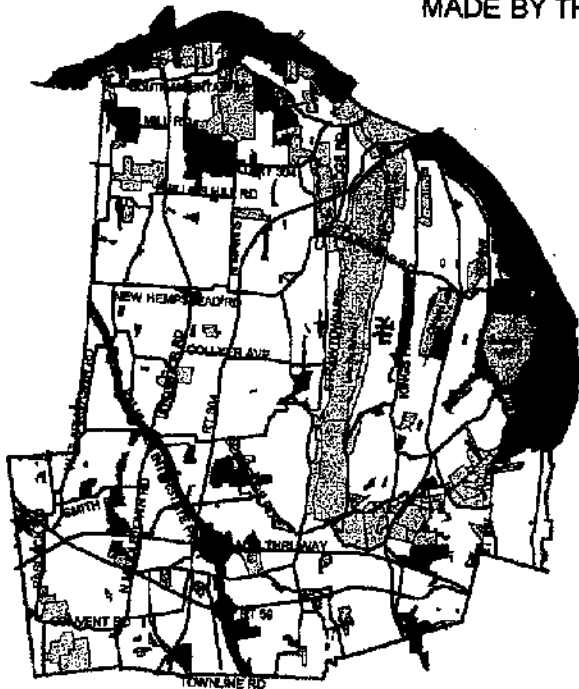
Attributes:









- Nominated by the public
- Multi-family units could be built, affecting sprawl, density and traffic
- Land in between Rte.59 and Pipetown Hill Road
- Contains a stream, a Federal wetland and a waterfall
- Old stone walls that may be historic
- Current use : low cost bungalow rentals

Drawbacks:

- Area would need clean up, then it could be left in natural state
- Dam should be rebuilt for safety, runoff and erosion control

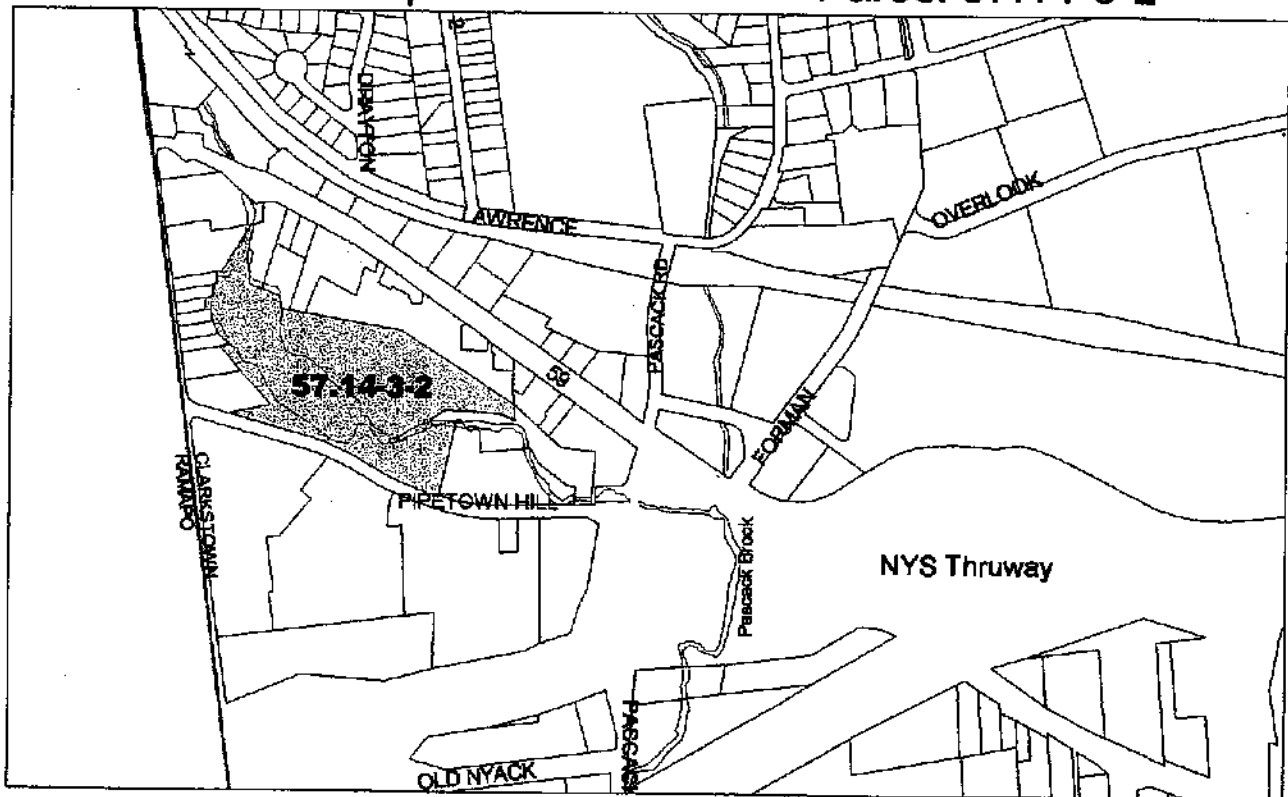
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

DeStaso Enterprises

Parcel 57.14-3-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 64.13-2-57
64.13-2-49

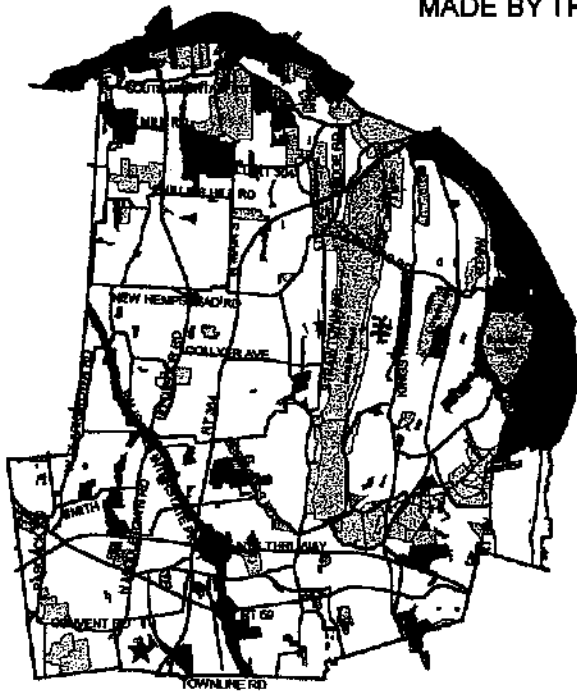
Owner: Schmidt, Arthur Jr. and Alice
Zoning: R-15
Size: 7.2 Acres (2.8 and 4.4)









Attributes:

- These two properties were nominated by the CDEC
- They could be the site of up to 20 homes, if a road were built to connect with Highview or May Place
- They are the last refuge for small wildlife driven off by development
- Contain mature trees
- 2-57 has a stream which feeds into Naurashaun Creek
- Surrounded by development

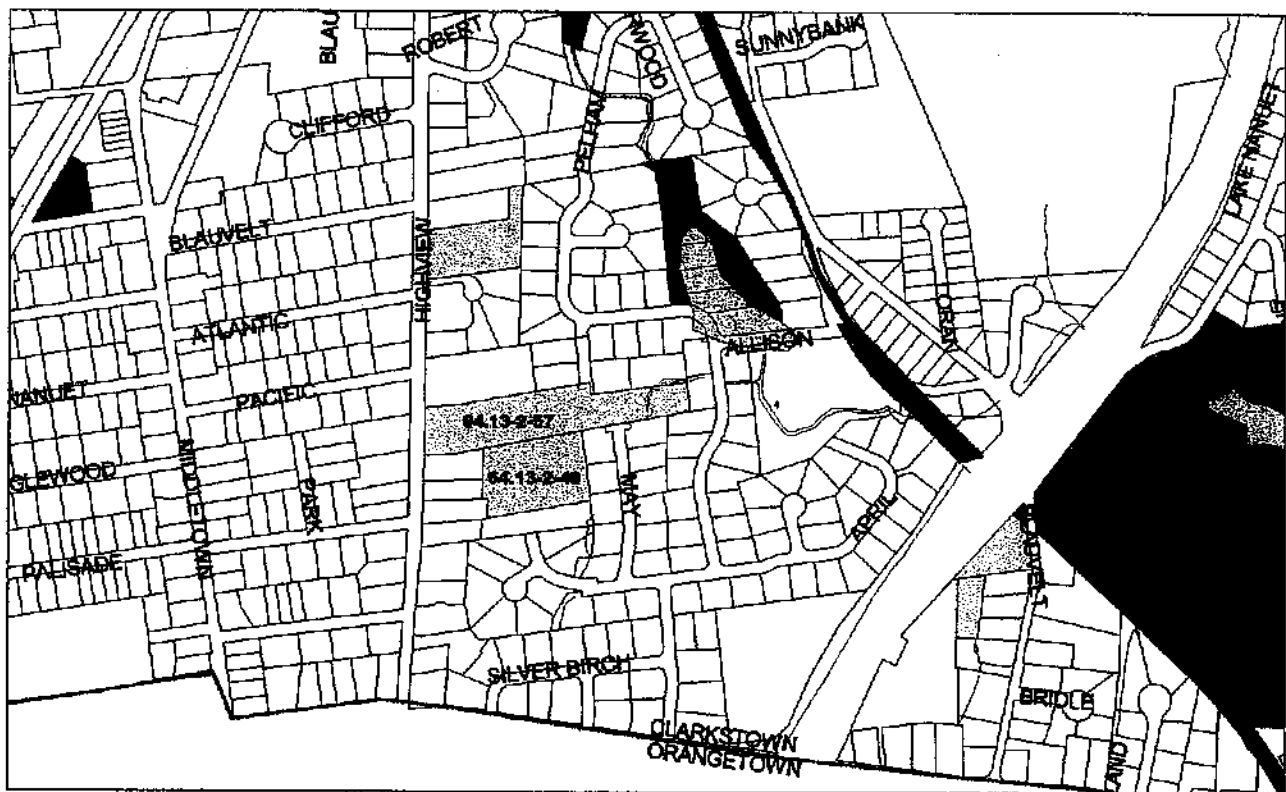
Drawbacks:

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

Arthur & Alice Schmidt Parcels 64.13-2-49 and 64.13-2-57



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Overview

This subcommittee has considered all the parcels nominated in New City. It is our view that each parcel is important and worthy of protection by the Town as open space. The nominated parcels include a wide range of size and terrain and varying degrees of protection. Some parcels might ultimately be protected by easements with property owners or by other means, as well as the County's open space program. The following parcels have been chosen for immediate purchase, due to their size, potential for development and/or the greater good for the environment and all residents of Clarkstown – (people, plants and animals).

New City subcommittee

Tax Lot(s): 51.10-3-1; 51.9-1-49; 51.9-1-50*

Owner: Cropsey Farm; Cropsey Farm; Davies Farm, Inc.

Zoning: R-15; R-22; R-22

Size: 24.0; 9.7; 17.6 Acres

Overview

Cropsey Farm is a unique Clarkstown resource. Rockland County has expressed interest in acquiring Cropsey Farm and is in negotiations with owners. Subcommittee suggests that Clarkstown open space funds be used to supplement the County's offer.

Attributes: 51.10-3-1

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zoned R-15 (1/3 acre) – potential for 50 house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Stream supports fish, frogs, salamanders, etc.
- Property contains 18th Century sandstone house and rare type of barn
- Historic house and stone walls
- Willing seller
- Would provide passive park in area where no neighborhood park currently exists
- Owner in negotiation with County for purchase; Town could participate

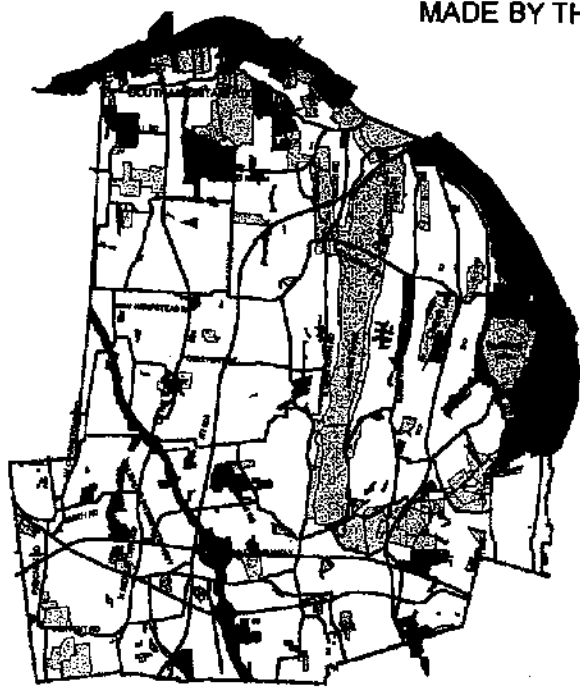
Attributes 51.9-1-49









- This property was nominated by the public
- The parcel is contiguous to Davies Farm piece below
- Zoned R-22, it could be subdivided into +/-14 house lots.
- Property include portion of Demarest Kill, which feeds into the Hackensack River
- Contains active greenhouses and a garden center
- Willing seller is ready to subdivide
- School Superintendent Heebink has expressed interest in its educational potential
- Would provide passive park in area where no neighborhood park currently exists

Attributes: 51.9-1-50

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zone R-22 (1/2 acre) – potential for 30+ house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Application pending for development of 304 units for independent congregate living and assisted living. Public opposes development as out of character with neighborhood
- Site of former Davies Lake. Nearby homeowners retain "lake rights" in deeds.
- Use as passive park would be in keeping with former recreational use
- *Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
 Nominated Parcels
 Lakes and Ponds
 Parcel Boundaries
 Clarkstown Boundary
 Major Roads
 Rivers and Streams
 = Approximate Parcel Location

Cropsey Farm, Davies Farm Parcels 51.10-3-1, 51.9-1-49, 51.9-1-50



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

New City subcommittee

Tax Lot(s): 34.10-1-50* and 34.11-1-1*

Owner: Dellwood

Zoning: R-160

Size: 52.6; 166.5 Acres

Attributes:

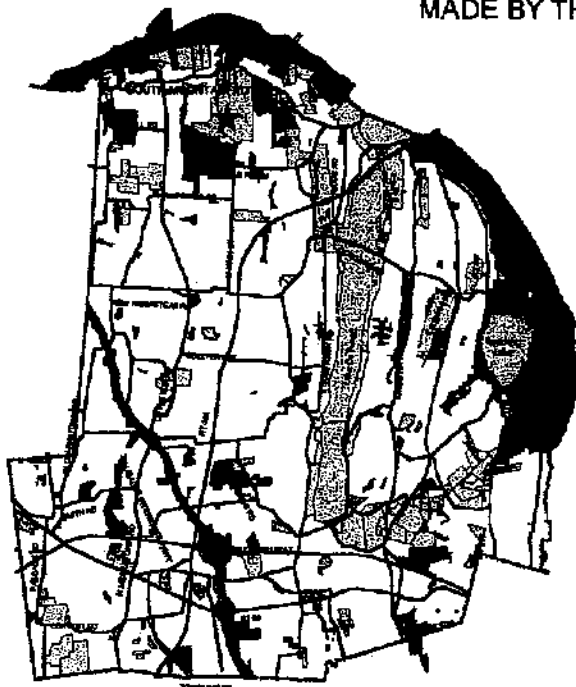
- This is a country club with a golf course, tennis courts, catering, and clubhouse.
- Nominated by the Planning Board, Ad Hoc Committee and the public. The 166.5 acre parcel also nominated by the CDEC
- Zoned R-160. High development potential when current lease expires.
- Part of historic Zukor estate, site of silent movie making
- Contains irreplaceable mature trees and shrubs
- Contains magnificent old stone buildings and a catering hall.
- Could not be built today. Purchase agreement could be designed to allow some Clarkstown resident use until current lease expires

Drawbacks:

- Land under lease for an additional 16 years

*Owner wrote to the Town on 10/24/00 requesting that these parcels be removed from consideration.

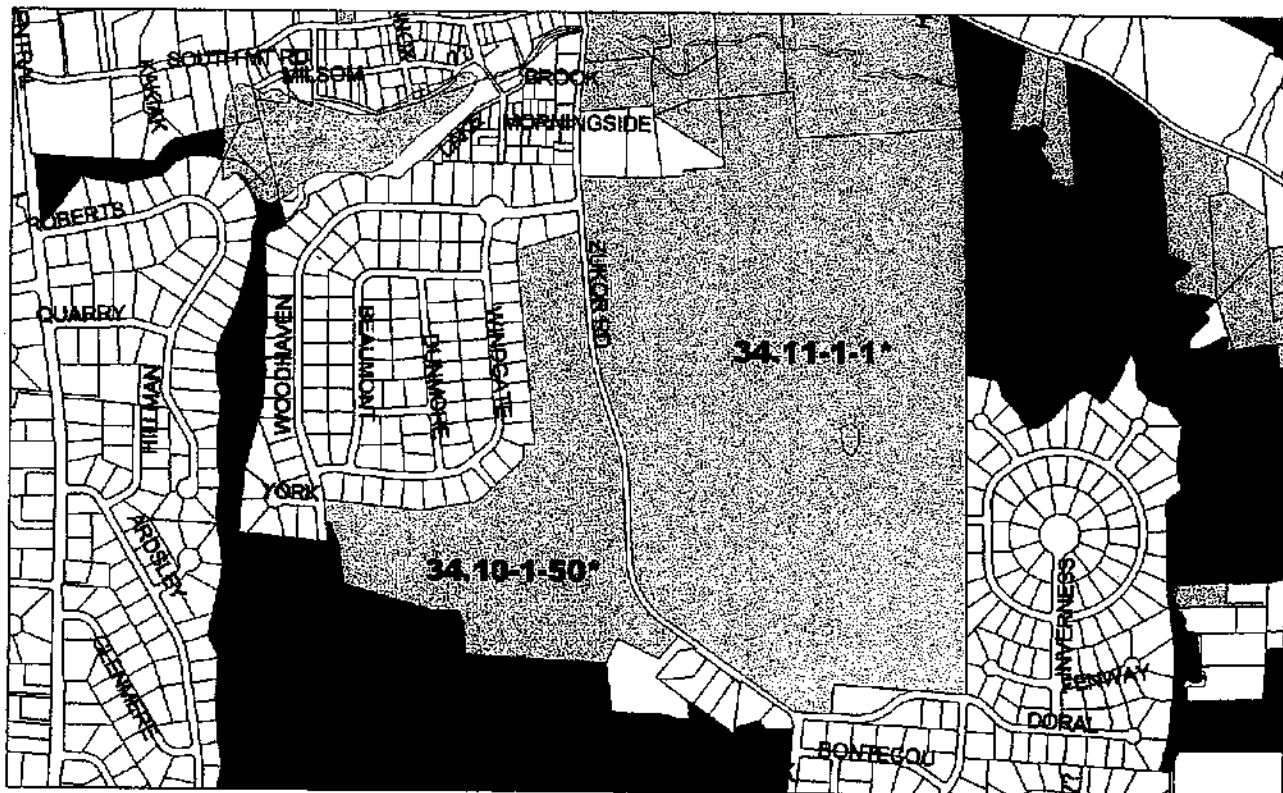
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Dellwood

Parcels 34.10-1-50 and 34.11-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/24/00

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

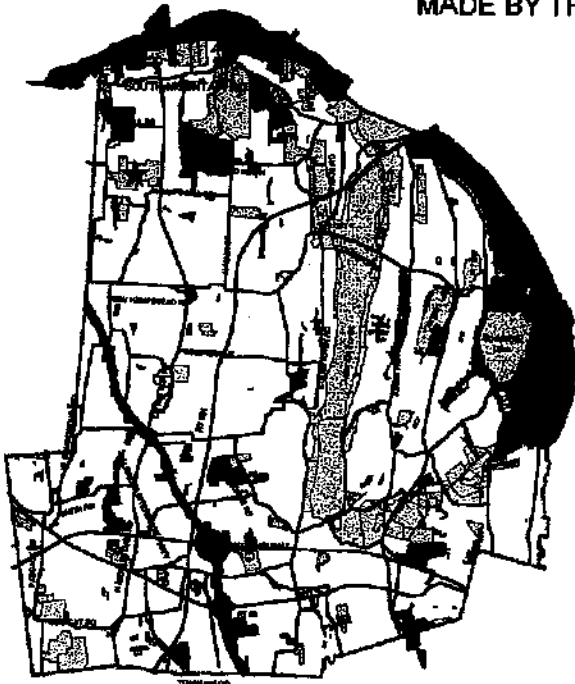
Tax Lot(s): 33.20-2-8*; 34.17-1-1*; 42.8-2-16*
Owner: Joy Builders, Inc.; Hershkowitz Israel and Joseph
(Smith Farm)
Zoning: R-80
Size: 48.7 Acres; 61.3 Acres; 15.9 Acres

Attributes:

- Consists of 3 parcels. The two larger being contiguous and the third parcel a short distance away with access off Old Phillips Hill Road.
- Nominated by the Planning Board, Ad Hoc Committee and with considerable support from the public. Property well known to the public due to the high visibility of farm activities and seasonal farm stand that has operated for many years.
- Lowland and ridgeline very visible along well-traveled roadway connecting two Townships.
- Opportunity to protect a slope area that is distinct from areas overlooking the Hudson. (This same slope runs north-south and includes the hill on New Hempstead Road, Red Hill Road and Smith Road.
- Provides unspoiled views both within and beyond boundaries of property, promoting a “faraway feeling.” Views of South Mountain Park, High Tor State Park, across the valley towards Rtes. 9W/303 all the way to Westchester. The farm also provides an unspoiled backdrop for the distant view of the NYC skyline from South Mountain Park.
- Contains habitat for a diverse number of animals –small mammals, reptiles, amphibians, deer, coyote, raptors and migrating songbirds. The wood thrush, whose numbers have declined sharply in recent years, is still well represented here.
- The diverse terrain supports indigenous wildflowers (trillium, wild azalea), native shrubs and large trees. Contains forested areas free of invasive species. Includes some land never farmed.
- Contains wetland and seasonal wet areas that contribute to flood control and promote ground water replenishment. Several year-round creeks emerge from the base of the slope, which drain south to Crum Creek.
- Development potential exists for 70+ homes, which would increase sprawl and light pollution and have a negative impact on schools.
- Possible uses include model farm for education, nature trails, jogging, biking, driving range, etc.

*Owners wrote to the Town on 10/30/00 requesting that these parcels be removed from consideration.

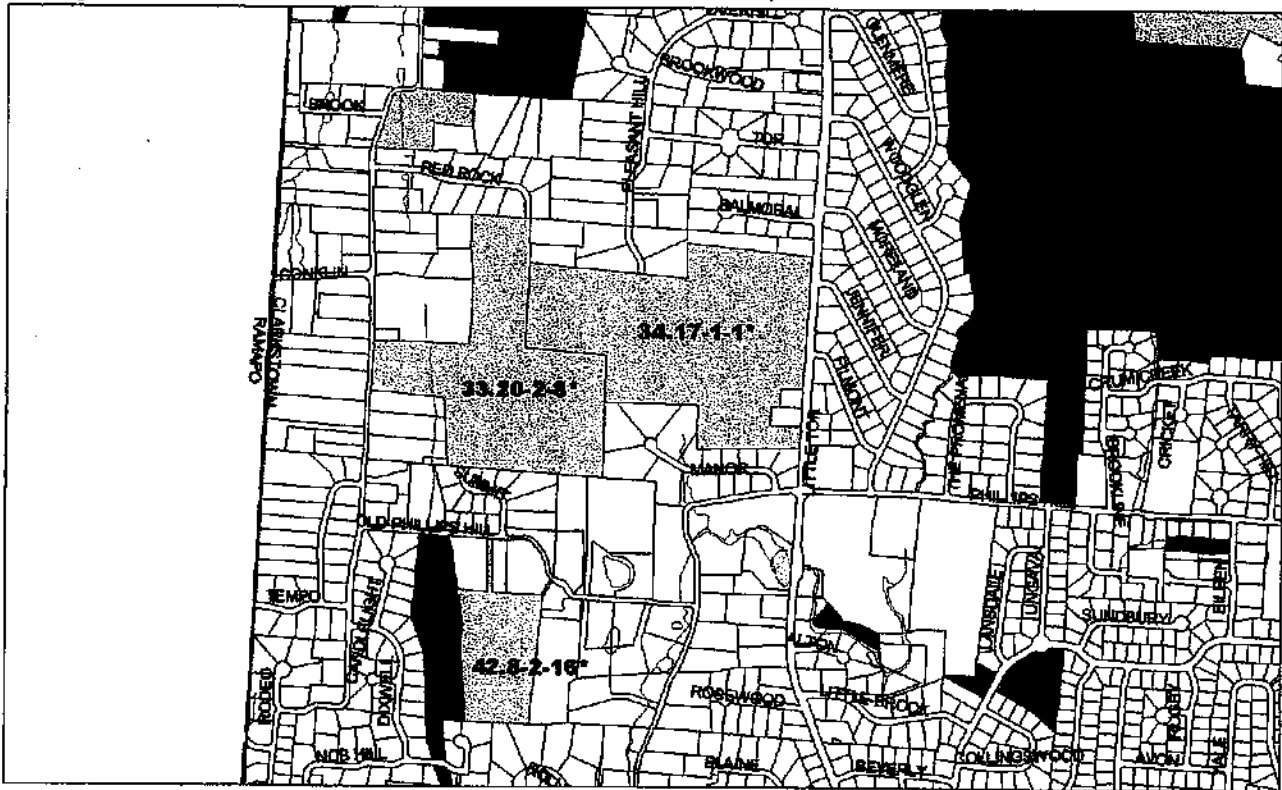
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Joy Builders

Parcels 42.8-2-16, 33.20-2-8 and 34.17-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/30/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s):

25.20-3-2*	26.18-1-2	26.18-1-13	34.8-1-8
26.14-3-1	26.18-1-3*	26.18-1-14	35.5-2-1*
26.17-2-4	26.18-1-4	26.20-2-7	35.5-2-10
26.17-2-7	26.18-1-9	26.20-2-8	35.5-2-13*
26.17-2-18	26.19-1-1*	26.20-2-9	34.8-1-5
		33.8-2-1	

Owner: Various (Ridge of High Tor Mountain)

Zoning: R-80 and R-160

Size: Various

Attributes:

- Larger parcels nominated by the Planning Board, Ad Hoc Committee and the public.
Smaller parcels nominated by the public
- Connects open space; runs parallel to both High Tor and South Mountain State Parks
- Ridgelines control erosion and protect what lies below
- The Long Path runs along the top of the mountain.
- Preservation would create loop path from lowlands to highlands and over to Rockland Lake.
- Creates greenway path throughout community
- Is environmentally sensitive
- Historic
- Limits sprawl
- Protects the watershed; runoff drains into the Hackensack River and Lake DeForest
- Provides additional recreational activities

Drawbacks

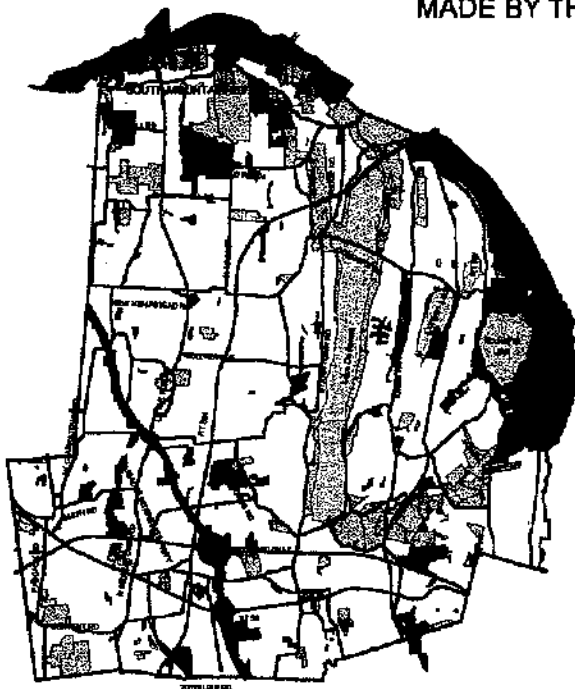
- Multiple owners









*Owners wrote to the Town on 10/19/00, 10/26/00, 10/30/00, 11/1/00 requesting that these parcels be removed from consideration.

Revised 6/28/01

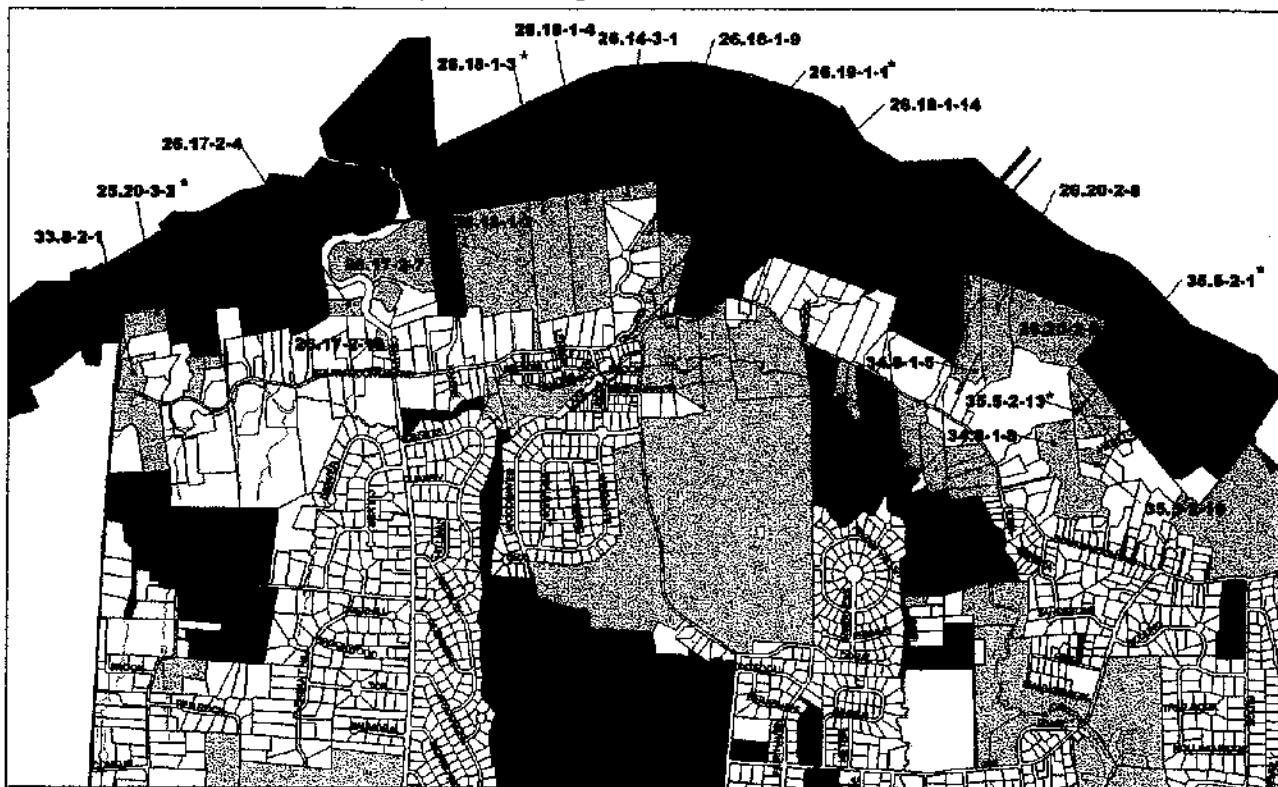
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

Ridge of High Tor Mountain



*Owners submitted written requests to the Town that these parcels be removed from consideration.

New City subcommittee

Tax Lot(s): 51.6-3-1*
Owner: Jolima Inc.
Zoning: R-15
Size: 14.2 Acres

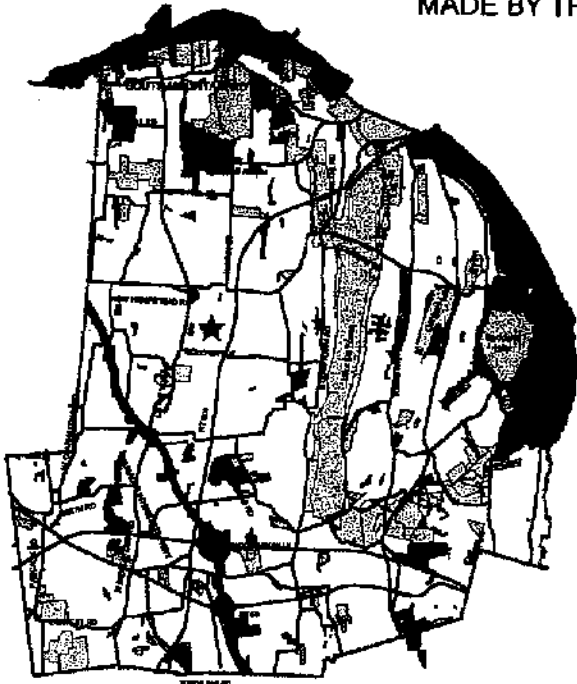
Attributes:









- Nominated by the Planning Board, Ad Hoc Committee and the public
- Last piece of green area in a fully developed hamlet
- Designated as part of the National Wetlands Inventory of the US Dept. of the Interior
- Development potential extremely high. Owner wishes multi-family housing development. Even single-family homes would adversely impact schools, traffic congestion and services.
- Requires little improvement to serve as park
- Could serve as hub for hamlet revitalization
- Enjoys high public support

Drawbacks:

*Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

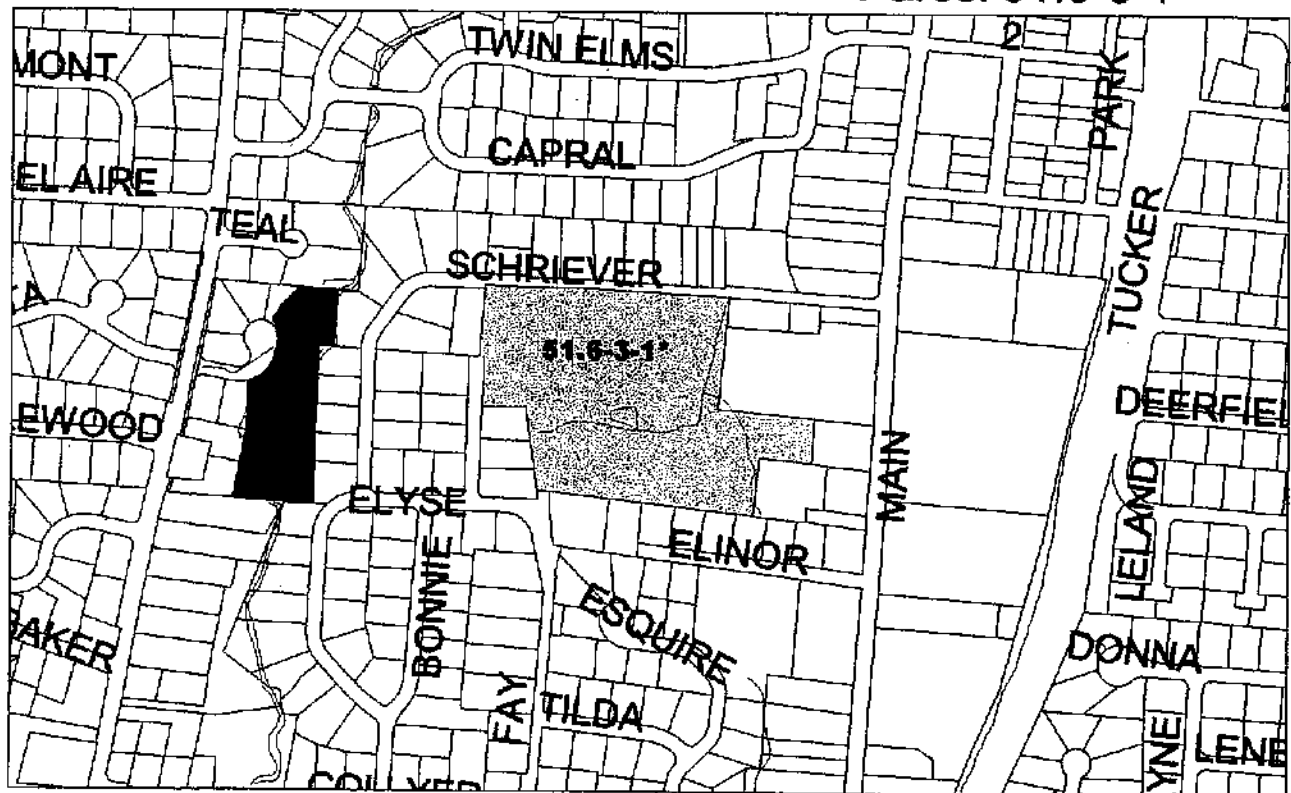
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

Jolima Inc.

Parcel 51.6-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Overview

After considering all of the properties nominated in Valley Cottage, Rockland Lake and Upper Nyack, this subcommittee feels that preserving open space on West Hook Mountain will provide the greatest benefit. While all of the available property on the mountain should ultimately be purchased, the subcommittee has chosen four properties as the most important to purchase immediately. Acquiring these properties will:

- Protect a local treasure
- Continue the connection and protection of the unique Palisades Ridge
- Prevent development of West Hook
- Connect and improve multiple open space, park and recreation resources
- Improve links to existing parks and trails, including Hook Mountain State Park, Rockland Lake State Park and the Long Path
- Provide a better-connected corridor of linked greenway in the region.

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 59.8-1-31, 59.8-1-19

Owner: Mazzucca, Michael and Mary

Zoning: R-160

Size: 21.7 Acres, 3.1 Acres

Attributes:

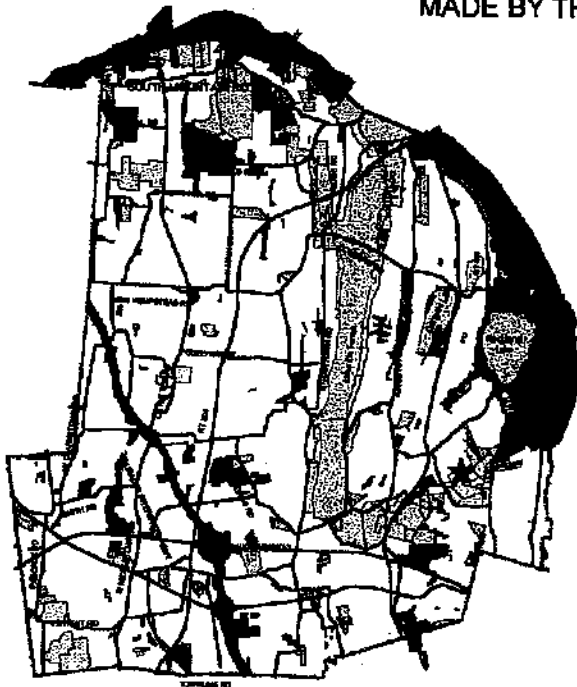
- Nominated by the Planning Board, Ad Hoc Committee and the public
- Key to preventing further development of West Hook and loss of the ridgeline, not only on the Southwest side, but also all across the top.
- Prevents the extension of Sherry Dr., a public road, and easy access to water, sewers and electric to the mountain top.
- Protects a highly visible ridgeline from further development.
- There is a stream on the property and many native species of wildflower
- Willing sellers
- Owner plans to subdivide and grant access road if property is not purchased by the town









Drawbacks:

- House on property

PRIORITY RECOMMENDATIONS

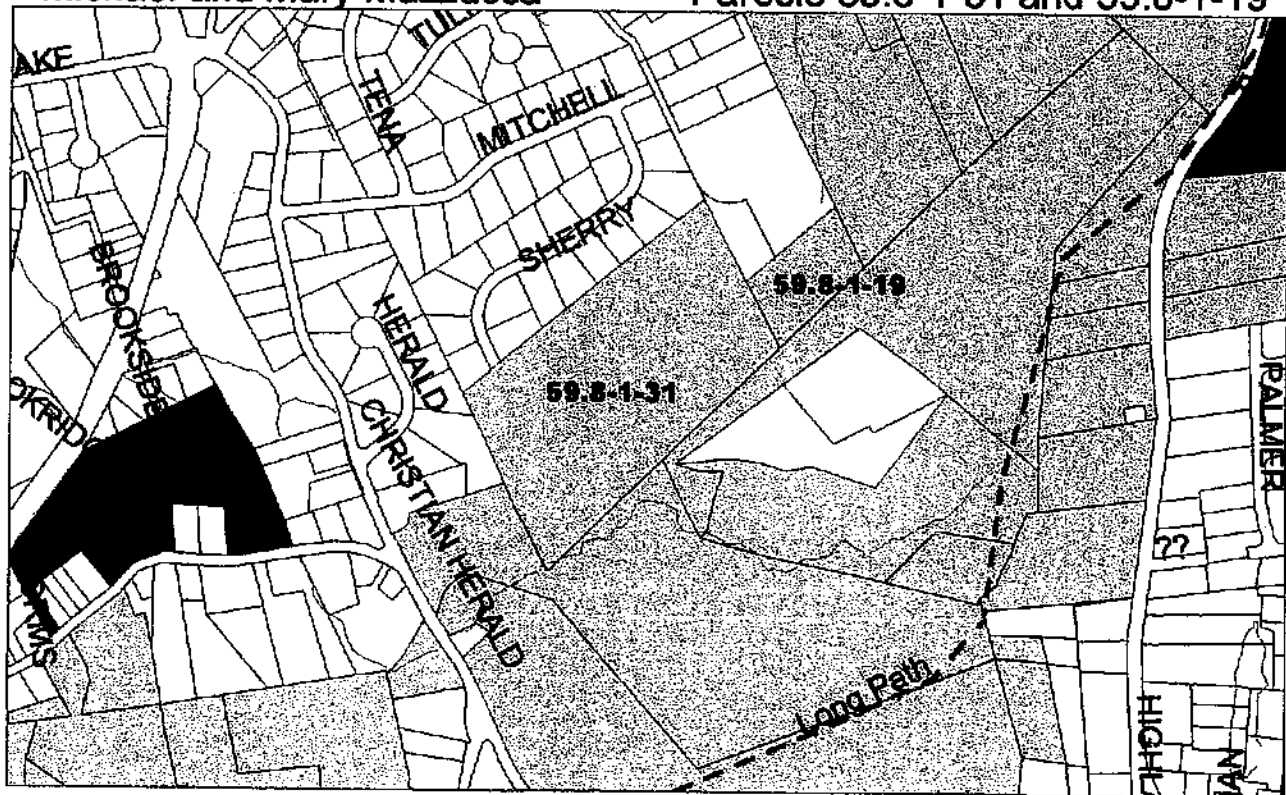
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

Michael and Mary Mazzucca

Parcels 59.8-1-31 and 59.8-1-19



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 52.20-1-20* and 52.20-1-29-4*

Owner: Phoenix Homes
Zoning: R-160
Size: 15 Acres

Attributes:

- These properties were nominated by the Planning Board and Ad Hoc committees. One was also nominated by the public.
- These two contiguous pieces contain the last natural trail way for wildlife and hikers from Lake Road in Valley Cottage to the summit of West Hook.
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path.)
- Slope provides the visual "background" for the surrounding neighborhood
- Proposed subdivision, currently before the Planning Board, has been scoped for significant adverse environmental impacts, including:

Impact on water quality and storm runoff

Construction of structures above the tree line, increased light pollution

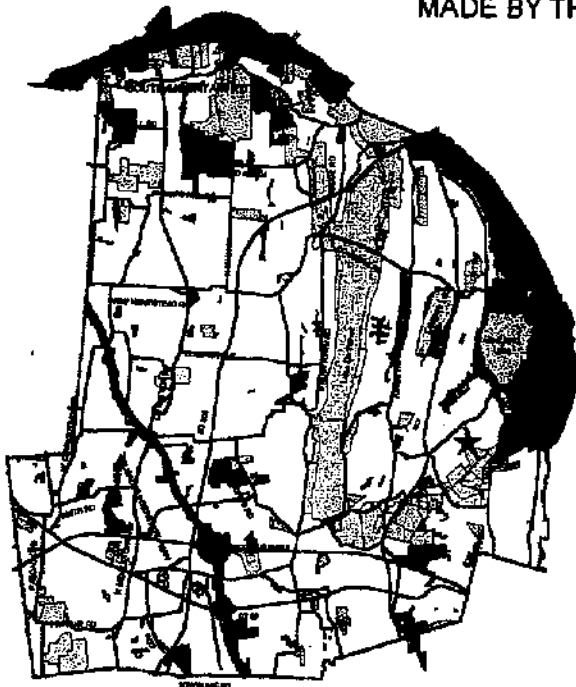
- Proposed street system will open access to two adjacent sensitive properties which are also part of the entire West Hook project
- Stream and adjacent area slows water runoff and provides flood protection
- Creates new access to West Hook, so more people can enjoy the recreational opportunities.
- Parking for hikers could be inexpensively created.

Drawbacks:

- * Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/26/00 of the same.

Revised 6/28/01

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Phoenix Homes

Parcels 52.20-1-20 and 52.20-1-29.4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 59-08-1-29

Owner: Alimanestianu

Zoning: R-160

Size: 25.9 Acres

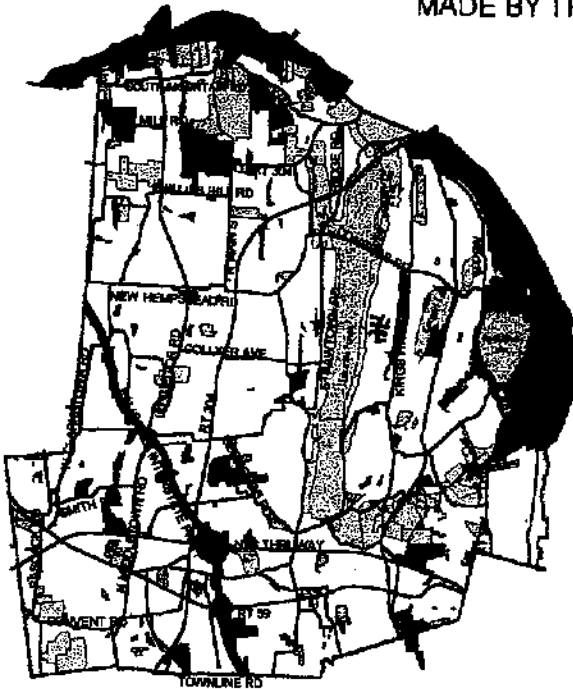
Attributes:

- This is the most dramatic piece on West Hook Mountain. It is the top of West Hook, facing East. Unspoiled, with a magnificent meadow. This has a world-class view and is visible as far as Westchester.
- Purchase will keep the mountain brow undeveloped
- As part of the Long Path, acquisition has been actively sought by the NY-NJ Trail Conference, the Historical Society of the Nyacks and the West Hook Preservation Association
- Protects habitat for plants and wildlife
- Offers unparalleled views of Hook Mountain, Upper Nyack and the River Towns
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path)
- Reestablishes the route of a traditional hiking trail (the Long Path)
- Slows water runoff and protects areas of Valley Cottage and Upper Nyack from flooding
- Protects the public's view of the Mountain

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Alimanestianu

Parcel 59.8-1-29



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): 58.16-1-61; 58.16-1-69

Owner: Hale, R.H.; Greany, Rosemary H.

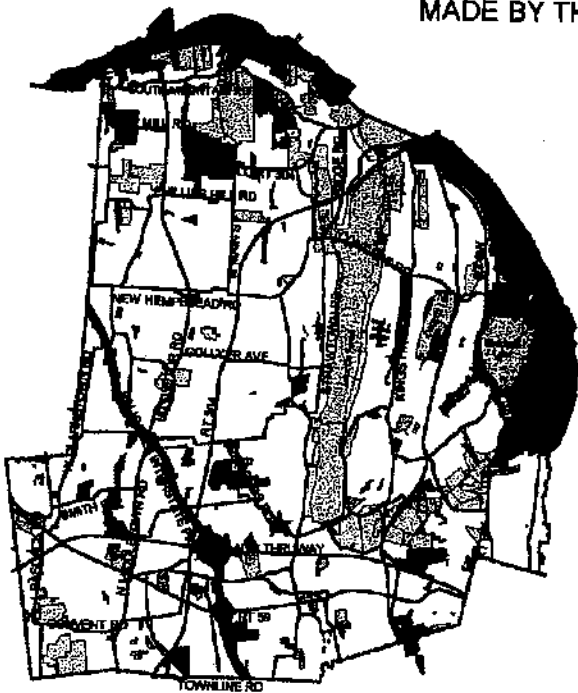
Zoning: R-40

Size: 10.3 Acres; 2.2 Acres

Attributes:

- Parcels nominated by Robert Geneslaw
- Borders on Clarkstown South High School
- Adjacent to land owned by the County of Rockland
- Heavily wooded
- Stream edges both properties
- Location next to school lends itself to public use
- Insulates residents on Germonds Road from development
- Superintendent of Schools suggested that there might be some State funding available

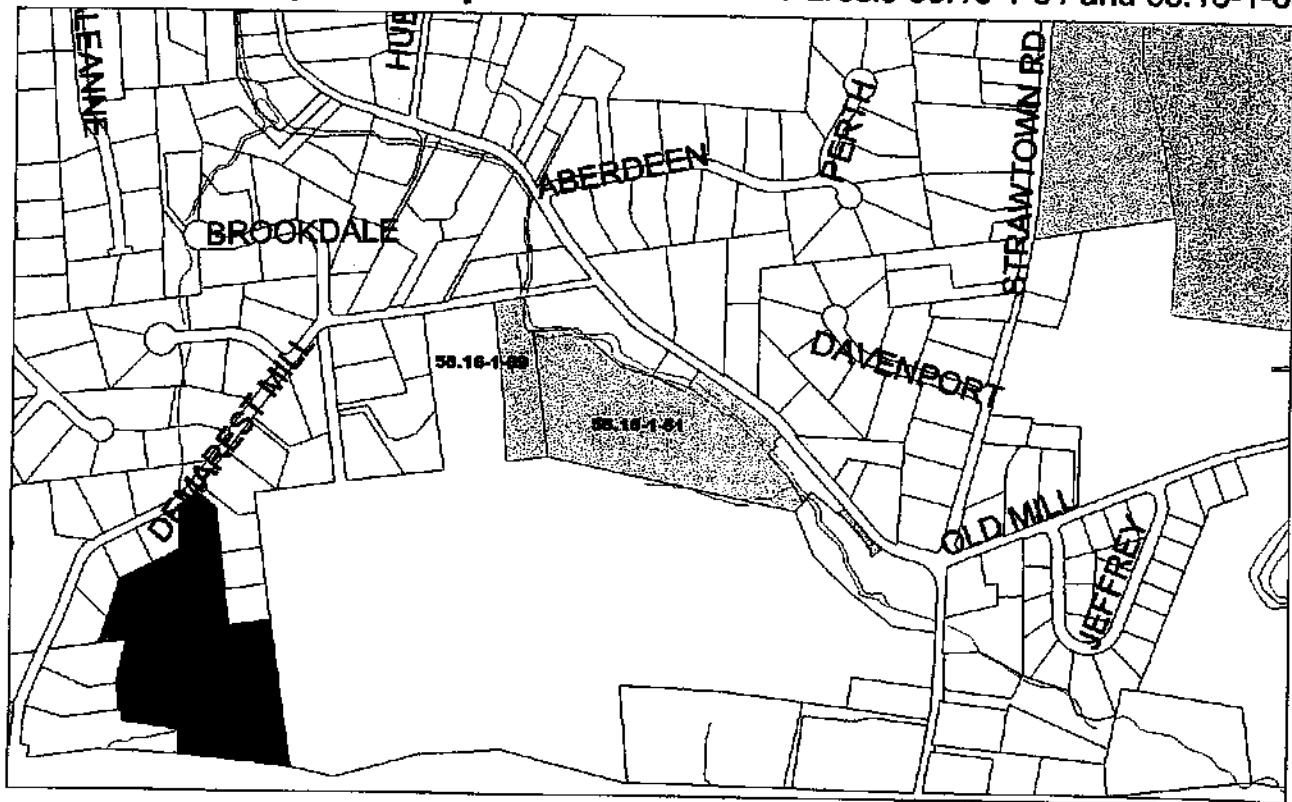
PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Hale, R.H.; Greany, Rosemary H.

Parcels 58.16-1-61 and 58.16-1-69



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): 58.19-1-9

Owner: Reynolds Aluminum Development

Zoning: LO

Size: 36.1 Acres

Attributes:

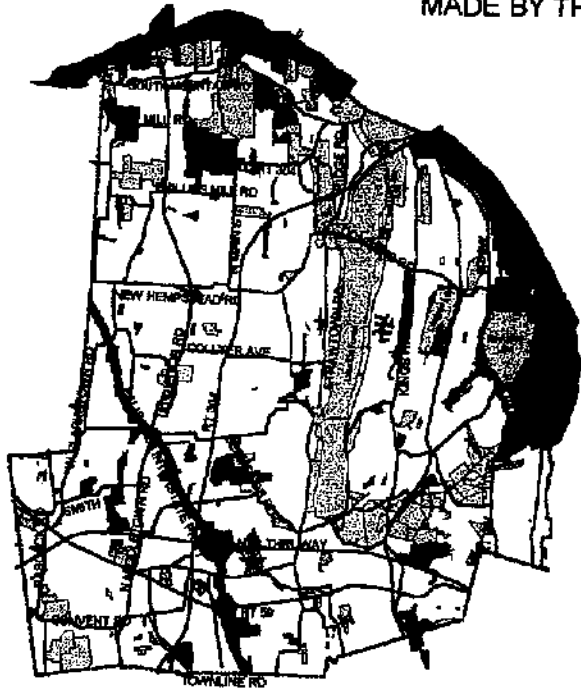
- Parcel nominated by the public
- Largest parcel available in West Nyack
- Small lake and stream on property
- Could be partially developed, with Town selecting tenant

Drawbacks:

- Zoned light industrial. Protection would impact on the tax base of West Nyack.

PRIORITY RECOMMENDATIONS

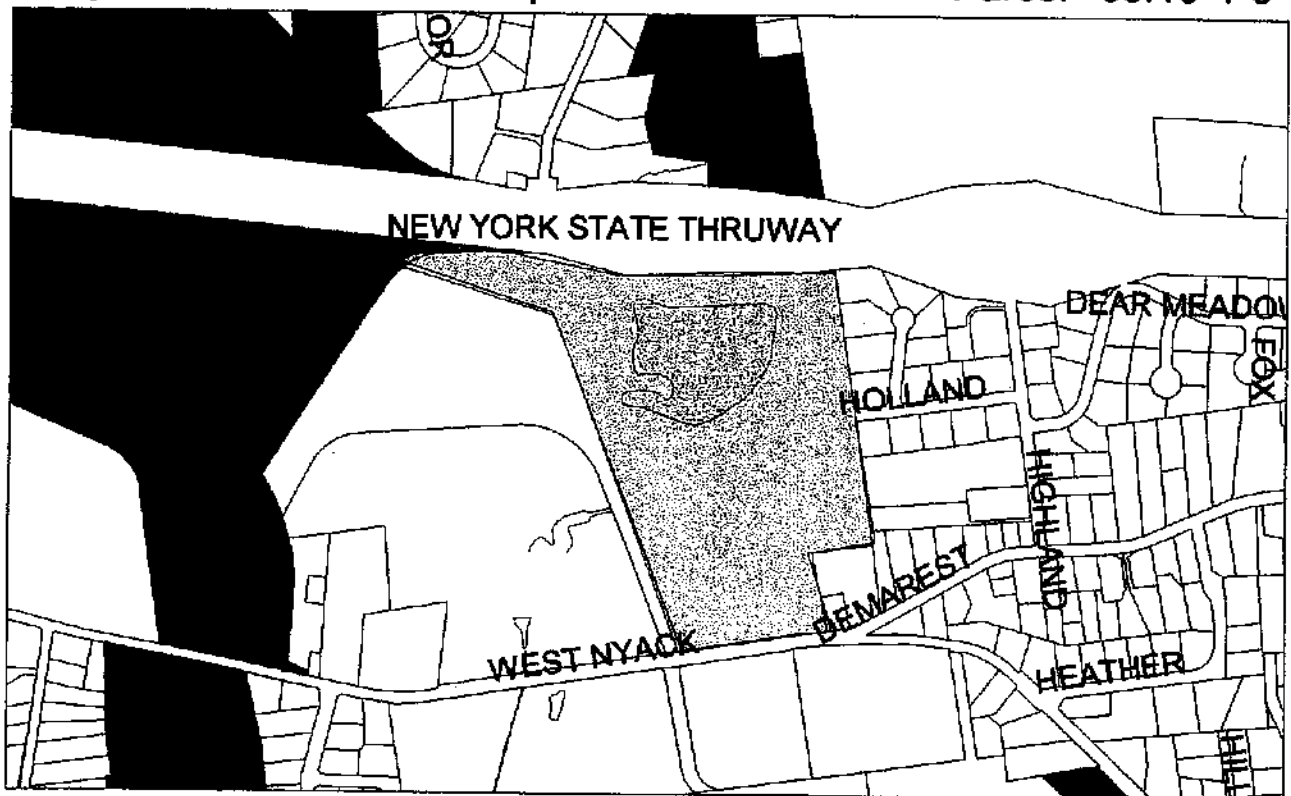
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Reynolds Aluminum Development

Parcel 58.19-1-9



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): 65.5-2-20; 65.5-2-21

Owner: Conlon

Zoning: R-15

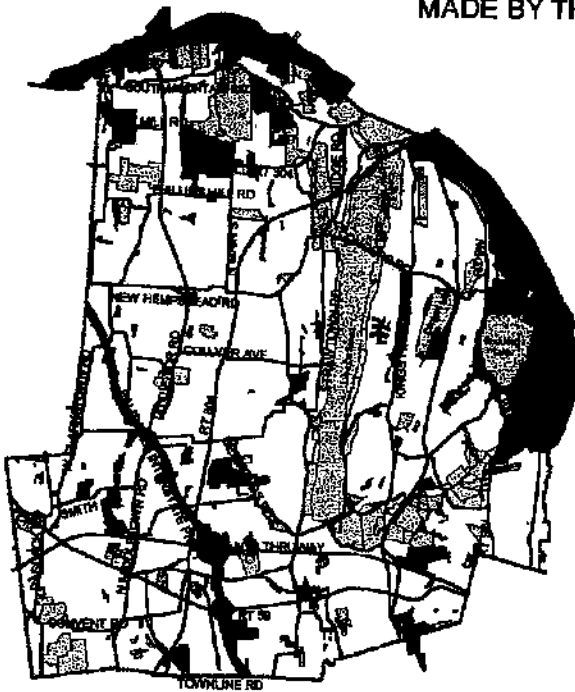
Size: 2.5 Acres; .9 Acres

Attributes:

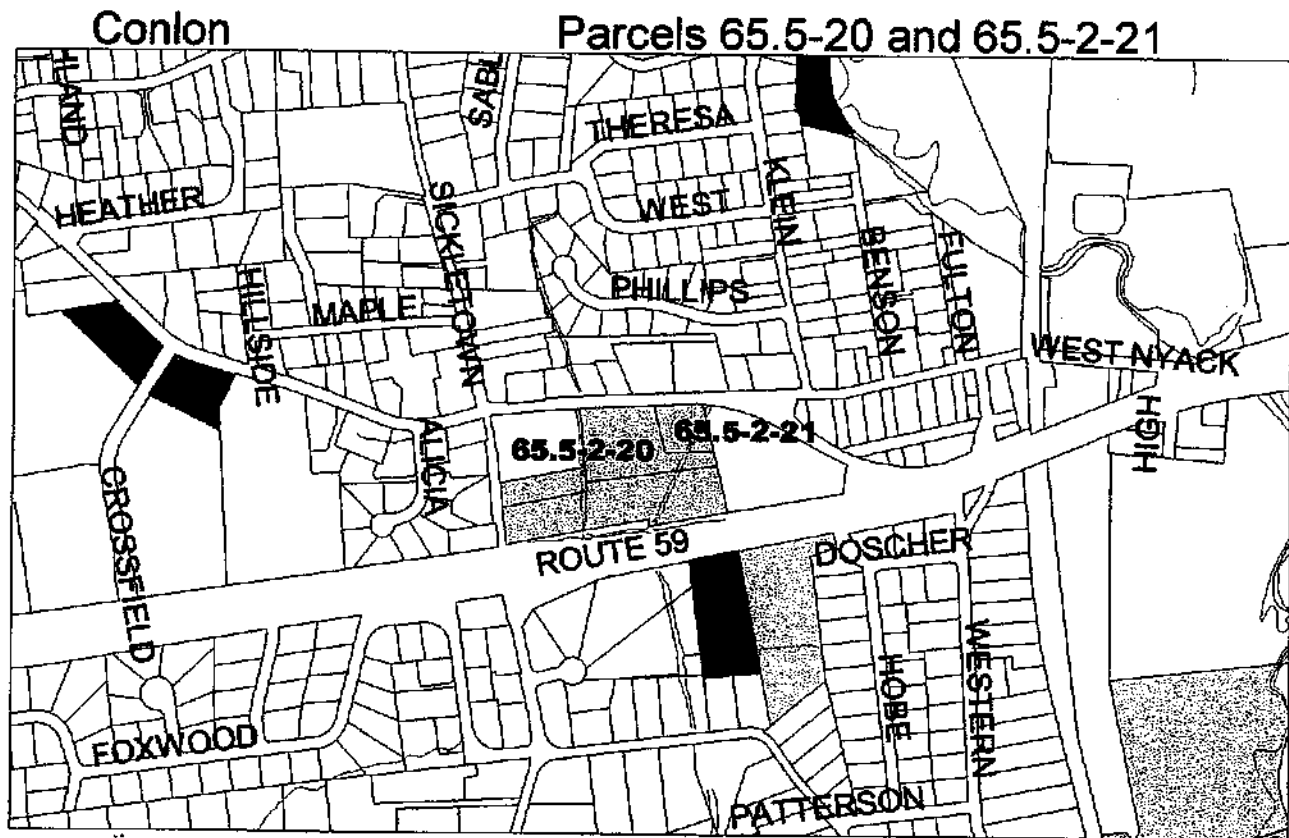
- Nominated by Clarkstown Planning Board, Comprehensive Plan and the Ad Hoc Committee
- Centrally located in Hamlet
- Would create a Village Green for West Nyack
- Both are currently vacant
- Properties have a stream and are wooded
- Located across from West Nyack Post Office
- Acquisition supported by many residents of West Nyack
- On Town's agenda for acquisition

Drawbacks:

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): 65.9-1-3 (Dosier Avenue)

Owner: Marla Realty

Zoning: R-40

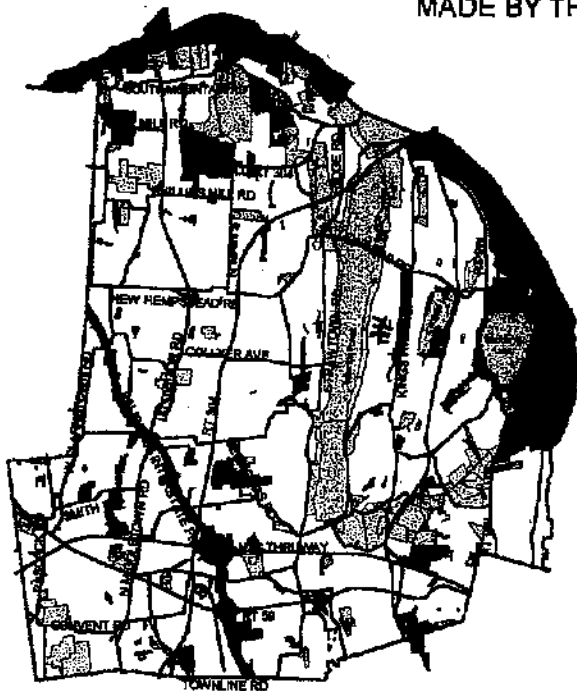
Size: 4.2 Acres

Attributes:

- Nominated by Clarkstown Dept. of Environmental Control
- Federal Wetland with a stream
- Forested
- Runs parallel to Rte 59 and provides a greenbelt buffer and flood control
- Connects open space

Drawbacks:

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- = Approximate Parcel Location

Marla Realty

Parcel 65.9-1-3



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Properties bordering Lake DeForest

Tax Lot(s): Various

Owner: United Water Company; Rivervale Realty Co.; Corwick Realty Corp.

Zoning: R-160; M; R-160 and R-15

Size: Various

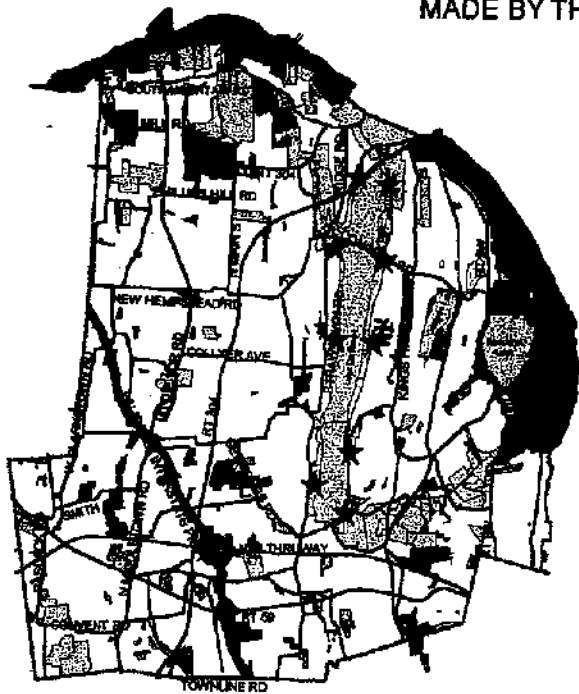
Attributes:









- Immediate action needed to protect forested border of reservoir
- Complete or partial protection will shield drinking water supply from runoff of lawn chemicals and soil
- Protection will prevent bank erosion and sediment buildup due to clearing
- Currently underprotected, with clearing going on well within 100 feet of high water line, in direct violation of the water company's mandate to protect drinking water.
- United Water has settled with resident charged with causing \$50,000 in damage to reservoir shoreline.
- Protection will retain current undeveloped view of reservoir

Drawbacks:

- Multiple owners

PRIORITY RECOMMENDATIONS
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



-  Existing Parks and Open Space
-  Nominated Parcels
-  Lakes and Ponds
-  Parcel Boundaries
-  Clarkstown Boundary
-  Major Roads
-  Rivers and Streams
-  = Approximate Parcel Location

Properties Bordering Lake Deforest



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

REPORT

STAFF ADVISORY COMMITTEE ON CLARKSTOWN OPEN SPACE ACQUISITION

This report is a summary of recommendations by the Supervisor's Staff Open Space Selection Committee. (The Staff Committee). Each Staff Committee member has a special knowledge or interest in open space matters. The report is the product of seven months' consideration by the Staff Committee of the factors it found to have a bearing on the short- and long-term aspects of open space protection in Clarkstown. The Report proposes a method for evaluating these factors and, thereby, to rank properties that have been proposed for open space acquisition.

Background: In 2002, a well-supported ballot question authorized Clarkstown to bond \$22M of open space purchases.

The town had previously adopted a set of acquisition guidelines. (Guidelines.)

It also appointed a citizens' Open Space Committee (Citizens' Committee), which, after developing separate guidelines of its own, proposed certain acquisitions on a hamlet-by-hamlet basis.

Task: Acquisitions began almost the moment the bond issue was approved. But the properties so-acquired were selected by an ad-hoc process, not necessarily congruent with the Guidelines *or* with the recommendations of the Open Space Committee.

Supervisor Gromack wanted a more orderly selection process for open space acquisitions. He appointed a Staff Committee on Open Space Selection. It comprised Town Attorney John A. Costa, , Chair, Director of Finance Kenneth Seltman, Director, Department of Environmental Control Luke Kalarickal, PE, Director, Parks Board and Recreation Commission Charles Connington, Town Board Representative Rudy Damonti, Town Planner Jose Simoes, Planning Board Chair Shirley Thormann and Deputy Town Attorney Martus Granirer.

When the Staff Committee was formed, about \$12M of the \$22 M bond issue remained uncommitted.

Guidelines: The Staff Committee decided to accept the town's Guidelines, with certain modifications, and to urge the Town Board to amend the adopted Guidelines accordingly. Because the connection of open land has multiple values for the town as a whole, the amendments emphasize the importance of links that would connect open spaces. These amendments are:

Replace § 2 (A) through (I) with:

- Steep slopes.
 - Wetlands.
 - Ridgelines.
 - Viewsheds, especially those visible *for* long distances, such as those seen from the Palisades Interstate Parkway.
 - High places, especially those visible *from* long distances, such as High Tor, Hook Mountain and West Hook Mountain.
 - Other places that display scenic qualities or from which they are visible.
 - Land and water with potential for restoring wetland and other environmentally sensitive areas that have been altered or adversely affected.
 - Mature woodlands.
 - Land or water that supports biodiversity or special habitat for plants, fish or wildlife.
 - Properties which can be restored or modified to support biodiversity or other environmental benefits.
 - Land or water that provides habitat corridors.
 - Land and water within a Critical Environmental Area (A specific geographic area designated by a state or local agency, having exceptional or unique environmental characteristics).
- Add CONSERVES WATERSHED to the list of attributes deserving protection.
 - Change “PROTECTS HILLTOPS” to “PROTECTS HILLTOPS AND HILLSIDES” in the list of attributes.
 - Emphasize that “SAFEGUARDS ENVIRONMENTALLY SENSITIVE RESOURCES” is an amalgam. It includes “CONSERVES BIO-DIVERSITY.” It also contains Scenic Value, which needs emphasis.

Evaluation formula: In the interest of realism, the attributes of the land being considered must be examined within the context of circumstances prevailing at the time the land is to be acquired. That means taking account of seller unwillingness (which ends the acquisition process); of urgency; of possible gifts or acquisition bargains; of opportunities to collect taxes even after the land is protected, as would be the case if the land becomes state parkland; and of potential inter-agency acquisitions, in which the cost is shared. In the formula, these circumstances become weighting factors, augmenting the values attached to the physical attributes of the land in question. That will increase score contrast for persons ranking the choices.

Local Recreation: Whether to make special allowance for possibly underprovided neighborhoods was an important Staff Committee topic. The Staff Committee concluded that open space money should be allocated strictly within the Guidelines, but that if parcels became available that would have local recreational benefit, even if left largely undeveloped, they were to be considered by the Parks Board and Recreation Commission as potential local parks, and, at the Commission's recommendation, the Town Board was then urged to consider their acquisition, but with money-in-lieu-of-land fees and not with open space money.

Conclusions: The Committee recommends certain measures to the Town Board.

1. The conduct of Clarkstown's Open Space Initiative – and its results – have been valuable. The effort deserves to be continued.
2. Clarkstown's Open Space Acquisition Guidelines should be modified as suggested here.
3. The Open Space Fund must be carefully husbanded.
 - Open Space funding should become an element of the town's long-range capital planning program.
 - Every effort must be made to obtain grants of money and gifts of land; and to share costs and acquisitions with other agencies, both government and private.
4. This committee's primary job has been to formulate a process for selecting open space acquisitions. The result is this report, the draft revised guidelines and the accompanying selection form.*

In developing these tools, the committee realized that prudent selection of open space holdings for Clarkstown is not a simple task. Because the choices are complex, time-consuming and, often, technical, the committee believes it would be helpful if it continued to advise the town board on actual acquisitions.

As it does now, that Open Space Advisory Committee (the Committee) should include representatives of the Supervisor and the Town Board, the Parks Board and Recreation Commission, the Department of Environmental Control, the Planning Department, the Comptroller's Office and, individually, the Planning Board Chair, the Town Attorney and a Deputy Town Attorney.

The Committee's effectiveness will be enhanced if it also includes, when and as needed, a naturalist with a background in bio-diversity or an organization dedicated to bio-diversity concerns, such as Hudsonia or Rockland County's Bio-Diversity Study Group. When necessary, the Committee should be enabled to consult with other specialists as well.

—January 12, 2006.

* The committee is aware that its as-yet unused selection form may need revision based on experience.

Evaluation of suggested open space acquisition

* See Environmentally Sensitive Resource attachment.
† Apply only if either incidental accompanies at least one main attribute.
⊗ Round to next higher whole number.

Clarkstown Comprehensive Transportation Plan

final report

prepared for

Town of Clarkstown Planning Department

prepared by

Cambridge Systematics, Inc.

with

The RBA Group
Howard/Stein-Hudson Associates

final report

Clarkstown Comprehensive Transportation Plan

prepared for

Town of Clarkstown Planning Department

prepared by

Cambridge Systematics, Inc.
33 East 33rd Street, Suite 804
New York, NY 10016

with

The RBA Group
Howard/Stein-Hudson Associates

date

July 2009

Comprehensive Transportation Plan

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Executive Summary

E.1 BACKGROUND

In Clarkstown, New York, regional change finds itself at a crossroads. Growth is straining and blurring the boundaries between once rural and suburban neighborhoods, and global economic and environmental forces are changing expectations placed on public services and infrastructure. The Clarkstown Comprehensive Transportation Plan addresses transportation goals and strategies to improve and make available all types of travel. Based on the transportation network and current trends in demographics, the economy and travel, 11 long-term goals create a framework with which the Town of Clarkstown can guide policy decisions in the coming decades.

Roadway Network

The roadway network in Clarkstown is straining to keep pace with growth in the region, including automobile, truck, bus, and nonmotorized traffic. Clarkstown's 300 miles of roads are largely suburban in nature, where it is common to find winding residential streets, cul-de-sacs, and dead ends. Clarkstown has two Interstate Highways, including I-287, which traverses the Hudson River via the Tappan Zee Bridge, and the Palisades Interstate Parkway. Other highways in Clarkstown include U.S. Route 9W and State Routes (SR) 59, 303 and 304. Thirteen roads are maintained by the Rockland County Highway Department, serving as collector routes from smaller local streets. There are three roadways in Clarkstown with restrictions on vehicle heights, 12 roads with weight restrictions in place, traffic counters in 61 locations, and 21 locations with a high number of vehicle crashes.

Townwide Roadway Network Goals

Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, SR-59 corridor, and other parts of Clarkstown. Congestion creates slower travel times for motorists to and from major destinations in Clarkstown, especially where traffic on major thoroughfares diverts onto local streets. The Town wants to maintain a good level of service on local roadways while providing access to major routes.

Add to economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge (TZB) reconstruction and other regional transportation initiatives. Alternatives to expanding capacity of the TZB will be evaluated for many years. The Access to the Region's Core (ARC) commuter rail tunnel between New York and New Jersey will likely have implications for Clarkstown in the future as well. Clarkstown understands that transportation

operates at a regional scale and should become an active part of all regional transportation projects.

Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes. Most crashes in the Town do not result in human injury, but the incidents interfere with traffic flow and require costly response from municipal services. As population and businesses continue to grow in the area, more personal and freight vehicles will require access to the roadways. The town is prepared to improve points of conflict and designate appropriate uses of local roads.

Public Transportation Services

Public Transportation services operating within the Town of Clarkstown serve a vital function for local residents, workers and other travelers. Many Clarkstown residents depend on local transit services such as Transport of Rockland (TOR) and Clarkstown Mini-Trans for work, school, shopping, and entertainment trips. Line-haul bus services such as COACH USA carry New York City-bound commuters to the Port Authority Bus Terminal or the George Washington Bridge Bus Terminal in Manhattan, or to employment locations in Northern New Jersey. The TAPPAN ZEEExpress carries commuters from Rockland County across the Tappan Zee Bridge to employment locations and Metro-North Railroad stations in Westchester County. New Jersey Transit and Metro-North operate commuter rail service from Nanuet to New Jersey and Manhattan.

Clarkstown continues to add residents and businesses, which in turn has increased travel by all modes. Fuel prices are expected to rise, the population of older adults is growing and “baby boomers” are nearing retirement. In addition, commercial centers are expected to expand along SR-59 and I-287. A strong public transportation network is essential to reducing congestion, minimizing pollution, and providing mobility to residents who are less dependent on their cars.

Townwide Public Transportation Service Goals

Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors. Over half of local work trips are to places in Rockland County and nearby towns. Trends in demographics will place pressure on public transportation to meet the local and regional mobility needs – for work, shopping, and recreation.

Provide for commuter transit services to regional centers that are accessible, efficient, and safe. Clarkstown’s proximity to major highways, the TZB and the Hudson River provide excellent access to New York City and other major regional centers. Clarkstown should coordinate with other planning organizations and transit companies to ensure its development aligns with existing and future service.

Sidewalk and Pedestrian Facilities

The Town of Clarkstown street network, population, and mix of land uses and transit system provide a foundation for a walkable town, with comprehensive networks particularly in its Hamlet Centers. The sidewalk network generally provides a safe location for pedestrians to walk within a small geographical area, but robust connectivity between hamlets or residential areas and the denser commercial districts is lacking. Discussions with residents showed that requests for infrastructure and facilities related to walking and biking surpassed requests for roadway intersection improvements.

While the majority of the existing sidewalks are in good to fair condition, there are numerous locations elements that provide a barrier to walking. Some streets have missing sections of sidewalk, sidewalks in poor condition or obstructions such as utility poles that limit accessibility. The lack of curb ramps, except at major intersections, and limited access to crosswalks creates a barrier for those using assistive devices. The Town should ensure pedestrian paths that are free from obstructions, making sidewalks inaccessible for those using assistive mobility devices.

Townwide Sidewalk and Pedestrian Facilities Goals

Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations. Perhaps the simplest and most environmentally sustainable travel mode is walking. Creating a cohesive network of sidewalks and paths supports the development of Hamlet Centers, use of public transportation, access to parks, and meeting travel needs related to Clarkstown's changing demographics and economic structure.

Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities. Pedestrian facilities need to provide not only connections, but usable ones as well. Sidewalks are best accessed when they provide appropriate surfaces usable by people on foot and those using mobility devices; paths clear of obstructions enhance safety by reducing the need for pedestrians to enter the roadway.

Bicycle Facilities

The east side of Clarkstown is relatively well-served by bicycle facilities, with Route 9W providing a north-south bicycle route which connects to sections of the Hudson River Valley Greenway to the north and south. There also are two recreational bicycle trails both east of Route 9W, including the waterfront trail that connects Haverstraw to North Nyack and the loop road around Rockland Lake. However, recreational trails do not provide a viable means of transportation for would-be bicycle commuters.

As a transportation system, there is no designated network of bicycle routes, on street or off, connecting hamlet centers or other travel generators throughout Clarkstown.

Townwide Bicycle Facilities Goal

Create a cycling environment that is accessible, safe, and enjoyable. Cycling already is popular in Clarkstown, with access for local residents and visitors centered on Route 9W. The Town aims to make the cycling environment even better by providing regular maintenance, linking key neighborhoods and open spaces, and coordinating connections with Route 9W and neighboring communities.

Quality of Life

Approximately one-third of the air pollution in the region results from motorized travel. Other environmental effects of driving include excessive ambient noise, water runoff from roadways and parking lots, loss of nighttime darkness from street lighting, and waste from automobile maintenance and repair. Clarkstown is committed to preserving the natural resources that are essential to the area's quality of life.

Townwide Quality of Life Goals

Improve residents' health by reducing air pollution related to motorized travel. Clarkstown should improve air quality by reducing congestion, encouraging the use of public transportation, enhancing nonmotorized travel and facilitating regular monitoring. Noise from vehicles can reach unhealthy levels in some areas, calling for regular assessment of sound levels on major roadways. Appropriate street lighting also should be employed to maintain the rural environment.

Land Use

Land use in Clarkstown is comprised largely of low-density housing. Small, winding suburban roadways, often ending in cul-de-sacs, provide access to homes surrounded by private yards. These areas are punctuated by centers of more dense suburban development, often anchored by moderate intensity retail and other commercial uses. There are a number of government properties in the area, as well as land designated for public utilities and industrial activities.

The main areas of commercial use are located near I-287 and SR-59 near the southern side of the Town, and along SR-304 near the hamlet of New City. Informal analysis suggests that about a third of the commercial properties in each area are devoted to parking. While traditionally suburban or even rural, Clarkstown has opportunities to create centers of development that provide convenience, local character, and sustainable design, while maintaining the quality of life residents expect.

Townwide Land Use Goals

Develop Hamlet Centers with transportation options and connections. Clarkstown has been innovative in enhancing local land use and design regulations to create neighborhoods of more dense business and residential activity. These Hamlet Centers face the challenge of balancing spatial needs for various land uses with nonmotorized, automobile, large truck and bus transportation.

Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation. Clarkstown should align transportation with land use changes (density) to create sustainable travel and development patterns, minimizing congestion, and maximizing safety. While much of Clarkstown's land currently is developed, redevelopment opportunities may create changes in and demand for the local transportation network.

E.2 RESOLUTION STRATEGIES

The following strategies lay out a guide for future Town projects based on an analysis of Clarkstown's long-term transportation goals and current infrastructure gaps. Some strategies are site-specific, while others present policy tools to address future change. The strategies are grouped according to areas of transportation, as in the previous sections.

Roadway Network

Strategies for achieving goals in Clarkstown's roadway network target three main issues: traffic congestion, intersections with high-accident occurrences, and truck routing. Identified congestion corridors – based on both existing and predicted traffic due to population growth and planned developments – include SR-59, SR-303, SR-304, North Middletown Road near the SR-59 corridor, and New Hempstead Road/Congers Road in New City.

Traffic congestion suggestions include working with state and county departments to maintain and create access management programs along the congested corridors that alleviate traffic at driveways, and maintaining appropriate signal timing for efficient, moderated traffic flows. Other strategies, also addressed in the public transportation section, aim to increase transit ridership and thereby reduce the number of automobiles on the road. Similarly, land use strategies that focus development in areas with a mix of shopping, work and housing opportunities – as well as transit access – can encourage less dependence on the use of automobiles.

Critical crash locations, most located along congested corridors, can be addressed through systematic study followed by design treatments that account for specific environmental conditions.

Much of Clarkstown's economy depends on the ability to move freight and goods throughout the area. The economy is strongly supported by shipping of

consumer goods, and industrial supplies and products. Almost all of this freight, whether measured by value or by weight, moves by truck. All types of trips, including local distribution, deliveries, and freight passing through the Town, require a seamless network of roadways. In addition, local services such as utilities and waste disposal require routes that can efficiently and safely handle large vehicles. A congested local and regional road network, physical and locally imposed restrictions on truck movement and limited alternative truck routes can undermine Clarkstown's – and the regions – competitive economic position.

This Comprehensive Transportation Plan balances the needs of freight travel with the increasing numbers of drivers, cyclists, and pedestrians. All steps of visioning, analysis and prioritization process considered safe efficient truck routes with the fewest negative effects on the community. To this end, Clarkstown should work closely with Rockland County and neighboring municipalities to develop infrastructure on truck routes recommended in the Rockland County Freight Movement Study. The Town should continue to evaluate freight improvements, explore alternative routes, and consider shipping needs in the development of land use plans.

Public Transportation Services

Strategies for public transportation focus on improving bus travel times, increasing access to underserved areas, and improving bus operations. The suggested strategies for reducing bus travel times include creating bus-only lanes and pull-out areas during peak hours, focusing on portions of the congested corridors in Central Nyack, Nanuet and New City, as well as the access roads to Palisades Center Mall. The Town also should investigate a fixed bus stop system on the MiniTrans and TOR bus routes, as suggested by Rockland County studies.

Underserved areas have shortages of service to destinations used frequently by residents. One key strategy is to create a "Hamlet Circulator" to connect and encourage growing areas of development. Other areas to address include office developments on SR-303 near Congers and Valley Cottage, the SR-59 corridor to facilitate development following the Tappan Zee Bridge project, and the state and county parks located in Clarkstown.

Operational policy strategies address the frequency, hours and customer service aspects of the public transportation network. Key strategies include alleviating traffic congestion at key segments, coordinating transfers at existing hubs, expanding hours for routes on SR-303 and SR-304, adding intelligent transportation services (ITS) that use technologies to give minute-by-minute updates, bus locations, and create robust data collection to aid in service planning.

Sidewalk and Pedestrian Facilities

Given the extent of streets without sidewalks in the Town of Clarkstown, sidewalk construction should be prioritized first in areas that have the most

potential to serve pedestrians and where safety concerns arise. Therefore, sidewalk projects are high priority when within the hamlet centers, when within one-half mile of an above-average pedestrian traffic generator (e.g., transit stop, community center), serves a population using walking as a primary form of transportation, or completes or expands existing sidewalk connections.

Bicycle Facilities

All of the principal arterials in Clarkstown, the roads that most directly connect logical points of trip origin and destination, provide opportunities to identify safe shared use by bicycles and motorists. Recreational facilities are an important amenity for leisure activity and also can serve as a transition for riders who are not comfortable using on-street facilities. Connecting additional recreational facilities to generators and destinations via new on-street bicycle routes will encourage short on-street bicycle trips. This can shift the perception of cycling to that of a real transportation option, allowing new cyclists to use existing facilities to make safe and comfortable trips.

Quality of Life

Strategies for air and water pollution mitigation include collecting robust data sets to aid in project prioritization, improving public transportation service especially in congested corridors, and using roadside and paving design to minimize stormwater runoff. Strategies addressing noise pollution include implementing recommendations in the 2007 Rockland County Truck Route Study, while light pollution can be minimized by developing lighting standards that take advantage of technology and design elements available in street and structure lighting. Other strategies affecting quality of life in Clarkstown include improvements to the pedestrian and cycling networks to provide opportunities for active, transportation and exercise choices, and coordinating with regional authorities to maintain and publicize regional safety plans.

Land Use

Land use strategies focus on encouraging moderately dense, smart growth or transit-oriented development (TOD). The Town code encourages nonautomobile travel in Clarkstown's Hamlet Centers, with a mix of housing, shopping, employment, and recreational uses. The Town should find ways to apply Hamlet Center regulations more broadly, with specific focus on reducing parking requirements, increasing the mix of uses per building or parcel, increasing allowable building heights and increasing proximity to neighboring uses. Incorporating public transportation, pedestrians, bicyclists, cars and trucks into "complete streets" can move Clarkstown toward its transportation goals. The strategies should be supported by coordination between land development agencies and regional transportation planning organizations. In addition, the Town should explore having applicants for proposed development bear the cost

of developing transportation infrastructure as well as the costs of congestion and pollution due to increased automobile use.

E.3 POTENTIAL IMPACT

The strategies above each come with costs and benefits to the town in a variety of facets. Part of the overall planning process is to account for consequences in a way that minimizes unwanted effects and channels the results back into progressing the Town's goals for its transportation assets. The following sections describe briefly the key potential physical and social effects of the strategies above.

Roadway Network

Strategies associated with Clarkstown's roadway network have the potential to result in the greatest environmental and social impacts due to the high number of users and large amount of resources needed for construction and operation. Where road capacity is expanded or congestion reduced, there is potential to create "induced demand" as greater numbers of travelers take to the road because driving is easier. This will add to the amount of air, water and noise pollution generated. Adding to roadway surfaces also may increase storm water runoff due to these impervious surfaces. Increasing roadway speeds also increases the risk of injury due to crashes with vehicles, pedestrians and wildlife. Social effects to consider involve the allocation of resources to transportation projects that benefit the greatest number of residents.

Public Transportation Services

Improving transit service may increase the number of miles driven by local buses, adding to the associated pollution resulting from vehicle operations. Bus engines also create noise levels similar to trucks. Where parking facilities and bus stops are constructed, the development of land may have environmental effects, as does the addition of standard paving that increases storm runoff. Storing and servicing buses requires additional land development that can create local nuisances such as noise, odors and increased traffic. Finally, the addition of a "hamlet circulator" involves new vehicles and planning, requiring a substantial amount of effort, finances, and time.

Sidewalk and Pedestrian Facilities

Sidewalks and curbs channel storm water in the roadway that would ordinarily runoff into the soil. Other physical impacts include encroachments on existing trees, landscaping, fences and walls. While many of these obstructions that are close to the curb or edge of pavement may actually be within the town's right-of-way, it is important for the Town to be accommodating. Finally, some residents have moved to Clarkstown to enjoy the suburban environment may oppose sidewalks because they suggest urban levels of foot traffic, noise, and concrete.

Bicycle Facilities

The feasibility of bike trails, lanes and parking is heavily influenced by the degree to which a variety of environmental concerns can be avoided. Such concerns may include but are not limited to potential impacts to local ecology, the presence of possible hazmat/brownfield sites, effects on drainage, the availability of public right-of-way and the possible need for acquisition, conformity with local land use and zoning regulations and the presence of sensitive historic and/or cultural resources. Class 1 (off-street) trails are likely to require environmental assessment, particularly if the proposed facility is within designated parkland or where right-of-way is not already defined. A Class 2 (separated) lane should be preferred on roadways with a minimum shoulder of four feet, as capital work would not be required. If constructing a shoulder is necessary and feasible, the potential impacts described in the Roadway Network section should be considered.

Quality of Life

As the strategies addressing quality of life in Clarkstown are largely aimed to reduce transportation-related secondary effects, there are few impacts of the recommendations. Possible impacts are addressed in the preceding paragraphs.

Land Use

The impacts of the land use recommendations to create denser, walkable, and transit-accessible centers of development increase the amount of developed land in a small area. Increasing impervious and paved surfaces, storm water runoff can lead to localized flooding, groundwater contamination, or severe soil erosion. While nodes of development – as recommended in Smart Growth and Transit-Oriented Development guidelines – encourage trips by transit and walking, the density of attractive destinations also can increase automobile trips, leading to environmental impacts described in the Roadway Network section. There also can be a scarcity of parking due to competing land uses, which can reduce retail customer access. Social impacts include the loss of open space and increase in rents.

E.4 PROPOSED MITIGATION

The impacts above can be addressed by developing strategies that lead to positive changes in the transportation network and related infrastructure. The mitigation steps below provide a framework for addressing concerns.

Roadway Network

While roadway capacity can free up space for traffic or encourage use, other factors can influence individual decisions to drive. Strategies affecting parking supply, pedestrian and bicycle infrastructure and transit services should be

applied by the Town as ways to maintain efficient traffic levels. To address storm runoff, the Town can create and apply roadside and catchbasin design that diverts runoff in an environmentally sensitive way. Continual monitoring and cooperation with New York State environmental offices can help address issues before they become critical.

Where capacity increases are planned, effective enforcement and education programs, such as community “Street Smarts” programming, can maintain safe driving practices. To ensure that roadway strategies are socially equitable, the Town should participate in all required impact studies and reach out to local leaders and community members for input in the planning and design process.

Public Transportation Services

To mitigate the addition of bus service in Clarkstown, the transit agency should explore the use of hybrid-electric and other alternative fuel vehicles for any new purchases or rebuilds. The Town should conduct and participate in all comprehensive planning and outreach processes for the siting or expansion of new bus facilities or routes to ensure community input and support. While these processes are time-consuming, exploring temporary service adjustments or trial runs to augment service can enhance the planning stages.

Sidewalk and Pedestrian Facilities

The impact of additional stormwater is commonly handled by adding to the stormwater collection infrastructure through the use of catchbasins and underground storm sewers. In most cases engineered solutions can preserve much of the exiting character these elements provide while still accommodating a sidewalk that meets the ADA guidelines. Consensus building through outreach and education programs can bridge the gap between the benefits of a safe and walkable community and the stigma that sidewalks may hold for some residents.

Bicycle Facilities

Stormwater and environmental mitigation solutions are described in the above paragraphs. Consensus building through outreach and education programs can be used to publicize the benefits of a safe and walkable community and minimize negative connotations that bicycle use may hold for some residents.

Quality of Life

Possible mitigation strategies are addressed in the preceding paragraphs.

Land Use

The competition for space inherent in Smart Growth plans must be addressed early in the visioning and planning process, to incorporate a mix of land uses and transportation modes into design and land use policies. The Town should

consult with leading suburban communities implementing Smart Growth strategies, elicit community input, and create phases of development that can be adjusted to meet local needs. Enhanced data collection on transportation resources will enhance the process and assist in monitoring the results of future development. Environmental impacts of increased land cover can be addressed through roadside and catchbasin design that diverts runoff. Roadway planning also should incorporate and take into account the preservation of local open spaces to enhance local social interactivity.

Conclusion

The vision and goals of the comprehensive transportation plan were developed not only by studying the Town's existing transportation infrastructure, but also by considering community wants and needs. The analyses performed identified system limitations and resources that were then used to develop implementable projects. The long-term impacts of each of the proposed projects were studied to determine potential negative impacts on the community, considering the social, environmental and economic issues that may arise in conjunction with transportation projects. Proposed projects were then prioritized based on how well the project would further the Town's vision and goals, while minimizing negative impacts on the community. Each step of this process was crucial to presenting a reasoned and well-informed list of potential actions to improve Clarkstown's transportation network and connections throughout the region.

1.0 Existing Conditions Inventory and Report

1.1 ROADWAY NETWORK

Clarkstown has nearly 300 miles of roads in an area of 41 square miles. Local roads are maintained by the Clarkstown Highway Department. The local street network is largely suburban in nature, where it is common to find winding residential streets, cul-de-sacs, and dead ends. Clarkstown has two interstate highways that provide access through and to the town. Four major roadways are maintained by the New York State Department of Transportation, and five are maintained by the Rockland County Highway Department.

Table 1.1 Major State and County Roadways in Clarkstown

Roadway Name	Jurisdiction	Length (Miles)	Lanes (Not Including Turn Lanes)
Palisades Interstate Parkway	NYS PIP Commission	5	4
I-287	NYS Thruway Authority	5.5	6
U.S. 9W	NYS DOT	6	2
SR-59	NYS DOT	6	2-6
SR-303	NYS DOT	6	2-4
SR-304	NYS DOT	7.5	2
CR-23	Rockland County	6	2
CR-27	Rockland County	2.5	2
CR-33/33A	Rockland County	8	2
CR-35/35A	Rockland County	4.5	2
CR-80	Rockland County	8	2-3

Source: New York State Department of Transportation

The two interstate highways in Clarkstown are the Palisades Interstate Parkway and Interstate 287/87. The Palisades Interstate Parkway (PIP) traverses Clarkstown diagonally after originating at the George Washington Bridge and running to Bear Mountain where it intersects with U.S. Route 6/202. The speed

limit is between 50 and 55 miles per hour (mph). The PIP has two 12-foot lanes in each direction (northbound and southbound). Rights-of-way average 400 feet wide and opposing roadways are separated by wide medians and are enclosed by a dense buffer of naturally occurring vegetation. The parkway continues to provide access to thousands of acres of parkland and is a major transportation route from the northern part of New Jersey to Bear Mountain State Park. Only passenger cars are allowed on this roadway. According to the New York State Office of Parks, Recreation, and Historic Preservation, the Palisades Interstate Parkway has encouraged orderly suburban growth and preserved natural areas for public benefit.

Interstate 287 (I-287) runs east-west through Clarkstown in conjunction with Interstate 87 (I-87), also called the New York State Thruway. The speed limit is 55 miles per hour. For most of its length through Rockland County, there are three lanes in each travel direction (eastbound and westbound) with a shoulder of approximately 12 feet on either side. A marked median of approximately 15 feet divides the travel directions with a metal traffic barrier extending the majority of the roadway. The right-of-way crosses with other roadways 12 times within the town boundaries, plus one water and two railway crossings. The crossings include 12 bridges over the Interstate, and 6 bridges over other rights-of-way. Four major interchanges are located along the Thruway in Clarkstown, providing access to the Palisades Interstate Parkway, Route 9W (9W), State Route 59 (SR-59), and State Route 303 (SR-303).

The interstate highways meet approximately 10 miles to the west of the Clarkstown border near Suffern, New York, where I-87 extends north through New York State to Canada, passing through Albany and the Adirondack Park Preserve. I-287 travels southwest through New Jersey, heading east in central New Jersey and intersecting with Interstates 80 and 78 – both major connectors west – and Interstate 95 (a.k.a. “New Jersey Turnpike”), a major north-south thoroughfare running between the northeast and southern United States. I-287 and I-87 diverge approximately seven miles to the southeast of Clarkstown on the east side of the Hudson River, after crossing the Tappan Zee Bridge. I-287 continues east through Westchester County, terminating at I-95. I-87 extends south to New York City.

Figure 1.1
Roadway Network
Comprehensive Transportation Plan

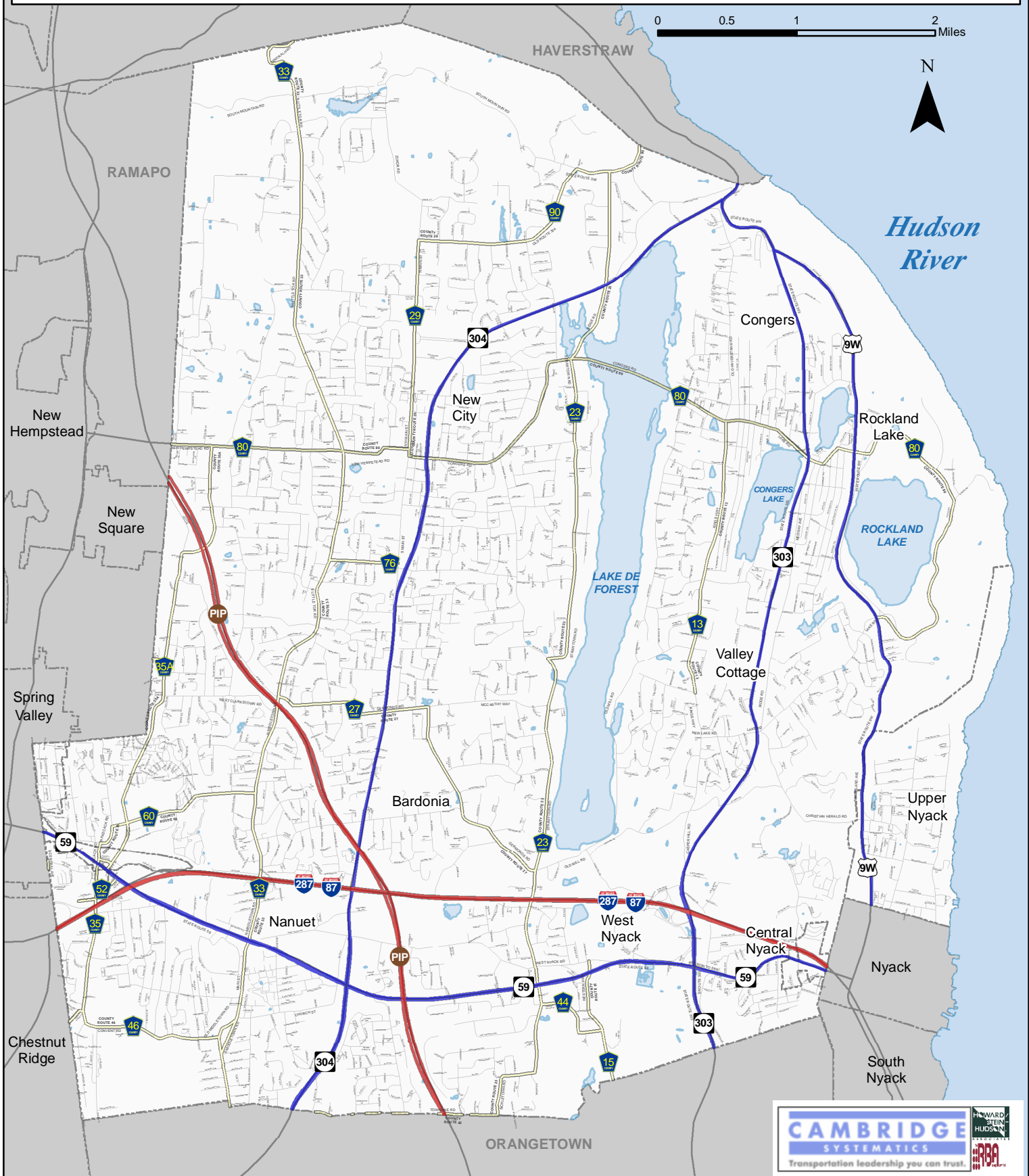


Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary



An important regional development affecting Clarkstown is the Tappan Zee Bridge/I-287 Environmental Review Project. The study is investigating the future of the deteriorating Tappan Zee Bridge and portions of the I-287 corridor. The Westchester Rockland Tappan Zee Futures Task Force released the preliminary results of the study in September 2008 and suggested the team focus on replacing the bridge to accommodate greater traffic demand, enhanced bus lanes, and commuter rail connections to New York City. In the long term, the improved traffic flow and transit services will facilitate travel to and from Clarkstown to Westchester County, New York City, and New England. A Final Environmental Impact Study (FEIS) is expected to be completed in 2010. The New York State Department of Transportation (NYSDOT) is planning an initiative to help municipalities evaluate opportunities for Transit-Oriented Development associated with transit enhancements from the project. Clarkstown will participate in this initiative and the FEIS in order to communicate the Town's priorities.

State highways in Clarkstown include 9W, SR-59, SR-303, and State Route 304 (SR-304). Route 9W traverses the eastern edge of the Town through the hamlets of Central Nyack, Valley Cottage, Rockland Lake, and Congers. The highway parallels the Hudson River from the New Jersey side of the George Washington Bridge (Fort Lee, New Jersey) on the southern end to the City of Albany, New York to the north where it intersects with State Route 9 (SR-9) and State Route 20 (SR-20). It has a speed limit ranging from 30 to 55 mph. It parallels the Palisades Interstate Parkway south of Clarkstown, and is a popular route for cyclists due to the wide roadway shoulders and slower vehicle travel speeds.

SR-59 runs east-west through the south end of Clarkstown, passing through the hamlets of Central Nyack, West Nyack, and Nanuet. The speed limit ranges from 30 to 55 mph. The road meets an interchange approximately eight miles west of Clarkstown, where travelers have access to other north or southbound highways. Major interchanges within the town include I-287, the Palisades Interstate Parkway, and SR-304. SR-59 provides access to numerous retail, office, and industrial areas, including the Nanuet Mall, Rockland Plaza, Palisades Center, and the Spring Valley Marketplace. The roadway has three 12-foot travel lanes in each direction with up to two additional turning lanes in the west, and is only two lanes east of the Palisades Interstate Parkway. Traffic flow is separated by a 15-foot raised median west of the Palisades Interstate Parkway.

SR-303 follows a north-south route across the eastern half of Clarkstown, crossing the border between New York and New Jersey parallel to 9W. The speed limit is 35 mph in dense areas and rises to 55 mph in less developed areas. The roadway has two lanes in each travel direction with a narrow shoulder in some sections, and one lane in either direction with striped medians and shoulders in dense traffic areas north of I-287. The roadway extends from an intersection with 9W in Congers southward through Valley Cottage to Orangetown and the Hamlet of Tappan where it becomes two-lane Bergen County (New Jersey) Route 505 and continues south. Major interchanges occur with I-287 and SR-59. Population and employment continues to increase along

the route and has, therefore, become a major route for commuter travel and commercial traffic, as well as a draw for commercial and residential development. According to various studies and community input, concerns over traffic safety and operational problems, along with quality of life issues are important in surrounding communities.

SR-304 has one terminus at an intersection with 9W just north of Congers in Clarkstown. The speed limit ranges from 35 to 55 mph. The roadway extends from there at an angle to the southwest past Lake De Forest, and then runs north-south through New City, Bardonia, and Nanuet. The roadway has one travel lane in either direction with a wide shoulder in the northern area of Clarkstown. It becomes wider (approximately 55 to 75 feet wide) with a striped median and turning lanes at intersections as it arrives at New City and continues south. It crosses over the Palisades Interstate Parkway and I-287 and crosses the border into New Jersey, narrowing similar to SR-303. The roadway passes through dense semi-urban development in New City, including shopping and office park destinations.

In addition to State roads, Rockland County roads connect many of the residential areas of Clarkstown. Strawtown Road (CR-23), Middletown Road/Little Tor Road (CR-33), and West Clarkstown Road (CR-35) offer north-south routes into hamlet centers and each cross through New City, Bardonia, and Nanuet. Germonds Road (CR-27) links Strawtown Road and West Clarkstown Road, while Congers Road (CR-80) traverses the Town from Rockland Lake to Ramapo, New York. Congers Road crosses Lake De Forest on its northern end on a causeway. The speed limit for all of these roads is 30 mph.

Roadway Characteristics

As part of the inventory of transportation assets, the study team compiled additional roadway data, such as vehicle height restrictions, steep grades, and weight restrictions. This information was received primarily from the Rockland County Truck Route Study and the Rockland SR-59 Corridor Study. The information is summarized below and illustrated in Figure 1.2.

- There are three roadways in Clarkstown with restrictions on vehicle heights, including the intersection of South Pascack Road and Lawrence Street near Smith Road (CR-60) and SR-59, a portion of the Palisades Interstate Parkway near the southern border of Clarkstown, and on Western Highway at the intersection with SR-59.
- Nine intersections in the Town were analyzed as part of the transportation plan. These can be found in Section 1.3. Four of the intersections are located in the Hamlet of Nanuet, three in New City, one in Central Nyack, and one in Valley Cottage.
- Rockland County collects traffic count data in 61 locations in Clarkstown, with the majority located on SR-59, Middletown Road (CR-33), New Hempstead Road/Congers Road (CR-80), and the Palisades Interstate

Parkway. Steep grades are marked in only two locations in this area, on Central Highway (CR-33) near the northern border of the Town, and on New Hempstead Road between Phillip Hill Road and Little Tor Road.

- Twelve roads in Clarkstown have weight restrictions in place, including eight for up to 10 tons (Kings Highway, Western Highway, Strawtown Road, Germonds Road, Middletown Road, West Clarkstown Road, Collyer Avenue, and Haverstraw Road). There are four roadways with restrictions above 15 tons, including Strawtown Road, Middletown Road, part of West Clarkstown Road, and part of New Hempstead Road.

Accident “Hotspot” Identification

Transportation safety has been identified by citizens as an important area in need of further attention. To further that goal, an accident analysis was performed to identify existing traffic safety hazards.

Methodology

Accident records were obtained from the Clarkstown Police Department. The records cover all accidents in the years 2006 and 2007 and included information on location, time of day, date, and whether injuries occurred. These data were imported into geographic information system (GIS) software and analyzed. Further background data were downloaded from the U.S. Census Bureau and the New York State Geographic Information Clearinghouse. The files were used to project the accident data onto viewable maps that include political boundaries, roads, and other roadway characteristics (Figure 1.2).

Accidents included in this report were recorded by the Clarkstown Police Department, and do not include incidents occurring on the Palisades Interstate Parkway or I-87, as those roads fall under the jurisdiction of the New York State Police and data were unavailable.

In order to identify the location of accident “hotspots,” the number of occurrences for each intersection listed in the accident reports was counted. The accidents were then grouped into three quantile groups, each representing one-third of the total number of accidents.

Analysis

Injuries

Of the 4,528 accidents that occurred in the two-year period, 777 involved at least one injury. The data did not allow for more rigorous analysis regarding number of injuries or fatalities involved in these accidents. The following section provides more location-specific injury analysis.

Figure 1.2
Roadway Characteristics
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend



Height Restrictions



Intersection Analysis



Traffic Counts



Steep Grades

High Accident Locations

Weight Restrictions

10 Tons

15 Tons

Interstate Highway

State Highway

County Highway

Local Road

Municipal Boundary

0 0.5 1 2 Miles



Hudson River

RAMAPO

New Hempstead

New Square

Spring Valley

Chestnut Ridge

HAVERSTRAW

New City

Bardonia

Nanuet

West Nyack

Congers

Valley Cottage

Rockland Lake

Upper Nyack

Nyack

South Nyack

ORANGETOWN

Accident Hotspot Identification

Three classifications were developed based on the total number of accidents over the two-year period. The classifications are: 1 to 4 accidents; 5 to 17 accidents; and greater than 18 accidents. For the purposes of this analysis, the largest classification, greater than 18 accidents, represents high-priority intersections. The frequency of accidents at these intersections indicates that additional safety measures should be pursued as there are likely problematic physical design or other safety issues.

Twenty-one high-priority intersections have been identified (see Table 1.2 and Figure 1.2). All of the high-priority intersections are located in three main corridors. These corridors are the most traveled corridors in Clarkstown and likely have high accident numbers due in part to higher traffic volumes.

The Route 59 corridor stands out with 11 intersections that experienced 18 or more accidents over the two-year period. The SR-303 corridor is the location of 5 high-priority intersections (including the interchange at SR-59), and the SR-304 corridor also contains 5 such intersections.

While all of these intersections feature exceedingly high numbers of accidents, the rate of accidents that result in injuries varies considerably. For instance, SR-59 at Grandview Avenue experienced 41 accidents over two years, 4 (9.8 percent) of which were injury accidents. This would indicate that the accidents that occur at this intersection generally occur at lower speeds and are overall less severe. In contrast, of the 21 accidents that occurred at the intersection of SR-304 and Bardonia Road, 9 (42.9 percent) were injury accidents. This would indicate that these accidents occur at higher speeds and are more severe or pose a risk to traveler safety.

Review of aerial imagery of the intersections with the highest percent of injury accidents reveals some potential factors such as problematic intersection geometry that should be investigated further in a future study. The accident data does not contain detailed information about the type of accident or the exact location of the accidents. The accidents described at these intersections may not be attributable to factors visible from satellite imagery. For example, it is possible that the signals at these intersections need timing coordination, or speed limits may be too high.

At the intersection of SR-304 and Bardonia Road the roadways intersect each other at a right angle but there are multiple entry/exit points close to the intersection. The limited sight lines combined with these entry/exits points could be a contributing factor to the high number of accidents at this intersection.

Likewise, review of the intersection of SR-304 and West Nyack Road reveals similar geometry. The roadways meet at a right angle and on the northwest corner there are multiple entry and exit points. It also may be possible that sight lines are further limited by vegetation on the corners.

Table 1.2 High-Priority Intersections

Intersection	Total Number of Accidents (Two-Year Total)	Number of Injury Accidents	Percent Injury Accidents
SR-59 and New Clarkstown Road	25	2	8.0%
SR-59 and Grandview Avenue	41	4	9.8%
SR-59 and Hutton Avenue	40	9	22.5%
SR-59 and Middletown Road	29	6	20.7%
SR-59 and College Avenue	40	5	12.5%
SR-59 and Smith Street	52	8	15.4%
SR-59 and Crosfield Avenue	47	11	23.4%
SR-59 and Palisades Center Drive	29	8	27.6%
SR-59 and SR-303 (Ramps)	39	5	12.8%
SR-59 and Broome Boulevard	33	5	15.2%
SR-59 and Waldron Avenue	60	9	15.0%
SR-304 and West Nyack Road	27	8	29.6%
SR-304 and Demarest Mill Road	26	4	15.4%
SR-304 and Bardonia Road	21	9	42.9%
SR-304 and Germonds Road	56	13	23.2%
SR-304 and Leona Avenue	19	3	15.8%
SR-304 and Congers Road	18	2	11.1%
SR-303 and Palisades Center Drive	42	8	19.0%
SR-303 and Storms Road	23	5	21.7%
SR-303 and Lake Road (Valley Cottage)	41	8	19.5%
9W and Lake Road (Valley Cottage)	20	7	35.0%
New Hempstead Road and North Main Street	25	3	12.0%

Source: Town of Clarkstown Police Department.

Time of Day

There are an inordinate number of accidents that registered as having occurred between midnight and 1:00 a.m. It is likely that this aberration is due to improperly input or processed data. Accidents seem to rise and fall with peak travel hours during the morning commute, lunch hour, and evening commute. Table 1.3 presents the temporal distribution of accidents.

Table 1.3 Temporal Distribution of Vehicular Accidents

Time of Accident	Number of Accidents	Monthly Average
12:00 a.m.-1:00 a.m.	382	15.92
1:00 a.m.-2:00 a.m.	154	6.42
2:00 a.m.-3:00 a.m.	130	5.42
3:00 a.m.-4:00 a.m.	134	5.58
4:00 a.m.-5:00 a.m.	129	5.38
5:00 a.m.-6:00 a.m.	139	5.79
6:00 a.m.-7:00 a.m.	156	6.50
7:00 a.m.-8:00 a.m.	201	8.38
8:00 a.m.-9:00 a.m.	213	8.88
9:00 a.m.-10:00 a.m.	205	8.54
10:00 a.m.-11:00 a.m.	149	6.21
11:00 a.m.-12:00 p.m.	213	8.88
12:00 p.m.-1:00 p.m.	257	10.71
1:00 p.m.-2:00 p.m.	262	10.92
2:00 p.m.-3:00 p.m.	255	10.63
3:00 p.m.-4:00 p.m.	280	11.67
4:00 p.m.-5:00 p.m.	289	12.04
5:00 p.m.-6:00 p.m.	302	12.58
6:00 p.m.-7:00 p.m.	220	9.17
7:00 p.m.-8:00 p.m.	146	6.08
8:00 p.m.-9:00 p.m.	114	4.75
9:00 p.m.-10:00 p.m.	76	3.17
10:00 p.m.-11:00 p.m.	69	2.88
11:00 p.m.-12:00 a.m.	53	2.21
Total	4,528	188.67

Source: Town of Clarkstown Police Department.

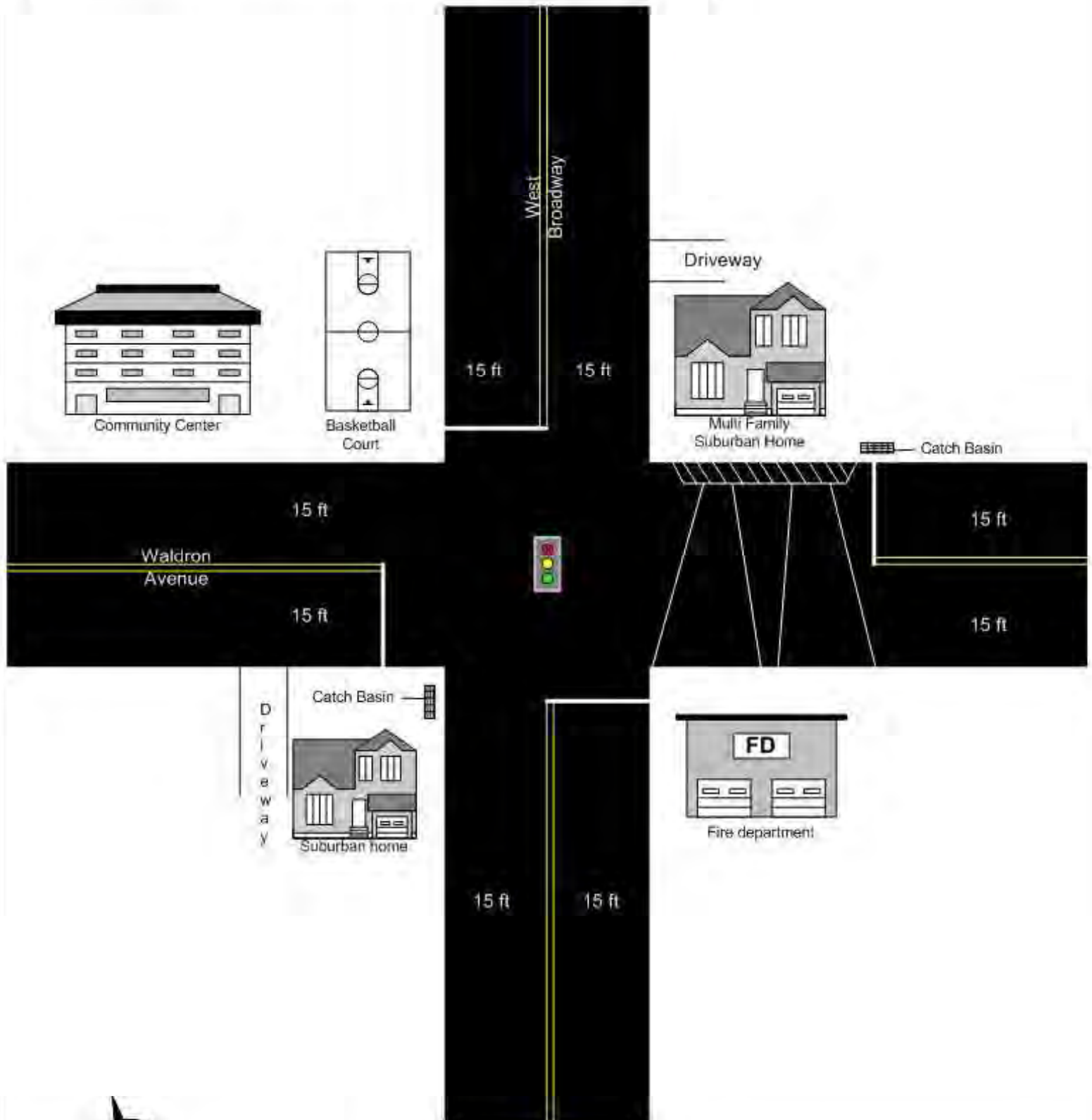
Intersection Inventory

Nine intersections were selected by the Town of Clarkstown for additional examination as a result of known traffic and/or congestion issues, access considerations, community complaint(s), and other concern. Additional examinations included performing field research and photologging to confirm intersection geometrics and roadway marking, as well as requesting traffic control device information from the Clarkstown Highway Department. The intersections included in this study were:

- Waldron Avenue at Broadway, Central Nyack;
- Church Street at Blauvelt Road/College Avenue, Nanuet;
- Church Street at Highview Avenue, Nanuet;
- Pascack Road at Lawrence Street, Nanuet.
- West Nyack Road at College Avenue, Nanuet;
- Maple Avenue at Demarest Avenue, New City;
- South Main Street at Second Street/Twin Elms Lane, New City;
- South Main Street at Third Street, New City;
- Kings Highway at New Lake Road, Valley Cottage;

Each intersection includes a drawing of the intersection noting the number of lanes, width of lanes, signage, traffic devices, line striping, crosswalks, line of sight issues, and drainage structures (see Figures 1.3 to 1.11). Additionally, all digital photography has been tagged with geospatial data, and is incorporated into the project geodatabase and a GIS program for further analysis and review.

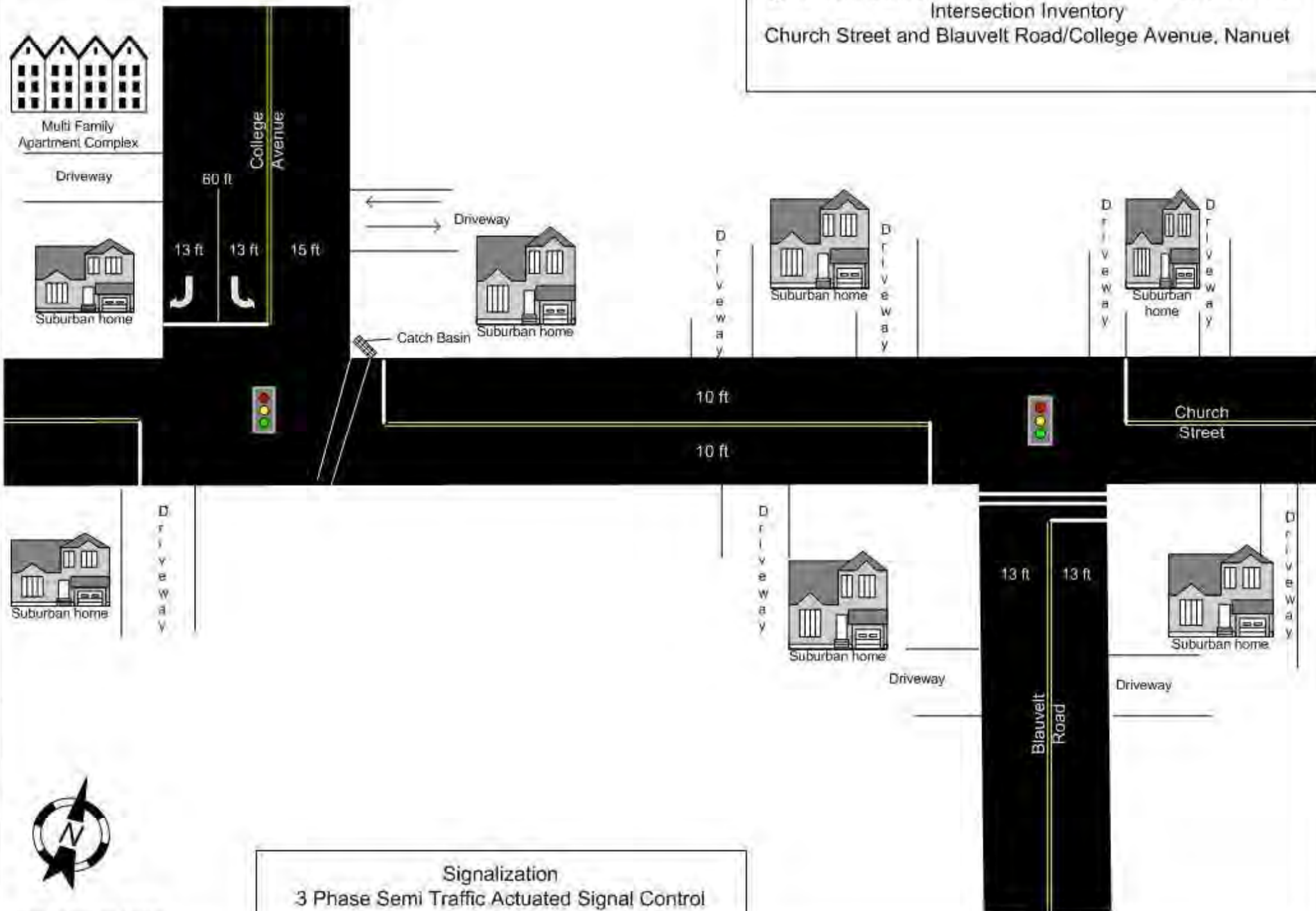
Figure 1.3 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Waldron Avenue/West Broadway, Central Nyack



Not Drawn to Scale

Signalization
2 Phase Pretimed Signal Control

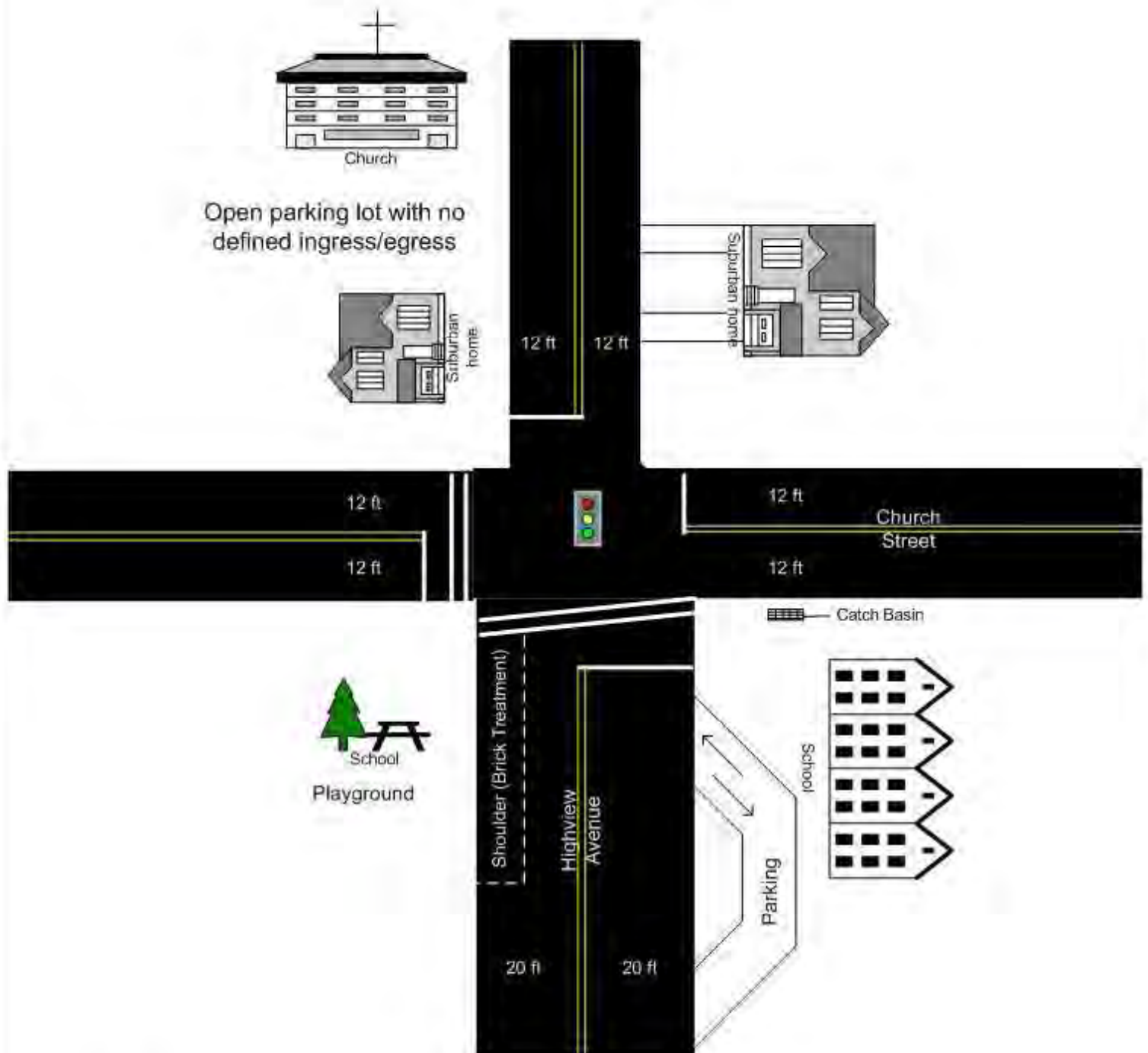
Figure 1.4 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Church Street and Blauvelt Road/College Avenue, Nanuet



Signalization
3 Phase Semi Traffic Actuated Signal Control

Not Drawn to Scale

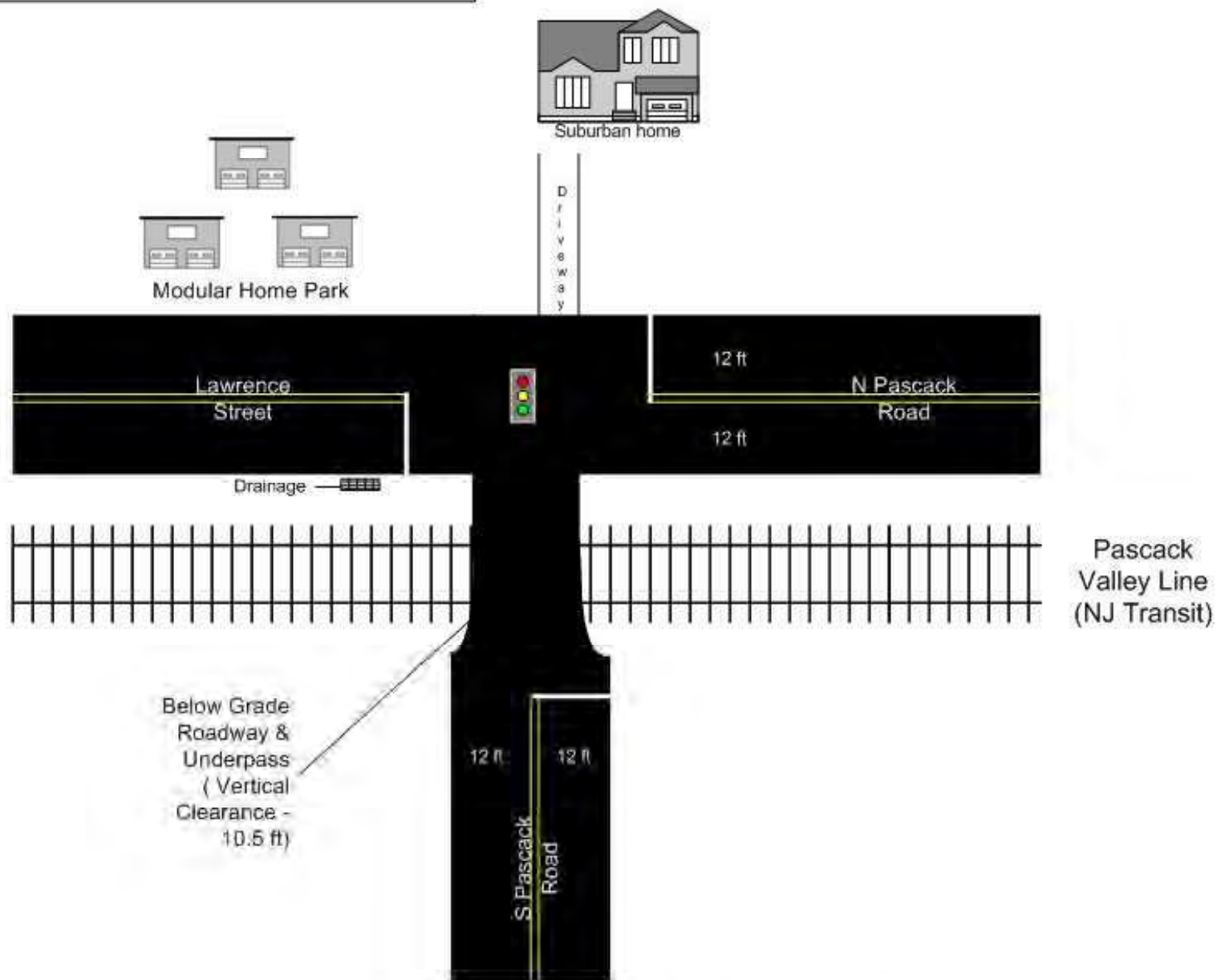
Figure 1.5 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Church Street at Highview Avenue, Nanuet



Not Drawn to Scale

Signalization
2 Phase Semi Traffic Actuated Signal Control

Figure 1.6 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Pascack Road at Lawrence Street, Nanuet



Not Drawn to Scale

Signalization
3 Phase Full Vehicle Actuated Signal Control

Figure 1.7 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
West Nyack Road at St. Anthony's Church, Nanuet

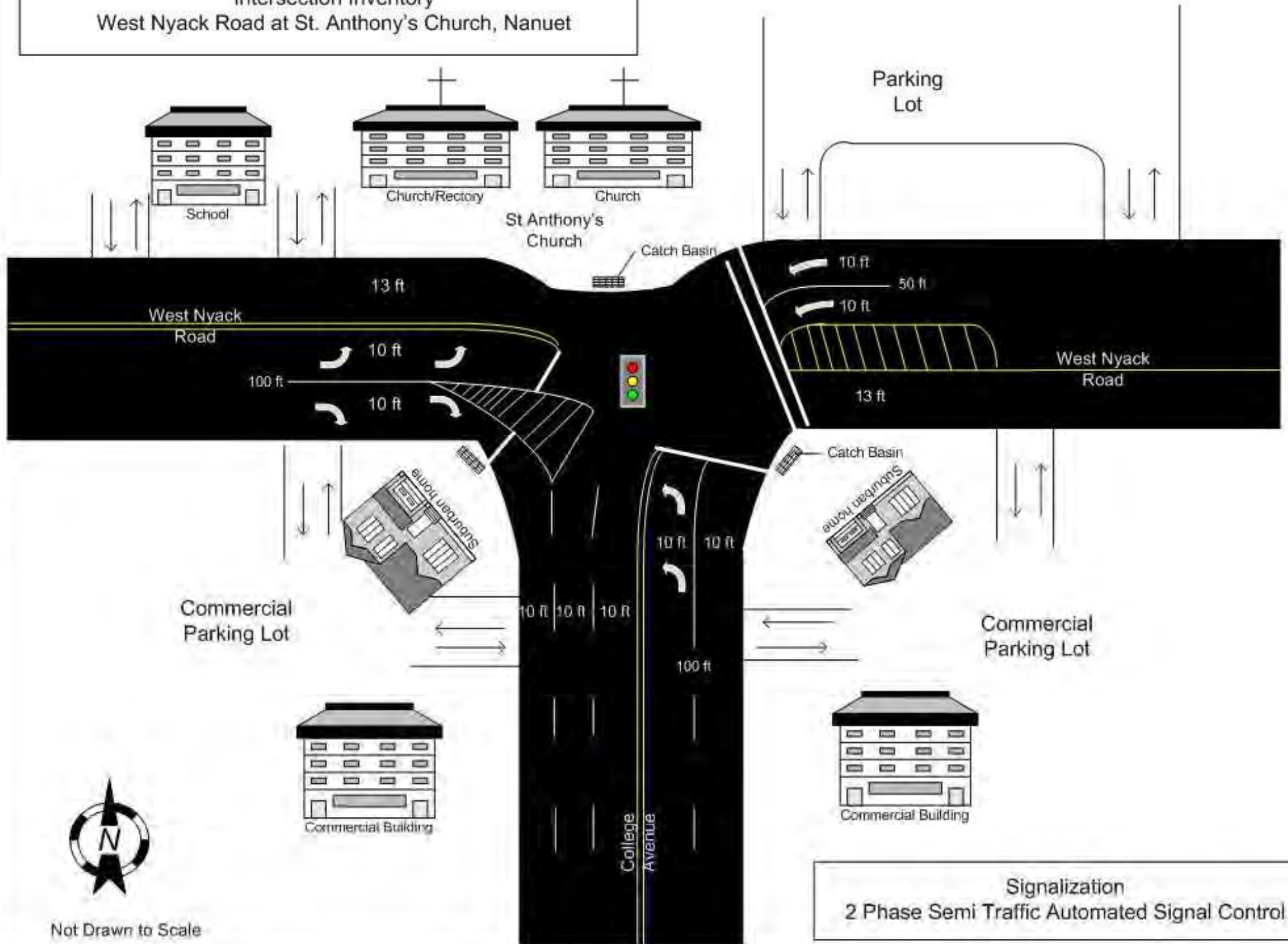
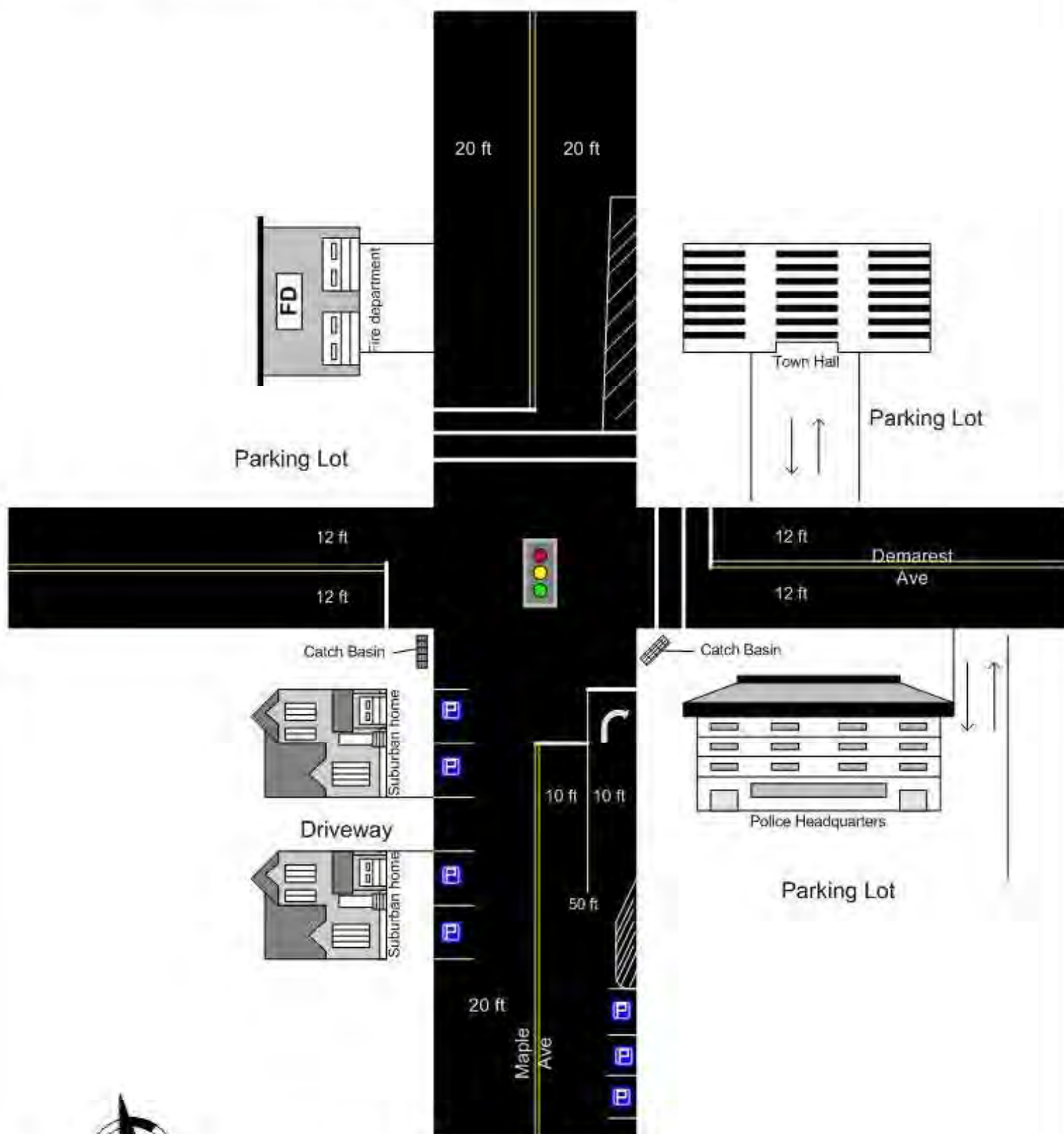


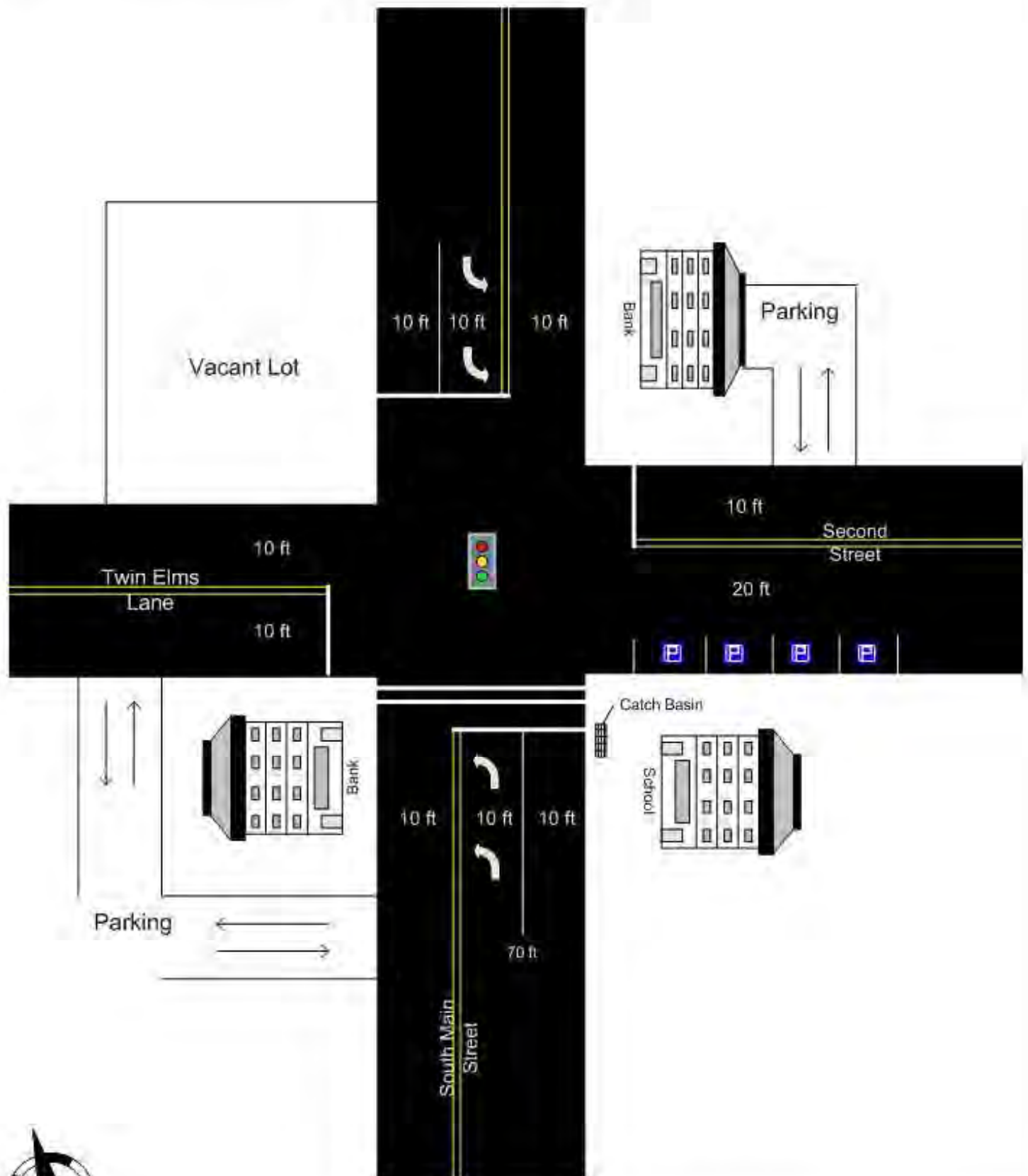
Figure 1.8 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Maple Avenue at Demarest Avenue, New City



Not Drawn to Scale

Signalization
2 Phase Pretimed Signal Control

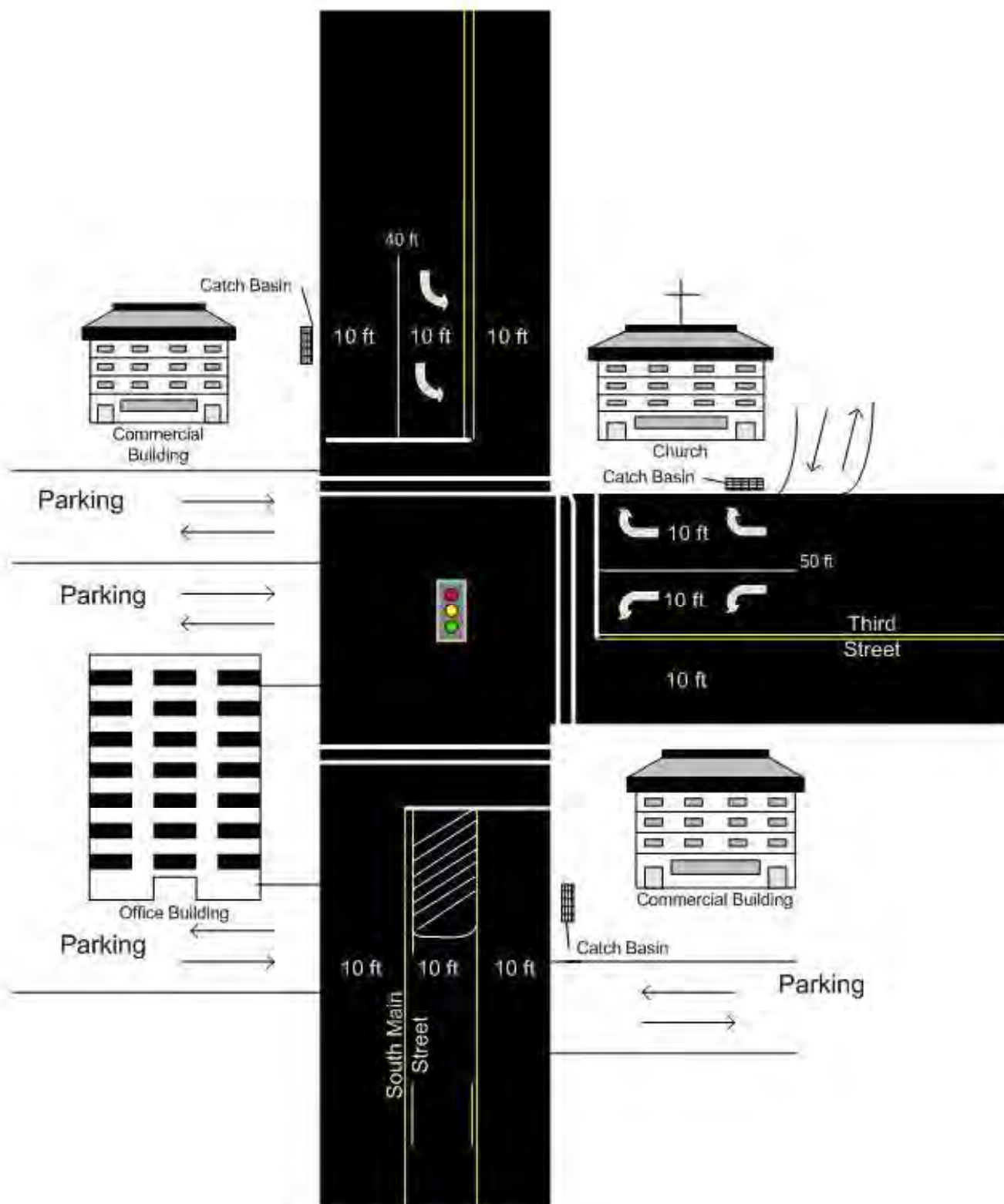
Figure 1.9 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
South Main Street at Second Street/Twin Elms Lane, New City



Not Drawn to Scale

Signalization
2 Phase Semi Traffic Actuated Signal Control

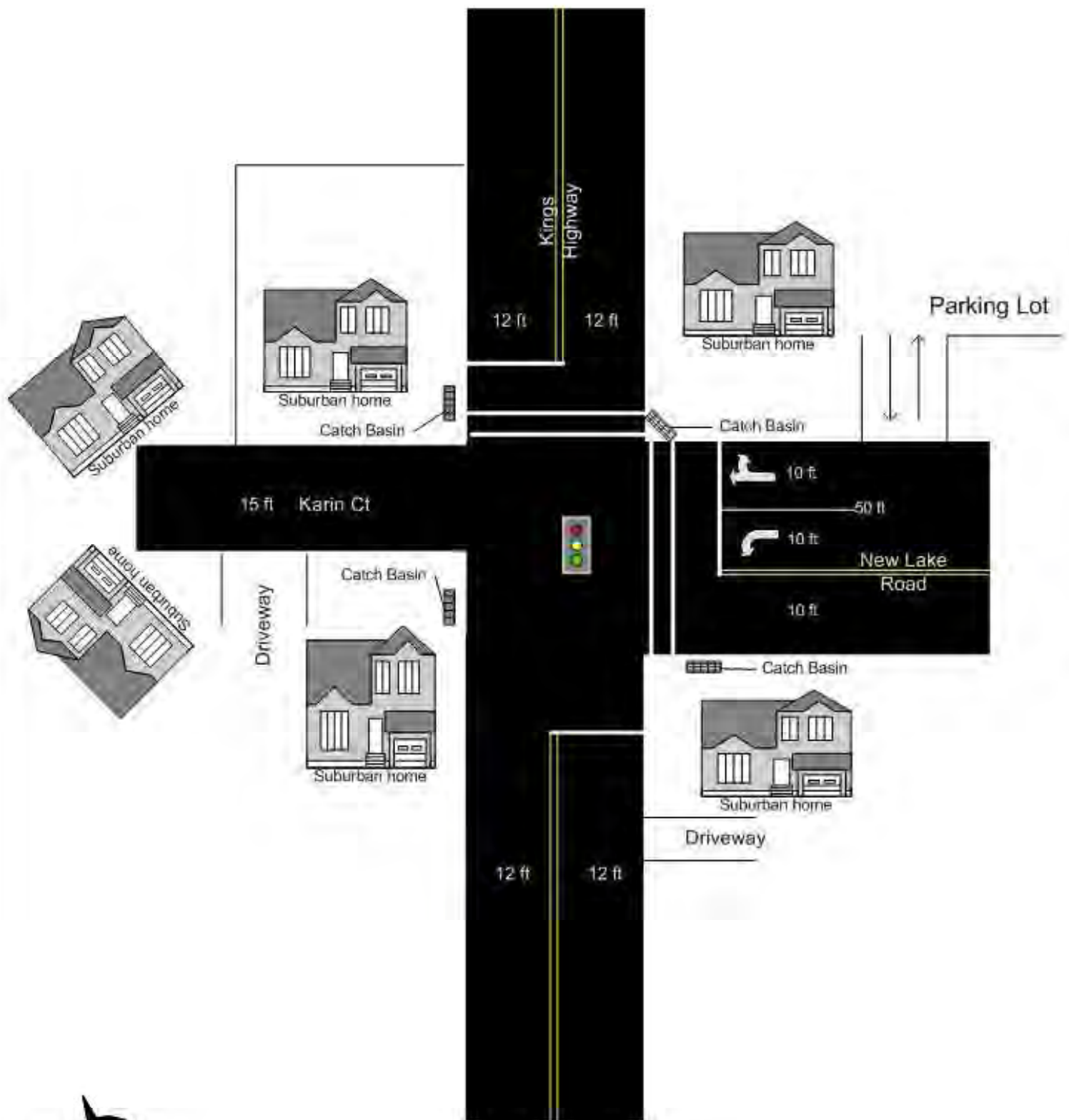
Figure 1.10 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
South Main Street/Third Street, New City



Not Drawn to Scale

Signalization
3 Phase Semi Traffic Actuated Signal Control

Figure 1.11 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Kings Highway at New Lake Road, Valley Cottage



Not Drawn to Scale

Signalization
3 Phase Semi Traffic Actuated Signal Control

1.2 SIDEWALK AND PEDESTRIAN FACILITIES

A comprehensive inventory of existing sidewalk and pedestrian facilities within the Town of Clarkstown boundaries was performed to fully understand the condition and state of sidewalks. The findings build the basis for the strategies recommended in the following sections. The Town of Clarkstown street network, population, and mix of land uses and transit system provide a foundation for a walkable town, with comprehensive networks in New City, Nanuet, and Congers. The existing sidewalk network provides a safe location for pedestrians to walk within a small geographical area, but robust connectivity between hamlets or residential areas and the denser commercial districts would further develop travel options and safety for users.

Sidewalk Inventory Methodology

Initial Screening

The planning team performed screening analysis utilizing data collected from the Americorps Volunteer Sidewalk Survey, the Mid-Hudson South Bicycle and Pedestrian Plan and the County's Planimetrics database to locate all existing sidewalks within the Town of Clarkstown. This research was supplemented by an initial field screening of the Town's pedestrian facilities by car to visually locate existing sidewalk facilities.

Local roadways, collector roadways, and arterial roadways were screened during the inventorying process.

GIS Database Development

To effectively plan for future pedestrian facilities, the planning team walked the collector and arterial roadways and visually noted the condition of the sidewalk network, including physical quality, connections between sidewalk segments, elements, or obstructions to any pedestrian facility, and crosswalk locations and quality. A systematic procedure for collecting data was developed using GIS databases created and managed using the computer application ARCPAD. The database consists of four shapefiles, which were used to store data on the physical characteristics. Photographs were also taken to provide future reference information. The following data was collected:

- Material – Asphalt, Concrete, Grass, Pavers, Gravel, Unimproved;
- Total Width – (Measured to nearest tenth of a foot);
- Condition – Good, Fair, Poor;
- Utility Strip – Yes, No;
- Utility Strip Material – Asphalt, Concrete, Grass, Pavers, Gravel, Unimproved;

- Utility Strip Width – (Measured to nearest tenth of a foot); and
- ADA compliance – Cross slope, quality of surface, width of sidewalk, and other engineering-related factors.

Crosswalks connecting sidewalk segments were categorized according to their position and orientation, as well as marking design, including standard parallel lines, ladder type lines, raised surface, or other styles.

Elements and observations collected included physical objects that fall within or adjacent to the pedestrian facilities being indexed. These elements consisted of sign posts, fire hydrants, tree, telephone poles, street lights, mailboxes, pedestrian ramps, etc.

Digital photographs were taken for each sidewalk segment and at other critical locations. The photographs were geo-tagged and hyperlinked to a point shape file. In the final product, the user will be able to click a point within the GIS system and see a photograph of the area.

Information Analysis

The entire database of sidewalk and pedestrian facilities information was analyzed along with other information regarding Clarkstown's infrastructure. Figure 1.12 illustrates the sidewalk analysis.

Existing Sidewalk Conditions

The Town of Clarkstown street network, population, land uses, and transit system provide a foundation for a walkable town. The network of sidewalks is more comprehensive in the Hamlet Centers of New City and Nanuet than that of West Nyack, Central Nyack, and Congers.

An analysis was completed of existing sidewalk conditions on roadways in the town (including collector streets and major corridors). The sidewalk network generally provides a safe location for pedestrians to walk within a small geographical area; however, much of the connectivity between hamlets or residential areas and the denser commercial districts is lacking.

Where practicable, Town streets should provide adequate facilities to allow for safe and comfortable pedestrian travel. It was imperative to identify the pedestrian generators like schools, houses of worship, downtown districts, and transportation hubs where the development of a sidewalk network is essential to encourage walking as a safe viable transportation alternative.

Figure 1.12
Sidewalk/Pedestrian Facilities
Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

— County Highway

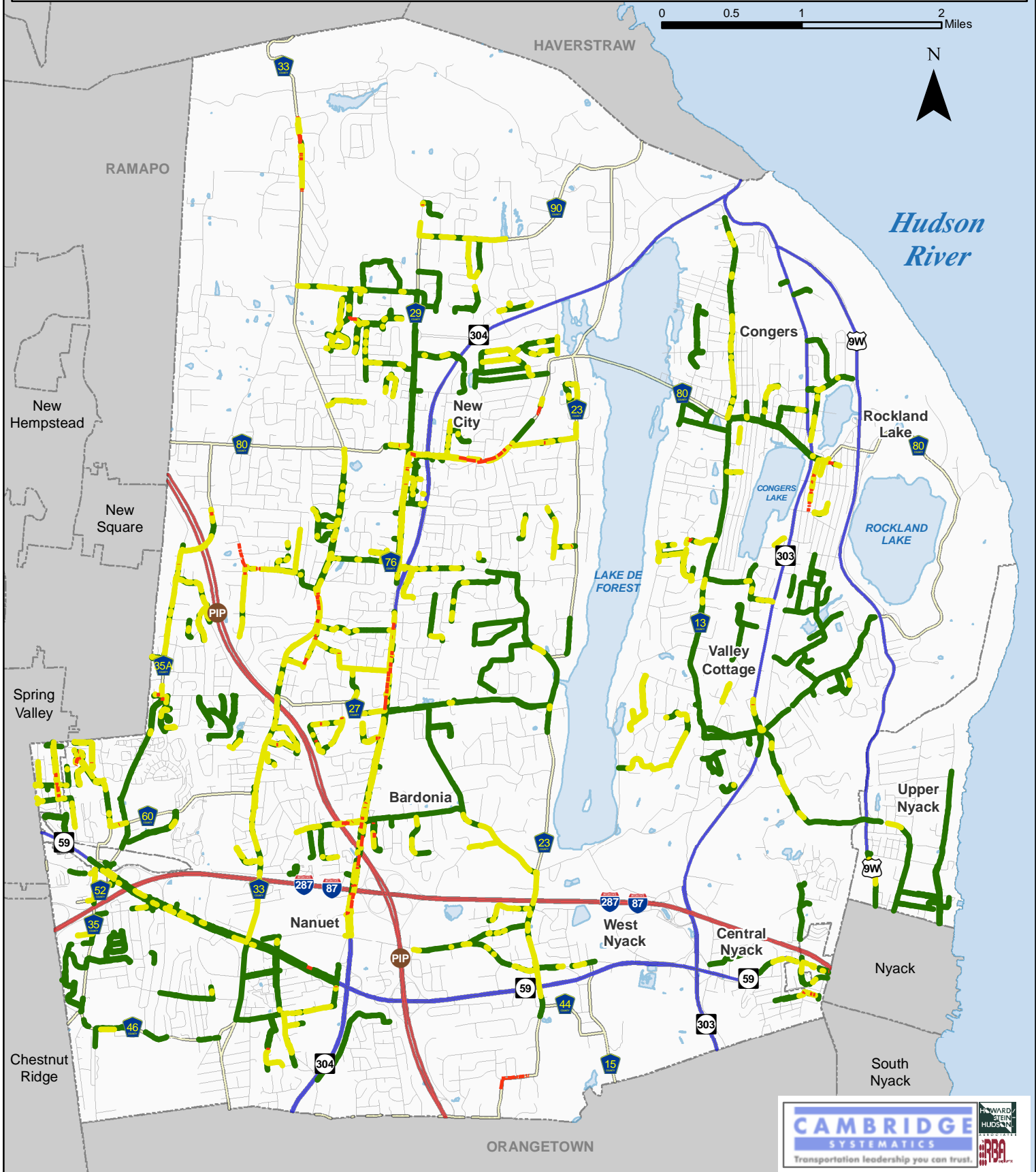
— Interstate Highway

— State Highway

— Local Road

Municipal Boundary

* Note - Sidewalk Elements viewed distinctly when zoomed in



Through this analysis, five priority corridors were identified that provide the most connectivity to pedestrian generators but have the poorest walking conditions:

- New Hempstead Road (SR-80);
- Congers Road (SR-80);
- SR-304;
- SR-303; and
- SR-59.

While the majority of the existing sidewalks are in good to fair condition, there are numerous locations with elements that provide a barrier to walking. Some streets have missing sections of sidewalk, sidewalks in poor condition, or obstructions that limit accessibility and present safety hazards. The lack of curb ramps, except at major intersections, and limited access to crosswalks creates barriers for those using assistive devices. With the exception of SR-304, detectable warning surfaces have not been provided on most curb ramps. Obstructions within the sidewalks were not found to be a major issue. However, in some areas utility poles within the sidewalk limited the clear path of travel making sidewalks inaccessible for those using assistive devices, such as wheelchairs.

1.3 PUBLIC TRANSPORTATION SERVICES

Public Transportation services operating within the Town of Clarkstown serve a vital function for local residents, workers and other travelers. Many Clarkstown residents depend upon local transit services such as Transport of Rockland (TOR) and the Clarkstown Mini-Trans for intra-town or intra-county work, school, shopping, and entertainment trips.

Line haul bus services such as COACH USA carry New York City-bound commuters to the Port Authority Bus Terminal or the George Washington Bridge Bus Terminal in Manhattan, or to employment locations in Northern New Jersey. The TAPPAN ZEEexpress carries commuters from Nanuet, West Nyack, and other locations in Rockland County across the Tappan Zee Bridge to employment locations and Metro-North Railroad stations in Westchester County. New Jersey Transit and Metro-North operate commuter rail service from Nanuet to New Jersey and Manhattan.

Transportation “hubs” provide convenient access at major centers and facilitate convenient transfers between rail, bus, walking, and automobile. The Palisades Center Mall is one such hub, with transfers between bus lines, as well as the Lot J Park-and-Ride facility with access to the TAPPAN ZEEexpress. Another hub is the Nanuet Train Station, located near Nanuet Mall and the Exit 14 Park-N-Ride off the NYS Thruway. Nanuet Mall is itself a hub as well, with major bus lines sharing stops in the parking lots. Expansion at this location is planned, as the

State of New York is exploring options to utilize part of the Nanuet Mall parking lot to connect local transportation facilities.

Figure 1.13 shows the transit services operating within Clarkstown and the following sections describe each of the transit services in detail.

Transport of Rockland

Transport of Rockland (TOR) manages 11 bus transit routes throughout Rockland County. Five of those routes operate in Clarkstown. The TOR 59 bus operates on SR-59 between Suffern and Nyack, and serves the Nanuet, West Nyack, and Central Nyack areas of Clarkstown. Major activity centers such as the Nanuet Mall and Palisades Center are served by TOR 59. The TOR 91 route operates between Spring Valley and Nyack via New City and Haverstraw. The New City area and Palisades Center are portions of Clarkstown served by the TOR 91 route. TOR 92 operates between Spring Valley and Nyack via Pearl River and Sparkill. While TOR 92 operates primarily in Orangetown, the route enters Clarkstown to serve Palisades Center. TOR 93 operates between Sloatsburg in Ramapo and Nanuet Mall in Clarkstown. TOR 97 operates between Stony Point and the New Jersey state line, passing through Clarkstown on SR-303 and serving Commuter Lot J adjacent to Palisades Center.

Clarkstown Mini-Trans

Clarkstown Mini-Trans is a community transit service operated by the Town of Clarkstown. Mini-Trans operates five routes throughout the Town. All routes converge on Nanuet Mall, which provides easy access for Town residents to this employment and activity center, and provides a location for transit riders to transfer to other Mini-Trans routes or TOR services. Mini-Trans Route A operates between Nanuet Mall and Congers via Palisades Center and Valley Cottage. Mini-Trans Route B operates between Nanuet Mall and New City via Germonds and Bardonia. Mini-Trans Route C operates in the western portion of Clarkstown between Nanuet Mall and South Mountain Road via West Clarkstown Road and Little Tor Road. Mini-Trans Route D operates along the southern tier of the Town, between Nanuet Mall and Central Nyack. Mini-Trans Route E operates between Nanuet Mall and New City via Brewery Road, Congers Road, and SR-304.

Coach USA

Coach USA is a privately owned bus operator, providing bus service geared toward Manhattan-bound commuters, with stops at the Port Authority Bus Terminal (42nd Street) and George Washington Bridge Bus Station (178th Street) in New York City. Their services have been available to Rockland County commuters for over 60 years.

Figure 1.13

Public Transportation Services
Comprehensive Transportation Plan

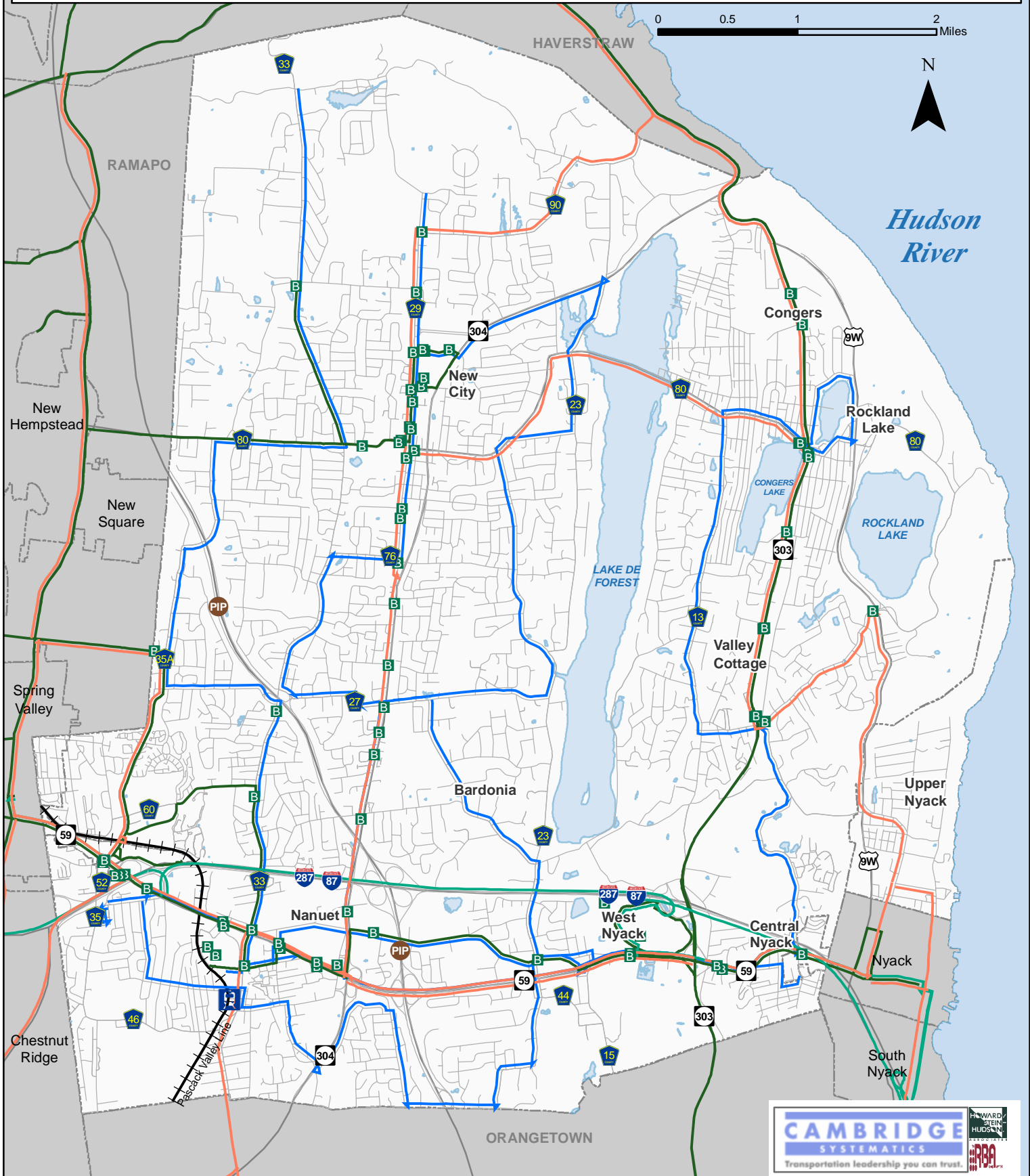


Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- | | | |
|-----------------------|--------------------|--------------------|
| Mini Trans | Bus Shelters | Roads |
| Red And Tan | Park and Ride Lots | Commuter Rail |
| Tappan ZExpress | Existing | Municipal Boundary |
| Transport of Rockland | Rail Station | |
| | Proposed | |



Tappan ZEEexpress

The Tappan ZEEexpress service is managed by Transport of Rockland. The service operates between Suffern and points in Westchester County such as Tarrytown and White Plains, which are major activity centers and have train stations served by Metro-North Railroad. The Tappan ZEEexpress makes stops in Clarkstown at the Exit 14 Park-N-Ride facility on SR-59 in Nanuet and at Lot J at Palisades Center.

Park-N-Ride Facilities

There are 13 park-and-ride lots in Clarkstown. While the parking lots are open to any customers, most facilities are used by commuters to locations outside of the Town. Costs and the lines served differ at each location. All lots are maintained by the Town of Clarkstown, with funding available from local, Rockland County and New York State sources. Park-N-Ride facilities are an important link in providing public transportation resources that reduce regional greenhouse gases, lower gasoline costs for individuals, and improve mobility in the region.

Each location serves different customers and provides amenities depending on the needs and available resources. A list of the facilities is provided below, grouped by location.

Exit 14 (I-287 at SR-59) North, East and West Lots, Nanuet

The north, east, and west lots off of Exit 14 on I-287 have over 600 parking spaces total (225, 188, and 80 spaces, respectively). The North lot is located on the north side of Route 59 at New York State Thruway Exit 14. The East and West lots are located on the south side of Route 59. They are designed with landscaping, lighting and, on the east lot only, a shelter for waiting passengers. The lots currently are operating at or above capacity. All three lots offer parking free of charge or permit. Available transit services include TOR Route 59; Red and Tan Routes 45E, 11A, 11C, and 49, COACH USA Express, TAPPAN ZEEexpress, OWL, and Spring Valley Jitney.

Middletown Road at SR-59 (next to Exxon), Nanuet

The Middletown Road Park-N-Ride lot is located on the southwest corner of the Route 59 and Middletown Road intersection, across Middletown Road from the Nanuet Mall. The lot offers free parking and contains 25 parking spaces, 2 of which are handicapped accessible. The lot operates at approximately half capacity on a typical weekday. There is a convenience store nearby and lights in the parking lot. Transit services available at the Middletown Road lot include TOR Route 59, Red and Tan Routes 46, 47, 20, 11A, and 11C, and Clarkstown Mini-Trans Route C.

Nanuet Mall, Nanuet

A Park-N-Ride has been secured in the parking lot of the Nanuet Mall in Nanuet, with entrances on SR-59. There are 50 parking spaces available for customers riding the Pascack Valley train line, Red and Tan 11A and 11C routes, and TOR 20, 46, 47 and 59 buses. There are stores nearby and lights in the parking lot.

Smith Street at SR-59, Nanuet

The Smith Street Park-N-Ride lot is located on the north side of SR-59 between Smith Street and SR-304. No fees or permits are required to park in the facility's 286 parking spaces. Seven ADA spaces are available. The lot is served by TOR Route 59, Red and Tan Routes 47, 49, 20, and 11A, and Clarkstown Mini-Trans Routes A and E.

Nanuet Metro-North Railroad Station North and South Lots (Prospect Street at South Middletown Road), Nanuet

Located on Prospect Street near the Nanuet Train Station are two lots, with 332 spaces in Lot 1, and 229 spaces in Lot 2, as well as 12 handicapped-accessible parking spaces in each lot. No permits or fees are required, and the lots have access to stores, a pay phone, passenger shelter, newspapers, mailboxes, and lighting. The lots are accessible by the Pascack Valley rail line, Red and Tan routes 11A and 11C, and TOR Routes 20, 46, and 47.

North Middletown Road at Palisades Interstate Parkway, Bardonia

With 105 spaces including three situated for handicapped access, the Park-N-Ride lot is located on the east side of North Middletown Road on the south side of the Parkway. The lot has a passenger shelter, lighting, a telephone and newspaper boxes. This lot is not served directly by public transportation and is, therefore, used by carpool commuters only. Fees or permits are not required.

SR-59 at SR-303 Exit 12 – Lot J (Palisades Center), West Nyack

The Palisades Center Park-N-Ride Lot J is located adjacent to Palisades Center Mall in West Nyack near the intersection of I-287 and SR-303. It is Clarkstown's largest single Park-N-Ride facility. There are over 1,000 parking spaces available, serving commuters to New York City aboard Coach USA and other commuter buses. Spaces also are available for rideshare users (approximately 40 spaces) and pull-up lanes are used by "kiss-and-ride" commuters, or those who are being dropped off or picked up. There is a shelter available to waiting customers, with schedules and other information posted inside. No fees or permits are required to use Lot J.

SR-59 at SR-303 Lots 1 and 2, West Nyack

Two parking lots complement the Palisades Center Mall Lot J Park-N-Ride. Lot 1 is located north of Route 59 and Lot 2 is located south of Route 59. There are no

fees for parking in these lots. Lot 1 has 230 parking spaces available with four handicapped accessible spaces. Lot 2 has 200 general and 10 handicapped accessible spaces available. Available transit services include TOR Routes 91, 92 and 97. The spaces also are used by carpool passengers.

The following table catalogs the location, available capacity, and a snap-shot of utilization at each of the Park-N-Ride facilities in the Town of Clarkstown.

Table 1.4 Park-N-Ride Facility Catalog

Park-N-Ride Facility	Hamlet/ Village	Parking Spaces	Utilizatio n Snap- Shot
I-287 @ SR-59 East Lot (Exit 14)	Nanuet	188	187
I-287 @ SR-59 North Lot (Exit 14)	Nanuet	225	225*
I-287 @ SR-59 West Lot (Exit 14)	Nanuet	80	80*
Middletown Road at SR-59 (next to Exxon)	Nanuet	25	13
Nanuet Mall (SR-59 @ North Middletown Road)	Nanuet	50	22
Smith Street at SR-59	Nanuet	286	114
Nanuet Rail Station Lot 1	Nanuet	332	332
Nanuet Rail Station Lot 2	Nanuet	229	126
North Middletown Road at Palisades Interstate Parkway Exit 10	Bardonia/Ne w City	101	29
SR-59 at SR-303 Exit 12 – Lot J (Palisades Center Mall)	West Nyack	900	200
SR-59 at SR-303 Exit 12 – Lot 1	West Nyack	230	108
SR-59 at SR-303 Exit 12 – Lot 2	West Nyack	200	86

Source/Note: Rockland County Department of Planning, Town of Clarkstown;
Parking utilization is based on a.m. visits to the facilities between Mondays
and Fridays in 2008/2009.

* Lots were at or over capacity.

New Jersey Transit-Metro North Railroad

There is one commuter rail station in Clarkstown, located in the Hamlet of Nanuet. The Nanuet Train Station is served by New Jersey Transit-Metro North Railroad Pascack Valley Line. Because there currently is only one track on this line, the Pascack Valley Line operates more trains from Spring Valley to Hoboken, New Jersey during morning commuting hours, with only four trains providing morning trips to the area. The trains primarily serve customers from Hoboken to Spring Valley during the evening peak commute with trains arriving every 15 to 30 minutes. Very limited service operates in the reverse direction until 9:10 p.m. Commuters using the Pascack Valley line may transfer at Secaucus, New Jersey to trains bound for Pennsylvania Station in Midtown

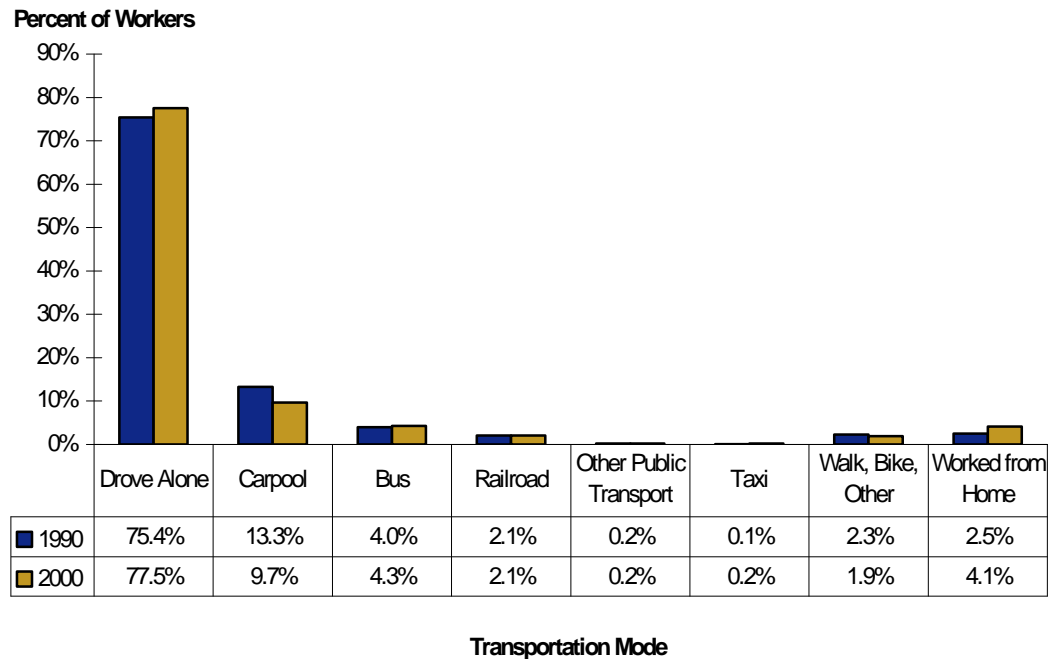
Manhattan or to Port Authority Trans-Hudson (PATH) services in Hoboken to reach Lower Manhattan.

Mobility and Transit Trends

All of these roadway and transit services create a network that covers large portions of the Town and serves the transport needs of many of Clarkstown's residents. Travel surveys by the U.S. Census Bureau, as well as anecdotal experience suggest that traffic congestion has been on the rise since the 1990s. Clarkstown's population and job opportunities have increased steadily over the years, although some housing, shopping and work choices have been located in areas inaccessible from public transportation. Equally important, the costs of driving have been relatively inexpensive. As shown in Figure 1.14, the percentage of workers who drove to work alone grew from 75 percent to over 77 percent from 1990 to 2000, while alternatives such as carpooling declined. The percentage of Clarkstown residents who take buses to work increased modestly over the same time period, while the percentage of residents who use taxis, trains, and other types of transit services remained nearly level.

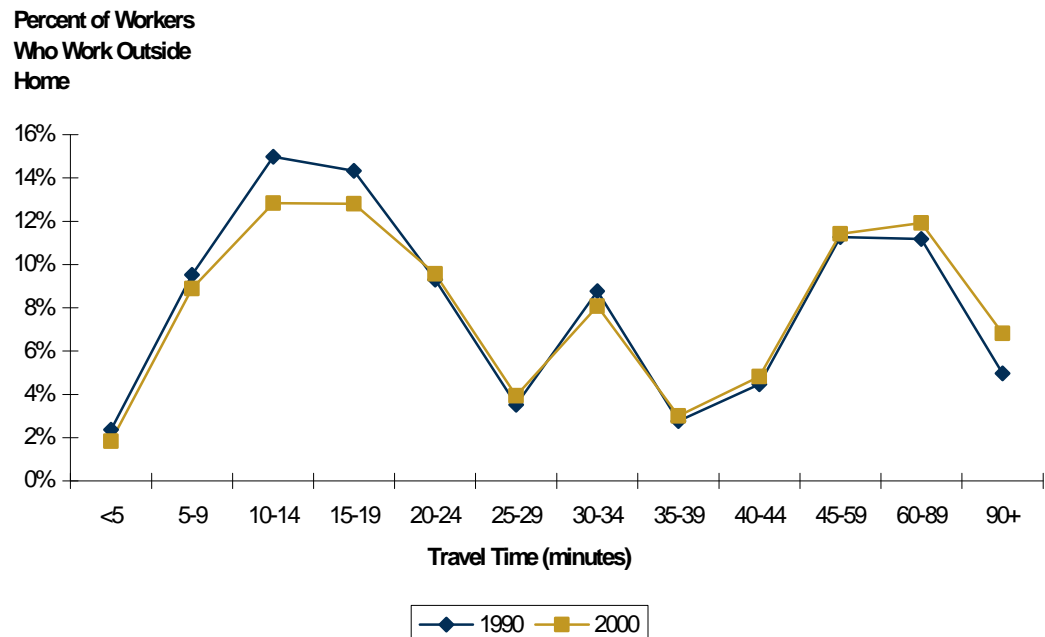
For Clarkstown residents who do not work at home, their commutes have been growing longer. As Figure 1.15 illustrates, the percentage of Clarkstown residents who had a commute of 20 minutes or less was higher in 1990 than it was in 2000. At the same time, the percentage of residents who endured a commute of 40, 60, or even 90 minutes or more increased between 1990 and 2000.

Figure 1.14 Means of Transportation to Work for Workers Residing in Clarkstown 1990 and 2000



Source: U.S. Census Bureau.

Figure 1.15 Travel Time to Work for Workers Residing in Clarkstown 1990 and 2000



Source: U.S. Census Bureau.

1.4 BICYCLE FACILITIES

Bicycling is important in Clarkstown for both commuting and recreational riding. Cycling has been growing in popularity across the region, often around town centers and moderate length stretches where bicycle lanes are provided. Recreational use continues to grow on Route 9W and on local roads. While work and shopping trips by bicycle can help reduce traffic congestion and automobile emissions, recreational cyclists can help support local businesses.

Bicycle Route 9W



Bicycle Route with signage.



Cyclists gathering outside The Runcible Spoon Bakery in Nyack on Route 9W.

9W follows the west side of the Hudson River from the New Jersey-New York border in Palisades, New York to Albany, and serves as the primary bicycle route through the Hudson River Valley. On the segment through the Town of Clarkstown, 9W has a striped shoulder/bicycle lane, which is in good condition. It is typically wide enough to serve as a bicycle lane, although at points where the shoulder lane narrows (as pictured above), cyclists take the right side of the moving lane and drivers must pass with caution.

Greenway Trail



Facing north.



Facing south.

The Greenway Trail is a shared use waterfront trail which runs approximately five miles along the Hudson River from Upper Nyack to the Village of Haverstraw. The trail is partially paved, partially gravel and is in good condition. It is accessible from 9W at both the north and south ends via local roads. The Palisades Interstate Park Commission owns and maintains this trail.

Rockland Lake State Park Bicycle Trail



Inner trail.



Outer trails run parallel to Rockland Lake.

Rockland Lake State Park has two bicycle facilities. The inner trail is for slow moving cyclists and pedestrians, following the edge of Rockland Lake for most of its circumference. The outer trail is Rockland Lake Road (CR-80), which also serves as an access road for vehicles entering and circulating around the lake and state park. Both are in good condition. Rockland Lake Road is within a half mile of the Nyack Beach-Hook Mountain Greenway Trail, accessible via local roads.



Rockland Lake State Park Outer Bicycle trail.

Bicycle counts conducted on Rockland Lake Road show a weekday peak of about 10 cyclists per hour and a weekend peak of about 25 cyclists per hour. Figure 1.16 illustrates visually the bicycle facilities currently located within, passing through, or neighboring Clarkstown.

1.5 TRAFFIC AND PEDESTRIAN GENERATORS

An inventory of major traffic and pedestrian generators was assembled for Clarkstown based on data from the Rockland County Department of Planning and through extensive field research and confirmation. The generators are

described below to provide a comprehensive understanding of the influence of these sites on travel. Travel associated with these uses applies to any travel mode depending on the availability of facilities such as parking, sidewalks, and public transportation. The conclusion of each section presents a listing of facilities identified as major generators of traffic and/or pedestrian activity. Figure 1.17 documents the location of generators within Clarkstown.

Figure 1.16
Bicycle Facilities
Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Bicycle Facilities

- Existing On Street- Bridge/Park/Separated
- Existing On Street Striped
- Interstate Highway
- State Highway

- County Highway
- Local Road
- Parks & Recreation Areas
- Municipal Boundary

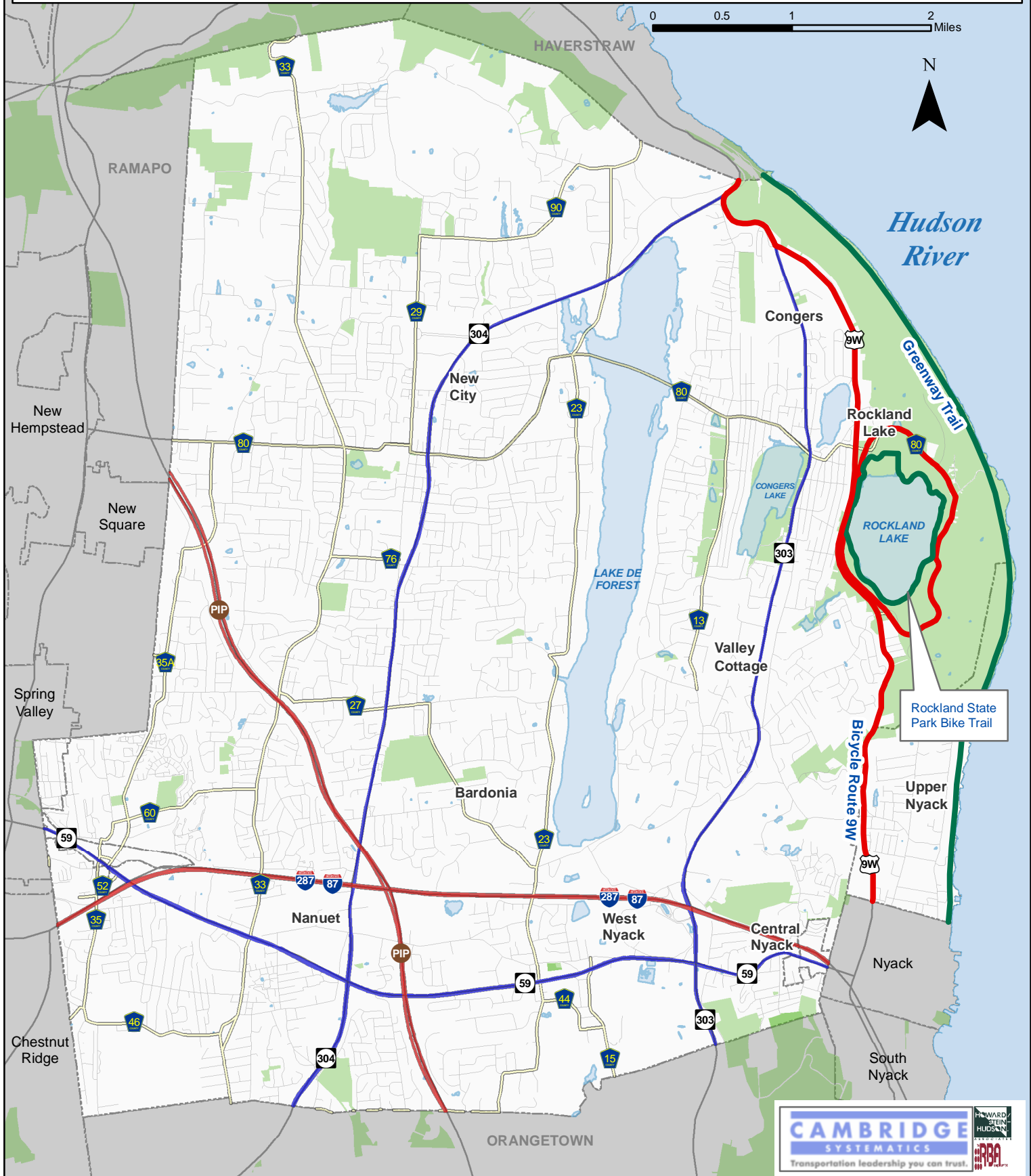


Figure 1.17
Pedestrian and Traffic Generators
Comprehensive Transportation Plan

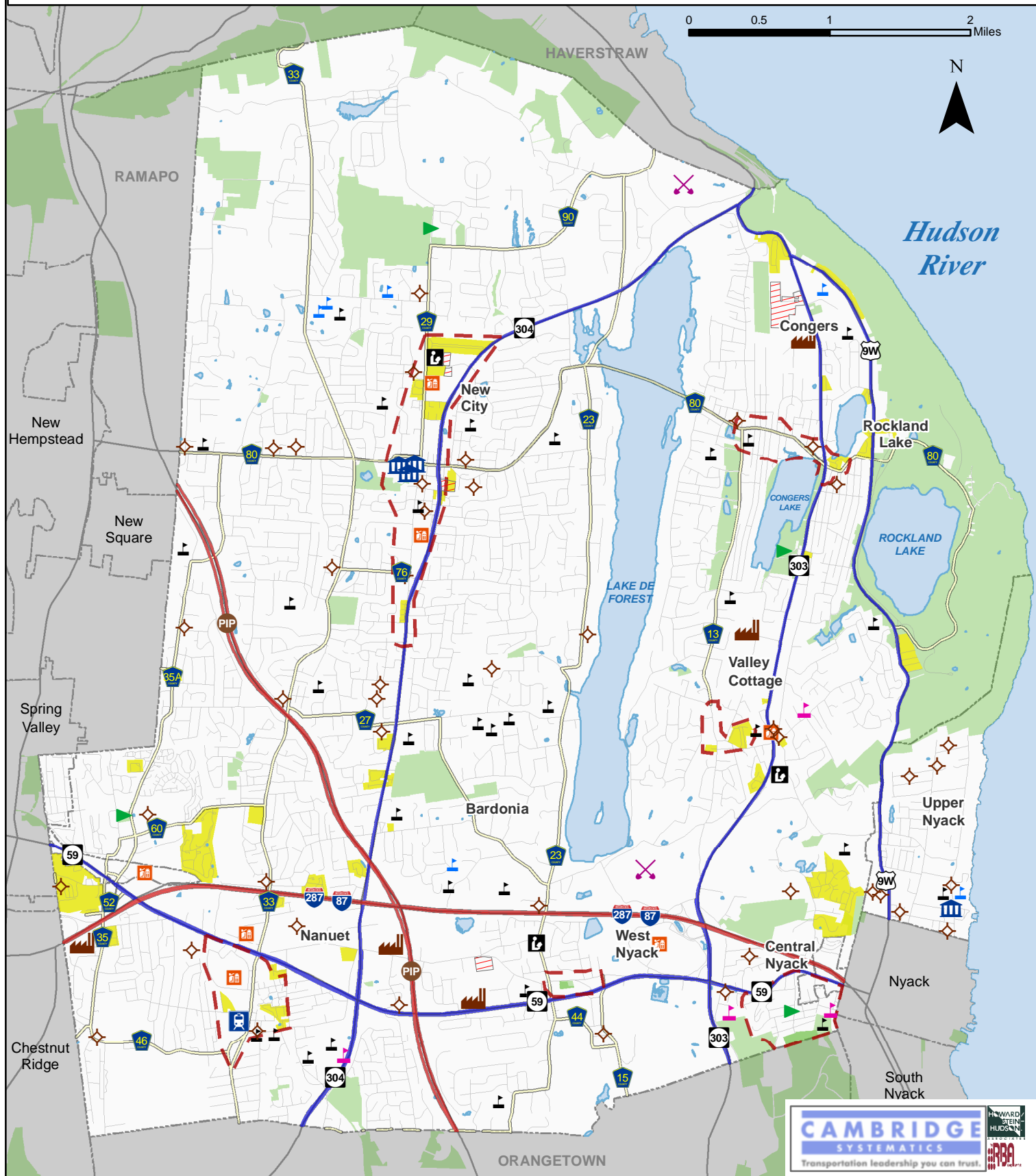


Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- | | | |
|-------------------------------|----------------------------------|--------------------------|
| Schools | Government Facility | Interstate Highway |
| Special Schools | Retail Center | State Highway |
| Other Education | Rail Station | County Highway |
| Place of Worship | Industrial/Office/Warehouse | Local Road |
| Libraries | Quarry | Parks & Recreation Areas |
| Community Center | Hamlet Centers | Municipal Boundary |
| Multi Family Housing (Zoning) | Active Adult Residences (Zoning) | |



Commercial Centers: Small Office and Retail

Commercial centers attract travelers for jobs and services offered at these locations. In relation to transportation, commercial uses are typically analyzed separately for office and retail (shopping) uses and are presented here in that way.

Small Office Uses

Office locations include uses such as law firms, financial services, and dentist offices. They are integral to urban developments such as Transit-Oriented Development and Clarkstown's Hamlet Centers. Most travel occurs during peak travel times, or "rush hour." Peak travel normally occurs from 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m., Monday through Friday. These locations also may generate significant traffic during lunch hours, typically from 12:00 p.m. to 1:00 p.m. Other travel during business hours may include occasional individual travelers, as well as supply deliveries. An example of small office uses in Clarkstown is the New City Business District.

Retail Centers

Retail locations attract employees and users (shoppers) throughout the day and evening. These locations may be located singly or grouped in malls or shopping centers. Retail uses include grocery stores, restaurants, and clothing stores. The employees at these locations may travel during peak hours, although stores typically stay open later than other uses. Retail locations attract users during non-peak hours, including weekends. Some travelers include retail locations during their morning or evening commute, making these locations contributors to peak-hour travel. Delivery of goods for many retail uses occurs before or after retail business hours.

Major retail travel generators for Clarkstown include Palisades Center Mall in West Nyack, Nanuet Mall in Nanuet, New City Hamlet Center, the Spring Valley Marketplace in Nanuet, and Rockland Plaza in Nanuet. Although the Marketplace is located in Spring Valley, it still has major influence on travel within Clarkstown borders.

Industrial Centers: Office and Natural Resources

Industrial centers attract travelers for jobs and material transport. Uses may include manufacturing plants, warehouses, or rock quarries. Travel for employees occurs primarily during peak hours. Some industrial businesses offer mass transportation for employees using vans or buses. Pick-up or delivery of material and goods throughout the working day is typical and utilizes large vehicles that may have a significant effect on automobile traffic.

Industrial Office and Warehouse Uses

Office uses include office parks, executive parks and suites and industrial office and warehouse centers. Most travel occurs during peak travel times, or “rush hour.” Peak travel normally occurs from 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m., Monday through Friday. These locations also may generate significant traffic during lunch hours, typically from 12:00 p.m. to 1:00 p.m., if food services are outside walking distance. Other travel during business hours includes major and minor supply deliveries by truck, as well as an occasional individual traveler. Major industrial office uses in Clarkstown include office parks near Brenner Drive in Congers, Corporate Way in Valley Cottage, on the SR-59 corridor and on South Pascack Road near SR-59 in Nanuet.

Quarries

Rock extraction and crushing from quarries is a major industrial activity in Clarkstown. The two major quarries are operated by Tilcon west of SR-303 in West Nyack and north of SR-304 in Congers. Travel for employees occurs primarily during peak hours. Pick-up or delivery of material and goods throughout the working day is typical and utilizes large vehicles that may have a significant effect on automobile traffic and quality of life due to engine noise and exhaust.

Government Facilities

Government facilities generate travel for jobs and services offered at these locations and are used similarly to commercial office locations. These locations include uses such as city hall and the courthouse. High travel occurs during peak travel times for employees. These locations also may generate significant traffic throughout the day for users with work to conduct at these offices. Government facilities may experience significant increases in travel by all modes for civic activities such as voting.

Major generators associated with governmental activity are located in New City. They include the Rockland County governmental offices, the Rockland County court house, and the Town of Clarkstown municipal offices.

Houses of Worship

Houses of worship typically contribute to off-peak travel. These may include churches, synagogues, and mosques. Weekend travel increases are common. Houses of worship also may affect traffic flow due to automobile parking needs. Other significant travel may occur during occasional community events, when safety concerns are important similar to school and community center locations.

Schools

The residential nature of Clarkstown has led to the development of a number of public and private schools of various sizes, located in nearly all areas of the Town. The high number of students at these locations, combined with a higher-than-usual number of pedestrians and carpooling create important concerns for managing transportation resources and planning for safe future development.

Elementary Schools

Elementary schools typically contribute to peak travel times; based on a school schedule from 8:30 a.m. to 3:00 p.m. Travel is generated notably by school buses, which make frequent stops in residential neighborhoods and at schools. Children also may be dropped off individually at the school by automobile. Safety is a primary concern due to high pedestrian and bicycle traffic near schools, as children do not have access to cars. Lower speed limits (15 mph) are in effect when children are present. After school programs operated at the school, as well as differing release times for kindergarten and preschool children may extend school hours into evening peak travel time.

Secondary Schools

Secondary schools (middle and high school) contribute to peak travel times, based on a school schedule from 8:30 a.m. to 3:00 p.m. Traffic is generated by school buses and individual automobiles. Safety is a primary concern due to high pedestrian and bicycle traffic near schools, as many youth do not have access to cars. Lower speed limits (15 mph) are enforced when youth are present. After school activities occur with regular frequency and may spread the peak travel times. Travel may significantly increase near the school during large events occurring during evenings and weekends.

Major generators associated with high school activities include, Clarkstown North Senior High School in New City, Clarkstown South Senior High School in West Nyack, Albertus Magnus High School in Bardonia, Felix Festa Middle School in Bardonia, Nyack Senior High School in Upper Nyack, and Nanuet Senior High School in Nanuet.

Community and Recreation Centers

Community and recreation centers typically contribute to off-peak travel. Many activities occur after school until the end of peak travel times at youth-oriented centers. Safety is a primary concern due to high pedestrian use at these centers. Parking and pick-up/drop-off areas may affect automobile traffic. Parents also may visit the center with children in strollers, making sidewalk condition an issue. Community centers sponsoring activities for older adults or functioning as “senior centers” are used by residents who also especially need a safe, comfortable walking environment. Recreation centers may attract travelers around peak hours for those participating in activities (i.e., swimming) before or after the business day. Community and recreation centers attract weekend users,

as well, for both incidental use and large events. Most community centers in Clarkstown are of a smaller variety that serve the local neighborhood.

Residential Community (Multifamily or Active Adult Residences)

Residential communities are diverse in demographics and can be age-restricted. The areas may be composed of single-family detached homes, attached single-family homes (townhouses), apartment buildings, or a combination of these. The relative residential density in suburban environments affects transportation due to increased travel at intersections between neighborhood and the regional street networks. Connecting streets often approach local roads with higher travel speeds; presenting safety concerns for drivers and pedestrians at these locations.

For multifamily communities, residents may have a significant effect on peak-hour travel for all modes due to travel for work and school. Where children are present and amenities (schools, retail) are located within walking distance, pedestrian safety will be a key issue during peak hours, especially where there is access to roadways with higher speed limits. Where facilities are available, the area may attract travelers during those hours for various activities.

Adult-only communities, or senior living communities, typically contribute to off-peak travel. Many activities occur during business hours, as many residents have retired from work and will make trips throughout the day. Some adult communities provide amenities such as health care services or senior community centers, which may contribute to pedestrian travel. In general, a higher proportion of older adults use mobility devices or do not drive, highlighting pedestrian and public transit issues. Parking and pick-up/drop-off areas for public transportation and private vehicles may affect the speed and safety of automobile and pedestrian traffic at intersections. Issues related to Community Centers will apply where these facilities are available. Tables 1.5, 1.6, and 1.7 summarize the multifamily housing and senior adult residences mix by Hamlet Center areas within the Town of Clarkstown.

Table 1.5 Hamlet Center Multifamily Housing Units by Tenure

Hamlet	Condos	Rentals	Total
Bardonia	230	100	330
Central Nyack	0	101	101
Congers	494	0	494
Nanuet	1,895	1,461	3,357
New City	443	409	852
Valley Cottage	1,005	96	1,101
West Nyack	32	0	32

Source: Town of Clarkstown Housing Report, 2002

Table 1.6 Clarkstown Multifamily Housing Stock

Bardonia		
Name	Owned	Rental
Germonds Village	60	-
L'Ambiance	27	-
Monterey Gardens	-	100
Parkside	31	-
Village Green	112	-
Northgate Apartments	-	72
Waldron Heights	-	29

Congers		
Name	Owned	Rental
Bridgewater I		
Bridgewater II	30	-
Doxbury Manor	54	-
Georgetown Manor	20	-
Hidden Valley	56	-
Long Clove Mews	91	-
Millers Landing	56	-
Swans Landing	23	-

Nanuet		
Name	Owned	Rental
Avalon	-	525
Bremer	84	-
Buckingham Apts.	64	-
College Avenue	128	-
Greenbriar (Reigert)	-	57
Amber Fields	150	-
Middlewood	-	106
Normandy Village (South of 1 st St.)	115	172
Normandy Village (North of 1 st St.)	21	79
St. Moritz	-	22
Sisters of Charity	-	106
Sussex	84	-
Hamlets (Eagle Ridge)	240	-
Hamlets (Treetops)	240	-
Hamlets (Vista I)	240	-
Hamlets (Knolls East)	240	-
Hamlets (Timberline)	120	-
Versailles	70	-

New City		
Name	Owned	Rental
Braemer	31	-
Champeau Apts.	-	38
Mount Vernon Manor	-	36
New City Condos	331	-
New City Gardens	-	166
Squadron Gardens	-	100
Sunrise Assisted Living	-	76
Woodfern Apts.	-	29

Valley Cottage		
Name	Owned	Rental
Burgundy Apts.	-	96
Gazzola	15	-
Lake Road Apts.	150	-
Mountainview Condos	777	-
Mountainbrook Estates	47	-
Rockridge	16	-

West Nyack		
Name	Owned	Rental
Clarksville Condos	8	-
Oakwood Garden	24	-

Source: Town of Clarkstown Housing Report, 2002.

Table 1.7 Senior Adult Multifamily Residences

Name	Hamlet	Owner Occupied	Renter Occupied
Monterey Gardens	Bardonia	0	100
Squadron Gardens	New City	0	100
Middlewood	Nanuet	0	106
Sisters of Charity	Nanuet	0	106
<i>Total</i>		<i>0</i>	<i>412</i>

Source: Town of Clarkstown Housing Report, 2002.

Libraries

Libraries generate travel throughout the week. Highest travel will occur during events in a way similar to community centers and schools. Safety is a key concern, as libraries are often used by children and young adults, many of whom travel by foot or bicycle. Parents also may visit the library with children in strollers, making sidewalk condition an issue. Automobile traffic may be affected by patrons stopping by the library before or after work to return or pick up materials or family members. Clarkstown's three libraries contribute primarily to local travel.

Hamlet Centers

The Town of Clarkstown has created Hamlet Center zoning overlay districts that offer incentives for development and guide site and building design. The Hamlet Center overlays currently are located in New City, Congers, and Valley Cottage. Zoning overlays are planned for Nanuet, Central Nyack, and West Nyack. Concentrations of traffic generators exist in these locations.

The Hamlet Center overlay guides the creation of accessible, walkable, and attractive "downtown" centers that create a sense of identity, preserve architecturally significant buildings, stimulate the business environment, and provide a safe walking environment. Hamlet Center overlays also encourage a mix of land uses, most notably by including provisions for one-bedroom apartments over retail stores.

Development in Hamlet Center overlay zones will generate trips for residents, workers, and visitors. A great majority of local trips in Clarkstown are by automobile, so intersection conflicts – including access to parking – will be a key issue for roadways near Centers. With an increase in pedestrians and cyclists, safety is a main issue and may require slower driving speeds. While shopping and recreational trips occur throughout the day, employees of businesses and

residents will travel mostly during peak hours, with main paths of travel to and from major roadways.

1.6 LAND USE AND ZONING

According to 2008 tax files from Rockland County and the Town of Clarkstown, land use in Clarkstown is largely low-density residential. Small, winding suburban roadways, often ending in cul-de-sacs, provide access to homes surrounded by private yards. These areas are punctuated by parcels of more dense urban development, often anchored by moderately intense retail and other commercial uses. There also are a number of government and quasi-government properties in the area, as well as land designated for public utilities and industrial activities.

The main areas of commercial use are located near I-287 and SR-59 near the southern end of the Town, and along SR-304 near the Hamlet of New City. Major commercial centers to the south include Spring Valley Marketplace, Nanuet Mall, Rockland Plaza, and Palisades Center. The commercial area in New City is comprised of separate buildings and small retail structures. About half of the commercial properties in each zone are devoted to parking.

Areas zoned or registered as public utilities, which include services such as water and electricity, are located at the southern border of Clarkstown, around Lake De Forest, and extend slightly northwest from the lake. Major industrial uses include a rock quarry at the southern end of Lake De Forest near West Nyack, an industrial park off of SR-303 near Congers and an additional rock quarry at the northern end of Lake De Forest. Major industrial office uses in Clarkstown include office parks near Brenner Drive in Congers, Corporate Way in Valley Cottage, and on South Pascack Road near SR-59 in Nanuet.

Large public institutional uses include schools, a cemetery, and a number of municipal buildings, many of which are located near SR-304 and south of I-287. Clarkstown also enjoys public open space in Rockland Lake State Park on the Hudson River, Kennedy Dells County Park between Little Tor Road and SR-304, Mountain View Park near I-287 and SR-59, as well as a number of local open spaces, ball fields and small parks throughout the Town. Four country clubs and/or golf courses also are located within Clarkstown.

Figures 1.18 and 1.19 document the current land use and zoning within Clarkstown, respectively.

Figure 1.18

Land Use

Comprehensive Transportation Plan



**Town of Clarkstown
Rockland County, New York**

Data Source: Rockland County Planning Department - GIS

Legend

	Agricultural		Vacant		Public Park/Open Space
	Community Commercial		Not Yet Classified		Private Recreation/Private Open Space
	Office		Heavy Industrial		Roads
	Regional Commercial		Light Industrial/Warehouse		Railroad
	Utilities		Residential		Municipal Boundary
			Institutional/Quasi-Public		
			Local Park/Open Space		

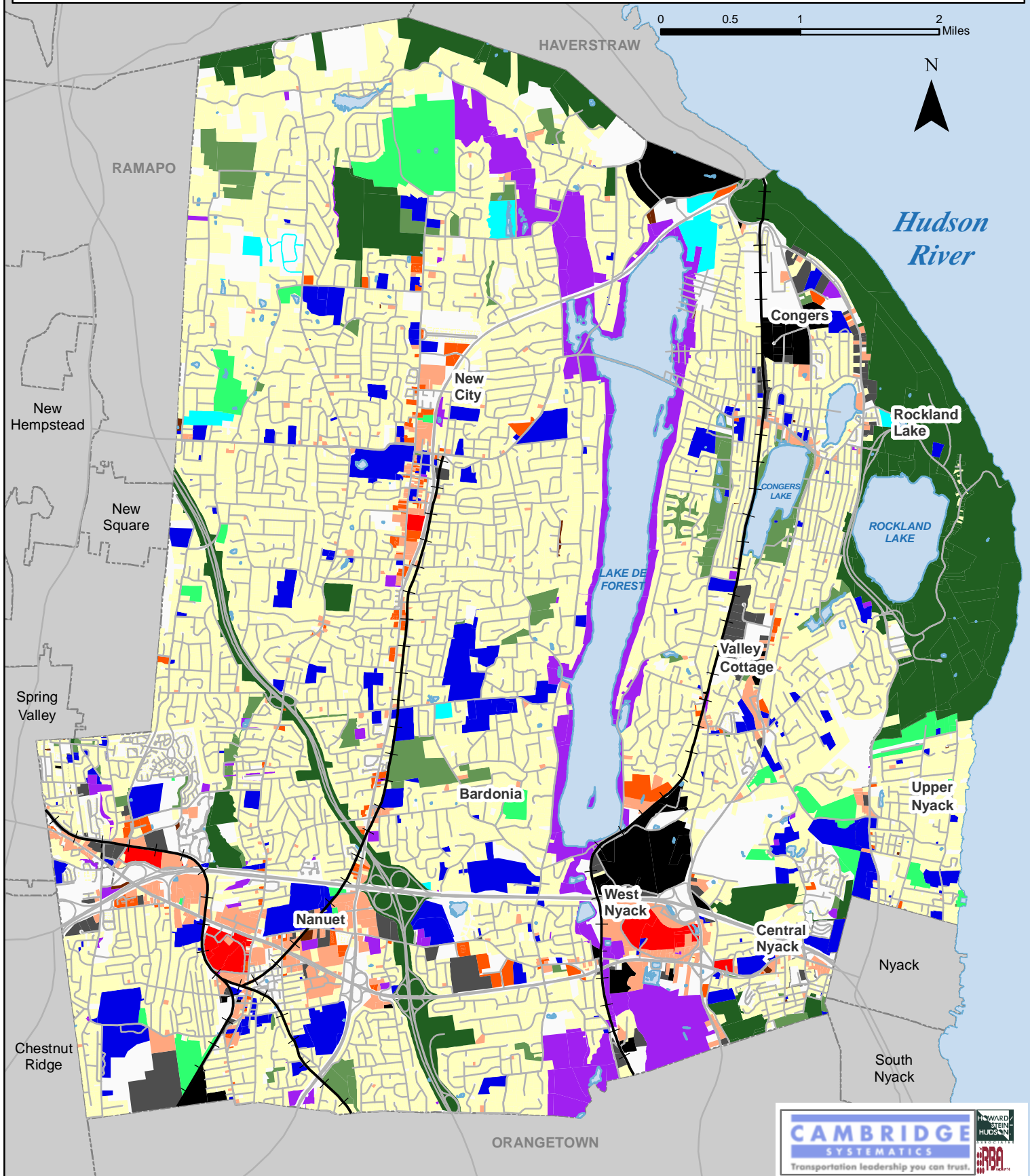


Figure 1.19

Zoning

Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

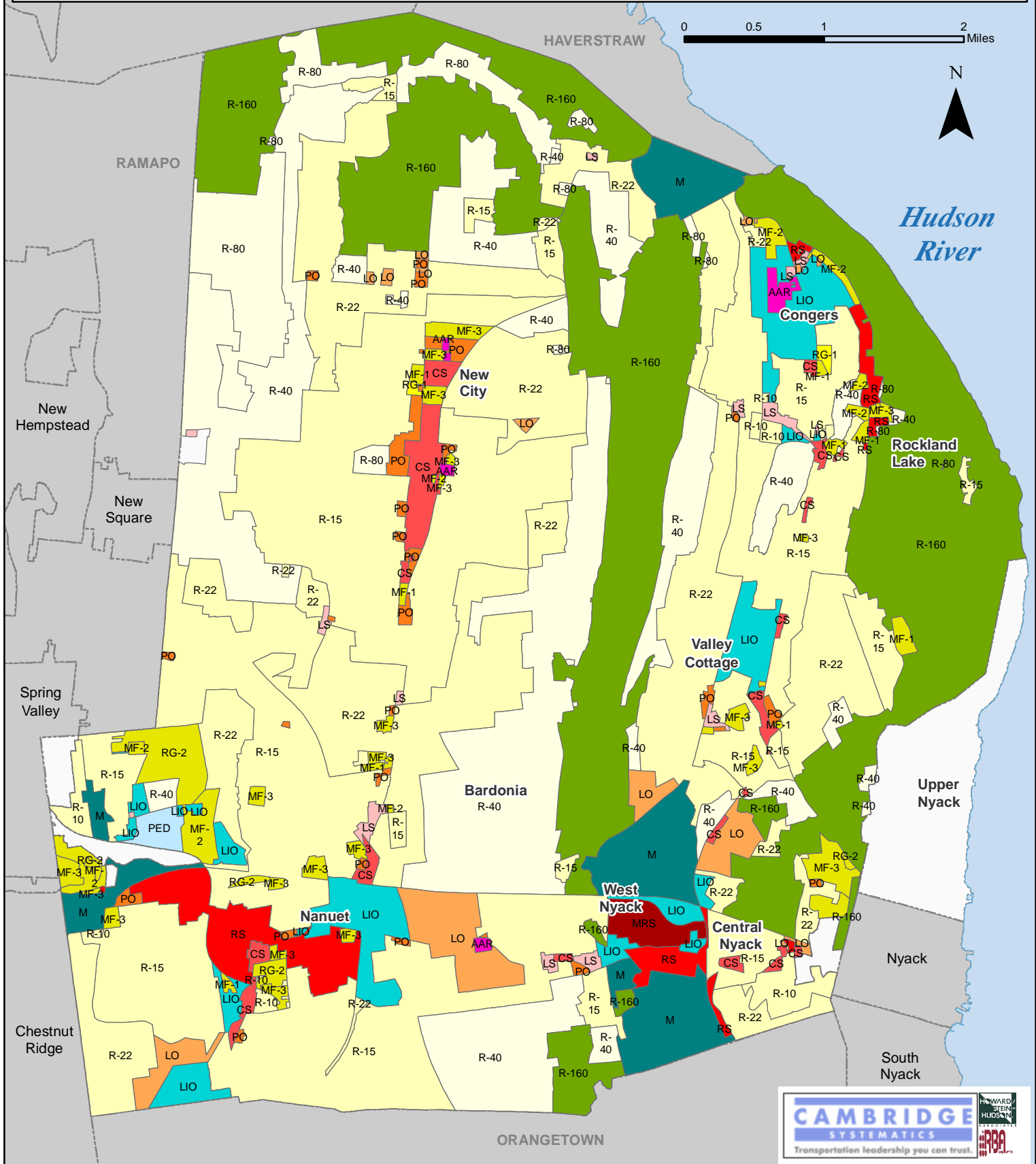
Data Source: Rockland County Planning Department - GIS

Legend

- Conservation Density Residence
- Low Density Residence
- Medium Density Residence
- High Density Residence
- Multi Family

- Active Adult Residence
- Laboratory Office
- Professional Office
- Local Shopping
- Community Shopping

- Regional Shopping
- Major Regional Shopping
- Light Industrial Office
- Manufacturing
- Planned Economic Development



1.7 SYNTHESIS OF PUBLIC OUTREACH DATA

Beginning in late 2007 and throughout 2008, the Town of Clarkstown engaged its citizens in updating the Town's Comprehensive Plan. As part of this outreach effort, the following meetings were held to solicit the public's opinions and ideas and to create a vision for the entire town and for their respective hamlets.

Townwide Meetings

Kickoff for Public Participation Identification of Ideas	October 25, 2007
Comprehensive Plan Meeting	May 15, 2008

Hamlet Area Workshops

Nanuet, Spring Valley, and Bardonia	December 3, 2007
Valley Cottage and Upper Nyack	January 10, 2008
Congers and Rockland Lake	January 24, 2008
New City	February 4, 2008
West Nyack, Central Nyack, and Nyack	February 21, 2008

The following details the information gathered during these meetings with regards to transportation issues.

Methodology

The public comments and concerns expressed during the meetings were gathered and posted by Clarkstown on the Town's Comprehensive Plan web site. The following analysis is based on the information posted on the web site.

The posted comments were entered into a database using the following fields:

- Meeting;
- Issue;
- Comment/Concern;
- Specific Place;
- If Yes, Where; and
- Additional Notes.

The raw database can be found in Appendix B of this technical memorandum.

Meeting – Indicates at which meeting the comment was made.

Issue – A general description of the comment as pertaining to one of the following categories:

- Bicycle/Pedestrian;
- Road;
- Safety;
- Sidewalk;
- Traffic;
- Transit;
- Trucks;
- Tappan Zee Bridge Project; and
- Other.

While many of these issues may overlap, the categories represent the major themes revealed by the comments received.

Comment/Concern – A more detailed description of the comment in terms of a specific concern or desired action. Some examples of the comments/concerns are:

- More transit service;
- More bike paths or pedestrian walkways and pathways;
- Plan coordination (among various levels of government); and
- Increased truck traffic concerns.

While the actual wording is unique to each comment, similar comments were described in a consistent manner in order to capture shared ideas and input.

Specific Place – A yes or no statement as to whether the commenter identified a geographic location specific to their concern.

If Yes, Where – Refers to the previous question in order to capture any specific roads or intersections identified in the comments.

Additional Notes – A place for any pertinent information that could not be captured by any of the previous fields.

Once input into the database, the information was tabulated and counts of responses to each field were made based on the entire population of comments, as well as according to each hamlet area workshop.

A total of 130 distinct comments were made through this outreach process. The most comments were received at the kickoff meeting and 20 comments each were received at the New City, Valley Cottage/Upper Nyack, and West Nyack/Nyack/Central Nyack hamlet area workshops.

Townwide Comments and Concerns

Based on all of the comments received, participants identified the issue of roads most frequently. In addition, more than 20 of the 130 comments received were related to the issue of transit. Bicycle/pedestrian issues also were brought up frequently as an area of concern.

Coinciding with the issue of roads, the most requested action in the comments/concern field was for intersection improvements. Of the specific intersections mentioned, SR-303 and Lake Road in Congers was cited by the most number of people. Other comments and concerns requested plan coordination with other initiatives going on at various levels of government, including coordination with the Tappan Zee Bridge project. When aggregated, requests for more bicycle and pedestrian infrastructure and facilities constitute a significant number of comments (23) and actually surpass the requests for intersection improvements. While the actions and suggestions detailed in the comments/concerns field varied, they do reveal a concern to address the needs not only for the private vehicle driver, but also for the transit rider, pedestrian, and bicyclist.

Hamlet-Specific Comments and Concerns

Nanuet, Spring Valley, and Bardonia

Roads and sidewalks were of greatest concern based on the comments at this workshop. The specific actions and recommendations varied but included: road improvements, sidewalk maintenance, street paving, and the development of new traffic patterns on the SR-59 corridor.

Valley Cottage and Upper Nyack

The most prominent issue identified at this workshop was roads, specifically a desire for intersection improvements. SR-303 was mentioned in a number of contexts, including the intersection at Lake Road, a desire to increase the road's capacity, and a desire to increase bicycle and pedestrian access along the route. Bicycle/pedestrian issues, traffic concerns, and concern over coordination with the Tappan Zee Bridge project also were identified by more than one participant.

Congers and Rockland Lake

Five of the six comments regarding roads requested intersection improvements at this hamlet workshop. Again, SR-303 was identified as the major site of these desired improvements, specifically its intersection with Lake Road in Congers, the Executive Park, and Hilltop. In addition to roadway improvements, bicycle/pedestrian improvements and new and improved sidewalks also were mentioned in a number of comments.

New City

Transit and bicycle/pedestrian issues were identified most frequently in comments from New City. With regards to transit, comments ranged from a desire to increase ridership and rail service to the desire for a high-speed train directly to Manhattan. Bicycle/pedestrian comments focused on a need for bike storage and more bike paths.

West Nyack, Nyack, and Central Nyack

For this hamlet area workshop, traffic was the dominant issue followed by road and sidewalk needs. There also were requests for analysis, including more research on the CSX freight line, what kind of freight is carried and whether or not the CSX Bridge needs to be replaced. Participants also requested analysis of commuter lot usage for the lots on SR-59 and SR-303.

Conclusion

The public outreach for the Comprehensive Plan thus far has revealed that certain issues such as roadway improvements, expanding the transit system, and increasing bicycle and pedestrian access and facilities affect the entire town. The hamlet area workshops reveal that while these issues and concerns may be shared, the priority of each issue may differ between hamlet areas. This information was used in developing a prioritization strategy for identifying and executing transportation projects.

2.0 Transportation Improvement Goals

2.1 TOWNWIDE GOALS

The Clarkstown Comprehensive Transportation Plan identified transportation improvement goals and strategies to improve all types of travel in Clarkstown and neighboring communities. The plan is based on an analysis of the current state of the transportation network in Clarkstown. The goals described here for Clarkstown's transportation infrastructure and services resulted from the analysis of the current condition of these assets. The data was organized using a GIS database that allowed for detailed overlays of the transportation network in relation to the land uses and facilities the network serves. Transportation needs were identified based on current long-range forecasts of population, employment, and development in the region. These regional trends provided insight into gaps in transportation service that may arise within the next few decades. The goals also reflect the local resident input gathered at community workshops.

The study team organized Clarkstown's transportation needs into 11 long-term goals. Detailed with more specific objectives, these goals create a framework with which the Town of Clarkstown will guide spending and policy decisions in the coming decades.

Roadway Network

- Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, SR-59 corridor, and other parts of Clarkstown.
- Add to economic strength and quality of life in Clarkstown by coordinating with the Tappan Zee Bridge/I-287 Environmental Review project and any other regional transportation initiatives.
- Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes and minimizing conflict between modes.

Public Transportation

- Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors.
- Provide for commuter transit services to regional centers that are accessible, efficient, and safe.

Sidewalk and Pedestrian Facilities

- Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations.
- Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities.

Bicycle Facilities

- Create a bicycling environment that is accessible, safe, and enjoyable.

Quality of Life

- Improve residents' health and maintain rural character by reducing pollution related to motorized travel.

Land Use

- Develop Hamlet Centers with transportation options and connections.
- Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation.

2.2 GAP ANALYSIS

A “gap” analysis was performed to determine where the existing transportation network falls short of meeting the Town’s goals. The characteristics of transportation-related infrastructure and operations in Clarkstown were reframed and presented as discrete issues that can be addressed through construction and policy strategies. These strategies are described in the following section “Development of Transportation Improvement Strategies.” The gaps are presented below by related goal categories.

Roadway Network

Concerns regarding automobile traffic in the Town of Clarkstown center on three main issues: congested corridors, intersections with high crash occurrences, and truck routing. The study defined where these issues affect the transportation infrastructure, and the extent to which they present obstacles to achieving Clarkstown’s future transportation goals. The corridors identified are based on both existing and predicted traffic volumes based on population growth and planned projects, particularly commercial properties.

Congested Corridors

Congested corridors include links in the roadway network that experience travel times at less than free-flow levels for any part of a 24-hour day. These corridors

are based on available data, including historical traffic counts, accident reports, a truck routes study, as well as personal experiences of people involved in the public meeting portions of the Comprehensive Plan public outreach process. The corridors include (in both directions):

- SR-59 between New Clarkstown Road in Nanuet to the west and I-287/87 in Central Nyack to the east:
 - Ten accident hotspots;
 - Dense collection of access management locations;
 - Major truck route (to Nanuet Mall and Palisades Center in West Nyack); and
 - County transit system’s trunk line (TOR 59).
- SR-303 from the southern border of Clarkstown in West Nyack to U.S. Route 9W to the north:
 - Three accident hotspots;
 - High transit ridership at SR-303 and Brenner Drive (developing technology corridor);
 - Additional commercial space anticipated for technology corridor; and
 - Additional commercial space anticipated for Clarkstown Executive Park.
- SR-304 from SR-59 to the south in Nanuet to Laurel Road in New City:
 - Five accident hotspots;
 - High transit ridership at SR-304 and West Nyack Road; and
 - Six schools or churches within a quarter-mile of SR-304.
- Middletown Road (CR-33) from Church Street to the south in Nanuet to Germonds Road and the Palisades Interstate Parkway to the north:
 - One accident hotspot (SR-59);
 - Nanuet Train Station on the Pascack Valley commuter rail line;
 - Three Park-N-Ride facilities;
 - Access to Nanuet Mall and Rockland Plaza; and
 - Small commercial area near curve at New Valley Road/Milich Lane.
- New Hempstead/Congers Road (CR-80) from the border of Clarkstown with Ramapo, to Brewery Road in New City:
 - Two accident hotspots; and
 - Generators in New City (along and near Main Street) are expected to increase traffic as County grows.

Figure 2.1 documents the identified gaps in the roadway network.

Figure 2.1

Gap Identification - Traffic

Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Crash Locations

- Low
- Medium
- High

Interstate Highway

State Highway

County Highway

Local Road

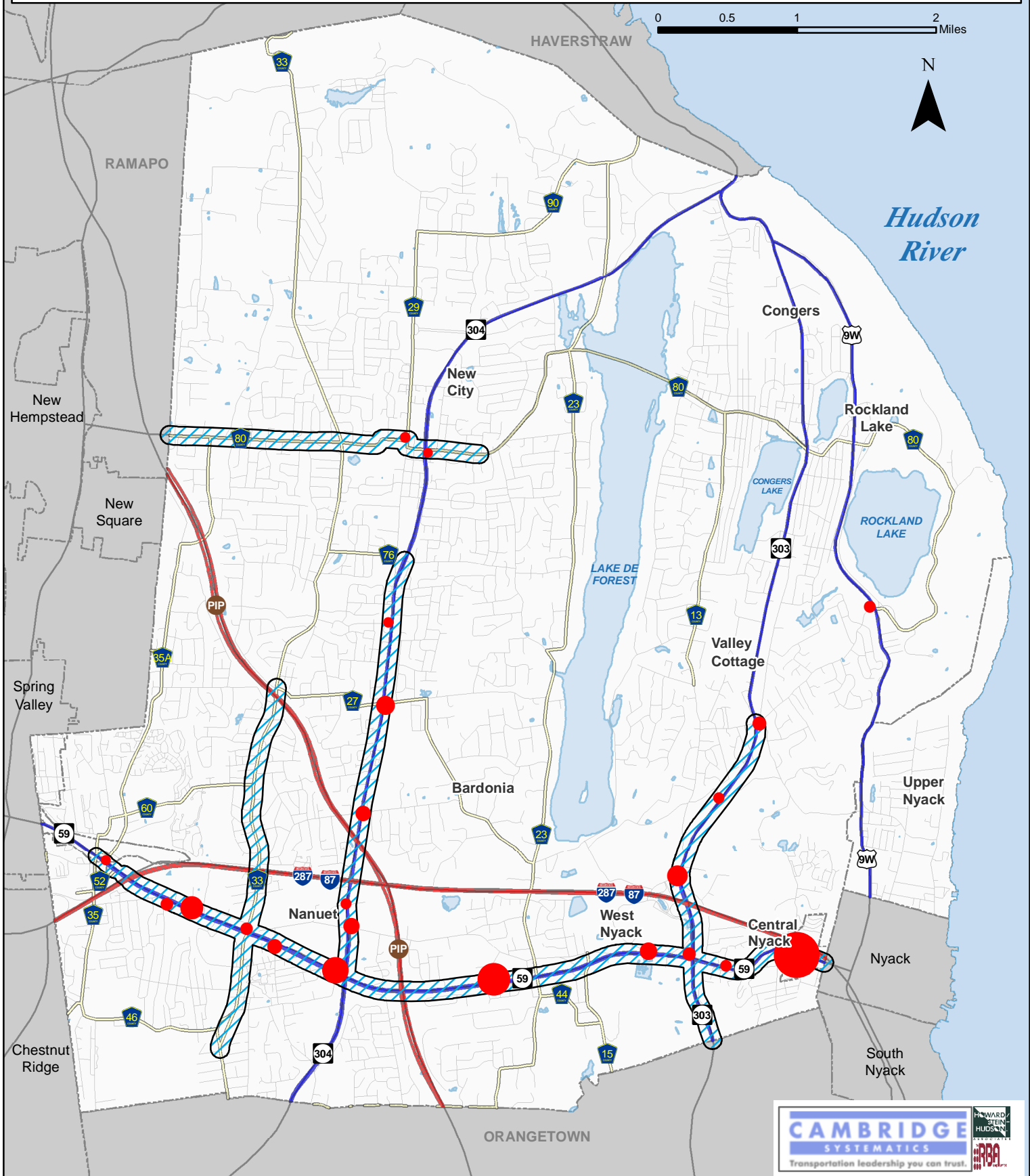
Congested Corridors

Municipal Boundary

0 0.5 1 2 Miles



Hudson River



Public Transportation

Clarkstown and the surrounding region continue to develop and need efficient and safe public transportation. Rockland County is still transitioning from a rural and village transit service into a more heavily used and dynamic suburban transit market. Clarkstown is served by three different local bus services, as well as commuter buses traveling to locations in New York City, Westchester County, and New Jersey. In addition, New Jersey Transit trains stop in Nanuet and Spring Valley, carrying passengers to routes along the Pascack Valley Line. Taxis, both individual and shared, have been useful for the indirect, suburban roadway network in Rockland County. Concentrations of retail and warehousing in Clarkstown attract workers from all directions, as does access to commuter routes and car sharing on the area highways.

An analysis of challenges to the public transportation network included comments from Clarkstown residents and public officials, mapping of local origins and destinations, ridership counts from individual transit lines, and incorporation of information compiled in the Economic Development report for the 2009 Clarkstown Comprehensive Plan. The analysis illustrated challenges in bus travel times due to congestion, access to underserved neighborhoods and generators, and operations providing accessible hours and quality customer service.

Congestion

Congested traffic in Clarkstown (see Roadway Network) is an impediment to efficient bus travel. In addition, increased ridership is straining the flag-down bus stop system used by Transport of Rockland and MiniTrans. The following geographic areas experience travel times above local averages:

- SR-59 between New Clarkstown Road in Nanuet to the west and SR-304 to the east;
- SR-59 between SR-303 and Mountainview Avenue in Central Nyack. In particular Mountainview Avenue/New York State Thruway Exit 11 in Nyack;
- SR-303 from its intersection with SR-59 West Nyack to Storms Road in Valley Cottage to the north;
- Main Street (Old SR-304) between Laurel Road and Phillips Hill Road in New City; and
- Congers Road (CR-80) at the intersection with SR-304.

Underserved Areas

Underserved areas were examined by comparing transit routes with land uses and travel generators in the Town, as well as boarding and alighting counts from the 2007 Rockland County Bus Stop Study. A comparison of transit to planned

development and priority neighborhoods also was used to identify areas of need. Areas below represent current and forecasted gaps in transit service:

- New City (along South Main Street).
- Nanuet and West Nyack (on the SR-59 Congested Corridor) have planned expansions near Palisades Center. These and other projects will be encouraged by planned roadway and transit development on the I-287/Tappan Zee Bridge corridor.
- Congers technology corridor (SR-303 and Brenner Drive).
- Hamlet centers (New City, Congers, Valley Cottage, Central Nyack, West Nyack, and Nanuet) will include greater density of the built environment, streetscape improvements and mixed use development.
- Regional Parks (Rockland Lake State Park, Hook Mountain State Park, Blauvelt State Park, High Tor State Park, South Mountain County Park, Mountain Ivy County Park, and Kennedy Dells County Park).

Operations

Operational policy for the areas three local transit providers reflects the largely suburban network, with limited service in some directions, long headways, uncoordinated transfers, and little late-night service. For transit to support the goals outlined in the previous section, it must meet riders' needs for all types of trips. Operations also must keep pace with changing trends in demographics and the economy. Clarkstown represents a concentration of jobs in the service sector, which is unique in the hours and locations of work. Gaps in operations were analyzed by comparing generators to transit routes, analyzing overlap between bus schedules, incorporating public feedback and analyzing hypothetical trips for feasibility. Key concerns include the broad issues below (which are addressed in following sections).

- Palisades Center, Rockland Plaza, and Nanuet Train Station lack coordinated transfers with wait times up to 30 minutes and uncertain arrival times;
- Limited service hours for north-south route corridors in both directions: TOR 91/97 and TOR 49;
- Lack of up-to-date route information at fixed bus stops, transfer points, and park-and-rides; and
- Unsafe or insufficient shelters for riders waiting for buses due in part to the area's "flag-down" system for public transit.

Example Transit Trip 1: New City to Congers

Travel between the hamlet centers of New City and Congers, approximately three miles apart and separated by Lake DeForest, lacks convenient bus connections throughout the day. Some connections require approximately one hour of travel time while other require long waits between buses. The TOR 91

bus travels from New City to Congers via Haverstraw to the north every hour from 6:00 in the morning to 8:00 in the evening with a travel time of 52 to 60 minutes. The Red and Tan 9A and 9AT buses run between New City and Congers every 60 minutes during non-peak hours, and every 30 minutes between 3:30 and 6:30. In the opposite direction the shorter headways are from 8:30 to 10:40 in the morning, and 8:45 p.m. to 12:00 a.m. The Red and Tan lines do not operate on a flag-down service along Congers Road (CR-80), and the direct connection affords a 10-minute trip. The Clarkstown MiniTrans buses offer connections between New City to Congers via the SR-59 corridor. For example, a trip using the B line from New City with a coordinated transfer to the A line to Congers at Nanuet Mall requires 62 minutes of travel time. MiniTrans operates from approximately 7:00 a.m. to 7:00 p.m., limiting the types of trips available. Other local routes on the SR-59 corridor require up to three transfers and up to 83 minutes travel time.

Example Transit Trip 2: Nanuet to Congers

Commuters traveling to employment parks on SR-303 north of Route 59, and who live west of SR-303 (New City, Nanuet, and Spring Valley) face low transit access. Using the Palisades Center as a transfer point, transfers from the eastbound TOR 59 to the TOR 91 or TOR 97 northbound buses are available approximately every 30 minutes. A critical transfer for business hours (8:31 a.m. TOR 91 run) requires a nearly 20-minute wait. The previous bus requires the same wait time, and the run after (8:57 a.m.) has only a 3-minute wait, which may lead to a missed transfer. Similarly, for people who live on SR-303 and travel west of Palisades Center, the trip home would include a nearly 30-minute wait for the next TOR 91 or TOR 97 bus. There are no connections to the TAPPAN ZEEExpress with less than a 30-minute wait and quarter-mile walk for residents on or near SR-303.

Example Transit Trip 3: New City to Route 59

Commuters traveling by bus from New City along SR-304/Main Street to destinations on SR-59 will find convenient transfers and headways during the morning and evening rush hours. Wait times for transfers between the Red and Tan 49 line and the TOR 59 bus are less than 15 minutes, on average. For reverse commuters – those living in the increasingly populated Route 59 corridor who work to the north near SR-304 – transit options are limited. There are no afternoon or evening routes out of New City traveling south on Main Street, leaving only the Clarkstown Mini Trans B or E buses, each having circuitous routes east or west of Main Street at headways of over an hour.

Figure 2.2 documents the identified gaps in the public transportation network. Transit routes are shown in different colors, overlain on characteristics of the town and transportation network such as residential development and congested corridors. This map was used in conjunction with other analyses to visually see where service is operating in relation to existing and planned development, and roadway use.

Figure 2.2
Gap Identification - Public Transportation
Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Bus Services

- Mini Trans
- Red And Tan
- Tappan ZExpress
- Transport of Rockland
- Roads
- Commuter Rail

Proposed Developments

- Mixed Use - Retail, Housing, Office
- Office/Industrial
- Congested Corridors Affecting Transit Operations
- Active Adult Residences

Bus Transit Service Area

- Local
- Commuter
- Note - Gaps outside the Service Area buffers denote Transit Gaps
- Hamlet Centers
- Municipal Boundary



Pedestrian Facilities

Through an analysis of existing conditions, four priority corridors were identified that provide the most connectivity to pedestrian generators and have the poorest walking conditions. These same corridors also experience the largest shares of automobile traffic, due to a scarcity of diverse connections.

- SR-59;
- SR-303;
- SR-304; and
- New Hempstead Road/Congers Road (CR-80).

Barriers to walking include missing sidewalks, sidewalks in poor condition or obstructions limiting accessibility. Obstructions include cracks, uneven surfaces, raised sections of sidewalk, utility poles, missing curb ramps at intersections. The following sections describe specific sidewalk issues grouped by hamlet center or neighborhood (based on U.S. Census Designated Places).

Nanuet

SR-59 is a major commercial district in the hamlet of Nanuet. Other main roadways in the transportation network include South Pascack Road (CR-35), New Clarkstown Road (CR-35A), Middletown Road/Main Street (CR-33), Main Street (SR-304), West Nyack Road, Smith Street, Church Street, and Convent Road (CR-46).

The sidewalks in poor condition that should be repaired or replaced include these locations:

- Route 59 between College Avenue and Smith Street; and
- Smith Street between Route 59 and Church Street.

Missing segments of sidewalk that should be installed include:

- New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard;
- South Pascack Road (CR-35) between Route 59 and Convent Road (CR-46);
- Convent Road (CR-46) between South Pascack Road (CR-35) and South Middletown Road (CR-33);
- West Nyack Road between College Avenue and SR-304; and
- South Middletown Road (CR-33) between Church Street and the Clarkstown-Orangetown border.

Bardonia

SR-304 and North Middletown Road/South Little Tor Road (CR-33) are major north-south roadways in the hamlet of Bardonia, connecting the commercial

centers of New City and Nanuet. Germonds Road (CR-27) is a main connector between Main Street and North Middletown Road/Little Tor Road. Additionally, near the intersection of Germonds Road and Middletown Road there is both a Synagogue and a middle school.

Sidewalk in poor condition that should be repaired or replaced exists in these locations:

- SR-304 between SR-59 and Bardonia Road/Ludvigh Road;
- SR-304 between Germonds Road and Virginia Street; and
- Germonds Road between Gerlach Drive and Germonds Village.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- Germonds Road between Gerlach Drive and Middletown Road.

New City

Main Street (CR-29) is a major north-south roadway through the hamlet of New City. Little Tor Road (CR-33), and the northern segment of SR-304 are other major north-south roadways in New City. Congers Road/New Hempstead Road (CR-80) is a major east/west roadway connecting New City with the Palisades Interstate Parkway to the west and the hamlet of Congers, located to the east across a causeway traversing Lake Deforest. Other main roadways in the area include West Clarkstown Road (CR-35A) and Collyer Avenue (CR-76).

Sidewalk in poor condition that should be repaired or replaced include these locations:

- South Main Street between Second Street and Demarest Avenue; and
- South Little Tor Road between Red Hill Road and New Valley Road.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-304 between Virginia Avenue and South Main Street;
- North Main Street (CR-29) between Phillips Hill Road and Old Route 304 (CR-90);
- Congers Road (CR-80) between Strawtown Road and Prides Crossing;
- New Hempstead Road (CR-80) between Main Street and the Clarkstown/Ramapo border;
- West Clarkstown Road (CR-35A) between Franklin Lane and New Hempstead Road (CR-80); and
- Little Tor Road (CR-33) between New Hempstead Road (CR-80) and Moreland Road.

West Nyack

SR-59 is a major east-west roadway in the hamlet of West Nyack, connecting the commercial centers of Nanuet and Nyack. Other main roads in the transportation network include Sickletown Road/Strawtown Road (CR-23), West Nyack Road (SR-59A) and SR-303.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-59 between West Nyack Road and Waldron Avenue; and
- Strawtown Road (CR-23) between SR-59 and Germonds Road.

Valley Cottage

SR-303 is a major north-south roadway in the hamlet of Valley Cottage. Other key streets include Lake Road, Christian Herald Road, and Ridge Road, although these roadways are suburban or rural and see little car or pedestrian traffic.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-303 between Lake Road and Emerald Road.

Congers

SR-303 and Kings Highway (CR-13) are major north-south roadways in the hamlet of Congers. Lake Road/Congers Road (CR-80) is a major east-west roadway, connecting Congers with the commercial center in New City, located across Lake Deforest via the causeway.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-303 between Emerald Road and Lake Road (CR-80);
- Kings Highway (CR-13) between Reginald Drive and Congers Road (CR-80); and
- Lake Road/Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road, including the Lake De Forest causeway.


Figures 2.3 to 2.8 document the identified gaps in the sidewalk/pedestrian facilities within Clarkstown by hamlet centers or neighborhoods.

Gap Identification : Sidewalk and Pedestrian
Nanuet Hamlet Center
Comprehensive Transportation Plan



Legend

— Poor
— Fair
— Good

 Hamlet Centers

Sidewalk Elements

Sign Post

◆ Street Light

- Tree

Telephone Pole

■ Other

* Note - Sidewalk Elements viewed distinctly when zoomed in

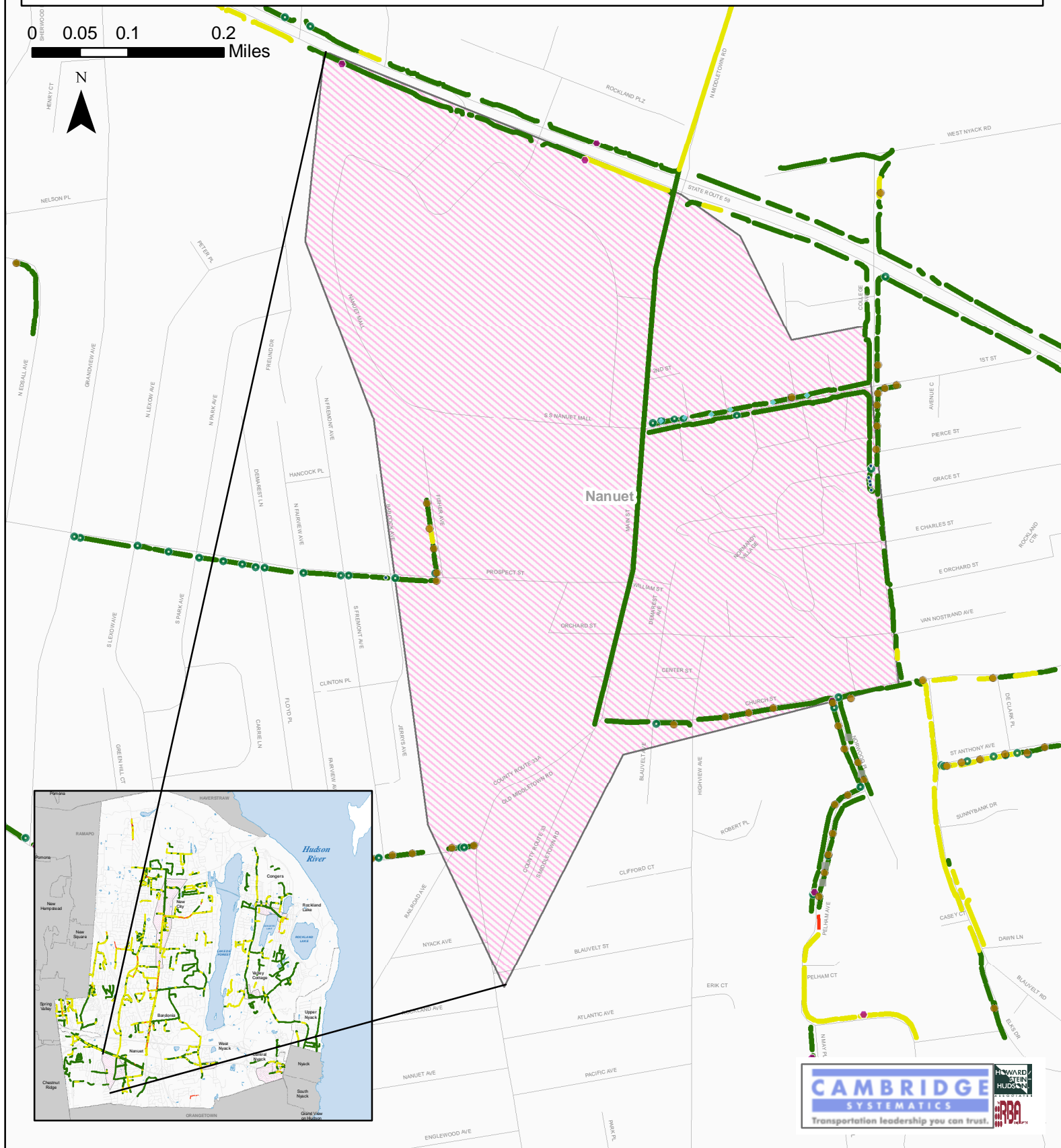


Figure 2.4

Gap Identification : Sidewalk and Pedestrian

Bardonia Area

Comprehensive Transportation Plan



Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements

- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements

- Tree
- Telephone Pole
- Other

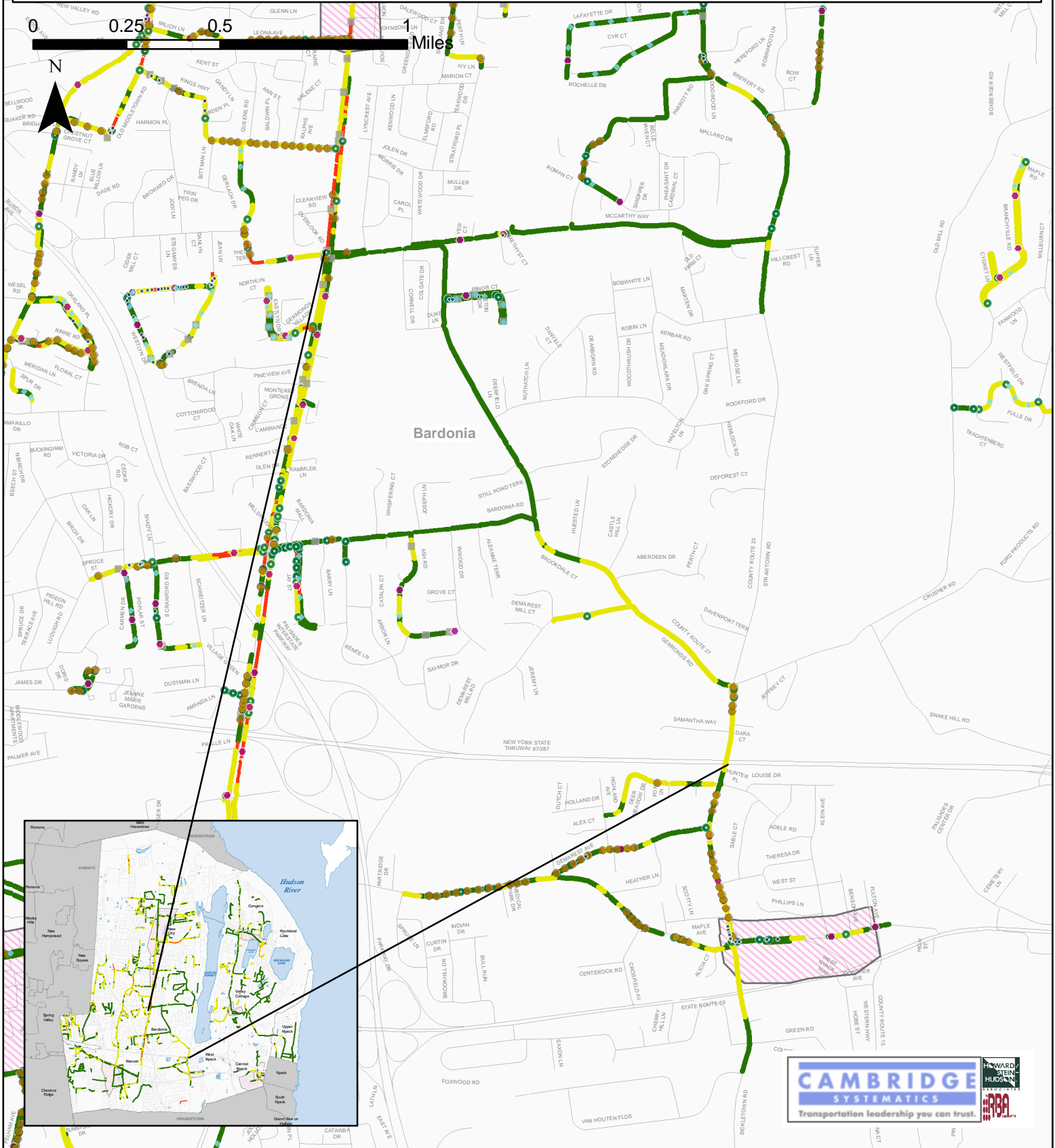


Figure 2.5

Gap Identification : Sidewalk and Pedestrian
New City Hamlet Center
Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements

- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements

- Tree
- Telephone Pole
- Other

0 0.125 0.25 0.5 Miles

N

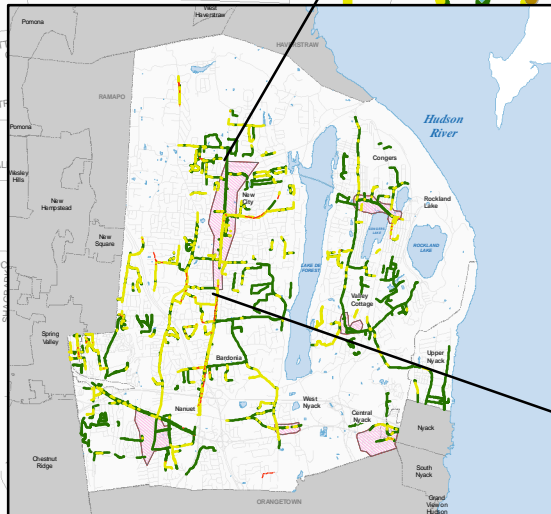


Figure 2.6

Gap Identification : Sidewalk and Pedestrian
West Nyack Hamlet Center
Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements

- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements

- Tree
- Telephone Pole
- Other

0 0.1 0.2 Miles

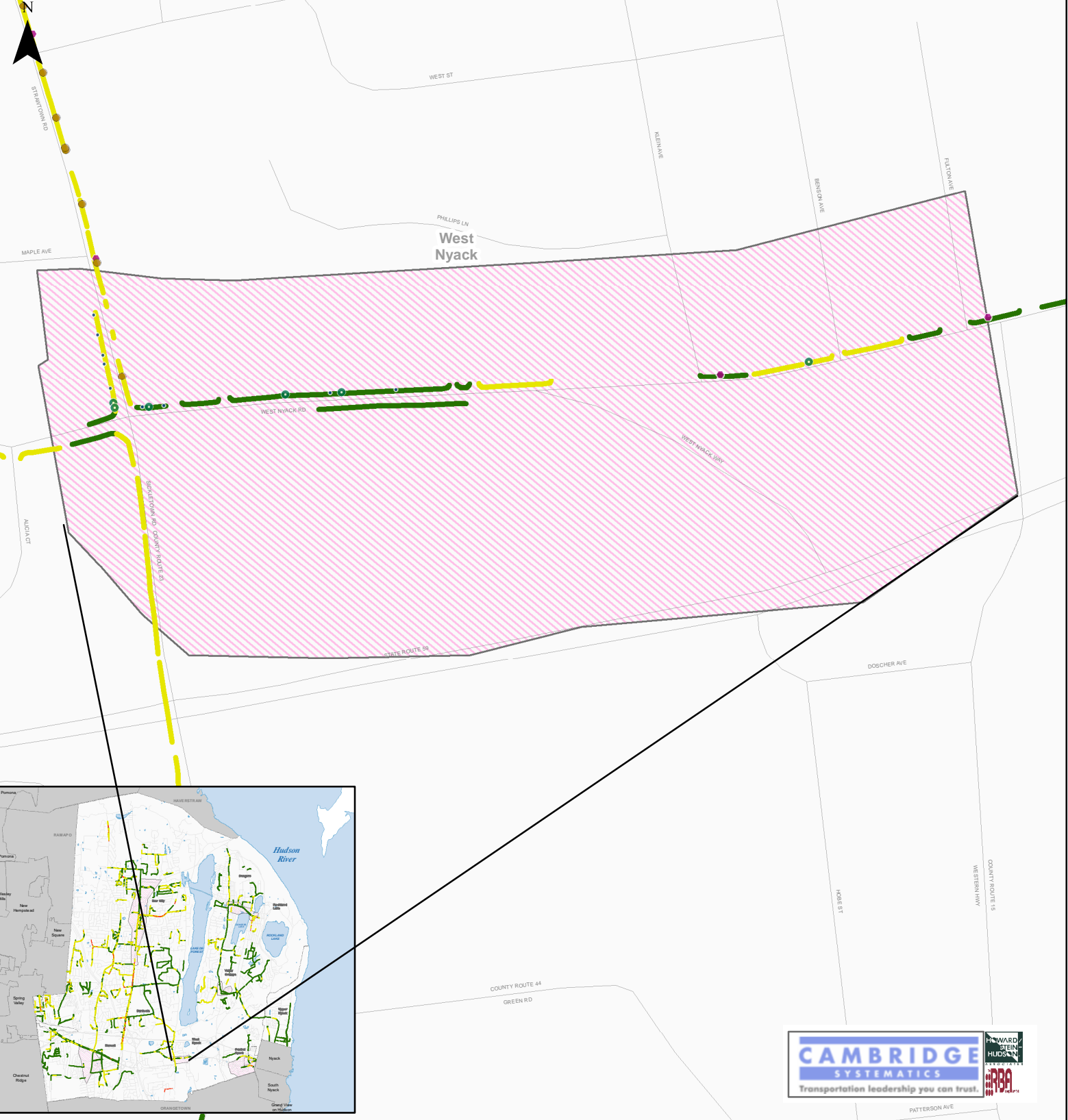


Figure 2.7
Gap Identification : Sidewalk and Pedestrian
 Valley Cottage Hamlet Center
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements

- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements

- Tree
- Telephone Pole
- Other

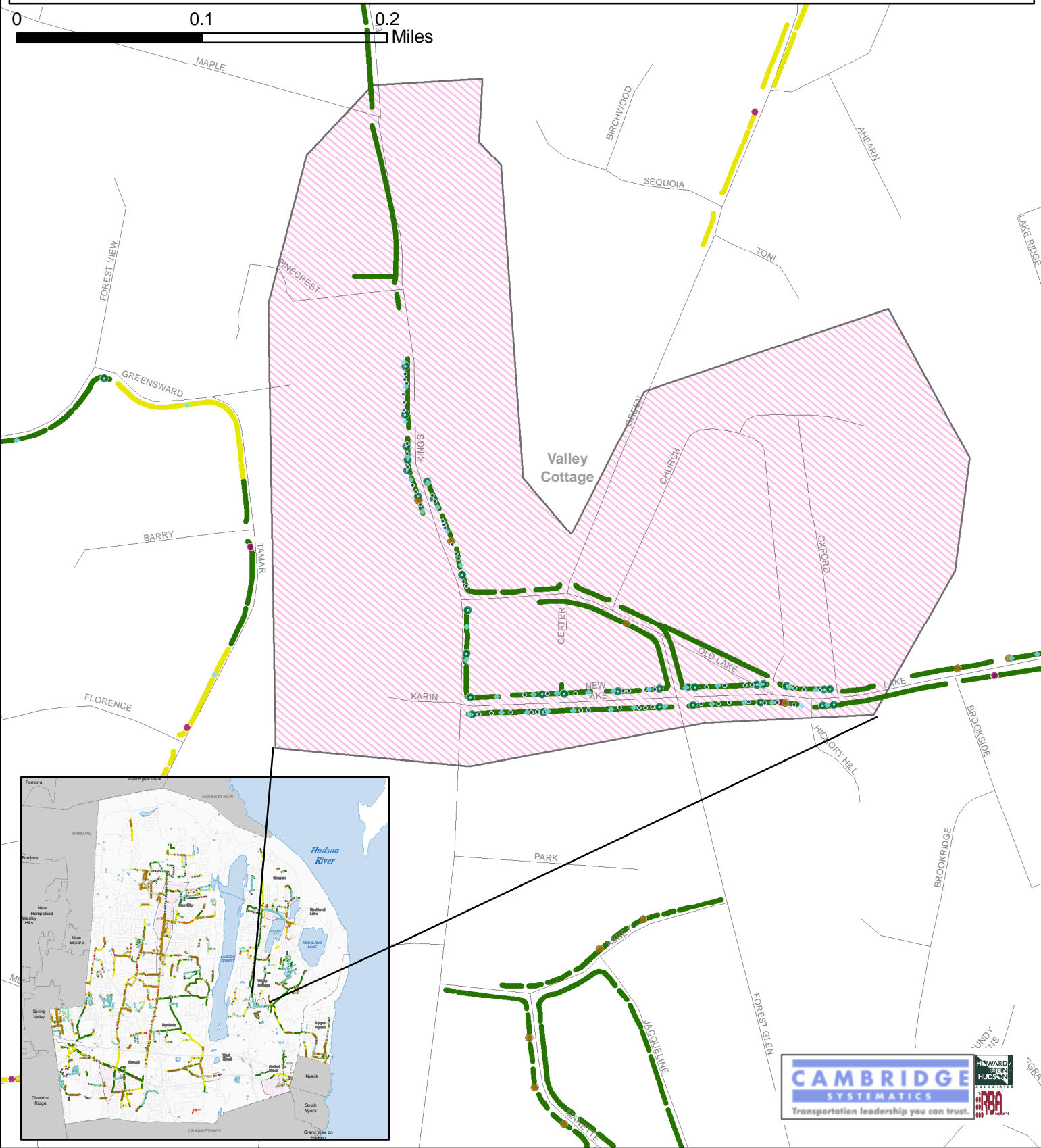


Figure 2.8

Gap Identification : Sidewalk and Pedestrian

Congers Hamlet Center

Comprehensive Transportation Plan



Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition

- Poor
- Fair
- Good

Roads

Hamlet Centers

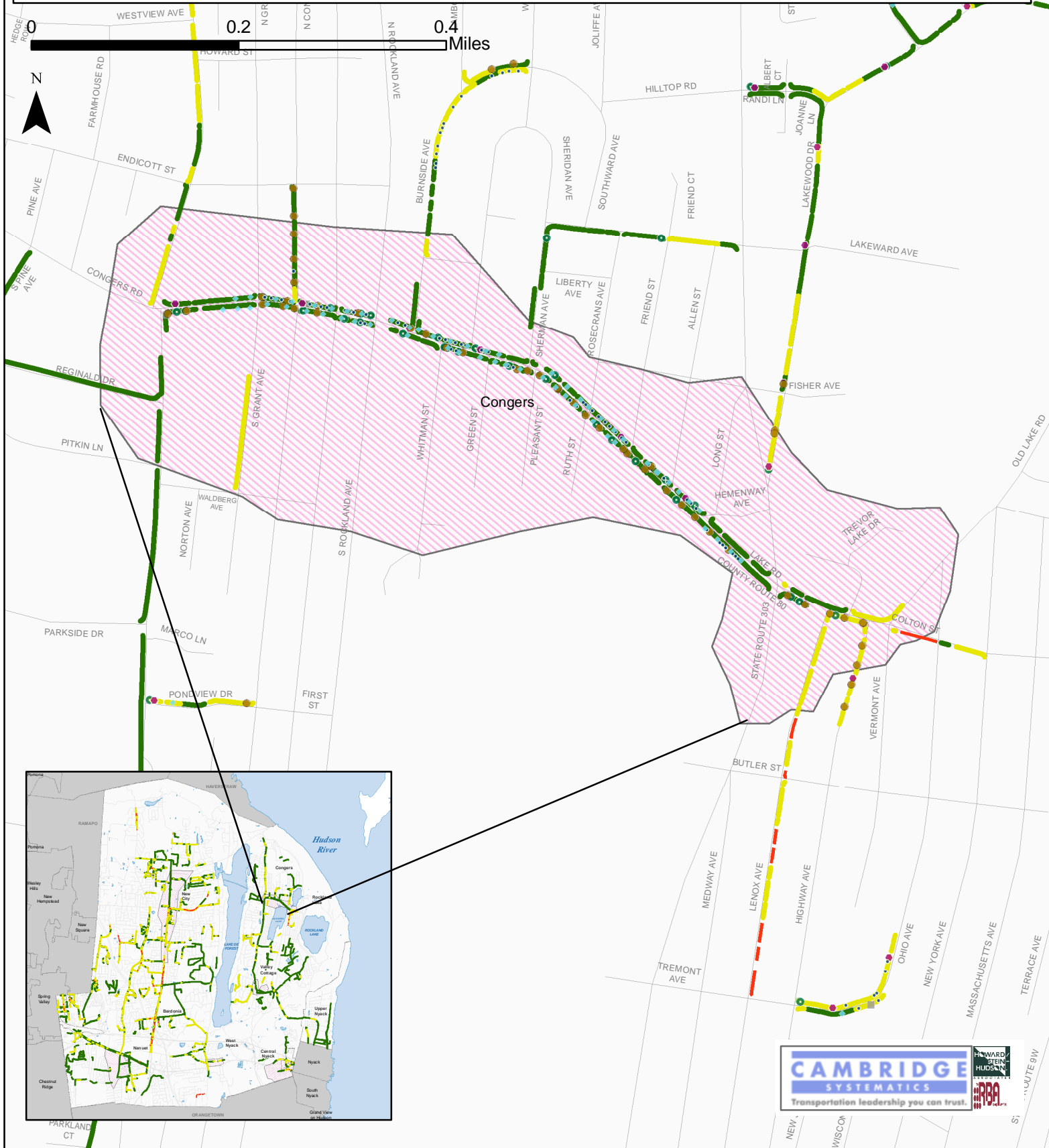
Municipal Boundary

Sidewalk Elements

- Fire Hydrant
- Sign Post
- ◆ Street Light

Sidewalk Elements

- Tree
- Telephone Pole
- Other



Bicycle Facilities

Compared to Clarkstown as a whole, the east side of the Town is relatively well served with bicycle facilities, with Route 9W providing a north-south bicycle route which connects to sections of the Hudson River Valley Greenway to the north and south. There also are two recreational bicycle trails, both east of Route 9W; including the waterfront trail that connects Haverstraw to Upper Nyack and the loop road around Rockland Lake.

These recreational trails do not, however, provide a viable means of transportation for would-be bicycle commuters. The waterfront trail is too remote from likely trip origin and destination points and it is ‘paved’ with compacted stone screenings which discourages use by the type of skinny high-pressure ‘road-bike’ style tires most commuters favor. The loop road around Rockland Lake while paved does not connect any likely commuter origin and destination points.

As a transportation system, there is no designated network of bicycle routes, on street or off, connecting hamlet centers or other specific points of trip origin and destination to one another throughout the Town. There are no east-west on-street routes marked or signed for cyclists. With the exception of Route 9W, there are no north-south on-street routes marked or signed. In essence, the entire Town is a ‘gap’.

Bicycle commuters can be expected to travel distances up to 10 miles each way in favorable weather on a regular basis provided they have access to safe and convenient routes connecting residential districts to likely destinations such as employment centers, shopping areas, and entertainment venues.

Cyclists who are commuting are no different than motorists who are commuting. They want a route that is efficient and direct. This means that all of the principal arterials in the Town, the roads that most directly connect logical points of trip origin and destination, should be studied to identify ways that they can be made safe for designated shared use by bicycles and motorists.

Quality of Life

Developments of Clarkstown’s transportation system are closely linked with the quality of life available here. As noted in the long-range vision, travel impacts enjoyment of the environment, personal health, and access to services and resources.

To explore areas of need in the transportation infrastructure, the planning team analyzed feedback from public visioning sessions and existing regional plans for environment, housing, and land use. Maps were created to compare transportation resources to various uses and to identify design issues. In addition, the results of traffic analysis allowed for interpolation of quality of life issues. Key concerns are listed below.

- **Air Pollution** – This is a key concern where congestion stalls traffic, leading to an increase in emissions similar to a single point source. Vehicle emissions have been shown to contribute to global warming and smog at regional scales and beyond, and respiratory illnesses and building wear at localized scales. Particular geographic areas in Clarkstown to address include:
 - SR-59 between New Clarkstown Road in Nanuet to the west and I-287/87 in Central Nyack to the east;
 - SR-303 from the southern border of Clarkstown in West Nyack to Lake Road in Valley Cottage to the north;
 - SR-304 from SR-59 to the south in Nanuet to Laurel Road in New City;
 - North Middletown Road (CR-33) from Church Street to the south in Nanuet (Nanuet Mall) to Germonds Road and the Palisades Interstate Parkway to the north; and
 - New Hempstead Road (CR-80) from the border of Clarkstown with Ramapo, to Brewery Road in New City.
- **Noise Pollution** – This is critical where industrial, warehousing and deliveries lead to frequent truck traffic. Noise pollution disrupts day-to-day life for businesses and residents, and can lead to a decline in land values. Particular geographic areas in Clarkstown include:
 - SR-59 Corridor;
 - Doescher Avenue (intersection of SR-59); and
 - Quarries.
- **Light Pollution** – Overlighting (too much light) can have negative effects on wildlife in undeveloped areas and can compromise the use and enjoyment of public and private spaces. Forms of light pollution observed in Clarkstown include:
 - Light trespass (light from one property spilling onto another) or glare; and
 - Sky glow near shopping centers, where a “dome” of light is cast into the night sky.
- **Water Pollution** – While no information on water quality within the Town borders was available at the time of the writing of this plan, it is generally understood that the watershed areas in Clarkstown are susceptible to water pollution due to transportation infrastructure. Contributing factors include impermeable paving material in roads, sidewalks, and parking lots that lead to stormwater runoff that can overload streams and carry pollutants such as oil into the watershed.

The Clarkstown Highway Department has investigated the use of alternatives to road salt to mitigate excess Sodium Chloride (salt) that can be washed into the watershed and harm fish, wildlife and vegetation. The town also has created an anti-icing procedure that applied a 20 percent salt solution to specific high-risk roads prior to a storm. This has reduced the need for the application of salt to these roads and resulted in cost savings and fewer vehicle crashes. The solution also recycles stormwater runoff that would have otherwise been discharged into local streams or sewage systems. For more information, please see the Appendix memorandum on Roadway Anti-Ice Products.

- **Walking and Biking** - Clarkstown lacks a fully developed network of walking and cycling paths that enable travel that can improve personal health. Non-motorized transportation also may contribute to improved sense of community in neighborhoods where walking facilities increase personal interactions. Several parks are available that would be well served by non-motorized connections from residential areas and public transportation.
- **Security** - Clarkstown does not have its own public regional emergency evacuation plan. However, the Town participates in the Rockland County Radiological Emergency Preparedness plan, which has a traffic management plan for the Indian Point Energy center in case of evacuation. Clarkstown also has the City Watch public notification system to notify residents as needed. Having evacuation and other security plans and policies in place that are regularly coordinated with related agencies, and communicated broadly to the public, can facilitate an efficient and safe response by the community.

Land Use

While Clarkstown aims to preserve the suburban and even rural character that continues to attract businesses and residents, sprawling land use patterns present challenges to achieving their transportation goals. Given existing conditions and projected population growth in the region, local roads will be pushed to support traffic flows to expanding areas of development, leading to compromised safety and increasing congestion.

To identify challenges to achieving transportation goals in relation to land use patterns, the team analyzed land uses by tax lots, zoning maps, prior planning studies, regional development plans, and conversations with community members. Land use influences transportation goals through zoning law, which dictates the allowance for development, parking requirements and design, public transportation access and street design. Key land use gaps identified include:

- **Suburban Sprawl** - Low-density and single-use development leaves travelers dependent on travel by car. Examples include malls and other commercial areas on SR-59 without safe pedestrian connections, executive office parks

located north of the main commercial areas on SR-303 and dead-end street design in residential areas.

- Large parking lots surrounding businesses leads to long walking distances from street to building fronts, and adds to storm runoff and water pollution.
- The lack of master planning and other regulations that encourage public transportation use; secondarily improves traffic flow and provides safe route for customers.

3.0 Transportation Improvement Strategies

3.1 IMPROVEMENT STRATEGIES

The following strategies lay out a guide for future projects based on an analysis of Clarkstown's long-term transportation goals and the current infrastructure gaps to achieving those goals. Some strategies are site-specific, while others present policy tools to address future change. The strategies are grouped according to areas of transportation, consistent with the previous sections.

Roadway Network

Strategies for achieving goals in Clarkstown's roadway network target three main issues: traffic congestion, intersections with high crash occurrences, and freight truck routing. Identified congestion corridors – based on both existing and predicted traffic due to population growth and planned developments – exist on segments of SR-59, as well as SR-303, SR-304 and Middletown Road (CR-33) near SR-59 and New Hempstead Road/Congers Road in New City.

Traffic congestion suggestions include creating access management programs along the congested corridors that alleviate traffic slowing as drivers use driveways. Signalization, or the timing of intersections with traffic lights, is another key approach in mitigating traffic congestion in Clarkstown. The Rockland County Highway Department published recommendations to improve signalization and roadway geometry at 46 intersections in the Town, 11 of which are located in congested corridors described in this report. The report detailed traffic data (AM and PM peak hour turning movement volumes), roadway geometry, detector locations, speed limits, signage, pedestrian volumes, parking regulations, signal timing, phasing and equipment information was collected for the existing conditions. The Town of Clarkstown has implemented all signal timing recommendations found in the report. For more information, see the Appendix document titled "Data Collection and Analysis for Traffic Signal Retiming of Locally Maintained Traffic Signals on the NYMTC Best Practice Model."

Critical accident locations, mostly located along congested corridors, can be addressed through systematic study and design treatments that account for specific environmental conditions. Truck routes were addressed in a 2007 report by Rockland County. The strategies in the report are consistent with the goals outlined in this plan and will be used to achieve the Town's goals. No additional freight strategies were identified in this report.

Strategies in other sections of this chapter also address roadway congestion. The public transportation section includes strategies to increase transit ridership and reduce the number of automobiles on the road. Similarly, land use strategies that reduce suburban sprawl through a mix of transit accessible shopping, work and housing opportunities, as well as transit access, can encourage less dependence on car use.

Systemwide and Policy Strategies

- Coordinate with Rockland County to ensure traffic signalization in congested corridors improves the flow of traffic in Clarkstown and at a scale that addresses regional traffic congestion.
- Establish policies for street design that accommodates all travel modes (walking, cycling, cars, transit, and freight) and applies traffic calming treatments that accommodate safe driving practices.
- Improve transit access to commercial and retail centers to encourage non-automobile travel to the area (see Transit Strategies in this section).
- Expand capacity at existing Park-N-Ride facilities. Consolidate access points with nearby locations to minimize obstacles.
- Use the Clarkstown zoning code to address access management for new development in order to minimize driveway conflicts with traffic and pedestrians.

Geographic Strategies

SR-59 between New Clarkstown Road in Nanuet to the West and I-287/87 in Central Nyack to the East

- Investigate the 10 accident hotspot intersections on Clarkstown roads, prioritize them by safety impact, and implement case-specific mitigation.
- Investigate alternatives for a bus-only lane on SR-59 during periods of highest transit and automobile congestion. The plans should compliment developments related to the Tappan Zee Bridge project.
- Address access management to parking lots between Middletown Road near Nanuet Mall and Rockland Plaza, and New Clarkstown Road (33 driveway locations).

SR-303 from the Southern Border of Clarkstown in West Nyack to Route 9W in Congers to the North

- Investigate three crash hotspot intersections on Clarkstown roads, prioritize them by safety impact, and implement case-specific mitigation.

- Address access management, public transportation and site design issues:
 - Reduce traffic congestion in the growing Congers Technology Corridor (SR-303 and Brenner Drive) reduce traffic congestion in this growing area (See Land Use Strategies); and
 - Valley Cottage Executive Office Corridor (SR-303 and Brenner Drive) reduce traffic congestion in this growing area (See Land Use Strategies).

SR-304 from SR-59 to the South in Nanuet to Laurel Road in New City

- Investigate five accident hotspot intersections on SR-304, prioritize them by safety impact, and implement case-specific mitigation.
- Redesign the intersection of South Main Street and New Hempstead Road/Congers Road in New City (near SR-304).
- Widen the roadway to accommodate bus stops that allow for passing traffic (See Transit Strategies).

Middletown Road (CR-33) from Church Street to the South (Nanuet Mall) to Germonds Road and the Palisades Interstate Parkway to the North

- Improve access for drivers to the Nanuet Train Station on the Pascack Valley rail line by addressing rush-hour queuing on the tracks, as well as connections to SR-59 and I-287.

New Hempstead Road (CR-80) from the Eastern Border of Clarkstown with Ramapo, to Brewery Road in New City

- Investigate two critical accident hotspot intersections at New Hempstead Road and Main Street, and Congers Road at SR-304, prioritize them by safety impact, and implement case-specific mitigation.
- Work with Rockland County to address access management in New City governmental parking areas to further reduce the number of driveways entering New Hempstead Road.
- Coordinate with Rockland County and the Town of Ramapo to address congestion on New Hempstead Road/Congers Road (CR-80) near the Clarkstown border.

Public Transportation Services

Strategies for public transportation focus on improving bus travel times and on-time performance, increasing access to underserved areas and improving overall bus operations. The suggested operational strategies for reducing bus travel times include creating bus-only lanes during peak hours and pull-out areas, focusing on portions of the congested corridors in Central Nyack, Nanuet, and New City, as well as the access roads to Palisades Center Mall. The Town

also should investigate a fixed bus stop system on the MiniTrans and TOR bus routes in order to consolidate time needed for boarding and alighting.

Underserved areas have shortages of service to destinations used frequently by residents. One key strategy is to create a “Hamlet Circulator” to connect and encourage growing areas of development. Other areas to address include office developments on Route 303 near Congers and Valley Cottage, the SR-59 corridor with potential development following the Tappan Zee Bridge project, and the state and county parks located in Clarkstown. Policy strategies address the frequency, hours, and customer service aspects of the public transportation network. This includes coordinating transfers at existing hubs, expanding hours for routes on SR-303 and SR-304, adding information technology services (ITS) for minute-by-minute updates at bus locations and developing robust data collection to aid in service planning.

Systemwide and Policy Strategies

- Transition to a fixed-stop bus system for the Transport of Rockland bus routes in Clarkstown. Locations, facilities, and expected results are described in the 2007 Clarkstown Bus Stop Study.
- Identify opportunities for coordinated transfers at Palisades Center, Rockland Plaza, and the Nanuet Train Station that achieve passenger wait times of less than 15 minutes.
- Continue to explore ITS for local and regional transit services, giving customers access to up-to-date “next bus” information, schedules and service advisories at transit stops and stations.
- Establish procedures with transit agencies to create and maintain safe, convenient pedestrian facilities between bus shelters and local travel generators.
- Add bike parking at transit hubs and other high-use transit stops.
- Incorporate transit stops and routes into the Clarkstown land use regulations so these assets are considered with new developments in Clarkstown.
- Work with government partners and private bus companies to develop more bus routes and stops near parks and open spaces in Clarkstown that encourage transit trips for recreational activities.
- Coordinate future studies of Bus Rapid Transit and Light Rail Transit on SR-59 with efforts to improve the Tappan Zee Bridge.
- Implement data collection processes that comply with National Transit Database requirements and aid in planning future services to meet demand.
- Encourage and undertake a marketing campaign with local businesses to advertise in public transportation facilities and infrastructure while also

encouraging them to provide and disseminate public transportation information such as maps and schedules.

Geographic Strategies

- Create bus-only lanes on the Route 59 corridor during peak hours to facilitate more efficient passage for public transportation.
- Create bus route through Palisades Center Mall parking lots that does not conflict with cars that are parking (At the time of this report, Rockland County is working with Palisades Center to find appropriate space for public transportation on the property).
- Create a “hamlet circulator” bus line traveling among the hamlet centers, with coordinated transfers and stops on the SR-59 corridor.
- Address capacity and traffic conflict issues at the intersection of Mountainview Avenue and SR-59.
- Seek ways to separate bus stop locations and pull-out lanes at these locations:
 - SR-303 from SR-59 to Storms Road in Valley Cottage;
 - North Main Street between Laurel Road and Phillips Hill Road in New City;
 - Other bus stops on North Main Street in New City; and
 - Congers Road (CR-80) at the intersection with SR-304.
- Expand service hours on the TOR 91 and 97, providing more frequent service and “reverse commute” trips on the SR-303 corridor.
- Explore need for service expansion to the Congers technology corridor (SR-303 and Brenner Drive).
- Create a bus stop hub facility in New City for MiniTrans, TOR, and Red and Tan bus lines.

Sidewalk and Pedestrian Facilities

Taken together, requests for more bicycle and pedestrian infrastructure and facilities were key issues for Clarkstown residents during public meetings regarding local transportation, actually surpassing requests for other roadway improvements. While the concerns and ideas for sidewalks and pedestrian facilities varied, they revealed a concern for the safety of non-motorized travelers, including pedestrians, transit riders, and bicyclists.

The goal of improving the sidewalk network is to provide a comfortable and safe environment for pedestrians while improving the walkability of the town. To do this, the sidewalk construction was prioritized in areas where there are high numbers of travelers, safety concerns limit walking and where walking is a primary means of transportation.

There are two main impediments to a safe pedestrian environment. One are gaps in the sidewalk network. These are described in the previous section of the transportation plan.

These areas tended to coincide with the congested corridors listed in the Roadway Network section. To summarize, sidewalk projects within hamlet centers and that meet the following criteria received priority attention:

- Safety risks to pedestrians due to design of sidewalk route, crossing area, or lack of sidewalks;
- Safety risks to pedestrians on existing sidewalks due to poor surface conditions;
- Located within one-half mile of a facility that generates higher-than-average pedestrian traffic (such as a transit stop or a library);
- Serve a population that uses walking as a primary form of transportation (such as school-age children); and
- Fill in or expand the existing sidewalk network.

Systemwide and Policy Strategies

- Create the Clarkstown Complete Streets Initiative to bring together a diverse group of community members, government partners, and funders to develop new ways to provide roadways that are safe for all users, including pedestrians, cyclists, transit riders, and automobile drivers.
- Create a Street Smarts Program to provide educational activities for community members to learn how to share sidewalks, bike paths, and roadways safely with other users. The program would be modeled from similar municipal programs in New York and other states. For further information, see Figure 3.3 in this section.
- Create Safe Routes Programs for students and older adults. Safe Routes programs include streetscape improvements to increase safety, awareness outreach to drivers in high-use pedestrian areas, and pedestrian-education programs to promote healthy and safe walking. For further information, see Figure 3.3 in this section.

Geographic Strategies

- Create and improve the sidewalk network focusing on the segments displayed in the accompanying map and detailed below. The segments presented in the table represent locations meeting the priority criteria: high use, safety risk to pedestrians, population served and enhancing the existing network.

Table 3.1 outlines the sidewalk and pedestrian facility locations recommended for improvement.

Table 3.1 Recommended Sidewalk Improvements

Hamlet	Project Segment	Length (Mile)	New/Improve
Bardonia	Germonds Road between Gerlach Drive and Middletown Road	0.6	New
	McCarthy Way from Parrot Road to Strawtown Road	0.6	New
	SR-304 between SR-59 and Virginia Street	2.2	New/Improve
	West Clarkstown Road from New Clarkstown Road (or Burda Lane) to South Little Tor Road/Middletown Road	0.9	New
Congers	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road	1.2	New
	Kings Highway (CR-13) between Reginald Drive and Congers Road/Lake Road (CR-80)	0.1	New
	Kings Highway from First Street to Endicott Street	0.5	New
	Lakeland Avenue between Amanda Lane and Beechwood Drive	0.3	New
	Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street	0.25	New
Nanuet	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59	1.8	New
	Grandview Avenue from SR-59 to Convent Road	0.9	New
	New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard	0.3	New
	Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive	0.4	New
	Pipetown Hill Road between South Central Road and South Pascack Road	0.4	New
	Prospect Street from Briar Road to South Middletown Road	0.8	New
	South Middletown Road (CR-33) between Church Street and the Clarkstown–Orangetown border	0.8	New
	Smith Street between SR-59 and Church Street	0.2	Improve
	South Pascack Road (CR-35) between SR-59 and Convent Road	1.0	New/Improve
	SR-59 between College Avenue and Smith Street	0.5	Improve
	West Nyack Road between College Avenue and SR-304	0.6	New

Hamlet	Project Segment	Length (Mile)	New/Improve
New City	Burda Avenue/Lane from South Little Tor Road to Red Hill Road	1.1	New
	Congers Road (CR-80) between Strawtown Road and Prides Crossing	0.5	New
	Elmwood Drive between East Calvary Drive and Congers Road	0.5	New
	Goebel Road between SR-304 and CR-80	0.4	New
	North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road	1.7	New
	North Main Street/Zukor Road between Phillips Hill Road and Doral Court	0.5	New
	New Hempstead Road (CR-80) between N. Main Street and the Clarkstown/Ramapo Line	1.8	New
	Old Route 304/Haverstraw Road between N. Main St. and 9W	1.7	New
	Phillips Hill Road between North Little Tor Road and N. Main Street	0.9	New
	Red Hill Road from Burda Lane to West Clarkstown Road	0.5	New
	South Main Street between Second Street and Demarest Avenue	0.2	New
	Saw Mill Road	0.7	New
	West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80)	0.6	New
	Zukor Road from Old Route 304 to Doral Court	0.3	New
Valley Cottage	SR-303 between Emerald Road and Lake Road (CR-80)	1.1	New
	Casper Hill Road from Storms Road to SR-303	0.4	New
	Kings Highway from Crusher Road to Karin Court	0.9	New
West Nyack	SR-59 from West Nyack Road and the Nyack Village Line	1.0	New/Improve
	Strawtown Road (CR-23) between SR-59 and Germonds Road	0.6	New

Bicycle Facilities

Cyclists who are commuting are no different than motorists who are commuting. They want a route that is efficient and direct. This means that all of the principal arterials in the Town – the roads that most directly connect logical points of trip origin and destination – should be made safe for designated shared use by bicycles and motorists.

There are three classes of bicycle paths with varying degrees of infrastructure intensity and cyclists' exposure to motorized traffic.

1. Class 1 includes off-street trails, either paved or graveled. These paths may be found in parkland or where right-of-way is not already defined.
2. Class 2 routes are separated but on-street bike lanes, usually with more than a minimum shoulder width of four feet. The lane may be designated with a single stripe, symbols, painted lane, or a combination of these.
3. Class 3 routes are shared bicycle lanes, meaning there is no separate facility, with bikes sharing space with vehicular traffic. Class 3 routes are signed to indicate a shared lane, with no further physical alterations. This is most appropriate where vehicle speeds are slow and cyclists may be passed safely.

The recommendations below are based on analysis that considered existing projects, open space and transportation assets and travel generators. The Palisades Trailway has been studied and designed, and the first phase already has been built in Orangetown, and can now be extended through Clarkstown. The CSX West Shore rail line runs north-south near Route 303 and currently is used for freight purposes alone but can be designed to accommodate non-motorized uses. Opportunities for potential off-road trail development may exist within the right-of-way and land surrounding Lake DeForest.

Systemwide and Policy Strategies

- Adopt a bicycle network plan and develop a route implementation program taking into consideration prioritization processes, design, safety, convenience, quality of experience, proximity to trip generators, and ease of implementation.
- Connect recreational cycling routes to generators and destinations via new on-street bicycle routes that encourage short on-street bicycle trips.
- Raise awareness of bicycle resources to shift the perception of cycling to that of a real transportation option while educating drivers and cyclists on safe practices.

Geographic Strategies

- Work with the Palisades Interstate Park Commission and other authorities to implement the planned bicycle facilities on the Palisades Interstate Trailway.

- Assess the feasibility of existing plans for a Class 1 or Class 2 bike route on SR-59 between West Nyack and Nanuet.
- Assess the feasibility of a rail-with-trail along the CSX River Line. Clarkstown should coordinate with CSX, Rockland County, and NYS DOT Region 8. The study should include possible trail design alternatives.

As noted by the Federal Highway Administration and other organizations, rails-with-trails are operating under a wide variety of conditions. There are no national standards or guidelines that dictate rail-with-trail facility design. Key design issues to address include setback from the tracks, barriers between the trail and the tracks, rail crossings, and proper signs or other warning systems. Design decisions must take into account the characteristics of the track segment, including available land, vegetation, topography, sight distance, train speed and frequency, types of crossings, and the presence of tunnels or bridges. See figure 3.2 for more information.

- Assess the feasibility of a trail around Lake DeForest to provide recreational and commuter access to this large public space.
- Establish a Class 2 bicycle lane network using the routes displayed in the Figure 3.1 and detailed in Table 3.2. Planned paths are routes separated from vehicular traffic that are already designed and could be constructed the soonest. Studied paths are separated routes that have been recommended as part of this report or other studies. Studied Routes are on-road cycling paths suggested in this plan or other studies.

Table 3.2 Recommended Class 2 Bike Lanes: Four-Foot Shoulder on Roadway

Route	Point 1	Point 2	Length (Mile)	Width (Feet)	Shoulder (Feet)	Widen	Design Issues
Collyer Avenue/Laurel Road/Westerly Drive	New City Little Tor Road	New City Strawtown Road	2.0	22-29	0-4	Yes	Changing Widths Wetlands
Convent Rd/ Old Middletown Road/ Church Street	Nanuet Scotland Hill Rd	Nanuet SR-304	2.0	-	-	Yes	Sidewalk Utility Poles
Kings Highway/ Old Haverstraw Road	West Nyack SR-303	Congers SR-304	5.0	26-30	0-4	No	None
Ludvigh/Germonds/Old Mill Road	Nanuet Middletown Road	Valley Cottage Kings Highway	4.5	21-28	0	Yes	Rail Crossing
North Main Street/Old Route 304	New City New Hempstead Road	Haverstraw Border Route 9W	4.0	-	0-2	Yes	Traffic Parking
Middletown Rd / Little Tor Road	Nanuet Orangetown Border	New City S Mountain Road	7.5	34-38	0-2	Yes	None
New Hempstead/Congers/Lake Road (CR-80)	New City Ramapo Border	Congers Rockland Lake	6.0	30-47	0-4	Yes	Utility Poles Causeway
Phillips Hill Road w/ Old Phillips Hill Road Spur	New City N Main Street	New City New Hempstead Rd	2.0 + 1.0	26	0-2	Yes	Sidewalk Steep Grade
Sickletown/Strawtown/Ridge Road	W. Nyack Orangetown Border	New City Old Rte 304	5.5	20-25	0	Yes	Utility Poles Wetlands
State Route 303	W. Nyack Orangetown Border	Route 9W Haverstraw Border	5.5	35-49	4-10	No	Turn Lanes Traffic
State Route 304	W. Nyack Orangetown Border	Route 9W Haverstraw	8.0	-	-	No	Turn lanes

Route	Point 1	Point 2	Length (Mile)	Width (Feet)	Shoulder (Feet)	Widen	Design Issues
		Border					
West Clarkstown/Germonds Road/McCarthy Way	Nanuet New Clarkstown Road	Bardonia Strawtown Road	3.0	29	1-2	No	Utility Poles
West Nyack Road / Western Hwy	Nanuet College Avenue	West Nyack Western Highway	2.5	21-28	0	Yes	None
New Lake Road/Lake Road	Valley Cottage Kings Highway	Valley Cottage 9W	1.7	20-25	0	Yes	None
Pascack Rd/ W Clarkstown Rd / Buena Vista Rd/ Saw Mill Rd (CR35)	Nanuet SR-59	New City N Little Tor Rd	6.4	21-28	0-2	Yes	Turn lanes Utility Poles

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Figure 3.1
Bicycle Facilities
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Bicycle Facilities

- Existing Bridge/Park/Separated On-Street
- Existing On Street Striped/Signed
- Planned Path
- - - Studied Path
- - - Studied Route
- Interstate Highway

- State Highway
- County Highway
- Local Road
- Municipal Boundary

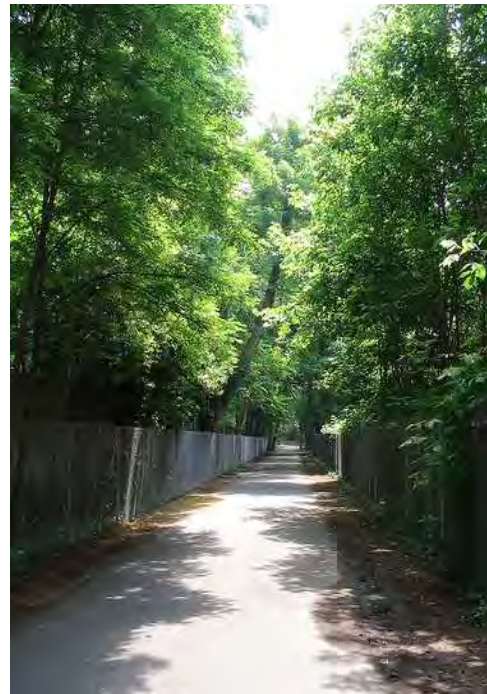
0 0.5 1 2 Miles



Figure 3.2 Rail-With-Trail Bicycle Paths

Rail-with-trail facilities have been successful as recreational trails near rail lines in New York and around the United States. Key design issues to address include setback from the tracks, barriers between the trail and the tracks, rail crossings, and proper signs or other warning systems. Design decisions must take into account the characteristics of the track segment, including available land, vegetation, topography, sight distance, train speed and frequency, types of crossings, and the presence of tunnels or bridges.

The Traction Line Recreation Trail is a multi-use trail located on an abandoned trolley corridor in Morris County, New Jersey. The three-mile trail runs from Morristown to Madison along a portion of New Jersey Transit's Morris and Essex Line. A continuous chain-link fence and grassy strip separate the trail from the active rail line. The trail connects to two New Jersey Transit rail stations and other multi-use trails. The trail meets standards of the Americans with Disabilities Act. The Morris County Park System designated the trail in the 1986 on land donated from the Jersey Central Power and Light Company and a one-mile extension was built on land donated by JCP&L and Fairleigh Dickinson University in 1998.



Source: Federal Highway Administration, Morris County (New Jersey).

Quality of Life

Strategies for air and water pollution mitigation include robust data collection to aid in project prioritization, improving public transportation service especially in congested corridors, and using roadside and paving design to minimize stormwater runoff. Strategies addressing noise pollution include implementing recommendations in the 2007 Rockland County Truck Route Study, while light pollution can be minimized by developing lighting standards that take advantage of technology and design elements available in street and structure lighting. Other strategies affecting quality of life in Clarkstown include improvements to the pedestrian and cycling networks to provide opportunities

for active, transportation and exercise choices, and coordinating with regional authorities to update and publicize a regional evacuation plan.

Systemwide or Policy Strategies

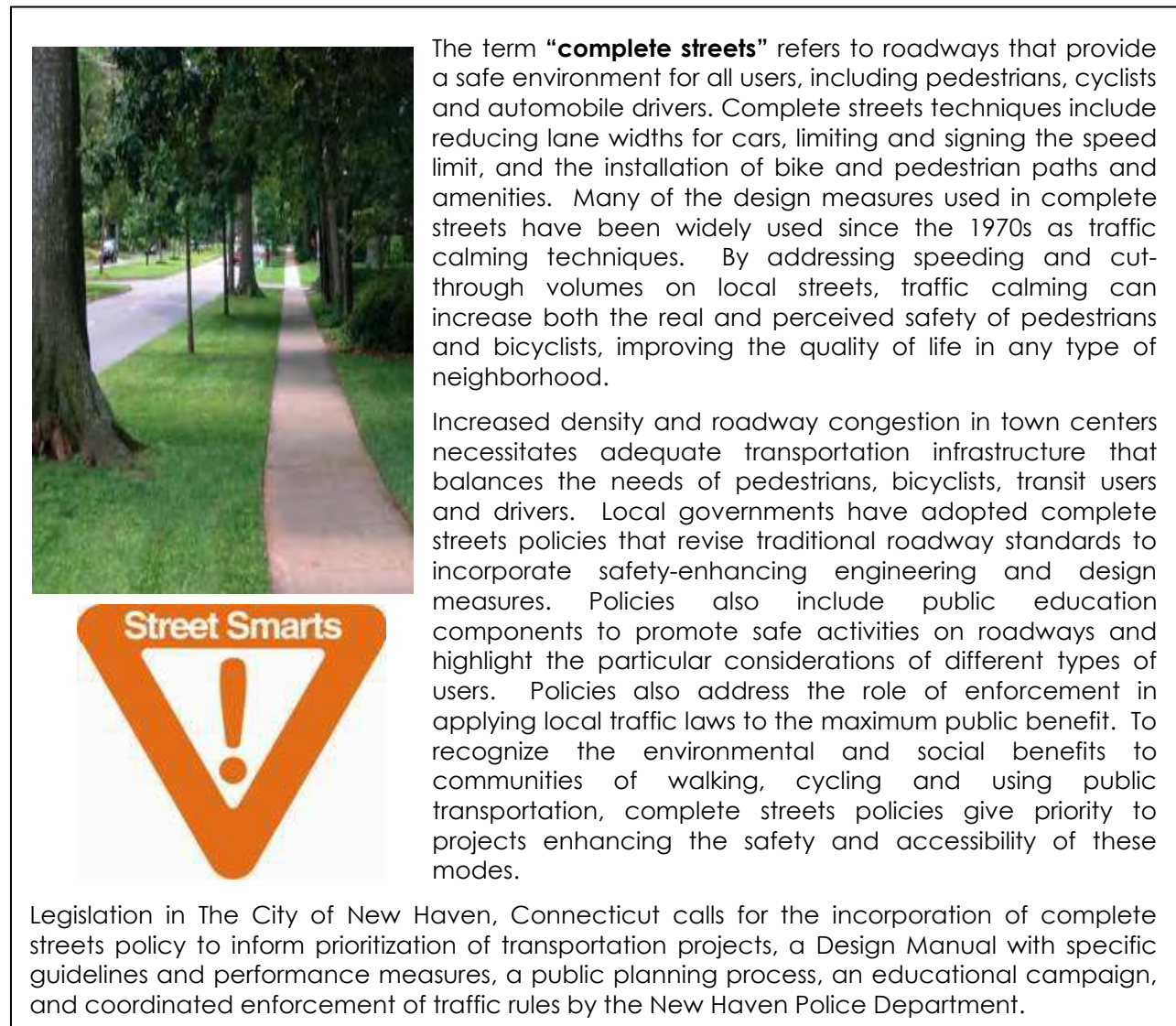
- Continue to collaborate with air pollution monitoring along Clarkstown roadways and prioritize congestion mitigation where traffic-related pollution is highest.
- Incorporate street lighting design and placement into the Town code to minimize light pollution. For example, consult the Town of Warwick, New York regulations.¹
- Develop policies and research to encourage the use of permeable pavers, bioswales, and other storm runoff mitigation treatments on any paved transportation infrastructure.
- Incorporate minimum space and programming requirements for neighborhood parks, plazas, and playgrounds into zoning regulations for Clarkstown Hamlet Centers.
- Continue to support new equipment, procedures and training related to roadway anti-icing and use of road salt in order to maintain high levels of driver safety, local water quality, and cost-effectiveness.
- Implement the Pedestrian and Bike strategies for improving the walking environment to support healthy commuting and recreational activities.
- Coordinate with neighboring and regional authorities to develop and publicize emergency evacuation routes that will be free from flooding or other obstructions.
- Create “complete streets” design template for introduction in Hamlet Centers and other developments that incorporate all transit modes with emphasis on safety and convenience (See Figure 3.3 below).
- Create a “street smarts” townwide traffic safety campaign that relies on increased public education and active community participation in practicing attentiveness, patience, and a willingness to share the road with fellow drivers, cyclist, and pedestrians equally (See Figure 3.3 below).

Geographic Strategies

- Work with Orangetown, Rockland County and NYSDOT to find a multi-jurisdictional solution to the Doescher Avenue truck routing concern.
- Institute recommendations in the 2007 Clarkstown Truck Route Study to mitigate noise pollution by consolidating truck routes on SR-59.

¹ Town of Warwick, New York Town Code § 164-43.4 Lighting.

Figure 3.3 Complete Streets and New Haven's Street Smarts



Sources: City of New Haven, Connecticut; National Complete Streets Coalition; Voorhees Transportation Center at Rutgers University.

Land Use

The land use strategies focus on encouraging moderately dense new and infill development that follows the tenets of smart growth and transit-oriented development (TOD). These development strategies aim to encourage growth that is environmentally, socially, and culturally sustainable in the long term. This includes, for example, constructing low-energy buildings, reducing automobile use and creating vibrant “downtowns” with a mix of residential, work and retail.

Clarkstown already has codes that facilitate non-automobile travel in Clarkstown's Hamlet Centers. Clarkstown should aim to find ways to apply Hamlet Center regulations more broadly across the Town and in all cases incorporate ideas from residents, business owners, developers, and community leaders. Some ways to allow for more efficient land development may include reducing parking requirements, increasing the mix of uses per building or parcel, increasing allowable building heights, and increasing proximity to neighboring uses. Incorporating public transportation, pedestrians, bicyclists, cars, and trucks into "complete streets" will ensure that Clarkstown achieves its transportation goals. The strategies should be supported by coordination between land development agencies and regional transportation planning organizations. In addition, opportunities should be explored to include the cost of developing transportation infrastructure, as well as costs of congestion and pollution due to additions in automobile use.

Systemwide and Policy Strategies

- Change Clarkstown Town Code to increase allowable densities for technology, commercial, and office developments on the SR-303 Corridor (Technology Corridor, Executive Park).
- Change Clarkstown Town Code to increase allowable densities for technology, commercial, and office developments on the SR-59 corridor.
- Change Clarkstown Town Code to increase allowable densities for commercial, residential, and mixed-use development within Hamlet Centers.
- Explore opportunities to amend Hamlet Center zones to include provisions for access management, sidewalk development, public transportation stops, traffic calming, and reduced parking requirements.
- Explore creative parking requirements in the Clarkstown Town Code to accommodate a range of land and transportation uses.
- Incorporate development, maintenance, and congestion costs for transportation infrastructure related to new residential, commercial, industrial, or mixed use development in Clarkstown to reflect impacts on the roadway network and encourage more dense development patterns.
- Change Clarkstown Town Code to incorporate public transportation infrastructure – pull-out lanes, travel lanes, sidewalk shelter space – into Hamlet Center zoning to allow for public transportation access.
- Phase in "complete streets" roadway design in Clarkstown Hamlet Centers. Complete streets create a transportation environment that accommodates pedestrians, cyclists, transit, trucks, and cars with equal safety, accessibility, and efficiency. The design model also can be applied to pedestrian corridors described above.

Geographic Strategies

- Change Clarkstown Town Code to increase allowable Floor Area Ratios (FAR) and decrease parking needs for technology, commercial, and office developments on the SR-303 Corridor near the Congers Technology Corridor and Executive Park. Continue encouraging the application of Hamlet Center overlay design guidelines for new development to increase access by transit.
- Encourage additional zoning changes in the Congers Hamlet Center from SR-303 to Rockland Avenue (affecting R-10, LS, and LIO zones) to create opportunities for new development with decreased parking requirements and mixed multifamily residential and commercial uses.
- Facilitate infill mixed-use development on underused parking lots on properties fronting Kings Highway and Old Lake Road in the Valley Cottage Hamlet Center.
- Encourage the implementation of mixed use development in Nanuet.
- Explore infill development incentives in Nanuet on Prospect Street, South Middletown Road and First Street. Uses should compliment the regional shopping uses at Nanuet Mall. Create a Hamlet Center overlay district for Nanuet that maintains the character and design of neighboring Hamlet Center overlays and improves access to the Nanuet Train Station near Orchard Street and Prospect Street.
- Assess opportunities in New City to reduce parking requirements and create site design guidelines (and incentives) for new development on New Hempstead Road, Main Street, Third Street, Calvary Drive and Squadron Boulevard.
- Designate small public parks and playgrounds on publicly owned or institutional land in New City. Parks should be readily accessible by pedestrians and cyclists and free from conflicts with automobile uses. Parks should be preserved to provide community space as development densities increase in the Hamlet Center.

3.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

The strategies above each come with costs and benefits to the town in a variety of ways. Part of the overall planning process, including any future site-specific recommendations, is to account for consequences in a way that minimizes unwanted effects and/or channels the results back into progressing the Town's goals for its transportation assets. The following sections briefly describe the key potential physical and social effects of the strategies above and the mitigation steps to begin addressing these concerns.

Roadway Network

Potential Impacts

Strategies associated with Clarkstown's roadway network have the potential to result in the greatest environmental and social impacts due to the high number of users and the large amount of resources needed for construction and operation. Where road capacity is expanded or congestion reduced, there is potential to create "induced demand" as greater numbers of travelers take to the road because driving is easier. This will add to the amount of air, water and noise pollution generated.

Additionally, adding to roadway surfaces also may increase storm water runoff due to these impervious surfaces, and the need for continued anti-icing chemicals and other maintenance. Increasing roadway speeds also increases the risk of injury due to crashes with vehicles, pedestrians, and wildlife. Given limited municipal budgets, social effects to consider involve the equitable allocation of government resources to projects of all types (e.g., housing, transportation, energy) that will benefit the greatest number of residents.

Mitigation Measures

Many factors can influence individual decisions to drive, and these can be explored by Clarkstown to mitigate pollution and safety issues associated with roadway traffic. Strategies affecting transit services, parking supply and pedestrian and bicycle infrastructure should be applied with forethought as ways to maintain efficient traffic levels and provide viable alternatives. Improving signalization reduces costs and pollution associated with congested motor traffic, as noted in the Appendix item "Data Collection and Analysis for Traffic Signal Retiming of Locally Maintained Traffic Signals on the NYMTC Best Practice Model." Regularly evaluating signalization can ensure equipment and traffic are appropriately coordinated.

To address storm water runoff, the Town can create and apply roadside and catchbasin design that diverts runoff in an environmentally sensitive way. Continual monitoring and cooperation with New York State environmental offices can catch issues before they are critical. For more information on the Town's anti-icing activities to mitigate runoff of potentially harmful amounts of sodium chloride, please see the Appendix memorandum "Roadway Anti-Ice Products."

Where capacity increases are planned, effective enforcement and education programs, such as community "Street Smarts" programming, should maintain safe driving practices. To ensure that roadway strategies are socially equitable, the Town should participate in all required impact studies and reach out to local leaders and community members for input in the planning and design process.

Public Transportation Services

Potential Impacts

Improving transit service may increase the number of miles driven by local buses, adding to the associated pollution resulting from vehicle operations. Bus engines also create noise levels similar to trucks. The development of parking facilities and bus stops may have negative environmental effects. For example, the addition of standard paving increases storm water runoff. Storing and servicing buses can create local nuisances such as noise, odors and increased traffic. Finally, the addition of a “hamlet circulator” involves new vehicles and planning, each requiring a substantial amount of time and finances for development.

Mitigation Measures

To mitigate the addition of bus service in Clarkstown, the transit agency should explore the use of hybrid-electric and other alternative fuel vehicles for any new purchases or rebuilds. The Town should conduct and participate in any comprehensive planning and outreach processes for the siting or expansion of new bus facilities or routes to ensure community input and support. While these processes are time-consuming, the Town should explore temporary service adjustments or trial runs to augment service during planning stages.

Sidewalk/Pedestrian Facilities

Potential Impacts

Sidewalks and curbs channel storm water in the roadway instead of running off into the soil. While solutions adequately deal with this, it adds to the cost of installing sidewalk. Other physical impacts include encroachments on existing trees, landscaping, fences, and walls. While many of these obstructions that are close to the curb or edge of pavement may actually be within the town’s right-of-way, it is important for the Town to be accommodating. Finally, some residents have moved to Clarkstown to enjoy the suburban environment and, therefore, oppose sidewalks because they suggest urban levels of foot traffic, noise, and concrete.

Mitigation Measure

The impact of additional stormwater is commonly handled by adding to the stormwater collection infrastructure through the use of catchbasins and underground storm sewers. In most cases engineered solutions can preserve much of the existing character these elements provide while still accommodating a sidewalk that meets the ADA guidelines. Consensus building through outreach and education programs will help to bridge the gap between the benefits of a safe and walkable community and minimize some of the stigma that sidewalks may hold for some residents.

Bicycle Facilities

Potential Impacts

The feasibility of bike trails, lanes, and parking is heavily influenced by the degree to which a variety of environmental concerns can be avoided. Such concerns may include but are not limited to potential impacts involving:

- Purchase of property or purchase of easements depending on the existing right-of-way;
- Moving utility poles;
- Moving guide rails;
- Excavating or filling of embankments;
- Moving and/or replacing stormwater catchbasin with bicycle safe designs;
- Cutting trees; and
- Encroachment on stream courses or wetlands.

Route identification also requires attention to local ecology and wildlife corridors, hazmat and brownfield sites, effects on drainage, conformity with local land use and zoning regulations and the presence of sensitive historic and cultural resources.

Class 1 (off-street) trails are likely to require environmental assessment, particularly if the proposed facility is within designated parkland or where right-of-way is not already defined. A Class 2 (separated) lane should be preferred if a roadway has a minimum shoulder of four feet, as capital work would not be required. If constructing a shoulder is necessary and feasible, the potential impacts above should be considered.

Mitigation Measures

Stormwater and environmental mitigation solutions have been discussed in the Sidewalk/Pedestrian Facilities section. Consensus building through outreach and education programs will help to publicize benefits of a safe, walkable and bikeable community and minimize negative connotations that bicycle use may hold for some residents.

A few of the studied bicycle routes have unique characteristics that raised concerns in their ability to provide a safe and reliable cycling environment. The following describes these routes, the perceived negative impact, and reasoning why these routes would provide important connections between popular destinations and contribute positively to the quality of life in Clarkstown.

- **Old Mill Road, Snake Hill Road and Crusher Road** provide an east-west connection near the southern end of Clarkstown. The road is steep but safe

for experienced cyclists. Signing these roads as bicycle routes would add safety needed due to truck traffic at the quarry.

- **Storms Road – Christian Herald Road** are part of the east-west connection above, terminating at North Broadway, which offers a route to the Hudson River, the Nyack Beach-Hood Mountain Trail, and Upper Nyack businesses.
- **Casper Hill Road** is a short segment intended to connect Kings Highway to SR-303. Kings Highway runs through the Valley Cottage hamlet center, thereby making its extension to SR-303 very useful.
- **A Lake DeForest bike path** may be most feasible along the east side of the lake. A trail along the east bank of DeForest Lake would connect Old Mill Road to Congers Road (CR-80), and would help create connections between park land and other multi-use trails in Clarkstown.
- **CSX Rail-With-Trail** facility is recommended along the existing CSX freight rail line. Typically, the trails require cooperation from the rail operator and legal allowances made to the organization that will construct and maintain the trail. Some trails are used as service roads by the railroad operators. The Clarkstown trail would differ from on-street bicycle lanes by offering safety and diversity as a multi-use recreational space free from vehicular traffic, convenient for less experienced cyclists.

Guidance on trail construction must be pieced together from standards related to shared-use paths, pedestrian facilities, railroad facilities, and roadway crossings of railroad rights-of-way. Useful documents include the AASHTO's 1999 Manual on Uniform Traffic Control Devices, Americans with Disabilities Act publications for pedestrian facilities, and reports such as "Compilation of Pedestrian Devices In Use At Grade Crossings" by the Federal Railroad Administration in January 2008. Other resources include the U.S. DOT Federal Highway Administration's August 2002 report entitled "Rails-with-Trails: Lessons Learned: Literature Review, Current Practices, Conclusions," and the Rails To Trails Conservancy's November 2000 report entitled "Rails-with-Trails: Design, Management and Operating Characteristics of 61 Trails Along Active Railroads."

For information on the Traction Line Recreation Trail as a local example for rail-with-trail development in Clarkstown, please see Figure 3.2 above.

Quality of Life

Potential Impacts

As the strategies addressing quality of life in Clarkstown are largely aimed to reduce transportation-related secondary effects, there are few impacts of the recommendations. Similar potential impacts are addressed in the preceding sections.

Mitigation Measures

Possible mitigation strategies are addressed in the preceding sections.

Land Use*Potential Impacts*

The impacts of the land use recommendations to create denser, walkable, and transit-accessible centers of development increase the amount of developed land in a small area. By increasing impervious/paved surfaces, storm water runoff can be a localized problem leading to localized flooding, groundwater contamination, or severe soil erosion. While nodes of development encouraged in Smart Growth and TOD encourage trips by transit and walking, the density of attractive destinations also can increase automobile trips, leading to environmental impacts described in the Roadway Network section. There also can be a scarcity of parking due to competing land uses, which can reduce retail customer access. Social impacts include the loss of open space and increase in rents.

Mitigation Measures

The competition for space inherent in Smart Growth plans must be addressed early in the visioning and planning process, to incorporate a mix of land uses and transportation modes into design and land use policies. The Town has initiated outreach to leading suburban communities implementing Smart Growth strategies, elicited community input, and facilitated phased development to account for adjustments to local needs. The Town should continue these efforts.

Data collection for transportation resources should be enhanced to increase efficiency and increase monitoring of outcomes related to future development. Environmental impacts of increased land cover should be addressed through roadside and catchbasin design that diverts runoff. Roadway planning also should incorporate and take into account the preservation of local open spaces to enhance local social interactivity.

3.3 TRANSPORTATION IMPROVEMENT STRATEGY TABLES

The Transportation Improvement Strategy Tables outline the specific geographic strategies detailed in the previous section for quick reference and comparison. The strategies are arranged by category as in the previous sections, addressing roadway network, public transportation, sidewalk and pedestrian facilities, bicycle network, quality of life and land use. In some cases, the strategies are generalized to present an overall view of the approach.

Potential negative environmental and social effects of each strategy are outlined in the following tables. The likelihood of each effect occurring and, therefore, requiring mitigation is ranked as low, medium, or high. This is a general assessment of the risk of the effect occurring, based on local geography, on-site assessment, and standard project construction processes. The last column lists suggested mitigation strategies to counter any negative environmental or social effects of the primary strategy. This information should give the Town the opportunity to assess in general the resources required to address each issue through these strategy alternatives. Each strategy also will require further study and site-specific design as part of the implementation process.

Table 3.3 Roadway Network Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Improve crash hotspot intersections on Clarkstown Roads	Route 59	Increased Speed	High	Enforcement and site design to maintain appropriate speeds
	Route 303	Increase in Vehicle-Miles Traveled (VMT)	Medium	Increase public transportation options Decrease parking availability Develop walking and bicycling options
	Route 304			
	Middletown Road	Benefits accrue to drivers in specific neighborhoods only.	Low	Develop prioritization practice for improvements based on safety, access, proximity to pedestrians and generators, and planned development.
	New Hempstead Road			
Bus-only lane	Route 59	Increased automobile congestion	Medium	Design to allow uncongested flow of automobiles using forecasts of traffic that includes diversion of trips to transit.
		Additional paved surfaces lead to increased stormwater runoff.	Low	Use roadside design and paver material that minimizes storm runoff
		Long timeframe	High	Initiate early planning process to coincide with TZB improvements
		High infrastructure cost	High	Seek creative funding for bus infrastructure that is part of regional developments.
Address access management to parking lots	Route 59 from Middletown Road to New Clarkstown Road	Increased vehicle speed	Low	Enforcement and site design to maintain appropriate speeds
	New City Congers Tech Corridor Valley Cottage Exec Corridor Nanuet Train Station	Increase in VMT	Low	Increase public transportation options Decrease parking availability Develop walking and bicycling options
Redesign “jog” intersection in	South Main Street and New	Increased vehicle	Low	Street design facilitating safe driving speed,

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
New City to provide additional stacking and a sense of neighborhood character	Hempstead Road/Congers Road	speed (safety)		"gateway" treatment components, and increase pedestrian flows through park-like designs Signal timing to moderate driving speeds
Coordinate and regularly evaluate Clarkstown-maintained traffic signals; Work closely with Rockland County and New York State DOT to address signalization on other congested corridors	11 locally maintained signals in congested corridors (see above)	Increased vehicle speed (safety)	Low	Regularly evaluate and adjust signal timing and intersection infrastructure to maintain optimal signalization. Work closely with Rockland County and New York State DOT to assess and adjust other signals on congested corridors.
		Increased pollution from additional drivers due to "induced demand."	Low	Signal coordination reduced traffic congestion, reducing overall emissions given the same number of drivers.

Table 3.4 Public Transportation Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Create a "hamlet circulator" bus line traveling between hamlet centers	Local Roads	Air, noise and water pollution associated with additional vehicles	Low	Use hybrid-electric or other alternative-fuel engines that operate with less air and noise pollution than standard combustion engines.
		Traffic congestion (air, water, and noise pollution)	Low	Create separated bus facilities that minimize traffic conflicts at bus stops
Fixed-stop bus system for the Transport of Rockland bus routes in Clarkstown	Transit routes on SR-59, SR-303, SR-304: (TOR 59, 91, 94, 97)	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as bioswales or permeable pavers that eliminate stormwater runoff.
		Increased walking distance for some riders between stops	Low	Work with neighborhood residents near stops to participate in stop location plan. Install sidewalks to provide safe access to bus stops. Increase education and access to ADA compliant bus options.
Bus stop hub facility for MiniTrans, TOR and Red and Tan bus lines.	New City	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as landscaping or permeable pavers that eliminate stormwater runoff.
Separate bus stop locations and bus travel lanes	Route 59 Route 303 in Valley Cottage Main Street in New City	Design may require increased paved area, or other landscape/construction alterations.	Medium	Apply water runoff treatments such as landscaping or permeable pavers that eliminate stormwater runoff.
	Congers Road and Route 304	Traffic congestion (air, water, and noise pollution)	Medium	Explore opportunities to expand roadway capacity (at the shoulder or median) to accommodate transit facilities.
Create bus route through Palisades Center parking lots	Palisades Center Mall	Traffic congestion (air, water, and noise pollution)	Low	Separate the bus route from automobile uses or create a routing alternative.

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Expand service hours on the TOR 91 and 97	Route 303	Air, noise and water pollution associated with additional vehicles	Low	Use hybrid-electric or other alternative-fuel engines that operate with less air and noise pollution than standard combustion engines.
Add bus stop locations near parks that encourage transit trips for recreational activities.	Parks	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as bioswales or permeable pavers that eliminate stormwater runoff.

Table 3.5 Sidewalks and Pedestrian Facility Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Install new sidewalk sections to improve connections and usability.	40 segments: See Table 3.1 in this section.	Increase in impermeable paved surfaces.	Medium	Use permeable pavers where possible. Use landscape designs to mitigate stormwater run off and conserve vegetation.

Table 3.6 Bicycle Facility Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Class 1 bike routes (separated)	Route 9W Palisades Interstate Trailway West Shore Line Rockland Lake Road	May increase water runoff where path added	Low	Use permeable pavers where possible. Use landscape designs to mitigate stormwater run off and conserve vegetation.
Class 2 bike routes (in street)	13 routes: See Table 3.2 in this section	May increase water runoff where road shoulder added	Low	Use pavers and landscape design that minimize runoff.
Class 3 bike routes (shared)	13 routes: See Table 3.2 in this section	Traffic congestion (air, water, and noise pollution)	Low	Promote efficient lane use with education and lane markings for cyclists and drivers.

Table 3.7 Quality of Life Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Work with agencies to find a solution to the Doescher Avenue truck route	Western Highway and Route 59	Relocation of Residents	High	Work with residents to create an acceptable relocation plan. Research an alternate construction plan allowing access of 13-foot trucks from Western Highway to SR-59.
“Complete streets” roadway design.	Clarkstown Hamlet Centers	Traffic congestion (air, water, and noise pollution)	Low	Promote efficient lane use with education and lane markings for cyclists and drivers.

		Increase in impermeable paved surfaces	Low	Use pavers and landscape design that minimize runoff.
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Table 3.8 Land Use Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Revise the minimum parking requirements	Town-wide	Inequitable transportation (parking) access if parking costs to user increase.	Low	Increase public transportation service and access.
Increase allowable densities for technology, commercial, and office developments	Route 59 and Route 303 Corridors	Traffic congestion (air, water, and noise pollution)	High	Promote efficient travel through education and lane markings for cyclists and drivers.
		Increased storm runoff (pavement, buildings)	High	Use pavers and landscape design that minimize runoff.
		Increase building emissions/heat	High	Require or “incentivize” green building techniques that use energy efficiently.
		Increase light pollution	Medium	Use lighting design and policy that provides safe areas without excess glare.
Increase allowable densities for residential and mixed use developments	New City Hamlet Center	Traffic congestion (air, water, and noise pollution)	Medium	Promote efficient travel through education and lane markings for cyclists and drivers.
	Congers Hamlet Center			
	Valley Cottage Hamlet Center	Increased storm runoff (pavement, buildings)	Medium	Use pavers and landscape design that minimize runoff.
	Nanuet Hamlet Center	Increase building emissions/heat	Medium	Require or “incentivize” green building techniques that use energy efficiently.
	Central Nyack Hamlet Center	Increase light pollution	Medium	Use lighting design and policy that provides safe areas without excess glare.
	West Nyack Hamlet Center	Reduce open space available to public	Medium	Acquire more open space and develop local parks.

4.0 Project Prioritization

The Clarkstown Comprehensive Transportation Plan (CTP) has presented 10 townwide goals for its transportation network, an inventory, an analysis of the current state of the transportation network in Clarkstown, and strategies for meeting the townwide goals. This section builds on the previous analysis and general strategies to present a list of specific transportation projects ranked in a suggested order of importance to Clarkstown.

4.1 PROJECTS DEVELOPED FROM STRATEGIES

The prioritization process used the transportation strategies identified in the previous section to create over 100 discrete transportation projects. Projects differ from the strategies in that they denote actions on a scale and scope that fit within resources available to the Town of Clarkstown for planning, implementation, and maintenance of transportation infrastructure. Projects also were defined as actions that would be appropriate for typical funding and operational requirements, which allowed strategies to be reconfigured based on a mix of characteristics such as geography, scale, and infrastructure type. It is expected that projects will change in terms of these characteristics over time, and that the Town may add or remove projects from this working list.

While each of the projects suggested has a positive benefit to Clarkstown's transportation network, the availability of funding and other resources make it necessary to choose among them. Many issues and events factor into which projects are finally implemented, including location, cost, available funding, public input, and political processes, as well as the estimated benefit of the completed project.

This section describes the analytical process used to measure project benefits, followed by the suggested rankings of the projects organized by project type. The suggested ranking tool should prove useful for decision-makers and Town planners to quickly assess current and future transportation projects. The results provide an estimate of project needs and benefits that can be used for defining additions to Clarkstown's transportation infrastructure.

Table 4.1 outlines the transportation projects developed using the prioritization process.

Table 4.1 Project Prioritization Tree

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Access Management	SR-59	Nanuet Mall/Rockland Plaza Access Management Treatment Palisades Center Mall Access Management Treatment
	SR-303	West Nyack Access Management Treatment
	SR-304	Valley Cottage Access Management Treatment Congers Technology Corridor Access Management Treatment
	New Hempstead Road (CR-80)	New City Access Management Treatment
	Middletown Road (CR-33)	Nanuet Access Management Treatment
Signal Coordination	SR-59	SR-59 Signal Coordination Plan
	SR-304	SR-304 Signal Coordination Plan
	SR-303	SR-303 Signal Coordination Plan
	New Hempstead Road (CR-80)	New Hempstead Road (CR-80) signalization monitoring
	Middletown Road (CR-33)	Middletown Road (CR-33) signalization monitoring
Intersection Analysis and Improvement	SR-59	New Clarkstown Road Intersection Analysis Grandview Avenue Intersection Analysis Hutton Avenue Intersection Analysis College Avenue Intersection Analysis Smith Street Intersection Analysis Crossfield Avenue Intersection Analysis Palisades Center Drive Intersection Analysis Route 303 Intersection Analysis Broome Boulevard Intersection Analysis Waldron Avenue Intersection Analysis
	SR-304	West Nyack Road Intersection Safety Improvement Program Demarest Mill Road Intersection Safety Improvement Program Congers Road Intersection Safety Improvement Program Bardonia Road Intersection Safety Improvement Program Germonds Road Intersection Safety Improvement Program

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Intersection Analysis and Improvement (Continued)	SR-303	Leona Avenue Intersection Safety Improvement Program
		Palisades Center Drive Intersection Safety Improvement Program
		Storms Road Intersection Safety Improvement Program
		Lake Road Intersection Safety Improvement Program
	New Hempstead Road (CR-80)	Lake Road Intersection Safety Improvement Program
	Middletown Road (CR-33)	Route 59 Intersection Safety Improvement Program
Transit Improvement Program	Town-wide	“Hamlet Center Circulator” route traveling between hamlet centers
		Fixed-stop bus system for Transport of Rockland and Clarkstown MiniTrans bus routes.
		Clarkstown Park-and-Ride expansion – 15 locations
		Explore ITS for transit services focusing on real-time customer information
	Marketing and advertising campaign partnering with local organizations.	
	SR-59	Create separate bus route through Palisades Center Mall parking lot
		Nanuet Transit Connectivity Plan
		Separated transit lane on SR-59 through West Nyack and Nanuet.
	SR-303	Increase service on transit routes to provide greater mobility.
	SR-304	Increase service on transit routes to provide greater mobility.
Pedestrian Facilities Programs	Town-wide	Clarkstown Complete Streets Initiative
		Street Smarts Program
		Safe Routes (School, Older Adults) Programs
Pedestrian Facility Improvement	Bardonia	Germonds Road between Gerlach Drive and Middletown Road
		McCarthy Way from Parrot Road to Strawtown Road
		SR-304 between SR-59 and Virginia Street
		West Clarkstown Road from New Clarkstown Road (or Burda Lane) to South Little Tor Road/Middletown Road
	Congers	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road
		Kings Highway (CR-13) between Reginald Drive and Congers Road/Lake Road (CR-80)
		Kings Highway from First Street to Endicott Street
		Lakeland Avenue between Amanda Lane and Beechwood Drive
		Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Pedestrian Facility Improvement (Continued)	Nanuet	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59 Grandview Avenue from SR-59 to Convent Road New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive
	Nanuet	Pipetown Hill Road between South Central Road and South Pascack Road Prospect Street from Briar Road to South Middletown Road South Middletown Road (CR-33) between Church Street and the Clarkstown–Orangetown border Smith Street between SR-59 and Church Street South Pascack Road (CR-35) between SR-59 and Convent Road SR-59 between College Avenue and Smith Street West Nyack Road between College Avenue and SR-304
	New City	Burda Avenue/Lane from South Little Tor Road to Red Hill Road Congers Road (CR-80) between Strawtown Road and Prides Crossing Elmwood Drive between East Calvary Drive and Congers Road Goebel Road between SR-304 and CR-80 North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road North Main Street/Zukor Road between Phillips Hill Road and Doral Court New Hempstead Road (CR-80) between Main Street and the Clarkstown/Ramapo Line Old Route 304/Haverstraw Road between N. Main St. and 9W Phillips Hill Road between North Little Tor Road and Main Street Red Hill Road from Burda Lane to West Clarkstown Road South Main Street between Second Street and Demarest Avenue Saw Mill Road West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80) Zukor Road from Old Route 304 to Doral Court
	Valley Cottage	SR-303 between Emerald Road and Lake Road (CR-80) Casper Hill Road from Storms Road to SR-303

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Pedestrian Facility Improvement (Continued)	West Nyack	Kings Highway from Crusher Road to Karin Court
		SR-59 from West Nyack Road and the Nyack Village Line Strawtown Road (CR-23) between SR-59 and Germonds Road
Bicycle Network Improvements	Class 1 (separated path) bicycle routes	Palisades Interstate Trailway West Shore Line Rail with Trail Lake De Forest
	Class 2 (marked lane) bicycle routes	Collyer Avenue/Laurel Road/Westerly Drive Convent Rd/ Old Middletown Road/ Church Street Kings Highway/Old Haverstraw Road Ludvigh/Germonds/Old Mill Road North Main Street/Old Route 304 Middletown Rd / Little Tor Road New Hempstead/Congers/Lake Road (CR-80) Phillips Hill Road w/ Old Phillips Hill Road Spur Sickletown/Strawtown/Ridge Road State Route 59 (Nanuet to Nyack) State Route 303 State Route 304 West Clarkstown/Germonds Road/McCarthy Way West Nyack Road / Western Hwy New Lake Road/Lake Road Pascack Rd/ W Clarkstown Rd / Buena Vista Rd/ Saw Mill Rd (CR35) Class 3 (signed-route) bicycle routes: alternative to any class II routes above where traffic volume and roadway width permit
Light Pollution		Develop light pollution minimization plan/lighting design regulations to complement the Clarkstown Town Code.
Water Pollution		Create design standards for use of porous pavers on new paved surfaces Require asphalt parking lots greater than 10,000 square feet to significantly reduce water runoff
Air Pollution		Reduce VMT through strategies outlined in Public Transportation and Roadway Network sections of this Plan.
Zoning and Land Use		Expansion of Hamlet Center overlay districts Revise parking requirements for retail, office and industrial uses
Zoning and Land Use		Adopt design guidelines to reflect prioritization of land development that

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
(continued)		increases availability of residential, retail and office uses near multimodal transit stops and stations. Require open/recreation space and programming requirements for neighborhood parks, plazas and playgrounds in Hamlet Center overlay districts that preserve spaces for community interaction Clarkstown Transportation Corridor Land Use / Zoning Analysis Studies (303, 304, 9W, 59)

4.2 PRIORITIZATION METHODOLOGY

Over 100 transportation projects were identified in Clarkstown. Though cost estimates have not been completed for all of the projects, it is certain the sum of their costs exceeds the resources that town, state, and Federal sources are able to allocate to transportation improvements in Clarkstown. Decisions on which projects should be advanced first should, therefore, be made by prioritizing the projects. Prioritization is a process by which projects are vetted or ranked according to how relevant or effective the project will be at meeting a number of criteria. Since state and Federal funding sources are not likely to fund every project that is needed, a prioritized list helps policy-makers advance Clarkstown's most effective transportation projects first.

The prioritization process was undertaken in four steps:

1. Develop a project evaluation tool which evaluates projects based upon criteria related to the goals of the Clarkstown Comprehensive Transportation Plan.
2. Expand the project evaluation tool to include criteria related to specific categories of projects, including access management, signal coordination, accident analysis, public transit, sidewalk, and bicycle projects.
3. Evaluate the projects.
4. Produce a prioritized list of projects based upon each project's performance in the project evaluation exercise. The prioritized lists of projects are provided in Section 3.0 of this document.

Project Evaluation Tool Development

A project evaluation tool was developed for the purpose of comparing projects in order to identify those which have the greatest benefit to the Town. The tool needed capabilities to evaluate each project's relevance to the overall CTP goals, and to compare projects within specific categories against one another in order to produce a prioritized list of projects within each category. The categories correspond to the likely pools of funding that the projects would draw upon, and include access management projects, signal coordination projects, accident analysis projects, public transit projects, sidewalk projects, and bicycle projects. For example, if Clarkstown were to receive a state grant which can be used for sidewalks, it would be valuable for the Town to have its sidewalk projects evaluated against one another so that the most effective sidewalk projects are developed first.

The following principles guided the development of the prioritization tool.

- Clarkstown's CTP goals and policy objectives drive the prioritization process and selection of evaluation criteria.
- The evaluation criteria used to evaluate each of the project categories are specific to the category, while reflecting the goals of the CTP.

- The evaluation criteria are reasonable in number, avoiding redundancy.
- Due to varying levels of data available, the evaluation criteria should rely on planning-level assessments of impacts where possible.
- The prioritization methodology adopted by Clarkstown should provide a consistent and uniform way of comparing projects.
- The prioritization process is as transparent as possible.

Townwide Goal Evaluation

The evaluation tool that was developed lists all of the projects identified in the CTP, key relevant information about each project such as project type and location, and evaluation criteria related to the goals of the Plan that were scored to produce a “CTP Goal Score.” Each project was rated on a scale of low, moderate, or high based on how well the project addresses eleven specific evaluation criteria based on the town-wide goals identified in Table 4.2. Each criteria awarded a “low” score during the evaluation gave the project one point, while projects received two points for every “moderate” and three points for every “high” response. Therefore, the minimum subtotal score a project could receive was 10 points, while the maximum possible score was 30 points.

Table 4.2 Clarkstown Townwide Transportation Goals

Goals (See Section 2 for more information on the townwide planning goals)

- ◆ Provide efficient travel between the Tappan Zee Bridge/I 287 corridor, SR 59 corridor, and other parts of Clarkstown.
 - ◆ Add to economic strength and quality of life in Clarkstown by coordinating with the Tappan Zee Bridge/I 287 Environmental Review project and any other regional transportation initiatives.
 - ◆ Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes and minimizing conflict between modes.
 - ◆ Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors.
 - ◆ Provide for commuter transit services to regional centers that are accessible, efficient, and safe.
 - ◆ Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations.
 - ◆ Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities.
 - ◆ Create a bicycling environment that is accessible, safe, and enjoyable.
 - ◆ Improve residents' health and maintain rural character by reducing pollution related to motorized travel.
 - ◆ Develop Hamlet Centers with transportation options and connections.
 - ◆ Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation.
-

Expansion of the Tool to Include Category-Specific Evaluation

Additional evaluation tables were developed for each category of projects, within which each project receives a “Project Performance Score.” This score reflects how well the project achieves the goals specific to the project category it best fits. Access management projects, for example, were grouped and evaluated against criteria specific to access management projects, such as whether or not each project is located on a congested corridor, how many driveways are in each access management study area, etc. Category evaluation sheets were developed for access management, signal coordination, accident analysis, public transit, sidewalk, and bicycle projects. The projects received a “low,” “moderate,” or “high” score for each criteria, which was summed to provide a subtotal. This subtotal, plus the subtotal from the CTP goals evaluation, produced a grand total project score for each project in each category.

The following paragraphs describe the Project Performance Score criteria identified for each project category.

Access Management Evaluation Criteria

Project located on a congested corridor – This criterion is intended to recognize the merits of projects which are located on Clarkstown’s “congested corridors,” where access management has the greatest potential to alleviate congestion. Projects located on one of the identified “congested corridors” would receive a score of “high,” while projects located in an area of significant traffic volume but were not designated “congested corridors” would receive a “moderate” score. “Low” scores would be given to projects located in low-volume corridors.

Extent of existing curb cuts – This criterion represents the number and/or width of curb cuts that currently exist in each project area. A “high” score was given to areas where multiple curb cuts occur within 100 to 300 feet of roadway length, or where curb cuts spaced farther apart are wide enough that vehicle movements could be unpredictable or dangerous for pedestrians and other vehicles. A “moderate” score was given to areas where multiple curb cuts exist in stretches of roadway up to 500 feet, or where some unusually wide curb cuts exist. “Low” scores were given to areas where curb cuts were infrequent or spaced more than 500 feet apart over most or all of the project area.

Number of accidents occurring at driveways in the project area – Access management projects have the potential to increase safety. The greatest safety needs are at the locations where accidents are prevalent. Accident data from the Clarkstown Police Department were used to develop scores for this criterion. The number of projects was divided into thirds based upon the number of accidents in each project area. The third with the highest number of accidents received a “high” score, those in the middle one-third received a “moderate” score, and the third with the least accidents received a “low” score.

Extent to which curb cuts can be reduced in the project area – Access management projects would aim to reduce curb cuts in the project area; however,

there may be instances when that may not be achievable due to physical constraints or lack of alternative access. The “high,” “moderate,” and “low” scores for this criterion reflect a planning-level understanding of the feasibility of the project to significantly change the number of curb cuts.

Traffic volume in the project area – Traffic volume shows the utilization of the roadway and the number of trips that would be affected by the project. The projects, divided into thirds based upon traffic volume, were scored “high,” “moderate,” or “low” based upon which third of the population of projects they fell within.

Extent of pedestrian facilities in the project area – Pedestrian facilities would be impacted by access management projects. Curb cuts create areas of conflict between vehicles and pedestrians, and access management projects could reduce their prevalence. Where pedestrian facilities exist in the entire project area, a score of “high” was given. A score of “moderate” was given to projects where pedestrian facilities exist on one side of the roadway, or on a significant portion of the roadway in the project area. Projects in areas where there is little to no pedestrian infrastructure received a score of “low.”

Project consistent with NYSDOT access management standards – Based upon an examination of the prevalence of curb cuts, intersections, and a perception of property lines derived from GIS, a judgment on how well each access management project adheres to state access management guidelines was made. A project that would likely adhere to NYSDOT’s curb cut and intersection spacing guidelines received a score of “high.” A “moderate” score was given to projects which would likely face challenges in meeting the guidelines, while “low” scores were given to projects which would face significant challenges to meet the guidelines.

Signal Coordination Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown’s “congested corridors.” Signal coordination can alleviate congestion. Projects located on one of the identified “congested corridors” received a score of “high,” while projects located in an area of significant traffic volume but were not designated “congested corridors” received a “moderate” score, and “low” scores were given to projects located in low-volume corridors.

Project is located in a transit corridor – Signal coordination projects could have implications for transit services. Coordinating signals shortens travel time for all vehicles, including buses. There also is the potential to give signal priority or preemption to transit vehicles. Projects that received a “high” score in this category have more than one transit route operating in the project area, preferably routes of different types (such as a regional service as well as local services). “Moderate” scores were given to projects in areas where only one transit service operates, or where there is a lower level of service among several

transit providers. “Low” scores were given to projects where there are no regularly scheduled transit services operating.

Travel-time delays attributable to signalization in the project area – This criterion gives credit to projects which address a known signalization problem. In areas where signalization has been cited as an issue, either by community members in the CTP project or other recent transportation studies in the area, a score of “high” was given. A “moderate” score was conferred on projects where signalization could be a contributing factor to reducing delays or enhancing safety. A “low” score was given to projects for which signalization is not now, nor likely in the near future to be a major cause for concern.

Extent of signalization in the project area – This criterion assesses the number or the concentration of signalized intersections in each project area. A “high” score was given to projects where there are signalized intersections located at intervals of 200 to 1,200 feet apart. “Moderate” scores were given to projects in areas where there are a few instances of clustered signalized intersections, or if the intersections are spaced slightly beyond 1,200 feet, up to 1,800 feet apart. In areas where signals are not clustered, or there are few signals at all, a “low” score was given.

Number of pedestrian generators in the project area – Signalization has implications for pedestrians, as signal optimization may increase vehicle travel speeds, and coordination with pedestrian phases where pedestrian signals exist also must be achieved. To assess the level of pedestrian activity that occurs or may be likely to occur, the prevalence of pedestrian generators in each project area should be considered. A “high” score was given to projects in areas where pedestrian generators are clustered. In areas where there are pedestrian generators spaced more than 600 feet apart, a “moderate” score was appropriate. Where few or no pedestrian generators exist, a score of “low” was given.

Project located on a Clarkstown/local roadway – Signal coordination is generally the responsibility of the agency which has jurisdiction over the roadway(s) in the project area(s). Projects located on Town roadways can be completed by the town, whereas projects in other jurisdictions require partnerships with county and/or state departments. This changes the role of the town from project sponsor to project partner or advocate. A “high” score was given to projects on roadways in the town’s jurisdiction. All other roadways received a “low” score.

Accident Analysis Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown’s “congested corridors.” Accidents can be the result of traffic congestion. Projects located on one of the identified “congested corridors” received a score of “high,” while projects located in an area of significant traffic volume but were not designated “congested corridors”

received a “moderate” score, and “low” scores were given to projects located in low-volume corridors.

Number of accidents in the project area – The greatest safety needs are at the locations where accidents are prevalent. Accident data from the Clarkstown Police Department were used to develop scores for this criterion. The population of projects was divided into thirds based upon the number of accidents in each project area. The third with the highest number of accidents received a “high” score, those in the middle one-third received a “moderate” score, and the third with the least accidents received a “low” score.

Severity of reported accidents – The projects were divided into thirds to produce scores based on the severity of accidents, or the number of injuries reported. The third with the highest number of injuries received a “high” score, those in the middle one-third received a “moderate” score, and the third with the fewest reported injuries received a “low” score.

Ability to improve pedestrian safety – Accident analyses should address safety concerns for all modes of transportation. As such, the projects which improved conditions for all travelers received higher scores. A project is likely to have higher implications for pedestrian safety if there are both pedestrian facilities and generators located in the project area. For the presence of both, a score of “high” was conferred. If sidewalks exist in the absence of pedestrian generators, or vice versa, a “moderate” score was appropriate. The absence of both pedestrian facilities and pedestrian generators in the project area resulted in a score of “low.”

Ability to improve bicyclist safety – Similar to pedestrian safety, a project is likely to have higher implications for cyclist safety if there are both bicycle facilities and travel generators located in the project area. For the presence of both, a score of “high” was given. If bicycle facilities exist in the absence of identified generators, or vice versa, a “moderate” was given. The absence of both bicyclist facilities and bicyclist generators in the project area resulted in a score of “low.”

Ability to improve vehicular safety – This criterion is a judgment on the capability of a project to improve traffic safety. This judgment was made based upon potential physical constraints and operational issues. In this case, “high,” “moderate,” and “low” scores were conferred to express the likely ability of a project to address these issues and achieve the goal of improving traffic safety.

Public Transit Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown’s “congested corridors.” Public transit can suffer significant delays in congested areas. Projects located on one of the identified “congested corridors” received a score of “high,” while projects located in an area of significant traffic volume but were not designated “congested

corridors” received a “moderate” score, and “low” scores were given to projects located in low-volume corridors.

Improves accessibility to transit for Clarkstown residents and businesses – This criterion rewards projects which serve high concentrations of residential and business areas. Projects which serve primarily residential or commercial zones (80 percent or more), particularly high-density zones, received a “high” score. Where residential and commercial zones compose 60-80 percent of the project area and where limited high-density residential or commercial zones exist, a “moderate” score was conferred. In areas where more than 60 percent of the project area is residential or commercial, and there are no higher-density residential or commercial areas, a “low” score was appropriate.

Improves transit travel time – Travel-time savings can be a significant boon to transit services. In coordination with the transit operators, “high,” “moderate,” and “low” scores were given to projects which provide the transit operators with the greatest, moderate, and least *value* attributable to travel-time savings.

Improves reliability of transit service – Reliability is an important factor for passengers who depend on the transit service to complete the trip on-time every time. Projects which use advanced technologies to maintain on-time performance were eligible for a “high” score. “Moderate” scores were applied to policy decisions or travel-time savings which improve reliability. “Low” scores were given to projects for which little to no reliability benefit was foreseen.

Enhances connectivity between major ridership generators – Transit services should have the goal of providing connections to major transit ridership generators. Those projects which connect two or more clusters of three or more generators received a “high” score. Projects connecting one cluster of three or more generators with generators outside the cluster, or which connect two or more distinct, unclustered travel generators, received a “moderate” score. If a project does not serve at least two travel generators, it received a “low” score.

Improves efficiency of transit operations – The operational efficiency of transit services directly affects the service costs and ultimately the customer experience. A project received a “high” score if it provides a major improvement to the operational efficiency and reduces the cost per passenger of the current transit services located within Clarkstown, on an order of magnitude scale (as real, discrete costs were not available for all transit services). A project which scored “moderate” in this category achieves this objective to a lesser degree, while a project with a score of “low,” although valuable, does not provide a significant improvement to operational efficiency.

Sidewalk Evaluation Criteria

Project located in a Hamlet Center – Hamlets are centers of activity and mixed land uses where a significant amount of pedestrian traffic can be expected. A project located within a hamlet district received a “high” score. A project located on the fringe or edges (within one-quarter mile walking distance) of a hamlet

received a “moderate” score, while a project more than one-quarter mile from a hamlet was issued a “low” score.

Ability to enhance connectivity and continuity to the sidewalk network – To create a true network, sidewalks should be connected at both ends to other sidewalks. Projects which received “high” scores in this criterion are those which connect to other sidewalks at both ends of the project. If a project creates a sidewalk that connects to another sidewalk only at one end, or intersects with an existing sidewalk along its course, or connects at both ends to sidewalks that are proposed or planned but not yet in existence, a “moderate” score was appropriate. Sidewalk projects which will not connect to segments of the existing network at either end, or which connect at only one end to a planned or proposed sidewalk, received a “low” score.

Ability to enhance accessibility to transit stops within one-quarter mile – Transit stops are important nodes in the sidewalk network. Once someone departs a transit vehicle, they become a pedestrian. Pedestrian facilities should connect transit stops to travel destinations. Projects along which transit stops either exist or are recommended in the Rockland County Bus Stop Study, received a “high” score. “Moderate” scores were given to projects which are located within one-quarter mile of a transit stop but do not serve the transit stop directly. A “low” score was given to projects located more than one-quarter mile from a transit stop.

Ability to enhance accessibility to pedestrian generators within one-quarter mile – Sidewalks should connect pedestrian generators. Those projects which connect two or more clusters of three or more generators received a “high” score. Projects connecting one cluster of three or more generators with generators outside the cluster, or which connect two or more distinct, unclustered generators, received a “moderate” score. If a project does not serve at least two pedestrian generators, it received a “low” score.

Ability to enhance accessibility to households within one-quarter mile – This criterion rewards projects which serve high concentrations of residential areas. Projects which serve primarily residential land uses, particularly high-density zones, received a “high” score. Where nonresidential zones compose 20-40 percent of the project area, or where no high-density residential zones exist, a “moderate” score was conferred. In areas where more than 40 percent of the project area is nonresidential, and there are no higher-density residential zones, a “low” score was given.

Ability to enhance accessibility to businesses within one-quarter mile – This criterion rewards projects which serve high concentrations of business areas. Projects which serve primarily industrial/office or commercial zones, particularly high-density zones, were issued a “high” score. Where non-industrial/office and noncommercial zones compose 20-40 percent of the project area, or where no high-density industrial/office or commercial zones exist, a “moderate” score was conferred. In areas where more than 40 percent of the

project area is non-industrial/office or noncommercial, and there are no higher-density residential or commercial areas, a “low” score was appropriate.

Bicycle Evaluation Criteria

Project provides circulation through and within a Hamlet Center- Hamlet centers are areas with mixed uses, and either generate or have the potential to generate volumes of bicycle traffic. Projects which enhance the circulation of bicycles in these busy hamlet areas should receive consideration. “High” scores were reserved for projects located within a hamlet center. “Moderate” scores were given to projects which are adjacent or enter into, but not through a hamlet center. “Low” scores were given to projects which have no components within a hamlet center.

Project provides linkages between activity centers - Projects which link activity centers provide routes for cyclists to use while performing their day-to-day tasks. If a project connects three or more generators or hamlet centers, it was given a “high” score. If a project connects two generators or hamlet centers, a “moderate” score was issued. “Low” scores were given to projects in which one or no activity centers are served.

Extent of attractions and/or activity centers located along the route - Along the route, attractions and activity centers supplement the bicycle travel demand. “High” scores were given to projects which pass through hamlets or at least two generators along the route. “Moderate” scores were given to projects with one or two generators along the route. “Low” scores were given to projects where there are no generators or activity centers located along the route.

Access to transit facilities - Bicycles are often used to reach transit services, many of which provide bicycle racks on-board buses or near bus stops and train stations. “High” scores were given to projects which serve multiple bus stops served by more than one transit provider, or which serve a train station. “Moderate” scores were conferred to projects which serve multiple bus stops along one transit route, or a single stop served by more than one transit service. “Low” scores were issued to projects which do not provide access to transit services.

Ability to enhance accessibility to households within one-quarter mile - This criterion rewards projects that serve high concentrations of residential areas. Projects which serve primarily residential land uses, particularly high-density zones, received a “high” score. Where residential zones compose 60-80 percent of the project area, but where high-density residential zones may not exist, a “moderate” score was conferred. In areas where less than 60 percent of the project area is nonresidential, and there are no higher-density residential zones, a “low” score was appropriate.

Ability to enhance accessibility to businesses within one-quarter mile - This criterion rewards projects which serve high concentrations of business areas. Projects which serve primarily industrial/office or commercial zones (80 percent or more), particularly high-density zones received a “high” score. Where

industrial/office and commercial zones compose 60-80 percent of the project area, but where high-density industrial/office or commercial zones may not exist, a “moderate” score was conferred. In areas where less than 60 percent of the project area is industrial/office or commercial, and there are no higher-density industrial/office or commercial areas, a “low” score was given.

Cost of Implementation – The cost of a project is another important factor which should be considered when planning which projects should be advanced. The project evaluation tool includes a provision for factoring in capital and operating/maintenance costs into the category-specific evaluation sheets. Because the level of planning for each project in the Clarkstown CTP varies, and most projects have not advanced to a stage where discrete capital or operation/maintenance costs are known, an estimate was developed based on available information and professional expertise and knowledge of similar types of projects. Based on order of magnitude, the cost estimation scale ranges from one dollar sign (\$) for the lowest cost to five dollar signs (\$\$\$\$\$) for the highest costs. Land acquisition or unknown remediation costs were not factored into the cost estimation. This scaled cost estimate did not factor into the scoring of the projects. Rather, it serves as a supplemental qualitative feature by which the projects can be compared to one another.

4.3 PRIORITIZED PROJECTS

The following sections outline the results from the prioritization of identified projects. Projects are categorized by thematic project type and have three score values – CTP Goal Score, Project Performance Score, and a summed Total Prioritization Score. As discussed previously, the CTP Goal Score reflects a projects ability to meet the overall CTP goals. The Project Performance Score reflects a project’s ability to achieve performance measures that are unique to each project type. Since different project types maintain varying objectives and performance measures, Project Performance Scores and Total Prioritization Scores can only be compared with and prioritized among projects within the same project type category.

Each section provides a narrative on the prioritization that occurred and a table outlining the prioritized projects in rank order (highest to lowest score). Some sections also contain a map figure illustrating the location and priority of the project. A projects priority value was calculated by placing the CTP Goal Score and the Project Performance Score on an x-y axis, respectively, and graphing these values on a scatter plot. As observed in Figure 4.1, each dot on the scatter plot represents a project. The scatter plot was divided into four quadrants based on the median values for CTP Goal Scores and Project Performance Scores. The upper right-hand quadrant, which maintained high scores in both measures, have the highest priority. The upper left-hand and lower right-hand quadrants contain one high score value and one score value in the moderate to low range. As such project located in these sections are medium priority projects. Projects

that fell in the lower left-hand quadrant received two low score values and are as low-priority projects.

Access Management Projects

The Nanuet Hamlet Center and Nanuet Mall/Rockland Plaza Access Management projects received the highest scores in this category. The projects are located in some of the most intensely developed commercial corridors in Clarkstown. The Nanuet project is in an area with more pedestrian activity and more curb cuts than the Nanuet Mall/Rockland Plaza area, which gave the Nanuet project marginally higher Project Performance Scores. The Central Nyack Access Management Treatment project received one point more than the Nanuet-area projects because of its proximity to the Tappan Zee Bridge. This proximity increases the likelihood that the transit component of the bridge replacement project will include a transit hub and additional traffic generators in the area of Central Nyack and West Nyack. The Central Nyack project received fewer points than the Nanuet-area projects due to fewer curb cuts and the absence of pedestrian activity along SR-59 in Central Nyack, when compared to Nanuet. Table 4.2 lists the prioritized access management projects in descending order according to Total Prioritization Score. Figure 4.2 is a map illustrating the locations and priority value of the high- and medium-priority access management projects.

Table 4.3 Prioritized Access Management Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Nanuet Access Management Treatment	18	20	38
2	Nanuet Mall/Rockland Plaza Access Management Treatment	18	18	36
3	Central Nyack Access Management Treatment	19	17	36
4	Palisades Center Mall Access Management Treatment	19	16	35
5	New City Access Management Treatment	17	16	33
6	Valley Cottage Access Management Treatment	17	15	32
7	Congers Technology Corridor Access Management Treatment	17	13	30

Figure 4.1
Access Management Prioritization
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects

High Priority

Medium Priority

Interstate Highway

State Highway

County Highway

Local Road

Municipal Boundary



Signal Coordination Projects

Of the signal coordination projects, the SR-59 Signal Coordination Plan scored the highest in both the CTP Goal Score and Project Performance Score. Signal coordination projects on SR-304 and SR-303 received the same scores. However, each performed stronger and weaker in certain categories. The SR-304 project did not score as highly as the SR-303 project in the “located on a transit corridor” category because there is less transit service and frequency on SR-304 than on SR-303. SR-304 scored high in the pedestrian generators category, while SR-303 scored moderate. Table 4.3 lists the prioritized access management projects in descending order according to Total Prioritization Score. Figure 4.3 illustrates the locations of high priority signal coordination projects.

Table 4.4 Prioritized Signal Coordination Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	SR-59 Signal Coordination Plan	20	15	35
2	SR-304 Signal Coordination Plan	17	13	30
3	SR-303 Signal Coordination Plan	17	13	30
4	Middletown Road (CR-33) Signal Coordination Plan	17	12	29
5	New Hempstead Road (CR-80) Signal Coordination Plan	15	10	25

Figure 4.2
Prioritized Signal Coordination Projects
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects

High Priority

Note : Label indicates
 Project ID

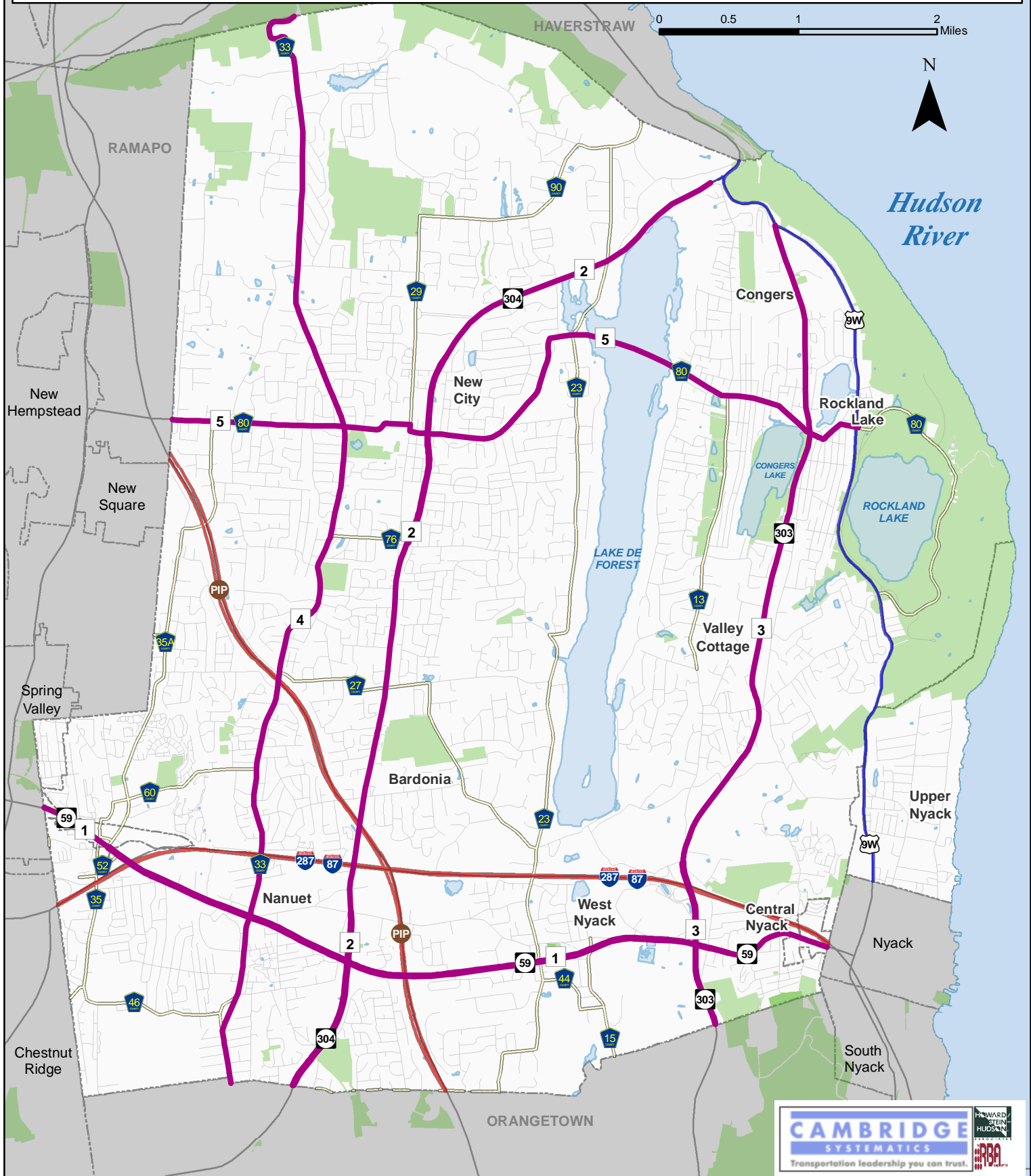
Interstate Highway

State Highway

County Highway

Local Road

Municipal Boundary



Accident Analysis Projects

Of the 21 accident analysis projects, the intersection of SR-59 and Waldron Avenue received the highest score in the prioritization (36). The intersection's location in proximity to the I-287/Tappan Zee Bridge Corridor and the SR-59 Corridor, the high level of transit service and the number of generators located near this intersection contributed to its high score. This intersection also is the most dangerous intersection in Clarkstown, with the highest number of accidents and related injuries. Four intersections received 34 points, including the intersections of SR-59 and Smith Street, SR-59 and Crosfield Avenue, SR-59 and SR-303, and SR-303 and Palisades Center Drive. The number of accidents and injuries at these locations combined with the proximity of these intersections to congested corridors, transit corridors, and pedestrian generators contributed to their high CTP Goal and Project Performance scores. Table 4.4 lists the prioritized accident analysis projects in order of their Total Prioritization Score, and Figure 4.4 maps the accident analysis project locations and priority in implementation.

Table 4.5 Prioritized Accident Analysis Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Intersection analysis at SR-59 and Waldron Avenue	18	18	36
2	Intersection analysis at SR-59 and Smith Street	17	17	34
3	Intersection analysis at SR-59 and Crosfield Avenue	16	18	34
4	Intersection analysis at SR-59 and SR-303 (ramps)	18	16	34
5	Intersection analysis at SR-303 and Palisades Center Drive	18	16	34
6	Intersection analysis at SR-59 and Hutton Avenue	16	17	33
7	Intersection analysis at SR-59 and College Avenue	16	16	32
8	Intersection analysis at SR-59 and Palisades Center Drive	17	15	32
9	Intersection analysis at SR-59 and Broome Boulevard	16	16	32
10	Intersection analysis at SR-304 and Bardonia Road	16	16	32
11	Intersection analysis at SR-304 and Germonds Road	16	16	32
12	Intersection analysis at SR-303 and Lake Road (Valley Cottage)	16	16	32
13	Intersection analysis at SR-59 and	17	15	32

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
	Middletown Road			
14	Intersection analysis at SR-59 and New Clarkstown Road	17	14	31
15	Intersection analysis at SR-59 and Grandview Avenue	16	15	31
16	Intersection analysis at SR-304 and West Nyack Road	16	15	31
17	Intersection analysis at SR-304 and Demarest Mill Road	16	14	30
18	Intersection analysis at SR-304 and Leona Avenue	16	14	30
19	Intersection analysis at SR-303 and Storms Road	16	14	30
20	Intersection analysis at SR-304 and Congers Road	16	14	30
21	Intersection analysis at Route 9W and Lake Road (Valley Cottage)	16	13	29

Figure 4.3
Prioritized Accident Analysis Projects
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects

- High Priority
- Medium Priority
- Low Priority

— Interstate Highway

— State Highway

— County Highway

— Local Road

□ Municipal Boundary



Transit Improvement Projects

Of the 11 transit improvement projects, the “Hamlet Center Circulator” scored the highest overall goal score, along with transitioning to a fixed-stop bus system. It also had the highest project performance Score along with the “Nanuet Transit Connectivity Plan.” A “Hamlet Center Circulator” transit service would improve connectivity and transit travel time between Clarkstown’s hamlets. The pedestrian activity and mix of generators in and near hamlet centers allowed this project to achieve high scores in those categories. A fixed-stop transit system would improve transit travel time, reliability, and efficiency. The Nanuet Transit Connectivity Plan, which would provide better connections between bus transit systems and the Nanuet Train Station, received high scores due to the improved transit time and reliability associated with transfers between services, and the benefits that could accrue to the hamlet center of Nanuet with the establishment of a transit hub there. Table 4.5 lists the prioritized transit improvement projects in order of their Total Prioritization Score.

Table 4.6 Prioritized Transit Improvement Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	“Hamlet Center Circulator” route traveling between hamlet centers	25	15	40
2	Nanuet Transit Connectivity Plan	23	15	38
3	Fixed-stop bus system for Transport of Rockland and Clarkstown MiniTrans bus routes	25	13	38
4	Separated transit lane on State Route 59 through West Nyack and Nanuet	22	15	37
5	Separate bus route through Palisades Center Mall parking lot	22	15	37
6	Increase runs and service hours on State Route 304	21	14	35
7	Increase runs and service hours on State Route 303	21	14	35
9	Clarkstown Park-and-Ride expansion – 15 locations	19	13	32
10	ITS for transit services focusing on real-time customer information	19	12	31
11	Marketing and advertising campaign partnering with local organizations	13	8	21

Sidewalk Improvement Projects

A total of 37 pedestrian facility projects were prioritized based on the Goal and Project Performance Scores. The stretch of SR-304 from SR-59 to Virginia Street near the Hamlet of Bardonia received the highest score. This major roadway connects the SR-59 commercial corridor to a long stretch of residential and commercial areas, as well as schools, houses of worship, employment centers and some segments of existing sidewalks. Due to the size of this project, cost is a key issue to consider.

New Hempstead Road (CR-80) between Main Street in New City and the Clarkstown/Ramapo border, Prospect Street from Briar Road to South Middletown Road, and SR-59 from West Nyack Road to the Nyack Village Line each received the second highest overall scores. The SR-59 segment received a high CTP Goal Score, as it would provide key connections for pedestrians between Hamlet Centers, community facilities, as well as Palisades Center and other retail and employment sites. New Hempstead Road passes through New City, providing access to major government, religious and commercial areas, as well as a key connection to nearby residential streets. Prospect Street connects the Nanuet train station to an area that would benefit from a safe, obstruction-free sidewalk, providing a key alternative to SR-59. The prioritized list of sidewalk projects is provided in Table 4.6. Figure 4.5 illustrates the locations and the priority of the sidewalk projects throughout Clarkstown.

Table 4.7 Prioritized Sidewalk Improvement Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	SR-304 between SR-59 and Virginia Street	20	17	37
2	New Hempstead Road (CR-80) between North Main Street and the Clarkstown/Ramapo line	19	17	36
3	Prospect Street from Briar Road to South Middletown Road	19	17	36
4	SR-59 from West Nyack Road and the Nyack Village Line	20	16	36
5	South Main Street between Second Street and Demarest Avenue	19	15	34
6	SR-303 between Emerald Road and Lake Road (CR-80)	19	15	34
7	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59	18	15	33
8	Elmwood Drive between East Calvary Drive and Congers Road	19	14	33

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
9	Germonds Road between Gerlach Drive and Middletown Road	19	14	33
10	Kings Highway (CR-13) between Reginald Drive and Congers Road (SR-80)	19	14	33
11	McCarthy Way from Parrot Road to Strawtown Road	19	14	33
12	Pipetown Hill Road between South Central Road and South Pascack Road	19	14	33
13	Grandview Avenue from SR-59 to Convent Road	19	13	32
14	New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard	19	13	32
15	South Middletown Road (CR-33) between Church Street and the Clarkstown-Orangetown border	19	13	32
16	Smith Street between SR-59 and Church Street	20	12	32
17	Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive	19	12	31
18	SR-59 between College Avenue and Smith Street	19	12	31
19	Strawtown Road (CR-23) between SR-59 and Germonds Road	19	12	31
20	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road	18	12	30
21	West Clarkstown Road from New Clarkstown Road (alt. Burda Lane) to South Little Tor Road/Middletown Road	18	12	30
22	West Nyack Road between College Avenue and SR-304	19	11	30
23	Congers Road (CR-80) between Strawtown Road and Prides Crossing	18	11	29
24	North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road	18	11	29
25	South Pascack Road (CR-35) between SR-59 and Convent Road	19	10	29

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
26	Burda Avenue/Lane from South Little Tor Road to Red Hill Road	18	10	28
27	North Main Street/Zukor Road between Phillips Hill Road and Doral Court	18	10	28
28	Phillips Hill Road between North Little Tor Road and Main Street	18	9	27
29	Red Hill Road from Burda Lane to West Clarkstown Road	18	9	27
30	West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80)	18	9	27
31	Goebel Road between SR-304 and CR-80	18	8	26
32	Kings Highway from Crusher Road to Karin Court	18	8	26
33	Casper Hill Road from Storms Road to SR-303	18	7	25
34	Lakeland Avenue between Lakewood Avenue and Amanda Lane	18	7	25
35	Old Route 304/Haverstraw Road from N Main St to 9W	18	7	25
36	Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street	18	7	25
37	Saw Mill Road	18	6	24

Figure 4.4
Prioritized Sidewalk Improvement Projects
Comprehensive Transportation Plan



Town of Clarkstown
 Rockland County, New York

Data Source: Rockland County Planning Department - GIS

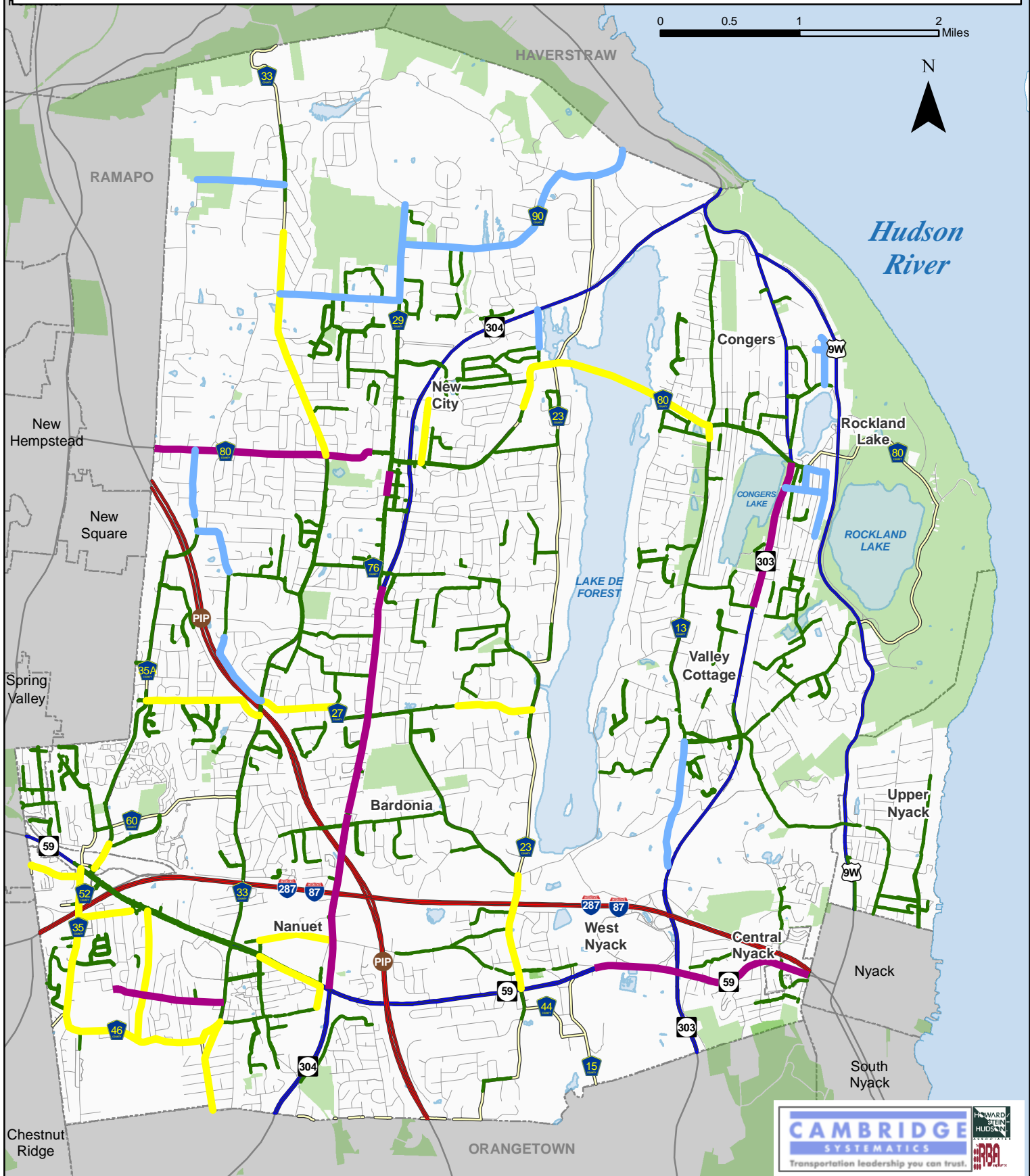
Legend

Prioritization Projects

- High Priority
- Medium Priority
- Low Priority

- Existing Sidewalk
- Interstate Highway

- State Highway
- County Highway
- Local Road
- Municipal Boundary



Bicycle Facility Projects

Upon completion of the prioritization of bicycle facility projects, there was a four-way tie for the highest total score. Paths on Main Street in New City, Middletown Road, SR-303, and SR-59 each received equally strong scores. Bicycle routes on SR-303 and SR-59 were a strong match to CTP goals, while the former two roadways scored higher on their local performance characteristics. This difference may be in part due to the scale of the projects, as the larger roadways (SR-59 and SR-303) will have the greater townwide connectivity and benefits. Conversely, these projects also will require the greatest coordination and costs to implement. A complete list of prioritized bicycle facility projects is provided in Table 4.7 below.

Table 4.8 Prioritized Bicycle Facility Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Main Street/Old Route 304 (New City)	18	18	36
2	Middletown Road/Little Tor Road (Route 33 – Nanuet to New City)	18	18	36
3	SR-303 (Nyack to Congers)	20	16	36
4	SR-59 (Nanuet to Nyack)	20	16	36
5	New Hempstead Road/Congers Road/Lake Road (Route 80 – Congers to New City)	17	18	35
6	SR-304 (Nanuet to New City)	19	16	35
7	West Nyack Road/Western Highway (Nanuet to Nyack)	18	16	34
8	West Shore Line Rail with Trail	20	14	34
9	Kings Highway/Old Haverstraw Road (Nyack to Congers)	18	15	33
10	New Lake Road (Valley Cottage)	17	15	32
11	Sickletown Road/Strawtown Road/Ridge Road (Route 23 – West Nyack to New City)	18	13	31
12	Collyer Avenue/Laurel Road/Westerly Dr. (New City)	17	13	30
13	Ludvigh Road/Germonds Road/Crusher Road (Route 27 – Bardonia)	18	12	30
14	Convent Road/Old Middletown Road/Church Street (Nanuet)	18	11	29

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
15	Pascack Road/New Clarkstown Road/West Clarkstown Road/Buena Vista Road/Saw Mill Road (Route 35 – Nanuet to New City)	17	12	29
16	West Clarkstown Road/Germonds Road/McCarthy Way (New City)	17	11	28
17	Palisades Interstate Trailway (Separated)	17	10	27
18	Lake De Forest (Separated)	17	9	26

Prioritized Bicycle Facility Projects

Comprehensive Transportation Plan



Town of Clarkstown
Rockland County, New York





Data Source: Rockland County Planning Department - GIS

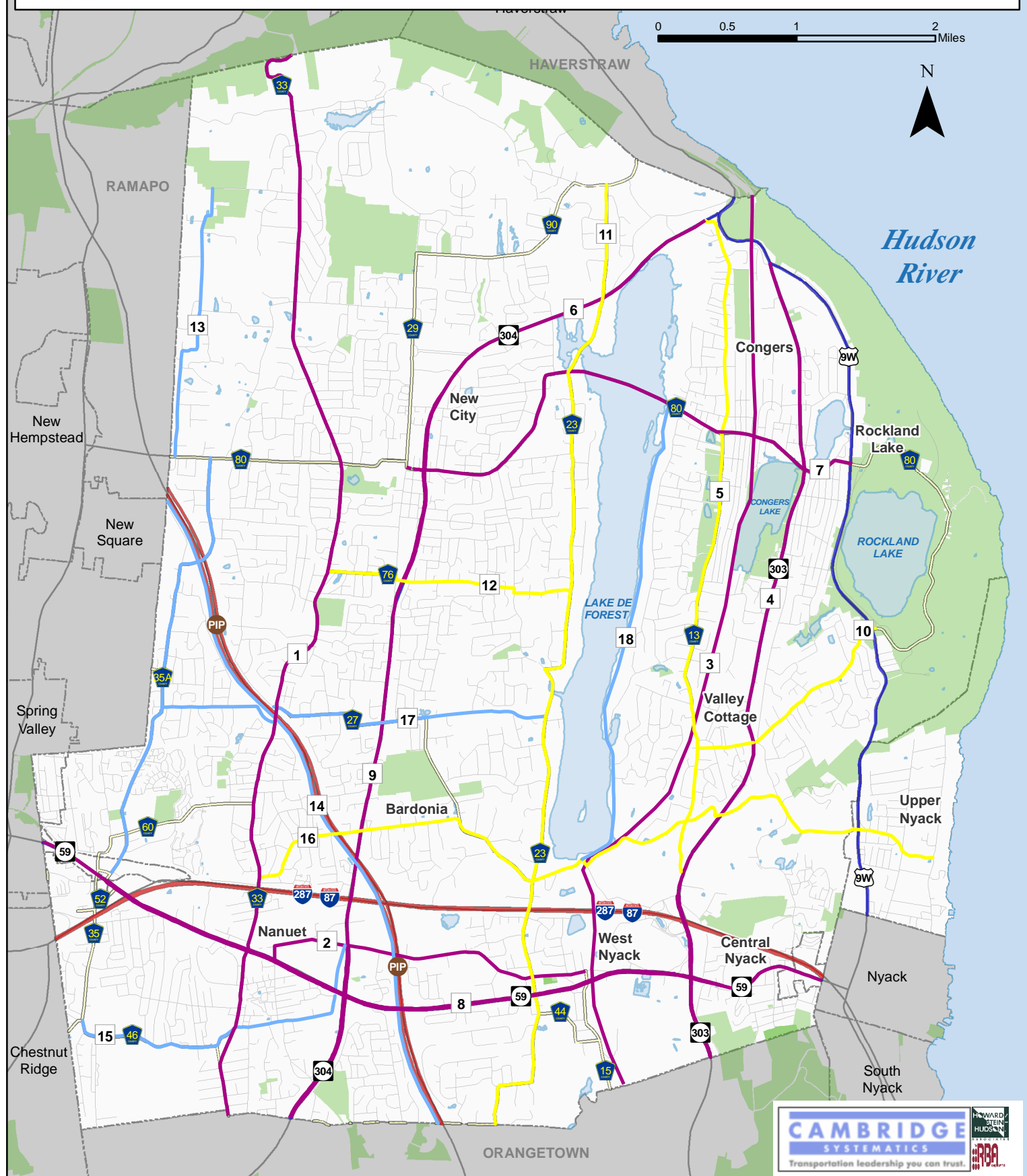
Legend

Prioritization Projects

- High Priority
■ Medium Priority
■ Low Priority
Note: Label indicates Project ID
— Interstate Highway

Note: Label indicates Project ID

-  State Highway
 County Highway
 Local Road
 Municipal Boundary



Quality of Life Initiatives

Three quality of life initiatives were prioritized. Because the three initiatives contained different types of projects intended to achieve the aims of different aspects of the quality of life in Clarkstown, it was deemed inappropriate to develop specific performance criteria. The three initiatives were prioritized according to how well they addressed the overarching CTP goals. The initiative to require water runoff reductions for large parking lots received the highest score due to the potential to limit water pollution and flooding. Also, the encouragement of smaller surface parking lots improves the urban design potential in hamlet centers, making the environment more pedestrian- and bicycle-friendly. Implementing lighting design regulations in hamlet centers improves the quality of life by reducing light pollution and improving the design of hamlet centers and streetscapes. Creating design standards for use of porous pavers reduces water runoff. The prioritized list of quality of life initiatives is provided in Table 4.8. Because these are townwide initiatives, no map of project locations was developed for this category.

Table 4.9 Prioritized Quality of Life Initiatives

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Require asphalt parking lots greater than 10,000 square feet to significantly reduce water runoff	17	N/A	17
2	Develop light pollution minimization plan/lighting design regulations	14	N/A	14
3	Create design standards for use of porous pavers on new paved surfaces	13	N/A	13

Land Use Initiatives

Similar to the quality of life initiatives, the five land use initiatives were a diverse set of project types and were prioritized according to the manner in which they addressed the CTP goals. The expanded adoption of design guidelines that increase the availability of various land uses near multimodal transit stops and stations received the highest score due to the positive implications for transit, pedestrian, and bicycle use. The Hamlet Center overlay districts achieved a high score as well, due to the transit-, pedestrian-, and bicycle-friendly nature of mixed-use urban design that is found in those districts. Park and open space requirements also scored highly because of the pedestrian and bicycle opportunities, environmental protection and quality of life improvements that can accompany that initiative. The full list of prioritized land use initiatives is provided in Table 4.9. Because most of the land use initiatives have townwide

applicability, no map of specific project locations was prepared for this set of projects.

Table 4.10 Prioritized Land Use Initiatives

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Adopt design guidelines to reflect prioritization of land development that increases availability of residential, retail and office uses near multimodal transit stops and stations.	27	N/A	27
2	Expansion of Hamlet Center overlay districts	23	N/A	23
3	Require open/recreation space and programming for neighborhood parks, plazas and playgrounds in Hamlet Center overlay districts that preserve spaces for community interaction	21	N/A	21
4	Clarkstown Transportation Corridor Land Use / Zoning Analysis Studies (303, 304, 9W, 59)	18	N/A	18
5	Revise parking requirements for retail, office and industrial uses	15	N/A	15

5.0 Identification of Funding Strategies and Programs

The following Federal and state programs offer funding opportunities to implement the proposed projects in the Comprehensive Transportation Plan. The following sections also outline the areas where funding criteria match the needs identified in the Comprehensive Transportation Plan. Lastly, there is an explanation of funding already available to Clarkstown for transportation improvements. Many of these projects align with those strategies developed for the Comprehensive Plan and the Town should do whatever is possible to ensure such project funds are utilized.

The Procedures for Locally Administered Federal Aid Projects (PLAFAP) is a manual available on the NYSDOT web site (www.nysdot.gov) that serves as a comprehensive resource to ensure that Federal funding reaches the local levels and that local levels of government apply for funding in a manner consistent with Federal and state regulations. The Regional Local Project Liaison (RLPL) for Region 8, which serves Rockland County, is Carolyn Ryan and she can be contacted at (845) 431-5884. She is the first point of contact for any PLAFAP questions. In addition, both Patrick Gerdin and Joseph Pyzowski with Rockland County are invaluable resources as both work extensively with the State and NYMTC on soliciting state and Federal funding for the County.

5.1 FEDERAL PROGRAMS

The following Federal programs are funded in the most recent Federal transportation legislation, SAFETEA-LU, which is due to expire in 2009. As of today, most of these programs are running on their final cycle and are no longer accepting applications. There has been considerable debate in the transportation community about what the next Federal legislation will look like and what programs will likely be continued or included. The programs listed below have survived several iterations of legislation. However, there is no certainty that any of these programs will be included.

Additional uncertainty comes out of the fact that passage of previous Federal transportation legislation attempts have taken years longer than expected. Should long delays occur during this next legislative cycle, it is unclear whether SAFETEA-LU and its attendant program would be extended or other stopgap measures be deployed. Furthermore, discussions with the Rockland County Highway Department has intimated that the New York Metropolitan Transportation Council (NYMTC), Clarkstown's local metropolitan planning organization (MPO) and major distributor of these funds, will not be receiving

new program applications for the Transportation Improvement Program (TIP) for up to two fiscal years given the current economic climate.

Transportation Enhancement Program

Overview

This program, as administered by the Federal Highway Administration, provides funds for projects that aim to expand transportation choices and enhance the transportation experience. This includes bicycle and pedestrian enhancements as well as scenic or historic projects, landscaping and environmental mitigation.

Eligibility

Twelve Transportation Enhancement Activities are eligible for these funds:

1. Provision of facilities for pedestrians and bicycles;
2. Provision of safety and educational activities for pedestrians and bicyclists;
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields);
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
5. Landscaping and other scenic beautification;
6. Historic preservation;
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails);
9. Inventory, control, and removal of outdoor advertising;
10. Archaeological planning and research;
11. Environmental mitigation:
 - a. To address water pollution due to highway runoff; or
 - b. Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

Application Process

Applications are submitted to the appropriate MPO (NYMTC in Clarkstown's case) and/or the regional office of the State Department of Transportation which, along with Federal Highway Administration (FHWA) officials, screens the

applications for completeness and eligibility requirements. The MPO then evaluates, ranks, and prioritizes the applications that are determined to be eligible. A Central Advisory Committee receives and prioritizes lists and makes selection recommendations to the Governor. Applicants can have their applications prescreened by DOT coordinators in advance of deadlines for suggestions to improve their application.

Funding Information

- Minimum/Maximum Funding: \$100,000/\$2 Million
- Required Local Match: 20 percent

Contact Information

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Potential Funding Alignments

- Pedestrian Facilities and Facility Improvement projects, specifically the Complete Streets Initiative.
- Bicycle Network Improvement projects.
- Hamlet Center transportation improvement projects.

Additional Information

Pedestrian and Cycling activities are the category of projects that receive the greatest share of funding in New York.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Overview

This program has been included in Federal transportation legislation since 1991. It is administered jointly by the FHWA and the Federal Transit Administration (FTA) and provides funds for projects that reduce criteria air pollutants regulated from transportation-related sources. SAFETEA-LU requires states and MPOs to give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities that provide air quality benefits. SAFETEA-LU also requires the Secretary of the Federal Department of Transportation to evaluate and assess the effectiveness of a representative sample of CMAQ projects to determine the direct and indirect

impact of the projects on air quality and congestion levels, and to ensure the effective implementation of the program.

Eligibility

The goals of the CMAQ program are reducing air pollution through promotion of operational and technological improvements, the targeting of major freight bottlenecks, and relieving urban congestion. The funds are moderately flexible and have been used to fund a variety of projects that meet these goals.

Eligible Projects/Programs

- Transportation activities in an approved State Implementation Plan, transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990.
- Pedestrian/bicycles off- or on-road facilities, including modification of existing public walkways to comply with the Americans with Disabilities Act.
- Intermodal Surface Transportation Efficiency Act (ISTEA) management and monitoring systems.
- Traffic management/monitoring/congestion relief strategies.
- Transit (new system/service expansion or operations).
- Alternative fuel projects (including vehicle refueling infrastructure, clean fuel fleet programs, and conversions).
- Public/private partnerships and initiatives.
- Inspection and maintenance (I/M) programs.
- Intermodal freight.
- Telecommunications.
- Travel demand management.
- Project development activities for new services and programs with air quality benefits.
- Public education and outreach activities.
- Rideshare programs.
- Establishing/contracting with transportation management associations (TMA).
- Fare/fee subsidy programs (operating subsidies have a three-year limit).
- Diesel retrofits.
- Truck stop electrification.

- Experimental pilot projects/innovative financing.
- Other transportation projects with air quality benefits.

Ineligible Projects

- Construction of projects which add new capacity for single-occupancy vehicles.

Application Process

The Federal funds are distributed through state DOTs and MPOs. Within NYMTC, CMAQ funds for Rockland County are administered through the Mid-Hudson South Transportation Coordinating Committee. Projects are usually solicited via an advertisement by the local MPO through the Transportation Improvement Program (TIP) process.

Funding Information

- Maximum funding information not available
- Funding requires 20% local match
- Program is reimbursement based

Contact Information

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Potential Funding Alignments

- Access Management projects.
- Intersection Analysis and Improvement projects.
- Pedestrian Facilities and Facility Improvement projects.
- Bicycle Network Improvement projects.

Surface Transportation Program (STP)

Overview

This program provides flexible funding to be used by states and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects and intra-city and intercity bus terminals and facilities.

Eligibility

STP funds are divided amongst several subprograms, including:

- STP (Anywhere) – These STP funds are available for projects anywhere in the State. They represent 30 percent of all STP funds and require a 20 percent state match to the 80 percent of funding supplied by the Federal government.
- STP ENHANCE – The Surface Transportation Program (Enhancement Program) is a program that has 10 percent of the formula-based STP funds designated for transportation enhancement activities to assist communities attain social, cultural, aesthetic, and environmental goals. These enhancement projects must relate to the intermodal transportation system by function or by impact. The State generally does not provide matching funds, those are typically produced locally. This program encompasses 10 percent of total STP funding.
- STP FLEX – Surface Transportation Program (Flexible) is the most versatile of the formula-based STP funds used for a variety of transportation improvements to include “flexing” fund to transit projects.
- STP LG Urban – The Surface Transportation Program (Large Urban) is a formula-based STP funds suballocated for an urbanized area with a population over 200,000 and is used for a variety of transportation improvements.
- STP RAIL – The Surface Transportation Program (Rail) has a portion of the STP Safety funds are used for rail-related safety projects.
- STP RURAL – Surface Transportation Program (Rural) is a formula-based STP funds suballocated for non-urbanized areas typically on roads classified as rural minor collectors.
- STP SAFETY – The Surface Transportation Program (Safety) is 10 percent of the formula-based STP funds that must be designated for safety projects such as railway/highway grade crossings or hazard elimination programs on any public road.

Application Process

Similar to CMAQ funds, STP funds are distributed through state DOTs and MPOs. Within NYMTC, CMAQ funds for Rockland County are administered through the Mid-Hudson South Transportation Coordinating Committee.

Funding Information

- Maximum funding information not available
- Funding requires 20% local match
- Program is reimbursement based

Contact Information

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Potential Funding Alignments

- Access Management projects.
- Transit Improvement Program projects.
- Pedestrian Facilities and Facility Improvement projects, specifically the Complete Streets Initiative.
- Bicycle Network Improvement projects.

Recreational Trails Program

Overview

This program offers 80 percent Federal funding with a sliding scale (see 23 USC 120). Federal agency project sponsors may provide additional Federal funds up to a total Federal share of 95 percent. Other Federal programs may provide matching funds toward the non-Federal share if the project also is eligible under the other Federal program. Recreational Trails Program (RTP) funds may be used to match other Federal programs if the project also is eligible under other Federal programs. States may allow a programmatic match for funds from non-Federal sources. “Soft-match” (donations of funds, material, services, or new right-of-way) may be permitted from any project sponsor, whether a public agency or private organization.

Eligibility

The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Each state administers its own program, usually through a state resource or park agency. Each state develops its own procedures to solicit and select projects for funding.

Funding Usage

Maintain and restore existing trails:

- Develop and rehabilitate trailside and trailhead facilities and trail linkages;

- Purchase and lease of trail construction and maintenance equipment;
- Construct new trails (with restrictions for new trails on Federal lands);
- Acquire easements or property for trails;
- Assess trail conditions for accessibility and maintenance;
- Develop and disseminate publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training) (limited to five percent of a state's funds); and
- State administrative costs related to this program (limited to seven percent of a state's funds).

Application Process

New York State may make grants to private organizations or to municipal, county, state, Federal, or other government agencies. Projects may be on public or private land, but projects on private land must provide written assurances of public access.

States are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform construction and maintenance of recreational trails.

Funding Information

- Maximum funding information not available
- Program is administered through New York State
- Federal Government splits half of total allocation evenly among states, and the other half proportionally based on a state's proportion of recreational activity.

Contact Information

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Albany NY 12238

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Potential Funding Alignments

- Plan and Implement Class 1 and Class 2 bicycle routes.

National Highway System Funds

Overview

These (80/20) funds are more flexible than interstate highway funds and can be used for any type of highway project, including transit or other transportation projects in the corridor, maintenance and capital improvements.

Eligibility

Project Eligibility is determined by the State.

Application Process

Funds are distributed through the State.

Funding Information

- Federal share usually 80%, local share 20%

Contact Information

Richard Peters, Regional Planning and Program Manager
NYSDOT Region 8 Office
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603
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Potential Funding Alignments

- Transit Improvement Program projects, specifically to coordinate with the Tappan Zee Bridge Project.

Federal Safe Routes to School (SRTS)

Overview

The Safe Routes to School Program (SRTS) empowers communities to make walking and bicycling to school a safe and routine activity.

Eligibility

The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Application Process

Funds are administered by the New York State Department of Transportation.

Funding Information

The legislation established a number of parameters related to program funding which address the following items:

- **Apportionment Formula** – Funds are provided to each state and the District of Columbia by formula based on the State’s percentage of the national total of school-aged children in Kindergarten through eighth grade. Apportionments will be updated by FHWA as new national enrollment data becomes available.
- **Minimum Allocation** – No state shall receive less than \$1 million in any fiscal year.
- **Infrastructure and Non-Infrastructure Funds** – Funds are made available for two different types of projects (infrastructure and non-infrastructure), with not less than 10 percent and not more than 30 percent of each state’s apportionment required to be spent on non-infrastructure activities.
- **Duration of Availability** – Funds shall be available for obligation in the same manner as if such funds were apportioned. Funds are not transferable and must remain available until expended.
- **No Local Match Permitted** – The Federal share of the cost of a project or activity shall be 100 percent.
- **Set-Aside for Administrative Expenses** – Prior to distributing funding to the states, FHWA may deduct up to \$3 million each year for administrative expenses to carry out the SRTS Program.

Contact Information

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Potential Funding Alignments

- Safety Improvement Program projects.
- Pedestrian Facilities and Facility Improvement projects.
- Bicycle Network Improvement projects.

5.2 STATE PROGRAMS

Most transportation funding is allocated by the Federal funding categories outlined above. New York State has a number of transportation funds from which it allocates money for projects. Some of the funds include the

transportation infrastructure renewal fund, mass transportation operating assistance fund, dedicated highway and bridge trust fund, dedicated mass transportation trust fund, and the transportation safety account. These funds are maintained by gas, petroleum and other motor vehicle-related fees (State Environmental Resource Center). However, state funds are not allocated through categorical programs such as those outlined at the Federal level. For example, the Statewide Mass Transportation Operating Assistance (STOA) provides flat funding to transit operators based on passengers and vehicle miles traveled. State funds, when listed in the TIP appear to be allocated in terms of gap or match funding for those programs already receiving some form of Federal money. One example of such as program is the Municipal Street and Highway Program, also known as the Marchiselli Program, which helps match Federal aid for municipalities. (NYSDOT) However, there is a reimbursement program offered by NYSDOT for eligible projects.

State Dedicated Funds are available for improvements to state roads. If the Town can identify a project to improve a state road or possibly an intersection of a local road with a state road, contact at the Region 8 NYSDOT office.

NYSDOT Region 8 Office

Richard Peters
Regional Planning and Program Manager.
Telephone: (845) 431-5723

Consolidated Local Street and Highway Improvement Program (CHIPS)

Overview

The Consolidated Local Street and Highway Improvement Program (CHIPS) was established by the Legislature in 1982. The applicable rules for the Program are contained in Section 10-c of the State Highway Law. Apportionments to municipalities are calculated annually by NYSDOT according to formulas specified in this section of the Law.

Between State Fiscal Year (SFY) 82-83 and 90-91 (April 1, 1982 – March 31, 1991) all CHIPS funds were distributed on a direct grant quarterly allocation basis. In 1991, State Legislation restructured CHIPS into two separate and distinct components. One was the Operation and Maintenance (O&M) direct grant component, funded from the State's General Fund, and the other was the Capital reimbursement component, funded from the sale of New York State Thruway Authority bonds.

While no CHIPS O&M funding has been included since the SFY 01-02 State Budget, the Legislature “converted” these funds into additional CHIPS Capital funds that have been appropriated since SFY 02-03.

Eligibility

Municipal

Counties, cities, towns, and villages that report local road mileage under their local jurisdiction are eligible for funding. The annual CHIPS apportionments to municipalities are calculated according to the CHIPS allocation formula specified in Section 10-C of the Highway Law. While several other factors are considered such as municipal funding levels and historical percentages for counties, cities, towns and villages, the two most important data inputs for this allocation process are local highway inventory (LHI) mileage (for all municipalities) and motor vehicle registrations (for counties and NYC) that are reported annually to NYSDOT.

Project

The municipality is responsible for selecting projects and, for eligibility, must certify that the project is expected to have a useful service life of at least 10 years. It also is important to note that this reimbursement program is only for those roadways that are not part of the state highway system or local roadways maintained by the State.

Refer to Appendix A of the April 2007 CHIPS Capital Guidelines for examples of the six project types (highway resurfacing, highway reconstruction, traffic control devices, bridge/culvert rehabilitation, bridge/culvert replacement, and “other”) that are considered eligible for CHIPS Capital reimbursement. It is important to note that this is a reimbursement program and the service life of at least 10 years indicate that the needs for the project must be installation or improvement of infrastructure. While the CHIPS program could not be used to reimburse an access management plan, it could be eligible to execute the necessary roadway improvements once the plan is developed.

Ineligibility

- Operation and maintenance activities such as pothole repairs, crack sealing, snow removal, brush and weed control, street cleaning, highway planning studies, administrative disbursements (including administering CHIPS) not associated with a specific CHIPS Capital project, and purchase of materials not associated with a specific CHIPS Capital project.
- State highways, including locally maintained state arterials in cities.
- Parking lots or parking garages that are not both owned by a municipality and linked to a transit purpose.
- Sanitary sewers, water lines and other utilities that are not impacted by a highway/bridge reconstruction project.
- Bicycle access features outside the highway right-of-way.

- Amounts paid by a locality for interest or indirect costs (e.g., costs of issuance) on local bonds or notes issued to finance eligible project costs.

Application Process

Forms and application instructions can be found at:
<https://www.nysdot.gov/programs/chips>

Funding Information

- Funding is calculated based on a formula determined in the application packet.
- Program is reimbursement based.

Contact Information

Doreen Holsopple
4 Burnett Boulevard
Poughkeepsie, NY 12603
Telephone: (845) 431-5817

Potential Funding Alignments

- ITS and signal coordination projects.
- Lane widening for curbs and bike lanes.
- Light pollution minimization plan.

Additional Information

Based on historical funding administration, a strong relationship, and clear communication with the local MPO, NYMTC is essential. Though it is unclear exactly what future funding programs will look like, the Mid-Hudson South Transportation Coordinating Committee at NYMTC will likely have a great deal of influence on where those dollars are spent.

County/Local Contribution to Projects

County and local money is usually allocated once Federal funding has been identified. For example, if CMAQ funding provides 80 percent funding to a project, 15 percent may be provided by the State through Marchiselli funds, and 5 percent contributed by the County. If Marchiselli funds are not available, those funds may be provided by other funding means such as state bond financing. The County typically provides 10 percent funding on park-and-ride projects where 80 percent of the funding is provided by Federal dollars and the remaining 10 percent by the State.

In terms of funding for planning projects or studies, the primary funding source would be the MPO, through the Unified Planning Work Program. However,

competition for these funds is tough, especially given that Rockland and Westchester counties compete with New York City for those funds.

Current Clarkstown Transportation Funding

Current CMAQ-Funded Projects for Clarkstown in the TIP

- 850210 and 803041: Route 59 from Route 303 to Broome Boulevard; Left turn lanes at the Hub shopping center and Broome Boulevard.
- 850220: Route 303 at Lake Road; Valley Cottage highway reconstruction.
- 875757: Clarkstown Parking Reimbursement; for park-and-ride spaces in New City along the 304 corridor.
- 875868: Route 33 Bike/Pedestrian Improvements; for the Town of Clarkstown.
- 875895: Sidewalk Construction; to access New City business district.
- 875907: Pascack Road at Lawrence Street; left turn lane on southbound Pascack approach, drainage improvements, and installation of sidewalk.
- 875966: Germonds Road and PIP Intersection Reconstruction; part of the County Signal Retiming Study.

Current STP-Funded Projects for Clarkstown in the TIP

- 875458: Congers Road Reconstruction; Turning lanes, drainage improvements, and sidewalk/curb installation.
- 875903: Pascack Road Reconstruction; Smith Road to Pipetown Hill Road, replace below-grade crossing with RR bridge and add sidewalks.
- 878028: Lawrence Street Sidewalks; Install 1,920 linear feet total of new sidewalk.

Current National Highway (NHS)-Funded Projects for Clarkstown in the TIP

- 803026: Route 59 Sickletown Road to Route 303; Approach work and bridge rehabilitation.

Other Funded Projects for Clarkstown in the TIP (Funding Sources Not Identified)

- 809343: PIP North Middletown to Route 9W; Rehabilitate bridges.
- 875964: West Shore River Line: Improve safety and designation of quiet zone crossings.
- 875523: New Hempstead Road (CR 80-RTE 304 PIP); Reconstruct road, construct new bridge, add turning lanes and reconstruct drainage, installation of curb and sidewalk.

- 850221: Route 303 at Valley Cottage Library: Install right turn lane.
- 875904: State Bike Route 9; Rockland Lake river trail and Dunderburg mountain trail rehabilitation.
- 8T0414: PIP Trailway, Stage 3; Western Highway to NYS Thruway, new/improved pedestrian facility.
- 8T0415: PIP Trailway, Stage 4; NYS Thruway to Route 202, new/improved pedestrian facility.

According to the Rockland County Highway Department, the order of these projects may be switched around should priorities for the Town change. However, only the money allocated for the Town for each year can be accessed, regardless of the project.

Future Clarkstown Transportation Funding

United State Economic Recovery Act

In addition to the above mentioned projects, NYMTC has prepared a list of project that could be potentially funded by the National Economic Recovery Legislation currently being developed. The Clarkstown sponsored projects included in this list are:

- South Main Street Reconstruction; and
- Road Resurfacing and Reconstruction.

Tappan Zee Bridge Reconstruction

The studies of the Tappan Zee Bridge alternatives suggest that greater traffic flows of all types can be expected in Clarkstown and neighboring communities, and proposed express transit improvements will add a much-needed transit connection across the Hudson River. The possible installation of major transit hubs in the Town have the potential to change the type and intensity of land use around these areas, in addition to increased roadway and pedestrian traffic.

To date, the study teams have not defined financial resources for local governments responsible for the development and maintenance of the areas around the transit stops. Given the TZB plans, however, the Town should coordinate with Federal, state, and county governments and other representatives to secure resources to mitigate new developments in Clarkstown.

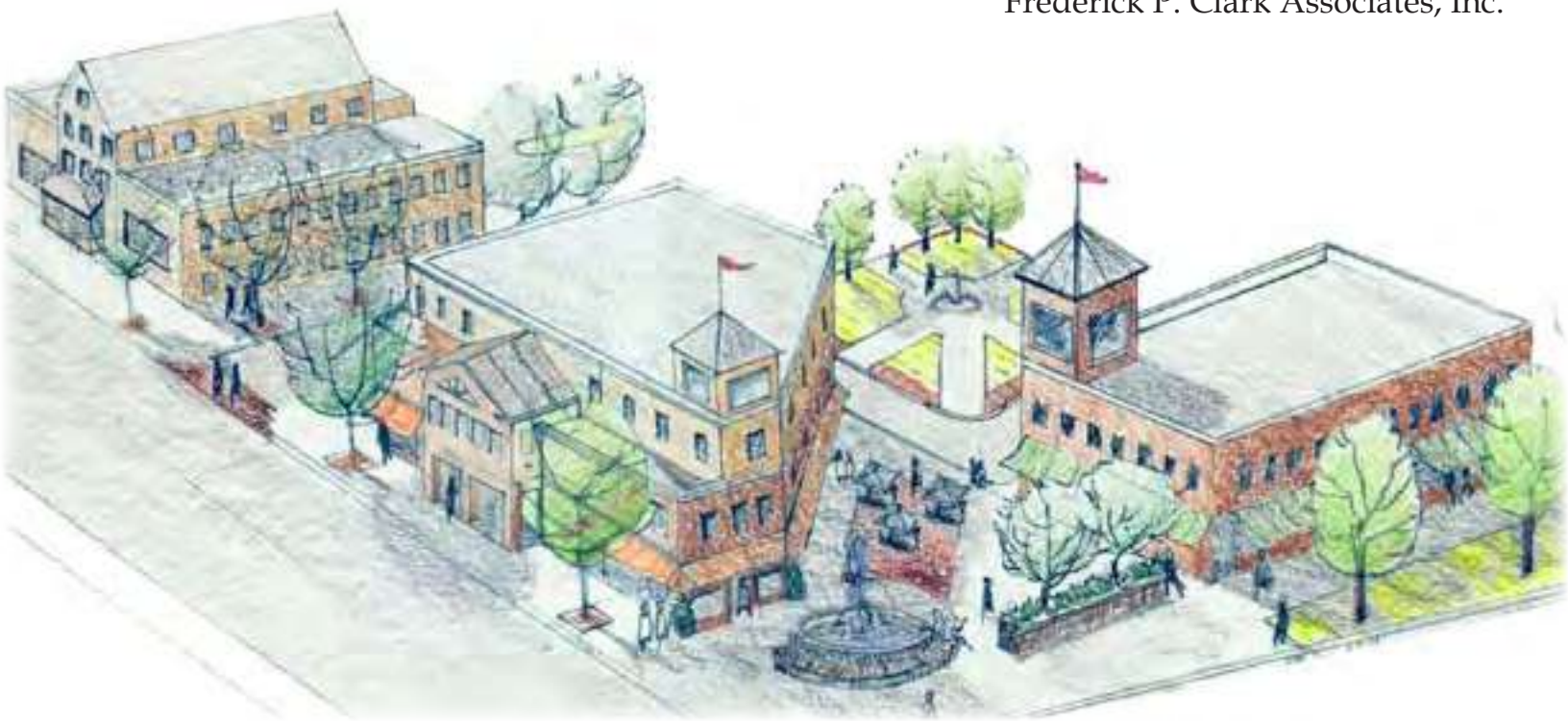


NEW CITY HAMLET CENTER VISION PLAN



Prepared for:
The Town of Clarkstown *and*
The County of Rockland

Prepared by:
Behan Planning Associates, LLC
with
Frederick P. Clark Associates, Inc.



*Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan*

Town of Clarkstown and County of Rockland New City Hamlet Center Vision Plan

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Clarkstown Central School District
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Clarkstown Department of Environmental Control
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Rockland County Department of Highways
Rockland County Department of General Services
Rockland County Division of Environmental Resources
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*Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan*

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Note: Volume Two of this report includes supporting materials, preliminary planning concepts and sketches, traffic analysis for the central gateway, visual survey results and digital simulations and presentations. These files can be found at the Clarkstown Planning Department and Rockland County Planning Department offices.

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CHAPTER ONE

INTRODUCTION AND VISION STATEMENT

The New City hamlet is the community's center and a destination for work, shopping, and public gathering. The hamlet is the home to the Rockland County offices, the County Courthouse, the Clarkstown town hall, a wealth of local businesses, professional offices, eateries, service shops, a small range of housing options, parks, athletic fields and nature preserves, and great opportunities for public gathering and festivals.

The hamlet center is an important part of the community fabric. However, local residents and visitors, whether visiting the hamlet for work, entertainment, or daily shopping tasks, are often frustrated by the overall experience of being in New City. A commonly-heard statement at public workshops

- "I would never bring a friend from out of town to downtown New City"
- highlights the lack of pride and general sense of disappointment with the area.

For years, the New City Hamlet Center has been the focus of community concern and controversy, as well as a variety of planning and revitalization projects dating back to the 1960s. However, almost every planning initiative and strategy met significant resistance and resulted in disappointment. The Vision Plan presents and establishes a new prototype for planning in New City through an inclusive collaborative process designed to build strong consensus and a community-supported vision for the future.



Rockland County Courthouse



Residents working together to plan for New City's future

Town of Clarkstown and County of Rockland

The foundation of this plan consists of dialogue, consensus building, and a comprehensive approach to visioning. The vision plan is unique in recent history in that the county and town are close partners working together to address the range of issues facing the hamlet center and sharing project costs. Furthermore, neighborhood and civic groups have also been closely involved in the process, through participation on planning committees and workshops, and have contributed greatly to development of the plan.

PURPOSE — A PLACE TO BE PROUD OF

The primary purpose of this plan is to establish broad community consensus and illustrate the overriding vision for the New City Hamlet Center. In addition, the plan provides a short- and long-term implementation guide for government, civic groups, businesses, and resident stakeholders related to land use and zoning, transportation, design, and general renewal of the hamlet.

At the first Vision Plan workshop (March 2006), participants were asked: “What would it take for this project to be considered a success?” Initial answers generally revolved around very specific, physical improvements

– “we have got to fix up Bradlee’s” or “there’s not enough parking.” However, after continued discussion one simple statement summarized why people were



South Main Street in New City



interested in the plan and participating in the meeting: “Let’s make New City a place to be proud of!”

New City Hamlet Center Vision Plan

PLANNING AREA

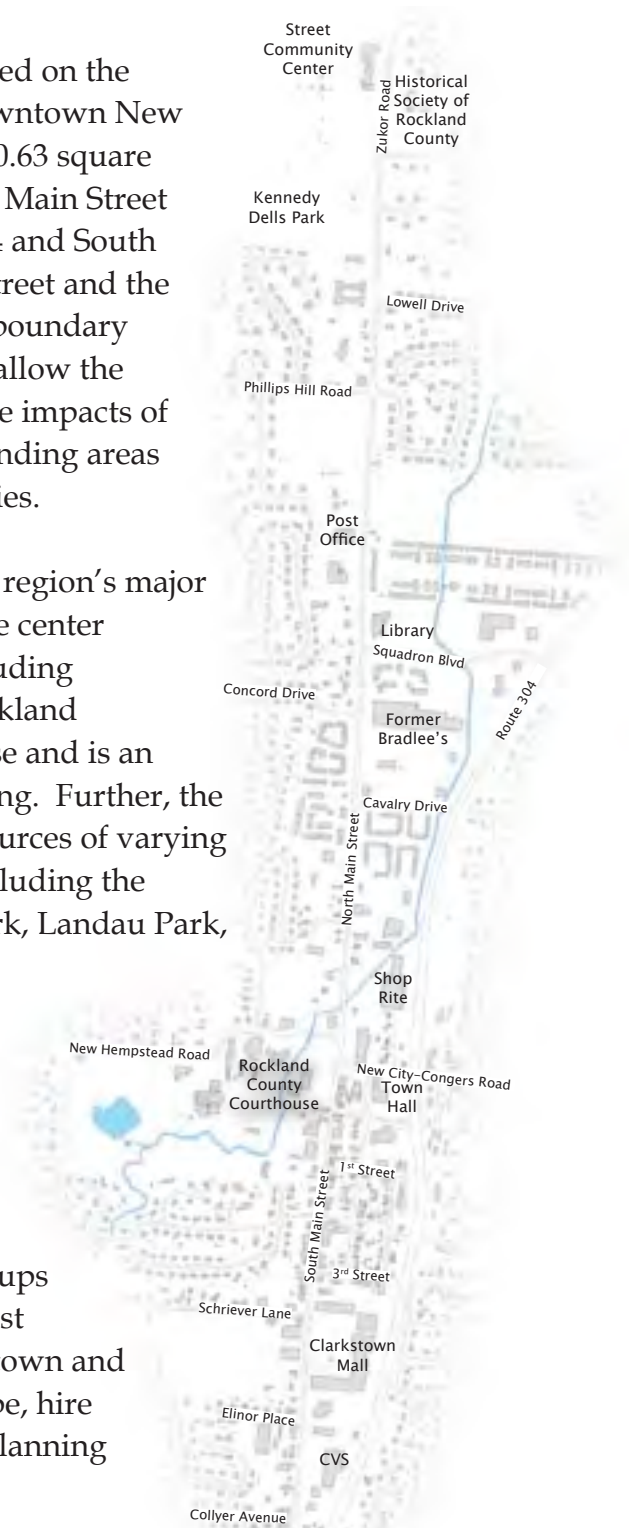
The Vision Plan boundary is generally based on the Town of Clarkstown's designation for Downtown New City and covers an area of approximately 0.63 square miles. The project area includes the entire Main Street corridor from the intersection of Route 304 and South Main Street to Zukor Road/North Main Street and the Street Community Center. However, the boundary was generally considered to be flexible to allow the community and consultants to consider the impacts of decisions within the corridor upon surrounding areas and to focus on key issues and opportunities.

The New City Hamlet Center is one of the region's major commercial and civic destinations. It is the center of municipal and county government including the Clarkstown government complex, Rockland County offices, and the County Courthouse and is an important place for commerce and shopping. Further, the study area includes a number of park resources of varying sizes for residents and visitors to enjoy including the Kennedy Dells Park, the Demarest Kill Park, Landau Park, and the historic Dutch Garden.

PLANNING PROCESS

The New City Hamlet Center Vision Plan is a collaborative effort of local residents and property owners, local and county government officials and staff, community business people, and civic groups and organizations. To ensure for the widest participation and community benefit, the town and county worked together to design the scope, hire consultants, guide the project, and share planning costs.

A steering committee consisting of key stakeholders was established to guide the consultants during development of the plan and to ensure that the project responded to the diverse needs of the community. Groups and



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organizations represented on the planning committee included the Little Tor Neighborhood Association, South Little Tor Neighborhood Association, Downtown New City Corporation, New City Chamber of Commerce, the Town of Clarkstown, County of Rockland, Clarkstown Garden Club, and the New City Civic Association. Consultants held several meetings with the steering committee to refine ideas and consider recommendations and strategies. Plan committee members also helped facilitate workshops and focus sessions and assisted with communication and outreach to the public.



Four (4) public workshops formed the foundation of the public outreach program, each of which included a brief consultant presentation, short break-out discussions by topic area, and a final summary and presentation by participants. Postcard notifications were mailed to residents within a ½ mile radius of the study area, email announcements sent to distribution lists and a community web site – www.newcityvision.net – was maintained to post schedules and draft materials and to keep the public informed on progress.

In addition to the large public workshops, a series of smaller focus group sessions were conducted to gain insight into specific issues of key concern including parking and parking management (sponsored by the New York Metropolitan Transportation Council), streetscape design, the local businesses community (opportunities for promotion and economic development), the Central Gateway area (Main Street intersection with New City – Congers and New Hempstead), and the Rockland County Campus.



Workshop participants discussing the South Main Streetscape

New City Hamlet Center Vision Plan

DOCUMENT ORGANIZATION

This document is organized around a set of planning principles and themes – Vision; Destination New City; Circulate New City; and Form New City – with recommendations and strategies grouped under each theme. The Vision Plan outline:

Chapter 1: Introduction and Vision

- Project introduction and the overall vision for the hamlet, the desired future condition;

Chapter 2: Destination New City

- Recommendations to enhance the “Destination” areas, the features that draw people to New City;

Chapter 3: Circulate New city

- Focuses on roadway, streetscape and pedestrian concepts for Main Street;

Chapter 4: Form New City

- Details land use, zoning, and organizational strategies for realizing the vision; and

Chapter 5: Conclusion and Implementation

- Summarizes the planning concepts and highlights implementation roles.

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VISION STATEMENT

A vision statement is a consensus-building tool used to represent a community's desired future. The statement can also be used to guide the development of specific planning strategies and recommendations as well as to measure implementation and overall program effectiveness. The New City Hamlet Center vision statement represents a target by which to measure implementation and success.

NEW CITY HAMLET CENTER VISION

In the future, the New City Hamlet Center will be a vibrant, pedestrian-friendly community center with a wealth and diversity of business and job opportunities. The hamlet will include pleasant places for all ages through a mixed-use environment of entertainment, businesses, parks, and living opportunities and be strengthened by the presence of the town and county government offices whose workers shop, dine, and contribute to the overall vitality of the area.

It is envisioned that links to enhanced park and recreation facilities such as Dutch Garden and the Demarest Kill County Park will bring residents and workers closer to the natural beauty of the area while the overall design and density of the hamlet will reflect the character of a traditional small town Main Street.

Surrounding neighborhoods will benefit by renewal of the Hamlet Center by being within walking distance of shops, restaurants, businesses, the courthouse, government offices, parks and other activity centers. New development will be sensitive to the existing neighborhoods and carefully designed to minimize adverse impacts to quality of life.



Workshop participants selected these two images from other communities as their favorites during an image preference survey at the first workshop in March 2006



CHAPTER TWO

DESTINATION NEW CITY

Enhance and Strengthen New City's Civic, Cultural, Recreation, and Commercial Destinations

The New City Hamlet should be re-envisioned as a major destination center for civic life, culture, recreation, and commerce and as an alternative to the area's regional malls. Building on the qualities that make the hamlet special and important – its destination elements – New City can be transformed into a true “place” to experience and enjoy public life.

The hamlet already has many of the distinctive and typical components of a great Main Street community including thriving businesses, civic facilities such as the courthouse and parks, history and historic structures connecting the community to its past, and opportunities for civic and cultural engagement. Destination New City strengthens the elements that make the hamlet a place where people want to be – whether for shopping, work, or living. Please see the *Destination New City* map at the end of this chapter for a summary of recommendations.



Destination New City - Main Street transformed into public marketplace. Photo: Baum Image Group Inc.

UNIFY CIVIC AND RECREATION CLUSTERS

The public parks, the government centers, and the other civic resources of the hamlet are the foundation of New City's strength as a community destination. The number and diversity of these civic “draws” – whether for work at the county offices, sports at the Kennedy Dells Park, or borrowing a book from the library – are responsible for bringing a significant portion of the Clarkstown and Rockland County community into New City every day. In general, goals for these civic and recreation destination areas include:

- Use design to create an overall and consistent theme for New City's Civic Destinations;

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- Create synergy between resources and build off of success; and
- Mitigate the adverse impacts of change and development on surrounding neighborhoods.

UNIFY AND ENHANCE THE NORTHERN GATEWAY

This destination area includes a variety of important community resources including the Street Community Center (where a number of Vision Plan public meetings were held), Kennedy Dells Park, and the Historical Society of Rockland County. Similar to other sections of the hamlet, the Northern Gateway includes a mix of community resources, facilities, attractions, and ownership. Nevertheless, through continuing partnerships, the destination element can be strengthened by creating a unified campus theme across the area.

- Coordinate the facilities and resources of the major properties (Kennedy Dells, Street Community Center, and Historical Society) through a comprehensive and unified campus planning approach including consistent signage, lighting, landscaping, and overall aesthetic themes and shared resources (e.g., parking areas).
 - o Establish physical connections between resources including a pedestrian crossing between the Historical Society and Street Community Center, formal shared parking arrangements and consistent signage.
 - o Coordinate expansion of the Historical Society of Rockland County with other areas of the campus. For example, any modifications to the town property at the corner of Zukor Road (North Main Street) and Haverstraw Road should help to unify the campus and enhance the cultural heritage and rural qualities of the area.
- Integrate all Northern Gateway projects (e.g., pedestrian connections, cultural and community activities) with gateway treatments that meet the community vision, such as a roundabout that is being contemplated by the County at the North Main Street / Zukor Road / Haverstraw Road (Old Route 304) intersection.



1832 Blauvelt House at the Historical Society campus on Zukor Road.

New City Hamlet Center Vision Plan

- Improve pedestrian connections to surrounding neighborhoods (specific details and concepts are found within the streetscape section of the plan – Circulate New City).
- Consider the Northern Gateway for additional cultural and community activities such as a performing arts center, theater, and expanded youth outreach and activities. *Note: monitor parking availability as use increases and consider formal shared parking arrangements and overflow areas for major events.*

RECOGNIZE THE NORTH MAIN STREET CIVIC AND COMMUNITY AREA

With the library and post office serving as anchors, visitors are drawn to North Main Street for a variety of daily tasks and needs such as mailing letters and packages, picking up a book, or participating in community events. In addition, the senior housing facility and small commercial area help establish this section of North Main Street as a secondary destination for the New City Hamlet.



Sunrise assisted living facility in the North Main Civic area.

- Continue to reinforce the arrival at this secondary destination through additional streetscape and pedestrian improvements such as new street trees, landscaped medians, benches and streetlamps. The County has helped to establish this destination by constructing new sidewalks here.
- Enhance links between the library, the post office, surrounding neighborhoods, and North Main Street.
- Integrate the Diamond Derby Ranch horse farm into the destination area and consider opportunities to promote the area's agricultural history. This property could be a prospect for the town's open space program if the owner is interested in conservation opportunities.

CELEBRATE THE CENTRAL GATEWAY – THE HAMLET'S COMMUNITY CENTER

The Central Gateway is the hamlet's primary destination and presents a wonderful opportunity to enhance public activities and civic life. This area is already a major community center and includes the Rockland County Courthouse and government

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office buildings, the Town of Clarkstown government offices, local community facilities such as the town police and courts and the New City Fire Department, and a number of service, dining, and commercial establishments.

The Central Gateway is a place to participate in public life and build community spirit. The courthouse lawn and vicinity is home to a number of civic events including the Rockland County Fair held in the Spring and the New City Festival held in September. These events are very popular and draw thousands of residents into New City for fun and leisure activities. The town, county, and community civic groups should continue and build on these partnerships to more firmly establish the Central Gateway as the Civic Destination for Clarkstown and Rockland County.

- Provide additional opportunities for festivals and public events such as farmers' markets and concerts or performances.
- Utilize a continuing campus plan approach to the county lands in the central gateway. The diversity of users (office workers, county officials, park visitors, etc.) highlights the need for a comprehensive approach to planning for this area. The Central Gateway County Campus Vision Graphic (page 12) highlights a number of recommendations that were developed through the planning process and focus sessions with county officials and staff. An overall master plan would provide the county and community an opportunity to refine and further investigate the feasibility and desirability of these concepts.
 - o Establish direct pedestrian connections between Main Street, Landau Park, Dutch Garden and Demarest Kill Park.
 - o Enhance Demarest Kill Park through the provision of trails along the creek, additional picnic areas, and establishment of public spaces for performances.
 - o Consider relocating access to the campus closer to the downtown core of the hamlet near Eberling Drive. This spot provides an excellent 'gateway opportunity' to the New City Hamlet Center as the existing structures in this location may be removed as part of the county facilities plan, presenting



*Rockland County Fair on South Main Street.
Photo: Baum Image Group, Inc.*

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the opportunity for access relocation. However, redesign of the intersection should take into account concerns of residents in the vicinity of the campus regarding through traffic and intersection alignments to avoid funneling of traffic into residential areas. To mitigate



Proposed view of Dutch Garden from South Main Street.

traffic concerns, automobiles exiting the campus could be discouraged from using Eberling Drive by means of a roundabout, signage or other design features (for example, cars leaving the campus could be required to make either a left or right hand turn onto New Hempstead Road).

- Enhance Landau Park, a pocket park, dedicated to the memory of Kevin Landau, a Clarkstown firefighter who died serving the community, is a great spot for eating lunch, relaxing and being a part of the downtown area. Efforts by the Clarkstown Garden Club and the Downtown New City Corporation are already under way to improve the park and recognize this important spot in New City. Recommendations for Landau Park include:
 - o The Town of Clarkstown should coordinate ongoing volunteer efforts to improve the park. Currently, improvement concepts sponsored by the Clarkstown Garden Club and the Downtown New City Corporation are running in parallel and should be united to ensure for a consistent theme and concept and to increase funding mechanisms.
 - o Remove parking spaces from the eastern section of the park. These spaces are generally used by the fire station during emergency responses. Reserved, on street parking spaces could be established on Maple Avenue to make up for the loss of these two or three spots.
 - o Continue the sidewalk from New City – Congers Road to Maple Avenue along Landau Park and in front of the fire station (west side of Maple Avenue).

Rockland County: Conceptual Plan for New City Office Center and Campus



New City Hamlet Center Vision Plan

REALIZE MAIN STREET NEW CITY THROUGH CONTINUED PARTNERSHIPS AND INVESTMENT IN THE RENEWAL OF COMMERCIAL CENTERS

New City's commercial establishments, the variety of professional offices, retail and services shops, and eateries comprise a strong, local attraction base for the area and in conjunction with the civic and community elements have the potential to be part of a great Main Street destination.



Landau Park is a comfortable place to sit and relax in New City.

However, New City residents and visitors also desire a wider range of businesses and shops than currently present in the hamlet. According to the Downtown New City Corporation's 2006 survey, desired commercial uses include more high-scale retail, quality food stores and cafes, and family style restaurants. In a separate survey also sponsored by the Downtown New City Corporation, business owners and operators identified the streetscape (streets, trees, landscaping and sidewalks) as the first priority for improvement in New City followed by parking availability, marketing/promotion of businesses and improved façades.

Destination New City promotes the enhancement of the hamlet's commercial centers and the realization of the Main Street vision through continued public – private partnerships. General goals and principles for these destination areas include:

- Unified design themes based on character areas (suburban, hamlet, central hamlet);
- A structural improvement program to enhance facades, buildings and signage;



Sidewalks are needed along this portion of Maple Avenue to connect to Landau Park and New City – Congers Road.

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- A unified economic development strategy including enhanced marketing and promotion of New City's commercial destinations;
- Improved pedestrian connectivity to major employment centers to take advantage of "target audiences" such as county/town employees; and
- Enhancement of the Demarest Kill by uncovering and exposing portions buried under parking lots (known as "daylighting") and creating a trail system along the creek.



Streetscape improvements including new sidewalks, lighting, and street trees are desired (and planned).

CENTRAL GATEWAY COMMERCE

The commercial area at Main Street, New Hempstead Road and New City – Congers Road is a major component of the overall central gateway and the primary entrance to the New City Hamlet. The existing built form and landscape is extremely auto-oriented, disconnected (internally as well as to the rest of Main Street) and is an unattractive entrance to the community. Nevertheless, there are tremendous opportunities to create a high quality mixed-use environment – enhancing the commercial components and tying the area into the surrounding civic resources and facilities, the proposed streetscape enhancements for Main Street, and the overall hamlet theme.

Specific strategies include:

- Establishing the central commerce area as a primary re-development focus for the community and the 'signature gateway' for New City;
- Enhancing pedestrian circulation throughout the central gateway and improving connections between commercial, civic and park resources;



Existing shopping plaza at the intersection of New City – Congers Road, Main Street, and New Hempstead Road.

New City Hamlet Center Vision Plan

- Promoting a traditional Main Street style of redevelopment with two- to three-story buildings, public spaces and mixed uses including retail and office on ground floors and opportunities for high quality housing above (housing could also be set aside for emergency responders who need easy access to the nearby Clarkstown Fire Station); and
- Utilizing a phased approach to renewal to minimize the impact to existing businesses.



Destination New City: Redevelopment concept for the intersection of New City – Congers Road, Main Street and New Hempstead Road

Overcoming Challenges

There are a number of barriers and impediments to renewal of this area – most of these challenges will only be overcome through public – private partnerships. For example, the gas station and automobile repair shops are inconsistent with the vision for this area while segmented property ownership, two cemeteries, and the Demarest Kill creek (which is buried underground in this area) complicate redevelopment scenarios. Structured parking will need to be added to a central, walkable location in the vicinity. Further, the existing retail and office businesses, dining establishments and the small area of single-family homes would likely be impacted by modifications and must be addressed during future planning efforts. To overcome these challenges the town, county, New York State (in particular the Department of Transportation for Route 304 access opportunities), private businesses, and property owners, must be partners in the process as well as in cost-sharing and mitigation of development constraints.

SOUTH MAIN STREET – CONTINUE THE MOMENTUM

South Main Street is New City's retail, shopping and dining core. There are a number of thriving businesses and examples of success to build upon. For example, the new CVS plaza was redeveloped with a consistent façade and improved landscaping. Other smaller establishments have worked to improve their properties through landscaping, outdoor spaces, pedestrian lighting and quality signage.

Building on the momentum of local entrepreneurial spirit, South Main Street can become a destination as a 'great street' for shopping, dining, working and living. The streetscape elements promote creation of a walkable destination which would include a high quality pedestrian experience consisting of well-maintained sidewalks, landscaping and street trees, pedestrian-scaled lighting, comfortable public space, and opportunities for outdoor cafes and dining. An existing example in New City is the La Terrazza restaurant's landscaping and outdoor seating area where the building and landscaping contribute to a pleasant pedestrian experience walking along South Main Street.

However, the quality depends not only on the presence of streetscape elements such as shade trees and benches but also on how surrounding buildings frame the street. A great street is enclosed and shaped by the structures that line it and should feel like a comfortable room.

In Clarkstown, the region, and New York State, there is a shortage of quality public places for people. New City can be a great place – a place of which to be proud, enjoy and show off to friends and visitors. Accomplishment of this vision will require a major shift in thinking and attitudes and the community must participate and work together towards that common goal.

- Re-envision South Main Street as a walkable, traditional main street hamlet. Incorporate this concept and theme into the town's regulatory system (zoning) as well as economic development, marketing and promotion materials.
- Improve the streetscape to encourage safe walking and easy connections between businesses so patrons can park their car once and walk between businesses, eateries and workplaces.
- Ensure for design consistency in architectural styles, façade, signage and building layout.
- Initiate an enhancement program for façades, landscaping and streetscape maintenance.
- Ensure that renewal is sensitive to the surrounding residential areas, particularly the west side of Main Street.

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- Work with property owners to identify redevelopment and renewal opportunities that are consistent with the Vision Plan.
- Improve access to and from Route 304, particularly to remove truck traffic from Main Street.



La Terrazza's outdoor seating and landscaping enhance the downtown environment.

NORTH MAIN STREET COMMERCE

At the center of this commercial destination is the reuse of the former Bradlee's shopping center as a Super Stop and Shop supermarket (currently being reviewed by the Clarkstown Planning Board). Due to scale and design, this center is suburban in character and auto-focused and uses are more uniform, rather than mixed. This section of the hamlet is distinct from the Central Gateway and South Main Street and serves a different purpose. Enhancements to the North Main Street Commerce area will relate directly to private investment to shopping centers such as the



Strip malls can be 'humanized' through architectural treatments, consistent façades, appropriate signage and lighting and pedestrian amenities such as walkways, benches, and awnings.

Precedents

Of course, there are many examples of communities that have re-invented themselves to become destinations and alternatives to standard, conventional strip-mall development which can be used as models or inspiration. Workshop participants consistently mentioned Ridgewood New Jersey as a successful “Main Street community” which has many of the elements desired in New City such as diverse and quality shops that line the sidewalk, creating an engaging “street wall,” ample landscaping and pedestrian amenities (benches, lights, appropriately-scaled signs, etc.), diverse and quality shops and on-street parking.



Ridgewood's Main Street is a pleasant experience for pedestrians.

Few visitors to Saratoga Springs today would recognize the city 30 years ago when the downtown was struggling and dominated by strip malls, an incoherent streetscape, unattractive façades, and was in a general state of disrepair. While New City's renewal will be decidedly different than Saratoga Springs, there is a lot to learn about the ability to transform an existing, built environment and advance a seemingly unachievable vision. Redevelopment in Saratoga Springs was and continues to be a partnership between the residential community, property owners, business operators and the city government where all groups work together towards a common goal of creating and enhancing one of the county's most cherished Main Street communities.



Before and after in Saratoga Springs. The strip mall and parking lot became a mixed-use building fronting Broadway.

New City Hamlet Center Vision Plan

former Bradlee's plaza. The town can partner in these improvements through promoting and requiring development projects that achieve the following:

- Minimize total impervious coverage through landscaping, open space, and innovative techniques such as pervious materials for overflow parking lot areas;
- Continue to require an enhanced, high quality aesthetic in landscaping, design, and signage. Ensure that even large buildings "fit in" and do not look like giant boxes; and
- Promote internal and external connectivity for pedestrians through sidewalks, trail connections to Demarest Kill Park, and crosswalks through parking areas.



This parking lot in Albany, NY includes a safe, quality pedestrian connection between parking areas and the office building.

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Phasing change: these simulations demonstrate how a consistent façade and streetscape improvements can contribute to a great pedestrian experience and improved South Main Street.



Northern Gateway

- Maintain small town atmosphere and connections to rural heritage.
- Unify resources and facilities through coordinated campus plan approach.
- Improve pedestrian connections internally and to surrounding neighborhoods.



Maintain connections to the agricultural and rural heritage in the Northern Gateway

North Main Street Commerce

- Provide a quality suburban commercial destination. Minimize “box-type” structures and ensure for quality facades, landscaping, buffers and pedestrian amenities such as including sidewalks and trails along the Demarest Kill.
- Minimize ‘hardscape’ and overall lot coverage through “low impact” development techniques such as pervious surfaces and landscaped parking lots.

North Main Street Civic Center

- Secondary destination center for the hamlet recognized through streetscape enhancements and improved pedestrian connectivity between civic resources and surrounding neighborhoods.

Central Gateway and New City Civic Center

- Signature gateway and focal point for the hamlet with redevelopment opportunities to establish a traditional Main Street and high quality pedestrian spaces.
- Improved links between county offices, courthouse, parks, town offices and other civic amenities strengthen this central destination. Link the Demarest Kill Park and creek to Dutch Garden, the courthouse law, Main Street, and Landau Park.
- Develop a system-wide master plan for public lands and government facilities to coordinate diverse needs of county and local government, the New City community, with the goals of the vision plan.

Celebrate the Central Gateway
A vision of the ‘signature gateway’ at the intersection of Congers, Main, and New Hempstead

South Main Street Commerce

- Anchor for the southern section of the hamlet provides shopping, services and dining for residents, visitors and workers.
- Short-term enhancements to façades, parking areas, landscaping, pedestrian environment.
- Long-term strategies allow for re-use and establishment of a traditional Main Street hamlet and destination including hamlet-scale structures and opportunities for mixed-uses.



Connect the County Campus and Dutch Garden to Main Street



Special Gateway Treatment: Consider special gateway treatments, such as roundabouts, special plantings and pavings, to celebrate and enhance access at the north and south ends of town along Main Street.

Civic, Cultural, and Recreation Destinations

Commerce and Mixed-Use Destinations

NEW CITY VISION PLAN
Destination New City

Enhance and Strengthen New City’s Civic, Cultural, Recreation, and Commercial Destinations

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CHAPTER THREE

CIRCULATE NEW CITY

Enhance Multi-modal Travel in the Hamlet through a Great Streets Initiative

North and South Main Street is the hamlet's spine, stretching over two miles and is part of the transportation system that connects Clarkstown and the area residents to the town's municipal center, the county courthouse and government campus. Main Street and the other roads in the hamlet provide automobile connections between this diverse set of uses and allow residents, visitors and employees to move through New City. In addition to facilitating automobile travel, streets provide bicycle and pedestrian mobility. Streets also serve as conduits for utilities, enable access to structures such as businesses and homes and provide spaces for the community to experience public life.

However, Main Street and New City's circulation system is trending towards a single function – automobile mobility – and in many ways the street is failing in that purpose. While the road is clearly designed for automobile use, few motorists actually enjoy the experience of driving through the hamlet. Circulate New City is a comprehensive program designed to re-establish and enhance the diverse functions of the hamlet's roadway system. Circulate New City celebrates the street and public spaces and, combined with other sections of the vision plan, is an important part of the renewed traditional hamlet design and style.



North and South Main Street in New City.



ROADWAY AND STREETScape PROGRAM

The existing Main Street streetscape does not encourage pedestrian activity. Sidewalks, particularly along South Main Street, are narrow (some less than 4' wide) and in disrepair and there are no pedestrian amenities such as street trees, benches, or pedestrian-scaled lighting which enhance the walkability of downtown areas. Furthermore, throughout the study area there are excessive curb cuts for driveways, creating conflict points between vehicles and pedestrians and difficult turns across oncoming traffic.

A consistent, well-designed streetscape will be a major unifying component for Main Street. Improvements will create a pleasant, walkable environment for pedestrians whether walking for recreation, shopping, or on lunch break. The recommended streetscape improvements provide a consistent theme while recognizing the differences between each major section of the study area. The following principles form the basis for the streetscape and circulation recommendations:

- Maintain and enhance partnerships for improvement of the streetscape and utilize incentives to encourage participation in the project.
- Create a hamlet environment that supports and encourages an active and safe street life.
- Establish an appropriate image for the hamlet through consistent signage, streetscape, landscaping, and overall design and form for each section of the hamlet – South Main Street, the Central Gateway, and North Main Street.



Many sidewalks are in need of repair and modification. In this case, the walkway is interrupted by a utility pole.



Image: Sidewalks in Hudson, NY contribute to a quality experience for pedestrians.

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Create and Maintain Partnerships

Accomplishing a traditional Main Street comprehensive streetscape for New City will require coordination and cooperation between the town, county, state and federal highway officials, local businesses, property owners and the community as a whole. Improvements to the streetscape will enhance the quality of Main Street and the value of properties in the vicinity. However, businesses will be impacted during construction periods and elements such as widened sidewalks and on-street parking may require shared access points and parking arrangements between adjacent properties.

Offer Incentives and a Comprehensive Package

To encourage community buy-in and partnership, a set of incentives should be offered as part of the overall streetscape package. For example, property owners in the district who limit curb cuts or establish cross-easement agreements for parking could be awarded a density bonus for future redevelopment or reduction in requirement such as parking or lot coverage to allow expansion or redevelopment of the property.



The town must partner with property owners and businesses to consolidate access points and improve the streetscape environment.

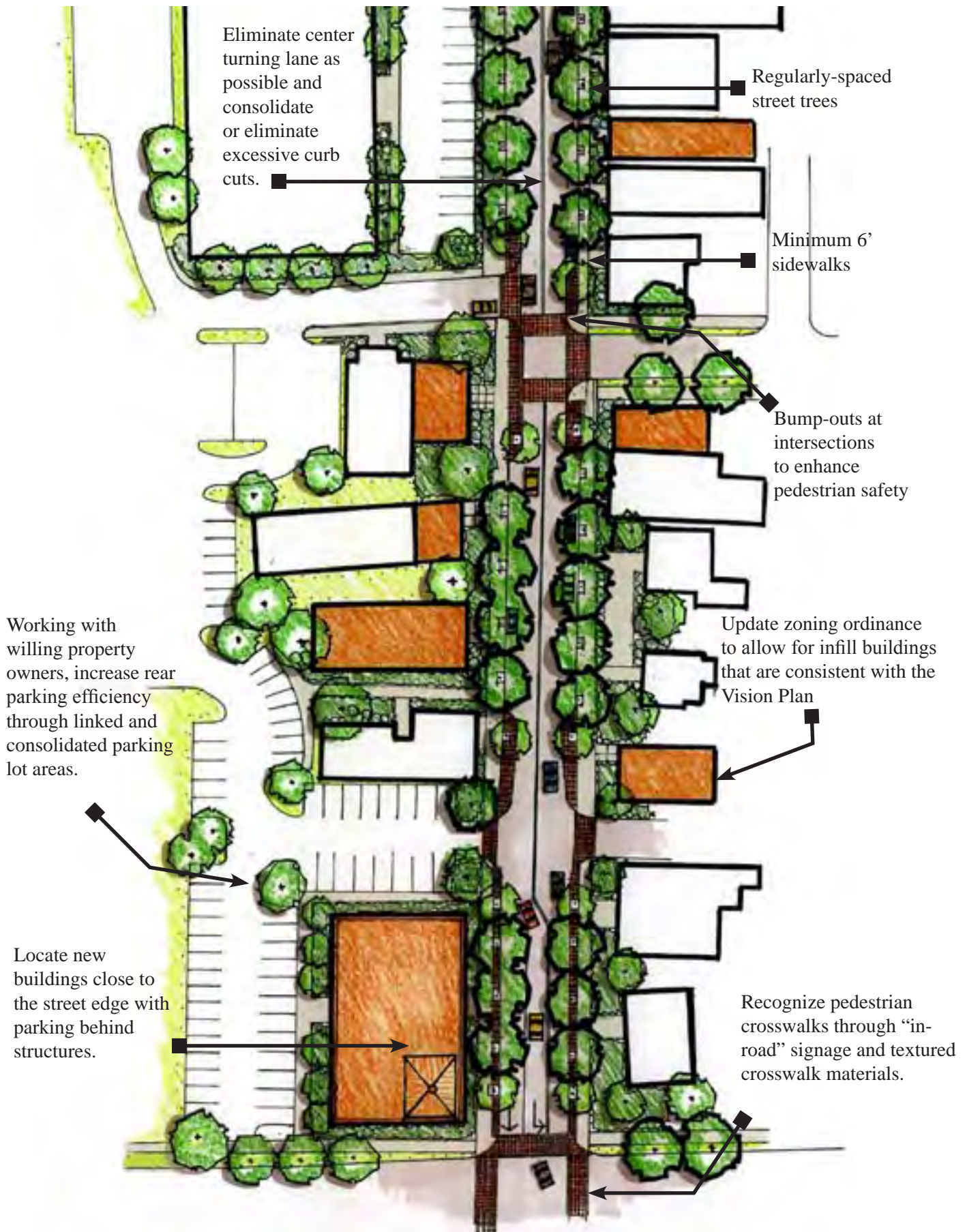
MAIN STREET STREETScape VERNACULAR

South Main Street

The Town of Clarkstown recognized the need to improve the pedestrian environment several years ago and is prepared to reconstruct the South Main Street section of the road and streetscape. Preliminary concept plans have been developed as part of this Vision Plan which should be refined and used as a guide during implementation and construction. Improvements are recommended to both sides of the South Main Street streetscape including:

- Providing sidewalks at least 6 feet wide with additional area to accommodate street trees, benches, trash receptacles, pedestrian-scaled lighting and other amenities;
- Reducing the number of curb cuts and driveway access points by creating shared driveways and shared parking lots;

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This proposed concept for the South Main Street streetscape shows opportunities for on-street parking, pedestrian-scaled lighting, and other pedestrian amenities.

- Eliminating the center turning lane where possible, and identifying additional areas for on-street parking;
- Establishing safe pedestrian crossings through bump outs at key intersections which will reduce the crossing distance for pedestrians;
- Using textured crosswalks or pavers and “in-street” signage to define intersections;
- Utilizing pedestrian-scaled lighting. For example, light fixtures 15 to 18 feet in height along South Main Street with taller fixtures and more grandiose proportions at key locations such as the Central Gateway and County Courthouse;
- Using a common landscaping theme of street trees and plants throughout South Main Street and completing the pedestrian realm through site furnishings such as benches, quality trash receptacles and bollards;
- Locating new buildings close to the street edge with parking behind; and
- Working to remove visual clutter of excess signage and overhead utilities.



Features such as textured crosswalks (above) and in-street signage (below) enhance safety for pedestrians



Utilities

Most of the existing utility poles along South Main Street will be relocated as part of the road widening and streetscape project. The town should use this opportunity to either bury or relocate these facilities behind structures during reconstruction of the roadway and sidewalks (scheduled for 2007 or 2008). The Town of Clarkstown is currently investigating the cost for burying utilities in West Nyack and this information will be essential to decision-making process and moving forward in New City.



Buried utilities in communities can be an essential component of streetscape improvements. Image: shows Mamaroneck Avenue (Mamaroneck, NY) where utilities were recently re-located underground.

Phasing of South Main Street Streetscape Improvements

Folding in each of the most challenging elements of the streetscape improvement project including curb cut consolidation, creating on-street parking and addressing overhead utility lines, would be best accomplished by dividing the work into phases. The first phase should include a smaller pilot project area - perhaps from New City - Congers Road south to Third Avenue where each of the design elements would be installed for the community to see. In this way, the design and construction process can be fine-tuned and appropriately adjusted for later phases and completion of the project.



Suggested "pilot project area" on South Main Street could be a showcase for streetscape improvements.

CELEBRATE THE CENTRAL GATEWAY'S IMPORTANCE AND IDENTITY

The Central Gateway area includes the Rockland County campus, the Clarkstown offices, and the surrounding parks, retail shops, restaurants and other businesses in the vicinity of New City - Congers Road, New Hempstead

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Road and Main Street intersection. Streetscape design must take into consideration the level of traffic and the importance of New Hempstead Road as a cross-county connector route, the diversity of civic, commercial and park resources and the 'gateway element' of this area.

Central Gateway Streetscape Design Framework

The streetscape at the Main Street, New Hempstead Road and New City – Congers Road intersection should be consistent with the design of South Main Street (brick or stone paved crosswalks, pedestrian-scaled lighting, formal planters, street trees, benches, etc) while incorporating design elements that reflect the importance of the County seat and New City's Central Gateway.

For example, sidewalks along North Main Street in the Central Gateway should be between 10 to 15 feet wide with ample plantings, benches and pedestrian amenities. Lighting in this area, while being consistent with the South Main Street concept, should be of a 'signature' style and recognize the importance of the County Courthouse and gateway. Where possible, landscaped medians should be employed to further enhance the gateway and recognize the entrance into New City. Utility poles and wires in front of the county courthouse should be relocated underground or behind structures.



The Rockland County Courthouse is a major element of the Central Gateway.



Incorporate wide, well-landscaped sidewalks, such as these in Saratoga Springs, NY, to enhance the public realm.



Establish a 'signature' streetscape at the Central Gateway.

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North Main Street: Connectivity and Quality Suburban Environment

North Main Street is owned and maintained by Rockland County and was recently re-constructed and widened. There are sidewalks on both sides of the street south of the post office while the sidewalk on the west side continues north ending just after the intersection of North Main Street and Phillips Hill Road. The objectives for the North Main Street streetscape are to improve automobile and pedestrian safety and connectivity and improve the overall roadway aesthetics through landscaping and traffic calming by utilizing the following strategies:

- Unify and link the area with the rest of the hamlet through streetscape and landscaping techniques. For example, additional street trees and landscaping along the sidewalks would soften the hardscape of the road, provide for more pleasant pedestrian areas, and minimize the 'highway' characteristics of the road;
- Utilize landscaping as visual buffers from large-scale development east of the roadway. Informal planting beds and stone wall-style treatments could be employed to promote and enhance the overall suburban character of North Main Street;
- Employ landscaped medians to create a boulevard effect. This will enhance the overall aesthetics and improve safety as a traffic calming device. Initially, medians could be located where the center turning lane is 'cross-hatched' and unrelated to turning or access points. A more aggressive retrofitting scheme would



This proposed concept for the North Main Street streetscape shows opportunities for landscaped medians and pedestrian-scaled lighting.

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incorporate consolidation of access points and elimination of sections of the turning lane and replacement with a boulevard-style median; and

- Initiate an access management program. In general, throughout North Main Street, the number and extent of curb cuts and access points to businesses is a hazard for automobiles and pedestrians and adversely impacts the quality of the streetscape and the overall aesthetics. A cooperative access management effort between the town, county and property owners in this area should be initiated to encourage fewer access points, shared driveways and parking, and general coordination between adjacent lots.

North Main Street Civic – Hamlet-style Streetscape

The portion of North Main Street near the library and post office referred to as North Main Civic is highlighted as a potential secondary ‘hamlet destination.’ Here, the streetscape design could be designed to recognize the importance of this mixed-use/civic area through elements such as pedestrian-scaled lighting, brick/concrete crosswalks, formal street trees and planters, benches and other pedestrian amenities (similar to the proposed South Main Street streetscape).



Hamlet-style streetscape consistent with South Main Street is proposed for this secondary destination area along North Main Street.

Zukor Road/Kennedy Dells Civic and Recreation – Rural Streetscape

The northern edge of the study area transitions to Zukor Road and the community facilities in that area (parks, community center, historical society). The character of the roadway retains a rural setting and is distinct from the rest of Main Street (North and South). Only minimal improvements to the roadway and streetscape should be employed here to improve connectivity and pedestrian safety and access to these facilities.

- The unmaintained multi-use path present along portions of Zukor Road should be reconstructed and extended south to the

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current sidewalk terminus at Phillips Hill Road. Informal landscaping should be incorporated into the path to enhance and maintain the 'rural characteristics' of Zukor Road.

- Streetscape elements such as signs, benches, lighting, multi-use paths and crosswalks should be consistent and serve to unify this area as a civic destination for the community.



Existing conditions on Zukor Road.



This proposed concept for the Zukor Road area includes recommendations for multi-use trails and a natural, informal landscaping treatment.

ROADWAYS AND CONNECTIVITY

Main Street is an important north to south connector for the community. The road ties together community parks, residential areas, shopping districts, and municipal facilities. The ideas presented here will redefine South Main Street as a pleasant, walkable street where the pedestrian areas are as important as travel lanes for automobiles. However, the use of more on-street parking as well as the elimination of curb cuts and the center turning lane where possible will likely impact vehicular traffic. The following strategies should be considered for overall roadway connectivity and circulation.

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Increase use of parallel roads

Parallel roads can help alleviate thru traffic along South Main Street and should be incorporated into the overall enhancement program. Design keys such as signage and way-finding elements can be used to divert some traffic to Maple Avenue and Route 304. Furthermore, if property owners are interested in redevelopment opportunities, Maple Avenue could be extended south to provide direct access into the Clarkstown Mall property. This extension would increase connectivity in the hamlet and alternatives for travel within the downtown core.



Maple Avenue runs parallel to South Main Street, providing direct access to Town Hall, and includes new sidewalks and on-street parking.

Initiate an Access Management Program

Throughout New City, a strong approach to access management is needed. This should start with a policy to reduce the number of existing curb cuts and limit new gaps in the streetscape through shared access drives and shared parking lots. In the future, zoning and site plan regulations can be modified to limit the number of access points with the intent of improving automobile and pedestrian safety throughout the corridor.

Through the re-development process, the town and county can provide incentives to property owners who participate in the access management program with the overall objective promoting cross-lot connectivity with primary access points located at controlled intersections.

Address Key Intersections

During the streetscape project, the town can also improve certain troublesome intersections. There are preliminary plans to modify the New Hempstead/ New City – Congers Roads, Schriever Lane, and Collyer Avenue intersections with South Main Street. These three intersections should be considered during the streetscape project and modified to improve clarity, safety for automobiles and pedestrians, and traffic flow.

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- At Schriever Lane, there are opportunities to work with property owners to coordinate enhancement of the intersection with the Clarkstown Mall entrance and consolidated access.
- Collyer Avenue is confusing for motorists and should be modified.
- The intersection of South Main Street and Route 304 (the merge) is an excellent gateway opportunity. Working with the New York State Department of Transportation, this intersection could be redesigned as a roundabout to acknowledge the entrance to New City and improve safety.



South Main Street and Collyer Avenue with proposed re-alignment (top sketch).

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New Hempstead Road, Main Street and New City – Congers Road Intersection

The primary Central Gateway intersection consists of a “jog” in the road pattern that increases turns and slows traffic in the area. A traffic control timing and phasing plan was developed by traffic consultants Frederick P. Clark which could be implemented immediately and should improve flow of traffic at this intersection without expansion of the roadway or major infrastructure modifications.

In addition to investigating traffic flow, a number of alignment alternatives were developed (these are included in the appendix). Rockland County has planned improvements to the intersection, including additional turning lanes and is evaluating a slight widening of New City–Congers Road near Kevin Landau Park to accommodate a second receiving lane (pedestrians would use the walkway within the park). This would allow phasing for a double left turn from Main Street, which would improve the traffic flows. This concept will be further evaluated through collaboration between Town and County to determine opportunities that preserve, maintain and improve the existing sidewalk while meeting long-term traffic needs from both a vehicular and pedestrian perspective. Alternatives discussed during the Vision Plan process included a “town green” arrangement with a one-way couplet, a roundabout at the existing entrance to the shopping plaza, and a relocation of New Hempstead Road to the north behind the Bank of New York.



As the main access point to the county campus and route through New City, the New Hempstead Road, Main Street, and New City – Congers Road intersection presents challenges for automobiles and pedestrians.

The planned intersection improvements should be reviewed to take into account opportunities to increase pedestrian safety and connectivity across New Hempstead Road, Main Street, and New City – Congers Road. Recognizing the importance of this road for thru traffic, access to the Palisades Parkway, and access to the county campus, the town and county should continue working together to finalize a plan for this primary central gateway intersection. For example, a dedicated pedestrian crossing phase which excludes autos from turning on red or otherwise interfering with pedestrian traffic could be implemented to improve safety.

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Include the New York State Department of Transportation in Future Planning

Route 304 provides access to South and North Main Streets at several points through New City. However, additional access points at major destination areas are recommended to alleviate truck traffic on Main Street and increase overall connectivity. Specific opportunities include the Clarkstown Mall area and DeCicco's plaza and the Shop Rite on North Main Street. As a New York State highway, any changes or modifications to Route 304 will require partnership and cooperation with the New York State Department of Transportation (DOT). Discussions with the DOT Region 8 office in Poughkeepsie are ongoing as part of the Vision Plan process and will continue through implementation.



This sea of parking is inconsistent with the Vision Plan and a walkable hamlet.

PARKING

Inadequate parking has been consistently mentioned at community workshops as a major concern and an issue to be addressed. Currently parking for each use is located directly on-site and there are no municipal parking lots except for lots serving the town hall and the county campus. However, it is important to recognize that the policy of requiring every business in a downtown or hamlet environment to provide on-site parking results in a number of unintended but adverse consequences to walkability, aesthetics, and economic development.

Requiring each business to provide on-site parking results in a high ratio of surface parking (asphalt) to buildings, landscaping and other uses; reduces development potential and opportunities for redevelopment and expansion; and dramatically reduces the ability to create a walkable streetscape. People will not generally walk from one end of a parking lot to another through the “sea of parking” which degrades the quality of the pedestrian experience. However, they will walk long distances when the environment is set up for pedestrians such as malls or traditional Main Street downtowns.

A quick analysis of the central and south hamlet areas shows that parking lots comprise approximately 3,000,000 square feet (almost 70 acres) with 1,200,000 square feet (less than 30 acres) of land dedicated to buildings. That's two and

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a half times as much space for parking than buildings! This ratio is similar to what is found at regional shopping malls, not downtown districts. With this in mind, it is less likely that the lack of parking spaces is the problem, but rather the allocation and form of lots, connectivity between parking lots and buildings, and the overall arrangement of parking facilities for each business.

Overall Approach to Parking Management

An overall parking plan for the New City Hamlet Center should be developed to identify ways to manage the amount of parking needed for businesses, government offices, shops and residences. Important elements to consider include shared parking opportunities, demand management, on-street parking, impacts of parking regulations and standards, mitigation of spillover outside of the hamlet, and facility needs. Initial recommendations are included below:

- Consolidate existing parking lots where owners are interested. In general, the town, county, and business owners and operators must continue to work as partners to take advantage of and better-manage existing parking resources. Consolidation of segmented lots and shared parking arrangements would help to better utilize existing parking areas. The town could offer incentives for shared parking arrangements where property owners are willing and interested;
- Prioritize parking for customers. Create priority parking areas for clients and customers near businesses and long-term parking for employees in less critical areas of the downtown;
- Initiate a demand management program for all major employers in the hamlet starting with the town and county government. Currently, every driver in New City expects and gets free parking.



Shared access and consolidated parking lots, like these behind structures in Ridgewood, NJ, increase parking efficiency for downtown businesses while minimizing impact on the Main Street streetscape.

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There are no incentives not to drive and park at work or to minimize automobile use other than frustration with traffic and finding a spot. Demand management programs reward those who elect to rideshare, walk, bicycle or otherwise arrive at a workplace without the use of an automobile. Some of the most innovative programs reward the “non-parkers” with a \$5 bonus for not driving to work. Demand management programs have proven to reduce the strain on existing parking facilities and are several times more cost effective than construction of new lots or structures;

- Update parking regulations and development standards to reflect the Vision Plan. This would include a reduction in parking standards or the use of parking waivers where projects meet the objectives of the Vision Plan. The Planning Board could also offer incentives for interconnected parking lots or shared parking between commercial properties;
- Establish a parking authority to collect payment-in-lieu-of on site parking which could be allocated to municipal parking facilities and maintenance;
- Identify areas for municipal structures. Because the per space cost for parking in a garage can be much more expensive than a typical surface space (as much as 20 or 30 times as expensive), structured parking facilities often do not make financial sense and user fees are rarely (if ever) high enough to cover costs. Once demand management and shared parking arrangements are maximized, the community should re-evaluate the need, desirability and appropriate locations of structured parking facilities;
- If structured parking is needed, utilize slope conditions for simple ‘decked’ approach to parking structures. These conditions are found at the town hall property, police department facility, and



Officials in Saratoga Springs, NY took advantage of the pre-existing topography on this site to construct a simple decked parking structure.

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areas of the county campus and could provide a less expensive way to accommodate more automobiles in the hamlet;

- Coordinate parking structures as part of major redevelopment projects at larger parcels. Areas of the hamlet where significant redevelopment could occur include the Central Gateway and the Clarkstown Mall (DeCicco's plaza, etc.); and
- A concept for one-way streets to allow for angled parking along Maple Avenue and South Main Street was suggested and considered as part of the Vision Plan process. Generally, one-way streets are utilized to increase traffic flow, enhance safety by eliminating oncoming traffic at intersections and turns, and allow for alternative parking arrangements such as on-street and angled parking. However, there are also a number of adverse impacts related to these types of circulation systems including the loss of overall connectivity, limits to business visibility and specifically to New City, the one-way system would only be viable for a maximum of three or four blocks. Further, angled parking on both sides of South Main Street, under a one-way street pattern would utilize the entire right of way resulting in no sidewalks and only a single travel lane. Hence, one-way circulation is not recommended for South Main Street. As an alternative, the town should consider angled parking on one side of Maple Avenue under a two-way road pattern. This could serve as a pilot program for the community's acceptance of angled parking and the benefits to businesses of more on-street parking.

Zukor Road and Northern Gateway

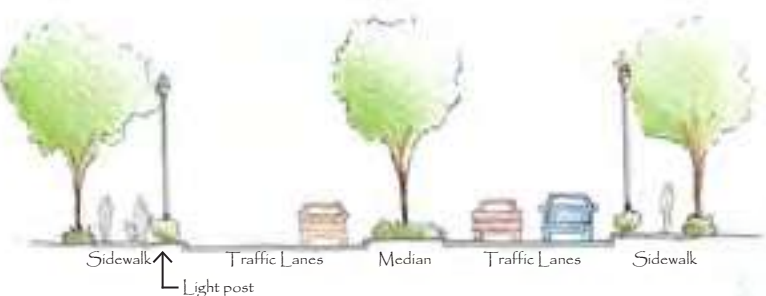
- Improve pedestrian connectivity between neighborhoods and civic/park resources and internally between community facilities.
- Consider new gateway amenities such as a roundabout at Zukor Road intersection with a central feature such as a monument or welcome sign.



Northern Gateway Streetscape Concept

North Main Civic Streetscape

- Utilize hamlet-style streetscape elements to establish a traditional Main Street form, create visual recognition of arrival in this destination area, and enhance pedestrian connections between civic resources through textured crosswalks (e.g., brick/stone) and other amenities such as bicycle racks and benches.

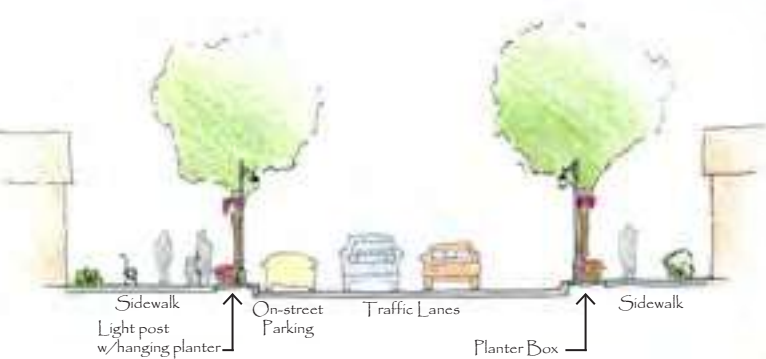


North Main Streetscape Concept

Where road widths allow, medians would have trees; in narrow areas medians would be landscaped.

South Main Streetscape

- Improve the pedestrian environment through new sidewalks, street trees, formal planters, pedestrian scaled lighting, and pedestrian amenities such as benches, trash receptacles, bicycle racks and brick or stone crosswalks.
- Initiate an access management program to consolidate and limit curb cuts, encourage shared access and parking areas, remove the center turning lane as possible and allow for on-street parking where appropriate.
- Initiate a pilot program to bury utility wires in one section of South Main Street and prepare the new streetscape for future alternatives including relocation behind structures, in parking areas, or underground.



South Main Streetscape Concept

Streetscape Character Areas:

Generally Rural Qualities

Maintain natural vegetation, utilize multi-use paths & trails, provide plantings in informal beds and reflect natural conditions as possible.

Generally Suburban Characteristics

Streetscape elements include sidewalks, landscaped roadways through informal-style plantings, boulevard-style medians and buffers from large-scale commercial uses and parking areas.

Traditional Hamlet Streetscape

Elements include sidewalks, plantings in formal boxes or hanging baskets, street trees, pedestrian-scaled lighting, benches, brick or stone pavers for crosswalks and other pedestrian amenities.

North Main Streetscape

- Utilize planted medians within the North Main Street roadway to soften the hardscape and enhance the road aesthetic.
- Consolidate curb cuts and promote single-access points, shared access, linked parking and other access management techniques to the greatest extent feasible.

Demarest Kill Blueway

- Develop Demarest Kill trail from county campus to North Main Secondary Civic Center at Squadron Blvd.
- Promote “day-lighting” of the creek at the Shop Rite Plaza as part of any future redevelopment.

Central Gateway Streetscape

- Create a high quality, ‘signature gateway’ into New City that recognizes the importance and identity of this area through streetscape design and prominent pedestrian spaces.



South Main Streetscape Detail

South Main Gateway Streetscape

- Recognize New City Hamlet’s southern gateway through consistent signage and enhanced landscaping.
- Consider new alignments for roadway including a roundabout at Route 304 intersection with a central feature such as a monument or welcome sign.

NEW CITY VISION PLAN
Circulate New City

Enhance multi-modal travel through and within the hamlet

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CHAPTER FOUR

FORM NEW CITY

Ensure that future Development is Consistent with the Vision Plan

The New City Vision Plan is a consensus-building process. Through this effort, a number of workshops, meetings, presentations, and discussions have been held to identify common goals and a concept for the future of the New City Hamlet Center. Implementation of this concept will require follow-through by civic leaders and municipal staff and officials as well as continued participation by residents and business people. Form New City is the foundation for long-term enhancement of the hamlet. These strategies relate to municipal policies such as land use regulations and parking standards, new institutions and organizations and opportunities for public-private partnerships for re-development and re-use.

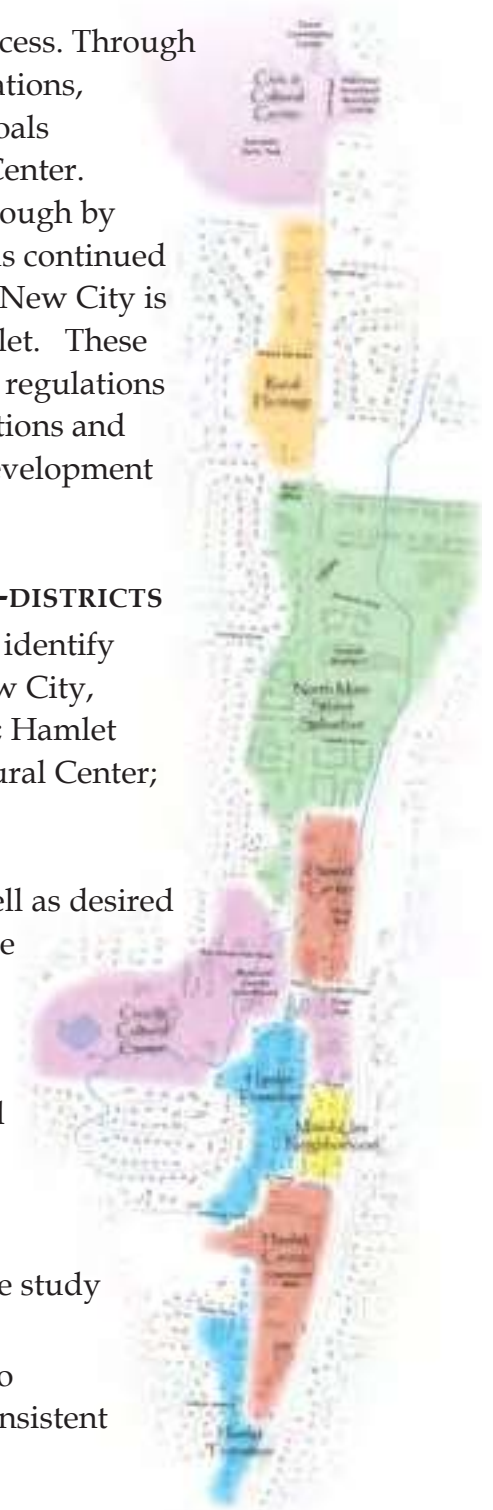
CHARACTER AREAS APPROACH – LAND USE SUB-DISTRICTS

To help conceptualize distinct areas of the hamlet and identify specific land use strategies for sub-districts within New City, six “character areas” were established: Hamlet Center; Hamlet Transition; Mixed-Use Neighborhood; Civic and Cultural Center; North Main Street Suburban; and Rural Heritage.

These categories relate to the existing conditions as well as desired future vision for each area and can help to guide future decision-making, particularly related to zoning and land use planning. Please note that the boundaries and proposed standards described for each character area should serve only as a conceptual framework and guide for implementation of the plan.

While each area is distinct, there are a number of recommendations that cross through much or all of the study area, including:

- The initiation of an incentive zoning program to encourage design and redevelopment that is consistent with the Vision Plan;



Town of Clarkstown and County of Rockland

- Reducing parking requirements and standards. As the town's parking management program moves forward (shared parking, etc.), existing standards can be reduced. In the meantime, allow the Planning Board to waive or minimize requirements where projects are consistent with the Vision Plan;
- Reviewing all projects in the Hamlet Center for consistency with the Vision Plan. Graphic design guidelines could be developed by the town to further expand on architectural and site layout concepts;
- Utilizing the sign ordinance recently adopted by the Clarkstown Town Board. Additional standards specifically for the hamlet character areas may be needed; and
- Incentivizing investment in projects that significantly advance the Vision Plan. For these projects, initiate a "fast-track" review process and provide the Planning Board with authority to waive or minimize certain standards such as parking requirements and setbacks through incentive zoning. These procedures should be designed to provide development flexibility while eliminating the need for additional board(s) review (e.g., Zoning Board of Appeals).

NEW CITY HAMLET CHARACTER AREAS

Hamlet Center: This character area is located in two portions of the hamlet and includes many significant opportunities to re-use, change and create a traditional Main Street.

The northern hamlet center character area focuses on the existing Shop Rite plaza at the intersection of New City – Congers Road, New Hempstead Road, and Main Street. These

stores and parking lots are the first impression visitors experience when entering New City from the east or west. The southern hamlet center character area is focused on the Clarkstown Mall and vicinity along South Main Street.



Sketch of Hamlet Center concept.

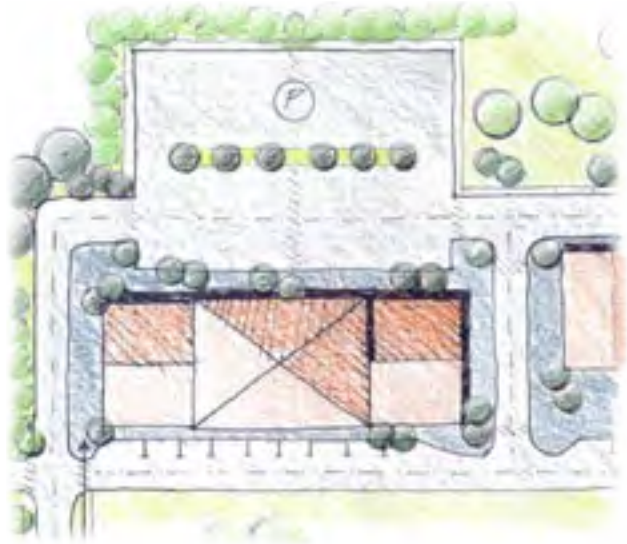
New City Hamlet Center Vision Plan

The Hamlet Center areas are unique in that they include relatively large parcels of land where one or two re-development projects could dramatically change the character and form of New City. These areas are highly visible properties with generally older strip mall structures.

The existing zoning for these areas (Community Shopping) is not consistent with the vision plan and should be updated. New zoning districts should be developed refining the concept of the hamlet center including the specific district boundaries, area and bulk standards, uses, signage and incentives.

Recommendations for the Hamlet Center district include:

- Front yard setbacks: maximum of 30' with no minimums except to allow for large sidewalks and cafe-type settings. Overall, buildings should be located closer to the street with parking prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35' with allowances for taller features such as cupolas and pitched roofs through incentives;
- Uses: Mix of commerce, retail, public spaces and high quality living (with incentives for housing dedicated to emergency service personnel). All ground floors facing the public street should be commercial space; and
- Scale and intensity: highest density traditional Main Street character area. Floor area ratio of up to 2.0



Parking should be secondary to the streetscape and located behind structures.

Hamlet Transition: This character area includes parcels along the west side of South Main Street in close proximity to existing residential neighborhoods. Similar to the Hamlet Center areas, there are a number of opportunities for re-use and establishment of the traditional hamlet concept. However, lots on the west side of Main Street are generally shallower and smaller than those on the east side and consist of fewer strip plazas under single ownership. Further, this

Town of Clarkstown and County of Rockland

character area abuts large single-family neighborhoods where concerns about expansion of commercial uses and activities close to homes have been expressed. Re-development of these sites must be sensitive to the surroundings and potential adverse impacts to residential areas.

Existing zoning in these areas should be updated to promote a traditional hamlet style in keeping with the vision plan. Recommendations include:

- Front yard setbacks: maximum of 30' with no minimums except to allow for large sidewalks and cafe-type settings;
- Parking lots prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35';
- Uses: Mixed (commerce, retail and high quality residential with quality public spaces). All ground floors facing the public street should be commercial space; and
- Scale and intensity: Medium density traditional Main Street character area. Minimize impacts to adjacent neighborhoods. Floor area ratio of up to 1.5



The existing scale of the mixed-use district should be maintained.

Mixed-use Neighborhood: This character area is located along Maple Ave and Park Ave just east of South Main Street and includes many recently renovated structures. The neighborhood is a mix of small scale professional offices, service operations and residences. Existing zoning should be updated and a new district established to maintain the current scale of this character area. Preliminary suggestions for the district include:

- Front yard setbacks: recognize existing setbacks (generally 5' to 10');
- Parking lots prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35';
- Uses: Mixed (commerce, retail and residential); and
- Scale and intensity: recognize existing scale. Floor area ratio of up to 1.0

New City Hamlet Center Vision Plan

Civic and Cultural: There are two civic and cultural character areas in the hamlet. The first is located at the Northern Gateway and includes Kennedy Dells County Park, Street Community Center, and the Historical Society of Rockland County. The second area is a part of the Central Gateway along New Hempstead Road, New City – Congers Road and Maple Avenue. This character area includes the County Campus, Rockland County Courthouse, Clarkstown Town Hall, the Fire Station and Police Department. Current zoning in these areas is a mix of residential, office and community shopping.

To recognize these areas and ensure that public projects contribute to the overall vision of the hamlet, the town should establish a civic and cultural zoning district. While most of this land is in public ownership, the zoning categorization would coordinate existing land use with the town's development regulatory system.



Town of Clarkstown's Police and Courts building (above) and Town Hall (park shown below) are parts of the Civic and Cultural character area.



Rural Heritage: This area serves as a transition to the Northern Gateway section of the hamlet. The area is generally built-out but includes the only farm in the study area – the Diamond Derby farm. There are no major recommendations for modifications to zoning district boundaries or uses in this area. However, landscaping standards should be enhanced to require maintenance of natural vegetation to the greatest extent possible and to encourage the use of informal planting styles.

North Main Street Suburban: A diverse mix of shopping, office, civic and residential uses including the former Bradlee's shopping center, the library, post office and a senior housing center are included in this area. While there are

Town of Clarkstown and County of Rockland

numerous opportunities for increased connectivity for pedestrians, this character area is predominately auto-oriented.

- Consider a hamlet-style zoning district for the civic and business area around the post office, library and senior housing center. Otherwise, general boundaries for zoning districts are appropriate.
- Increase requirements for pervious coverage for all projects in these areas and improve connectivity through trails and sidewalks through site planning process.
- Utilize landscaping in parking lots through medians and pedestrian walkways, to minimize large asphalt areas and minimize stormwater runoff through low impact development techniques designed to address stormwater management on the site (e.g., bio-retention swales).

ORGANIZATIONAL AND ADMINISTRATIVE CONCEPTS

Enhancement strategies for New City will rely on diverse participation and leadership from within the community. Local stakeholders such as the Clarkstown Garden Club, the Downtown New City Corporation and the New City Chamber of Commerce have already mobilized efforts to increase awareness of New City and improve and beautify the hamlet. Rockland County is poised to upgrade New Hempstead Road as well as provide improved public access to the county campus' wonderful park and historic resources. The Town of Clarkstown is also in position to re-construct South Main Street and improve the streetscape. These groups, organizations and elected officials make up the social capital needed for community enhancement. By continuing to work together the impact of these efforts will be multiplied and the community will realize that real change is happening in New City.

The town should continue to engage civic and community groups in planning and outreach programs. This planning process has provided civic groups with a platform for pro-active community involvement and a forum for communication and partnership. There is significant interest in continued participation in planning and community renewal programs. Already, the



Continue to involve the community in dialogue during plan implementation. Above - a Vision Plan workshop break-out group at the Street Community Center

New City Hamlet Center Vision Plan

Downtown New City Corporation has established a sub-committee to monitor and advance implementation of the Vision Plan. The partnership established between the county, town and the other stakeholder groups represents a special relationship and a success unto itself. The town and county should designate a formal plan implementation group to coordinate the community's social capital with enhancement and implementation efforts.

ADDRESS MAINTENANCE AND ENFORCEMENT ISSUES

Workshop and meeting participants continually expressed a desire to see a clean, well-maintained Main Street and downtown area. Certain issues, such as reconstructing sidewalks, have been purposefully held back to allow the vision plan process to complete in order to create a better design concept. However, as implementation moves forward a renewed effort will be needed to ensure for long-term maintenance of the hamlet.

- Enforce and monitor compliance with zoning regulations. The town may need to allocate additional staff time to monitor compliance with standards for housing, signage, site maintenance, landscaping and other performance standards detailed in site plan approval.
- Allocate resources to maintain streetscape. The new streetscape will include a number of community amenities that will require maintenance and upkeep such as planters, benches, trash receptacles, bike racks, and similar features. A process should be formalized for monitoring the condition of these features and budget set aside to fix or replace broken items.



Enhance capacity to monitor compliance with zoning regulations for elements such as use, signage, service, storage and utility areas and upkeep of required landscaping.



Town of Clarkstown and County of Rockland

- Consider establishment of a Business Improvement District for South Main Street for the purposes of maintenance, business promotion, landscaping, branding of the hamlet, etc. The Business Improvement District would be a voluntarily action and created by property owners, through a local law authorized by the town board and funded by a special tax assessment on commercial properties in the district.

ESTABLISH THE ADMINISTRATIVE MECHANISMS TO ENCOURAGE AND ENABLE CHANGE

As described in the Vision Plan, there are a number of challenges and hurdles to success. These challenges include fragmented ownership, incompatible land uses, limited or uncoordinated parking, maintenance of infrastructure such as sidewalks, code enforcement and traffic congestion (to name a few). The Business Improvement District could be a key element in long-term maintenance and improvement of the hamlet. However, to initiate change, an entity or mechanism will likely be needed to help coordinate renewal projects. The following organizations should be considered for plan implementation and enhancement of New City:

- A re-development authority or local development corporation to undertake economic development activities and to work with developers and property owners on renewal projects;
- A parking authority to establish and maintain municipal parking lots and receive funds in lieu of parking from development projects; and
- Business Improvement District (mentioned above).

Rural Heritage

- Transition area to Northern Gateway.
- Maintain connections to rural and agricultural heritage.
- Protect natural vegetation to greatest extent possible.
- Work with farm operator to maintain active agriculture within the hamlet.

North Main Street Suburban

- Maintain generally suburban use, design and development pattern.
- Require increased landscaping for parking lots and buffer areas and pervious surfaces to limit stormwater runoff.

Civic and Cultural Center

- Focus for civic, recreation and community events.
- Formalize park areas and establish community service zoning classification to recognize civic and cultural uses and scale.
- Enhance façades and signage standards.

Hamlet Center

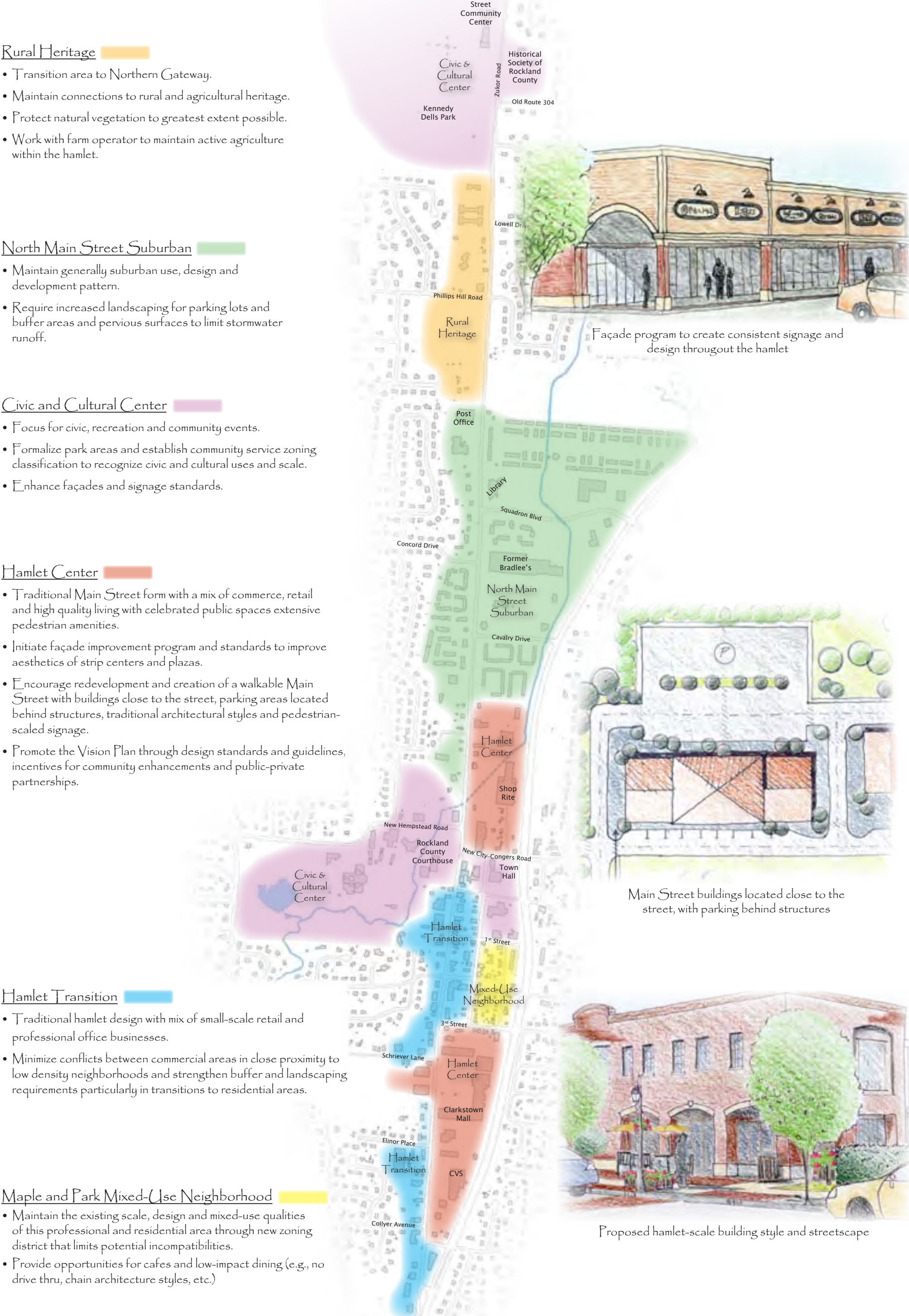
- Traditional Main Street form with a mix of commerce, retail and high quality living with celebrated public spaces extensive pedestrian amenities.
- Initiate façade improvement program and standards to improve aesthetics of strip centers and plazas.
- Encourage redevelopment and creation of a walkable Main Street with buildings close to the street, parking areas located behind structures, traditional architectural styles and pedestrian-scaled signage.
- Promote the Vision Plan through design standards and guidelines, incentives for community enhancements and public-private partnerships.

Hamlet Transition

- Traditional hamlet design with mix of small-scale retail and professional office businesses.
- Minimize conflicts between commercial areas in close proximity to low density neighborhoods and strengthen buffer and landscaping requirements particularly in transitions to residential areas.

Maple and Park Mixed-Use Neighborhood

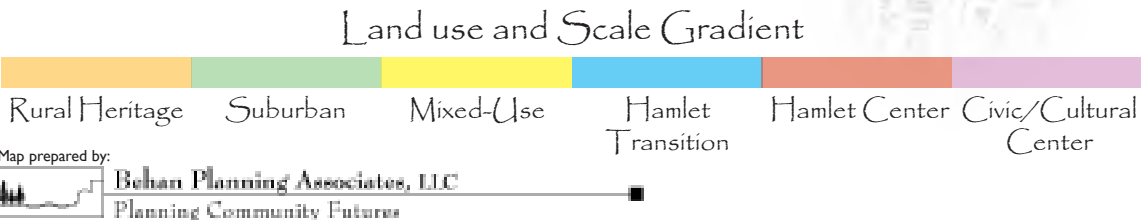
- Maintain the existing scale, design and mixed-use qualities of this professional and residential area through new zoning district that limits potential incompatibilities.
- Provide opportunities for cafes and low-impact dining (e.g., no drive thru, chain architecture styles, etc.)



Façade program to create consistent signage and design throughout the hamlet

Main Street buildings located close to the street, with parking behind structures

Proposed hamlet-scale building style and streetscape



NEW CITY VISION PLAN
Form New City
Ensure that future development is consistent with the Vision Plan

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CHAPTER FIVE

CONCLUSION AND IMPLEMENTATION

Realize the Vision Plan through Continuing Partnerships, Dialogue and Collaboration

Enhancement of New City has been an objective and goal in Clarkstown and Rockland County as far back as the 1960s. To a certain extent, this document represents not only the work over the past several months, but the collective insights of residents, civic groups, community leaders and business people gained over the previous years and decades. More important than the physical document, graphics, maps and reports, the partnerships created for the visioning process have flourished and are the true success story of the process. It is hoped that the vision plan's enduring legacy is not only the improvement of New City, but the formation of long-lasting partnerships, cooperation and communication.

A COLLECTIVE VISION WITH INDIVIDUAL RESPONSIBILITIES

The Vision Plan for the New City Hamlet Center is a guide for the whole community and implementation falls squarely on those who participated in its development. Each group represented on the committee and each individual who participated in a workshop has a role to play including New City residents, business people, town and county staff and elected officials. While the plan represents a collective vision, much of its implementation will be based on individual actions:

- Property owners working with the town and neighbors to provide shared access and eliminate extra curb cuts to enhance the streetscape and make the hamlet safer for pedestrians;



Working together makes the seemingly insurmountable “doable.” Above - Supervisor Gromack addresses participants at a Vision Plan workshop

Town of Clarkstown and County of Rockland

- Business operators maintaining landscaped areas with healthy trees and shrubs and minimizing visual clutter such as excessive signage;
- Developers working pro-actively with neighbors in the project review and site plan process to understand and mitigate concerns prior to finalizing designs; and
- Neighbors participating as partners in the process and support and advocating for the realization of the Vision Plan and enhancement of New City.

MUNICIPAL ROLE

Of course, the Town of Clarkstown is in a position to directly implement the plan through investments in the built landscape (e.g., the streets and streetscape) as well as policy-making such as zoning and development regulations. In addition to these specific efforts, the town should take a leadership role in coordination of the various pieces of the plan in order to limit redundancies, conflicts and frustration. Highlights of the municipal role in implementation of the Vision Plan include:

Short Term:

- Establishment of an implementation task force;
- Encouragement and facilitation of a South Main Street Business Improvement District;
- Modification of zoning regulations along South Main Street;
- Installation of physical improvements including South Main Street streetscape and roadway infrastructure, community park improvements (e.g., Landau Park);
- Marketing of events, promotions and maintenance (e.g., street flower program).

Longer Term:

- Coordinate with County policy and administrative changes such as parking demand management strategies, creation of municipal parking;
- Implementation of economic development efforts including marketing and promotion and establishment of authorities (e.g., Local Development Corp.);
- Establishment of a local development corporation or similar entity.

COUNTY ROLE

Rockland County manages and maintains the most important and visible property in the hamlet – the historic County Courthouse, Demarest Kill Park and County Offices. The county campus is an integral part of the community and integrated into

New City Hamlet Center Vision Plan

the hamlet. Unlike a typical suburban business park or office campus, the county campus is almost a seamless part of the neighborhood and downtown. Its location in the middle of the hamlet encourages walking and strengthens the Central Gateway. However, this location also presents challenges in transportation, parking,, expansion and growth needs. Through a continued campus planning process, the county will have a long-range plan for future structures, growth areas, park and connectivity amenities and a continuing dialogue with neighbors including the town government, residents and businesses in the vicinity.

Major roadways through the hamlet including North Main Street, New Hempstead Road, and New City – Congers Road are owned and maintained by Rockland County. It is important that the dialogue between the county, town and community continue to ensure that modifications to the roadway infrastructure are coordinated with the Vision Plan and the overall concept for the hamlet. In particular, the streetscape elements along the county campus and in front of the courthouse should be consistent with South Main Street designs and intersection alternatives considered for the Main Street and New City – Congers Road intersection that minimize adverse impacts to pedestrian connectivity. Recommended preliminary steps for the county include:

Short Term:

- Continue with New City Vision Plan implementation, participate in the streetscape program with the town;
- Include context sensitive design of New Hempstead Road improvements in the Central Gateway;
- Establish an enhanced pedestrian link between the County Campuses on New Hempstead Road, connecting the north and south sides in a safe manner with improved crossings and signaling;
- Establish enhanced links between the County Campus and Dutch Garden and Main Street;
- Enhance community activities and events like a Rockland County Fair.

Longer Term:

- Create a pedestrian mall with a fountain in front of the County Campus;
- Participate with Town to create parking management strategies and facilities capital plan;
- Investigate the option of an improved connection between the County Campuses with a pedestrian pathway which runs underneath New Hempstead Road;
- Continue campus planning and develop a formal campus master plan.

***Congers Lake Road Ad Hoc Committee Recommendations –
June 20, 2007***

Congers Lake Road Ad Hoc Committee
Gerard P. O'Rourke, 52 Trevor Lake Road, Congers NY 10920

June 20, 2007

Shirley J. Thormann
Chairwoman and
Members
Clarkstown Planning Board
10 Maple Ave
New City, NY 10956

Dear Mrs. Thormann & Members:

The Lake Road Ad Hoc Committee herewith respectfully submits our completed proposal for updating the Congers Overlay District regulations.

As interested Congers residents, we believe this assignment has afforded Congers with a forum for local input and we trust this will be helpful to the Board in updating the Overlay Plan. Thank you for providing us this opportunity.

In addition to submitting our recommended update for the town code, we wish to add the following comments we feel should also become an integral component of the update.

Background:

The committee utilized an exact copy of the current overlay obtained from the Town Code. We have lined out components we feel should be deleted, and inserted all additions and recommended changes in red on the enclosed copy.

Following the September 14, 2005 resolution of the Planning Board, this submittal covers only those areas with frontage on Lake Road from Kings Highway to the west side of Hemenway.

Areas not specifically located on Lake Road or without frontage on Lake Road were deleted from boundaries noted in the current code in order to comply with the area spelled out in this resolution.

Process followed:

Since beginning this review, our committee has met regularly to review all aspects of the regulations as currently existing.

Each Lake Road property owner was identified, invited, and many attended, a meeting arranged for property owners, to express their opinions and recommendations for their property, and to participate in an overall discussion of the future of the Lake Road area.

We met with Clarkstown Planning chairperson Shirley Thormann to review, in general terms, our assignment, current regulations, and to request copies of needed documents, which were promptly sent to us by the Planning Board.

Certain definitions were verified with the Clarkstown Building Dept.

The March 2007 quarterly meeting of the Congers Civic Assn was devoted specifically to the Overlay Plan and for the public to attend and voice their opinions. Lake Road property owners were also sent a letter notification of this meeting and invited to attend.

We would like to express our appreciation to the Planning Board staff, particularly Diane, who was most prompt and helpful in this process.

Highlights and General Discussion:

Congers "Down Home" atmosphere and actual layout does not lend itself to over-development or an inordinate number of new apartments, be they second floor additions to existing properties, renovated buildings, or new construction. Congers is not capable of accommodating the necessary parking required to accompany a large number of new apartment residents.

Further, our study indicates it may simply not be economically practical to envision entirely retail only on the first level along the length of the Overlay district.

Considering the proximity of Congers to the town and county courts, government offices in New City, and easy access to major thoroughfares, we added professional offices as a recommended use. This would bring daytime activity into Congers and provide increased business activity for merchants without the need for overnight parking required of apartments.

Some property owners expressed the opinion that first level residential should be considered, not just retail.

To address this, we have added an allowance for new construction of townhouses, and for the conversion of first level retail, to residential type, provided the owner makes structural changes to the existing building to bring it to a residential style, thus blending with overall plan for residential building types.

We agree with the current boundary lines, exempting the area from Kings Highway down to North and South Harrison Ave from the overlay, in order to preserve the residential nature of this area. This area includes a number of Older Victorian homes that has historically been free of commercialization.

Allowance for construction of three story buildings (anything in excess of 35 feet in height) was deleted. This is not desirable in Congers.

We discussed color schemes for renovations, or new construction and feel earth tones are most desirable overall. The recently completed St. Paul's building exemplifies this concept.

Additional attention is needed for Pedestrian walkways, improved crosswalks, enforced speed limits, and signage requiring vehicles to yield to pedestrians. Arrangement similar to Main St. Nyack is recommended.

Acquisition and demolition of the old garage site on Lake Road is recommended as a key to lessening the parking issues in the overlay district. By opening up this area, patrons of local businesses and professional offices could utilize the site during the day.

A property maintenance regulation requiring owner compliance coupled with strict enforcement requirements should be implemented for the overlay area.

Major Properties:

Travalini building:

Our group endorses the concept put forth by the owners for development of townhouse units in the rear open area of the property, however this must be accompanied with a guaranteed plan that incorporates improving and upgrading of the main building.

Beckerle Property:

The attributes and location of this property and its proximity to shops, bus lines, Congers Park, etc. certainly lends itself to the tentative redevelopment housing plan floated by the owner. Senior citizen housing and a provision for emergency volunteers are favorable possibilities here.

We feel the retail building should front on Lake Road with loading docks and customer pickup in the rear, not as indicated in their preliminary plan.

Other than the foregoing comments, due to lack of an official final plan being submitted, our committee is unable at this time to recommend based on the tentative plans presented.

Hemenway Property:

In our update of the overlay district we deleted this property being permitted to construct 3 story building in order for any future plan to align with the overall. The property is somewhat unique in that it has part fronting on state highway 303.

For several years it has been home to unsightly and disparate businesses. Redevelopment of this property with a more complimentary business such as a drive-in bank, medical offices, or perhaps a clinical or research laboratory building with second level professional offices is recommended.

Summary Comments:

In submitting these recommendations, it is our feeling that we have provided all parties an opportunity to express their opinions. In turn our committee has digested all suggestions and after discussion, we feel this submittal best represents the long term interests of the Hamlet of Congers.

As the update plan proceeds, with appropriate notification, our committee will be available to the Board to discuss this submittal.

Sincerely,

Gerry O'Rourke
Chairman Ad Hoc Committee

Alex Bourghol
Member

Jan Davies
Member

James Hanigan
Member

§ 151-10. (Reserved)

§ 151-11. (Reserved)

§ 151-12. (Reserved)

§ 151-13. (Reserved)

§ 151-14. (Reserved)

§ 151-15. Severability.

If any portion of this chapter shall be declared void, ineffective or unconstitutional by any final decision of any court of record having jurisdiction, this entire chapter shall be deemed null and void and shall have no force or effect.

ARTICLE II Specific Hamlet Center Overlay Districts

§ 151-16. Congers Hamlet Center Overlay District. [Added 2-10-2004 by L.L. No. 1-2004]

- A. Boundaries. Congers Hamlet Center Overlay District includes those properties that are, at the time of the adoption of this section, zoned "LS, LIO, CS, R-10, R-15, with frontage on Lake Road, Burnside Avenue, or North Rockland Avenue and located within 450 feet of Congers Lake Road and within the area from the west sides of Sherman Avenue and Pleasant Street Hemenway (Long St.) north to the east sides of North and South Harrison Avenue. Congers Hamlet Center Overlay District also includes those properties that are, at the time of the adoption of this section, zoned "LIO" and located with frontage on Hemenway Avenue. (See Map of District in Subsection M herein.) The area from Kings Highway/Old Haverstraw Road to North and South Harrison Ave. is to remain intact to preserve existing Victorian style buildings.
- B. Incentive use, permitted pursuant to § 261-b of the Town Law. As an incentive to encourage revitalization within this district, one-bedroom apartments, and professional offices, shall be permitted over retail stores as well as first level professional offices. In addition construction of single family townhouses is permitted. This incentive is allowable by special permit of the Town Board and is subject to the requirements of §§ 290-15 and 290-32C(5). This incentive use is subject to additional regulations as follows:
- (1) Exterior renovations, approved by the Architecture and Landscape Commission, in an architectural style that will harmonize with the architectural features of the unique buildings within this district are required for any building to which an apartment or apartments shall be added under this incentive. All must conform to the overall plan for the Congers Overlay main street district.
 - (2) New construction in an architectural style, approved by the Architecture and Landscape Commission, which will harmonize with architectural features of the unique buildings within this district, shall be required for any new building that will have an apartment, or apartments, professional office facilities, or townhouses constructed under this incentive. All must conform to the overall plan for the Congers Overlay main street district.
 - (3) Balconies facing Lake Road, or on sides of building within view of Lake Road are not permitted. Balconies in rear permitted only with approval of planning board as part of overall review. ~~for any apartments created under this incentive shall be constructed to~~

~~give privacy to those using them as well as to shield those users and their personal effects (furniture, banners, etc.) from view of passersby. Exceptions to this requirement may be allowed by specific approval of the Architecture and Landscape Commission when there is convincing evidence to show that the exception will improve the appearance of the building.~~

- (4) Apartments created under this incentive shall be limited to one bedroom per apartment, with square footage limited to 1,000 sq. ft. maximum, and the certificate of occupancy shall be conditioned upon occupancy by no more than two individuals. Only the bedroom shall be used for sleeping purposes. No other habitable space shall be converted or used for sleeping purposes.
- (5) Existing parking between the building and the front lot line shall be relocated wherever possible; where not possible, parking shall be separated from the street by stone walls, opaque fencing, landscaped berms or hedges, no higher than 4 feet, as determined by the Planning Board as part of site plan review.
- (6) Nothing herein shall be construed to allow a new building to have a third story or an existing building to be allowed to build a third story, ~~except on properties zoned LIO at the time of the adoption of this section.~~ There is to be no exception or variances granted in this regard.
- (7) Property owners shall be required to give rental preference to Congers & Clarkstown residents for any apartment created under this incentive. Preference shall first be given to volunteer emergency personnel: (including Specifically members of the Congers volunteer fire departments and Congers-Valley Cottage ambulances corps) and then to other members of Clarkstown emergency volunteer groups, and to senior citizens. Any application for a certificate of occupancy for any apartment created under this incentive shall be accompanied by a declaration of covenant running with the land providing for the above preference. Such declaration shall be in a form approved by the Town Attorney and recorded with the Rockland County Clerk.

- C. Uses permitted by right. All LS (Local Shopping) uses are permitted throughout this district, except that drive-in restaurants are not permitted. Please refer to listing of recommendations for deletion.
- D. Uses permitted by special permit. All LS special permit uses are permitted in this district, except that the only ~~no~~ residential uses of any type ~~shall be added~~ allowable within the district ~~except~~ is for one-bedroom apartments, over retail stores, over professional offices, and newly constructed townhouses, as permitted as an incentive use. With approval of Planning Board, a first floor retail establishment conversion to residential is allowable only if the structure is converted to a residential style building conforming, in type, to building standards established in this regulation. Please also refer to listing of recommendations for deletion.
- E. Permitted general accessory uses. All LS)permitted general accessory uses are permitted in this district, except that no temporary sales offices are allowed. Please refer to listing of recommendations for deletion .
- F. Permitted accessory signs. In order to further identify the district as a unique setting, specific sign requirements
 - Types of signs. The following types of signs shall be permitted and all others excluded; with the exception of signs within the public right-of-way for directing traffic and providing information to the general public:
 - (a) Wood freestanding or monument signs: Wood freestanding signs that are painted or carved. Freestanding signs shall not exceed a total of twelve square feet inclusive of lettering, background and borders, and shall be no taller than six feet. Only one freestanding or monument sign shall be permitted per property. If more than one business is located on a single property, then all business names shall be combined on a single directory sign. Freestanding and monument

replace these
usually
permitted in
LS or LIO
zones.

(1) Town sign
regulations
apply. (chapter
243 & design
guidelines)

signs shall be permitted in the front yard, provided that the location of such sign does not interfere with traffic safety. Signs may also be parallel or at right angles to the building.

- (b) Wood panel or individual-lettered signs: Wood panel or individual lettered signs may be used on any elevation of the building and may be painted or carved or individually made. Such signs may not exceed a total of ten square feet for each business on each elevation, inclusive of lettering background and borders. If more than one business exists in one building, then only one such panel sign shall be permitted per business on any single elevation.
- (c) Directional signs for the convenience of the patrons or customers may be permitted, however these signs shall be no larger than necessary to serve the purpose for which they are intended, and colors and materials shall coordinate with the overall design of signs for the entire property.
- (d) Window painting. Where appropriate, painted window signs may be permitted; however, typeface will be limited to Times New Roman or similar typeface. Window sign will be hand lettered and shall not have a painted background. The space permitted for a window sign shall not exceed 25% of the total window area, as measured from the outer edges of the lettering.

- (2) Lighting. Lighting of signs shall be permitted by means of directional lighting from the base or the top of the sign. Internal illumination, fluorescent lighting or neon lighting is prohibited. All lighting shall not interfere with the comfort and safety of the general traffic and nearby residences. Discuss?
- (3) Color and design. A sign package for the entire site shall be approved in context of the design of the building. All applicants shall be required to submit plans for signage package so that the colors and design may be discussed in context with the design of the elevation of the building.

G. Required off-street parking. Parking requirements for this district shall be the same as for LS, except for

- (1) Retail and service stores and establishments, including professional offices, require at least one space per 300 gross square feet of gross floor area.
- (2) One-bedroom apartments require ~~at least one space per apartment.~~ two off-street spaces per apartment. Townhouse structures require two off street spaces per unit.

H. Required off-street loading berth requirements for this district shall be the same as in LS. , with restriction that they not be visible from Lake Road

I. Additional use regulations for this district shall be the same as in LS, except the Planning Board may:

- (1) Reduce the distance from driveways and parking to residential district zoning boundaries only if equivalent visual and sound protection can be provided to residentially zoned properties.
- (2) Allow, where no alternative is available, a driveway for access from the street to the side or rear of the property for parking or delivery access, with requirement that adjoining driveways require 25 feet buffer between them.

J. Bulk regulations for this district shall be the same as in LS, except:

construction ~~shall not~~ must be included and counted as part of the FAR regulations.

- (2) The area between the front lot line and the building line shall be landscaped.
- (3) Parking shall not be permitted between the front lot line and the building line for new construction.

K. Unique buildings. The Town Board designates the following buildings in this district as unique buildings. The illustrated buildings should be retained if possible and incorporated into site design for any new development. Modifications necessary to accommodate a new use will be permitted; however, it is the intention to require that all project plans retain original features of the buildings, including window type and configuration, front entries, storefronts (if applicable), and identifying decorative details, including those that provide a historical reference to the original use of the building.

- (1) Congers Station. This building is significant for its role in the development of transportation and the businesses it attracted to the hamlet. Retain original exterior sheathing, windows, doors, entry configuration, details that identify the station, chimneys, platform shelter shape, roofline, and building configuration.
- (2) Fire House. Retain exterior stucco sheathing, decorative contrasting feature under windowsill, window configuration, lettering on front of firehouse, garage doors and other entries, roofline.
- (3) Bourghol Building: early mixed-use commercial building. Although this building has been modified, the building is fairly intact and is a good example of a Colonial-Revival-style commercial building. Original features to retain include the original window configuration, storefront, roofline, wood sheathing, chimney features and door locations. Porch modifications should be made to emulate a colonial style, and should be made of wood. Sheathing on the front of the storefronts should be changed to match the rest of the building.
- (4) VonThaden Building (former Dickenman Building): commercial building. This building was recently damaged by fire. Features to be retained are the location of the windows and doors, original sheathing, corner entry, parapet line.
- (5) Travaglini (Last Chance Saloon) Building: Federal-style commercial building. Features to retain: original corner entry, window size, type, and configuration, exterior sheathing, and coping. Decorative horizontal accent above corner entry should be restored along the facade that faces Lake Road at the pedestrian level and should take into account the entire building instead of allowing modifications of individual storefronts. Large buildings such as these also benefit from a coordinated signage package to create uniformity across the facade.
- (6) Colett (Rick's Club American) Building: Colonial-revival-style commercial building. Features to retain: original features to retain include the original window configuration, storefront, roofline wood sheathing, chimney features and door locations.
- (7) Grande Centrale Restaurant Building: Colonial-style commercial building. Now serving

LIO---RECOMMENDED DELETIONS FOR CONGERS OVERLAY ZONE

Column 2

Delete following items:

- Item 5. Warehouses
- Item 7. Car dealerships
- Item 13. Carnivals and Circuses (except fund raisers-fire Dept., church etc)
- Item 14. Auto repair shops
- Item 15. Large Social halls

Column 3

Board of Appeals:

- Item 1. Substations
- Item 3. Public Utility Towers.

Town Board:

- Item 2. Sandpits
- Item 3. Gasoline Stations
- Item 4. Auto Laundries
- Item 6. Recycle facility
- Item 7. Mini warehouses
- Item 9. Hazardous waste facility

Column 4

Permitted General Accessory Uses

- Item 1. Caretaker dwelling unit for any instructional use.
- Item 7. Accessory parking --
- Item 8. ""any similar accessory use" too broad.
- Item 10. Primates for lab purposes

Column 5. Signs

Alex is reviewing details of new sign regulations.
Leave this to new ordinance and comment after hearing from Alex

Column 6. Parking

In general we have covered this in our update changes to overlay.

Column 7

- Item 4 Mini Warehouses

Column 8

- Items 5 & 6 Insert words "all should, instead of other" for both situations to require approval of respective boards.

Some of the other items seem to have little applicability to our situation.

June 2007 submitted by Congers Lake Road Ad Hoc Committee

LS RECOMMENDED DELETIONS FOR CONGERS OVERLAY ZONE

Column 2

Item: 3

We believe nursery schools should not be excluded. Remove word "except".

Item: 9

Refer to changes we are indicating in the revised Congers Overlay Plan to the effect . "Items added as permitted uses in Congers Overlay Plan."

Column 3

Delete Item 3. public utility towers.

Column 4

Delete Item 1. Trailer parking

Column 5

Alex 's sign review.

Column 6

Item 4b. Delete Fast-Food

Item 8b. Needs to be corrected to 2 spaces per apartment or townhouse unit.

Column 7

Item 4. Should this reference LIO instead of LS?

Column 8

Item 5 Change to uses referenced in Congers Overlay Update

June 2007 Submitted by Congers Lake Road Ad Hoc Committee

Joe Simoes

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fax 357-0756

Jay A. Greenwell, PLS, LLC
Land Surveying and Land Planning

Town of Clarkstown

MAR 31 2009

Council Chambers

March 28, 2009

Shirley Thormann, Chairwoman
Town of Clarkstown Planning Board
10 Maple Ave.
New City, NY 10956

Re: Comments on Congers and Valley Cottage Overlay Districts

Dear Shirley:

Thank you very much for the opportunity to address the board and consultants on the overlay districts the other night. It is refreshing to be able to meet with the members in an informal atmosphere and let them know how things look from the applicant's perspective.

Per your request, we are enclosing an edited synopsis of the comments we made at the meeting, outlining some problems and suggestions. We hope this is helpful in considering modifications to make the process more "user friendly".

Should you have any questions, we would be happy to continue the discussion.

Sincerely,


Jay A. Greenwell, PLS

cc: Joe Simoes, Planner

85 Lafayette Ave.
Suffern, NY 10901
(845) 357-0830
fax 357-0756

Jay A. Greenwell, PLS, LLC
Land Surveying and Land Planning

Project: Congers / Valley Cottage / West Nyack Hamlet Overlay Comments

Workshop Meeting Date: 3/25/09

Synopsis:

Comments on Hamlet Center Overlay District:

- Objective was to provide incentives to property owners to encourage revitalization, encourage pedestrian activity, stimulate business, maintain historic and architecturally significant buildings and renovation.
- Incentive in the zoning is basically to promote the creation of one bedroom apartments over retail stores; the incentives include having the apartment not accrue to the floor area ratio of the building, reduction in the parking requirement from 1/200 sf to 1/300 sf, and adding one space per apartment
- The architectural elements discussed in the overlay districts are clear and well defined in the code, and the idea behind the overlay is very well intentioned but there are several drawbacks to the zoning elements as it was adopted.

Case Study:

- Sean Keenan's project on Lake Road ("SMK Lake Road") was a proposed 900 sf retail facility with an apartment above on a non-conforming lot of approximately 4200 sf.
 1. In May of 2004, we submitted plans for a small retail building on the lot on the south side of Lake Road, with a one bedroom apartment above. Variances were noted as required on the plan, for pre-existing small lot—lot area, front yard setback, rear yard buffer and parking spaces. During several TAC meetings, some procedural problems came to light: it was determined by the Town Attorney's Office that we were not allowed to request variances for a plan in the Overlay District, and secondly, when constructing an apartment over proposed retail, the floor area ratio was counted in the total—it was only when constructing apartments over existing retail that the incentive applied (that is—the apartment did not add to the floor area).
 2. So rather than move in a linear fashion...we had to withdraw the original submission (1/05) for the retail and apartment, then the project went to the Planning Board for Site Plan approval for a 900 sf retail facility without an apartment above (submitted 6/05, meeting 11/05), then to the ZBA for variances as needed (submitted 12/05, meeting 2/06), then back to the PB for final Site Plan approval (8/23/06), then to ALC and County Highway for

permitting and ultimately signature (1/7). Then we had to start over again, new SEQR submission (1/07) and back to the PB (2/07) for Amended final showing the apartment over the approved ("existing") retail, PB referred the matter to the TB for special permit for the overlay district to allow the apartment (TB meeting 7/07), back to Planning Board for a new final approval (10/07), and new final signature 12/07. This project took 3 years and 6 months, which is very onerous time line. ***It should be noted that this timeline was in spite of the fact that every board the applicant appeared in front of supported the project.***

3. This was a very convoluted approval process—involving two Planning Board applications and approvals. While the applicant's intentions were apparent, and the building was shown as two story from the beginning, it would be preferable if the applicant were allowed to present the entire project (including any variances needed) and proceed in a linear fashion. **We would recommend allowing modifications to the underlying zoning code by the Planning Board, or allow request for variances within the overlay district.**

Additional Comments:

1. **Suggest revision to the overlay to allow for the incentive apartment over proposed retail or proposed office, or any permitted use in the underlying zoning.** We did a project for Phil Scala in the Valley Cottage overlay, and had the problem that there was a veterinary office on the lower floor and Phil was considering adding apartments above on the second level. But the office use was not construed as meeting the requirement, and it was not allowed. It is our understanding that the Valley Cottage overlay has been subsequently amended to allow apartments over office area and we think this is a good idea.
2. Similarly, we are currently processing an application for Graziano and Bertolino—right across the street from Sean's project. We have submitted plans for TAC review to demolish the existing derelict buildings and construct a new facility, but this application has the same difficulty: once you are demolishing the existing structures, the use is not "existing retail" and therefore the floor area of the new dwelling units are counted as part of the FAR. Also, because variances are required, it would have to follow the same non-linear approval process.
3. **The reason that the issue of variances becomes so important, is that it seems like almost any application for the overlay incentive will involve variances. Most of the existing buildings are close to the street (or in fact within the DSL), with non complying yards, buffers, etc.**
4. There is another inconsistency in the code: the LS zoning requires a front yard of 25' from the DSL but provides that the front yard may be reduced to

the average of commercial buildings within 100' of either side of the lot. But many of the existing buildings are within the DSL (witness Bertolino), and the average would fall inside the DSL.

5. As a side issue: the County Planning Board is going to give a disapproval on almost every project in the Congers overlay zone, since most will require variances (witness the 1/19/06 County Planning Board review for SMK)—since the overlays fall on County Road...always going to need an over-ride.
6. **Suggest modifying the height requirement in the overlay district.** The height permitted is 15' plus 1' per foot of distance from the DSL. The thrust of the overlay, to enhance pedestrian activity and shopping, dictates that buildings be close to the front sidewalks. However, that will mean that virtually every structure will need a variance from the building height in order to construct the second floor apartments.

PARTNERSHIPS & CONNECTIONS: TOWN OF CLARKSTOWN COMMERCIAL CORRIDOR TRANSPORTATION & LAND USE STUDY

Final Report

prepared for

Town of Clarkstown

prepared by

Cambridge Systematics, Inc.

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1.0 INTRODUCTION

This report is presented to compile the work that Cambridge Systematics (CS) has completed to set Clarkstown on a course to improve its land use and transport system. It will lay out a vision for the city; prioritize transport system improvements; clarify the respective responsibilities of different stakeholders in implementing these initiatives.

Towns define themselves through creating housing and social connectivity, facilitating a vibrant economy, ensuring efficient mobility for all, assuring high quality open spaces and public services, as well as celebrating arts and culture. How towns address these factors reflect their attitudes toward the dignity and quality of life of its residents.

At its core, this report asks the following questions:

- How should the town of Clarkstown look, feel and function 20 years from now?
- What investments in transportation and land use planning will enable the town to achieve this vision?

1.1 Integration and Balance

Hudson Valley towns are becoming engines of innovation and economic growth. Employment opportunities and social services attract people from rural areas and other regions. To accommodate growing demand for residential and commercial space, urban boundaries are extending in an often uncoordinated manner.

Linkages between land use planning and transportation become apparent when looking at US cities and towns. Over the past 50 years, decentralized urban forms and uncoordinated land uses have created significant challenges for transport infrastructure, and people's basic mobility needs have gone unmet. We have seen residents become more and more dependent on private vehicles to fill the gap of mobility demand that is not met by other modes (public transit, walking, cycling, etc.).

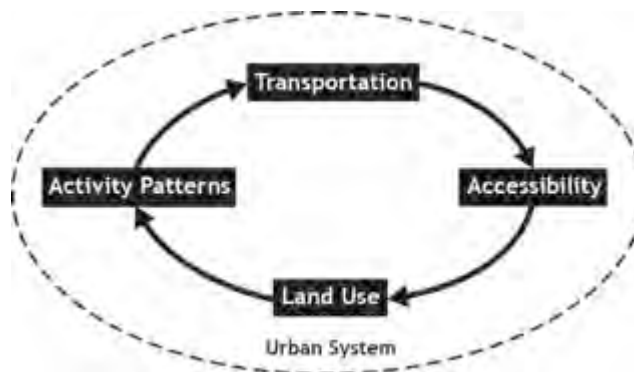
Continuing the dependence on personal motor vehicles drives traffic congestion, degrades air quality, negatively impacts public health, and amplifies social segregation (based on income, age, or ability). These unintended consequences from over-reliance on a single mode of transportation lead to the demand for costly road expansions, which further induces additional vehicle usage and result in worsening the above impacts.

Urban land use patterns result from a combination of private and public decisions. An area's transport network is intimately woven into the existing demographic, economic, environmental,

social, and political conditions. Following a business as usual strategy, low-density developments and increase trip lengths will continue to favor a higher share of automobile trips.

The integrated land use and transportation planning offered in this report presents the town of Clarkstown with an effective system for managing travel demand and incentivizing development that is supportive to alternate transportation modes. Cambridge Systematics believes that compact development with a good mixture of social and economic functions can minimize unnecessary trips. Thus, land use not only shapes Clarkstown's buildings, but also determines the community's accessibility, mobility / energy consumption, and activity patterns (see below).

Figure 1-1: Cyclical relationship between Land Use and Transportation



Traditional transport planning often follows an approach known as “predict-and-provide.” Planners estimate future growth in the use of personal motor vehicles based on past trends and calculated the infrastructure requirements needed to accommodate this growth. Today, planners increasingly recognize that transport trends are far from inevitable - the infrastructural investment choices that a town makes have profound impacts on the travel behavior and quality of lives of its residents.

Properly balanced mixed land use planning to keep travel distances short within the city. Integrating land use and transport planning means striking a balance of mixed uses (residential, educational, employment, recreational, retail, and services, etc.) that recognizes the value of the spatial proximity, layout, and design of those uses. Considering the long term impacts of land use decisions on the natural and built environment, including transport systems and facilities, is critical to this integration and balance.

1.2 Demographic Impacts

Clarkstown's percentage of residents who are 65 years old or older is notably on the rise – they comprise 17 percent of the town's population . Clarkstown has the opportunity to assist residents in growing older with dignity and independence through at combination of public realm, transportation, and land use planning decisions. For example, alternative transportation modes,

such as walking and using public transit, are important for the mobility and health of seniors. It is equally important to support access to seniors by in home care attendants. Service providers also have an easier time providing higher quality services to senior and disabled residents in denser developments, because their commutes are less challenging. Enabling seniors to remain active in their own community is an essential task for Clarkstown, and land use policies that both enhance accessibility and encourage clustering of services and activities are necessary to complete it.

Cambridge Systematics' work and this report is presented to rebalance transportation investment priorities and support the integration between land use and transportation planning to better meet Clarkstown's future mobility needs.

2.0 METHODOLOGY

Cambridge Systematics undertook the following tasks as part an effort to rebalance transportation investment priorities an support integration between land use and transportation planning in Clarkstown:

- **Existing Conditions Analysis:** CS evaluated the existing zoning and land use conditions in Clarkstown. The evaluation included detailed analysis of the Clarkstown Town Code and used mapping tools to evaluate, parcel-by-parcel, the existing land uses and how they relate to existing zoning districts. The evaluation also included an examination of past zoning variances applied for and received, and where these were located townwide. The assessment identified key issues for three land use categories targeted in this study: multifamily residential, commercial retail, and commercial office and light industrial districts. To understand local needs of landowners and businesses along each corridor, a survey was conducted (in an interview format) to gather key information on infrastructure needs of landowners and businesses in the study area.
- **Corridor Visioning and Concept Development:** CS identified areas of opportunity and presented preliminary visions for land use regulations that meet the goals of the town while supporting local needs. CS presented elements of the preliminary vision to residents and business owners in the study area, to gather information for further development of the vision and appropriate zoning codes. From preliminary visions, corridor concepts were developed and then used to guide the development of supportive alternative zoning codes. CS presented Corridor Concepts to the Clarkstown Comprehensive Plan Steering Committee, the Multi-Board, and at public meetings for review and feedback.
- **Zoning Code Alternations:** These were proposed where current and predicted land uses in the Town do not confirm with the goals and strategies outlined in the long range Comprehensive Plan as well as in locations where alternations coincide with the approved corridor concepts. CS evaluated the potential for development and negative environmental effects related to recommended zoning changes through a build out analysis.

3.0 EXISTING CONDITIONS ANALYSIS

3.1 Comprehensive Plan Review

3.1.1 Goals and Objectives

The 2009 Town of Clarkstown Comprehensive Plan (Plan) both updates and moves beyond the previous Plans of 1966 and 1999; providing a wide-ranging report of existing conditions within the Town and a holistic framework for present and future land-use decision-making. The Plan follows the format of a Generic Environmental Impact Statement (GEIS), analyzing potential adverse impacts and proposing mitigating actions. The Plan has a vision of reconnecting the Town to its history while simultaneously “projecting” it toward a promising future.

The overall vision is woven through the seven interrelated goal areas – Economic Development; Environmental Resources; Health Safety and Welfare; Historic and Cultural Resources; Housing; Recreation, Parks, and Open Space; and Transportation. Each goal area features a set of overarching objectives and a series of specific, actionable objectives formulated by citizen subcommittees. The work of the subcommittees incorporated suggestions and feedback from a series of public meetings held across Clarkstown.

Below, each goal area is reviewed and accompanied by a brief discussion of more targeted objectives.

Economic Development

The Town identifies itself as a “business-friendly community,” and strives to maintain this status amid a changing economy. Clarkstown’s largest single economic sector is retail trade, followed closely by health care and social assistance. Smaller, but still significant economic sectors include accommodation and food services; professional, scientific, and technical services; and construction. The Town holds land suitable for business and industry, as well as an educated work force. The Clarkstown Economic Development Strategy highlights several industries that the Town may wish to target, including biotechnology, clean technology/alternative energy, educational services, financial services, medical devices, and professional and technical services.

Environmental Resources

The citizens of Clarkstown identified the Town’s great diversity of environmental resources as a key attractor of both residents and businesses. The Plan aims for a balanced approach to development, one which values the Town’s abundance of natural and aesthetic assets while achieving economic, housing, health/safety/welfare, and transportation objectives. The concept of environmental resources is multifaceted and includes sensitive lands (particularly ridgelines and farmland), water resources (sources, recharge, stormwater management, and wetlands), air

quality (monitoring and dust control), plants and animals (including open space acquisition to protect habitat), aesthetic resources (views and character), Critical Environmental Areas, energy (building standards), and quality of life issues (noise, dust, and odors).

Health, Safety and Welfare

The Plan describes a strong network of emergency services located within or proximate to the Town. Many of these services are provided by volunteers, especially the critical services of fire protection and ambulance corps. The Plan notes diminishing volunteer participation and establishes the objective of making life in Clarkstown more affordable for volunteer emergency services workers. Health, Safety, and Welfare is also closely linked to the transportation network, specifically bicycle and pedestrian mobility.

Historic and Cultural Resources

Clarkstown is rich in significant historic and cultural resources, a source of significant civic pride. Objectives in this Goal area emphasize maintaining an accurate inventory of significant sites, preventing the destruction of existing resources, improving upkeep and maintenance, and educating residents on the Town's historic and cultural heritage.

Housing

With incomes rising and vacant land for residential development becoming scarce, the Plan identifies three overarching housing objectives: create opportunities for more affordable housing, protect neighborhoods from inappropriate development, and promote green building practices.

Recreation, Parks, and Open Space

The Plan celebrates the evolution of a premier parks and recreation system in Clarkstown over the past 50 years, and sets out a number of specific projects which will further enhance recreational opportunities for residents. As a complementary strategy, the Town aims to continue the strategic acquisition of open space areas—particularly those which offer significant conservation, aesthetic, and historic value to the Town.

Transportation

With the roadway network increasingly strained in and around Clarkstown, the Plan focuses on reducing congestion and increasing safety on roadways while bolstering transit, bicycle, and pedestrian mobility. Transportation, as the Plan notes, is inextricably tied to residents' quality of life, and is fundamentally related to land use and development patterns.

3.1.2 Corridor-Related Goals

In recognition of the cross-cutting nature of several objectives related to corridor transportation and development, a re-categorization of the objectives was performed—allowing for a more comprehensive analysis (see Table 3.1, which also identifies the original goal area(s). These objectives collectively emphasize the corridors’ general suitability for greater commercial, industrial, and (in selected instances) residential density, as well as their potential role in facilitating more sustainable travel options (such as walking, biking, and public transit).

Table 3-1: Comprehensive Plan Goals Applicable to Corridor Study

Goals and Objectives Relevant to the Corridor	Original Goal Area
Apply zoning changes to create and expand commercial development in areas that are best served by the Town’s existing infrastructure	Economic Development
Develop zoning that encourages and protects the safety of pedestrian and bicycle traffic	Health/Safety/Welfare
Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 59 Corridor, and other parts of Clarkstown	Transportation
Add to the economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge reconstruction and other regional transportation initiatives	Transportation
Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes	Transportation
Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors	Transportation
Provide for commuter transit services that are accessible, efficient, and safe	Transportation
Create a walking environment that is accessible, safe, and enjoyable	Transportation
Create a cycling environment that is accessible, safe, and enjoyable	Transportation
Develop Hamlet Centers with transportation options and connections	Transportation
Create diverse mixed-use development areas that allow for walking and biking and are well served by public transportation	Transportation
Permit apartments over businesses	Housing
Adopt zoning that requires a set aside of new units for workforce and volunteer housing	Housing
Plan for and develop additional subsidized affordable units for seniors	Housing
Expand initiatives to safeguard neighborhoods from inappropriately scaled development	Housing
Implement programs which require and/or encourage environmentally sound building design	Housing

Source: Partnerships and Connections, Town of Clarkstown Comprehensive Plan.

While the Town possesses diverse policy, planning, and financial mechanisms that could be brought to bear in order to help achieve these goals, this study focuses on the related tools of

zoning, land use laws and codes, and development controls. Although in several instances the appropriate deployment of these tools is obvious and directly relevant, other corridor goals are supported only indirectly by zoning:

- Apply zoning changes to create and expand commercial development in areas that are best served by the Town's existing infrastructure. Zoning for proper uses and densities is critical to enabling appropriately scaled development in infrastructure-rich locations, such as the corridors.
- Develop zoning that encourages and protects the safety of pedestrian and bicycle traffic. Zoning, while not explicitly geared to impact the safety of bicyclists and pedestrians, can influence parking configurations, sidewalks, curb cuts, lighting, plantings and (by controlling density) traffic volumes, all of which place a role in the safety of non-motorized modes.
- Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 59 Corridor, and other parts of Clarkstown. Key factors in ensuring efficient travel include sizing development to correspond with existing and planned infrastructure and transit service and permitting densities that support transit in selected nodes (ideally displacing single-occupant vehicle trips).
- Add to the economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge reconstruction and other regional transportation initiatives. Proper zoning is important in order to enable sufficient densities (of population and of commercial uses), a critical factor in the feasibility of new and enhanced transit and/or commuter services corresponding to major infrastructure improvements.
- Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes. Appropriate zoning is crucial to limiting the SOV trip generation potential of new development and to allowing transit-supporting densities – both of which can lower traffic volumes. Parking, curb cuts, and sidewalks can also affect safety, both positively and negatively.
- Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors. Zoning must allow for densities and uses that generate sufficient activity to support transit service.
- Provide for commuter transit services that are accessible, efficient, and safe. Well-functioning commuter transit services help make Clarkstown an attractive place to live and work.
- Create a walking/cycling environment that is accessible, safe, and enjoyable. Parking, curb cuts, and sidewalk quality may be dictated by zoning and clustering origins and destinations

in order to enable reasonable walking or cycling trips can be achieved by allowing for appropriate densities and a mix of uses.

- Develop Hamlet Centers with transportation options and connections. Hamlet Centers with higher densities and greater non-motorized accessibility to transit will support a greater variety and higher quality of transportation options.
- Create diverse mixed-use development areas that allow for walking and biking and are well served by public transportation. Zoning for a mix of uses accessible by public transit – also known as transit-oriented development (TOD) – adjacent to commuter rail or bus stations increases accessibility to those resources. Dense, mixed-use zoning with high sidewalk and streetscape standards is more likely to create sustainable, safe neighborhoods.

3.1.3 Targeted Areas of Development

The Clarkstown Comprehensive Plan sets out general, geographically oriented guidance on targeted areas for development, as well as areas for conservation. Given the status of the study corridors as high-density, transportation-rich areas of commercial, industrial, and multifamily housing development, it makes sense that the Plan’s development recommendations, in particular, often reference these corridors. The targeted areas for development are identified below.

Table 3-2: Targeted Development Areas

Development Type	Location
Residential – Medium and High Density	<ul style="list-style-type: none"> • Hamlet Centers • New City Gardens
Hotel/Conference Center	<ul style="list-style-type: none"> • Near Palisades Center Mall, West Nyack
Office and Industrial Facilities	<ul style="list-style-type: none"> • Corporate Way, Valley Cottage • Brenner Drive, Congers
Mixed Use	<ul style="list-style-type: none"> • Main Street near Nanuet Mall, Nanuet • Tucker Avenue, New City (Hamlet Center) • Lake Road, Congers (Hamlet Center) • Squadron Boulevard, New City
Transit Oriented Development	<ul style="list-style-type: none"> • Near Palisades Center Mall, West Nyack
Mall Redevelopment	<ul style="list-style-type: none"> • Nanuet Mall, Nanuet

3.2 Existing Zoning Code Analysis

In order to gauge how current zoning and land uses in the study corridors are meeting community needs and the goals of the Clarkstown Comprehensive Plan, an assessment was conducted of current zoning and land-use designations. The goal of this exercise was to provide the context for analyzing existing and planned land uses in terms of their compatibility with the Comprehensive Plan goals and targeted development areas discussed above.

CS worked with the Clarkstown Planning Department staff to examine 18 zoning districts in the Town Code. These districts included only commercial, industrial, and medium- and high-density residential zones included in the study corridors (see Table 3.3). In addition to the Town Code, the Town provided Geographic Information System (GIS) data to review the zoning map and contextualize the zoning text analysis. The assessment also included analysis of parcel-level (that is, lot by lot) land uses in the same study area and how they related to the zoning text and map. Land-use activities were identified using GIS files provided by the Town, which identify each tax lot, or parcel, and its use. The data files provided approximate information which was then verified by visually inspecting each property. The Town also provided lists of zoning code variances and changes to the zoning code occurring between the years 2002 to 2010. Finally, planned development projects for the corridors were considered as part of the analysis. Other map data provided the context for GIS analysis, such as lakes and wetlands, roadways, impermeable surface coverage, and public park properties.

In general, the Town Code presents a use-based (Euclidian) zoning system that details what uses are permitted and uses that require special permits. The Code also includes parking requirements, design guidelines, and other land-use considerations. If a type of use is not expressly addressed, it is generally not permitted in the zoning district except through Town Board or Zoning Board review and approval. As Clarkstown has grown and industries have changed, not all uses are addressed and some uses have since changed names or are no longer commonly found in the Town. In addition, the Town has been exploring, through its Hamlet Centers, zoning regulations that include elements of form-based codes or regulations. Form-based codes direct the appearance of activities and structures in a district, rather than naming specific uses. Guiding specific intensities of use and building types (rather than activity types) in an area allows for flexible development that is expected to facilitate natural development of neighborhoods with mixed, compatible uses (residential, commercial, etc.), and less guesswork by the user to determine what kind of use is permitted in which areas.

There are 18 zoning districts described in Chapter 290 of the Clarkstown Town Code. For the current corridor study, as stated above, this section will discuss the 14 districts that cover the high-density residential, commercial, and industrial zones. In addition there are four “special districts” included. Special districts are used in select cases and by discretion of the Town. This

analysis organizes the districts into three main groups: medium- and high-density residential, commercial retail, and commercial office/light industrial. The special districts are described separately.

Table 3-3: Primary Zoning Districts Included in Corridor Study

Category	Category Description	Districts
Medium- and High-Density Residential	For individual, family, and multifamily dwelling, including both rented and owned units.	MF-1, MF-2, MF-3; RG-1, RG-2, R-10
Commercial Retail	Retail, office, and other administrative uses.	LS, CS, RS, MRS
Commercial Office/Light Industrial	Medium-intensity uses for office, goods production or processing, and storing of goods.	PO, LO, LIO, M
Special Districts and Permits	Regulatory packages used at the discretion of the Town to develop.	SR-304 Special Permit, Hamlet Centers, AAR, PED

3.2.1 Commercial Shopping Zones

The shopping districts in Clarkstown are arrayed by development intensity, with LS the lowest density use, followed by CS, RS, and finally MRS. Key issues related to the four shopping districts are noted below.

- Specific uses are added in each successively intense commercial-shopping district, from nine in the LS zone to 20 in the MRS district. The “retail” uses (see Table 3.4) are the most clearly delineated by intensity of use.
- As with all zoning in Clarkstown, the strict use-based system – as opposed to form-based or performance-based zoning – is somewhat limiting in scope. As diverse business types, market preferences (for example, for mixed uses) and construction technology change, use-based zoning can lag behind and require increasing numbers of variances and legislation changes. In addition, not all potential uses can be listed, and some use descriptions are unclear.

Table 3-4: Commercial – Shopping Zones Use Comparison

	Use	LS	CS	RS	MRS
Civic	Churches and similar places of worship, Sunday school buildings, parish houses and rectories.	P	P	P	P
	Public parks and playgrounds.	P	P	P	P
	Community centers, libraries, museums, art galleries and similar facilities, and ambulance stations.	P	P	P	P
	Social halls, meeting rooms, convention halls, and catering facilities, whether commercial or nonprofit facilities.				P
	Fire, police, and similar public buildings.	P	P	P	P
School	Schools, except nursery schools.	P	P	P	P
	Child day-care center.	TB	TB	TB	TB
Residential	Motels and hotels subject to § 290-17l.		TB	TB	TB
	Agency boarding homes, agency group homes, agency community residences, and residential care facilities for victims of domestic violence.	TB	TB		
	Senior citizen housing.		TB		
Retail	Retail: drug, dry goods/variety, food, hardware, stationery, tobacco, newsstands, pickup/delivery for cleaning, laundry, and shoe repair.	P	P	P	P
	Retail: banks, liquor, barbers, beauty parlors, tailoring, pets, photography, restaurants, ^c tearooms, taverns, outdoor cafes.	P	P	P	P
	Retail: car salesrooms, car supply, home appliance, jewelry, art, upholstery, commercial printing.		P	P	P
	Retail: frozen food lockers, grain and agricultural products, building materials, monuments, outdoor car sales.			P	P
Services	Funeral homes, subject to all the conditions of § 290-17P.	ZBA	ZBA	ZBA	
	Research, development, experimental and testing laboratories.				P
	Offices for professional, governmental, and business use.	P	P	P	P
	Animal hospitals.		P	P	P
Recreation	Theaters, except drive-in theaters.		TB ^a	TB ^{a,b}	P
	Bowling alleys and billiard parlors.		P	P	P
	Commercial recreation establishments (dance halls, driving ranges, mini-golf and skating rinks). ^d			P	P
	Carnivals and circuses. ^e	P	P	P	P
Manufacturing/ Industry	Light-manufacturing uses, such as dry-cleaning, rug cleaning and laundry plants, printing and publishing.			ZBA	ZBA
	Sandpits, gravel pits, removal of topsoil and landfill or excavation.		TB	TB	TB
Storage	Mini-warehouses.			TB	
	Wholesale sales or storage and warehouses.			P	P

	Use	LS	CS	RS	MRS
Transportation	Car wash.			TB	TB
	Automotive and machinery repair shops, and open automobile and trailer sales lots.			P	P
	Gasoline pumps with kiosk only, subject to § 290-17F.		TB		
	Gasoline filling stations subject to § 290-17G.			TB	TB
	Railroad passenger stations or bus stations subject to §290-17K.	TB	TB	TB	TB
	Bus terminals on lots of at least five acres or more and located on major or secondary roads.			TB	TB
	Railroad right-of-way, provided that all brush and cut timber are disposed of in accord with approved forestry practices.	TB	TB	TB	TB
Utilities / Miscellaneous	Public housing substations or pumping stations and telephone exchange.	ZBA	ZBA	ZBA	ZBA
	Public utility right-of-way, towers, and lines for the general welfare.	ZBA	ZBA	ZBA	ZBA
	Floodplain uses within areas designated on the Official Map (parking, access, recreation, signs).	ZBA	ZBA	ZBA	ZBA
	Outdoor selling area.				P
	Reservoirs on lots of three acres or more and water towers and water tanks.		TB	TB	TB

- a No theater shall be located within 500 feet of any residential district or within 1,000 feet of any church or school or similar place of education or worship, said measurement to be from property line to property line.
- b There shall be no more than two theaters, whether standard or mini, located on any single parcel of land.
- c Drive-in restaurants shall be located only along major roads as classified on the Official Map (See § 290-4.)
- d Amusement parks, rides, and other similar activities are prohibited.
- e Subject to § 290-17E and L.L. No. 4-1976. (Ch. 117) as amended by L.L. No. 2-1978.
- P Permitted as-of-right.
- ZBA Zoning Board of Appeals (special permits).
- TB Town Board (special permits).

- One category includes “social halls, meeting rooms, convention halls, and catering facilities,” only permitted in MRS zones. However, catering facilities can be found in non-MRS zones in Clarkstown, some as part of restaurants (e.g., Hilton Garden Inn, Rocco’s). “Community centers, libraries, museums” and “art galleries,” which have intensities of use similar to social halls, and often include meeting rooms, are permitted in all shopping zones. Bowling alleys and theaters are allowed in CS and RS zones, but “meeting rooms” are not. The site design (lot coverage, landscaping and aesthetics) and impact on the neighboring areas are similar.
- Research and development laboratories are permitted in the MRS zone (in addition to the office zones in the next section), without specifying what type of facility, equipment, or work this entails. The code is unclear as to how laboratories are compatible with regional shopping centers but not other types of use in the shopping category. In the office category,

R&D laboratories are permitted in zones with schools, playgrounds, restaurants, and professional or government offices.

- As in other categories, sand- and gravel pits are permitted by special permit although this use would significantly restrict future development. Reservoirs and other water storage are also allowed and could create similar difficulties for future development.
- Mini warehouses can receive special permits for the RS zone, while wholesale sales or storage/warehouse is permitted as-of-right in RS and MRS. The only difference appears to be that mini-warehouses are divided into spaces less than 500 square feet each (this conditional use is also found in the LIO and M zones).
- In general, the bulk table indicates a preference for greater separation of uses as intensity of use increases. However, some uses could be placed close together to increase convenience, aesthetics, and share common Town resources such as parking space. In particular the minimum lot sizes and setbacks are not conducive to creating visually cohesive, walkable neighborhoods.
- Bulk tables show little difference between zones. An example is the front yard requirement of the LS (25 feet) and CS (30 feet) districts. Another example is the minimum lot sizes for LS (8,000) and CS (10,000) districts; it is unclear how a minimum size is related to differences in permitted uses.

LS – Local Shopping

This district offers local shopping convenience goods and services to the surrounding residential areas of the town and is not meant to attract shoppers from other areas because of specialty items or services.

LS districts are situated primarily in Nyack, Valley Cottage, Congers, and Bardonia hamlets. Of the 128 LS parcels in Clarkstown, only 25 parcels on about 18 acres of this zone are located in the study corridors, along the southern portion of SR-304 and northern portion SR-303.

Use: The as-of-right uses in the LS district form the base uses for all subsequent shopping zones. The uses include churches, community centers, museums, public parks, schools, safety and security facilities, offices, variety retail, and service retail such as banks and restaurants.

The ZBA oversees special permits for utilities, public right-of-way and power lines, parking/signs/driveways in floodplain areas, and funeral homes. Permits for these types of uses are required for the three other shopping districts as well. The Town Board oversees special permits for rail and bus stations, rail ROW, child care, and supportive housing.

Bulk: The LS zone is designed to accommodate the smallest scale of retail in Clarkstown. The minimum lot size and yard frontage requires a lot at least 50-feet wide and 160-feet deep. The front yard requirement of 25 feet is only 5 feet less than is required in the CS district. Side yards are not required, allowing for attached buildings. The FAR of 0.5 (the maximum allowed in any shopping zone) on the minimum lot size limits a building to 50 feet by 80 feet (4,000 feet squared) and 40 feet high, or approximately three stories.

CS – Community Shopping

This district offers goods and services that are needed by a larger segment of the town, including items of a more special nature such as clothing, banks, and printing shops. This district does attract persons throughout the town but is not meant to be a major attraction to large numbers of shoppers from adjacent towns or counties.

The CS districts are found on the Town's three main commercial corridors, SR-59, SR-304, and SR-303 (in addition, nearly all parcels zoned CS are included in the study area for this report). The CS zones are located primarily in or near each of the Hamlet Centers in Clarkstown. There are 104 parcels on 84 acres that are zoned CS in the current study areas. This does not include the approximately 151 parcels on 118 acres in New City, abutting the SR-304 corridor, which are also zoned CS.

Use: The district allows for retail uses of a more moderate scale than the retail zones RS and MRS. The CS zone allows three additional uses as-of-right that are not included in the LS zone that may offer specialized services not readily available in other neighborhoods. These include appliance- and car-related retail often associated with large products and showrooms, animal hospitals, and bowling/billiard facilities.

Special permits available through the ZBA are the same as the LS district. Special permits through the Town Board are available for greater commercial and infrastructure intensity. In addition to those available in the LS district (supportive housing, rail station, railroad ROW, child care) used by special permit include water storage, quarry, senior housing, theaters (less than 500 feet from residential district), hotels, and gas stations (with kiosk only).

Bulk: In general the CS district allows for larger structures to accommodate the more intense uses outlined above. The minimum lot size and front yard requirements are approximately 20 percent greater than the LS zone, requiring at least a 10,000 square feet parcel with 60 feet of street frontage – a minimum lot size of 60 feet by 167 feet. Like the LS district, side yard requirements allow for attached building structures common in many downtown and mixed-use areas. This design is primarily used on Main Street in Nanuet, and in New City (not in the current study area).

RS – Regional Shopping

This district offers the full range of commercial shopping needs from convenience to shopping specialty items in a location that is on or immediately adjacent to major state highways, in order to handle shoppers from the surrounding region.

RS provides the most intense retail district before the relatively large jump to the MRS district. The stated aim is for a range of shopping needs in locations that are readily accessible to drivers on State highways, with an eye toward maintaining traffic flow. As such, the uses permitted as-of-right or through special permit are the most extensive of the shopping districts.

The majority of RS districts are located on the east and west sides of Clarkstown on SR-59 (Nanuet and Nyack) and along the northern portion of gW near Rockland Lake Golf Course. There are 214 parcels on a total of nearly 400 acres zoned for this district. There is a total of approximately 70 acres of building footprints in the RS districts.

Use: The RS district permits the same uses as the CS district, and adds four more categories: recreation/amusement establishments, car repair, large-scale retail such as building materials, and warehouse-type facilities. Beyond the CS district, the ZBA can issue special permits for light-manufacturing uses. The Town Board board can issue special permits for four use groups not in CS, including gas stations, large bus terminals, car washes, and mini-warehouses. Unlike CS, however, the Town Board may not issue permits for boarding homes, senior housing, nor kiosk-only gas stations.

Bulk: The minimum lot size for the RS district is 20,000 square feet, or 0.46 acres, twice the minimum of the CS district. The greater minimum width, front yard, rear yard, and side yards, particularly abutting residential districts, indicates the expected high-intensity commercial activity which may create nuisances for areas of less intensive use. The FAR of 0.5 (the max for all shopping zones) on the minimum lot size limits a building to two stories at 30 feet by 160 feet (9,600 square feet). Maximizing the allowable height to 55 feet, or approximately four stories, would require a building no larger than approximately 30 feet wide and 80 feet deep.

MRS – Major Regional Shopping

This district offers the full range of commercial shopping center services, including without limitation convenience, shopping specialty items, and department stores on a site consisting of at least 75 acres in one or more lots and in a location on or immediately adjacent to major highways, in order to serve shoppers from the surrounding region.

Only two MRS districts are located in Clarkstown, including the Palisades Center Mall on 100 acres (built in 1998) and the Nanuet Mall on approximately 50 acres. The Palisades Center Mall MRS district borders LIO and RS districts between I-287 and SR-59. The code was amended in 1999 to increase the minimum acreage for the MRS district from 30 to 75 acres. Malls located in

RS districts were automatically included in the MRS category, which included only Nanuet Mall. An informal examination for this analysis yielded no undeveloped group of parcels that would be able to meet the minimum lot size for MRS zoning.

Use: The MRS district offers the greatest number of commercial uses as-of-right, going beyond the RS district to include theaters, outdoor markets, convention centers, catering facilities, and research and development (R&D) laboratories. The ZBA may not allow permits for funeral homes in the MRS district, but may permit utility infrastructure, ROW and power lines, parking or recreation in floodplains, and light manufacturing uses. The Town Board is somewhat more constrained than the CS district, with supportive housing, senior housing, small gas stations, theaters, and mini-warehouses not applicable to this zone.

Bulk: The MRS zone has the largest minimum lot requirement by over 65 times the next largest zoning requirement (RS), requiring at least 75 acres. The lot width must be at least 1,300 feet or approximately one-quarter mile. Yard and buffers along neighboring residential districts are greater by 50 percent than along commercial districts. Where neighboring a residential district, the building height is limited to half the front yard width. FAR is 0.5 as with all other shopping districts.

Table 3-5: Commercial – Shopping Zone Bulk Comparison

Bulk	LS	CS	RS	MRS
Minimum				
Lot Size	8,000	10,000	20,000	1,306,000
Width	50	60	80	1,300
Front Yard ^a	25	30	40	40
Total Side Yard ^b	0–15	0–15	50	50
Side Yard – Commercial	0	0	25	25
Side Yard – Residential	25	25	37.5	37.5
Rear Yard – Commercial	25	50	50	50
Rear Yard – Residential	25	50	75	75
Side Buffer – Commercial	5	5	5	0
Side Buffer – Residential	10	10	10	0
Rear Buffer – Commercial	5	10	10	10
Rear Buffer – Residential	10	10	30	30
Maximum				
Height – Commercial neighbor	15+Front	“	“	“
Height – Residential neighbor	15+Front	“	“	15+0.5 Front
FAR	0.5	“	“	“

^a Front yards for LS and CS require a 10-foot buffer if front yard parking is used. RS and MRS districts require additional 15-foot and 20-foot buffers, respectively.

^b Side yards are designed to avoid the creation of alleyways, or narrow roadways, between buildings in commercial areas.

3.2.2 Commercial – Office Uses

These uses differentiate themselves from other commercial uses by omitting retail opportunities other than those associated with providing amenities to employees or tenants of a building or development. In this way the districts are more limited in applicability than the retail uses while also including manufacturing and light industrial uses not included in the shopping zones. Some key issues related to the four shopping districts are noted below.

- While the as-of-right uses in the PO, LO, LIO, and M districts progress in the number of uses allowed, increasing in intensity of use in order, the organization of uses is somewhat irregular. Professional offices and fire/police stations are permitted in all zones, while health clubs are permitted in all but the LO district. A similar irregular assignment is that family recreation and automotive repair are allowed only in LIO. Likewise, manufacturing (all) and contractor storage is allowed only in M. Visual inspection for this study, however, showed that in many cases machine and vehicle repair located in other districts could present safety and aesthetic issues on par with light manufacturing uses.
- There are three categories of cultural centers and social halls for LO, LIO and M districts although they appear to require similar forms of development and infrastructure use.
- The special permits from the ZBA for 10 use types can be organized successively, starting with accessory pharmacies permissible only in PO, to flood plain and utility uses allowed in all districts, to heavier manufacturing and storage uses in M. The Town Board oversees a greater number (21) of special permit types, ranging from senior housing (PO only), to warehouses (LO only), to quarries (M only). Interestingly, family recreation and child care centers are considered part of the LIO district alongside uses of greater intensity such as car washes, hazardous waste shipping, and manufacturing.
- Office uses specified for these districts, illustrated through use descriptions and guided by bulk requirements, limit most development to large-scale, suburban office park designs. This design is successful in many ways but does not contribute to reducing driving, as walking distances from the street – where public transit would likely stop – are often relatively far from the building entrances.
- Shared parking is not addressed for office uses, which currently are most often designed with landscaped barriers between neighboring, often compatible uses. The landscaping can act as barriers that increase driving in local areas.
- Given the variety of various commercial office and light industrial uses that exist and continue to evolve, these zone types are perhaps most suitable for the introduction of form-based zoning elements. These elements would be most appropriate where they encourage a

mix of retail, office, and possibly even residential uses, including opportunities for shared resources such as parking. Industrial uses, such as auto repair, manufacturing, and junkyards, will still need special consideration to protect the health, safety, and welfare of residents.

PO – Professional Office

This district provides areas for professional office services near the hamlet centers and local and community shopping areas with limited types of commercial sales and services. This district is often adjacent to residential areas and serves as a transitional district between commercial and residential areas.

The professional office district is structured to accommodate small scale, low-density commercial activity, office uses in particular. PO districts are distributed throughout Clarkstown and include relatively small parcels of less than one-acre, on average. Key PO zones related to the corridor study include:

- The Nanuet area, west of SR-304 near SR-59, has the greatest amount of land zoned PO, situated around an office park near the intersection with I-287, a bank south of SR-59 and a small collection of lots just north of the corridor at College Avenue.
- There is a pair of small PO districts on SR-304 between SR-59 and New City.
- In Valley Cottage and the Nyack area there are a few scattered small PO districts. Neighboring uses are largely low-density residential. Other neighboring districts include LIO, LS, CS, and the multifamily (MF) zones.

Use: The as-of-right uses unique to the PO district are golf courses or other private clubs and health clubs; each is also allowed in the LO district. Other as-of-right uses include house of worship, public parks, professional offices, and police and fire stations. The ZBA may approve a pharmacy as long as it is in a building having at least 12 medical professionals treating patients. All other as-of-right uses are also found in the shopping districts, including restaurants, places of worship, firehouses, and parks. Senior housing, permitted in most shopping districts, is permitted with Town Board approval. A defining feature may be the limited number of uses allowed even by special permit, which include fewer categories than any commercial or industrial district.

The special permits for PO also include variance types allowed in most zones, including floodplain uses, senior housing, and child care centers. Special permits are also available for and restaurants.

Bulk: Although many uses are similar to those of the commercial shopping districts for commercial-shopping districts, the minimum bulk requirements for PO are higher. At 30,000 square feet, the minimum lots size is about five times smaller than the next district of office uses

(LO). The minimum lot width is greater than all districts in the previous section, but smaller by half from the next largest office zone. Relatively large yard and buffer requirements, combined with the large minimum lots, makes this zone best suited for stand-alone suburban development, translating into very few if any significant increases in traffic or quality of life nuisances. In this way it is closely related to the LO zoning district, suited to low-density office park developments.

LO – Laboratory Office

This district is designed primarily to provide a restrictive district for a group of certain laboratory and office uses in a park-like development. The regulations of the district are intended to ensure not only the compatibility of the district uses with each other, but with adjacent districts.

The LO district is designed to accommodate what is typically known as an “office” or “executive park.” The zoning districts are located primarily along major roadways, in particular SR-303 and SR 59.

- The largest district is north of SR-59 (up to I-287) to the east of the Palisades Interstate Parkway. It includes 144 acres largely facing West Nyack Road and SR-59.
- The next largest is on the east side of SR-303 just north of SR-59 (east of the Tilcon Quarry).
- On the northernmost section of SR-304 there are small districts scattered near the intersection with US-9W. The largest parcel in these zones is approximately 50 acres; the average parcel size is approximately six acres, consistent with the large-lot size described below.

Use: The LO district includes the as-of-right uses allowed in the PO district, as well as research and development, carnivals and circuses, communications switching facilities, and convention halls.

Special permits are not allowed for accessory pharmacies as in the PO district, but the other PO ZBA special permit uses are the same for LO. Public utility right-of-way is included for this group. The Town Board oversees special permit for eight categories of use, notably including nursing homes and warehouses.

Bulk: While the use categories are arranged in order of intensity from PO to LO to LIO, in terms of bulk LO has the greatest minimum lot and yard requirements. Minimum lot size is nearly seven times that of the PO district. Lot width must be greater than 250 feet, or twice that of PO, and yard widths are approximately 100 to 180 percent greater.

LIO – Light Industrial Office

The purpose of the Limited Light Industrial Office District is to permit the development of selected industrial uses on land planned and suited to such uses but at the same time protecting the character of the surrounding residential areas or planned residential areas. Manufacturing operations are to be permitted only if they are incidental or accessory to the primary operation of the plant, or allowed by special permit of the Town Board. This district is planned and intended for industrial land uses characterized by low-land coverage, with large year-round landscaped setbacks for protection of residential areas, attractive building designs, and developing an industrial park-like setting.

The LIO district, offering higher intensity uses less appropriate for residential areas (manufacturing and product assembly, storage, car repair), accounts for a majority of the parcels included in this study; most of the LIO districts in Clarkstown fall within the current study area. The parcel data base lists 195 parcels in or largely within these districts, covering a total of approximately 683 acres (less approximately 42 acres used for parks).

- In Nanuet, an LIO zone is located to the north of the intersection of West Nyack Road and SR-304, encompassing about 100 acres and abutting I-287. This zone is near to an LIO district to the east of the SR-304 intersection with SR-59.
- In West Nyack two LIO districts are placed on either side of the MRS district (Palisades Center Mall), around the intersection of SR-59 and West Nyack Road, and on the west side of the SR-59/SR-303 interchange.
- In Valley Cottage, between SR-303 and the West Shore railway near Executive Boulevard, a LIO zone includes nearly 90 acres of land.
- The largest zone is located in Congers near the intersection of SR-303 and US-9W. Also known as a “technology corridor” this zone includes nearly 190 acres. The area also includes LO districts, some community shopping but is otherwise surrounded by park and residential zoning.

Use: The LIO district represents a significant shift to industrial uses in the Town code, advancing beyond the LO district to include greater commercial and industrial intensity that has greater potential to conflict with neighboring residential and small scale commercial activity. As-of-right uses in the LO district are disallowed, including golf courses, yacht clubs, religious facilities, and parks. Additional allowed uses beyond general office uses include semi-high-tech manufacturing activities (e.g., electrical production), industrial education, warehousing, car dealerships, newspaper printing, tennis clubs, and car repair.

Like LO, the ZBA for LIO districts may permit utility, railroad, sandpits, and floodplain uses, as well as child daycare centers. Unlike LO, special permits from the ZBA for restaurant uses are not

permitted in the LIO district. Also, the ZBA may permit utility power plants and substations. The Town Board oversees special permits for manufacturing uses, outdoor family recreation, gas stations and car washes, mini-warehouses, recycling facilities, and hazardous waste shipping.

Bulk: Like the LO and M districts, the LIO zones require relatively large lots for new developments, at 100,000 square feet (2.3 acres). Side and front yards minimums are reduced slightly from the LO district, although still greater than the PO district. This would result in greater lot coverage, although the FAR is still 0.40. In addition to buildings closer to lot lines, the space can also be used for equipment and vehicle storage, or similar outdoor activities. In general on the minimum lot size a two-story building of 150 feet by 130 feet would potentially meet the maximum bulk requirements.

M – Manufacturing

This district permits the full range of office, manufacturing, storage, and related uses, subject to performance standards and screening provisions, on sites which are adjacent to major regional roadways, causing a minimum of disruption to the residential activities of the community, while serving the economy of the town and region.

Two manufacturing districts are located within the study corridor, and two smaller districts are near but outside the SR-59 study corridor. Together the M districts cover approximately 520 acres and 68 parcels.

- The largest district, located in West Nyack to the north of I-287 and also south of SR-59 between SR-303 and the West Shore rail line, includes over 300 acres. Nearby or bordering uses include MRS, RS, LO, R-40, and R-160 (conservation). Both of these districts include quarries (gravel and sand) that are operated by Tilcon New York, Inc.
- North of Congers near the intersection of SR-303 and SR-304 is another M district covering approximately 150 acres. Other nearby land is zoned for low-density residential or open space conservation. US-9W connects the M district to the “technology corridor” less than one-mile away, and New City commercial districts are just over two miles south on SR-304.

Use: The manufacturing district is distinguished by a greater number of industrial uses allowed by special permit from either the ZBA or the Town Board. The manufacturing district allows two as-of-right uses not included in LIO: manufacturing uses and storage for construction contracting (for up to two years). While these uses can require considerable space and can involve activities disruptive to residential areas, two uses in LIO are not allowed in manufacturing districts as-of-right: family recreation and car repair shops. The ZBA can approve additional high-intensity uses not allowed in LIO, including concrete mixing, bulk fuel storage, dog kennels, and amusement parks. The Town Board may permit the same uses as in LIO plus quarries, incinerators, heliports, and trailer camps (residential).

Bulk: Minimum lot sizes are slightly less than the LIO district. The minimum lot size is over one-acre, or 60,000 square feet. Setbacks are less by approximately 40 percent. Based on tax lot recordings, actual parcel sizes for the M districts are larger, on average, than those in other districts in this section.

Table 3-6: Commercial and Industrial Comparison

	Use	PO	LO	LIO	M
Civic	Firehouses, police, and ambulance stations.	P	P	P	P
	Social halls, meeting rooms, convention halls, and cultural centers.		P	P	P
	Public parks and playgrounds.	P	P		
	Place of worship, including accessory rooms for religious training, parish houses, and rectories.	P	P		
School	Schools for industrial or business training.			P	P
Residential	Senior citizen housing.	TB			
	Trailer camps, subject to § 290-17M.				TB
Services	Professional administrative, governmental, or business offices.	P	P	P	P
	Research, development, experimental or testing laboratories.		P	P	P
	Book distribution centers and associated uses.		P		
	Bank.	P			
	Child day-care center pursuant to § 290-17Z and subject to site plan approval by the Planning Board, which approved site plan shall accompany the application for special permit.	TB	TB	TB	
	Commercial dog kennels, provided that no kennel facilities are within 200 feet of any residence district.				ZBA
	Restaurants with Access to a major road and with no accessory building or parking within 50 feet of a residential lot line.	ZBA	ZBA		
Medical	Public and private hospitals and sanitariums for general medical care.		TB		
	Convalescent and nursing homes, and institutions for children and the aged		TB		
	Agency ZBArding homes, agency group homes, agency community residences, and residential care facilities for victims of domestic violence.	TB	TB		
	Pharmacy in conjunction with a medical arts building.	ZBA			

	Use	PO	LO	LIO	M
Recreation	Health clubs (with or without indoor swimming pool).	P		P	P
	Golf courses and public and private tennis clubs, including beaches, marinas, yacht and similar clubs, boat rental or storage and picnic grounds, and accessory restaurants.	P	P		
	Carnivals and circuses, subject to § 290-17E and L.L. No. 4, 1976 (Ch. 117) as amended by L.L. No. 2, 1978.		P	P	P
	Public and private tennis clubs, indoors, on lots not less than three acres in area, whether or not operated for profit.			P	P
	Family recreation, when located within a fully enclosed building.			P	
	Family recreation when located outdoors, subject to § 290-17T.			TB	
	Commercial amusement parks, arenas, racetracks, and stadiums.				ZBA
Manufacturing / Industry	Industrial land uses which make, package, store, and distribute custom-made products (e.g., optical devices, precision instruments, electronics, and apparel).			P	P
	Printing and publishing of a newspaper.			P	P
	All manufacturing.				P
	Manufacturing uses, except those specifically prohibited in § 290-18.			TB	
Storage	Warehouses and wholesale distribution centers with related offices and showrooms with trucking limited solely to daytime hours.		TB ^a	P	P
	Mini-warehouses.			TB	TB
	Contractor storage.				P
	Bulk storage of fuel oil, bottled gas, and other open storage yards.				ZBA
Transportation	Automotive and machinery repair shops, including body shops (see requirements)			P	
	Automotive new car dealerships and distributorships.			P	P
	Railroad right-of-way, provided that all brush and cut timber are disposed of in accord with approved forestry practices.		TB	TB	TB
	Gasoline filling stations subject to § 290-17G.			TB	TB
	Auto laundries, subject to § 290-17C.			TB	TB
	Shipping and receiving of hazardous waste and regulated medical waste, if not totally indoors.			TB	TB

	Use	PO	LO	LIO	M
Utilities/ Miscellaneous	Public utility substations or pumping stations and telephone exchanges.	ZBA	ZBA	ZBA	ZBA
	Floodplain uses within areas designated on the Official Map (parking, access, recreation, signs).	ZBA	ZBA	ZBA	ZBA
	Public utility right-of-way, towers, and lines for the general welfare.		ZBA	ZBA	ZBA
	Public utility power plants and substations, provided that no facility is within 200 feet of any residence district.			ZBA	ZBA
	Public utility substations, telephone control and exchange centers, railroad right-of-way, and public utility right-of-way.			P	P
	Communication switching facilities within buildings, including office facilities.		P	P	
	Reservoirs on lots of three acres or more and water towers and water tanks.		TB	TB	TB
	Heliports, subject to performance standards procedures in §§ 290-13 and 290-17B.				TB

^a Properties less than 30 acres and with access within 100 feet of a state or county road.

P Permitted as-of-right.

ZBA Zoning Board of Appeals.

TB Town Board.

Table 3-7: Commercial-Office Bulk Regulations

Bulk	PO	LO	LIO	M
Minimum				
Lot Size	30,000	200,000	100,000	60,000
Width	125	250	220	150
Front Yard	35	100	80	50
Total Side Yard	65	160	150	125
Side Yard – Non-Residential	25	60	60	50
Side Yard – Residential	-	90	90	75
Rear Yard – Non-Residential	50	100	50	50
Rear Yard – Residential	75	150	75	75
Side Buffer – Commercial	12.5	37.5	15	20
Side Buffer – Residential	-	-	-	30
Rear Buffer – Non-Residential	10	15	10	10
Rear Buffer – Residential	15	15	30	15
Maximum				
Height – Commercial neighbor (x Front Min.)	1' (35')	4" (33')	6" (40')	9" (35')
FAR	0.4	0.4	0.4	0.5

Notes: Indoor Tennis Clubs FAR = 0.60. Max Building Height 35'.

3.2.3 Residential Districts

Residential districts in this Corridor Study include any medium- or high-density residential district, including MF-1, MF-2, MF-3, RG-1, RG-2, and R-10. Key issues in the residential districts are listed below, followed by a summary of each medium-to-high-density residential district zoning text.

- Given that the R-10 zone is primarily located and intended to be near commercial areas, there is some overlap in use and bulk with the Hamlet Center zones.
- The differences in bulk guidelines between the RG-1, RG-2, and MF-3 districts are minimal (by approximately three one-bedroom apartments per acre) and have some overlap. The bulk guidelines also overlap with some provisions for the Hamlet Center Overlay districts.
- As the R-10 district is intended to encourage medium-density new or infill development, the minimum lot size (for example 50 feet by 200 feet), side and front yard requirements, as well as the relatively low FAR, may pose an impediment to desired density of neighborhood structures and integration with commercial districts or Hamlet Centers.
- The multifamily zones, in particular MF districts, allow for housing developments with only one entry or exit point for automobiles. The zoning text provides little guidance on the design of medium-density residential developments with the neighboring areas in a way that encourages safety, reduces automobile miles traveled, and access to modes other than the automobile. In addition, the bulk guidelines set the residential developments back off the main road with parking in front, creating a detached street environment with little safe pedestrian access.
- There are opportunities for shared parking spaces as well as parking circulation routes, given the proximity of the residential and complementary non-residential developments.
- Natural resource or industrial uses such as gravel pits are not allowed in MF, but are, by special permit, in the R-10, RG-1, and RG-2 districts. This could create the potential for neighboring uses that threaten the health, safety, and welfare of nearby residents.
- In MF and RG districts, the prohibition of low-intensity non-residential services can restrict the flexibility to meet market demands, should they arise, even though some non-residential uses may be complementary to the neighborhood residential uses. Examples include home offices and day care, which are currently excluded. These uses are allowed by special permit in R 10.
- Some uses such as nursing homes, agency boarding homes and senior housing are required to obtain a special permit in R-10, RG-1, and RG-2 zones, and are not addressed in MF

districts. It is unclear what performance-based issues are addressed through the Town Board permitting process.

- In RG-1 and RG-2, two-family residences are listed as both as-of-right and requiring special permit by the Town Board, creating some confusion.

Multifamily: MF-1, MF-2, MF-3

MF-1, MF-2, and MF-3 Zones are established in order to provide additional housing opportunities in attached housing developments. These zones are designed for areas which can provide local services necessary to support relatively intensive housing development and where such developments will be compatible with the existing scale of development. As such, these zones are intended to be located in the dense portions of the town's hamlets.

The multifamily districts are located in each of the study corridors except SR-59 East. The districts cover approximately 200 acres of property in Clarkstown. Parcels included in the districts typically contain a number of apartment buildings or attached townhouse-style structures. Key multifamily areas include:

Table 3-8: Clarkstown Multifamily Residential Developments

Corridor	Hamlet	Development Name
SR-59 West	Nanuet	Sussex at Gramercy Park
	Nanuet	Normandy Village
	Nanuet	Nanuet Train Station
SR-304	Bardonia	Village Green
	Bardonia	Monterrey Gardens
	Bardonia	I' Ambiance
	Bardonia	Braemar
SR-303	Valley Cottage	Burgundy Gardens
	Valley Cottage	Brookridge Condominiums
	Congers	Hidden Valley
	Congers	Cedar Grove Corners
US-9W	Valley Cottage	Cozzis (cabins)
	Congers	Northgate Commons
	Congers	Bridgewaters II
	Congers	Miller's Landing
	Congers	Long Clove Mews
	Congers	Mountain Shadows

Use: MF zones are unique in that they exclude single family detached residences, allowing only multifamily units, either rental or owned in cooperative or condominium structures. Also allowed as of right are religious facilities, public parks, and buildings for public safety services.

The special permits in the MF zones can be obtained for public utilities, floodplain uses, day-care facilities, and senior housing.

Bulk: The MF-1 district allows the largest units with a density ranging from 7.9 studios per acre to just four three-bedroom units per acre. The MF-3 district allows the most dense developments, ranging from 18.1 studios per acre to 12.1 three-bedroom units per acre. MF and RG zones require the same minimum lot size of just under one-acre. The minimum width and rear yard requirements are equal at 150 and 50 feet respectively. The MF front yard minimum is half of the RG district requirement at 25 feet, while the side yards must be greater than 50-feet wide (the RG side yard requirement is 30 feet). All buildings must be no greater than 35-feet tall.

Multifamily: RG-1, RG-2

The RG-1 district permits condominium and cooperative garden apartment developments at a relatively low-density for multifamily housing; it also provides for rental-type garden apartments by special permit of the Town Board. This district provides for widest range of housing types for new construction.

The RG-2 district permits all types of garden apartments at what is considered a medium density for multifamily housing; it also allows other housing types. As mapped, this district coincides almost entirely with existing or committed garden apartment developments.

Use: The RG-1 and RG-2 districts both allow single- and two-family detached homes, making them less restrictive than the MF districts for low-density residential uses. The two zones are differentiated by the ownership structures of multifamily housing allowed. Only condominium type garden apartments are allowed in the RG-1 district as of right, while rental or cooperative type garden apartments are allowed by special permit from the Town Board. The RG-2 district allows only rental or cooperative-type garden apartments, excluding condominium ownership structure.

Bulk: The minimum lot area is 40,000 square feet. The RG-1 district allows less residential density than the RG-2 district. The RG-1 district ranges from 17.4 studios per acre to 9.1 three-bedroom units per acre, placing it approximately between the MF-2 and MF-3 zones in terms of density. The RG-2 allows the smallest unit sizes of any multifamily residential zone, ranging from 21.8 studios per acre to 10.9 three-bedroom units per acre.

As in MF districts, RG zones require the same minimum lot size of just under one-acre. The minimum width and rear yard requirements are equal at 150 and 50 feet respectively. The RG

district front yard requirement is 50 feet, while the side yard requirement is only 30 feet. All buildings must be no greater than 35 feet.

High-Density Residential: R-10

The R-10 district permits the highest density of single-family detached housing and therefore is mapped close to the commercial facilities of the hamlet centers and for the most part reflects the existing residential character of the development.

Use: More types and intensities of use are allowed than other residential districts, though a key element is the restriction of residential units to detached single-family units and two-family townhomes or duplex units. The zone allows for neighborhood uses such as libraries, community centers, family day care, home offices (by special permit), and medical care that are not allowed in other dense residential zoning districts.

Bulk: The R-10 district allows for smaller scale lot sizes of approximately one-quarter acre. The yard requirements are nearly the same as the MF- and RG- districts, leading to fewer units per acre than other zones. Building heights per inch of setback are greater than other multifamily districts at 11 inches, and the FAR is half of the MF and RG zones, at 0.25.

Key Issues: 1) Given that this zone is primarily located and intended to be near commercial areas, the zone is likely to be redundant given the Hamlet Center districts recently drafted by the County. 2) If the R-10 district is to be used to encourage medium-density new or infill development, the minimum lot size (an example plan is 50 feet by 200 feet), side and front yard requirements, as well as the relatively low FAR, may pose an impediment to desired density of neighborhood structures and integration with less restrictive bulk requirements of commercial districts or Hamlet Centers.

Table 3-9: Multifamily Use Table

	Use	R-10	RG-1	RG-2	MF
Residence	Single family detached residences.	P	P	P	
	Two-family residences.	P	P	P, ZBA	
	Condominium type garden apartments.		P		P
	Rental-type and cooperative garden apartments.		TB	P	P
	Senior housing.	TB	TB	TB	TB
Civic	Houses of worship, religious buildings, parish houses, and rectories.	P	P	P	P
	Fire, police, and similar government buildings.	P	P	P	P
	Community center, library, museum or similar.	P			
Schools	Schools except nursery schools.	P	P	P	
	Nursery school.	ZBA	ZBA	ZBA	
	Child day-care centers accessory to religious institution.	TB	TB	TB	TB
	Family day care (meeting requirements).	P			
Other	Public utility right-of-way.	ZBA	ZBA	ZBA	ZBA
	Public utility substations, telephone control and exchange centers, railroad right-of-way, and other public utility right-of-way.	ZBA	ZBA	ZBA	
	Floodplain uses.	ZBA	ZBA	ZBA	TB
	Sandpits, gravel pits, removal of topsoil and landfill or excavation operations.	TB	TB	TB	
	Home occupations (see restrictions).	ZBA			
	Water supply (see restrictions).	TB			
Recreation, Public Space	Public parks and playgrounds.	P	P	P	P
	Golf courses and public and private tennis clubs, on lots not less than five acres in area, including beaches, marinas, yacht and similar clubs, boat rental or storage and picnic grounds, and accessory restaurants, whether or not operated for profit, but not within 200 feet of any lot line.		ZBA	ZBA	
	Cemeteries on plots of at least five acres.	P	P	P	
Community Service	Agency boarding homes, agency group homes, agency community residences, and residential care facilities for victims of domestic violence.	TB	TB	TB	
	Convalescent and nursing homes, and institutions for children and the aged, whether or not operated for profit, provided that no building is located within 100 feet of any lot and the lot has an area of at least three acres.		TB	TB	
	Hospital and general medical care.	TB			

Table 3-10: Multifamily Districts Housing Unit Density Maximums

Size	R-10	MF-1	MF-2	MF-3	RG-1	RG-2
Efficiency						
Square feet per unit	NA	5,500	3,350	2,400	2,500	2,000
Units per acre	NA	7.9	13	18.1	17.4	21.8
One Bedroom						
Square feet per unit	NA	7,250	-	2,800	3,000	2,500
Units per acre	NA	6	-	15.6	14.5	17.4
Two Bedroom						
Square feet per unit	NA	9,000	4,300	3,200	3,600	3,000
Units per acre	NA	4.8	10	13.6	12.1	14.5
Three Bedroom +						
Square feet per unit	NA	10,750	4,800	3,600	4,800	4,000
Units per acre	NA	4	9.1	12.1	9.1	10.9

3.2.4 Other Zoning Districts

Other zoning districts in Clarkstown include the Active Adult Residence zoning district, the SR-304 Special District, Hamlet Center Overlays, and the Planned Economic Development District (PED). The SR-304 Special District permit is requested by the Clarkstown Planning Board and applies to residential properties fronting SR-304. The Town Board oversees permits for the other three districts.

AAR – Active Adult Residence

The AAR Zone is a floating zone, unmapped at initial adoption, and created by amendment to the Town's Zoning Map by the Town Board.

Use: AAR must be proximate to public transportation, shopping, community, and commercial services. The district is not permitted in areas zoned R-160, R 80, R-40, MRS, RS, PED, or M, and if used over a non-residential parcel, the neighboring zones must also be eligible for the AAR overlay. All residents must be over the age of 55 unless certified as a caregiver to residents. No children (under 18 years old) are allowed to live in the zoned development.

Bulk: The minimum lot size is three acres, and consolidating individual parcels to meet this requirement is not allowed. The floating zone affords land owners the ability to increase density on the property above the limits set by the underlying zoning. For residential zones, the density may increase by 100 percent if 20 percent of units are affordable. For MF zones, the density may increase by 20 percent if 25 percent of the units are affordable. For commercial zones, the bulk requirements of the abutting residential parcel with the greatest shared border are used.

Maximum lot coverage is 75 percent, not including pervious pavers. The front lot line minimum is 300 feet. Buildings may not be higher than 45 feet, and a maximum of 50 units are allowed per building.

The total aggregate number of units allowable in AAR Zones established pursuant to this section shall be no more than 800, of which no more than 15 percent shall constitute three-bedroom units (restrictions can be appealed to the Town Board).

SR-304 Special Permit

The SR-304 Special Permit is located north of I-287 and south of New City on SR-304. It applies to residentially zoned lots that front the roadway. Applications are reviewed by the Town Board. The applications of the special permits, and the timeframe allowed are fairly limited.

Use: The uses allowed include professional and business offices that traditionally serve residential areas such as physicians, dentists, psychotherapists, physical therapists, counselors, attorneys, accountants, contractors, real estate, and insurance sales. In general the uses should not create a nuisance to residential uses, and accessory effects such as signs and parking are restricted. The permit only applies to pre-existing buildings.

Bulk: The permit does not change bulk regulations of the underlying district.

Hamlet Centers

The three Hamlet Center zoning overlays were created to allow for “downtown” or “town center” type uses in existing villages in New City, Congers, and Valley Cottage. The West Nyack Hamlet Center zoning is currently being developed. The provisions add limited mixed use and additional density (residential over retail), as well as architectural and site design requirements that create cohesiveness in neighborhood character, accessible and safe pedestrian experience, and limit vehicular conflicts. New construction must be approved by the Town Board and the Architecture and Landscape Commission (ALC); renovations must be approved by the ALC.

The New City Hamlet Center was based on a neighborhood visioning exercise to incorporate community comments and has the most extensive design restrictions and guidelines. The overlay district is currently being reconfigured with permanent zoning districts that better match the unique range of uses and architectural styles of the neighborhood. The four Hamlet Center zoning districts are being created in a way that can apply to other Hamlet Centers.

While the Hamlet Centers are not included in the current study areas the use and bulk provisions can provide a model for future changes in zoning districts along Clarkstown’s state corridors. Most applicable are regulations that allow for mixed uses, site design that can help reduce automobile trips, shared parking, shared parking access points, and safe and accessible pedestrian environment.

PED District

Planned Economic Development (PED) districts are overseen by the Town Board. Only land zoned LO, LIO, or M can be rezoned to PED. The land must include a minimum of 50 contiguous acres owned by one party or under joint ownership. The applicant must submit an overall master plan and meet the bulk regulations below. Clarkstown has only one PED district, which contains a Lowe's hardware store, a Costco wholesale retailer, and several office and warehouse buildings. The district is located north of Spring Valley Marketplace and the interchange between I-87 and SR-59 in Nanuet, along Overlook Boulevard east of New Clarkstown Road. There are no other requests for rezoning to PED on record by the Town Board.

Table 3-11: PED District Bulk Restrictions

Measure	Value
Maximum FAR for all structures	0.40
Maximum FAR for all commercial uses	0.10
Maximum FAR for retail uses	0.40
Maximum height for all structures	48 feet (approximately four stories)
Minimum buffer for district	100 feet
Parking	Allowed in buffer >50 feet from residence >20 feet from major/secondary road
Retail uses	
Minimum lot area	4 acres
Minimum lot width	220 feet
Minimum front yard	80 feet
Minimum side yard	60 feet (90 feet by residential district)
Minimum rear yard	50 feet

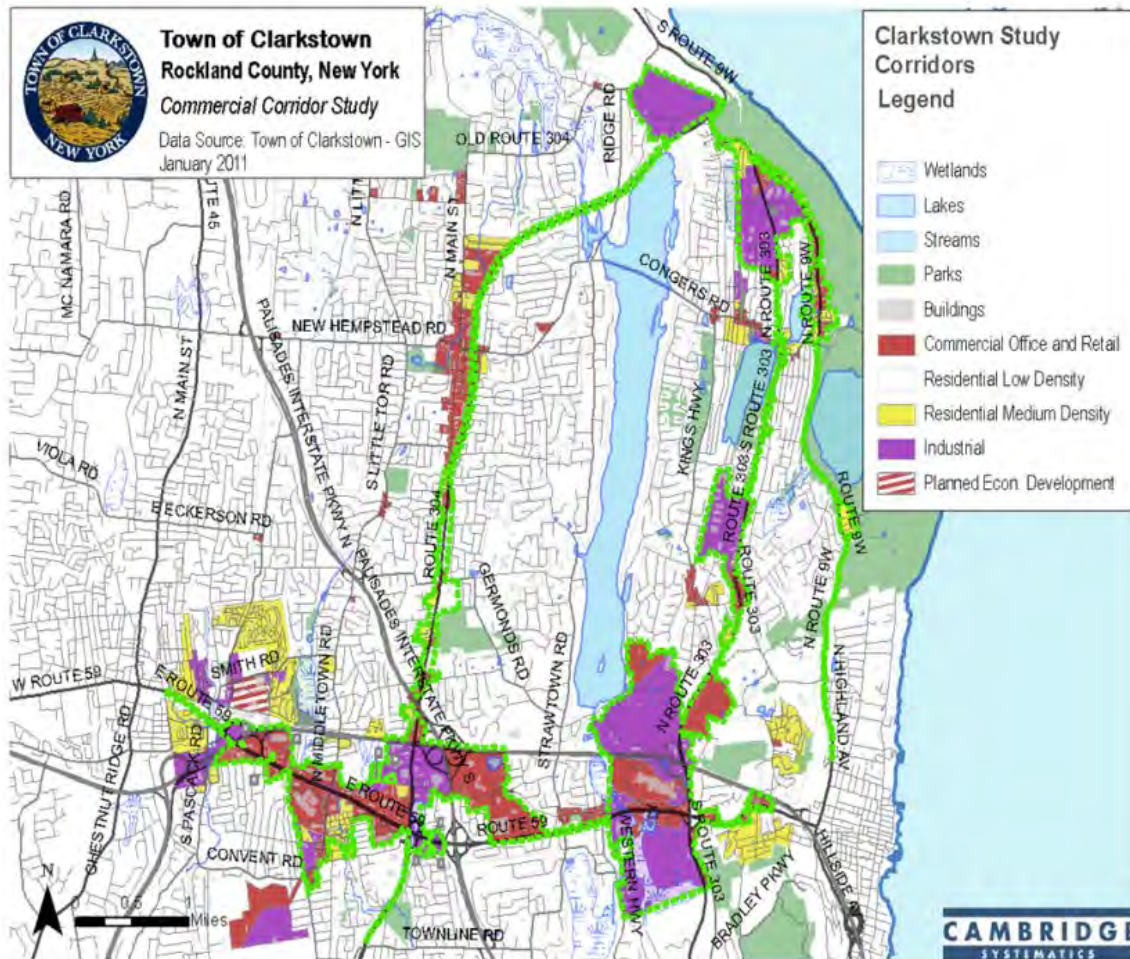
3.3 Existing Corridor Analysis

A region's transportation corridors have a great influence on the land use that develops around them, and vice versa. Thus, it was key to evaluate the existing conditions of the study corridors to ensure future land use of Clarkstown is in line with the needs of residents and businesses in the study area. The following section describes each of the study corridors in detail, including an analysis of the zoning types and geographic distribution as well as total land coverage and the number of parcels included under each land-use zone. The description also includes activity nodes that may be related to the consolidation of infrastructure use, such as parking. Parking area was determined from a GIS shapefile, created by Clarkstown, that denotes parking areas using satellite photographs of the Town from the year 2000.

Figure 3-1: Key Transportation Corridors



Figure 3-2: Project Study Area(L) and Key Transportation Corridors (R)



The following five development areas were chosen to maximize the impacts of harmonizing land use and transportation interventions: US-9W, SR- 303, SR-304, US-59E, and US-59W (including the Nanuet Hamlet Center).

3.3.1 U.S.-9W

Most of the parcels included in the US-9W corridor are located north of Rockland Lake (aka Lake Road or SR-80). An area zoned MF-1 is located just south of the lake (near George Street) contains 22 parcels and approximately 18 acres. To the north a mix of zones cover either side of the route. The most common zoning district is LIO, consistent with the “technology corridor” goal discussed in the Clarkstown Comprehensive Plan for this area. The northern portion also contains zoning districts for multifamily housing (MF-1, MF-2, MF-3). Three of the residential zones are clustered between Randi Lane to the north and Lake Road to the south and are interspersed with RS districts. The RS district continues north along the corridor until Foltim Way and the Mountain Shadow Town Homes which occupy the eastern side of the corridor for

approximately one-half-mile. The end of the corridor includes two separated LO districts, a parcel zoned MF-2 on the west side, and two parcels zoned RS.

The corridor has approximately 24 acres of parking lots, or 21 percent of the study area. The largest lots are located on parcels used for industrial/warehouse, car repair shops and other industrial office uses. Other parking surfaces are found between and along multifamily residential complexes.

Table 3-12: US-9W Zoning District Distribution

District	Number of Parcels	Acres Zoned in Tax Lots	Percent of Total Acres
LO	2	1	1%
MF-1	50	22	20%
MF-2	166	27	24%
MF-3	48	7	7%
RS	51	56	49%
Total	317	113	-

Note: Totals may not match due to rounding.

Parking

Key parking issues on US-9W include overflow parking on the roadway shoulder and lack of shared parking between neighboring office parks. The roadway shoulders are used by auto repair businesses clustered just north of Lakewood Drive in Congers. Based on informal counts of cars located in parking lots at different times of day, it appears that the cars are being stored pending repair work and are possibly moved onto the roadway during the day to make room for normal operations. Town of Clarkstown staff have also noted that parking on the roadway shoulder occurs on weekends near entrances to Rockland Lake State Park; using the Park lots costs eight dollars per vehicle.

Shared parking is evident along Foltim Way, which is essentially a road linking parking lots of the Long Clove Mews and Mountain Shadows Apartments multifamily housing developments. Other shared parking opportunities may exist south of Lakewood Drive in Congers (Frank J Tueck and Son, Pro Build, Belleville Landscaping) and in the auto repair area described above.

Activity Centers

As noted above, a key activity center is the auto repair cluster located just north of Lakewood Drive in Congers. Based on informal car counts, these businesses continue to draw customers and possibly benefit from nearby related to uses to access specialized skills and balance workloads. Rockland Lake State Park is very active on weekends and some evenings after work for recreational uses, creating moderate traffic at signalized access points. A group of light industrial and office structures are

located to the north near the intersection with SR-303 (Ashland industries, fireplaces plus, Aktina Corp.). The route also is home to several multifamily housing clusters, located just south of the intersection with SR-303 (Long Clove Mews, Mountain Shadows), south of Dr. Davies Road at Patrick's Place/Tuxedo Lane (Bridgewaters II, Miller's Landing), and an MF zone with detached homes south of Rockland Lake on Achison, Smith and High Streets.

Land-Use Zoning Comparison

Activities and uses in the US-9W corridor are a mix of light industrial, residential and offices. Industrial uses may abut residential areas, such as 126 North Route 9W, approximately 500 feet north of Lakewood Drive, where a home appears to have vehicles and vehicle parts stored in the side and rear yards.

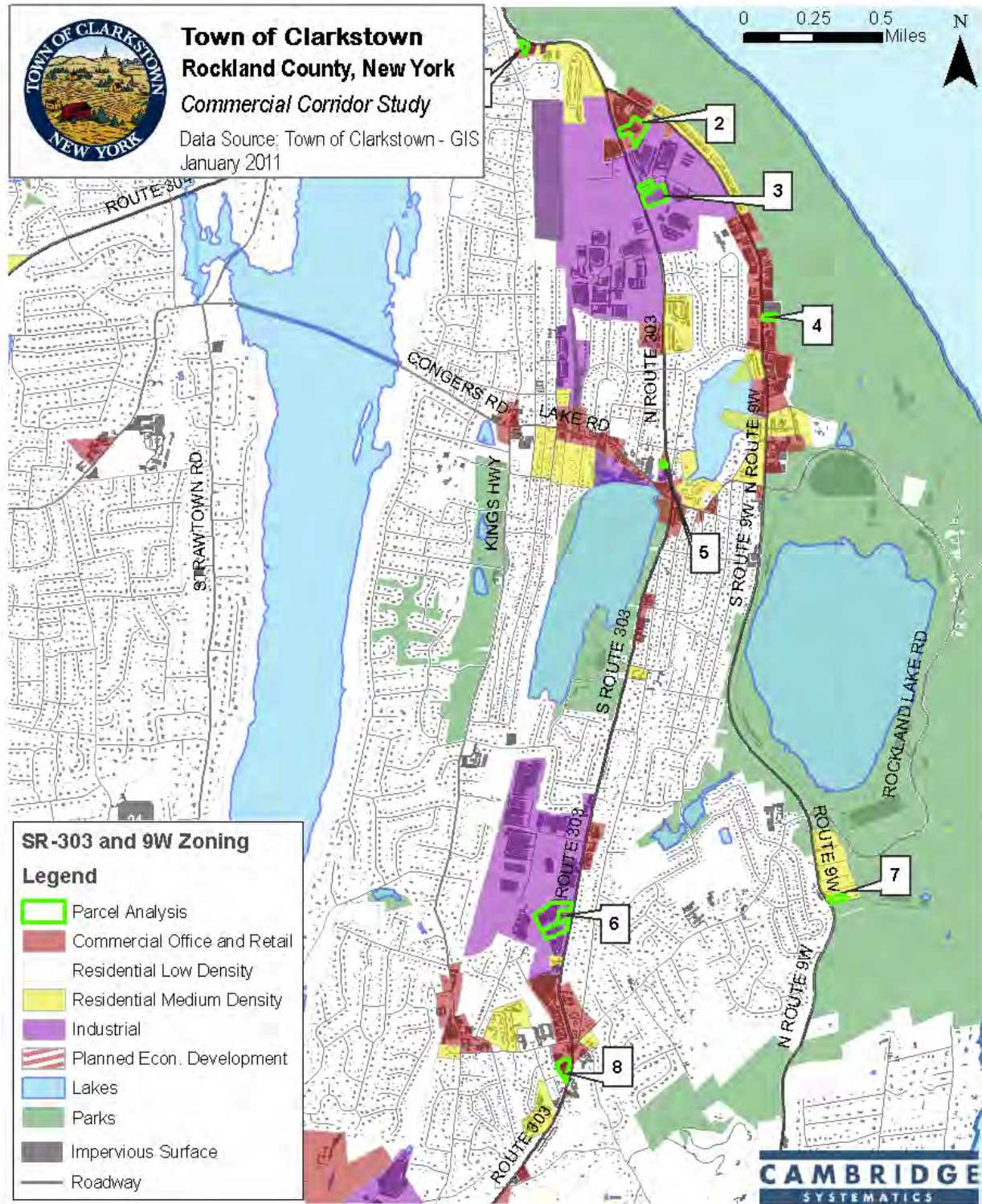
One lot north of this location (128 North Route 9W) contains a trucking office and warehouse-type facility located in an RS zone that covers this portion of the corridor (see #4 on map). Trucking facilities are not expressly noted in the zoning code, but visual inspection shows the use is a warehouse and / or professional office that is compatible with the area.

An R-160, or conservation zone, is located one parcel to the north (142 North Route 9W). The land-use activity is automobile and other vehicle repair and storage. This use is not permitted on lots zoned R-160 but is permitted in the RS district that surrounds this parcel.

South of Lake Road/ Rockland Lake Road is an MF-1 district with parcel-level land uses that is partially non-conforming with the zoning code (see #7 on map). Although details on the unit sizes was not available, the number of homes in the 1.3-acre northernmost parcel (757-771 Route 9W) appear to exceed the per-acre limit. One parcel – which was unmapped in the Town dataset – between 751 and 741 Route 9W, holds 12 units on approximately 1.2 acres. However, the small-scale residential use appears consistent with neighboring uses.

A key issue for this entire zone is access management and pedestrian pathways. The small driveways on a relatively narrow corner with abundant vegetation creates a safety concern for pedestrians, motorists, and residents. A bus stop is marked approximately one-quarter mile to the north, but has no sidewalk, lighting or shelter available.

Figure 3-3: Existing Zoning Map US-9W and SR-303 Corridors



3.3.2 SR-303

While the corridor spans from the intersection with US-9W to the SR-59 area, the non-residential study areas are located in two segments at either end of the corridor, with a few higher density zones distributed in the center section near Congers Lake. By acreage, over two-thirds of the area is zoned LIO, primarily on two groups of adjacent parcels. The next largest zone by acres is CS, with zones interspersed along the route on parcels with direct access to the corridor. One group is near the intersection with (New) Lake Road in Valley Cottage and others near the intersection with Executive Boulevard, SR-80, and Sherwood Road. The northern portion also has a RS zone near the intersection with US-9W.

Table 3-13: SR-303 Zoning District Distribution

District	Number of Parcels	Acres Zoned in Tax Lots	Percent of Total Acres
RS	2	4	1%
CS	27	37	9%
LS	7	8	2%
PO	9	7	2%
LIO	69	277	71%
LO	8	4	1%
MF-1	47	13	3%
MF-2	111	18	5%
MF-3	25	12	3%
RG-1	57	9	2%
AAR	3	1	0%
Total	371	396	-

Note: Totals may not match due to rounding.

Parking

This corridor includes approximately 73 acres of parking, or nearly 20 percent of the total acreage. The parking lots are distributed throughout the corridor, typically surrounding office and manufacturing uses that populate the northern and southern portions. There appears to be little to no shared parking areas. Given the suburban, separated position of buildings and parking along the SR-303 corridor, there are opportunities to consolidate driveways and create shared parking. However, given the similar nature of many retail and office facilities, and the lack of non-automobile transportation modes to these locations, reducing parking may be less feasible than other corridors.

Activity Centers

SR-303 is a major route for Clarkstown shopping and working, in addition to access to medium density residential neighborhoods. Auto repair shops such as the aptly named Route 303 Auto Repair attract many customers based on an informal parking survey and require a significant amount of land. Mini Malls (A&P Market and shops, Congers Mini Mall) attract customers throughout the day for a variety of retail activities. The intersection of CR-80/Lake Road is a key signalized traffic point, surrounded by multiple small-scale retail and office uses. Finally, large office parks are located on the northern end of the study corridor near Brenner Drive housing a range of office and light industrial activities, (Arc of Rockland, Technical Traffic Consultants, Naeva Geophysics, Intercos America) as well as at the midpoint of the corridor on Executive Drive, housing a variety of office and warehouse distribution services (Project Rainbow, Vinten Camera Equipment, Les Pooches Fragrances).

Land-Use Zoning Comparison

This corridor had four areas identified during the land-use and zoning analysis. One is a baseball field at Hemlock Drive, across from a multiuse professional office complex in an LIO zone (see #3 on Figure 3-3). While outdoor recreation is not expressly permitted, the use is consistent with indoor recreation facilities (tennis, health clubs) that are allowed as-of-right. It may have been approved through special permit as a floodplain use (“open recreation in landscaped areas”).

Another parcel is located near the intersection with gW and appears to be an outdoor storage and warehousing facility, located in an LS district (see #1 on Figure 3-3). The neighboring uses to the north are similar but are zoned RS, where wholesale sales and storage warehouses are permitted, as well as light manufacturing by special permit. To the south in an LIO district is the Hemlock Park office area, which allows warehousing and manufacturing as well. Across SR-303 in an LS zone is a small shopping center with miscellaneous retail and services.

Just north of the intersection with Lake Road/CR-80 and south of Fisher Road in Congers is a small two-story apartment building located in an area zoned LS (25 N Route 303; see #5 on Figure 3-3). While multifamily dwellings are not permitted in the Town Code, the neighboring uses do not suggest a conflict. The LS zone is bordered to the south by an LIO zone, becoming a CS zone nearer the intersection. To the north is low-density housing screened from the corridor. The LS zone currently has four parcels, each residential in form, one of which may be occupied by a low-density commercial business. The LIO district contains an automobile repair shop that does not appear to meet the design requirements provided in the Code regarding screening and rear-yard parking. The CS zone is primarily retail and food service with large parking and drive-through areas.

A group of parcels approximately one-half-mile from Lake Road in Valley Cottage were flagged during the analysis because the “trucking” activity is not specifically denoted in the zoning code for LIO (see #6 on Figure 3-3). While the northernmost parcel of this group appears to be warehousing – a permitted use – the house located on SR-303 (173 Route 303) appears to be a

commercial office – a permitted use – with outdoor vehicle storage and repair in the side and rear yards. This trucking/shipping related use may warrant further review to measure the effects on traffic from the small driveway, as well as quality of life and environmental issues arising from its location near a R-22 zone.

Approximately one-quarter-mile south of Lake Road in Valley Cottage near to the Valley Cottage Library is a parcel in a CS district with a construction supply warehouse and sales location (see #8 on map). Storage and warehousing is not permitted in CS districts, but the use appears to be compatible with the relatively undeveloped portion of the corridor and is of low intensity.

One lot to the south (46 Brookside Ave) on SR-303 is an automobile repair shop, located in an R-15 zone. Although this analysis didn't include low-density residential zones, this parcel is notably commercial/industrial in use. The business does not conform to design requirements of repair businesses in other zones (screening, parking in rear of lot).

3.3.3 SR-304

The SR-304 study corridor is made of two areas of development separated by approximately four miles of roadway. The south study area is a 1.8-mile segment located between the Palisades Interstate Parkway and the intersection with South Main Street leading near New City.¹ The second area is near the town border to the north of SR-304 and near its intersection with US-9W and Old Haverstraw Road.

The southern segment is characterized by medium density single-family residential zones that either match or transition to the low-density residential zoning that makes up the surrounding areas of the Town. The residential land along SR-304 in this area is part of the SR-304 Special Permit area described in section 3.1 above, allowing some commercial uses in residential zones. Approximately one-third of the land in this area abutting the highway is zoned for medium density single family housing R-22. Approximately one-fifth of the acreage is zoned for multifamily housing in five relatively large developments (some areas include multiple parcels assembled for development, reflected in the parcel count below). Only eight of the 85 parcels qualified for the special permit have used the provision.

The corridor includes two areas of LS zoning, one near the intersection with the Parkway and the other at the intersection with Germonds Road. PO zoning is also located along the Route, to the south near the southern corner of Germonds Park, a second near the LS district on Germonds Road, and on either side of SR-304 at the northern tip of the segment. The northern segment near 9W is zoned M and is surrounded by low-density residential districts (R-40, R-22, R-80, R-160), with nearby connections to the SR-303 and 9W corridors discussed below.

¹ The New City land use plan and Hamlet Center zoning code will be discussed under a succeeding report.

Table 3-14: SR-304 Zoning District Distribution

District	Number of Parcels	Acres Zoned in Tax Lots	Percent of Total Acres
LS	18	10	4%
M	10	155	57%
MF-1	31	4	1%
MF-2	2	2	1%
MF-3	4	19	7%
PO	18	14	5%
R-15	49	26	10%
R-22	33	40	15%
Total	165	269	-

Note: Totals may not match due to rounding.

Parking

Parking in this corridor covers the least amount of land and the lowest percentage of total land area in the corridor, at 26.84 acres and 10 percent respectively. The corridor is largely residential in nature in the southern portion, with parking use highest on commercially zoned property; multifamily uses have relatively modest parking coverage and additional open space requirements. There appears to be no shared parking in use.

Activity Centers

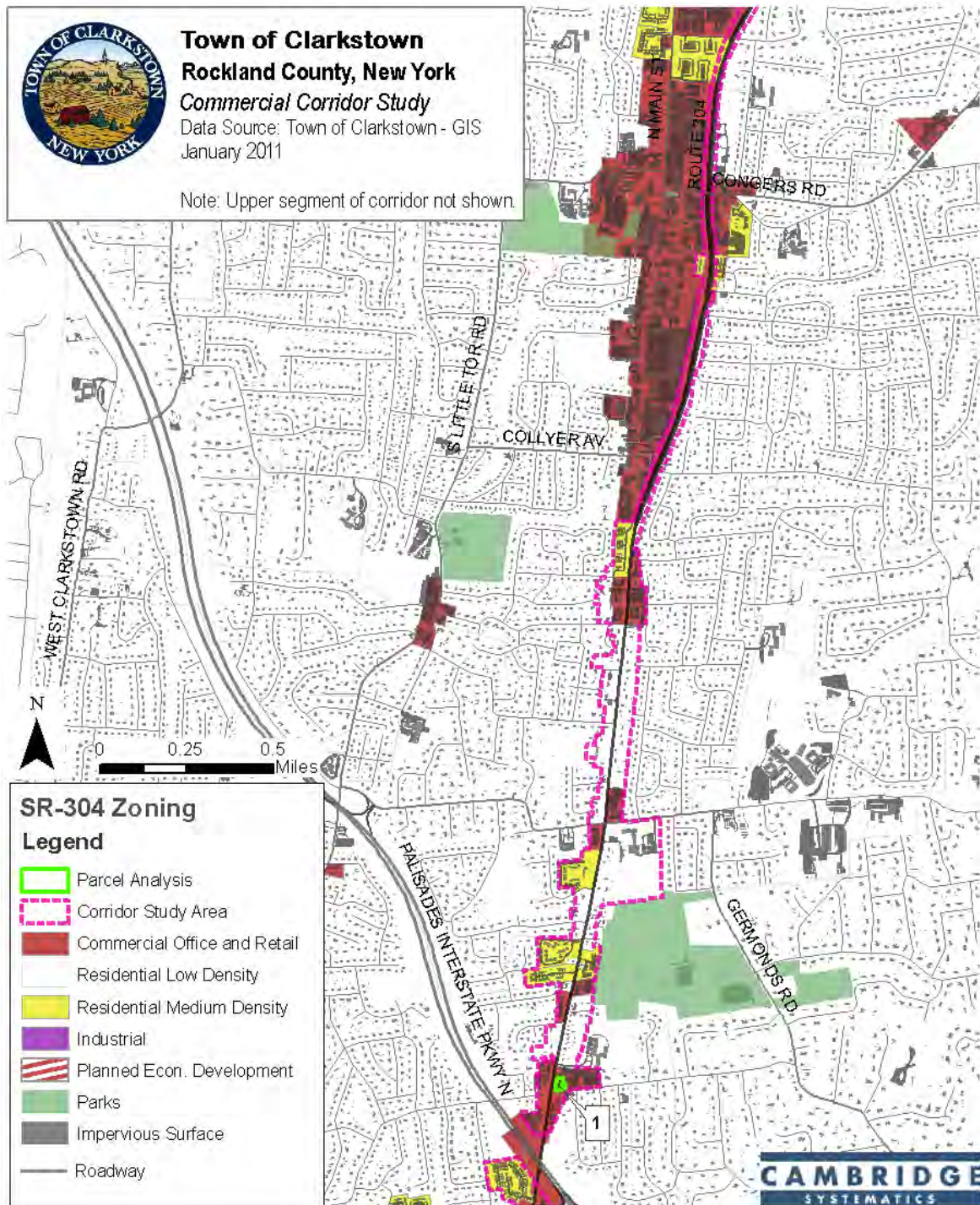
While a busy corridor, SR-304 has fewer direct commercial and high-density activity centers than other major roadways in Clarkstown. The intersection with Main Street – an access point to New City – is a key intersection throughout the day. Medical offices at Johnsons Lane just south of this intersection attract some day-time customers and employees. Germonds Road in Bardonia is a key intersection with SR-304, providing access to Albertus Magnus High School, a small retail area and a small office building. At the intersection with Bardonia Road, a diverse mix of small-scale office and retail facilities are located along each roadway, with some shared parking access points.

Land-Use Zoning Comparison

The SR-304 Corridor has two adjoining parcels that stood out in the zoning and land use analysis, located at the intersection with Bardonia Road in Bardonia (see #1 on Figure 3-4). The area is zoned LS. The corner lot is occupied by a gasoline service station that is not expressly permitted in this zone. The abutting lot to the east on Bardonia Road (17 Bardonia Road) appears to be occupied by a two story apartment building. Apartments are also not permitted in LS zones and do not appear to have complementary uses in the area. Given that neighboring parcels are occupied by office and retail uses, the residential use appears to be less in character with the area.

This corridor also has a special permit that allows low-intensity office uses in low-density residential zones located on SR-304 (see zoning description above). There are eight parcels that have commercial activities in R-15 zones on SR-304, and all appear to conform to the special district regulations and do not appear incompatible with the largely residential uses on this corridor.

Figure 3-4: Existing Zoning Map SR-304 Corridor



3.3.4 SR-59 East (West Nyack)

The eastern portion of the SR-59 study corridor is zoned primarily for industrial uses, 71 percent includes M, LIO, and LO zones. This share can be largely attributed to the quarry, which accounts for approximately one-third of the total acreage of industrial districts. The quarry is surrounded by manufacturing zones to the west and north, with a LO zone adjacent to the north and abutting SR-303 to the west. Industrial/manufacturing zones also cover land, approximately 85 acres, next to or near the Clarkstown Municipal Waste Facility located south of SR-59 between Western Highway and SR-303.

Zoning for commercial and shopping uses in this corridor is situated around SR-59, with a large share of the acreage attributable to the Palisades Center Mall (approximately 115 acres) and composed of an MRS district with RS district covering land on the north and south sides of SR-59. An RS zone also is located on the east side of SR-303 from SR-59 south to the Town border. Continuing east of SR-303 on SR-59 there are RS and CS zones with LO zones on the east and west sides.

Table 3-15: SR-59 East Zoning District Distribution

District	Number of Parcels	Acres Zoned in Tax Lots	Percent of Total Acres
CS	18	14	1%
RS	50	75	7%
MRS	7	101	10%
LIO	21	42	4%
LO	17	132	12%
M	58	689	65%
Total	171	1,052	-

Note: Totals may not match due to rounding.

Parking

Approximately 21 percent or 145 acres of the land included in the eastern SR-59 corridor is covered by parking lots. The majority of parking surrounds the Palisades Center Mall (61 acres), while other large lots are located in a manufacturing and warehouse area on the west side of the Town landfill (10 acres) as well as on otherwise vacant property on the east side of the landfill (9.6 acres). Parking areas and access to SR-59 near the Comfort Inn Suites, south of Palisades Center Mall, and in West Nyack appear to pose risks to driver and pedestrian safety that should be addressed.

Activity Centers

The major activity center in the east SR-59 corridor is the Palisades Center Mall at the intersection of SR-303. The Mall is located in the only MRS zone in the Town, allowing for intense commercial activity with a variety of retail uses, high-traffic and large-scale surface parking. A large quarry is located just north of the mall occupying slightly more acreage than the shopping center. South of the mall a manufacturing zone is occupied by the Clarkstown landfill, with light industrial and automotive uses on either side.

Land-Use Zoning Comparison

There were five parcels identified in this corridor during the land use and zoning analysis (illustrated in Figure 3-5).

There are three parcels located between SR-59 and Palisades Center Drive, just north of Cemetery Lane. The westernmost lot (see #1 on Figure 3-5) is located in an LIO zone. The past use, which is now out of date, was a bank; today the parcel is occupied by what appear to be light industrial construction storage or office uses. This is a permitted use in LIO, but the area is of note because the land uses appear to be unrelated to the major retail activity in Palisades Center Mall, the Shop Rite grocery store, and other businesses on SR-59.

In general it appears that the RS zone on the south side of SR-59, across from the Palisades Center Mall, serves more light industrial purposes than retail. The current uses of the RS district, however, do not impede general repair and warehousing uses in place. Of particular note is a parcel located behind the Dunkin Donuts restaurant on SR-59 (see #2 on Figure 3-5). This parcel is split by an M district and the current use appears to be related to the quarry and landfill to the south.

The Palisades Audi auto dealership – on SR-59 and Chestnut Street (see #3 on Figure 3-5) – is a permitted use for the CS district it is located in. However, the code states that installation of equipment, which appears to be done in the maintenance bays on the parcel, are not allowed on a parcel abutting a residential zone; the parcel abuts an R-10 zone to the south and east. Also, there are vehicles stored in a neighboring parking lot located in the R-10 district, which is not a permitted use.

J&J's automobile repair shop located on SR-59 and Mountainview Avenue (and a thruway exit 11) is not a permitted use for the LO district it is located in. There are few other active uses in this area that appear to be permitted only on LO zoned parcels. In addition, access management in this area appears to pose dangers for drivers and pedestrians.



3.3.5 SR-59 West (Nanuet / Nanuet Hamlet Center)

The western segment of SR-59 is zoned primarily for commercial uses. The zones in this corridor include Community Shopping (CS), light industrial office (LIO), laboratory office (LO), professional office (PO), regional shopping (RS), and multifamily residential (MF-1, MF-2), and single family residential (R-10, R-15, RG-2). The area is comprised of 98 acres with 297 tax lots. Of this, 46 percent is zoned for commercial uses, of which 95 percent is zoned for shopping uses. Just over 44 percent of the acreage is zoned for industrial office uses. The remaining 9 percent is zoned residential, primarily multifamily and medium-density housing.

The RS district is the most prevalent in this corridor, primarily in the areas surrounding and with direct transportation access to SR-59. Over four-fifths of the RS parcels in this corridor are located west of SR-304. There are two CS districts, one located south of SR-59 on North Middletown Road, also known as Main Street in Nanuet. This area is considered a “downtown” area made up of small businesses located on small lot sizes (0.08 to 1.8 acres), with the largest being the Stop & Shop grocery store located near the corner of North Middletown Road and SR-59 (7.3 acres). The second CS area is located north of I-87 on SR-304 and is made up of small lots housing and road-side retail with parking abutting the roadway.

Table 3-16: SR-59 West Zoning District Distribution

District	Number of Parcels	Acres Zoned in Tax Lots	Percent of Total Acres
CS	55	31	5%
RS	123	258	40%
PO	14	16	2%
LIO	68	142	22%
LO	16	142	22%
MF-1	3	4	1%
MF-3	4	32	5%
RG-2	5	22	3%
Total	288	647	-

Note: Totals may not match due to rounding.

Parking

Of the 647 acres included in the SR-59 West study area, approximately 273 acres, or 42 percent, are covered by parking lots. This area is the location for many mini-malls and other retail uses, and parking is widely distributed but in general accommodates high automobile use. Nanuet Mall has a major parking area, with a three-story parking structure near SR-59 and a large parking area in the rear. Spring Valley Marketplace and the Rockland Center also are large lots with potential shared use. High-parking capacity is visible north of SR-59 along SR-304 past the Interstate as well.

Activity Nodes

Although this is a busy corridor with many retail uses, there are three key activity areas evident on maps and through local knowledge: Nanuet Mall and Spring Valley Marketplace, downtown Nanuet, and the intersection of SR-59 and SR-304.

Nanuet Mall and the Marketplace are important as anchors for a larger and somewhat dispersed retail area comprised of mini-mall and free-standing retail structures. While the Mall itself is recognizable as large-scale retail, structures across SR-59 have smaller structures, some with multiple tenants. Smaller lots and one-story small structures extend west along the corridor to the Marketplace. Uses include fast food, household goods, and auto parts. Notable is the recent decline of Nanuet Mall and high-vacancy rate.

Downtown Nanuet includes approximately one-half-mile on South Middletown Road south of SR-59 and Nanuet Mall. The area is unique because of small one and two-story buildings housing a variety of neighborhood shopping and professional office land uses. The Nanuet train station is also located within one-half-mile of this road. The roadway and sidewalks were recently resurfaced and designed with attractive streetscape features. The roadway is relatively narrow with limited on-street parking.

Land-Use Zoning Comparison

The land-use and zoning analysis identified six parcels where surveyed land uses are not expressly allowed by the zoning codes.

One is the Teplitz, Inc. recycling facility or junkyard located at the corner of Demarest Mill and West Nyack Roads (See #5 on Figure 3-6). The facility, which includes a two-story office building on West Nyack Road, covers approximately 2.6 acres in a three-sided lot. The area is zoned LIO, which allows recycling facilities under special permit from the Town Board and compliant with 290-17R of the Town Code. The business typically has cars parked on the road shoulder. The unpaved lot may be allowed under code; however the location is near a busy commercial area that is attracting additional residential uses. The unpaved lot and stored material will likely present a health or safety hazard as Clarkstown's population increases, both to neighboring uses and due to limited sight from the facility's one driveway. The Town Highway Department maintenance and storage facility across Demarest Hill Road is screened, secure and presents comparatively little obstruction to neighboring development.

Approximately one-quarter-mile to the west, the Estes Express Lines trucking and distribution facility was also identified as a possible conflict with intended zoning uses (see #4 on Figure 3-6). The facility appears to be a warehouse or distribution center, which is allowed in the LIO district. The condition of the property – minimal screening from the road, partially paved surface and

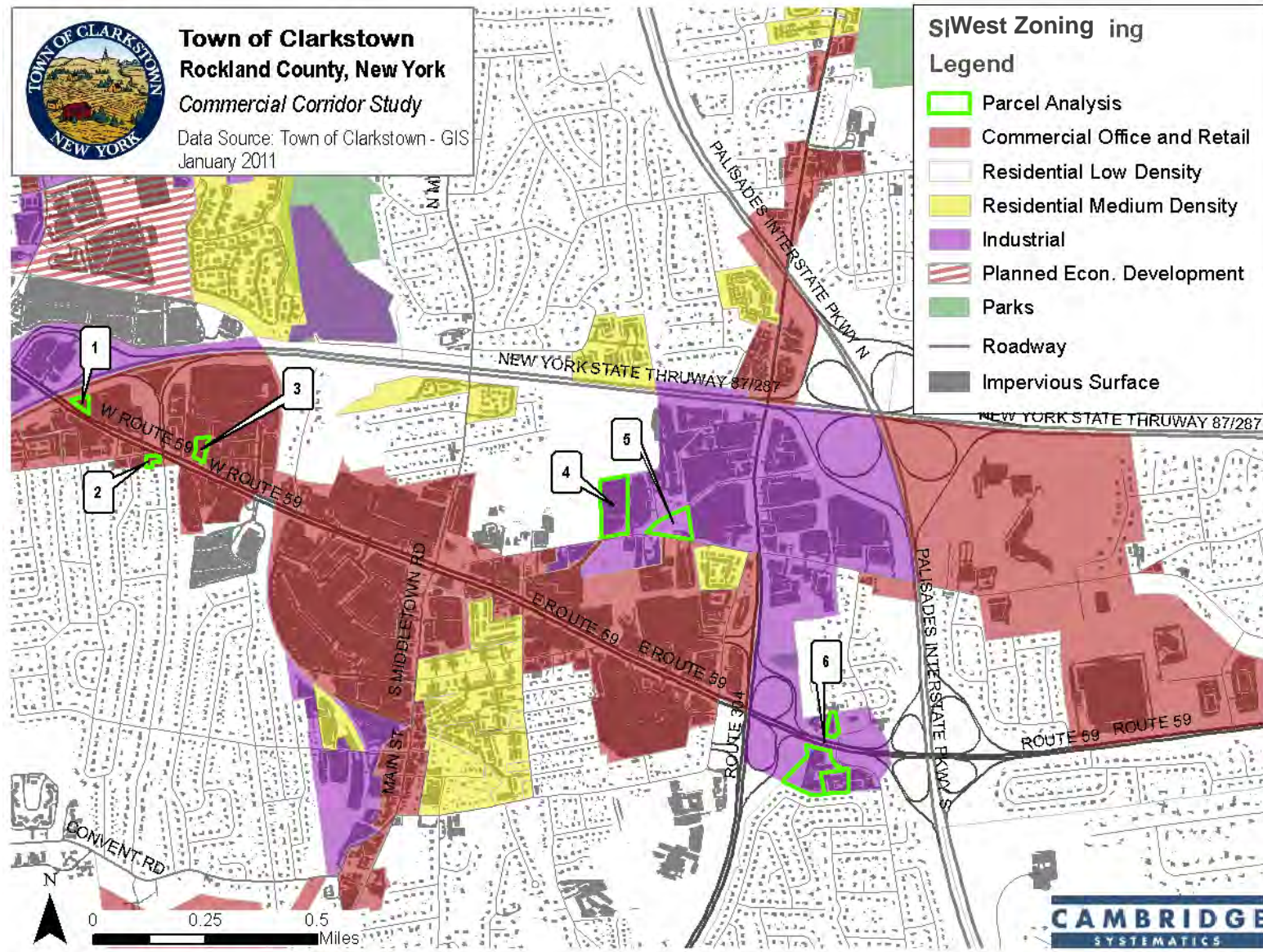
multiple stored vehicles – suggests other storage or repair related activities. Additionally, parking and/or opportunities with neighboring lots should be explored.

A Comfort Inn Hotel at 431 SR-59 (between SR-304 and PIP) is located in an LIO district where hotels or other commercial lodgings are not permitted (see #6 on map). No records of special permits or variances were provided at the time of this study. The hotel is separated from other uses, with low-density residential uses to the south. Across the street at 410 East SR-59 a seemingly vacant building is cataloged as a bank branch, in an area zoned LIO (across from Days Inn). Banks are not expressly permitted in LIO. Aside from use, the parcel also presents difficult access management issues due to the angle of Rose Road at SR-59, as well as the SR-304 interchange ramp just 300 feet to the west.

A small apartment building with approximately six units is located at One Grandview Avenue (see #2 on Figure 3-6). The structure is located in an RS zone, which does not expressly permit apartment residences. No permits or other variance information is on file for the parcel. At this relatively busy intersection the parcel is somewhat related to the low-density residential uses in the neighboring R-15 zone, but starkly mismatched to the medium-density hotel, retail and other services across SR-59, also zoned RS.

In the same zoned area, a Lucile Roberts gym is located at 240 West SR-59 (see #3 on Figure 3-6). Gyms and health clubs are not in the permitted uses for RS zones. However, gyms and health clubs today are typically compatible uses in retail centers such as the mall area it is located in. Health clubs are permitted in areas zoned PO and LIO. Also in the area, approximately one-quarter mile to the west (see #1 on Figure 3-6) car-rental appear to be operated on a lot in an RS district, where car rental is not expressly permitted.

Figure 3-6: SR-59 West Corridor



3.4 Park-N-Ride Facility Analysis

Park-N-Ride facilities are important to providing the residents of Clarkstown with public transportation resources that help reduce regional greenhouse emissions and vehicle miles traveled, lower gasoline expenditures for individuals, and improve mobility in the region. There are 13 Park-N-Ride lots in Clarkstown serving transit customers and commuters who carpool. While the lots are open to any customer, most facilities are used for trips outside of Clarkstown. All lots are maintained by Rockland County, with funding available from local, county and State sources. Visits to the lots in June 2010 indicated higher use in western Clarkstown, which includes the Exit 14 lots and the Nanuet Mall and Nanuet Rail station lots 1 and 2.

Table 3-17: Park-N-Ride Facility Catalog

Park-N-Ride Facility	Hamlet/Village	Parking Spaces	Utilization Snap-Shot
Exit 14 NYS Thruway North Lot	Nanuet	225	222
Exit 14 NYS Thruway West Lot	Nanuet	80	80
Exit 14 NYS Thruway East Lot	Nanuet	188	188
Middletown Road at SR-59	Nanuet	25	13
Nanuet Mall	Nanuet	100	22
Smith Street at SR-59	Nanuet	286	95
Nanuet Rail Station Lot 1 (Clarkstown Lot)	Nanuet	332	283
Nanuet Rail Station Lot 2 (County Lot)	Nanuet	229	138
Nanuet Rail Station Lot 3 (County Lot)	Nanuet	235	50
North Middletown Road	Bardonia	101	20
Exit 12 NYS Thruway Commuter Parking Lot (Lot J)	West Nyack	900	230
Exit 12 NYS Thruway Lot 1	West Nyack	230	36
Exit 12 NYS Thruway Lot 2	West Nyack	200	11
Lake Road at Kings Highway, Valley Cottage	Valley Cottage	75	19

Source/Note: Rockland County Department of Planning, Town of Clarkstown; Parking utilization is based on a.m. visit to the facilities between Mondays and Fridays in 2008/2009.

The following profiles provide details on existing conditions—including access provisions, amenities, and surrounding land-uses— for each of the Park-N-Ride lots in the Clarkstown area.. A pedestrian access area with a radius of ½ mile from the center point of each lot was used as the buffer distance to provide a picture of the surrounding land uses accessible to Park-N-Ride users.

3.4.1 Exit 14 NYS Thruway North Lot

Service:	Red & Tan 45E, 11A, 11C, 49, Coach USA Express, TZX, TOR 59, OWL, and Spring Valley Jitney
Destinations:	PABT, GWBT, Midtown Manhattan, Wall Street, White Plains, Tarrytown, Grand Central Terminal, Nyack, Spring Valley and Suffern

Location and Access

The directions and entrance signs to this lot are at the intersection of Forman Drive and SR-59 not clearly visible. The bus stop is adjacent to this facility and buses do not enter the facility. There is handicapped parking available in the lot, however, there is no marked or separated walkway for pedestrians in the facility

Land Use

The surrounding land-use is a mix of low and medium density residential land-use which accounts for a third of the half-mile buffer area. There are sizeable number of general business land uses along with industrial warehouses in the access area. Single family residential housing accounts for the single largest share of land use in the pedestrian access area, with 24% of the total area.

Issues

Entrance signage is not clearly visible from roadway.
No marked or separated walkway for pedestrians within parking lot.

Table 3-18: Exit 14 NYS Thruway North Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
225	99%	8	Free	25%	20%	10%

Figure 3-7: Exit 14 NYS Thruway North - Aerial



Figure 3-8: Exit 14 NYS Thruway North - Land Use Map



3.4.2 Exit 14 NYS Thruway West Lot

Service:	Red & Tan 45E, 11A, 11C, 49, Coach USA Express, TZX, TOR 59, OWL, and Spring Valley Jitney
Destinations:	PABT, GWBT, Midtown Manhattan, Wall Street, White Plains, Tarrytown, Grand Central Terminal, Nyack, Spring Valley and Suffern

Location and Access

The West Lot is located on the south side of SR-59 at New York State Thruway Exit 14. The West Lot is designed with landscaping and lighting. Access to transit and surround businesses is available across the street from the East lot, for which there is a signalized pedestrian crossing. Handicapped parking is available at this lot.

Land Use

The surrounding land use is a mix of low and medium density residential, which accounts for about one-third of the ½ mile buffer area. General and community businesses occupy 13% of the land area in the vicinity and industrial warehouses account for 11% of the area. There is a vacant parcel within walking distance of this lot, indicating that area may be available for the expansion or construction of new lots to accommodate excess demand. The surrounding land use mix is shown in Figure 3-10.

Issues

There are no observed issues with this lot.

Table 3-19: Exit 14 NYS Thruway West Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
80	100%	8	Free	N/A	13%	11%

Figure 3-9: Exit 14 NYS Thruway West - Aerial



Figure 3-10: Exit 14 NYS Thruway West - Land Use Map



3.4-3 Exit 14 NYS Thruway East Lot

Service:	Red & Tan 45E, 11A, 11C, 49, Coach USA Express, TZX, TOR 59, OWL, and Spring Valley Jitney
Destinations:	PABT, GWBT, Midtown Manhattan, Wall Street, White Plains, Tarrytown, Grand Central Terminal, Nyack, Spring Valley and Suffern

Location and Access

The Exit 14 East lot is located on the south side of SR-59 at New York State Thruway Exit 14. It is designed with landscaping and lighting. There is a bus shelter adjacent to the lot. Handicapped parking is available at this lot. There are currently no bike racks available in this lot.

Land Use

The surrounding land-use is very similar to the other two Exit 14 lots, given their close proximity. The land-use profile in the walk access vicinity has a sizeable residential component covering up to 42% of the area. There is a substantial presence of general and community businesses covering about 14% of the area and industrial warehouses accounting for 11% of the surrounding walk access area. However, access to businesses to the south entails crossing the NYS Thruway overpass along SR-59. There is vacant area in the walk access range of this lot indicating that area may be available for expansion or construction of new lots given the demand and utilization rates for all the three Exit 14 lots in the vicinity. The surrounding land-use mix is shown in Figure 3-12.

Issues

There are no observed issues with this lot.

Table 3-20: Exit 14 NYS Thruway East Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
188	100%	6	Free	42%	14%	11%

Figure 3-11: Exit 14 NYS Thruway East - Aerial



Figure 3-12: Exit 14 NYS Thruway East - Land Use Map



3.4.4 Middletown Road & SR-59

Service:	TOR 59, Red & Tan Routes 46, 47, 20, 11A, and 11C, and Clarkstown Mini-Trans Route C
Destinations:	PABT, GWBT, Suffern, Spring Valley, and Nyack

Location and Access

The Middletown Road Park-N-Ride lot is located on the southwest corner of the SR-59 and Middletown Road intersection, across Middletown Road from Nanuet Mall and next to an Exxon gas station. The lot offers free parking and contains 25 parking spaces, 2 of which are handicapped accessible. The lot operates at approximately half capacity on a typical weekday. There is a gas station/convenience store nearby and the parking lot is illuminated at night. There are minimal signage for this lot and ADA accessibility is limited. Currently, the lane striping is worn away in the lot. There are no walkway paths to bus pick-up locations.

Land Use

Surrounding land use is a heterogeneous mix of residential, regional and community commercial space, along with public buildings and institutional space. 35% of the total walk access area within the ½ mile buffer distance is a mix of regional and community commercial space. Five percent of the area is occupied by institutional and quasi-public buildings, while at least six percent of the surrounding area is vacant. Basic amenities are available from a mini-mart located in the Exxon gas station adjacent to the lot.

Issues

No access from parking lot to bus pick-up location, besides traversing through shrubs (on dirt paths between plants) or by on the shoulder of parking lot ingress/egress along Middletown Road.

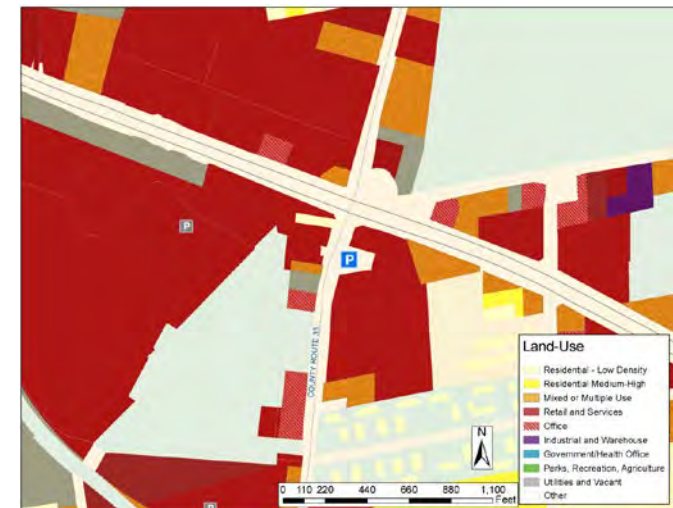
Table 3-21: Middletown Road & SR-59 Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
25	52%	2	Free	NA	35%	NA

Figure 3-13: Middletown Road & SR-59 - Aerial



Figure 3-14: Middletown Road & SR-59 - Land Use Map



3.4-5 Smith Street & SR-59 Lot

Service:	TOR Route 59, Red & Tan Routes 47, 49, 20, and 11A, and Clarkstown Mini-Trans Routes A and E
Destinations:	PABT, White Plains, Suffern, Spring Valley, Nyack, and New City

Location and Access

The Smith Street Park-N-Ride lot is located on the north side of SR-59 between Smith Street and SR-304. No fees or permits are required to park in the facility's 286 parking spaces. Seven ADA spaces are available. Pedestrian access to this parking lot is limited due to the absence of marked crosswalks on Smith street or Rt. 59. Given the difficulty of traversing SR-59 it is virtually impossible to access commercial facilities located to the southwest of the Smith Street Park-N-Ride lot.

Land Use

Land use to the west is predominantly general business and commercial establishments, accounting for 31% of the surrounding area. Residential neighborhoods prevail to the east of Rt. 304. Vacant land and open space to the south of SR-59 across from the existing parking lot might be examined if there is a future need for expansion. There is a sizeable proportion of area covered by institutional and public establishments, occupying 11% of the walk access buffer. Industrial and warehousing facilities occupy 7% of the area.

Issues

Access is limited to the west of SR-304.
Adjacent vacant land might be available for expansion.

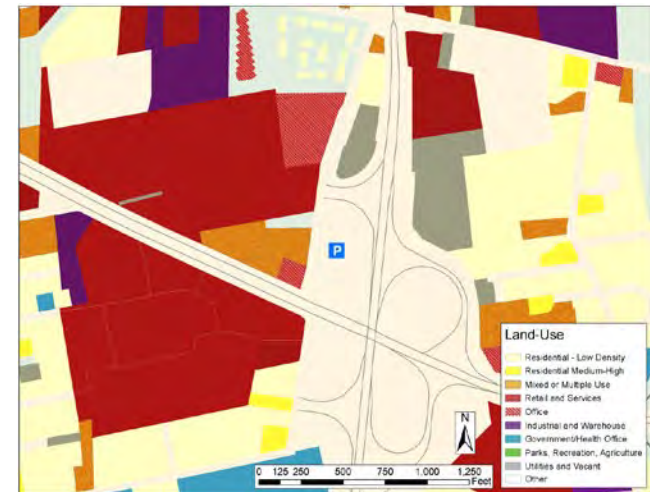
Table 3-22: Smith Street & SR-59 Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
286	33%	7	Free	NA	31%	7%

Figure 3-15: Smith Street & SR-59 Lot - Aerial



Figure 3-16: Smith Street & SR-59 Lot - Land Use Map



3.4.6 Nanuet Rail Station Lot 1 (Clarkstown Lot)

Service:	Pascack Valley Line, Red and Tan routes 11A and 11C, and TOR routes 20, 46 and 47
Destinations:	Penn Station (via Secaucus), Hoboken, PABT, and GWBT

Location and Access

The Nanuet Metro North Railroad (MNR) Station Lot 1 is located on the south side of West Prospect Street near the intersection with South Middletown Road, on the west side of the rail station. Lot 1 has 332 spaces, including 12 handicapped-accessible parking spaces. No permits or fees are required but the residential permits are needed. The lots are close to stores, pay phones, a passenger shelter, newspapers, mailboxes, and lighting. Some guide signs are in disrepair and may hinder access. There are no bicycle racks and automobile access is restrained due to lack of circulation space.

Land Use

Given that the three parking lots are very close to each other, their land use profiles are similar. The existing land use is predominantly single family residential and multifamily residential covering over 50% of the area in walking distance. There are regional and community business centers near the lots, which make up to 35% of the area. A nominal share of the area (3%) is used for recreation activities. Providing pedestrian access to these locations will be instrumental in improving walkability and increasing non-motorized trips to these locations.

Issues

Constrained space makes parking maneuvers difficult.
Not clearly defined pedestrian pathways.
No bicycle racks.

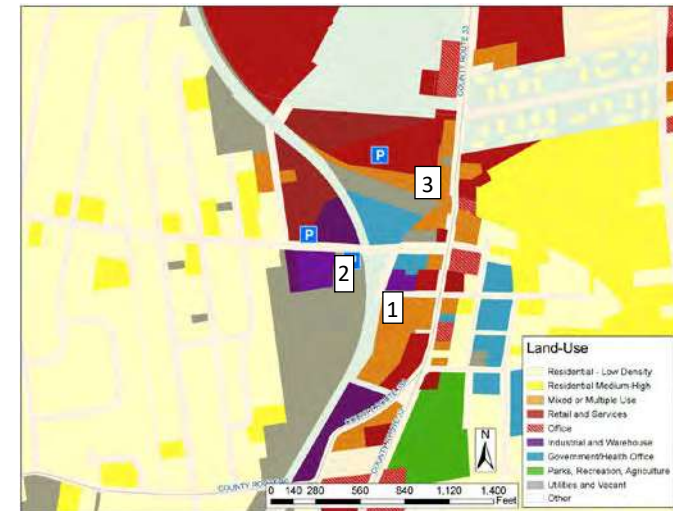
Table 3-23: Nanuet Rail Station Lot 1 (Clarkstown Lot) – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
332	85%	TBD	Free	50%	35%	NA

Figure 3-17: Nanuet Rail Station Lot 1 - Aerial



Figure 3-18: Nanuet Rail Station Lot 1 - Land Use Map



3.4-7 Nanuet Rail Station Lot 2 (County Lot)

Service:	Pascack Valley Line, Red and Tan routes 11A and 11C, and TOR routes 20, 46 and 47
Destinations:	Penn Station (via Secaucus), Hoboken, PABT, and GWBT

Location and Access

The Nanuet MNR Rail Station Lot 2 is located on the north side of West Prospect Street near the intersection with South Middletown Road, to the northwest of the Metro North rail station. The lot has 229 spaces with 12 handicapped-accessible spaces. No fees or residential permits are required. As with Nanuet Rail Station Lot 1, the lot has access to stores, a pay phone, passenger shelter, newspapers, mailboxes, and lighting. Some guide signs are in disrepair and may hinder access. There are no bicycle racks and automobile access is restrained due to lack of circulation space. There is no signage to the train station platform for pedestrians from Lot 2, and the available path to the platform is poor.

Land Use

The land use profile is similar to the Nanuet Rail Station Lot 1. The existing land use is predominantly single family residential and multifamily residential covering over 50% of the area in walking distance. There are regional and community business centers near the lots, which make up to 35% of the area.. A nominal share of the area (3%) is used for recreation activities. Providing pedestrian access to these locations will be instrumental in improving walkability and improving non-motorized trips to these locations.

Issues

Pedestrian access along Prospect Street (no sidewalks).

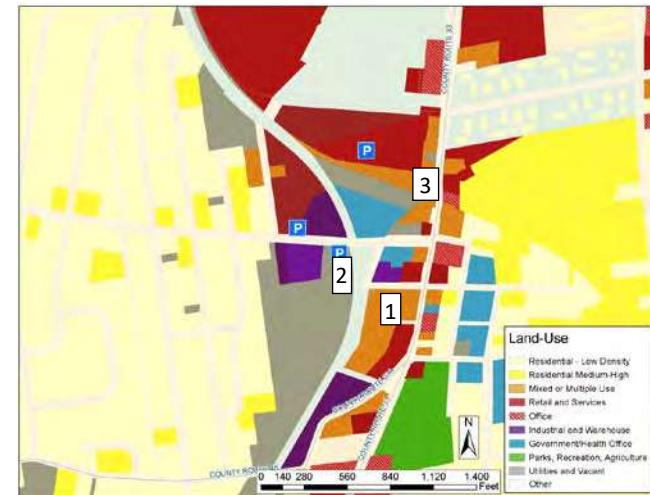
Table 3-24: Nanuet Rail Station Lot 2 (County Lot) – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
229	60%	12	Free	50%	35%	NA

Figure 3-19: Nanuet Rail Station Lot 2 - Aerial



Figure 3-20: Nanuet Rail Station Lot 2 - Land Use Map



3.4.8 Nanuet Rail Station Lot 3 (County Lot)

Service:	Pascack Valley Line, Red and Tan routes 11A and 11C, and TOR routes 20, 46 and 47
Destinations:	Penn Station (via Secaucus), Hoboken, PABT, and GWBT

Location and Access

The Nanuet MNR Rail Station Lot 3 is located to the north of West Prospect Street behind the post office. The lot has 235 spaces. The lot is operated by LAZ Parking (www.rrparking.com) and not by the Town of Clarkstown. The fee for 16 hours (1 working day) is \$2.75 and for 24 hours the cost is \$4.50. Monthly and annual permits are also available. The lots have access to stores, a pay phone, passenger shelter, newspapers, mailboxes, and lighting.

Land Use

The land use profile is similar to the Nanuet Rail Station Lot 1. The existing land use is predominantly single family residential and multifamily residential covering over 50% of the area in walking distance. There are regional and community business centers near the lots, which make up to 35% of the area.. A nominal share of the area (3%) is used for recreation activities. Providing pedestrian access to these locations will be instrumental in improving walkability and improving non-motorized trips to these locations.

Issues

Competes with free parking provided at Lot 2, which may cause for under-utilization.

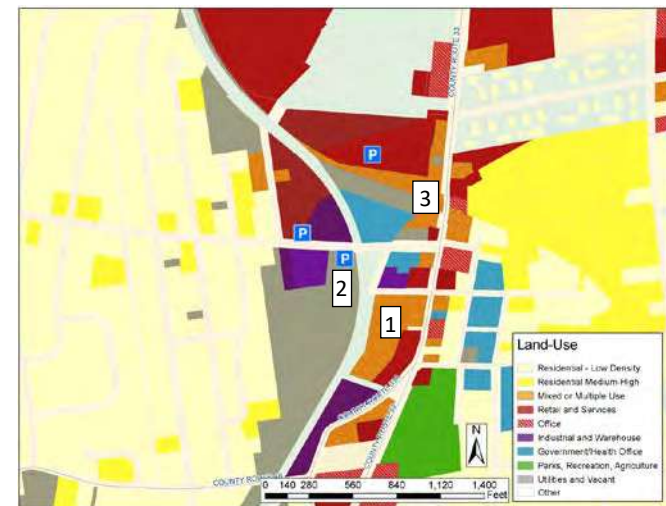
Table 3-25: Nanuet Rail Station Lot 3 (County Lot) – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
235	21%	0	\$2.75	50%	35%	NA

Figure 3-21: Nanuet Rail Station Lot 3 - Aerial



Figure 3-22: Nanuet Rail Station Lot 3 - Land Use Map



3.4.9 North Middletown Road & PIP Lot

Service:	Carpool
Destinations:	NA

Location and Access

With 105 spaces, including three situated for handicapped access, the Park-N-Ride lot in Bardonia is located on the east side of North Middletown Road on the south side of the PIP. The lot has a passenger shelter, lighting, a telephone and newspaper boxes. This lot is not served directly by public transportation and is therefore used by carpool commuters only. Fees or permits are not required. This lot is surrounded by trees and most portions are not visible from adjacent locations. There are no pedestrian pathways for crossing Middletown Road at the entrance of the Park-N-Ride lot.

Land Use

The surrounding area is overwhelmingly single family residential land-use. Residential units covers about 75% of the total land area in the walk access vicinity around this lot. There is no other land-use prominent in terms of area in the vicinity other than public parks and open land which account for 16% of the area in the walk access area.

Issues

There are no outstanding issues with this lot.

Table 3-26: North Middletown Road & PIP Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
101	20%	3	Free	75%	NA	NA

Figure 3-23: North Middletown Road & PIP Lot - Aerial



Figure 3-24: North Middletown Road & PIP Lot - Land Use Map



3.4.10 Lake Road & Kings Highway Lot

Service:	Red & Tan lines 9, 9A and 9W, TOR route 91, and Mini-Trans bus A
Destinations:	GWBT, White Plains, Nyack, Spring Valley, and New City

Location and Access

Located on the north side of New Lake Road and east of Kings Highway In Valley Cottage, this Park-N-Ride lot has 75 spaces. There are retail stores located nearby and lights in the lot to provide evening safety.

Land Use

The surrounding land-use is a heterogeneous mix of various types of land-uses with residential establishments occupying about a third of the total area in the walk access vicinity. Office uses account for approximately five percent of the surrounding area, and business and commercial establishments make up about 18% of the area. Warehousing establishments account for 10% of the surrounding area land uses.

Issues

There are no outstanding issues with this lot.

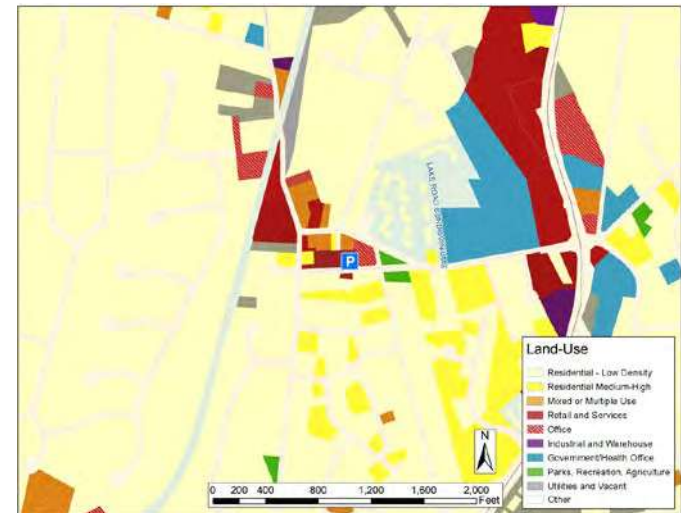
Table 3-27: Lake Road & Kings Highway Lot – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
75	25%	0	Free	33%	18%	10%

Figure 3-25: Lake Road & Kings Highway Lot - Aerial



Figure 3-26: Lake Road & Kings Highway Lot - Land Use Map



3.4.11 Exit 12 NYS Thruway Commuter Lot J

Service:	TBD
Destinations:	New York City, White Plains, Tarrytown, PABT, Nanuet Mall, Congers, Nyack, New City, Haverstraw, and Tappan

Location and Access

The Palisades Center Park-N-Ride Lot J is located adjacent to Palisades Center Mall in West Nyack near the intersection of I-287 and SR-303. It is Clarkstown's largest single Park-N-Ride facility. There are over 900 parking spaces available with 10 handicapped-accessible spaces. Spaces are also available for rideshare users (approximately 40 spaces) and pull-up lanes are used by "kiss-and-ride" commuters, or those who are being dropped off or picked up. There is a shelter available to cover waiting customers, with schedules and other information posted inside.

Land Use

The lot has limited non-motorized access, to the surrounding area. Users must drive to the Palisades Center Mall parking lot to shop. Most of the area around this lot is unbuilt open space and the Interstate blocks passage to the north. Residential use is limited compared to other lots in the Clarkstown area, accounting for only 13% of the total area in the walk access buffer. Though there is limited non-motorized access to surrounding land uses, the mix is dominated by industrial uses occupy 29% of the surrounding area (which includes the Tilcon quarry to the north across the Interstate). Commercial uses make up approximately one-third of the total area within walking distance of the lot.

Issues

Poor non-motorized access.

Limited access points.

Northern land uses blocked by I-287.

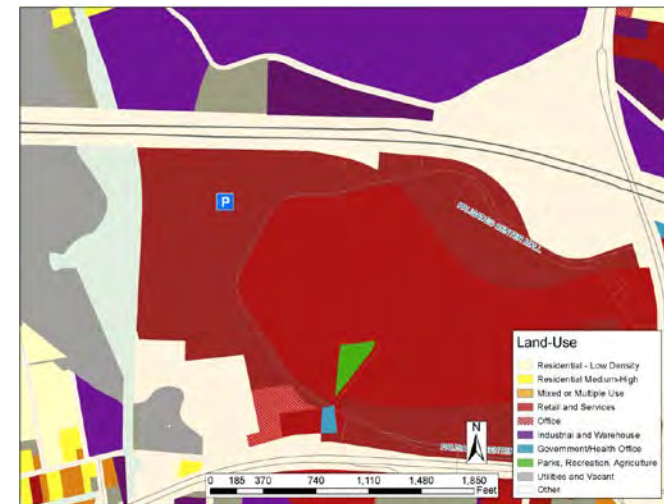
Table 3-28: Exit 12 NYS Thruway Commuter Lot J – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
900	26%	10	Free	13%	32%	29%

Figure 3-27: Exit 12 NYS Thruway Commuter Lot J - Aerial



Figure 3-28: Exit 12 NYS Thruway Commuter Lot J - Land Use Map



3.4.12 Exit 12 NYS Thruway Commuter Lot 1

Service: TOR Routes 91, 92 and 97
Destinations: Port Authority Bus Terminal

Location and Access

Two parking lots complement the Palisades Center Mall Lot J Park-N-Ride. Lot 1 is located north of SR-59. There are no fees for parking in this lot. Lot 1 has 230 parking spaces available with four handicapped accessible spaces. The lot is used by carpool passengers and is also a stop by the Red and Tan 9W. Access to this facility is from SR-303.

Land Use

Non-motorized access to nearby land-uses is limited and unsafe where possible due to the location on SR-303 near the related on-ramps and lack of pedestrian markings and infrastructure. There is motorized access to the Palisades Center Mall across SR-303 which accounts for over 25% of area in the area. Over 20% of the area surrounding this lot is open or vacant space. Residential uses are located to the east and south, but are cut off from direct access to the lot by site design.

Issues

No pedestrian access.
 Limited automobile and bus access point.
 Proximity to residential neighborhoods.

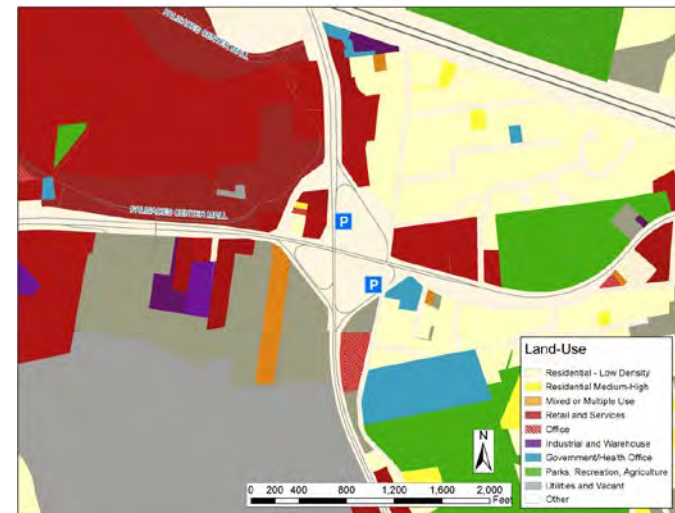
Table 3-29: Exit 12 NYS Thruway Commuter Lot 1 – Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
230	16%	4	Free	30%	35%	NA

Figure 3-29: Exit 12 NYS Thruway Commuter Lot 1 - Aerial



Figure 3-30: Exit 12 NYS Thruway Commuter Lot 1 Land Use Map



3.4.13 Exit 12 NYS Thruway Commuter Lot 2

Service:	TOR Routes 91, 92 and 97
Destinations:	Port Authority Bus Terminal

Location and Access

Lot 2 is located south of SR-59 and east of SR-303. There are no fees or residential permits required for parking in this lot. Lot 2 has 200 spaces, 10 of which are handicapped accessible. Available transit services include TOR Routes 91, 92 and 97. The spaces are also used by carpool passengers. Access to these facilities is from the southeast on/off-ramp between SR-59 and SR-303.

Land Use

Access to nearby commercial land uses is limited for non-motorized modes due to the location of the Park-N-Ride lots between ramps of Rt. 59 and Rt. 303. There is a high incidence of vacant land and open space – over 20% of the area surrounding this lots.

Issues

No pedestrian infrastructure.
 Limited motorized access.
 Limited transit service.
 Proximity to residential neighborhoods.

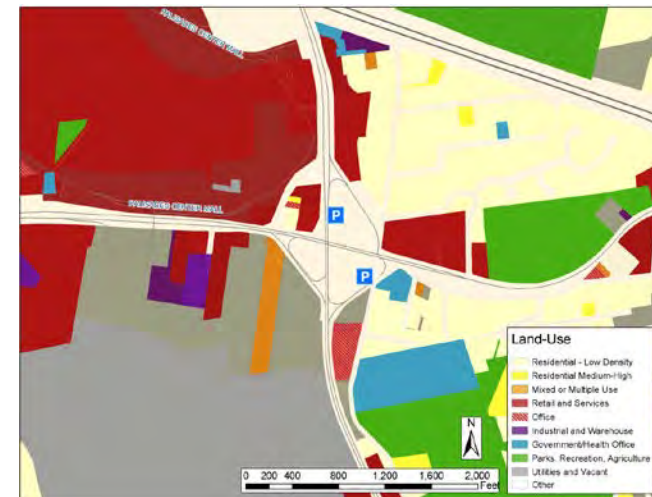
Table 3-30: Exit 12 NYS Thruway Commuter Lot 2 –Summary Profile

Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
200	6%	10	Free	NA	25%	NA

Figure 3-31: Exit 12 NYS Thruway Commuter Lot 2 Aerial



Figure 3-32: Exit 12 NYS Thruway Commuter Lot 2 Land Use Map



4.0 CORRIDOR VISIONING AND CONCEPT DEVELOPMENT

This section introduces the alternative zoning code strategies. It begins with the reason for developing these strategies, namely the connection to town goals in the CTP. It then introduces the methodology that included research on other town codes, national best practices for parking and access management, and road and access design standards on suburban commercial corridors. The methodology also includes the three levels of zoning changes considered, including changing text in existing districts, district boundaries and creating new districts. Next, we present a neighborhood-level analysis of existing conditions to look at opportunities, then present zoning strategies to get the opportunities, including tables of the use and bulk requirements and how they relate to other districts.

Methodology

To develop strategic concepts for Clarkstown's corridors, CS utilized the following structure:

1. **The Comprehensive Plan:** Build from the vision and goals presented in 2009's Clarkstown Comprehensive Plan
2. **Public Outreach:**
 - Conduct a survey of business owners in the study area to gather neighborhood-level information regarding commercial transportation corridors (including Building and Land Infrastructure, Transportation Infrastructure, Parking, Land Use and Zoning, and Administrative Requirements)
 - Identify areas of opportunity and present preliminary visions for land use regulations that meet the goals of the town while supporting local needs
 - Present elements of the preliminary vision to residents and business owners in the study area, to gather information for further development of the vision and appropriate zoning codes.
3. **Proposed Vision:**
 - Propose draft zoning district regulations and locations (boundaries) that will lead to development that supports the neighborhood-level vision and goals
 - Evaluate the potential for development and negative environmental effects related to recommended changes to the zoning code
4. **Proposed Concepts:** For each corridor, present detailed land use and transportation concepts for approval that are based on best practices in urban/suburban development, feedback from community members and business owners, and the town of Clarkstown's unique characteristics.

The next section describes the methodology steps in greater detail.

The Comprehensive Plan

The 2009 Town of Clarkstown Comprehensive Plan (Plan) both updated and moved beyond the previous Plans of 1966 and 1999; providing a wide-ranging report of existing conditions within the Town and a framework for present and future land-use decision-making. The Plan followed the format of a Generic Environmental Impact Statement (GEIS), analyzing potential adverse impacts and proposing mitigating actions.

The Town vision was woven through the seven interrelated goal areas – Economic Development; Environmental Resources; Health Safety and Welfare; Historic and Cultural Resources; Housing; Recreation, Parks, and Open Space; and Transportation. Each goal area featured a set of overarching objectives and a series of specific, actionable objectives formulated by citizen subcommittees. The work of the subcommittees incorporated suggestions and feedback from a series of public meetings held across Clarkstown.

The technical analysis focused on the town-wide goals most relevant to the interaction between transportation and land use. The purpose of identifying the goals was to guide the development and analysis of the myriad of possible changes in the zoning code which would:

- Ensure future development and growth are appropriate and coincide with community needs and activities
- Provide an opportunity for flexible and creative zoning that addresses the operation of modern businesses and protects land owners
- Make sound decisions on transportation infrastructure improvements along State corridors that reduce vehicle miles traveled, mitigate congestion, improve access management, and support the accessibility and use of all modes of transportation
- Ensure appropriate environmental stewardship
- Maintain the economic prosperity and mobility needs of a critical community asset

Public Outreach

To begin outreach efforts, a brief survey was developed to assist analysts in leading conversations with Clarkstown's local landowners and business tenants. A survey guide was developed as a tool only, and conversations covered a range of topics not always expected at the beginning.

The survey guide covered basic information about the business type, then inquired about the respondent's perspective regarding transportation, safety, land use and general plans for the future. The survey asked the following questions:

- Business name
- Contact name
- Job title / position
- Type of business
- Number of years in location
- Other Clarkstown locations
- Size – employees
- Size – square feet
- Own, rent or lease
- Business hours/ days
- Average number of customers per week
- Number of parking spaces for staff and customers
- Do you have any issues accessing location by car, walking or transit?
- Does your firm offer commuting benefits or “travel demand management” strategies for employees such as ridesharing, transit subsidy, or transit fare
- Do you consider your location safe?
- Do you consider your business compatible with other activity along gW / SR-303 / SR-304 / SR-59?
- Is space currently enough? Plans to expand or move?
- Do you have any experience with building, or other permits from the Town? Please explain.
- Does your business have a shipping and receiving area?
- How often is it in use? When?
- Does your business store vehicles, equipment or other materials outdoors? Indoors?
- Do you have any infrastructure needs regarding deliveries?
- Do you have any other things to share regarding land use and infrastructure along the gW / SR-303 / SR-304 / SR-59 corridor?

The next step of the outreach process was to engage directly with the general public. CS staff led extensive community engagement efforts with Clarkstown stakeholders to better understand the local context and perspectives. Efforts included public meetings, business owners and landowner forums, special board meetings, and walk about group audits.

For this step of outreach, findings from the landowner and local business surveys were shared with the public. Stakeholders examined differences between existing corridor zoning, transportation infrastructure that was provided and the community needs that were expressed.

Proposed Vision

CS presents this section to identify key land use and transportation ideas that arose during the various public outreach meetings. The valuable input gathered at these meetings was used to identify key areas of opportunity that were packaged together into proposed visions for each corridor. They represent higher-level corridor and zoning planning strategies.

Once developed, these vision statements were presented back to the public at later outreach meetings. The additional feedback was incorporated into the next section: Proposed Concepts.

Proposed Corridor Concept

It is important to repeat the mantra that information gathered through public outreach sessions formed the core of CS recommendations for land use and transportation changes in Clarkstown. The proposed corridor concepts were a direct result of the extensive dialogue between city officials, landowners, business tenants, and community members. Concepts were detailed transportation and land use interventions based on the high-level corridor concepts earlier developed. These in turn drove the development of final recommendations to be discussed in Section 5.

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed corridor concepts for all of the corridors that were studied. CS also identified access management, pedestrian / bicycle infrastructure and parking changes which should be implemented on a town-wide basis.

4.1 US-9W

4.1.1 Public Outreach

For the US-9W corridor, CS distributed mailings to approximately 65 businesses and/or landowners (including Kennelly's Grille House, Green Tree Inn, Raintree Motel, Holiday Court Motel, and Congers Auto Spa).

Building and Land Infrastructure

Most businesses had no comments and noted no issues with property-based infrastructure for their business. The Railside Mixed Martial Arts studio owner discussed plans to expand in the near future, and noted that space had consistently been available in the building they occupied.

The owner of Wildman's noted that people visiting Rockland Lake State Park often park in front of the business in the shoulder of US-9W. While some walk along the highway to the park entrance, others have cut the fence separating the Wildman's property from the Rockland Lake golf course and entered there.

The land surrounding Greg's Auto Body and Wildman's Service Center shops is flooded each year during high rains and snow melt, as the sewer pipes discharge near the property and pools at the front of the buildings. The Town mitigated the flooding somewhat but the water is reportedly still an occasional hazard and inconvenience.

Transportation Infrastructure

Transportation issues for participating businesses on US-9W were primarily concerned with high vehicle speeds on the highway and related concerns of using driveways into and out of parking lots. The speed limit on most of US-9W in Clarkstown is 55 miles per hour, and a number of corners and slopes limit vision of motorists on and entering the highway. The owner of Country Carpet noted that while he has not observed any crashes, staff and customers have noted they can be surprised by oncoming vehicles as they use the driveway. The owner of Cargus International said that while the area was generally very safe, the most dangerous element was entering and exiting the highway, and the owner of Congers Auto Spa observed that speeds near their location often appear to be faster than the posted speed limit. In addition, the Congers Auto Spa occasionally have customers queued up onto US-9W as they wait for service.

Truck access was limited for some respondents, particularly for those with trailers. The owner of Wildman's said he had one or two trucks annually that back into the parking lot off of the highway, requiring someone to slow or stop traffic on US-9W as the truck maneuvers. For the other respondents, however, trucks are able to enter and turn completely around in the available parking area. No other respondents considered backing in off of the highway to be a impediment to traffic nor a safety issue.

Pedestrians on the highway caused some concern for respondents. Particularly on weekends, visitors to Rockland State Park will park on the road shoulder and walk to the park entrance. In addition, the owner of Greg's noted that residents in condominiums on US-9W also walk along the road shoulder. While no reported collisions with pedestrians were cited, the perceived safety issue arises from the presence of pedestrians on shoulders narrowed by parking cars, while traffic travels at speeds of 55 miles per hour or more. The corridor is also used by bicyclists from around the region due to the light traffic and wide shoulder. Respondents noted no concerns with bicycle traffic and business activities on US-9W.

Parking

As noted above, respondents in the US-9W corridor reported ample parking for customers, staff and deliveries. One respondent, Wildman's reported having one or two trucks each year large enough to require backing in off of the highway. However, access to and from business' parking lots was a concern for three survey respondents. The 55 mile per hour speed limit, slopes and turns reduce visibility to and from some lots. Three respondents noted that access to US-9W had led to few crashes. One noted that more crashes were caused by vehicles parked on the side of

the road. The owner of Town and Country noted that the wide shoulder has served as an (unmarked) turning lane for right-turning vehicles.

A key parking issue in the US-9W corridor was reported to be that visitors to Rockland Lake State Park use the relatively wide highway shoulder to park their vehicles. This was suggested to be due to the parking fee in the official park parking lot². Roadway parking was reported to reduce shoulder width for pedestrians and cyclists, reduce visibility for motorists and occasionally encroach on business driveways. The owner of Wildman's reported up to 30 cars parked on the highway shoulder.

Land Use and Zoning

At the time of the survey, all respondents noted that the slowing of the economy had been evident in a slowing of new business at their firms, and was possibly reflected along the corridor by the number of locations available for rent, lease or sale. This had not reportedly affected the businesses that responded to a great extent. Of the respondents, only one reported any conflict between their business activities and surrounding land uses. Bliss Tire & Rubber Distributors said some residential neighbors to the west had complained of work-related noises were a nuisance. An independent firm conducted a noise study, however, and found noise levels did not exceed Town restrictions. A neighboring business, Cargus International, did not report direct conflicts with residential neighbors, but did note that strategic planning for land uses was important to minimize conflicts between different intensities of use. The owners of the Green Inn Hotel Bliss Rubber and Wildman's noted that greater numbers of residential uses were being developed in the corridor.

All businesses, including this one, expressed satisfaction with their business location due to the good highway access to other parts of Clarkstown and neighboring cities (for delivery, customers and employees), proximity to related commercial services and competitive prices for land and facilities. The owner of Bliss Tire & Rubber was considering moving or closing their business due to decreased sales and high municipal expenses.

Administrative Requirements

When asked about dealings with the Town of Clarkstown, four of the respondents reported no significant interactions related to their business. Three respondents reported that taxes and other fees were higher than in neighboring towns. The owner of the Green Inn noted that Westchester and Orange Counties in New York had consistently lower taxes. The owner of Wildman's noted that property taxes increased approximately \$6,000 since 1994. Some cost

² The parking fee in Rockland Lake State Park was \$8.00 at the time of the survey.

increases, such as the fire inspection required at Bliss Rubber, appeared to have been raised arbitrarily and combined with other costs, even small increases can be onerous.

Four respondents noted that administrative requirements placed restrictions on improving their business. Rainside Mixed Martial Arts attempted to put up new signs for their business, but the number of revisions and graphical simulations required by the Town were cost-prohibitive. Bliss Rubber also wanted a new sign, but the owner decided that the sign requirements would not improve visibility given the speed and geography of the existing roadway. The Green Inn owner considered expansion and upgrade of their facilities, including the building, parking lot and curb cuts. However, the process became too time consuming, as the property was grandfathered in to the current zoning code and required special permitting. As the owner also leases the property under La Tristina and a neighboring automobile shop, he was disappointed that improvements could not be made to these properties either. The owner stated that he decided to invest in other businesses outside Clarkstown with less onerous administrative processes and costs.

Key Issues

Respondents along the US-9W corridor identified the need to address issues associated with safety and flooding as main priorities. Safety issues along the US-9W corridor have can be attributed to the on street parking by Rockland Lake State Park visitors decision. According to businesses and landowners surveyed, this on street parking has created safety issues for pedestrians, bicyclists, and motorist on weekends. Additionally, despite the Town's actions to mitigate flooding along the corridor, survey respondents are still experiencing flooding during the winter and spring seasons. US-9W respondents also reported that there are limited to no work or shopping trips by pedestrian, bicycle, or transit.

The lengthy and costly review and approval process is a major impediment to improvements and investments by businesses and landowners in all five corridors in the study area. There is a lack of desire by both landowners and businesses to expand or develop their properties given this impediment.

Meetings

The following table summarizes key outreach activities and meetings related to US-9W.

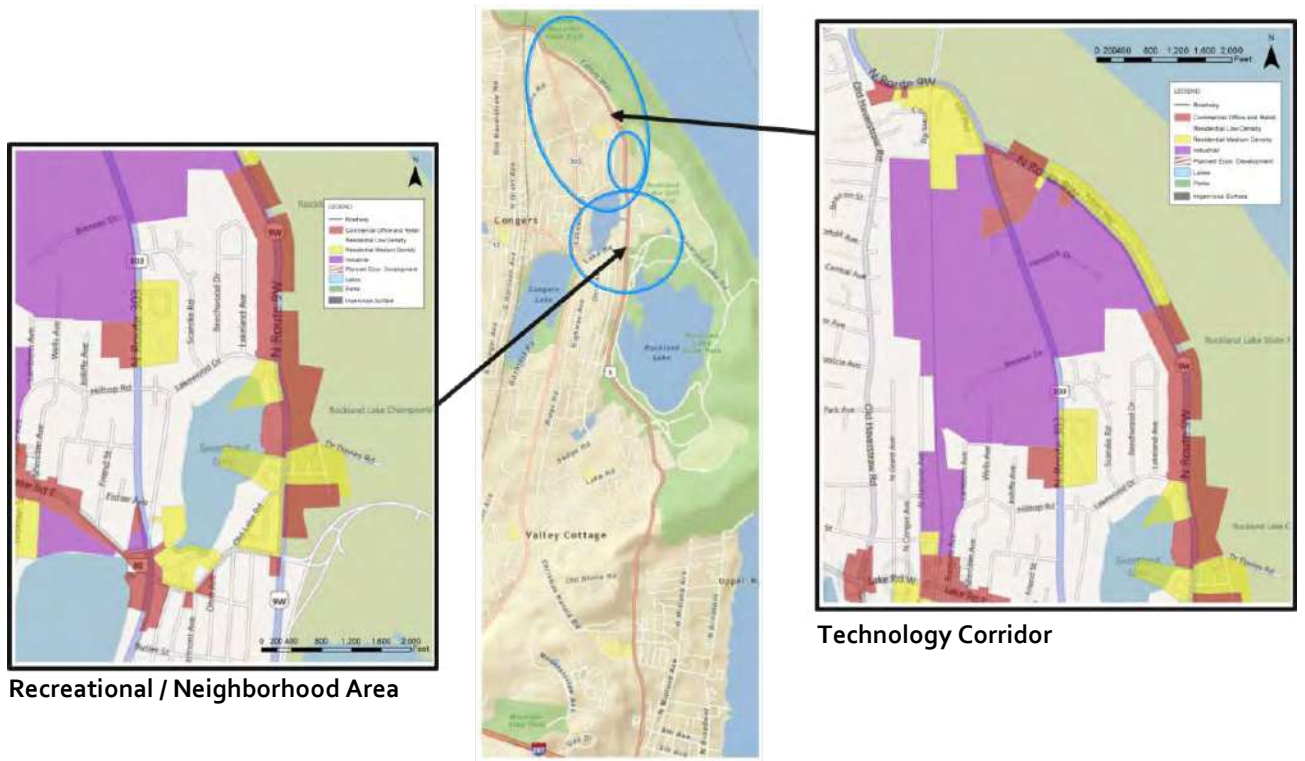
Table 4-1: US-9W Public Engagement / Meeting Summary

Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
November 15, 2011	US-9W Existing Conditions & Visioning	Community Engagement Meeting
February 3, 2012	US-9W Corridor Concept Workshop	Special Board Meeting
April 26, 2012	US-9W & SR-303 (Congers Area) Corridor Concept	Congers Corporate Corridor Business Leader Luncheon
June 28, 2012	Proposed NS Zoning District Workshop	Special Board Meeting
August 24, 2012	NS Zoning Proposal	Special Board Meeting
August 28, 2012	Proposed CO/COS Zoning District Workshop	Special Board Meeting
September 4, 2012	US-9W Corridor Concepts Review and NS Zoning Proposal	Town Board Meeting
December 14, 2012	Proposed CO/COS Zoning District Workshop	Special Board Meeting
March 19, 2013	US-9W & SR-303 Corridor Concept	Bert's Road Businesses
January 31, 2014	CO/COS Zoning Proposal	Special Board Meeting
April 1, 2014	CO/COS Zoning Proposal	Town Board Meeting

4.1.2 Proposed Vision

The vision for the US-9W corridor consists of two primary components, a Technology corridor running from the intersection with SR-303 to Dr. Davies Road, and Residential / Recreational area adjacent to Congers Lake Road.

Figure 4-1: US-9W Proposed Vision Areas



US-9W Technology Corridor

Vision:

Identifiable area where research & technology-related firms and industries agglomerate to share business support resources, services, and infrastructure. Zoning and land uses should support the physical and logistical needs to successfully attract these types of companies.

Figure 4-2: US-9W Technology Corridor



Elements:

- Currently operating in corridor
- Target communications, data storage and management, medical devices, pharmaceuticals, cosmetics
- Use branding and signage to market area
- Reduced parking requirements and shared parking opportunities
- Incidental commercial activities as of right on individual parcels
- Enhanced pedestrian facilities and design

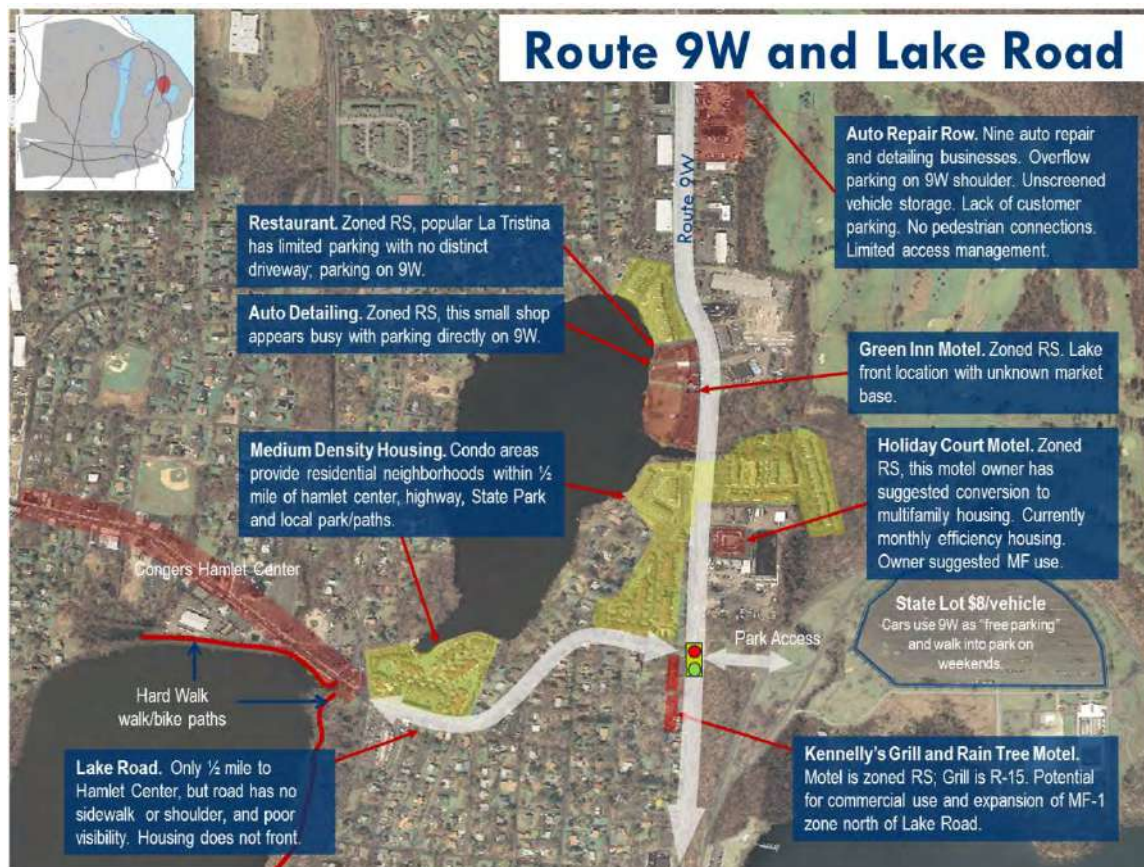
- Improved power, water and tele-communications infrastructure
- Offer programs or incentives to accelerate the successful development of entrepreneurial companies and start-ups
- Mixture of different zoning districts; but uses and scale are similar
- Lacks a sense of cohesion
- Access management
- Opportunity exists to maximize underutilized parcels

US-9W & Congers Lake Road Recreational / Neighborhood Area

Vision:

Location along US-9W based in the residential and recreational nature of the area, but also supports opportunities such as live-work or mixed use developments and/or local retail and commercial activities that service the neighborhood and the leisure activities associated with Rockland State Park.

Figure 4-3: US-9W Recreational / Neighborhood Area



Elements:

- Area within ½ mile of intersection with Congers-Lake Road
- Strong multifamily housing infrastructure and complimentary uses
- Support access to State Park, Congers, Congers Lake, and Swarthort Lake
- Create flexible live-work and small scale mixed use
- Enhance pedestrian and bicycle facilities to improve safety and help reduce cross-town automobile trips
- Encourage small-scale commercial use such as small retail or dining
- Support transit services and infrastructure

4.1.3 Proposed Corridor Concepts

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following three corridor concepts for US-9W.

US-9W Corridor Concept:

Commercial corridor that:

- Maintains and expands the recreational atmosphere and residential offerings adjacent to Rockland State Park, with particular focus near the intersection of Route 9W and Lake Road
- Offers enhanced pedestrian/bicycle facilities with targeted improvements to improve non-vehicular linkages with the Hamlet of Congers
- Targets commercial development to the north, with a focus on providing opportunities and advancing research & technology-related firms and industries
- Continues to support existing commercial activities in the near future, but encourages future development to support neighboring uses and character of Route 9W

Route 9W: Research and Technology Area**Concept:**

Research & technology firms share business support resources, services, and infrastructure. Zoning and land uses support the physical and logistical needs to attract firms.

- Attract high wage and high employment business types to locate facilities near intersection with SR-303

- Communications (technology), data storage, data management, medical devices, pharmaceuticals, cosmetics and research and design sectors
- Administrative processes that allow businesses to grow through lower costs
- Includes good access to employees, partners and customers in the region
- Support Clarkstown residents by attracting high-quality employment with shorter commute times for residents

Observed Issues:

- Mixture of different zoning districts; but uses and scale are similar
- Lacks a sense of cohesion
- Access management
- Opportunity exists to maximize underutilized parcels

Zoning Strategy:

Create Commercial Office Support (COS) zoning district that:

- Highlights technology uses as of right
- Allows for small scale retail & service uses
- Manages shared parking and access management
- Allows other light industrial & commercial uses

Impacted Zones:

- PO, LO, LIO, LS, RS

Considerations:

- Clarifies uses for future development (marketing to technology sector)
- May include pedestrian oriented site planning requirements
- May include developer incentives

US-9W: Auto Repair Row Area

Concept:

An area of the gW Corridor that supports current auto related uses, but offers opportunities for future development that are in concert with the neighboring land uses that support the technology emphasis to the north, and residential or recreational uses to the south.

- Continuation of historical uses of auto repair and detailing shops in immediate future
- Some shared benefits (specialized skills, storage, overflow)
- Encourage future development to support neighboring uses and character of US-gW Corridor
- Shared parking to reduce illegal parking on US-gW
- Opportunities to encourage improvements to private facilities

Observed Issues:

- RS zoning allows for commercial intensities that are out of scale and context with the Route gW corridor
- Opportunity to align neighboring land uses and corridor character
- Current RS uses are attributed to the road safety issues
- Opportunities to improve access management

Zoning Strategy:

- Continue Commercial Office Support (COS) zoning district south of the US-gW and SR-303 intersection

Impacted Zones:

- RS

Considerations:

- Clarifies uses for future development
- Aligns neighboring land uses
- Establishes an appropriate commercial intensities
- Incorporates site planning and other incentives
- May include pedestrian oriented site planning requirements

- May put existing uses into non-conformity

US-9W and Congers Lake Road Neighborhood Area Concept

Concept:

Location along US-9W based in the residential and recreational nature of the area, but also supports opportunities such as live-work or mixed use developments and/or local retail and commercial activities that service the neighborhood and the leisure activities associated with Rockland State Park.

- Area within ½ mile of intersection with Congers-Lake Road
- Strong multifamily housing infrastructure and complimentary uses
- Support access to State Park, Congers, Congers Lake, and Swarthort Lake
- Create flexible live-work and small scale mixed use
- Enhance pedestrian and bicycle facilities to improve safety and help reduce cross-town automobile trips
- Encourage small-scale commercial use such as small retail or dining
- Support transit services and infrastructure

Observed Issues:

- RS zoning allows for commercial intensities that are out of scale and context with the Route 9W corridor
- RS uses are located in this area to accommodate the pre-existing motel uses
- Existing commercial uses (motels) do not service or accommodate the local neighborhood community and/or recreational land uses
- Opportunity exists for land owners to improve uses

Zoning Strategy:

Create a new zoning district titled Neighborhood Shopping that:

- Facilitates appropriately scaled commercial development on commercially zoned properties
- Similar in use and bulk to the Local Shopping (LS) district

- Has unique characteristics –such as the ability to integrate mixed-use or multifamily housing elements

Impacted Zones:

- RS

Considerations:

- Aligns neighboring land uses
- Establishes an appropriate commercial intensities
- Flexibility in allowable uses and their implementation

4.2 SR-303

4.2.1 Public Outreach

For the SR-303 corridor, CS distributed mailings to approximately 51 businesses and/or landowners (including Valley Cottage Library, Rockland Masonry & Landscape, Cefola's Clarkstown Auto Lube, and ARC of Rockland).

Building and Land Infrastructure

Only three proprietors noted issues with their land-based infrastructure on SR-303. At Star Kay White, which encompasses three separate buildings, one building was not designed for larger-sized (53 and 70 foot) trucks to navigate the parking lot. This makes it difficult for trucks to make deliveries behind the building due to lack of space for turns.

A restaurant owner not in the formal study area reported intermittent (every 3-5 years) flooding of the building due to a State-operated run-off pipe, causing significant property damage.

Staff at the Valley Cottage Library stated they have ten staff parking spots and 47 visitor parking spots, with ½ of those spots being bioswales, which have design features that collect water to be absorbed into the soil rather than creating run-off to Town sewers. In addition, Library staff noted that their location provides little to no transit, walking or bicycling access, and places greater need on automobile parking.

Transportation Infrastructure

Some businesses surveyed on SR-303 mentioned traffic congestion as a key local concern, especially during peak hours. Three key intersections reported to have high levels of congestion include Hemlock Road, Haverstraw Road and the “five points” intersection at Lake Road (with SR-303, Ridge Road and Christian Herald Road). One owner of an automobile repair business

noted that congestion occurs at the five points intersection in part due to a poorly-timed traffic light.

Some respondents were concerned about the safety of turns in and out of their business parking lots – particularly with left turns – due to high traffic and limited visibility. A manager at Capital One Bank noted the left turn into their parking lot is dangerous due to heavy traffic. A manager at Star Kay White stated that when turning left from the industrial park, it is difficult to see southbound traffic due to roadside vegetation. A staff member at the Valley Cottage Library noted long delays for vehicles turning left out of the parking lot.

Three respondents noted their concern with high travel speeds near their locations. A manager at Star Kay White stated that although the posted speed limit is 45, drivers begin to accelerate well before the 55 mile per hour zone located just past their location. The posted speed limit by Valley Cottage Animal Hospital was reported to be 45 miles per hour, but one veterinarian noted that cars typically travel at speeds closer to 65 miles per hour. The owner of Honda-a-Medic stated there had been a number of crashes on SR-303, including those resulting in fatalities. The office manager at Comprehensive Eye Care stated she has seen many crashes near their location.

A select number of respondents in the Lakeridge Plaza were concerned that a lane divider may be constructed on SR-303, as it could limit northbound access to their businesses.

The owner of Spirit Town Wines and Liquors suggested transit could be improved on SR-303, as it seldom operates according to the posted schedule. A consultant at a transportation consulting firm on SR-303 stated there are five employees who commute to work via bus, though they have noted limited service hours and slow travel speeds.

Parking

The majority of the businesses surveyed on SR-303 noted sufficient parking available for staff and customers. Three respondents have experienced parking constraints, with one respondent expecting a future lack parking availability. Parking at ARC Rockland is limited for employees, especially in the winter. Star Kay White is at capacity for employee parking. There is some concern at Comprehensive Eye Care that a youth recreation facility located in the office park will limit parking availability for office tenants and customers during typical working hours. The Valley Cottage Library has explored an expansion of their parking lot, and noted that their location, somewhat removed from activity centers, limits non-automobile access.

Four of the businesses surveyed reported loading bays or loading docks located at the rear of the buildings. ARC Rockland has four loading bays, with trucks arriving three to four times per week between 9 a.m. and 3:30 p.m. Star Kay White has loading docks at three buildings. Naeva Geophysics has a loading bay used approximately once a month.

Land Use and Zoning

The regional economy was also a key concern on the SR-303 corridor. At least two respondents, however, had plans to or had already expanded their business facilities. The Plant Manager at Star Kay White was operating at capacity in regards to building area and planned to expand or move to a new location within five years. The owner of Cefola's Clarkstown Auto Lube is planning to expand, and viewed their property as "underused." The Valley Cottage Library had requested a permit from the Town to expand their parking lot for visitors and staff. The Valley College Animal Hospital underwent an expansion of their office approximately five years ago, with no further plans to expand in the next five years.

Three respondents reported lack of walking and biking accessibility on SR-303. The owner of Honda-A-Medic stated that SR-303 is a busy highway without sidewalks and believed it is too dangerous to walk or ride bicycles on. A consultant at Naeva Geophysics noted it is very dangerous to walk near their office since there are no sidewalks. The office manager at Comprehensive Eye Care noted the lack of sidewalks outside of the office park. The office manager also stated that pedestrians walking on SR-303 must walk on the shoulder, which is narrow and dangerous to walk on.

The owner of Rick's Club American restaurant noted that customers who live close can walk to the restaurant, and that a new walking trail around Congers Lake may be attracting a small number of new customers.

Administrative Requirements

Several respondents reported high taxes a hindrance to their businesses. At least two owners noted that high taxes contribute to poor profit performance even as costs for supplies, land and facilities continue to rise, suggesting downsizing, moving and closing a business was expected in the near future.

Three businesses on SR-303 noted difficulties obtaining permit approval through the Town Board. One respondent stated that both the Planning Board and the Zoning Board of Appeals placed restrictions on business growth and created unnecessary requirements that create considerable costs for small businesses. One respondent noted they expanded their building's infrastructure recently and would not expand again because the permitting process was too costly. The respondent said it is much easier to get approval to expand in other nearby towns, based on experience with other business locations. Another business owner tried to build an accessory facility, but was denied a permit for it more than once despite potential market demand, and noted that zoning and permits are unnecessarily restrictive.

Key Issues

Respondents in the SR-303 and SR-304 corridor shared similar sentiments about taxes, under-utilized properties, and safety along the corridor. Respondents found the taxes in Clarkstown to be disproportionately higher than taxes in neighboring towns. Respondents felt the vacant and under-utilized properties are diminishing the value of properties in the entire corridor.

Respondents noted that traffic congestion is especially bad near business locations, especially during AM and PM rush hours – intersection of Lake Road, Christian Herald Road, and Route 303.

SR-303 respondents noted challenges making trips that should only require a short distance, or minimal travel time (such as getting lunch). First, poor or nonexistent sidewalk infrastructure created a dangerous environment for pedestrians. Second, limited restaurant and food alternatives near business locations required additional vehicular trips, which they felt contributed to the above mentioned congestion.

Similar to respondents from all other corridors, SR-303 respondents found the lengthy and costly review and approval process is major impediment to improvements and investments by businesses and landowners. There is a lack of desire by both landowners and businesses to expand or develop their properties given this impediment.

Respondents from all five corridors cited the high number of driveways and curb cuts, as well as excessive vehicular speeds as the main driver of safety issues in their corridors.

Meetings

The following table summarizes key outreach activities and meetings related to SR-303.

Table 4-2: SR-303 Public Engagement / Meeting Summary

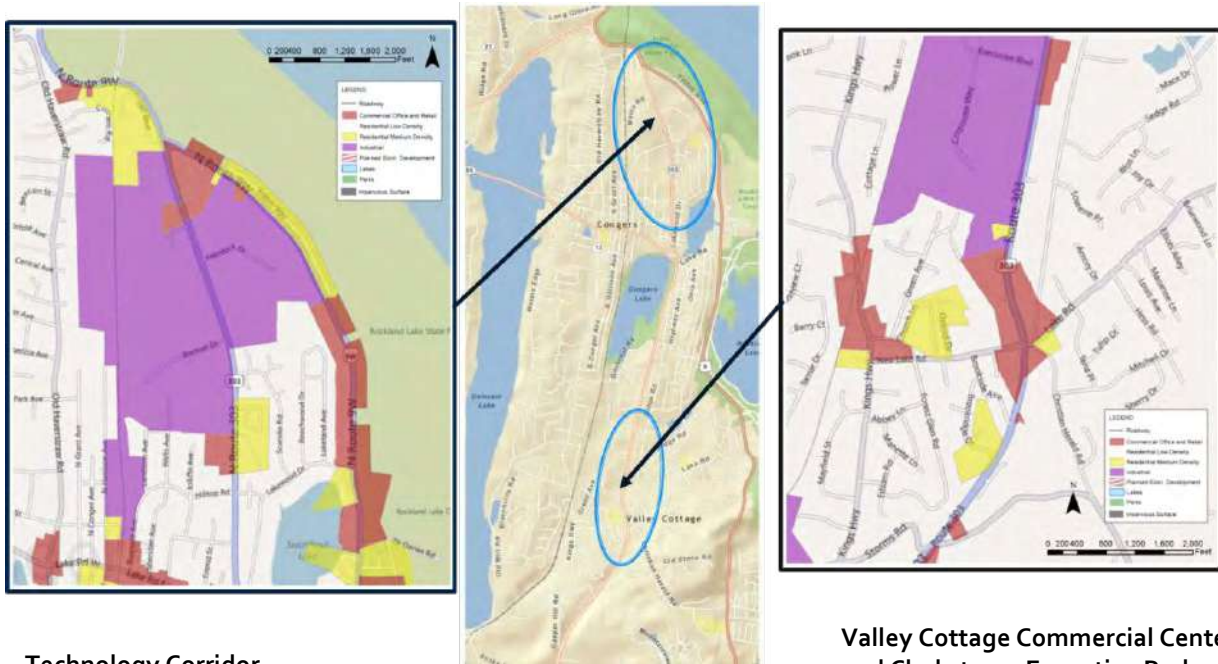
Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
November 21, 2011	SR-303 & SR-304 Existing Conditions & Visioning	Community Engagement Meeting
February 10, 2012	US-303 & 304 Corridor Concept Workshop	Special Board Meeting
April 26, 2012	US-9W & SR-303 (Congers Area) Corridor Concept	Congers Corporate Corridor Business Leader Luncheon
August 28, 2012	Proposed CO/COS Zoning District Workshop	Special Board Meeting
September 4, 2012	SR-303 Corridor Concepts Review and NS Zoning Proposal	Town Board Workshop
November 30, 2012	SR-303 (Valley Cottage Area) Corridor Concept Review	Valley Cottage Business Leader Luncheon

December 14, 2012	Proposed CO/COS Zoning District Workshop	Special Board Meeting
January 14, 2013	SR-303 Corridor Concept Meeting	Community Engagement Meeting
March 19, 2013	US-gW & SR-303 Corridor Concept	Bert's Road Businesses
January 31, 2014	CO/COS Zoning Proposal	Special Board Meeting
April 1, 2014	CO/COS Zoning Proposal	Town Board Meeting

4.2.2 Proposed Vision

The vision for the SR-303 corridor consists of three primary components, a Technology corridor running from the intersection with US-gW to Stratford Arms Condos, and improvements for the Clarkstown Executive Park and Valley Cottage Commercial Center.

Figure 4-4: SR-303 Proposed Vision Areas

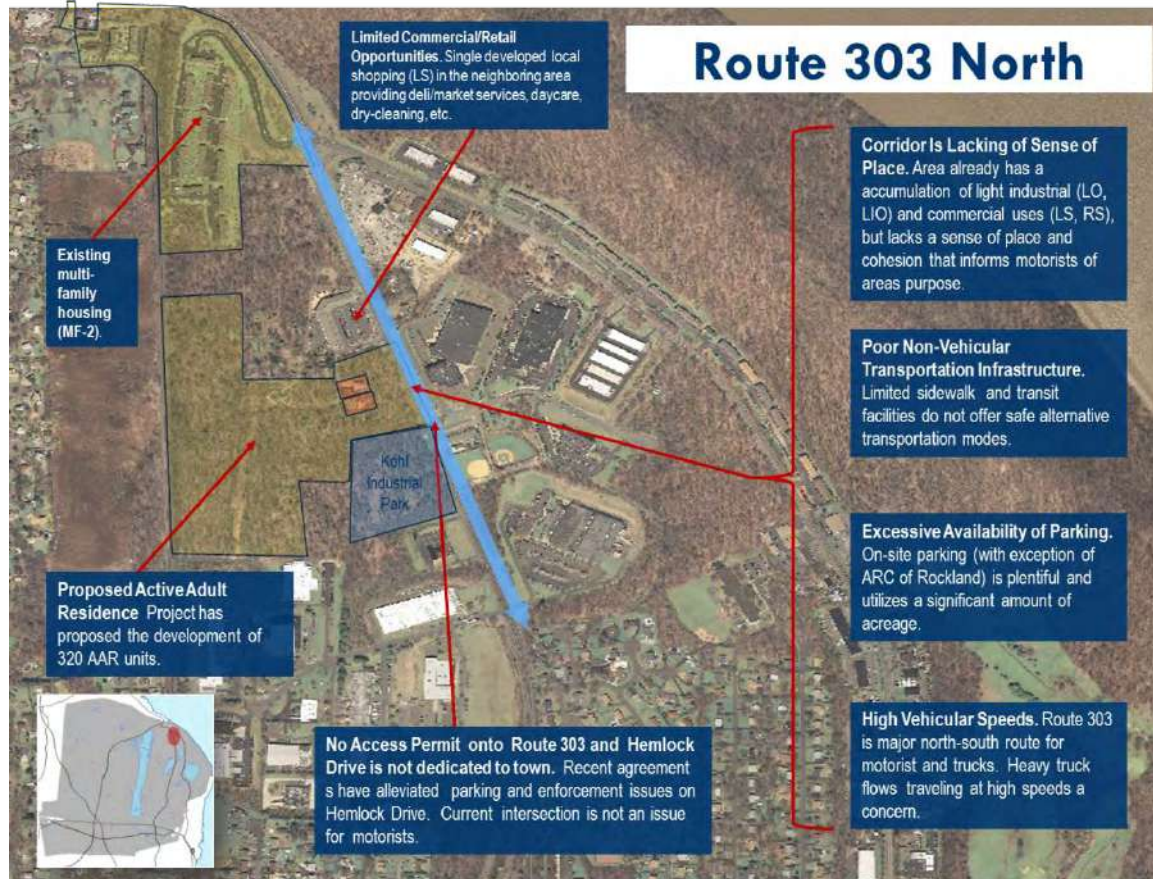


SR-303 Technology Corridor

Vision:

Identifiable area where research & technology-related firms and industries agglomerate to share business support resources, services, and infrastructure. Zoning and land uses should support the physical and logistical needs to successfully attract these types of companies.

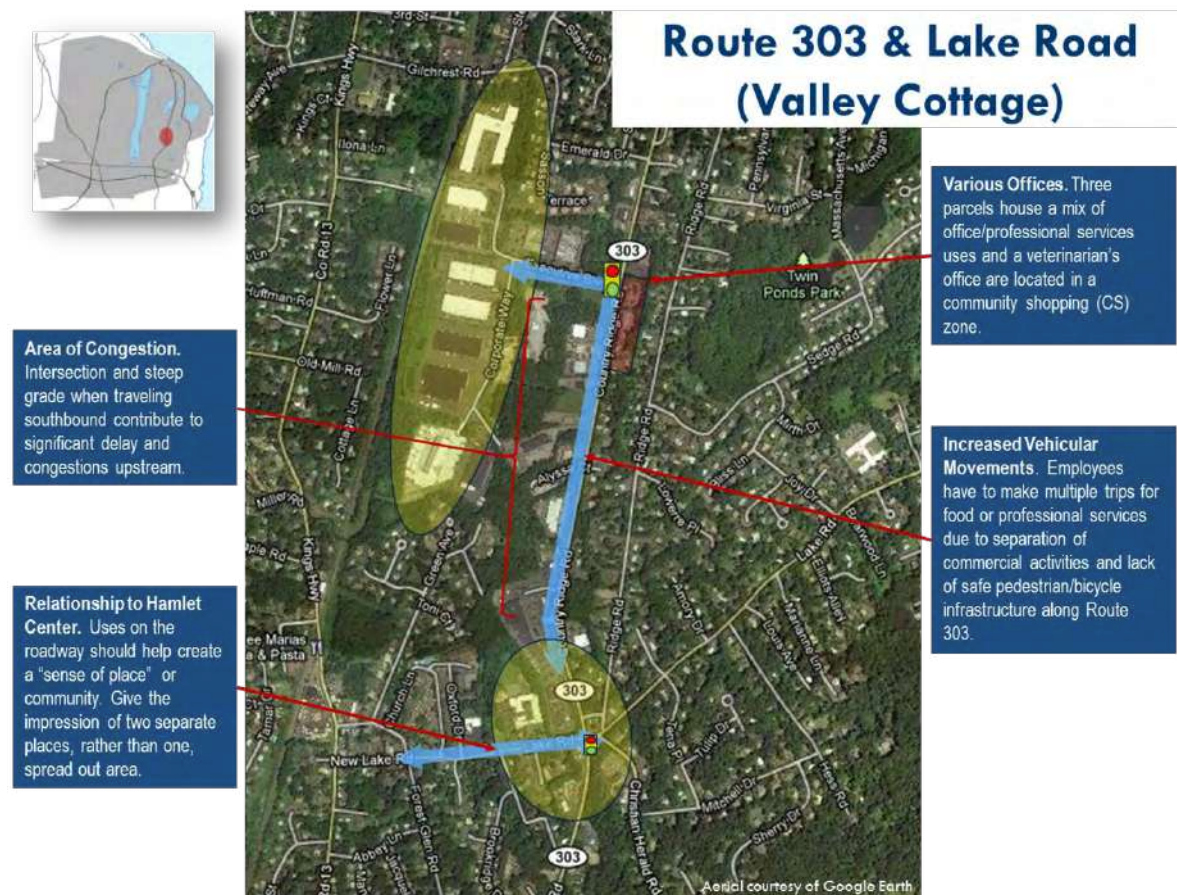
Figure 4-5: SR-303 Technology Corridor Vision

**Elements:**

- Currently operating in corridor
- Target communications, data storage and management, medical devices, pharmaceuticals, cosmetics
- Use branding and signage to market area
- Reduced parking requirements and shared parking opportunities
- Incidental commercial activities as of right on individual parcels
- Enhanced pedestrian facilities and design
- Improved power, water and tele-communications infrastructure
- Offer programs or incentives to accelerate the successful development of entrepreneurial companies and start-ups

- Mixture of different zoning districts; but uses and scale are similar:
 - Lacking sense of cohesion
 - Access management
 - Opportunity exists to maximize underutilized parcels

Figure 4-6: SR-303 Clarkstown Executive Park and Valley Cottage Commercial Area Vision



Clarkstown Executive Park

Vision:

Branded facility continues to support warehousing, light industrial, and office park related firms. Zoning and land uses continue to support the physical and logistical needs of existing firms, and provide opportunities for incidental commercial uses that are accessible by walking modes for office park tenants.

Elements:

- Currently operating on Route 303
- Offer shared parking, opportunities for reduced parking requirements in order to maximize efficient utilization of land
- Provide opportunities for a greater mix of incidental commercial activities as of right such as small eateries, gyms or healthcare facilities, daycare
- Require enhanced pedestrian facilities and design guidelines
- Allow for conversion of residential uses along Route 303 to professional office or limited commercial

Valley Cottage Commercial Center

Vision:

Area focused on supporting community retail and commercial uses for the local and surrounding neighborhoods, with limited opportunities for mixed use development. Additionally, land uses and transportation improvements should be implemented in a manner to further transit services, as well as improve the relationship between and support that advancement of the with the Valley Cottage Hamlet Center.

Elements:

- Continue and support development of existing commercial and retail land uses
- Improve geometrics and signalization at intersection of Route 303 – Lake Road – Christian Herald Road
- Enhanced gateway treatments
- Provide safe pedestrian crossing and street access to encourage local walking along Route 303
- Allow for conversion of residential uses along Route 303 to professional office (PO) or limited commercial activities
- Provide design incentives to orient buildings to street, provide pedestrian walkways through parking areas, and reduce paved areas
- Encourage enhancement of transit services and infrastructure

4.2.3 Proposed Corridor Concepts

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following three corridor concepts for SR-303.

Route 303 Corridor Concept

Commercial corridor that:

- Remains as the primary north-south vehicular corridor.
- Maintains multiple commercial activity centers of varying scale and use:
 - Northern area near intersection of US-9W
 - Clarkstown Executive Park
 - Lake Road/Route 303 Shopping District
- Promotes professional office, retail, and commercial uses for development and growth in targeted areas
- Allows for inclusion of small-scale retail uses in commercial office parks to encourage walking for incidental uses
- Offers enhanced pedestrian/bicycle facilities to improve pedestrian safety and non-vehicular linkages with the Hamlets of Congers and Valley Cottage
- Acts as a “gateway” to the Hamlet of Valley Cottage

Route 303: Research and Technology Area

Concept:

Research & technology firms share business support resources, services, and infrastructure. Zoning and land uses support the physical and logistical needs to attract firms.

- Attract high wage and high employment business types to locate facilities near intersection with US-9W
- Communications (technology), data storage, data management, medical devices, pharmaceuticals, cosmetics and research and design sectors
- Administrative processes that allow businesses to grow through lower costs
- Includes good access to employees, partners and customers in the region

- Support Clarkstown residents by attracting high-quality employment with shorter commute times for residents

Observed Issues:

- Mixture of different zoning districts; but uses and scale are similar
- Lacks a sense of cohesion
- Access management
- Opportunity exists to maximize underutilized parcels

Zoning Strategy:

Update zoning to create Commercial Office (CO) zoning district that:

- Highlights technology uses as of right
- Allows for small scale retail & service uses
- Manages shared parking and access management
- Allows other light industrial & commercial uses

Impacted Zones:

- PO, LO, LIO, LS, RS

Considerations:

- Clarifies uses for future development (marketing to technology sector)
- May include pedestrian oriented site planning requirements
- May include developer incentives

Option 1: CO

- Apply to LIO and neighboring LO, RS, LS districts for uniformity
- Would require broadly-based district requirements to incorporate supporting uses

Option 2: CO with supplemental COS zoning

- Apply Scale surrounding uses with PPS to allow retail/service use and at existing bulk requirements

Route 303: Clarkstown Executive Park & Valley Cottage Commercial Center

Concept:

Support existing office parks located on SR-303 in Clarkstown, which house important commercial and light-industrial activities such as offices, light manufacturing facilities, packaging and delivery facilities, and other warehouse-type uses.

- Accessibility and transportation safety benefits by locating similar uses together, minimizing driveway frequency
- Reduce a variety of automobile trips by allowing the developed areas to include small-scale retail, dining and other consumer service facilities to serve the employees working at these locations
- Reduce motorized trips from and to business parks, supporting safe and convenient pedestrian trips
- Support Clarkstown residents by attracting high-quality employment with shorter commute times for residents

Issues:

- Mixture of different zoning districts; but uses and scale are similar
- Access management & safety concerns
- Opportunity exists to maximize underutilized parcels

Option 1: CO

- Apply to LIO and neighboring CS, PO
- Would require broadly-based district requirements to incorporate supporting uses

Option 2: CO with supplemental COS zoning

- Apply to LIO and neighboring CS, PO
- Scaled down PPS to allow targeted supporting uses and updated bulk requirements

- Could leave LIO, as PPS would provide accessible commercial opportunity

Option 3: CO and COS Districts; NS Application to existing PO and R-15 (fire house and school)

- Apply to LIO and neighboring CS, PO
- Scaled down PPS to allow targeted supporting uses and updated bulk requirements
- Could leave LIO, as PPS would provide accessible commercial opportunity
- Opportunity to create a 303 special permit that would allow for the conversion of existing R-15 to PO (similar to Route 304 Special Permit)

4.3 SR-304

4.3.1 Public Outreach

For the SR-304 corridor, CS distributed mailings to approximately 30 businesses and/or landowners (including Hard Wok, MHC Realty Corp II, Jan and Niles Davies, and Tilcon Minerals, Inc.).

Building and Land Infrastructure

There were no issues noted with building and land infrastructure in the SR-304 corridor.

Transportation Infrastructure

Access management and high travel speeds were also a concern to respondents on this corridor. In particular, left-hand turns into and out of parking areas have been perceived as dangerous due to both observed high travel speeds and past crashes.

Parking

Parking constraints are similar as on the SR-303 corridor. Mini-malls provide ample parking, due to the large number of spaces. One office tenant noted being at full capacity. This coincided with the observation that the location is not accessible by transit or walking.

Land Use and Zoning

There were no issues noted with zoning and land use in the SR-304 corridor.

Administrative Requirements

There were no issues noted with administrative requirements in the SR-304 corridor.

Key Issues

Respondents in the SR-304 found the taxes in Clarkstown to be disproportionately higher than taxes in neighboring towns. Respondents felt the vacant and under-utilized properties are diminishing the value of properties in the entire corridor.

Respondents along the SR-304 corridor expressed their need to convert their residential properties to professional offices were adequately fulfilled with the SR-304 special permit.

Similar to respondents from all other corridors, SR-304 respondents found the lengthy and costly review and approval process is major impediment to improvements and investments by businesses and landowners. There is a lack of desire by both landowners and businesses to expand or develop their properties given this impediment.

Respondents from all five corridors cited the high number of driveways and curb cuts, as well as excessive vehicular speeds as the main driver of safety issues in their corridors.

Meetings

The following table summarizes key outreach activities and meetings related to SR-304.

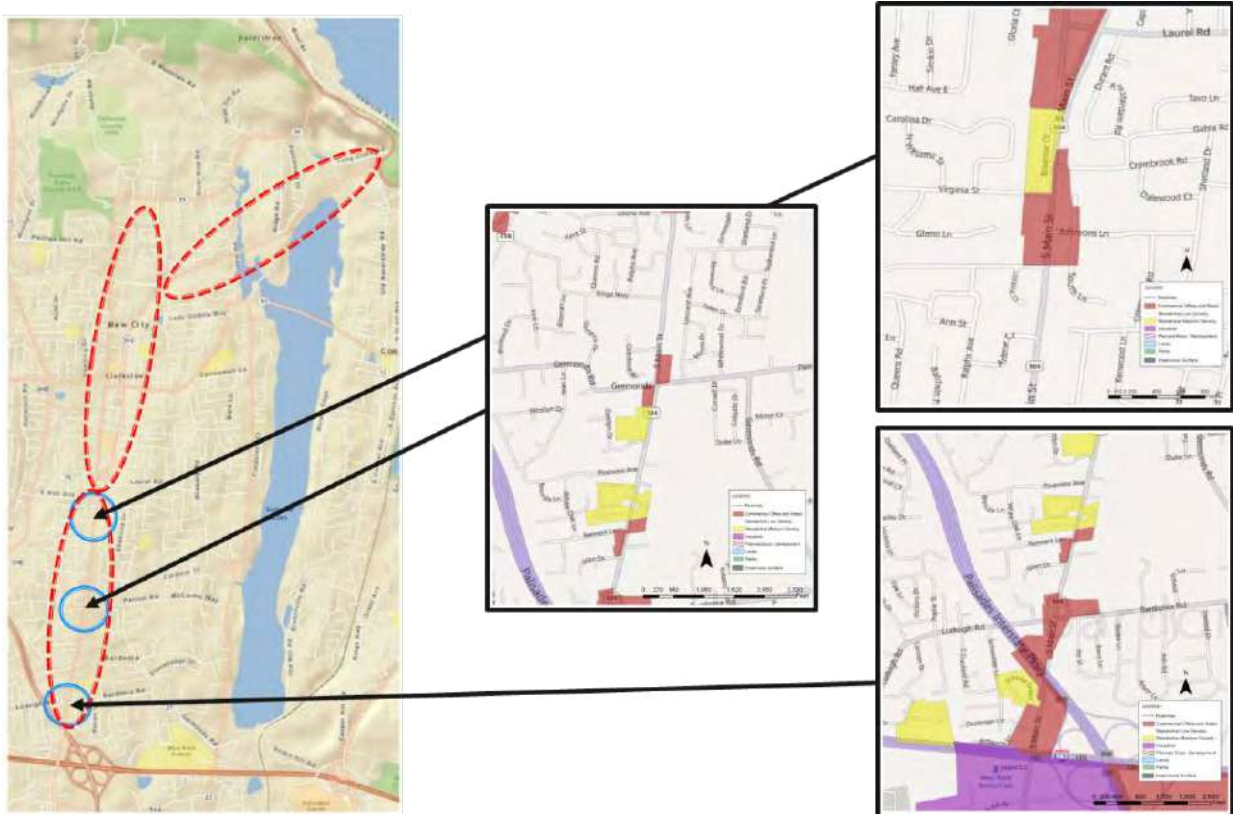
Table 4-3: SR-304 Public Engagement / Meeting Summary

Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
November 21, 2011	SR-303 & SR-304 Existing Conditions & Visioning	Community Engagement Meeting
February 10, 2012	US-303 & 304 Corridor Concept Workshop	Special Board Meeting
June 28, 2012	Proposed NS Zoning District Workshop	Special Board Meeting
August 24, 2012	NS Zoning Proposal	Special Board Meeting
September 4, 2012	SR-304 Corridor Concepts Review and NS Zoning Proposal	Town Board Meeting

4.3.2 Proposed Vision

The vision for the SR-304 corridor consists of three primary components, Neighborhood Activity Places located at Johnsons Lane, Germonds Ave, and Ludvig/Bardonia Road.

Figure 4-7: SR-304 Proposed Vision Areas



SR-304 Neighborhood Activity Place

Vision:

Targeted location at a major nexus along a commercial corridor that houses limited neighborhood shopping and services as a transit access location. Commercial activities are designed to service local surrounding neighborhoods of multifamily and single family homes through enhanced pedestrian and bicycle facilities on a daily basis.

Figure 4-8: Radial Distance Between Potential Activity Places Along SR-304

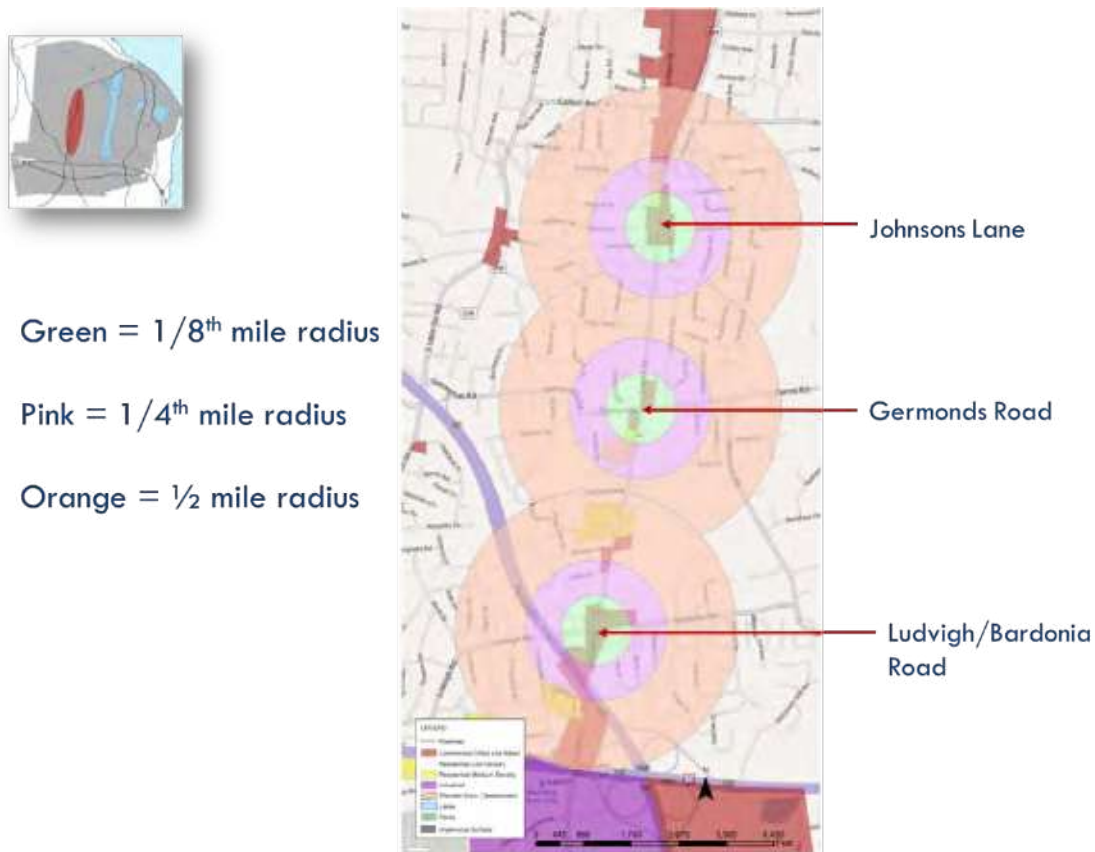


Figure 4-9: Johnsons Lane Activity Place



Figure 4-10: Germonds Road Activity Place



Figure 4-11: Germonds Road Activity Place

**Elements:**

- Commercial activities that do not compete with commercial uses targeted in New City Hamlet Center
- Support commercial/retail uses for the local neighborhood
- Appropriately scaled new development near multifamily and single-family residential development
- Incentives to orient buildings to street, provide pedestrian walkways through parking, and reduce paved areas and driveways through shared parking
- Provide safe pedestrian crossing and street access to encourage local walking
- Encourage enhancement of transit services and infrastructure

4.3.3 Proposed Corridor Concepts

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following three corridor concepts for SR-304.

Route 304 Corridor Concept

Commercial corridor that:

- Maintains residential character
- Focuses commercial activities within Neighborhood Activity Places
- Encourages limited small scale retail for neighborhood use
- Maintains design characteristics that are consistent with neighborhood character
- Encourages walkability, and incorporates design elements from Hamlet Centers
- Supports identity as lower intensity gateway to New City Hamlet Center
- Supports neighboring land use with walking environment that is safe and accessible for customers
- Provides safe and accessible access to public transit to local residents

Route 304: Neighborhood Activity Place - Germonds Road & Route 304

Concept:

Targeted location at a major nexus along a commercial corridor that houses limited neighborhood shopping and services as a transit access location. Commercial activities are designed to service local surrounding neighborhoods of multifamily and single family homes through enhanced pedestrian and bicycle facilities on a daily basis.

- Support commercial/retail uses for the local neighborhood
- Opportunity to expand multifamily house choices
- Appropriately scaled new development near multifamily and single-family residential development
- Incentives to orient buildings to street, provide pedestrian walkways through parking, and reduce paved areas and driveways through shared parking
- Provide safe pedestrian crossing and street access to encourage local walking

- Encourage enhancement of transit services and infrastructure

Observed Issues:

- PO zoning requires lot size and setbacks out of scale and context with the SR-304 corridor
- Physical character and site design of existing uses
- Opportunities for commercial uses to support local demand
- Opportunity exists for land owners to improve uses

Zoning Strategy:

Create a new zoning district titled Neighborhood Shopping.

- Facilitates appropriately scaled commercial development on commercially zoned properties
- Similar in use and bulk to the Local Shopping (LS) district
- Has unique characteristics –such as the ability to integrate mixed-use or multifamily housing elements

Impacted Zones:

- LS, PO, R-22

Considerations:

- Aligns neighboring land uses
- Establishes an appropriate commercial intensities
- Flexibility in allowable uses and their implementation

Option 1:

- Rezone current LS, PO and portion of R-15 district (on school property) to NS, allowing for small scale commercial development
- Opportunity for multifamily residential use by special permit to complement existing MF district

Option 2:

- Add multifamily housing district north of the intersection with Germonds Road
- Rezone current LS and PO zones to NS, allowing for smaller scale development and multifamily residential use by special permit

Option 3:

- Rezone current LS, PO and portion of R-15 district (on school property to NS, allowing for small scale commercial development
- Opportunity for multifamily residential use by special permit to complement existing MF district

Route 304: Neighborhood Activity Place - Ludvigh/Bardonia Road & Route 304

Concept:

Targeted location at a major nexus along a commercial corridor that houses limited neighborhood shopping and services as a transit access location. Commercial activities are designed to service local surrounding neighborhoods of multifamily and single family homes through enhanced pedestrian and bicycle facilities on a daily basis.

- Support commercial/retail uses for the local neighborhood
- Opportunity to expand multifamily house choices
- Appropriately scaled new development near multifamily and single-family residential development
- Incentives to orient buildings to street, provide pedestrian walkways through parking, and reduce paved areas and driveways through shared parking
- Provide safe pedestrian crossing and street access to encourage local walking
- Encourage enhancement of transit services and infrastructure

Observed Issues:

- Physical character and site design of existing uses
- Opportunity exists for land owners to improve uses
- Opportunities for commercial uses to support local demand

Zoning Strategy:

Create a new zoning district titled Neighborhood Shopping

- Facilitates appropriately scaled commercial development on commercially zoned properties
- Similar in use and bulk to the Local Shopping (LS) district
- Has unique characteristics –such as the ability to integrate mixed-use or multifamily housing elements

Impacted Zones:

- LS, MF-2

Considerations:

- Aligns neighboring land uses
- Establishes an appropriate commercial intensities
- Flexibility in allowable uses and their implementation

Option 1:

- Rezone east side of 304 from LS to NS. Allow small scale future redevelopment to complement low intensity uses near school and residences
- NS would also allow for possible multifamily uses

4.4 SR-59 East (West Nyack)**4.4.1 Public Outreach***Building and Land Infrastructure*

For the SR-59 East corridor, CS Distributed mailings to 42 businesses and/or landowners (including Tilcon Minerals, Nyack Kitchens, Key Bank, Rockland Diagnostics, Romantic Depot, and land owners of the old Journal News building and old state troopers barracks parcels.

Transportation Infrastructure

Respondents felt the corridor's current transportation infrastructure meets most vehicular business needs. However, issues cited by respondents included coordination among signalized intersections as problematic. AM/PM peak congestion, and excessive truck traffic. Respondents

also noted excessive speeding with lack of enforcement in the corridor as well as limited sidewalk infrastructure creating a dangerous environment for pedestrians.

Respondents noted access to places of employment via public transportation is limited. Often employees must receive vehicle transfers between employment centers and bus stops.

Respondents requested additional bus stops near places of employment/

Parking

Respondents felt the corridor's current parking was adequate and met most business needs.

Land Use and Zoning

The SR-59 East corridor is identified as a major commercial/retail area within Clarkstown.

Respondents claimed existing land uses are not the best use for the SR-59 East corridor. They desire more retail shopping such as specialty retail establishments that complement Palisades Mall retail establishments as well as general service retail establishments (for day-to-day retail shopping) in close proximity to employment centers.

Administrative Requirements

When asked about dealings with the Town of Clarkstown, most respondents reported no significant interactions related to their business. However, several respondents reported high taxes as a hindrance to their businesses.

Key Issues

Key issues in the SR-59 East corridor include:

- Existing zoning does not correspond with current market demands and existing commercial activities within the area
- Limited specialty and general retail services near business locations, which requires additional vehicular trips
- Traffic congestion and excessive truck traffic during AM and PM rush hours
- Poor sidewalk infrastructure and dangerous environment for pedestrians
- Limited access to places of employment via public transportation

Similar to respondents from all other corridors, SR-59 East respondents found the lengthy and costly review and approval process is major impediment to improvements and investments by businesses and landowners. There is a lack of desire by both landowners and businesses to expand or develop their properties given this impediment.

Respondents from all five corridors cited the high number of driveways and curb cuts, as well as excessive vehicular speeds as the main driver of safety issues in their corridors.

Meetings

The following table summarizes key outreach activities and meetings related to SR-59 East.

Table 4-4: SR-59 East (West Nyack) Public Engagement / Meeting Summary

Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
November 21, 2011	SR-303 & SR-304 Existing Conditions & Visioning	Community Engagement Meeting
December 10, 2012	SR-59 East (West Nyack) Corridor Concept Workshop	Business Leaders Meeting
January 14, 2013	SR-59 East (West Nyack) Corridor Concept Meeting	Community Engagement Meeting
January 25, 2013	SR-59 East (West Nyack) Corridor Concept Review & Proposed Map Change Workshop	Special Board Meeting
February 6, 2013	SR-59 East (West Nyack) Proposed Map Changes	Town Board Meeting

4.4.2 Proposed Vision

Vision:

Route 59 East (West Nyack) will remain a major commercial corridor and a nexus for retail activities and commercial uses. The corridor should provide an inviting environment for travelers of all modes; with a focus on enhancing bicycle and pedestrian facilities to create a safer and more pleasing environment. The corridor will also provide enhanced connectivity among shopping centers as well as improved signal light timing to improve congestion and mobility.

Elements:

- Remains an area of significant retail/commercial activity
- Remains major access point to the Thruway and highway network, and should support enhancing multi-modal transportation alternatives
- Promotes repurposing underutilized or vacant properties to supportive retail and commercial uses

- Supports improving/enhancing traffic control devices (where as needed) and effectively managing ingress/egress onto commercial corridors
- Supports enhanced pedestrian/bicycle facilities to improve pedestrian safety and non-vehicular linkages

4.4.3 Proposed Concept

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following corridor concept for SR-59 (West Nyack).

Concept:

Major regional commercial activity center servicing a broad and diverse range of commercial and retail uses. Leverage proximity to regional transportation corridors and major employment center to improve transit accessibility and mode choice.

- Support commercial/retail uses for the region
- Opportunity to expand access to multi-modal transportation
- Encourage enhancement of transit services and infrastructure to support non-vehicular access to employment centers
- Provide safe pedestrian crossing and clearly defined pathways to encourage walking between commercial uses

Observed Issues:

- RS district boundaries create split-zoned lots
- Existing LIO zoning does not correspond with current land uses
- Limited specialty and general retail services near business locations, which requires additional vehicular trips
- Poor sidewalk infrastructure and dangerous environment for pedestrians
- Opportunities for commercial uses to support local demand
- Opportunities exists to improve buffering and screening between commercial and residential uses

Zoning Strategy:

- Adjust RS district boundary to match parcel boundaries along Route 59 and Route 303
- Rezone parcels currently zoned LIO that are part of the Palisades Mall complex to corresponding MRS zoning
- Rezone LIO districts along Route 303 to RS district to correspond with area context and market demands
- Examine opportunities to enhance qualitative aspects of RS buffering
- Improved screening to reduces noise, supports community character and aesthetic qualities
- Qualitative elements of buffers may include:
 - Height, width of landscaping
 - Materials (e.g. berms, trees, shrubs, fences, pavers)
 - Landscaping specific to neighboring residential uses
 - Landscaping specific to parking areas

Impacted Zones:

- RS, LIO, MRS

Considerations:

- Aligns existing commercial uses with appropriate commercial zoning district
- Addresses desire for additional specialty retail establishments that complement Palisades Mall
- Provides opportunities to improve existing land uses to greatest and best use
- Provides opportunities to enhance general service retail establishments (for day-to-day retail shopping) within close proximity to employment centers

4.5 SR-59 West (Nanuet)

The development of an overall vision for the SR-59 West (Nanuet) corridor was highly community focused and iterative, with a purpose to educate the public about existing community conditions related to zoning and transportation infrastructure.

4.5.1 Public Outreach

SR-59 West (Nanuet) public outreach was comprised of two primary efforts:

- A business and landowner survey distributed via mail and via telephone
- A series of public meetings

Mailings were distributed to 113 businesses and landowners. Surveys were completed both via mail and over the phone. Survey topics covered issues involving land use and infrastructure along the 59W corridor as well as current trends. Surveys were completed with businesses and landowners including: Petco, Rockland Hyundai, Target, Rockland Bakery, Toy Wiz, T.J. Maxx, Michaels, Bryn Mawr TV, Leader Carpet, All Transmissions, and Nanuet Animal Hospital. Findings collected from the survey effort focused on traffic congestion, lack of parking, unsafe pedestrian crossings, and power outages.

Building and Land Infrastructure

Changes and suggestions to change the town achieve its vision for SR-59 West (Nanuet) corridor included design standards for two to three-story buildings. Participants prioritized infrastructure that would facilitate access to public transit services. They sought to establish the corridor as an easily accessible and frequented destination for residents, visitors, and businesses.

Transportation Infrastructure

CS facilitated public meetings provided participants opportunities to share concerns related to corridor conditions. Participants noted traffic congestion and an unsafe environment for pedestrians and bicyclists key concerns. Enhancements to signage (along Forman Drive and Grandview Avenue), as well as a signal light timing were suggested improvements. Participants emphasized a lack of connectivity between shopping centers along the entire SR-59 West (Nanuet) corridor. On College Avenue in particular, closing off retail entrances, reducing traffic lights, and creating pedestrian connections between shopping centers was suggested. Other issues raised at the meetings included the lack of aesthetic appeal across the corridor, improving safety measures for pedestrians, reducing illegal left turns near Smith Street, and increasing available parking at Demarest Mill Road and SR-304.

Traffic congestion was primarily attributed to the high number of entrances to retail establishments, a large amount of commerce along the corridor, and a minimal number of

shared boundaries between retail establishments. Commercial establishments along the corridor are widely varied and include big box retail stores such as Michaels and T.J. Maxx, strip malls such as Rockland Plaza and Spring Valley Marketplace, and retail establishments on single lots such as ToyWiz.

Parking

Participants focused on the construction of shared parking and multi-story parking structures instead of surface lots. Additional parking availability was sought for Rockland Plaza and Spring Valley Marketplace, as well as at Demarest Mill Road and SR-304. Improving parking availability through pricing was another favored suggestion – specifically managing the entire stock of municipal parking (or specific areas where perceived parking shortages are the highest), and adjusting hourly rates dynamically based on peak demand (employing a type of “surge pricing”).

Land Use and Zoning

In order to achieve a full vision for the corridor, participants suggested rezoning Light Industrial Office (LIO) areas to reflect current uses, establishing design standards to help create a unique identity, re-greening of the corridor, zoning line adjustments and increased “mixed-use” zoning that allows smaller-scale retail and residential components. Participants expressed concern that older shopping areas may not meet future needs of the corridor due to zoning restrictions.

Administrative Requirements

Participants in the SR-59 West (Nanuet) discussions did not make specific suggestions related to administrative requirements.

Key Issues

Several key issues were raised at the meetings which need to be addressed to realize the vision of the corridor including the following:

- Congestion during peak hours
- Lacking a sense of place
- Too many curb cuts
- Aesthetic conflict between older strip malls and newer big box retailers
- Inadequate bicycle and pedestrian accessibility and safety
- Lack of green space
- Sprawl inducing zoning

- Overabundance of traffic lights

Meetings

The following table summarizes key outreach activities and meetings related to SR-59 West (Nanuet).

Table 4-5: SR-59 West (Nanuet)Public Engagement / Meeting Summary

Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
May 9, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Community Engagement Meeting
May 18, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Community Engagement Meeting
July 25, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette & Walkabout	Nanuet Civic Association & Community Engagement Meeting
September 19, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Nanuet High School Student Outreach
November 20, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Vision and Corridor Concept Proposal	Community Engagement Meeting
January 31, 2014	SR-59 West (Nanuet) Corridor Concept and Proposed Zoning Workshop	Special Board Meeting
April 1, 2014	SR-59 West (Nanuet) Zoning Map Changes Proposal	Town Board Workshop

Clarkstown representatives and the CS team presented a proposed vision (based on initial community inputs) for the SR-59 West (Nanuet) corridor to the community feedback on November 20, 2013.

4.5.2 Proposed Vision

Vision

Route 59 West (Nanuet) will be a commercial corridor that provides an inviting environment for travelers of all modes. The corridor will include a tree-lined median and enhanced bicycle and pedestrian facilities to create a safer and more pleasing environment. The corridor will also provide enhanced connectivity among shopping centers as well as improved signal light timing to improve congestion and mobility.

The following two figures present the current conditions at the intersection of SR-59 and Middletown Road in Nanuet and a proposed visions in the form of artistic rendering.

Figure 4-12: SR-59 and Middletown Road (Southbound) – Existing Conditions



Figure 4-13: SR-59 and Middletown Road (Southbound) – Proposed Vision



Elements

The following elements anchor the vision of this corridor as seen from example photographs below:

- Greening of Corridor - the potential for a SR-59 West (Nanuet) as a green corridor with extensively landscaped pedestrian / bicycle greenways and medians. Landscaping not only provides a visually pleasing environment for the traveler, it also provides much needed safety buffer from vehicles and shade from the sun to encourage pedestrian activity.
- Enhanced Bicycle and Pedestrian Facilities - SR-59 West (Nanuet) could benefit from improved bicycle and pedestrian infrastructure. Separate protected bicycle lanes, and

bicycle parking at key destinations (including public transit stops) are proven techniques to encourage new cyclists. High quality treatment for pedestrian infrastructure, including high-visibility striping, raised / table-top crossings and intersections, signage noting pedestrian priority, and pedestrian count-down signals all encourage pedestrian activity by promoting safe access.

- Improved Connectivity - potential urban design and street treatments to improve multi-modal connectivity between parcels. Along with simply following the vehicle prioritized road network, an alternative grid for pedestrian and bicycle use is often necessary to connect adjacent parcels and provide safe, convenient spaces for circulation and socializing. An overabundance of vehicle parking lots does not make a pleasant or safe walking environment. Thus, the SR-59 West (Nanuet) corridor would benefit from protected connections between pedestrian infrastructure (greenways, sidewalks, etc.) and building entrances.

4.5.3 Proposed Corridor Concepts

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following corridor concept for SR-59 West (Nanuet).

Concept:

The outreach results described above reflect an overall desire for a green corridor that considers the needs of various modes and prioritizes the creation of a welcoming built environment with a variety of commercial and retail uses. Issues such as congestion and zoning code restrictions will need to be considered and continually addressed as officials begin to update the land use regulations and zoning codes along the corridor.

To achieve the overarching vision for the corridor, it is important for the town to analyze the information gathered through these outreach efforts and establish what is reasonable, realistic, and effective given the conditions of the community.

Observed Issues:

The following issues need to be addressed as the corridor deals with continued growth and future development:

- Traffic – Existing traffic congestion on SR-59 and vehicular movements associated with the Shops at Nanuet
- Signal Light Timing – Need for retiming of lights along corridor to ease congestion
- Zoning Code Restrictions – Older shopping areas may not meet future needs of the corridor

- Urban Design Guidelines – Improved guidance to ensure consistency in built environment. This will ensure that the desired level of pedestrian access is maintained across the corridor. For SR-59W, this can create parking facilities that do not create barriers for pedestrian and bicycle activity
- Pedestrian and Bicycle Infrastructure – Consistent implementation of these infrastructures is necessary. Connections between key destinations must be identified, then these networks must be prioritized

Zoning Strategy:

To achieve the SR-59W vision, a number of modifications to the built environment and existing land use code will need to be implemented. Various zoning opportunities exist that can help create opportunities better suited to the current character of the area as well as the desired goals of increasing transit use, connectivity, and accessibility for all modes. In particular, changing current Light Industrial Use (LIO) zoning to Regional Shopping (RS) will help to further establish the region as a commercial and retail destination.

Impacted Zones:

- PO, PED, LIO, R-15, R-22, and RS

Considerations:

Accessibility, connectivity, and safety were all noted concerns gathered through outreach. Enhancing transit options and non-motorized traveler safety can both ease auto congestion and create a safer environment for bicyclists and pedestrians. Notably, enhancing transit connectivity and accessibility to and from the Rockland Plaza, Spring Valley Marketplace, and the Shops at Nanuet will help mobility throughout the region and help alleviate parking concerns in these places.

Unsafe pedestrian conditions were noted at Old Turnpike Road (Co. Road 52) and Route 59 as well as at Kemmer Lane and Convent Road. Enhancing and adding sidewalks to Convent Road and improving sidewalks and signal light timing, crossing signals, reducing curb cuts (especially along College Avenue), as well as providing street trees, street furniture, separated bike lanes, and extension of boulevard trees can all help to enhance the safety for pedestrians and motorists alike.

While all of these enhancements will help encourage alternative modes of transportation, providing adequate parking for motorists is still important to creating an accessible and welcoming destination. Enhancing parking opportunities along DeMarest Mill Road and Route 304 is an area of particular note.

Lastly, in an effort to create design standards that help the corridor achieve a unique and attractive feel as a destination, establishing signage requirements and formal design standards

for businesses and landowners is important. Forman Drive and Grandview Avenue are two areas noted as in particular need of signage standards.

4.6 Nanuet Hamlet Center

The development of an overall vision for the Nanuet Hamlet Center was highly community focused and iterative, with a purpose to educate the public about existing community conditions related to zoning and transportation infrastructure.

4.6.1 Public Outreach

A business and landowner survey was also conducted by sending introductory mailings to 113 businesses and landowners in the area. The purpose of this was to seek cooperation in advance of a series of phone calls that aimed at gathering information to help build on the vision established in the Town of Clarkstown's Comprehensive plan as it related to land use, zoning, transportation and overall quality of life in Clarkstown.

Primary areas of concern included traffic congestion, lack of parking, unsafe pedestrian crossings, and power outages. Traffic congestion can be attributed to: numerous entrances to retail establishments, large amount of commerce along the corridor (big box retail such as Michaels and T.J. Maxx, strip mall development- Rockland Plaza, Spring Valley Marketplace, Smaller retail establishments on single lots- i.e. ToyWiz), and minimal number of shared boundaries between retail establishments.

Building and Land Infrastructure

The following issues were noted regarding land-based infrastructure:

- Create "Downtown Nanuet" – promote shops and restaurants to attract visitors and residents. Create theater district, farmers' markets, etc. Introduce new public spaces and parks
- "Town feel" lacking – hamlet needs landscaping, preservation, and building renovation
- Town center to have a two- to three- story building scale, design standards for signage and other accents such as window treatments were all mentioned as potential ideas
- Building setbacks be reduced and that "mom and pop" style restaurants and stores be encouraged

Transportation Infrastructure

Traffic congestion is a challenge that needs to be addressed as the town and the corridor experience continued growth and development – especially around the train station and typically attributed to numerous entrances to retail establishments along the corridor.

Drivers are not acknowledging pedestrian crosswalks at intersections causing unsafe conditions for pedestrians, particularly at the intersection of Old Turnpike Road (Co. Road 52) and Route 59.

Among the suggested changes include developing signage requirements, creating a welcome sign at South Middletown Road and Route 59, and improving traffic flow. There is scope for improving pedestrian connections between Main street and the train station.

Parking

Lack of parking in close proximity to retail destinations of shoppers (Rockland Plaza, Spring Valley Marketplace, and within the Nanuet Hamlet Center) and at other key locations was cited frequently during the outreach.

Outreach participants suggested shifting parking to the rear of buildings, creating angular parking, encouraging renovation and beautification of businesses, increasing green space, and enhancing accessibility for bicycles and pedestrians as means to solve parking issues. They also suggested developing signage requirements, creating a welcome sign at South Middletown Road and Route 59, and improving traffic flow. Eliminating parking along Main Street and allowing for mixed-use development were also suggested. Creating a shuttle bus was also suggested for solving parking issues.

Land Use and Zoning

A variety of opportunities exist to update the towns zoning code that can help attract new businesses, beautify existing buildings, and increasing connectivity and accessibility for all travelers.

Various zoning changes can be made that will help create opportunities better suited for the community and future development of the Hamlet Center. For example, applying transit supportive zoning to current light industrial office (LIO) parcels will help facilitate denser development that consists of mixed housing and mixed-use development and encourage alternative modes of transportation. Converting solely commercial zones to mixed-use will also help to achieve this. This will help ease congestion for motorists by providing competitive alternatives and will help create a safer and more accessible environment for transit uses, bicyclists, and pedestrians.

Figure 4-14: Existing Zoning Code Restricts Re-Development of Grandfathered Parcels



Administrative Requirements

Participants in the Nanuet Hamlet Center discussions did not make specific suggestions related to administrative requirements.

Key Issues

The following key issues need to be addressed as the corridor deals with continued growth and future development:

- Zoning code restrictions – absence of mixed-use zoning
- Existing light industrial office (LIO) zoning
- Architectural continuity and signage – lack of uniform design standards
- Congestion and multimodal needs – traffic flow around train station. Balancing needs of motorists with those of bicyclists and pedestrians

Issues involving land use and infrastructure within the Hamlet Center as well as current trends were also included as survey topics. During meetings, parking, improving pedestrian friendliness of the corridor, and improving drainage were also raised as key issues.

Meetings

The following table summarizes key outreach activities and meetings related to Nanuet Hamlet Center.

Table 4-6: Nanuet Hamlet Center Public Engagement / Meeting Summary

Date	Subject	Audience
May 27, 2011	Existing Conditions Review	Special Board Meeting
October 25, 2011	Existing Conditions Report & Project Update Meeting	Town Board Workshop
May 9, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Community Engagement Meeting
May 18, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Community Engagement Meeting
July 25, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette & Walkabout	Nanuet Civic Association & Community Engagement Meeting
September 19, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Charrette	Nanuet High School Student Outreach
November 20, 2013	SR-59 West (Nanuet) and Nanuet Hamlet Center Vision and Corridor Concept Proposal	Community Engagement Meeting
January 31, 2014	SR-59 West (Nanuet) Corridor Concept and Proposed Zoning Workshop	Special Board Meeting
INSERT	INSERT	INSERT

4.6.2 Proposed Vision

The proposed vision for the Nanuet Hamlet Center was presented to the community of Clarkstown for feedback on November 20, 2013 by the town and representatives from the CS team.

Vision:

Nanuet Hamlet Center will be a hamlet center with a small town feel, focused on the development and vibrancy of its downtown. The center will focus on quality dining and entertainment, as well as communal greenspace all defined by specific design standards. The center will provide a multimodal environment providing safety and accessibility for bicycles and pedestrians and will continue to advocate for uses important to current residents including housing for seniors and young professionals.”

The following four figures present the current conditions within the Nanuet Hamlet Center and proposed visions in the form of artistic renderings.

Figure 4-15: Nanuet Hamlet Center (East of Nanuet Train Station) – Existing Conditions



Figure 4-16: Nanuet Hamlet Center (East of Nanuet Train Station) – Proposed Vision



Figure 4-17: Nanuet Hamlet Center (Main Street – Middletown Road) – Existing Conditions



Figure 4-18: Nanuet Hamlet Center (Main Street – Middletown Road) – Proposed Vision



Elements:

The following bullets highlight the elements that anchor Nanuet Hamlet Center vision. The included figures illustrate the “Main Street Style” that is common with many small towns in the region. Sidewalks are wide and there are no setback, buffer, or parking requirements to create a barrier for pedestrian activity. Buildings are all mixed-use, with the second floor including residential or commercial space. Dwelling unit densities are relatively high. Design guidelines can ensure that signage is clear, creates and building frontages are consistently transparent with ample windows that provide easy visual access to shop contents. Unique street furniture (such as town square clocks) and programming (concerts, art fairs and farmers markets) make this main street a place to be, not just a place to park your car.

- Main Street

Figure 4-19: Example of Main Street – Hillsdale, NJ



Figure 4-20: Example of Main Street – Park Ridge, NJ



Figure 4-21: Example of Main Street – Princeton, NJ



- Community Space or Green Open Space

Figure 4-22: Example of Community Space – Bethesda, MD



Figure 4-23: Example of a Pocket Park



Figure 4-24: Example of Green or Open Space – Hillsdale, NJ



- Alternative Housing Choices

Figure 4-25: Transit Oriented Development & Pascack Valley Line – Park Ridge, NJ



Figure 4-26: Transit Oriented Development – Park Ridge, NJ



Figure 4-27: Example of Higher Density Mixed-Use Housing – Princeton, NJ



4.6.3 Proposed Corridor Concepts

CS (in consultation with the Town Planning Department Staff and Town Attorney) developed the following corridor concept for the Nanuet Hamlet Center.

Concept:

In order to achieve the vision set forth in the Comprehensive Plan and developed during outreach efforts, a number of changes to the built environment and transportation infrastructure will need to be implemented.

Encouraging the beautification of the Hamlet Center through design standards and requirements will encourage continued development in a manner consistent with the proposed vision.

Encouraging transit supportive uses as well as design standards for new, mixed-use developments will ensure the aesthetics of the community as well as quality dining, arts, and entertainment establishments will attract future residents. Applying signage requirements to businesses and placing a welcome sign at South Middletown Road and SR-59 West could help create a cohesive community within the Hamlet Center and establish a unique identity and town feel.

Observed Issues:

The following issues were identified and will need to be addressed for realizing the vision:

- “Town feel” lacking – hamlet needs landscaping, preservation, and building renovation
- Commercial signage outdated
- Senior and affordable housing is limited
- Parking shortage in key locations
- Excessive road speed
- Traffic congestion
- Mix of incompatible uses
- Mix of existing commercial businesses

Zoning Strategy:

A variety of opportunities exist to update the town’s zoning code that can help attract new businesses, beautify existing buildings, and increase connectivity and accessibility for all travelers.

Various zoning changes can be made that will help create opportunities better-suited for the community and future development of the Hamlet Center. For example, applying transit supportive zoning to current light industrial office (LIO) parcels will help facilitate denser development that consists of mixed housing and mixed-use development and encourages alternative modes of transportation. Converting solely commercial zones to mixed-use will also help to achieve this. This will help ease congestion for motorists by providing competitive alternatives and will help create a safer and more accessible environment for transit uses, bicyclists, and pedestrians.

Impacted Zones:

- CS, LIO, R-10, R-15, and RS

Considerations:

The following considerations need to be made as the town continues to plan for future development and growth of the corridor:

- Design standards and building renovation – develop consistent architectural design standards
- Train station connectivity and accessibility – improve pedestrian connections between Main St. and the train station
- Create “Downtown Nanuet” – promote shops and restaurants to attract visitors and residents. Create theater district, farmers’ markets, etc. Introduce new public spaces and parks
- Transit Oriented Development – catalyst for redevelopment and investment, mixed use development, 2 and 3 story buildings, variety of housing choices

5.0 FINDINGS AND RECOMMENDATIONS

In the final section, we present a set of concrete transportation improvement projects. These projects represent a culmination of the many months of collaboration with Clarkstown's planning professionals, business and landowners, and residents. Through this process, recommendations have been evaluated and prioritized on their ability to meet the goals and objectives of Clarkstown's Comprehensive Plan, as well as facilitate improved public health, safety and welfare.

As CS discussed earlier in this report, land use zoning directly impacts how transportation infrastructure performs, and which modes of travel are prioritized. An improved integration of land use and transportation planning can help us manage the demand for transportation (such as reduce the need for roadway expansion and additional parking spaces) and maintain the quality of our communities.

Through the components of this section, CS sets the context for and provides detailed descriptions of specific transportation improvements required for each of the development corridors:

- **Linking Community Vision with Planning Strategies:** Visions can often be accomplished in multiple ways, each with different economic and social costs. This component includes a discussion of the range of general techniques to achieve corridor visions through transportation and land use planning
- **Recommended Zoning Changes / Map Changes:** This component lists specific adjustments to Clarkstown's existing zoning codes and maps to support the full range of benefits that are possible through transportation infrastructure / planning investments
- **Proposed Zoning Build Out Analyses:** Each change in use may result in a potential increase (or decrease) in the amount of area that can be built and the number of off-street parking spaces that are required. This component identifies potential development outcomes (in the form of changes in buildable floorspace and required parking) for Clarkstown based on proposed zoning and map changes to a specific set of parcels
- **Local Law:** This component references specific changes to Clarkstown's local law that reflect the proposed zoning and map adjustments
- **Transportation Recommendations:** While a range of transportation solutions can be pursued to address each community vision, CS presents a concrete set of recommendations that are informed by the town's unique characteristics and by the agency's expertise. This

component includes details of transportation infrastructure and service planning required to meet the community's vision for Clarkstown's development

Following the recommendations, we present adjustments to existing land use codes and new zoning districts (including Neighborhood Shopping, Regional Shopping, Commercial Office, etc.) that have been adopted through CS's extensive engagements with the town of Clarkstown.

5.1 US-9W

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.1.1 Linking Community Vision with Planning Strategies

The US-9W corridor analyzed runs between the crossing with SR-303 in the North and Congers Lake Road in the South. This section features between 40 and 50 foot ROW, and is configured with a single 12 foot lane in each direction and the remaining space used for paved shoulders (fluctuating between 5 feet and 15 feet on each side).

Key concepts for the US-9W corridor include a technology corridor and a neighborhood development / commercial area. While the existing zoning and transportation infrastructure support a mix of light industrial, residential and office uses, there is a distinct need for small-scale commercial activity and increased local connectivity. Stakeholders identified the significant lack of pedestrian infrastructure and access to public transit as key impediments to local development along the corridor.

To support the US-9W vision the mix of uses along the corridor must be adjusted to cultivate the growth of supportive businesses such as restaurants, markets and supply shops. These new businesses must be connected via a transportation network that doesn't require the use of an automobile. A high quality pedestrian environment that is safely connected to local amenities, and a similar network of protected bicycle facilities are both necessary to ensure that the demand for travel by automobile is limited. Residents report that there are limited to no work or shopping trips by pedestrian, bicycle, or transit. Therefore, an important conceptual metric for this type of development could be an increased number of short distance trips, or an increased mode share for walking and cycling.

The US-9W corridor is interspersed with residential uses. Per the corridor visions, it is important that these types of uses are seamlessly integrated into the new mix of commercial and office uses. Recreation areas adjacent to Congers Lake are particularly attractive for the region's hikers and bicyclists. Connecting the local residents to this regional amenity is likely to positively impact residential values, but more importantly it will attract professionals who seek both easy access to

recreation and jobs. Adjustments in land use regulations to allow a greater density of dwelling units will allow small-scale residential use to thrive and complement neighboring commercial and industrial uses. Clarkstown's reputation for high quality recreation opportunities is a key driver of development (and traffic), investing in multimodal access and local connections to these resources will help manage sustainable growth. Parking is an important amenity, but priority should be given to access by other modes, and parcels that are well connected by public transit and pedestrian facilities should have parking minimums relaxed.

It is important that all development is harmonized with natural systems. Area flooding is a big concern for residents and business owners alike. Zoning must be harnessed to prohibit development in areas where the flood risk is greatest. Built environment regulations must also provide incentives for construction techniques that utilize permeable surfaces and allow for a safe recharge of storm water runoff.

5.1.2 Recommended Zoning Changes / Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the US-9W corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

The proposed concepts for US-9W include a technology corridor – the Congers Corporate Corridor – that is a shared concept with the SR-303 corridor. A neighborhood development area along US-9W adjacent to Congers Lake is also proposed. Creating commercial office (CO) and commercial office support (COS) districts, and reducing allowed areas of Light Industrial Office (LIO) establish an appropriate land use mix to facilitate the growth of the technology corridor. The neighborhood development area is supported by inserting Neighborhood Shopping (NS) districts that give residential areas access to localized commercial and employment activities.

Map Changes

CS recommends the Town of Clarkstown change the existing zoning along the US-9W corridor to the following configurations:

- For the Congers Corporate Corridor, 28 Commercial Office (CO) and 55 Commercial Office Support (COS) parcels are proposed (See to replace those that are currently LIO and Regional Shopping (RS). Please note that the configuration also includes adjacent parcels on the Northern stretch of SR-303
- For the Congers Lake Neighborhood development area, 11 Neighborhood Shopping (NS) parcels are proposed to replace those that are currently designated RS, Medium-density residential (R-15), and Low-density residential (R-80)

Figure 5-1: US-9W (Congers) – Existing Zoning Map



Figure 5-2: US-9W (Congers) – Proposed CO District and COS District Zoning Map

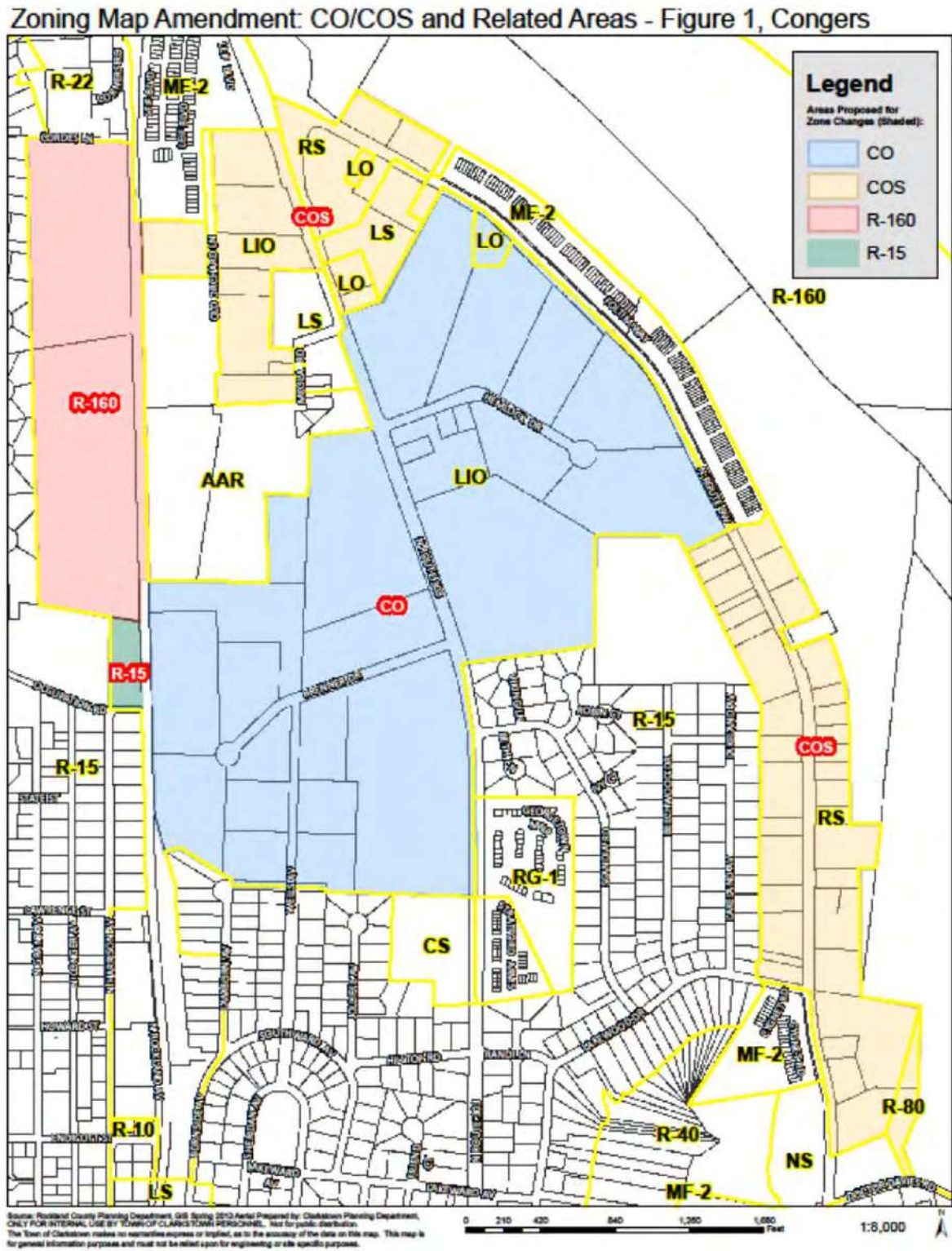


Figure 5-3: US- 9W (Lake Road) – Existing Zoning Map



5.1.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The following steps were used to calculate parcel-level development potential for CO, COS and NS districts:

1. Calculate allowable building size by subtracting required buffer and yard (setback) area
2. Calculate gross floor area by FAR
3. Calculate parking area based on parking requirement and parking space size assumption
4. Calculate building footprint assuming two-story building height
5. Sum building footprint and parking area and compare lot coverage to lot coverage maximum
6. Adjust developed area to meet lot coverage requirement
7. Calculate adjusted floor area, parking, setback and buffer areas

Congers Corporate Corridor

CS analysis indicates that for the Congers Corporate Corridor (combining parcels on both US-9W and SR-303), the proposed CO zoning district would allow for a total floor area of 2,508,600 square feet. The proposed COS zoning district would allow for a total floor area of 1,350,000 square feet. Combined, these districts would create an additional 30,700 square feet of floor area, and would require an additional 100 additional parking spaces, as compared to existing zoning.

Table 5-1: Change in Congers Area Developable Land Under Maximum Development Scenario by District

Zoning	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
Existing Districts					
LIO	34	6,908,200	2,763,200	9,200	2,774,700
LO	4	120,700	48,300	200	52,200
LS	2	194,300	90,600	300	90,900
R160	40	1,938,600	879,000	3,000	910,200
RS	1	20,000	8,000	-	9,900

Zoning	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
MF	2	50,000	11,500	-	13,800
R-15	83	9,231,800	3,800,600	12,700	3,851,700
<i>Subtotal existing zoning</i>	34	6,908,200	2,763,200	9,200	2,774,700
District Changes					
CO	28	6,271,400	2,508,600	8,400	2,520,600
COS	55	2,960,400	1,350,000	4,600	1,390,800
CS	-	-	-	-	-
<i>Subtotal proposed zoning</i>	83	9,231,800	3,858,600	13,000	3,911,400
Change in development area:			30,700	100	30,600

An important feature of the CO / COS zoning is that it allows for limited commercial retail in an office setting. The following table summarizes the increase in retail development.

Table 5-2: Change in Congers Potential Retail Development

District	<i>Amount of retail in square feet</i>		
	Existing	Related	Unrelated
LS	90,600		
RS	879,000		
CO		123,000	77,700
COS		337,600	337,200
<i>Total</i>	<i>969,600</i>	<i>460,500</i>	<i>415,200</i>

Note: This assumes 25 % of existing industrially-zoned land adds retail, and 50 % of existing commercially zoned land remains retail under CO and COS zoning.

Congers Lake Development Area

For the Congers Lake development area, the proposed NS zoning district allows for two possible land use scenarios (Commercial Only, Mixed Use ground floor / Residential upper floor):

- Commercial Only Scenario - allowed for 313,800 square feet of total floor area, which required 624 additional parking spaces (187,200 square feet) as compared to existing zoning
- Mixed Use Scenario - assumed two floors of development with commercial space occupying the first floor and residential use on the first floor. This scenario allowed a total commercial area of 163,700 square feet, a total residential area of 150,100 square feet and required 486 additional parking spaces (145,600 square feet) as compared to existing zoning

Table 5-3: Estimated Maximum Development Potential in Proposed NS along US-9W Corridor

Scenario	Measure	US-9W
Existing	Number of parcels	11
	Total area all parcels	628,000
	Total building floor area	87,600
Commercial	Total commercial floor area	313,800
	Total parking area	187,200
Mixed Use	Total commercial floor area	163,700
	Total residential floor area	150,100
	Total floor area	313,800
	Total dwelling units	158
	Total parking area	145,600

Note: All area in square feet. Figures rounded for clarity.

Please see Appendix A for the complete build-out analysis for all NS and CO, and COS parcels.

Please see Appendix A for the bulk requirements for the CO, COS, and NS districts.

Dwelling Unit Analysis

For the US-9W corridor, additional Dwelling Units (DU) were only created if the new NS zoning district followed the Mixed Use scenario. First, the maximum number of residential units were estimated given the available residential area, and then a maximum number of 1-bedroom units per acre (11.3) and a dwelling unit size of 1,000 square feet were assumed. This effectively limited multi-family residential development to a FAR of 0.25. Changing the size of the dwelling units by including 2- or 3-bedroom units, or by simply changing the size of the units will therefore affect the overall FAR. FAR was found in only one case to limit the amount of residential development; the more constraining factor was the dwelling units per acre. Thus, with the mixed-use scenario and maximum DU density in place, it is estimated that a potential of 158 DUs (occupying 150,100 square feet) will be added with the NS zoning changes.

5.1.4 Local Law

The final local law that was adopted can be found in Appendix A.

5.1.5 Transportation Recommendations

The following summarizes potential transportation projects for the US-9W corridor.

US-9W Bicycle and Pedestrian Improvements – Demand for pedestrian and bicycle facilities links existing recreational centers that would benefit from planning and implementation. The section of US-9W adjacent to the proposed Congers Corporate Corridor (SR-303 crossing to Lakewood Drive), and the proposed Congers Lake Neighborhood Development Area (Lakewood Drive to Lake Road) should be thoroughly examined.

Figure 5-5: Congers Bike Shop Located on Lake Road Between US-9W and SR-303



Public Transit / Mobility Management Improvements – Enhanced public transportation services (coordinated transit services, high quality bus stops, etc.) near the Congers Corporate Corridor employment centers, as well as improved connections to other key destinations for housing, retail, education, healthcare, and civic institutions.

5.2 SR-303

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.2.1 Linking Community Vision with Planning Strategies

SR-303 (or County Ridge Road) is a key route for regional north / south vehicular movement. The section analyzed runs between the crossing of US-9W in the North and Valley Cottage Hamlet in the South. Similar to US-9W, the SR-303 corridor features between 40 and 50 foot ROW, and is configured with a single 12 foot lane in each direction and the remaining space used for paved shoulders (fluctuating between 5 feet and 15 feet on each side). At some intersections, the paved shoulder width is reduced to allow a 12 foot center Left-turn lane, or a painted median.

SR-303 provides Clarkstown residents many opportunities for shopping and working, and access to medium density residential neighborhoods. The corridor's parcels are currently zoned Light Industrial and Office (LIO comprises 71% of the corridor's total acres), with interspersed Multifamily Residential uses (13% of the total acres), and Community Shopping (9% of the total acres).

Key visions for the SR-303 corridor include a technology corridor and two commercial development areas. Proposals emphasize supporting local business development, and encourage the inclusion of small-scale retail uses. Decreasing parking requirements, encouraging shared parking, and allowing the conversion of residential buildings into small-scale professional office and commercial buildings will help maximize the use of corridor land. Providing a greater mix of commercial activities along the corridor is a good technique for reducing the demand for trips by car; however, changing the mix of activities will only support reduced demand if other transport options are convenient and safe.

Public stakeholders and businesses alike identified the corridor's missing access to public transit, pedestrian or bicycling networks as a liability to future development. The corridor is very dangerous for pedestrians to circulate near key destinations as there is no dedicated infrastructure for them and the roadway's shoulder is too narrow. While a nearby walking trail offers connections to recreation areas, incidental access to adjacent commercial and residential areas is missing. Safe vehicular access to local businesses is also a concern, as regional traffic on SR-303 travels at high speeds. A strong network of infrastructure for human-powered transportation (including controlled intersections with pedestrian signals) can safely connect key destinations.

The utility of the corridor to move regional traffic north and south is great for the SR-303 corridor, but there can be balance to regional and local needs. Participants noted that fatal crashes have occurred as customers or employees exit or enter the roadway. Improvements in roadway and junction design along the corridor, including landscaping, traffic calming and parallel parking provision can create complete streets where moving people is prioritized over moving vehicles. For example, utilizing a multi-way boulevard may help balance the competing needs of users and improve local connections and public transit access.

An important strategy is to develop a set of townwide design guidelines to consistently orient development towards multimodal transportation, ensure a high quality pedestrian environment,

and reduce the creation of unnecessary paved areas. Stakeholders noted that the corridor lacks “a cohesive sense of place” and that there are no connections between the valley cottage hamlet center and the Clarkstown executive park. Developing a Clarkstown street design guideline will help ensure consistent facilities that will knit together these pieces of urban fabric and guide consistent placemaking and wayfinding signage for hamlet centers. Similar to the vision-strategy linkages for US-9W, SR-303 has experienced intermittent flooding that resulted in significant property damage. A Clarkstown design guideline can make sure that flood plains, estuaries, and other important natural systems are not ignored, and guide the implementation of transportation infrastructure that is sensitive to the needs of stormwater runoff / rainwater recharge.

5.2.2 Recommended Zoning Changes/Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the SR-303 corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

The proposed concepts for SR-303 include the Congers Corporate Corridor (technology corridor) and a neighborhood development area (Combined Clarkstown Executive Park and Valley Cottage Hamlet Center). Creating commercial office (CO) and commercial office support (COS) districts, and reducing allowed areas of Light Industrial Office (LIO) establish an appropriate land use mix to facilitate the growth of the technology corridor.

Map Changes

CS recommends the Town of Clarkstown change the existing zoning along the SR-303 corridor to the following configurations.

- For the Congers Corporate Corridor, 28 Commercial Office (CO) and 55 Commercial Office Support (COS) parcels are proposed (See **Error! Reference source not found.**) to replace those that are currently LIO, Local Shopping (LS), and Laboratory Office (LO). Please note that the configuration includes adjacent parcels on the Northern stretch of US-9W.
- For the Valley Cottage / Executive Park neighborhood development Area, 31 Commercial Office (CO), 13 Commercial Office Support (COS), and 1 Community Shopping (CS) parcels are proposed (See **Error! Reference source not found.**) to replace those that are currently LIO, CS, Multifamily (MF), and Professional Office (PO).

Figure 5-6: SR-303 (Congers) – Existing Zoning Map



Figure 5-7: SR-303 (Congers) – Proposed CO District and COS District Zoning Map

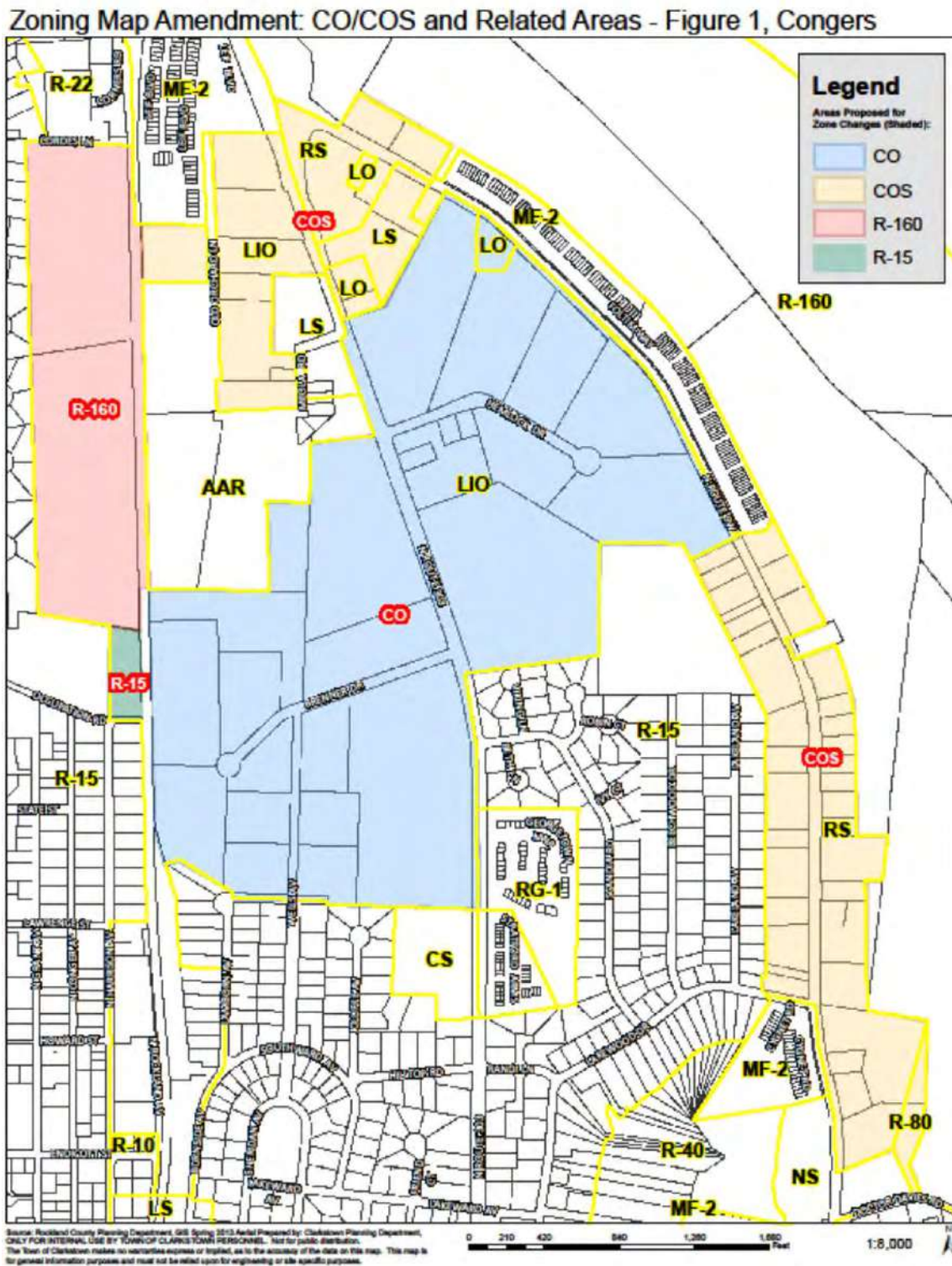
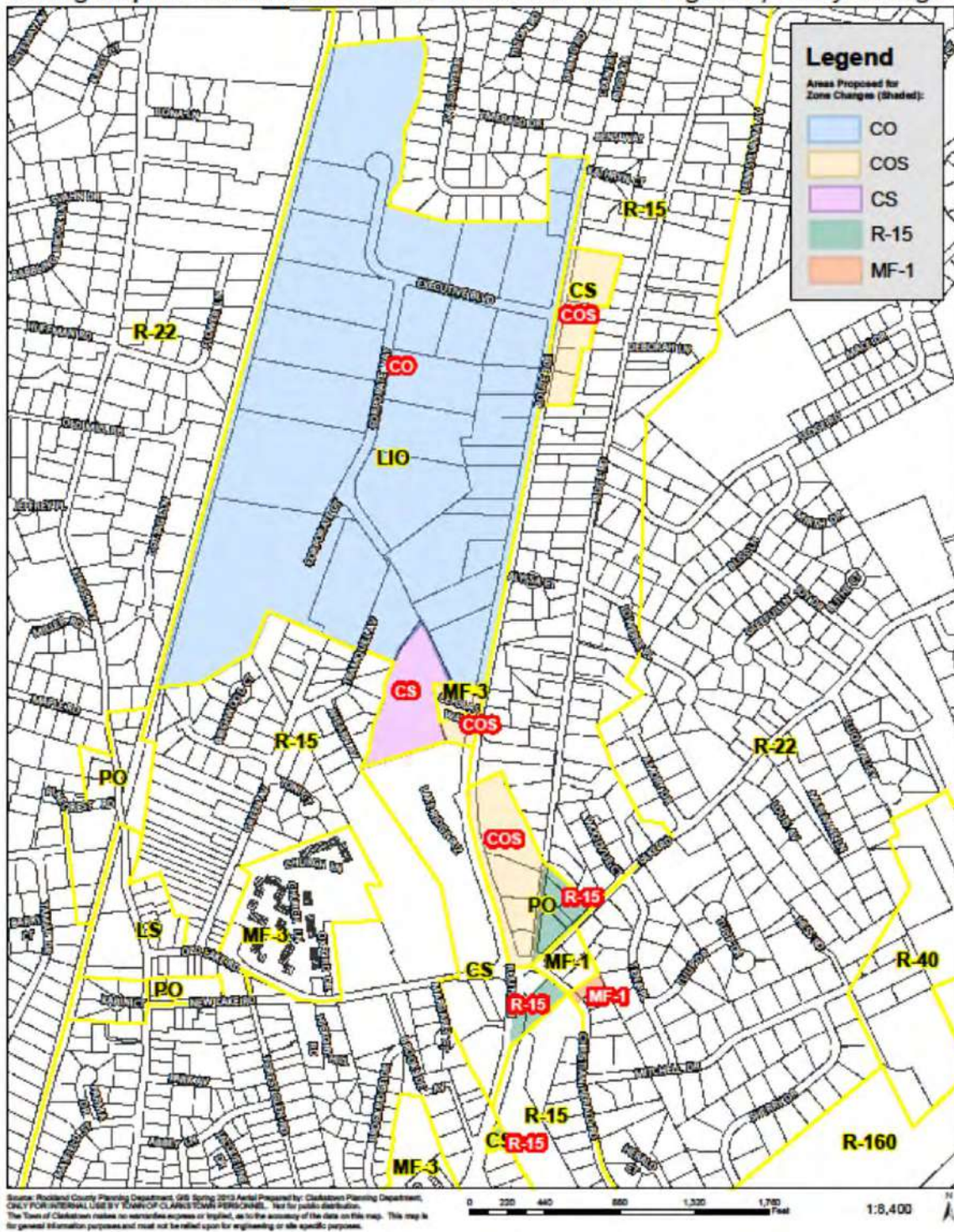


Figure 5-8: SR-303 (Valley Cottage) – Existing Zoning Map



Figure 5-9: SR-303 (Valley Cottage) – Proposed CO District and COS District Zoning Map

Zoning Map Amendment: CO/COS and Related Areas - Figure 2, Valley Cottage



5.2.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The following steps were used to calculate parcel-level development potential for CO, COS and CS districts.

1. Calculate allowable building size by subtracting required buffer and yard (setback) area
2. Calculate gross floor area by FAR
3. Calculate parking area based on parking requirement and parking space size assumption
4. Calculate building footprint assuming two-story building height
5. Sum building footprint and parking area and compare lot coverage to lot coverage maximum
6. Adjust developed area to meet lot coverage requirement
7. Calculate adjusted floor area, parking, setback and buffer areas

Congers Corporate Corridor

CS analysis indicates that for the Congers Corporate Corridor (combining parcels on both SR-303 and US-9W), the proposed CO zoning district would allow for a total floor area of 2,508,600 square feet. The proposed COS zoning district would allow for a total floor area of 1,350,000 square feet. Combined, these districts would create an additional 30,700 square feet of floor area, and would require an additional 100 additional parking spaces, as compared to existing zoning.

Table 5-4: Change in Congers Area Developable Land Under Maximum Development Scenario by District

Zoning	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
Existing Districts					
LIO	34	6,908,200	2,763,200	9,200	2,774,700
LO	4	120,700	48,300	200	52,200
LS	2	194,300	90,600	300	90,900
R160	40	1,938,600	879,000	3,000	910,200
RS	1	20,000	8,000	-	9,900

Zoning	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
MF	2	50,000	11,500	-	13,800
<i>Subtotal existing zoning</i>	83	9,231,800	3,800,600	12,700	3,851,700
District Changes					
CO	28	6,271,400	2,508,600	8,400	2,520,600
COS	55	2,960,400	1,350,000	4,600	1,390,800
<i>Subtotal proposed zoning</i>	83	9,231,800	3,858,600	13,000	3,911,400
Change in development area:			30,700	100	30,600

An important feature of the CO / COS zoning is that it allows for limited commercial retail in an office setting. The following table summarizes the increase in retail development.

Table 5-5: Change in Congers Potential Retail Development

District	Amount of retail in square feet		
	Existing	Related	Unrelated
LS	90,600		
RS	879,000		
CO		123,000	77,700
COS		337,600	337,200
<i>Total</i>	<i>969,600</i>	<i>460,500</i>	<i>415,200</i>

Note: This assumes 25 percent of existing industrially-zoned land adds retail, and 50 percent of existing commercially zoned land remains retail under CO and COS zoning.

Valley Cottage / Clarkstown Executive Park Neighborhood Development Area

CS analysis indicates that for the Valley Cottage / Clarkstown Executive Park Neighborhood Development Area, the proposed CO zoning district would allow for a total floor area of 1,979,400 square feet. The proposed COS zoning district would allow for a total floor area of 238,600 square feet. The proposed CS zoning district would allow for a total floor area of 108,000 square feet. Combined, these districts would create an additional 30,700 square feet of floor area, and would require an additional 100 additional parking spaces, as compared to existing zoning.

Table 5-6: Change in Valley Cottage Developable Land Under Maximum Development Scenario by Zoning District

Zoning	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
Existing Districts					
CS	4	184,300	84,200	300	86,400
LIO	32	5,183,800	2,073,500	6,900	2,079,600
PO	8	302,300	120,900	400	128,700
MF	1	41,600	16,700	60	16,800
Subtotal existing zoning	45	5,712,000	2,295,300	7,700	2,311,500
District Changes					
CO	31	4,948,600	1,979,400	6,600	1,983,300
COS	13	528,200	238,600	800	248,700
CS	1	235,200	108,000	400	110,100
Subtotal proposed zoning	45	5,712,000	2,326,000	7,800	2,342,100
Change in development area:			30,700	100	30,600

The following table summarizes the increase in potential retail development per the limited commercial retail allowable by CO / COS zoning.

Table 5-7: Change in Valley Cottage Potential Retail Development

District	Amount of retail in square feet		
	Existing	Related	Unrelated
CS	84,200		
CO		150,200	93,000
COS		86,700	86,700
Total	84,200	236,000	179,700

Note: Assumes 25 percent of existing industrially-zoned land adds retail, and 50 percent of existing commercially zoned land remains retail under CO and COS zoning.

Please see Appendix A for the complete buildout analysis for all CS and CO, and COS parcels.

Please see Appendix A for the bulk requirements for the CS, CO, and COS districts.

Dwelling Unit Analysis

The proposed changes to SR-303 did not require a dwelling unit analysis.

5.2.4 Local Law

The final local law that was adopted can be found Appendix A.

5.2.5 Transportation Recommendations

The following summarizes potential transportation projects for the SR-303 corridor.

SR-303 Corridor Roadway Analysis and Signal Optimization Project – Vehicle traffic along SR-303 is often constricted at peak periods due to high demand for north-south vehicular and freight movements from employment centers. While the typical single 12 foot lane in each direction configuration is adjusted to include a left-hand turning lane at key intersections (such as the entrance to the Clarkstown Executive Park, Cefolas Way, Valley Cottage Hamlet, etc.) problem points exist that may benefit from close examination and fine tuning. Coordinating various signals to meet demand patterns at different times of the day, or reconfiguring the lane widths or ROW may yield improved performance. Key intersections for primary examination would include SR-303 and Executive Boulevard and SR-303 and Lake Road.

Figure 5-10: SR-303 Looking Southbound Towards Lake Road Intersection



SR-303 & Lake Road Intersection Improvement Study – The Lake Road connection between US-9W and SR-303 at Rockland Lake / Hook Mountain State Park experiences high demand for vehicular and freight traffic and is often congested. Alternative roadway geometry, intersection configurations, and/or signal configurations should be analyzed. Additionally, roadway geometrics (climbing lanes) south of the SR-303 and Lake Road intersection could be examined to understand the potential to maximize southbound throughput.

Figure 5-11: Intersection of SR-303 and Lake Road (Southbound)



Figure 5-12: Intersection of Lake Road and SR-303 (Westbound)



CR-80 Bicycle Facility Suitability Assessment and Conceptual Plan Development Study –

Both the Clarkstown Comprehensive Transportation Plan and comments collected from the public identified CR-80 as a high priority location in its list of prioritized bicycle facility projects, in particular the eastern section of CR-80 between New City and Congers. This area received a high priority because a bicycle path along this route would link two Hamlet Centers, provide a safe bicycle route over the Freedom Causeway, which spans Lake DeForest, and improve east-west mobility and circulation for non-motorized transportation within the Town.

Figure 5-13: Eastbound on CR-80 (Congers Road) Near Prides Crossing



Figure 5-14: View Eastbound on the Freedom Causeway



5.3 SR-304

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.3.1 Linking Community Vision with Planning Strategies

Key concepts for the SR-304 corridor include small-scale retail and limited commercial activity, high quality pedestrian and bicycle access, and safe and accessible public transit services. The existing zoning in this corridor allows primarily for Manufacturing (M) which accounts for 57% of the total acres. SR-304 also includes Residential (38% of the total acres), and limited Local Shopping (LS) and Professional Office (PO). Commercial and retail activities are clustered at two intersections.

The community's vision for the SR-304 corridor include Neighborhood Activity Places at three nodes: Johnsons Lane, Germonds Road and Ludvigh / Bardonia Road. The vision is that these three nodes will support residential and commercial activities via improved public transit, bicycle and pedestrian services and infrastructure. Public meeting participants indicated that multiple challenges exist to meeting this vision: a lack of transit, bicycle and pedestrian infrastructure. Excessive vehicular travel speeds and pedestrian conflicts, problematic zoning, and poor building orientation also were noted to negatively impact goals.

The town of Clarkstown can improve public transit, bicycle and pedestrian infrastructure by creating an integrated network. Reducing automobile travel speeds and pedestrian conflicts is possible using traffic calming measures with integrated pedestrian and cyclist safety measures. Zoning uses can support the community's vision by improving housing and commercial activity in these three nodes. Clarkstown can incentivize buildings to orient towards the street, which will improve the town's character and residents' quality of life.

Supportive zoning changes will help SR-304 maintain its residential character while creating nodes for commercial and small-scale retail activities so that a wide variety of destinations are easily accessible. Zoning can ensure that as these nodes develop, that urban design characteristics are consistent with the existing neighborhood character and that low-cost, low-impact transport modes are prioritized.

Unlike the US-9W and SR-303 Corridors, which have greater proximity to bodies of water, SR-304 does not have the same considerations of access to these recreational assets. Thus, pedestrian and bicycle networks should prioritize access to local parks and open spaces as well as key employment, commercial and residential destinations.

5.3.2 Recommended Zoning Changes / Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the SR-304 corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

The proposed concepts for SR-304 include three neighborhood activity places. Creating Neighborhood Shopping (NS) districts, and reducing allowed areas of LS and PO to establish an appropriate land use mix to facilitate the residential and commercial growth at these nodes.

Map Changes

CS recommends the Town of Clarkstown change the existing zoning along the SR-304 corridor to the following configurations.

- For the Germonds Road neighborhood activity place two parcels of NS should replace one parcel of LS and one parcel of PO

Figure 5-15: SR-304 (Germonds Road) – Existing Zoning Map



Figure 5-16: SR-304 (Germonds Road) – Proposed NS District Zoning Map



5.3.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The proposed NS district for SR-304 followed a commercial only scenario. Therefore, no additional residential development is expected following the changes.

Neighborhood Activity Places

For three SR-304 Neighborhood Activity Places, the proposed NS zoning district will be utilized following the Commercial Only Scenario (not the for mixed-use commercial and residential scenario). This scenario allowed for 110,000 square feet of total floor area, which required 217 additional parking spaces (65,000 square feet) as compared to existing zoning.

Table 5-8: Estimated Maximum Development Potential in Proposed NS along SR-304 Corridor

Scenario	Measure	SR-304
Existing	Number of parcels	6
	Total area all parcels	219,200
	Total building floor area	21,100
Commercial	Total commercial floor area	110,000
	Total parking area	65,000
Mixed Use	Total commercial floor area	109,600
	Total residential floor area	0
	Total floor area	109,600
	Total dwelling units	0
	Total parking area	65,800

Note: All area in square feet. Figures rounded for clarity.

Please see Appendix A for the complete buildout analysis for all NS parcels.

Please see Appendix A for the bulk requirements for the NS districts.

Dwelling Unit Analysis

The proposed SR-304 corridor changes create no additional DUs.

5.3.4 Local Law

The final local law that was adopted can be found Appendix A.

5.3.5 Transportation Recommendations

The following summarizes potential transportation projects for the SR-304 corridor.

SR-304 North Pedestrian / Bicycle Infrastructure Feasibility Analysis – The Town should examine opportunities to enhance bicycle and pedestrian infrastructure from the intersection of CR-80 and SR-304 in New City to the intersection of US-9W and SR-304 in Congers.

SR-304 Corridor Roadway Analysis and Signal Optimization Project – Vehicle traffic along SR-304 is often constricted at peak periods due to high demand for north-south vehicular and freight movements from employment centers. While the typical single 12 foot lane in each direction configuration is adjusted to include a left-hand turning lane at key intersections problem points exist that may benefit from close examination and fine tuning. Coordinating various signals to meet demand patterns at different times of the day, or reconfiguring the lane widths or ROW may yield improved performance. Key intersections for primary examination would include crossings with CR-80, Johnsons Lane, Germonds Road, and Ludvigh / Bardonia Road. Any adjustments should take into account impacts on pedestrian and bicycle traffic.

Figure 5-17: Southbound View on SR-304 at Germonds Road



5.4 SR-59 East (West Nyack)

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.4.1 Linking Community Vision with Planning Strategies

The Eastern portion of SR-59 runs parallel to I-87 / I-287 between the crossings of SR-303 and SR-304. The corridor consists of an 82 foot wide ROW that is configured to support two 12 foot lanes and an 8 foot shoulder in each direction, separated by an 18 foot median. The corridor is zoning primarily for industrial uses (M, LIO and LO districts account for 82 % of total acreage). Commercial and Shopping uses comprise the remainder of acreage (CS, RS, MRS combine for 18 %). The major activity center on the corridor is the Palisades Center Mall at the SR-303 crossing.

The vision for the corridor includes increasing the level of retail / commercial activity, enhancing multi-modal alternatives access to highway network, and encouraging specialty retail development on underutilized or vacant properties. Public outreach meeting participants were also concerned about excessive freight traffic and vehicle speeds. They noted that public transit access to employment centers was infrequent and required complicated transferring. Infrastructure and facilities to support access to key corridor destinations by walking and bicycling is nonexistent which results in unsafe and inconvenient journeys for people who travel by these modes.

To improve access for pedestrians and bicyclists along the corridor, it is necessary to implement high-quality infrastructure such as wide sidewalks, protected bicycle lanes, pedestrian crossing signals, and prioritized pedestrian signal timing. Pedestrian and bicycle networks should seek to prioritize safe access to public transit for key destinations (employment and commerce centers).

Signalized intersections can help reduce frictions experienced when vehicles are accessing and exiting corridor businesses. Traffic calming techniques can create more space for pedestrians, bicyclists and public transit infrastructure, while simultaneously reducing roadway speeds.

Transport supportive zoning could include rezoning the LIO districts adjacent to SR- 303 to RS district to better match market demands and area context. Zoning and urban design guidelines can improve building and parcel frontages to encourage increased pedestrian activity. Specific landscaping treatments can also be utilized to manage interfaces between competing / incompatible uses (such as requiring berms, fences or trees to create a visual and sonic screening between industrial and shopping uses). Reduced parking minimums and "green parking" treatment requirements can manage travel demand and support pedestrian access.

5.4.2 Recommended Zoning Changes / Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the SR-59 EAST (WEST NYACK) corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

To support the proposed visions for SR-59 East (increasing the level of retail / commercial activity, utilizing underutilized properties for specialty retail, and enhancing multi-modal alternatives) CS recommends creating new, and adjusting existing MRS and RS districts, through reducing allowed areas of LIO, M and R-15.

CS also recommends that the Clarkstown Town Code be updated to improve the Regional Shopping (RS) zoning district. Improvements would include the addition of specific landscaping requirements in required buffer areas, and the addition of a development bonus schedule for storm water runoff mitigation.

Map Changes

CS proposes the following modifications to the existing zoning:

- Converting various Light Industrial Office (LIO) and Regional Shopping (RS) zoned properties to Major Regional Shopping (MRS)
- Changing various Light Industrial Office (LIO), Manufacturing (M), and Medium Density Single Family Residential (R-15) zoned properties to Regional Shopping (RS)
- Shifting various Regional Shopping (RS) zoned properties to Manufacturing (M)

Figure 5-18: SR-59 East (West Nyack) – Existing Zoning Map



Figure 5-19: SR-59 East (West Nyack) – Proposed RS District Zoning Map



Figure 5-21: SR-59 East (West Nyack) – Proposed LIO District Zoning Map



Figure 5-22: SR-59 East (West Nyack) – Proposed R-15 District Zoning Map



Figure 5-23: SR-59 East (West Nyack) – Proposed R-22 District Zoning Map



Figure 5-24: SR-59 East (West Nyack) – Proposed M District Zoning Map



5.4.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. They are intended to assist community members in understanding the possible effects of the proposed zoning district on public and environmental resources. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The following steps were used to calculate parcel-level development potential for NS districts.

1. Calculate allowable building size by subtracting required buffer and yard (setback) area
2. Calculate gross floor area by FAR
3. Calculate parking area based on parking requirement and parking space size assumption
4. Calculate building footprint assuming two-story building height
5. Sum building footprint and parking area and compare lot coverage to lot coverage maximum
6. Adjust developed area to meet lot coverage requirement
7. Calculate adjusted floor area, parking, setback and buffer areas

It is important to note that the SR-59 East analysis applies only to properties that change zoning based on adjustments to the Regional Shopping (RS) district. Changes to the Major Regional Shopping (MRS) district include the addition of properties that are currently in use by the Palisades Center Mall and therefore not available for development. Changes to properties affecting the MRS district are therefore excluded from the build out analysis.

For the SR-59 East corridor, the proposed zoning map changes result in the addition of developable floor area and parking area, as compared to current zoning map. The changes would result in approximately 124,000 square feet more building floor area than current zoning boundaries, due to increases in available development in the RS district.

The proposed zoning boundaries would allow approximately 52,000 square feet more in building footprint than the current zoning map, that would require approximately 1,240 additional parking spaces (372,000 square feet in parking area).

Table 5-9: Change in Developable Land Under Maximum Development Scenario by Zoning District along SR-59 East Corridor

Change in developable:	Net	Zoning District			
		RS	LIO	R-15	M
Land Area	-	682,700	-533,400	-326,000	176,600
Floor Area	124,000	286,700	-143,800	-75,000	56,200
Building Footprint	52,200	143,300	-81,700	-37,500	28,100
Parking Area	372,300	429,000	-85,800	-4,200	33,300

Note: All area in square feet. Figures rounded for clarity.

Please see Appendix A for the complete buildout analysis for all MRS and RS parcels.

Please see Appendix A for the bulk requirements for the MRS and RS districts.

Dwelling Unit Analysis

The proposed changes to SR-59 East (West Nyack) did not require a dwelling unit analysis.

5.4.4 Local Law

The final local law that was adopted can be found Appendix A.

5.4.5 Transportation Recommendations

Mountainview Avenue / Tappan Zee Bridge Construction Impacts - SR-59 serves as an important interface to the regional and national highway system. The connection between US-59 and Mountainview Ave / Waldron Ave has a high demand for private and commercial vehicle traffic and as a result is often congested. The Intersection and adjacent corridor should be reviewed to determine the impacts Tappan Zee Bridge construction is having on the local community and identify optimal configurations for once construction is completed.

Figure 5-25: Queuing Traffic on SR-59 Eastbound Approach to Mountainview Avenue



SR-59 East (West Nyack) Sidewalk Infrastructure Improvements – the limited pedestrian environment along SR-59 in West Nyack is in poor condition and is fragmented, often times requiring pedestrians to walk dangerously along the shoulder (as observed in Figure 5-26). The Town should work with New York State DOT to improve pedestrian environment within West Nyack. Outreach activities reported that this is increasingly problematic and the growth of additional commercial activities (supporting regional retail centers or providing services to the local community) will only exacerbate the problem in the future.

Figure 5-26: Existing Pedestrian Infrastructure on SR-59 East (West Nyack) (Eastbound)



5.5 SR-59 West (Nanuet)

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.5.1 Linking Community Vision with Planning Strategies

Running parallel to I-87 / I-287, the western segment of SR-59 sees an annual average daily traffic (AADT) in both directions of 40,651 vehicles (The highest AADT of all the corridors studied). From curb to curb the general roadway section spans 100 feet and is configured with three 12 foot lanes in each direction and a 20 foot tree-lined median. SR-59 West (Nanuet) is a commercial corridor that primarily consists of shopping, other retail uses and parking. 46 % of the acreage is zoned for commercial uses (95 % RS / five % CS), approximately 44 % is zoned LIO, and the remaining 9 % is zoned primarily multifamily residential but also includes medium-density single family units (MF-1, MF-2, R-10, R-15, and RG-2). The corridor's key activity areas include the Nanuet Mall, Spring Valley Marketplace, and the intersection of SR-59 and SR-304.

Key community visions include strengthening the commercial corridor, augmenting access for other transportation modes besides personal vehicles, enhancing public transit service, and extending the landscaping to create a green corridor with a tree-lined boulevard and a network of small parks. Participants in outreach meetings identified improved accessibility, connectivity, and safety as important factors to supporting their vision.

Congestion relief and increased safety are possible when communities actively engage in travel demand management efforts, such as limiting vehicular capacity through road diets and lane-width reductions. Traffic calming techniques can create more space for pedestrians, bicyclists and public transit infrastructure, while simultaneously reducing roadway speeds. By reducing roadway capacity (for example reducing SR-59 West (Nanuet) to two lanes in each direction), regional traffic will adjust and shift to other available resources such as I-287.

To improve access for pedestrians and bicyclists along the corridor, it is necessary to implement high-quality infrastructure such as wide sidewalks, protected bicycle lanes, pedestrian crossing signals and prioritized signal timing, and reduced vehicle interruptions to pedestrian path of travel (curb cuts). To encourage more pedestrian and bicycle trips, zoning and urban design guidelines can be harnessed to create incentives for reducing parking requirements, eliminating front buffer/yard requirements to ensure buildings consistently engage pedestrians, and support small-scale retail development to reduce the demand for longer (automobile dependent) trips.

Because the SR-59 West (Nanuet) corridor is dominated by automobile use, it is especially impacted by surface parking lots (42% of the corridor's entire acreage is covered by parking lots). Urban design guidelines can create green and pedestrian-friendly parking in requiring landscaping

and protected pedestrian access to buildings instead of asking pedestrians to walk through busy lots to access entrances. Transitioning necessary vehicle parking into shared pedestrian spaces can increase safety and provide community benefits through creating a cohesive identity / placemaking and increasing open spaces for recreation (when they are not in use for vehicle storage).

5.5.2 Recommended Zoning Changes / Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the SR-59 West (Nanuet) corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

CS recommends that the zoning for parcels adjacent to SR-59 West (Nanuet) be modified to better support the community's visions for the corridor. Adjusting the boundaries of LIO, Planned Economic Development (PED), PO, R-15 and RS districts, and reducing R-22 will support the types of development that are in line with the vision goals (including: increasing commercial activity, improving safety and convenience for pedestrian mobility, and augmenting natural features and landscaping to ensure a more pleasing environment).

Map Changes

CS recommends that the Town of Clarkstown change the existing zoning adjacent to SR-59 through the following changes (11 parcels total):

- Extend LIO district to include one parcel on I-87 / I-287 that was previously zoned PED
- Extend PED district to include one additional parcel along Smith Road at Overlook Boulevard that was previously zoned LIO
- Shift RS and R-15 boundaries and create three new parcels of PO on Grandview Ave at SR-59
- Extend R-15 district along SR-304 South of SR-59 crossing to include one parcel that was previously zoned R-22
- Shifting R-15 district boundaries to include one parcel along West Nyack Road at North Middleton Road that was previously zoned RS
- Shift RS district boundaries to include two parcels along College Ave at SR-59 that were previously zoned PO
- Shift PO district boundaries to include one parcel along West Nyack Road that was previously zoned RS

Figure 5-27: SR-59 West (Nanuet) Smith Road Area – Existing Zoning Map



Figure 5-28: SR-59 West (Nanuet) Smith Road Area – Proposed R-15 District Zoning Map

Route 59 West - Route 304 - Medium Density Residence (15,000 square feet) (R-15)



Figure 5-29: SR-59 West (Nanuet) Shops at Nanuet Area – Existing Zoning Map



Figure 5-30: SR-59 West (Nanuet) Shops at Nanuet Area – Proposed PO District Zoning Map

Route 59 West - West Nyack Road - Professional Office (PO)



Figure 5-31: SR-59 West (Nanuet) Shops at Nanuet Area – Proposed RS District Zoning Map

Route 59 West - West Nyack Road - Medium Density Residence (15,000 square feet) (R-15)



Figure 5-32: SR-59 West (Nanuet) Shops at Nanuet Area – Proposed RS District Zoning Map 1



Figure 5-33: SR-59 West (Nanuet) Shops at Nanuet Area – Proposed RS District Zoning Map 2

Route 59 West - College Avenue - Regional Shopping (RS)



Figure 5-34: SR-59 West (Nanuet) NYS Thruway Exit 14 Area – Existing Zoning Map



Figure 5-35: : SR-59 West (Nanuet) NYS Thruway Exit 14 Area – Proposed PO District Zoning Map

Route 59 West - Grandview Avenue - Professional Office (PO)



Figure 5-36: : SR-59 West (Nanuet) NYS Thruway Exit 14 Area – Proposed PED District Zoning Map

Route 59 West - Smith Road - Planned Economic Development (PED)

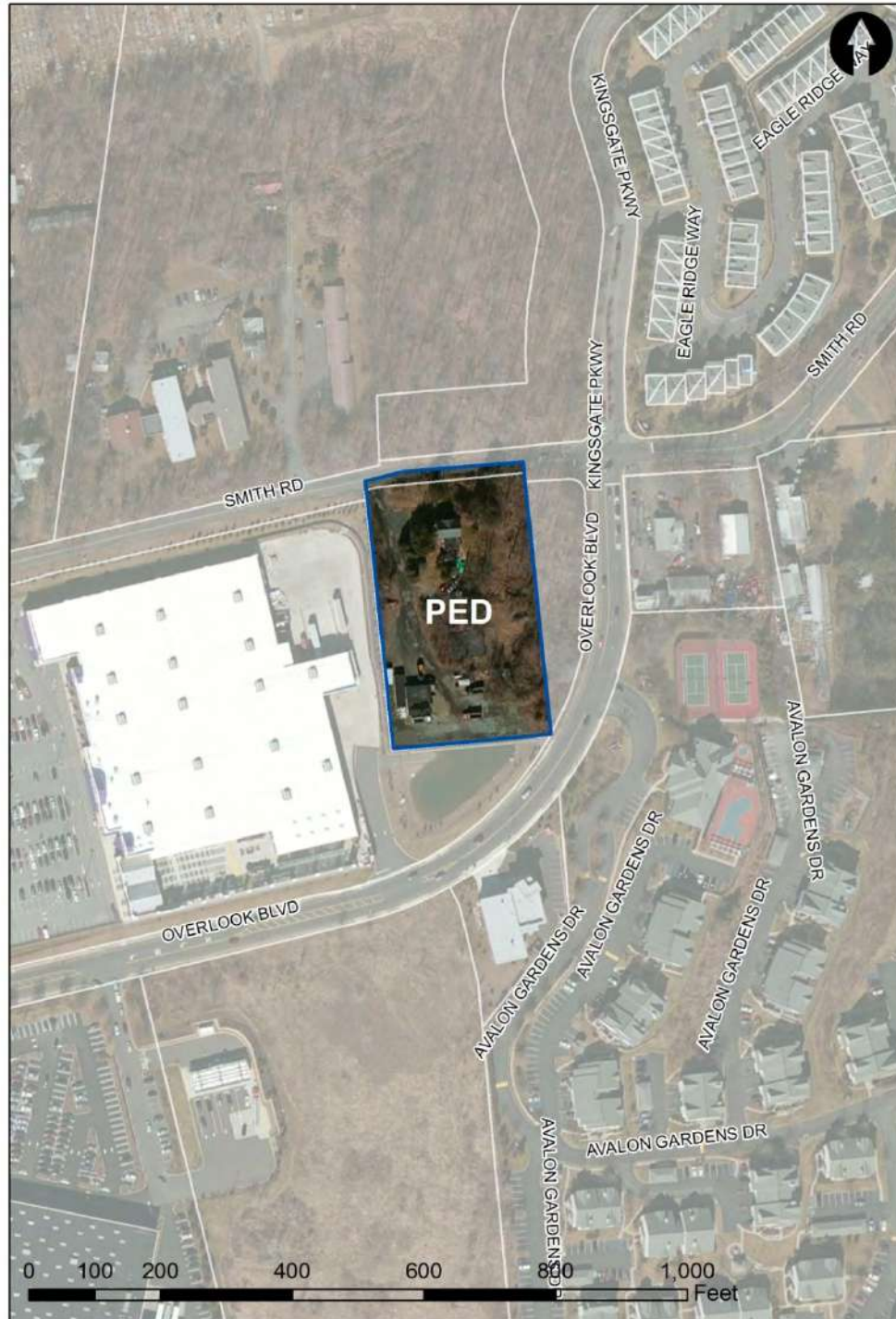


Figure 5-37: : SR-59 West (Nanuet) NYS Thruway Exit 14 Area – Proposed LIO District Zoning Map

Route 59 West - NYS Thruway 87/287 - Light Industrial Office (LIO)



5.5.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The following steps were used to calculate parcel-level development potential for NS districts.

1. Calculate allowable building size by subtracting required buffer and yard (setback) area
2. Calculate gross floor area by FAR
3. Calculate parking area based on parking requirement and parking space size assumption
4. Calculate building footprint assuming two-story building height
5. Sum building footprint and parking area and compare lot coverage to lot coverage maximum
6. Adjust developed area to meet lot coverage requirement
7. Calculate adjusted floor area, parking, setback and buffer areas

For the SR-59 West (Nanuet) corridor, the proposed changes in LIO, PED, PO, R-15 and RS districts may result in the following:

- Additional 38,910 square feet of PED buildable floor area
- Additional 14,124 square feet of PO buildable floor area
- Additional 15,305 square feet of LIO buildable floor area
- Decrease of 46,029 RS buildable floor area
- Decrease of 9,242 square feet of residential floor area (including R-15 & R-22)
- 95 additional parking spaces will be required to accommodate these changes (28,500 square feet of parking area) when compared to what current zoning allows.

Table 5-10: Change in Developable Land Under Maximum Development Scenario by Zoning District along the SR-59 West (Nanuet) corridor

Zoning District	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
LIO	1	97,275	38,910	130	39,000

PO	2	17,922	8,017	55	16,500
R-15	3	168,180	36,889	6	1,800
R-22	1	454,751	90,950	2	600
RS	4	102,732	50,895	341	102,300
<i>Subtotal existing zoning</i>	11	840,860	225,662	534	160,200
PROPOSED					
LIO	1	135,650	54,260	181	54,300
PED	1	97,275	38,910	260	78,000
PO	5	74,372	22,141	150	45,000
R-15	2	515,641	118,597	4	1,200
RS	2	17,921	4,866	34	10,200
<i>Subtotal proposed zoning</i>	11	840,859	238,774	629	188,700
Change in area:			13,112	95	28,500

Note: All area in square feet. Figures rounded for clarity.

Please see Appendix A for the complete buildout analysis for all LIO, PED, PO, R-15, and RS parcels.

Please see Appendix A for the bulk requirements for the LIO, PED, PO, R-15, and RS districts.

Dwelling Unit Analysis

The proposed changes to SR-59 West (Nanuet) did not require a dwelling unit analysis.

5.5.4 Local Law

The final local law that was adopted can be found Appendix A.

5.5.5 Transportation Recommendations

SR-59 West (Nanuet) Complete Street Analysis – The demand for local accessibility exists near employment centers that would benefit from planning and implementing high-quality pedestrian and bicycle facilities. SR-59's potential as a landscaped boulevard / complete street should be analyzed and expanded beyond what currently exists. Additionally, specific design guidance must be given to meet the community's vision of a "green corridor" and opportunities to re-green or integrate the natural landscape back into community environment should be explored. Lastly, the current pedestrian environment between the Shops at Nanuet and Rockland Plaza are adequate, but connect the commercial facilities and foster a welcoming environment.

Figure 5-38: SR-59 (Westbound) at Entrance to Rockland Plaza



Figure 5-39: Dirt Pedestrian Pathways Between Rockland Plaza and the Shops of Nanuet



SR-59 & Middletown Road / CR-33 Intersection Analysis – The connection between SR-59 and North / South Middletown at the Shops at Nanuet experiences high demand for vehicle and pedestrian traffic and is often congested. Corridor geometry and intersection configurations

should be analyzed so that efficient vehicle movements do not come at the expense of other road users. Any adjustments should be made to improve the physical safety and aesthetics of the pedestrian and cycling environment.

Figure 5-40: Intersection of Middletown Road and SR-59 (Northbound)



SR-59 Parking Management and Demand Analysis – The large amounts of parking provided along SR-59 pose a great challenge to accessing employment and retail opportunities via other modes besides vehicles. Parking demand and existing conditions along the corridor should be analyzed. Determining the relationship between parking provision and parking demand is necessary to find efficiencies where parking resources can be shared, and space can be reallocated to support pedestrian access and small-scale retail immediately adjacent to the corridor.

SR-59 Bus Rapid Transit (BRT) Feasibility Analysis – Clarkstown residents would greatly benefit from access to high-quality regional rapid transit service. The SR-59 corridor is a likely corridor for Bus Rapid Transit (BRT) facilitated by the New York State Thruway Authority's New Tappan Zee Bridge Project, current and future changes in mode choice, and in support of new transit supportive zoning. Thus, a configuration of the corridor to support the highest quality BRT

service (2014 - ITDP Gold Standard BRT³) should be developed. This analysis should be shaped by public input, and ultimately be utilized by Clarkstown and Rockland County.

Figure 5-41: Current Transport of Rockland (TOR) Bus Stop



Greenway Network / Protected Pedestrian and Bicycle Paths Feasibility Analysis – Demand for pedestrian and bicycle facilities exists to link recreational centers that would benefit from planning and implementation. The section of CR-33 connecting Demarest Kill County Park (New City), Cropsey Farm Open Space, Link Elementary School, and other key destinations should be assessed for separated pedestrian / bicycle greenways. Additionally, opportunities to connect to regional pedestrian / bicycle facilities should be examined.

5.6 Nanuet Hamlet Center

This section will briefly review the components of each corridor's vision and describe in general transportation planning techniques that can be harnessed to bring the vision to life.

5.6.1 Linking Community Vision with Planning Strategies

The Nanuet Hamlet Center corridor is located on North Middletown Road (also known as Main Street in Nanuet / CR-33) running about ½ Mile South of SR-59 West (Nanuet) to Church Street. On average the corridor ROW (door to door) is 54 feet, and is configured to include an 11 foot

³ About the 2014 BRT Standard

<https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/about-the-brt-standard/>

lane, 8 feet of parallel parking, and an 8 foot sidewalk in each direction. The corridor is primarily zoned CS and RS; however, due to the age of the parcels and that hamlet center retail activity is primarily small businesses (often with second floor residences) that are located on small lot sizes (0.08 to 1.8 acres) very little acreage is utilized for parking. It is important to note that most of the buildings would not be approved if they were constructed under existing zoning requirements.

The corridor is unique amongst Clarkstown's typical urban form because of the high concentration of small one and two-story buildings which support a variety of neighborhood shopping and professional office land uses. It is the only hamlet with access to a train station and increased options for commuters. Corridor buildings are situated close to the street (minimal setbacks / buffers). The small block sizes facilitate pedestrian access, as does the presence of high quality pedestrian infrastructure. The roadway and sidewalks were recently resurfaced and designed with attractive streetscape features.

The corridor vision as developed through community meetings includes the following goals: retain urban nature and small town feel; focus development efforts on ensuring vibrancy of its core, establish quality destinations (dining, arts entertainment, urban greenspace, etc.), and prioritize safe and convenient access to key destinations for bicycles, pedestrians and public transit. The ideal hamlet center developments will not displace current residents and be inclusive of housing and opportunities for seniors and young professionals.

Community members were concerned that the hamlet center was lacking cohesion and a "town feel." They also felt that limited senior and affordable housing created a challenge to the corridor's demographic visions. Regardless of the narrow roadway and parallel parking, members felt that road speeds were excessive. Finally, they noted that the existing zoning requirements and current mix of uses (Especially LIO adjacent to the hamlet center and train station) were serious impediments to achieving the community vision.

The Nanuet hamlet center has good bones to build on, but needs support with zoning and infrastructure. Specifically, traffic calming, raised pedestrian crossings, intersection signals, and reduced speed limits can be utilized to manage vehicle speeds and increase the perception of safe movement for pedestrians. Hamlet Center specific zoning can limit parking and support the development of high density mixed-use buildings within a 10 minute walking distance to the train station. Park and Ride facilities are important, but should be managed in such a way that they do not impact station access for pedestrians. Adjacent parking resources (such as the huge unused lots of parking at the Shops at Nanuet) can be coordinated and managed so that parking is within a short-five minute walk away from the train station and key hamlet center destinations.

The Town of Clarkstown interventions through the development and implementation of consistent urban design standards can help the corridor achieve a unique and attractive feel as a destination and support improved wayfinding and signage. For successful hamlet center

development, Town intervention must be closely coordinated with local businesses (through a strong business improvement district for example). A cohesive set of urban design and development guidelines are necessary to encourage infill development within hamlets, and promote shops and restaurants to attract visitors and residents. Zoning adjustments and business supported programming can create a theatre district, farmers markets, as well as introduce new parks and green spaces. Existing small-scale parks (such as the Rose Garden, or rail ROW adjacent plots) can be connected through greenways to support protected bicycle and pedestrian linkages to the hamlet center.

To create and maintain an urban center, it is important to strengthen and protect connections between main street and the train station. A firm strategy of Transit Oriented Development (TOD) is recommended to accomplish this. TOD has been a demonstrated technique for catalyzing redevelopment and investment in town centers across the country. Infill development within the hamlet center should be encouraged so that a consistent density and town feel is maintained.

5.6.2 Recommended Zoning Changes / Map Changes

Cambridge Systematics used a geographic information system to identify parcels in the modified districts proposed for the Nanuet Hamlet Center corridor. The size and land use of each parcel was available from data provided by the Town.

Zoning Changes

To support the Nanuet Hamlet Center vision, the Town of Clarkstown must modify existing parcels and add zoning districts that include Community Shopping (CS), Hamlet Commercial (HC), Light Industrial Office (LIO), Medium High Density Residence - 10,000 square feet (R-10) and Regional Shopping (RS).

Map Changes

CS recommends that the Town of Clarkstown change the existing zoning adjacent to the Nanuet Hamlet Center through the following changes (51 parcels total):

- Rezone various CS, R-10, and RS parcels along South Middletown Road to Hamlet Commercial (HC)
- Shift various CS parcels along South Middletown Road to RS
- Shift various CS parcels along Demarest Avenue to R-10
- Adjust RG-2 boundaries to include parcels that were previously coded CS
- Change parcel immediately adjacent to Nanuet Train Station from LIO to RS

Figure 5-42: Nanuet Hamlet Center – Existing Zoning Map



Figure 5-43: Nanuet Hamlet Center – Proposed HC District Zoning Map

Route 59 West - Nanuet Hamlet Center - Hamlet Commercial (HC)



Figure 5-44: Nanuet Hamlet Center – Proposed R-10 District Zoning Map



Figure 5-45: Nanuet Hamlet Center – Proposed RG-2 District Zoning Map

Route 59 West - Nanuet Hamlet Center - General Residence, Medium Density (RG-2)



5.6.3 Proposed Zoning Build Out Analyses

CS prepared estimates of maximum residential and commercial development for the proposed changes. The estimates assumed that land is fully developed under both existing zoning and the new zoning districts. CS incorporated data from the Clarkstown zoning code regarding bulk requirements into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Build Out Analyses

The following steps were used to calculate parcel-level development potential for HC districts:

1. Calculate allowable building size by subtracting required buffer and yard (setback) area
2. Calculate gross floor area by FAR
3. Calculate parking area based on parking requirement and parking space size assumption
4. Calculate building footprint assuming two-story building height
5. Sum building footprint and parking area and compare lot coverage to lot coverage maximum
6. Adjust developed area to meet lot coverage requirement
7. Calculate adjusted floor area, parking, setback and buffer areas

For the Nanuet Hamlet Center corridor, the proposed changes in CS, LIO, R-10, R-15 and RS districts, and the creation of RG-2 and HC districts may result in the following:

- Additional 361,157 square feet of HC buildable floor area
- Additional 4,856 square feet of residential floor area (including R-15 & R-22)
- Additional 14,124 square feet of PO buildable floor area
- Decrease of 303,850 CS buildable floor area
- Decrease of 68,674 square feet of LIO buildable floor area

When compared to what is currently required by the Clarkstown zoning, the required parking spaces will be reduced by 938 to reflect these changes. In theory, 281,400 square feet of space that was currently required for parking will become available for development; however, most of the built parcels along the Nanuet Hamlet Center do not meet current requirements for parking⁴.

⁴ Moving forward, it is important to reflect on how parking requirements have significant consequences to Clarkstown's built form and aesthetics as well as its accessibility for alternative modes of transportation (such as public transit, walking or bicycling).

Table 5-11: Change in Developable Land Under Maximum Development Scenario by Zoning District

Zoning District	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
CS	41	921,144	303,850	2098	629,400
LIO	2	145,575	68,674	230	69,000
R-10	1	36,506	8,396	2	600
R-15	1	10,960	804	2	600
RS	6	40,914	18,578	126	37,800
<i>Subtotal existing zoning</i>	51	1,155,099	400,302	2,458	737,400
PROPOSED					
HC	42	722,314	361,157	701*	362,700
RG-2	1	5,556	1,278	2	600
R-10	5	51,110	12,778	10	3,000
RS	3	376,119	120,854	807	242,100
<i>Subtotal proposed zoning</i>	51	1,155,099	496,068	1,520	456,000
Change in area:			95,765	(938)	(281,400)

Note: All area in square feet. Figures rounded for clarity.

Dwelling Unit Analysis

For the Nanuet Hamlet Center, the maximum number of dwelling units was calculated using the following methodology:

1. Determine buildable floor space for each HC parcel given maximum height of 2 stories

$$\text{Build Area by FAR} = (\text{Parcel Area sqft}) * 0.5$$

$$\text{Residential Floor Area for 2 story building} = \frac{\text{Build Area by FAR}}{2} \quad (\text{per } \textbf{Error! Reference source not found.})$$

$$\text{Commercial Floor Area for 2 story building} = \frac{\text{Build Area by FAR}}{2} \quad (\text{per } \textbf{Error! Reference source not found.})$$

Table 5-12: Parcels, Lot Size, and Buildable Area (1 and 2 stories)

Parcels	Parcel Acreage (sqft)	Build Area by FAR (sqft)	Floor Area for 2nd Floor (sqft)
42	722,314	361,157	180,579

2. Develop potential configuration of small (700 sqft) and large (1200 sqft) DUs per each parcel, ensuring that total number of HC DUs is split evenly between the two (i.e., Potential large DUs = Potential small DUs).

$$\text{Potential large DUs} = \frac{\text{Residential Floor Area for 2 story building}}{1200 \text{ sqft per DU}}$$

$$\text{Potential small DUs} = \frac{\text{Remaining Residential Floor Area for 2 story building}}{700 \text{ sqft per DU}}$$

3. Determine Total Potential DU per parcel

$$\text{Total Potential DU} = \text{Potential small DUs} + \text{Potential large DUs}$$

For Nanuet Hamlet, the following totals for Maximum DU types and Potential DU were estimated given the required large DU to small DU split.

Table 5-13: Potential and Maximum DUs

Max Dus small unit (700 sqft)	Max Dus large unit (1200 sqft)	Max Dus 50/50 blend of units (700 sqft and 1200 sqft)
238	133	180

4. Check DU density per acre against maximum (8 DU / acre) for each parcel

$$\text{DU Density per acre} = \frac{\text{Total Potential DUs}}{\left(\frac{\text{Parcel lot area}}{43,560 \text{ sqft per acre}} \right)}$$

IF *DU Density per acre* > 8 DU per acre,

THEN determine maximum allowed DU and substitute it for Total Potential DU:

$$\text{Maximum allowed DU} = 8 * \left(\frac{\text{Parcel lot area}}{43,560 \text{ sqft per acre}} \right)$$

For Nanuet Hamlet, 10 parcels did not have lot sizes that would allow residential development (i.e., with 1 DU, their DU density was greater than 8 DU / acre). Therefore only 32 parcels were carried through the remaining process steps.

5. For each parcel determine the required amount of parking area for a 2 story building with commercial on the ground floor and DUs on the second floor.

$$\begin{aligned} &\text{Required Commercial Parking Area} \\ &= \left(\frac{\text{Commercial Floor Area}}{300 \text{ sqft per space}} \right) * 300 \text{ sqft per space} \end{aligned}$$

$$\begin{aligned} &\text{Required Residential Parking Area} \\ &= (\text{Total Potential DU or Max allowed DU} * 1 \text{ space per DU}) \\ &\quad * 300 \text{ sqft per space} \end{aligned}$$

$$\text{Total Parking Area} = \text{Required Commercial Parking Area} + \text{Required Residential Parking Area}$$

6. Verify that required parking and developed area will fit in parcel lot.

IF Total Parking Area + Commercial Floor Area > Parcel lot area,

THEN reduce Commercial Floor Area & Residential Floor Area and recalculate Potential DUs and parking requirements until Total Parking Area + Commercial Floor Area < Parcel lot area.

For the Nanuet Hamlet HC district, all of the parcels fit the required amounts of parking and maximum developable area without adjustment.

Table 5-14: Required Parking

Required Parking Area Commercial (sqft)	Required Parking Area Residential (sqft)	Total Parking Area (sqft)	Total Number of Required Parking Spaces
180,600	29,700	210,300	701

7. Once the required parking and developed area will fit within the parcel lot, total the DUs for each parcel using Total Potential DU or Max allowed DU. This is the maximum DU for the set of parcels.

Table 5-15: Allowable DUs

Parcels	DUs at Max Allowable Density	Possible small units	Possible large units
32	99	49	50

Thus, the maximum DU for the selected HC parcels in Nanuet Hamlet Center is 99 (**Error! Reference source not found.**).

5.6.4 Local Law

The final local law that was adopted can be found Appendix A.

5.6.5 Transportation Recommendations

The following summarizes potential transportation projects for the Nanuet Hamlet Center corridor.

Nanuet Pedestrian / Bicycle Infrastructure Network Analysis – With the exception of the Hamlet Center, this infrastructure is missing (or substandard) across most Nanuet’s streets. To complete this analysis the following tasks are recommended:

- An inventory of Nanuet’s pedestrian and bicycle infrastructure should be completed, and the quality of the available facilities should be objectively measured (sidewalk widths, unobstructed surface, etc.).
- Key destinations such as activity centers, marketplaces, schools, parks, and civic institutions should be identified (Lake Nanuet Park, Public Library, High View Cemetery, Nanuet Hamlet Center, etc.).
- Pedestrian / bicycle network should be explored that augments / replaces existing assets and provides safe and convenient access.

Hamlet Center Traffic Calming Analysis – In the Hamlet Center there is a high demand for local access and a sentiment that vehicles are traveling too fast as they navigate through the Center. Opportunities for traffic calming across the Center should be explored to reduce vehicle speeds and increase safety for pedestrians and bicyclists.

Nanuet Hamlet Center Parking Management Feasibility Analysis – The coordination of parking resources provided for the Hamlet Center poses creates a perception of a shortage of parking opportunities. Parking demand and existing conditions and supply of parking in the Hamlet Center should be analyzed. understanding the relationship between parking provision and parking demand is essential to develop a strategy to manage the available parking and allow for the Hamlet Center’s development.

Nanuet Train Station Enhancement Analysis – Having access to a historic regional rail connection is a tremendous asset for the Hamlet Center. To maximize the benefits that the station yields to Clarkstown residents and businesses, enhancements in terms of facilities and location should be explored.

5.7 New Zoning Districts / Adjustments to Existing Zoning Districts

Throughout the project three new zoning districts were created and applied across the corridors. The following summarizes the purpose and intent of these districts. Detailed information on use

and bulk regulations, parking requirements, and other details regarding each new zoning district can be found in the adopted local laws located in the Appendix.

5.7.1 Neighborhood Shopping (NS) District

Purpose

The purpose of the Neighborhood Shopping District is to provide for areas of small commercial and mixed-use development in a suburban neighborhood center or small “hamlet center support” setting along major transportation corridors. The primary use is intended to be small commercial (retail) and professional activities, with opportunities for mixed use multifamily residential uses.

District development standards promote attractive development, an open street appearance, and compatibility with adjacent residential areas. Development is intended to compliment the aesthetics of the neighborhood. Parking is intended to be placed behind or to the side of principal buildings.

Intent

The NS District is intended to:

- Support commercial/retail uses for local neighborhood hubs on major transportation corridors
- Maintain appropriately scaled development near residential developments adjacent to major transportation corridors
- Compliment design guidelines on major transportation corridors to orient buildings to street, provide pedestrian walkways through parking, and reduce paved areas and driveways through shared parking
- Support safe pedestrian access to a diverse range of activities including public transportation services
- Expand accessible multifamily housing choices in Clarkstown

5.7.2 Commercial Office (CO) District

Purpose

The purpose of the Commercial Office (CO) district is to provide for “office park” or “executive park” areas of commercial mixed-use in campus-like settings on major transportation corridors. The primary use is intended to be offices for a variety of commercial, research and similar activities. Light industrial uses, such as technology research that operates enclosed in office-like settings and are generally compatible with commercial office uses are encouraged and allowed.

Intent

The CO district is intended to:

- Ensure that the appearance and function of development is integrated with and compliments surrounding neighborhoods
- Concentrate a variety of commercial services that serve the surrounding community and support local job creation
- Encourage a variety of commercial and light industrial uses and provide flexible infrastructure to accommodate changing market needs
- Ensure that development is of high quality and supports pedestrian travel and interest through use of varied forms, materials, details and colors, especially at the ground floor
- Create compact and pedestrian-oriented environments that encourage pedestrian access and use of public transportation

CO districts are intended to be accessed primarily by employees, business visitors and customers. The district should provide context-sensitive pedestrian facilities, and site plans that facilitate non-motorized connections between developments within the office development area, as well as between neighboring developments. This district should also provide access and space for public transportation services with nearby stops (existing or planned).

Conditional upon a Planning Board Special Permit, the CO district allows for related and unrelated retail uses that complement the character and scale of the area. The purpose of incorporating retail uses is to reduce the number of automobile trips in the area and support local business activity. Incorporating retail venues providing services to local employees (e.g. food, common retail goods or informal meeting space) as well as a safe and accessible pedestrian environment can help reduce automobile trips by providing services within walking distance of employment centers. The retail uses can also support local business by providing flexible use of facilities.

5.7.3 Commercial Office Support (COS) District

Purpose

The Commercial Office Support (COS) district provides commercial and retail land uses that support the CO district's "office park" setting on major transportation corridors. The primary use is intended to be a variety of commercial office, research and other similar activities. Light industrial uses, such as technology research that operate in an office-like setting and are compatible with commercial office uses are generally allowed. The COS district permits retail

uses that complement the character and scale of the area while serving employees working within approximately one-half mile of the location.

Intent

The COS District is intended to:

- Encourage commercial mixed-use and medium-density commercial office development, conversion and reuse of aging and underutilized areas, and more efficient use of land at key development areas with access to major transportation corridors
- Ensure that the appearance and function of development is integrated with and complements surrounding neighborhoods
- Create compact and pedestrian-oriented environments that encourage pedestrian access and use of public transportation
- Ensure that development is of high quality and provides pedestrian scale and interest through use of varied forms, materials, details and colors, especially at the ground floor
- Concentrate a variety of commercial services that serve the surrounding community and support local job creation

The COS district is intended to provide related services to employees and customers in nearby CO districts. The COS district is similar in use to the CO district, but generally allows for smaller-scale development to accommodate smaller lot sizes. The district requires context-sensitive pedestrian facilities, and site plans that facilitate non-motorized connections to developments within office parks, and other neighboring compatible developments. The COS district should provide access and space for public transportation services.

The COS District permits limited retail uses that complement the character and scale of the area while serving employees working within approximately one-half mile of the district. The purpose of incorporating retail uses is to reduce the number of automobile trips needed for incidental needs for local employees such as food, common retail goods or informal meeting space. The retail uses should not generate significant automobile or heavy truck traffic. Retail uses are not intended to comprise a majority of the parcels in an office-park setting, nor the majority of available square footage in multi-use buildings.



NYRCR CLARKSTOWN

04/15/07



NY RISING COMMUNITY RECONSTRUCTION PLAN

.....

December 2014

NY Rising Community
Reconstruction Program

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This document was developed by the Clarkstown NYRCR Planning Committee as part of the NY Rising Community Reconstruction (NYRCR) Program within the Governor's Office of Storm Recovery. The NYRCR Program is supported by NYS Homes and Community Renewal and NYS Department of State. The document was prepared by the following consulting firms: AKRF, Inc.; MJ Engineering and Land Surveying, P.C.; Nagle, Tatich, Cranston LLC d/b/a Elan.3.Consulting (E.3); Sasaki Associates; Arch Street Communications, Inc.; and CDM Smith.





Foreword

Introduction

In the span of approximately one year, beginning in August 2011, the State of New York experienced three extreme weather events. Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy wreaked havoc on the lives of New Yorkers and their communities. These tragic disasters signaled that New Yorkers are living in a new reality defined by rising sea levels and extreme weather events that will occur with increased frequency and power. They also signaled that we need to rebuild our communities in a way that will mitigate against future risks and build increased resilience.

To meet these pressing needs, Governor Andrew M. Cuomo led the charge to develop an innovative, community-driven planning program on a scale unprecedented and with resources unparalleled. The NY Rising Community Reconstruction (NYRCR) Program empowers the State's most impacted communities with the technical expertise needed to develop thorough and implementable reconstruction plans to build physically, socially, and economically resilient and sustainable communities.

Program Overview

The NYRCR Program, announced by Governor Cuomo in April of 2013, is a more than \$650 million planning and implementation process established to provide rebuilding and resiliency assistance to communities severely damaged by Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy. Drawing on lessons learned from past recovery efforts, the NYRCR Program is a unique combination of bottom-up community participation and State-provided technical expertise. This powerful combination recognizes not only that community members are best positioned to assess the needs and opportunities of the places

where they live and work, but also that decisions are best made when they are grounded in rigorous analysis and informed by the latest innovative solutions.

One hundred and two storm-affected localities across the State were originally designated to participate in the NYRCR Program. The State has allocated each locality between \$3 million and \$25 million to implement eligible projects identified in the NYRCR Plan. The funding for these projects is provided through the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant – Disaster Recovery (CDBG-DR) program¹.

Forty-five NYRCR Communities, each comprising one or more of the 102 localities, were created and led by a NYRCR Planning Committee composed of local residents, business owners, and civic leaders. Members of the Planning Committees were identified in consultation with established local leaders, community organizations, and in some cases municipalities. The NYRCR Program sets a new standard for community participation in recovery and resiliency planning, with community members leading the planning process. Across the State, more than 500 New Yorkers represent their communities by serving on Planning Committees. More than 400 Planning Committee Meetings have been held, during which Planning Committee members worked with the State's NYRCR Program team to develop community reconstruction plans and identify opportunities to make their communities more resilient. All meetings were open to the public. An additional 125-plus Public Engagement Events attracted thousands of community members, who provided feedback on the NYRCR planning process and proposals. The NYRCR Program's outreach has included communities that are

1. Five of the 102 localities in the program—Niagara, Herkimer, Oneida, Madison, and Montgomery Counties—are not funded through the CDBG-DR program.

traditionally underrepresented, such as immigrant populations and students. All planning materials are posted on the NYRCR Program's website (www.stormrecovery.ny.gov/nyrcr), providing several ways for community members and the public to submit feedback on materials in progress.

Throughout the planning process, Planning Committees were supported by staff from the Governor's Office of Storm Recovery (GOSR), planners from New York State (NYS) Department of State (DOS) and NYS Department of Transportation (DOT), and consultants from world-class planning firms that specialize in engineering, flood mitigation solutions, green infrastructure, and more.

With the January 2014 announcement of the NYRCR Program's expansion to include 22 new localities, the program comprises over 2.7 million New Yorkers and covers nearly 6,500 square miles, which is equivalent to 14% of the overall State population and 12% of the State's overall geography.

The NYRCR Program does not end with this NYRCR Plan. Governor Cuomo has allocated over \$650 million of funding to the program for implementing projects identified in the NYRCR Plans. NYRCR Communities are also eligible for additional funds through the program's NY Rising to the Top Competition, which evaluates NYRCR Communities across eight categories, including best use of technology in the planning process, best approach to resilient economic growth, and best use of green infrastructure to bolster resilience. The winning NYRCR Community in each category will be allocated an additional \$3 million of implementation funding. The NYRCR Program is also working with both private and public institutions to identify existing funding sources and create new funding opportunities where none existed before.

The NYRCR Program has successfully coordinated with State and Federal agencies to help guide the development of feasible projects. The program has leveraged the Regional Economic Development Council's State Agency Review Teams (SARTs),

comprised of representatives from dozens of State agencies and authorities, for feedback on projects proposed by NYRCR Communities. The SARTs review projects with an eye toward regulatory and permitting needs, policy objectives, and preexisting agency funding sources. The NYRCR Program is continuing to work with the SARTs to streamline the permitting process and ensure shovels are in the ground as quickly as possible.

On the pages that follow, you will see the results of months of thoughtful, diligent work by NYRCR Planning Committees, passionately committed to realizing brighter, more resilient futures for their communities.

The NYRCR Plan

This NYRCR Plan is an important step toward rebuilding a more resilient community. Each NYRCR Planning Committee began the planning process by defining the scope of its planning area, assessing storm damage, and identifying critical issues. Next, the Planning Committee inventoried critical assets in the community and assessed the assets' exposure to risk. On the basis of this work, the Planning Committee described recovery and resiliency needs and identified opportunities. The Planning Committee then developed a series of comprehensive reconstruction and resiliency strategies, and identified projects and implementation actions to help fulfill those strategies.

The projects and actions set forth in this NYRCR Plan are divided into three categories. The order in which the projects and actions are listed in this NYRCR Plan does not necessarily indicate the NYRCR Community's prioritization of these projects and actions. Proposed Projects are projects proposed for funding through a NYRCR Community's allocation of CDBG-DR funding. Featured Projects are projects and actions that the Planning Committee has identified as important resiliency recommendations and has analyzed in depth, but has not proposed for funding through the NYRCR Program. Additional Resiliency Recommendations are projects and actions that the

Planning Committee would like to highlight and that are not categorized as Proposed Projects or Featured Projects. The Proposed Projects and Featured Projects found in this NYRCR Plan were voted for inclusion by official voting members of the Planning Committee. Those voting members with conflicts of interest recused themselves from voting on any affected projects, as required by the NYRCR Ethics Handbook and Code of Conduct.

NYRCR Ulster Communities are eligible for up to \$30 million in CDBG-DR implementation funds².

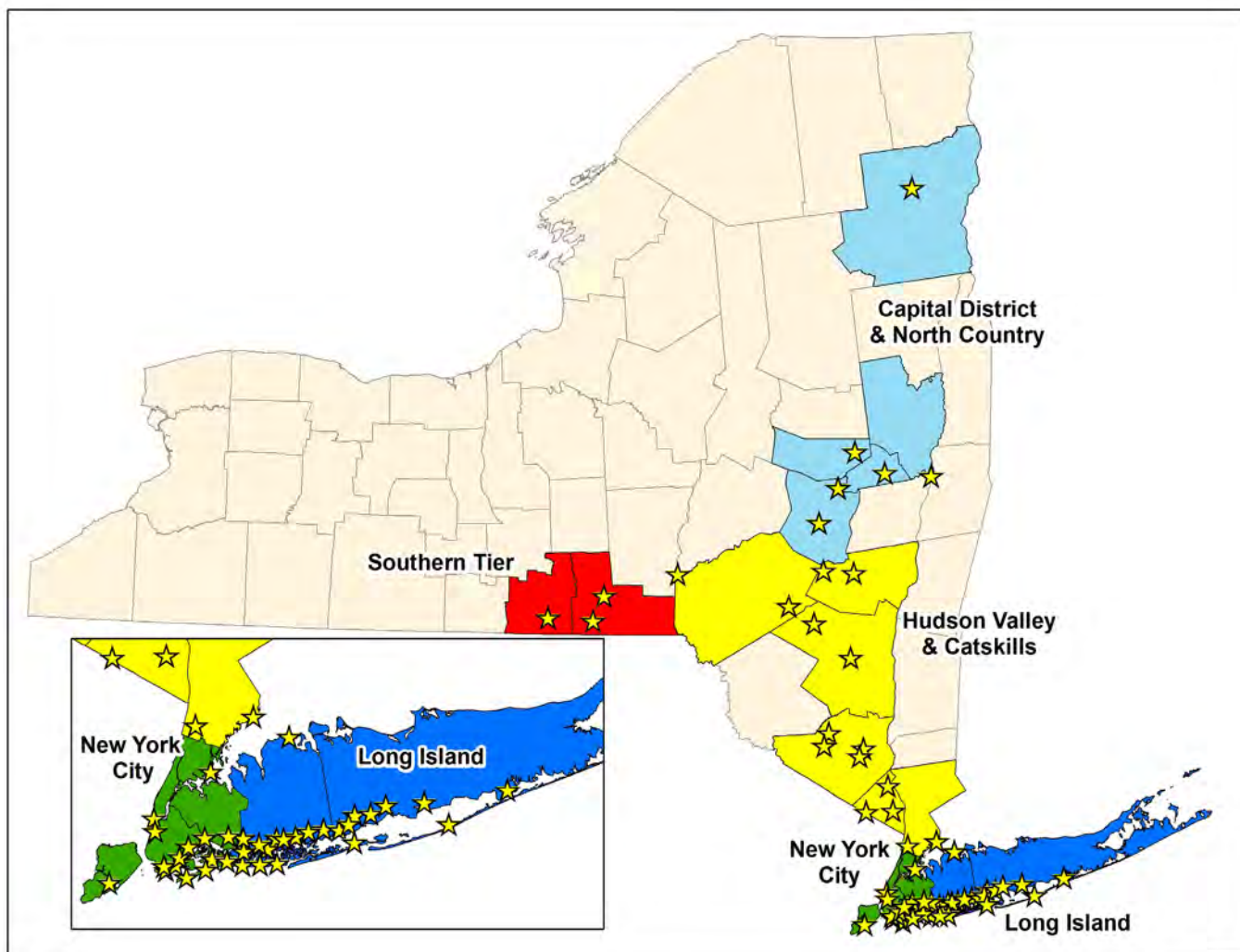
While developing projects for inclusion in this NYRCR Plan, Planning Committees took into account cost estimates, cost-benefit analyses, the effectiveness of each project in reducing risk to populations and critical assets, feasibility, and community support. Planning Committees also considered the potential likelihood that a project or action would be eligible for CDBG-DR funding. Projects and actions implemented with this source of Federal funding must fall into a Federally-designated eligible activity category, fulfill a national objective (meeting an urgent need, removing slums and blight, or benefiting low to moderate income individuals), and have a tie to the natural disaster to which the funding is linked. These are among the factors that the Governor's Office of Storm Recovery will consider, in consultation with local municipalities and nonprofit organizations, when determining which projects and actions are best positioned for implementation.

The total cost of Proposed Projects in this NYRCR Plan exceeds the NYRCR Community's CDBG-DR allocation to allow for flexibility if some Proposed Projects cannot be implemented due to environmental review, HUD eligibility, technical feasibility, or other factors. Implementation of the projects and actions

found in this NYRCR Plan are subject to applicable Federal, State, and local laws and regulations, including the Americans with Disabilities Act (ADA). Inclusion of a project or action in this NYRCR Plan does not guarantee that a particular project or action will be eligible for CDBG-DR funding or that it will be implemented. The Governor's Office of Storm Recovery will actively seek to match projects with funding sources.

In the months and years to follow, many of the projects and actions outlined in this NYRCR Plan will become a reality helping New York not only to rebuild, but also to build back better.

2. The following localities' allocations comprise the NYRCR Community's total allocation: Village of Ellenville - \$3 million; Town of New Paltz - \$3 million; Village of New Paltz - \$3 million, Town of Olive - \$3 million, Town of Rochester - \$3 million, Town of Rosendale - \$3 million, Town of Saugerties - \$3 million, Village of Saugerties - \$3 million, Town of Wawarsing - \$3 million, Town of Woodstock \$3 million.



Note: map includes those NYRCR Communities funded through the CDBG-DR program, including the NYRCR Communities announced in January 2014.

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Clarkstown NYRCR Executive Summary

I. Overview

The NY Rising Community Reconstruction (NYRCR) Program was established by New York Governor Andrew M. Cuomo to provide rebuilding and revitalization assistance to communities damaged by Superstorm Sandy, Hurricane Irene, and Tropical Storm Lee. The goal of the program is to rebuild from these storms and to increase communities' physical, economic, and social resilience to future storm events. The NYRCR Program provides an opportunity for residents, business owners and community leaders to actively participate in planning for a stronger future. The NYRCR Program empowers communities to prepare locally driven recovery plans to identify innovative reconstruction and resiliency projects and other actions to allow each community not only to survive, but also to thrive in an era when natural risks will become increasingly common.

The Clarkstown NYRCR Plan was developed during six months of community stakeholder engagement. The NYRCR Plan reflects Clarkstown's vision and goals, honoring its unique qualities and assets for building a safer, more resilient and sustainable future.

a. Community Location and Allocation Amount

The Town of Clarkstown is 41-square miles located approximately 25 miles northwest and a one-hour drive from New York City. The Town comprises eight hamlets: Bardonia, Central Nyack, West Nyack, Congers, Nanuet, New City, Rockland Lake, and Valley Cottage, as well as the Village of Upper Nyack and a portion of the Villages of Nyack and Spring Valley. The majority of the Town is within the Upper

Hackensack River watershed. As of the 2010 census, the Town's population was just under 85,000 residents.

The Town of Clarkstown is eligible for up to \$3 million in Community Development Block Grant – Disaster Recovery (CDBG-DR) funding through the NYRCR Program.

b. Scope of Planning Area

The Clarkstown NYRCR planning area is coterminous with the municipal boundaries and includes all eight hamlets. Although some Clarkstown neighborhoods were not directly impacted by flooding or wind damage, these areas contain important recovery and resiliency assets and serve as resources for resilient reconstruction.

c. Summary of Storm Impacts

Both Hurricane Irene (August 28, 2011), and Superstorm Sandy (October 29, 2012) resulted in widespread flooding, wind damage and prolonged power outages throughout Clarkstown.

The torrential rains, strong winds, and heavy downpour from Hurricane Irene caused extensive flooding, uprooted trees, and downed power lines, resulting in widespread and protracted road closures. Many homes and businesses were flooded up to six feet in their basements. Clarkstown Supervisor Alexander Gromack declared a local State of Emergency that lasted five days, ordering 1,400 homes in West Nyack to evacuate because of potential flooding by the Lake DeForest reservoir.

Following Superstorm Sandy, a State of Emergency was declared at both the County and local level. Although the flooding was less severe than during Hurricane Irene, strong winds with gusts up to 60 to 70 mph brought down trees and power lines, causing severe power outages and damaging buildings and infrastructure.

The physical damage to roads, homes and Town infrastructure, caused by Superstorm Sandy and Hurricane Irene, combined with the economic impacts of displaced and closed businesses continue to affect Clarkstown today. The Town continues to recover as they plan to build back better to become more resilient to both extreme storm events, and also the more frequent high intensity short duration storms.

d. Summary of Critical Issues

Since 1999, 10 serious flooding events have impacted the residents and businesses, roads, critical infrastructure systems, and natural resources throughout the Town. It is important to note that it is not only the named storm events that impact the Town, but also flash flooding that accompanies summer storms, the spring thaw, and power outages that occur during high wind events.

The key critical issues facing Clarkstown include:

- ▶ Emergency Service Provider Access;
- ▶ Flooding in Residential Neighborhoods;
- ▶ Interruptions to Town Services and Facilities;
- ▶ Repeated Flooding of Businesses;
- ▶ Road Closures; and
- ▶ Widespread and Prolonged Power Outages.

II. Community-Driven Process

The NYRCR Program is fundamentally a grassroots initiative. Initial project recommendations were generated by the Clarkstown NYRCR Planning Committee (Committee), which comprises elected officials, community leaders, residents, and business owners who came together to discuss how to help their Town recover from and become more resilient to future storms. The Committee met approximately ten times—every other week from June 2014 through November 2014.

All of the material presented in the Clarkstown NYRCR Plan has been developed collaboratively. The NYRCR Program provided the Community with a unique opportunity to participate in a bottom-up/community-driven planning effort to shape the communities' more resilient future.

EIGHT STEPS TOWARD RESILIENCY:

- ▶ Organize for Action;
- ▶ Inventory Assets;
- ▶ Determine Needs and Opportunities;
- ▶ Prepare and Present Concept Plan;
- ▶ Conduct Risk Assessment;
- ▶ Engage in Regional Planning Process;
- ▶ Develop Strategies for Investment & Action; and
- ▶ Deliver Final NYRCR Plan.

a. Community Vision and Goals

Clarkstown NYRCR Vision

Clarkstown, the economic hub and Rockland County seat, is a safe, centrally located, diverse, and resilient Town. The community is a geographic crossroads between New York City, New Jersey, and the rest of New York State. The Town enjoys access to multi-modal transportation options, diverse housing choices, a variety of small and large commercial venues, and robust educational, recreational, and cultural facilities in a bicycle and pedestrian friendly environment.

Clarkstown values and will continue to protect its natural resources including the Palisades Ridgeline, Hackensack, and Hudson Rivers, wetland systems, and stream corridors that together provide significant benefits to the community including environmental and water quality protection, flood mitigation, recreational opportunities, and preservation of community character.

Our vision is to embrace and enhance the many strengths of our Town while planning for a more resilient community so that we may build back better from future disasters.

The following goals were developed to help the Community realize the vision:

- ▶ Augment emergency services including providing back-up power during storm events;
- ▶ Build closer working relationships and coordination with the States of New York and New Jersey to address flooding issues associated with the Hackensack River;
- ▶ Continue to balance commercial, industrial and residential development with the preservation of open space and agricultural lands;
- ▶ Enhance infrastructure and stormwater systems where needed;

- ▶ Enhance multi-modal opportunities including safe bicycle and pedestrian facilities;
- ▶ Preserve the unique community fabric made up of rural, suburban, and urban settings; and
- ▶ Protect natural resources including the Hackensack and Hudson Rivers, wetland systems, stream corridors, and Clarkstown's lakes.

b. Summary of Public Outreach

Three Public Engagement Events were held throughout the six month planning process, with a fourth to be conducted after the final NYRCR Plans are complete on January 15, 2015. These events provided the opportunity for Clarkstown residents to learn about the NYRCR Program, assets, and projects, and provide input to help develop community-driven plans for a more resilient future. The format of the Public Engagement Events varied throughout the process, but generally included PowerPoint presentations, display boards and mapping, workgroups, and discussion with maps and markers, survey sheets, and photo booths.

Materials were circulated to the Committee and posted to a dedicated Clarkstown webpage on the NYRCR Program website. Committee Members also shared project information with their community by posting relevant materials to the Town's website, leaving materials in the various Town libraries and other community facilities, posting information throughout the Town, reaching out to friends and neighbors through email and conversation, and attending municipal meetings and community functions to report on their NYRCR Plan progress. In addition, the Committee utilized social media, emailing via the Town's direct email system, and also sent flyers home with students enrolled in Town summer camps and schools.

III. Final Plan as Blueprint for Implementation

a. Needs and Risks Underpin Projects

The Clarkstown NYRCR Planning Committee understands where the Town is vulnerable, where the critical assets are located, and what the risks are to those assets. To address their specific vulnerabilities, a comprehensive needs and opportunities analysis was prepared through a combination of research, analysis, Committee and community feedback. A sample of the needs and the opportunities identified to address those needs is presented below:

NEEDS:

- ▶ Protection of businesses and commercial centers subject to repetitive flooding from future storm damage;
- ▶ Backup power supply for and installation of permanent generators at key facilities;
- ▶ Protection of single family and multi-family residential neighborhoods from flooding;
- ▶ Upgrades to stormwater management infrastructure and improvement of drainage systems;
- ▶ Protection of open space assets for recreation and tourism, and as a means to assist with stormwater management; and
- ▶ Development balanced with open space preservation.

OPPORTUNITIES:

- ▶ Evaluate options and various technologies to alleviate flooding conditions to commercial centers;
- ▶ Locate and evaluate the vulnerability of health and social service facilities, including access to medicine;
- ▶ Investigate and pinpoint causes of neighborhood flooding (i.e., stormwater systems, stream alignment, watershed development, location in mapped floodplain, etc.) and develop plans for flood mitigation;
- ▶ Inventory stormwater management infrastructure including age and condition of facilities and continue to prioritize and identify funding sources for maintenance and/or replacement;
- ▶ Determine impacts on recreational assets from flooding and evaluate protection measures to protect from future flood events; and
- ▶ Evaluate local regulations to ensure a proper balance is maintained between new development and open space protection.

b. Strategies

The strategies developed in the NYRCR Plan consider emergency, disaster recovery, long-term resiliency, and economic development needs that either remain unmet or can be fortified. They represent statements of action that address how to best fortify community assets, capitalize on opportunities, resolve critical issues, and meet short-, medium-, and long-term goals. The projects developed throughout the planning process are a path to executing the strategies and realizing the vision the community has for the Town of Clarkstown. Although not every strategy presented in the NYRCR Plan has a specific corresponding project, the strategies remain important guides to developing additional resiliency measures to help strengthen the future of the community.

Clarkstown NYRCR Strategies

- ▶ Develop initiatives and financial assistance programs to better protect residents, businesses, and commercial centers from future storm damage and to allow them to recover more quickly;
- ▶ Ensure access to and improve resiliency of critical health and social service facilities and safe havens during and after storm events;
- ▶ Improve regional coordination with neighboring communities and local and state agencies for watershed management to better mitigate flooding and plan for future disasters;
- ▶ Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective;
- ▶ Preserve open spaces and restore natural resources to better support flood mitigation;
- ▶ Promote resilience and flood management best practices through land-use planning, policy, and regulation;
- ▶ Provide education, outreach and implementation assistance regarding pre-storm preparedness (including proper maintenance of waterbodies and stormwater runoff mitigation on private properties), storm protection procedures and post-storm recovery initiatives to protect from future flooding; and
- ▶ Restore and protect critical infrastructure and transportation assets.

c. Projects are the Path to Executing the Strategies

Proposed Projects are proposed for funding through a community's allocation of CDBG-DR funding.

Featured Projects are innovative projects where an initial study or discrete first phase of the project is proposed for CDBG-DR funding or other identified funding; and regulatory reforms and other programs that do not involve capital expenditures.

Additional Resiliency Recommendations are resiliency projects and actions that the Committee would like to highlight and are not categorized as Proposed or Featured Projects.

The strategies presented in Table A, and the Proposed or Featured Projects to implement them, specifically address the stated needs and transform opportunities into action items. The Proposed and Featured Projects are not presented in any particular order of priority.

Table A
Proposed and Featured Projects

Strategy	Project Name	Project Category
Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective	Cranford Drive Drainage Improvements	Proposed Project
	Drainage Improvements to the Demarest Kill Stream	Proposed Project
	Drainage Improvements to the Nauraushaun Brook Basin	Proposed Project
	South Mountain Road Drainage Improvements	Proposed Project
	Cul-de-sac Island Reconstruction	Featured Project
	Jeffrey Place Drainage Improvements	Featured Project
	Pineview Road Storm Drainage Improvements	Featured Project
Preserve open spaces and restore natural resources to better support flood mitigation	Implementation of Post-Residential Buyout Program Measures for Flood Protection	Featured Project
Promote resilience and flood management best practices through land-use planning, policy, and regulation	Digital Inventory of Stormwater Management Infrastructure	Featured Project
	Tree Maintenance Program	Featured Project
Restore and protect critical infrastructure and transportation assets	Fredric Street Drainage Improvements	Proposed Project
	Old Haverstraw Road Drainage Improvements	Proposed Project

2014 NY RISING COMMUNITY RECONSTRUCTION PLAN NYRCR CLARKSTOWN

Section I Community Overview





Geography

In addition to being ranked nationally as one of the 100 Best Places to Live by Money Magazine, the Town of Clarkstown is also one of the Safest Places to Live in the United States¹. Clarkstown is a 41-square-mile town located approximately 25 miles northwest from New York City. The Clarkstown NY Rising Community Reconstruction (NYRCR) Community (Community) is bordered to the east by the Hudson River and the Village of Upper Nyack, which is incorporated within the Town, to the south by the Town of Orangetown, to the west by the Town of Ramapo, and to the north by the Town of Haverstraw.

The Town of Clarkstown was recently placed as the No. 1 Place to Live for ‘Booming Suburbs’ in New York State by Coldwell Banker Real Estate.²

The Town comprises eight hamlets: Bardonia, Central Nyack, West Nyack, Congers, Nanuet, New City, Rockland Lake, and Valley Cottage, as well as the Village of Upper Nyack and a portion of the Villages of Nyack and Spring Valley. High Tor State Park sits along the Town’s northern border, and Rockland Lake State Park sits along the Town’s Hudson River border. Both of these parks are owned by the Palisades Interstate Park Commission.

The New York State (NYS) Thruway, County Route 80 and NYS Route 59 are the primary east-west corridors providing access to Clarkstown. The Palisades Interstate Parkway and NYS Routes 9W, 303, and 304 provide north-south access.

The majority of the Town is within the Upper Hackensack River watershed. The Hackensack River, and its tributaries and related streams, wind through the center of the Town and through Lake DeForest, a reservoir formed by impounding the Hackensack River.



Congers Lake (Jennifer Tesker)

The Lake DeForest reservoir, owned by United Water New York, serves Rockland County as a public drinking water source. Other key water bodies within the Town include: Rockland, Swartout and Congers Lakes, and Lake Lucille. The Hackensack River, Naurashaun Brook and Pascack Brook flow through the Town, ultimately discharging into Newark Bay.

Residential and commercial neighborhoods, key roadways south of Lake DeForest in West Nyack, and the neighborhood between Congers Lake and Lake DeForest, are subject to the most intense repeated flooding. Lowland areas along the Demarest Kill and Naurashaun Brook, to the west of Lake DeForest, also experience chronic flooding. In addition, the far western portion of the Town is located within the Pascack Brook watershed, which is a tributary to the Hackensack River. The far southwestern portion of the Town, in the hamlet of Nanuet, suffers from flooding along the Pascack Brook during storm events.

History

Clarkstown was incorporated in 1791 after separating from the Town of Haverstraw. While early European settlement began in a primarily agrarian land use pattern, by the mid-18th century Clarkstown was an economic center. Dating back to the late 18th century, Clarkstown was the County seat, resulting in the early creation of one of the Town's hamlets, New City, developed with two hotels and a post office. In the late 18th and early 19th century, gristmills, sawmills, and quarries were the Town's main industries. Knickerbocker Ice Company, the largest in New York State at that time, was founded in the Town and exported ice from Rockland Lake, primarily to New York City.

The hamlets of Nanuet, West Nyack, Congers, and Bardonia owe their creation to important transportation improvements in the area. Built in 1828, the Nyack Turnpike connected the Village of Suffern to the Village of Nyack and the Hudson River. Along that route, West Nyack, at the crossroads of many streams, burgeoned

with mills fed by the waters. In 1841, the Erie Railroad was completed, helping to spur the development of Nanuet. Finally, Congers was settled after the creation of the West Shore Railroad, originally a commuter line, which is now a major freight hauling line in the Northeast.

Later in the 20th century, new transportation improvements spurred further growth within the Town and forever changed the Town from one that was still quite rural and agrarian, to one that was primarily residential. In 1958, the Palisades Interstate Parkway, a major north south artery, was completed. However, it was the opening of the Tappan Zee Bridge in 1955 that was the real catalyst for growth. Between 1950 and 1960, the Town's population doubled to more than 33,000 people, and then nearly doubled again by 1970 to 61,000 people.

Demographics

Today, Clarkstown has approximately 84,504 residents and a median age of 42.9. The racial makeup of the Town is: 74.8% White, 9.4 % Black or African American, 10.5% Asian, 0.1% American Indian or Alaska Native, 3.6 % from other races, and 1.6 % from two or more races. Hispanic or Latinos of any race comprise 12.1% of the population.³

Clarkstown's economy consists of a mix of sectors from warehousing to professional services. The Town's several hamlets are well served by local and regional retail. Along NYS Route 59, a major east-west thoroughfare through Rockland, The Shops at Nanuet mall and Palisades Center mall, together with several other large big-box retail outlets, draw thousands of shoppers to the region. According to the most recent data (2007) together with the smaller stores in the hamlet centers, the retail sector employs more than 8,500 people in Clarkstown, by far the largest source of employment. The health-care sector is the second largest sector, employing more than 6,500 people. Hotels and restaurants employ slightly more than

3,000 people, and professional services employ approximately 2,100 people.⁴ Approximately 47.7% of Clarkstown residents work outside of Rockland County, including many who commute to New York City.⁵

Housing

As noted in the *Town of Clarkstown Comprehensive Plan* (2009), “the majority of the Town’s land is developed as residential.”⁶ Of the Town’s 30,162 housing units, 96.4% are occupied with only 3.6% identified as vacant. Approximately 80% of housing units are owner occupied, with the remaining 20% indicated as rental properties. Nearly 70% of Clarkstown’s housing stock is single-family detached houses. Approximately 4% of the Town’s housing units are in structures of 10 or more units. Clarkstown has a high home ownership rate at 80%.⁷

A. Geographic Scope

Defining the geographic scope for Clarkstown NYRCR was the key first step in the planning process. The NYRCR Planning Committee (Committee) was encouraged to define the geographic scope of their NYRCR Plan to include:

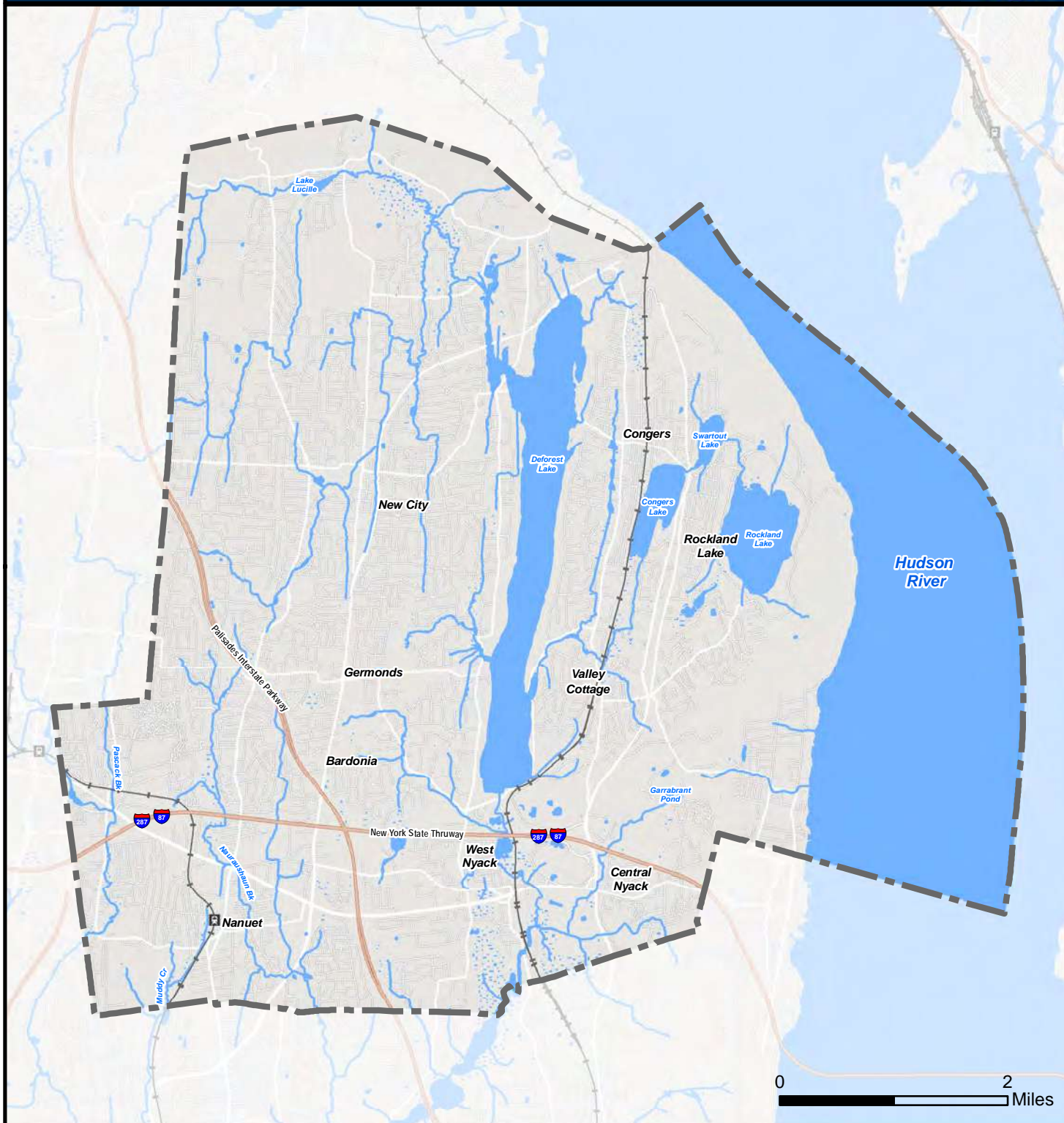
- ▶ Vulnerable areas where assets are most at risk;
- ▶ Focus areas for future development or redevelopment;
- ▶ Focus areas where development or redevelopment would be prohibited; and
- ▶ Focus areas where additional economic investment will help the Town’s financial resiliency.

“Assets are likely to be most at risk due to future storms in the extreme, high and moderate risk areas of the community. But reviewing current and previous storm damage may indicate that other areas should be included [in the geographic scope].”

Guidance for New York Rising Community Reconstruction Plans, A Planning Toolkit for CR Planning Committees

Although there are areas in Clarkstown that were not directly impacted by flooding or wind damage, these areas contain important recovery and resiliency assets. The Committee determined that impacts from flooding, wind, stormwater, downed trees, and utility outages were widespread enough to merit including all of the Town’s hamlets within the scope of the planning area. Some areas within the Town sustained substantial damage, while some suffered minimal disruption highlighting their potential for hosting recovery services, shelters, and other important community resources. Locating these types of facilities in less damage-prone areas could help the Town recover more effectively and quickly from future storm events. In addition, the NYRCR Plan presents needs, opportunities, strategies and projects that would benefit the whole Town. The Committee agreed that boundaries of the geographic scope would be coterminous with the municipal boundaries and the asset inventory and risk assessment would focus on areas repeatedly impacted by destructive flooding. Figure I-1 presents the geographic scope developed by the Committee and endorsed by the broader Clarkstown community at the first Public Engagement Event. More information about public outreach can be found in Section V.C, “Public Engagement Process.”

Figure I-1 Geographic Scope - Town of Clarkstown



Legend

- Town of Clarkstown (Study Area)
- Rivers & Streams
- Major Highways
- Railroads
- Wetlands
- Water Bodies
- Rail Station

Data Sources

ESRI, NYSITS,
Rockland County,
Town of Clarkstown
October 2014



B. Description of Storm Damage

On August 28, 2011, Hurricane Irene made landfall in New York State, hitting Rockland County and the Town of Clarkstown with full force, bringing with it torrential rains and strong winds. The heavy downpour caused the Hackensack River and its many tributaries to rise above their banks, flowing into their natural floodplains, and inundating the surrounding areas. Soils were already saturated in advance of the storm, which exacerbated flooding from the heavy rains.

In advance of the storm, on August 26 2011, a County-wide state of emergency was declared, urging residents to stay off roads and prepare for power losses.⁸ Clarkstown Supervisor Alexander Gromack declared a local State of Emergency that lasted five days. In West Nyack, the Town ordered residents in 1,400 homes to evacuate during the Hurricane because of potential flooding of the Lake DeForest reservoir.⁹ Many residents took shelter at Rockland Community College and Nyack High School, which were run by the County. When large groups of people are temporarily displaced from their homes, the Town of Clarkstown, in partnership with the Red Cross may respond by opening and operating a shelter for several days. A designated Red Cross shelter can provide trained personnel, overnight accommodations, meals, medical, mental health, and security services from trained personnel.

To supplement these County/Red Cross shelters, during and after Hurricane Irene, local Town officials opened the Street Community Center in New City and the Congers Community Center as reception centers for residents.¹⁰ Reception centers are designated by the Town and provide coordinated assistance and information, and serve as warming and cooling centers to Clarkstown residents. The reception centers are generally open for a few days during and after extreme events. Both the Street Community Center in New City and the Congers Community Center reception centers were well used by Clarkstown residents following Hurricane Irene.



Flooding in the West Nyack Post Office Parking Lot, Hurricane Irene, August 28, 2011 (Michael Gach)

Heavy rains from the Hurricane led to flooding that damaged homes, businesses and infrastructure throughout the Town while aggressive winds uprooted trees, blocking roadways and causing power outages. The storm most directly impacted areas in the Town that were either low-lying or close to waterways.

In West Nyack, the hamlet located directly below or south of Lake DeForest, the flooding extended to the 500-year flood zone, affecting homes, businesses, and transit corridors. Many neighborhoods in the area experienced devastating inundation, with homes along Klein Avenue accumulating up to six feet of water in their basements. The lower level and parking lots at Plastic Craft Productions, a local business located at the corner of West Nyack Road and Fulton Drive, flooded due to the heavy rains and back-up from the Hackensack River, up to six feet in certain areas.

A few blocks west, a small commercial strip was inundated, causing it to close for weeks. Water accumulated with such force and speed in front of the West Nyack Post Office that it fully blocked access to the building and forced road closures. The Post Office was forced to relocate, reopening a full eight months

after Hurricane Irene. The Hackensack River also caused widespread flooding that forced the north bound side of the NYS Thruway to close for half a day, impeding a major regional transportation corridor and thousands of motorists.



*Flooding along West Nyack Road, Hurricane Irene, August 28, 2011
(Michael Gach)*

Further west, in the Hamlet of Nanuet, the Nau-
raushaun Brook flowed into its floodplain, which led to
water accumulations along Route 59, effectively
blocking access to one of the Town's major business
hubs. Other neighboring streams and tributaries
flowed into their floodplains, damaging homes along
Convent Road and the surrounding residential areas.
The Pascack Brook crested three feet above flood
stage, flowing into its floodplains, which directly
caused flooding of roads and the basements of resi-
dents at the New Holland Village condominium
complex. Water accumulated six feet in many homes,
causing a wide range of damage to electrical and
structural building components.

The northern portion of Town suffered during Hurri-
cane Irene as well. The Demarest Kill rose above its
banks and flowed into its floodplains throughout many

residential areas. The flooding became so intense
along Cypress Street and Cranford Drive that resi-
dents navigated in a rowboat.¹¹ Many road closures
occurred in this area due to flood waters overwhelm-
ing culverts and bridges, including along Squadron
Boulevard, Mill Creek Road, and Old Route 304.

Damage from Hurricane Irene also impacted Clark-
stown's Hudson River shoreline along the Longtrail in
Hook Mountain State Park. The Longtrail, which con-
nects Rockland Lake to the Hudson River, sustained
significant erosion on the river side of the trail; and
much of the damage remains uncorrected.

Although the storm damage from Hurricane Irene
most impaired the Hamlets of West Nyack, Nanuet,
and New City, the direct and indirect impacts from the
Hurricane were felt throughout the entire Town. Clark-
stown Supervisor Alexander Gromack ordered that all
business throughout the Town close.¹² Such business
closures left residents without access to basic goods
and services for three days. The flooding that damaged
roads, bridges, and culverts was exacerbated by the
accumulation of natural and man-made debris. This
provided a challenge to emergency service workers
while also preventing through-travel for residents. The
heavy winds uprooted trees, damaged utility lines,
and caused power outages that lasted for days fol-
lowing the storm. The high velocity currents, often
carrying debris, also damaged the stream banks along
many waterways in the Town, causing long-term
stream bank erosion.

Although Clarkstown suffered minimal damage from
winds gusts produced by Tropical Storm Lee, the
community was extremely hard hit, on October 29,
2012, when Superstorm Sandy approached the
Hudson Valley at full speed. States of Emergency
were declared at both the County and local level.
Although the flooding was less severe than during
Hurricane Irene, strong winds with gusts up to 60 to
70 mph brought down trees and power lines, causing
severe power outages and damaging buildings and
infrastructure. Gable Road residences in New City lost
power for eight days. Following the storm, Clarkstown

Supervisor Gromack estimated that Superstorm Sandy would cost the Town approximately \$1 million for cleanup and repair.¹³ Clarkstown mobilized many employees from the departments of Maintenance, Recreation and Parks, and Highway to clear roadways and restore power but they were delayed until Orange & Rockland Utilities Inc. (O&R) ensured that power lines were not live.⁷ All Rockland County school districts were closed for a week because of dangerous road conditions caused by uprooted trees and fallen power lines.

During and after Superstorm Sandy, significant erosion occurred along Clarkstown's Hudson River shoreline. The Nyack Beach State Park parking lot and portions of the hiking/walking trail connecting Nyack Beach to Hook Mountain State Park sustained significant damage. In addition, large sections of a retaining wall washed away. The Palisades Interstate Park Commission (PIPC) has been working to reconstruct and restore the retaining wall, and significant construction has taken place to address the damage in Nyack Beach.

Although Hurricane Irene and Superstorm Sandy presented the most significant challenges in recent years, Clarkstown is regularly affected by high intensity, short duration storms and flooding events. For example, the front parking lot of Plastic Craft Productions Corporation has significantly flooded seven times between 1999 and 2014, while the back parking lot, that faces the Hackensack River, floods every spring. High impact, short-term rainfall events have been occurring more frequently, highlighting the exposure of various areas in the Town to repeated flooding. This is due to a variety of factors including Town topography, development within the floodplain, frequent storm events due to climate change, overwhelmed drainage systems, ageing infrastructure, and stream bank erosion.

Hurricane Irene and Superstorm Sandy exposed much vulnerability in the Town of Clarkstown. Storms bring challenges that extend beyond the direct physical damage to roads, bridges, homes, and essential

infrastructure, threatening economic vitality, emergency recovery efforts, and the health and well-being of Clarkstown residents. Following every storm event, Clarkstown has retrenched and reevaluated, making substantial financial and policy commitments to recovery and resiliency so that they may build back better from future disasters.



Uprooted Tree Damages Home during Superstorm Sandy, October 29, 2012 (John Eshoo)

C. Critical Issues

The vast majority of storm-related flooding in Clarkstown comes from the Hackensack River and its many tributaries rising above their banks, flowing into their natural floodplains and inundating the surrounding areas. As presented in Figure I-2, fortunately Clarkstown was not impacted by Hudson River storm surges from Hurricane Irene or Superstorm Sandy to the extent that can be seen in areas to the north and northeast.

In addition to widespread riverine flooding caused by Superstorm Sandy and Hurricane Irene, it is important to recognize that Clarkstown has experienced numerous flood events in its recent history impacting residents, businesses, and public infrastructure. Several Clarkstown neighborhoods are impacted with a high frequency, and are considered areas of extreme risk by the Committee.

Since 1999, 10 serious flooding events have impacted the residents and businesses, roads, critical infrastructure systems, and natural resources throughout the Town of Clarkstown. Flooding from these unnamed storm events, as described below, underscores the need for additional resiliency measures throughout the Town.

In 1997, 4-5 inches of torrential rain fell during a 3-hour period causing streams and brooks to overflow.¹⁴ This storm resulted in widespread street flooding in West Nyack and Nanuet. Remnants of tropical storm Allison in June 2001 produced rainfall at up to three inches per hour causing flash flooding in small streams and street flooding. Several roads were closed and several houses were evacuated near Valley Cottage.

In 1999 Hurricane/Tropical Storm Floyd brought torrential record rainfall, which caused serious widespread neighborhood, small stream, and river flooding throughout the community. Damage included the breach of the Lake Hyenga Dam which resulted in a surge of water into the Pascack Brook and the evacuation of 60 residents. The Lake Hyenga Dam has not been rebuilt. The storm also caused overtopping of the Lake Lucille Dam and heavy erosion forming a large gully and pavement buckling of the road over the dam. Additional damages included road closures, culvert collapses, and significant property damage in the Village of Upper Nyack. Rockland County was declared a disaster area under Disaster Declaration DR-1296.

West Nyack experienced heavy rain in July 2002 that produced 2-4 inches within one hour.¹ The roof drain at the Palisades Center Mall overflowed as a result and caused stores to flood, walls to collapse, and the evacuation of the mall. In August 2002, torrential rain caused street flooding in West Nyack. Parts of West Nyack flood almost annually.

In September 2004, torrential rainfall and flashing flooding occurred as a result of Hurricane Frances.¹ The Hackensack River overflowed and flooded into its natural floodplain during this event and resulted in the closures of NYS Route 59 and NYS Route 303.¹

Additionally, several people were rescued from homes and cars.

Clarkstown was impacted by thunderstorms and torrential rainfall in August 2008.¹ This led to flash flooding leaving Rockland Lake Road in Valley Cottage impassable. Also in August 2008, another high intensity storm caused flash flooding resulting in the closure of the intersection of Middletown Road and Atlantic Avenue and other roadways throughout Nanuet.

The widespread flooding and wind damage caused by Hurricane Irene, Superstorm Sandy, to a lesser extent by Tropical Storm Lee, and by frequent high-intensity short duration storms reveal Clarkstown's vulnerabilities and also provide the opportunity to examine key factors impacting recovery and resiliency.

While the Town has implemented a number of initiatives to reduce the occurrence and severity of flooding within its borders, and continues to aggressively pursue funding to complete additional drainage projects, the need for additional resiliency measures persists.

“Drainage and flooding were two of the most frequently raised issues during the hamlet meetings...”

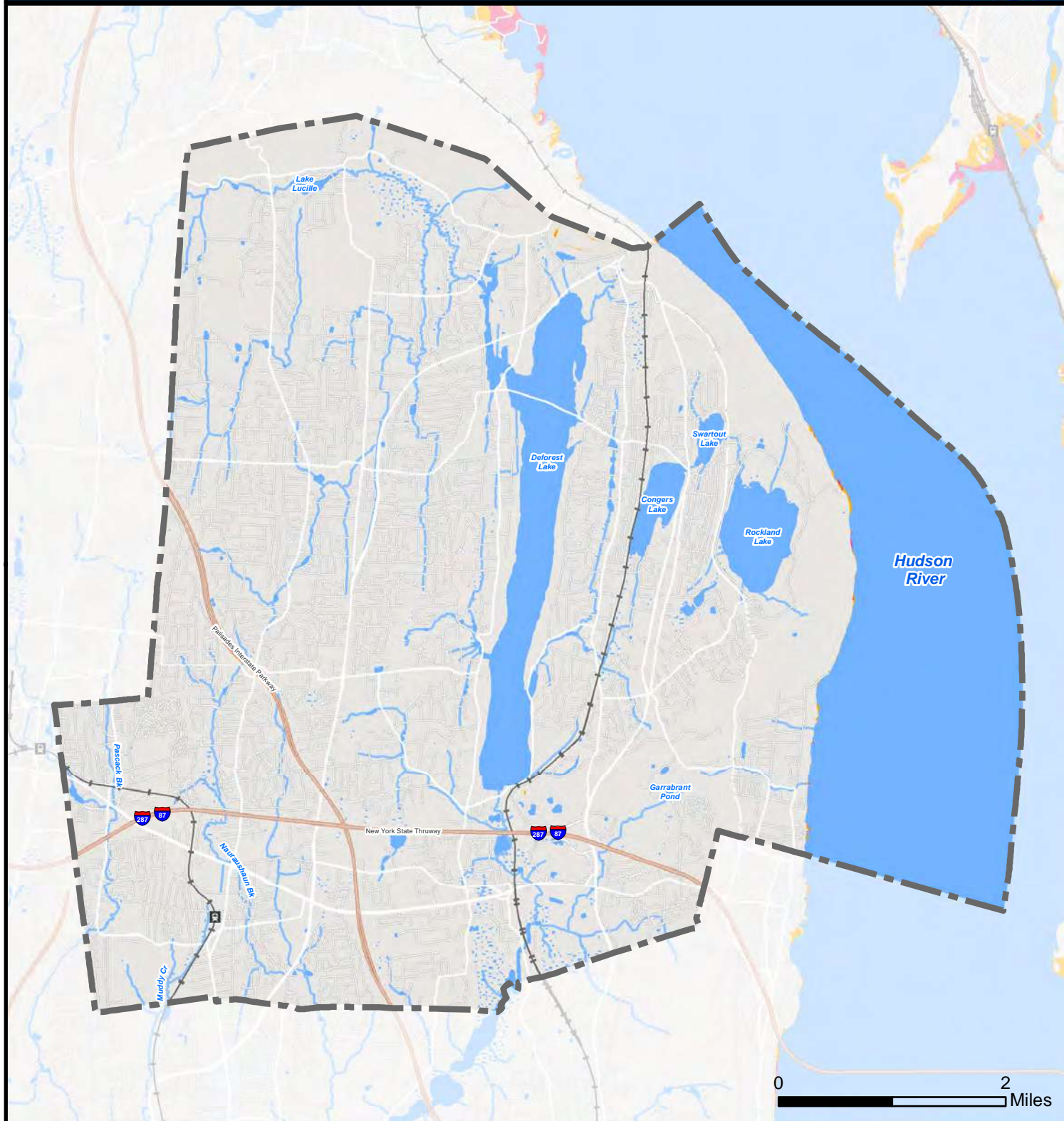
Partnerships and Connections, *The Town of Clarkstown Comprehensive Plan (2009)*

These critical issues affect the Town's ability to withstand the impact of various storms and also its ability to recover from the storms. The Committee, with input from residents, identified the following list of critical issues which are further described below:

- ▶ Emergency Service Provider Access;
- ▶ Flooding in Residential Neighborhoods;
- ▶ Interruptions to Town Services and Facilities;
- ▶ Repeated Flooding of Businesses;
- ▶ Road Closures; and
- ▶ Widespread and Prolonged Power Outages.

Figure I-2

Storm Surge Extents - Town of Clarkstown



Legend

- Town of Clarkstown (Study Area)
- Major Highways
- Railroads
- Rivers & Streams
- 2012 Hurricane Sandy Storm Surge Boundary
- 2011 Hurricane Irene Storm Surge Boundary

Data Sources

ESRI, FEMA, NYSITS,
Rockland County,
Town of Clarkstown
October 2014



Emergency Service Provider Access

During and after Superstorm Sandy and Hurricane Irene, widespread road closures resulted in the isolation of many residents, in particular vulnerable populations, including seniors. When residents who require additional support are inaccessible to emergency vehicles and services, the situation can quickly become dire. The Town of Clarkstown Police Department maintains an Access and Functional Needs Registry of people with limited mobility or special needs to be able to better assist them in emergency situations. However, when roadway access is cut-off, providing this assistance becomes increasingly complex. Some areas within the Town were only accessible by boat revealing the need to secure safe passage by emergency service providers.

Residents who attended the first Public Engagement Event held on July 30, 2014, identified the need for additional information regarding locations of shelters and emergency supply stations in various neighborhoods throughout the Town. The Town of Clarkstown provides Reception Centers, all of which were recently equipped with transfer switches and are currently being outfitted with large capacity generators using funding previously awarded to the Town through the Hazard Mitigation Grant Program (HMGP). Three of the four Town Reception Centers also include kitchens and shower facilities. A wider distribution of this information or mapping of these resources would provide residents with information on safe and secure facilities that are available to them during an emergency.

Flooding in Residential Neighborhoods

Historically, homes and businesses have developed along waterways due to opportunities for commerce and the resources offered by streams and lakes. Throughout the Town, homes and in some cases entire neighborhoods are located in flood prone areas, and are subject to repetitive flooding, not only during extreme storm events, but also during high intensity, short duration storms and the spring thaw. The high

water table and underground streams throughout the Town coupled with power outages that shut down sump pumps cause water to not only sheet over land, but also to come up from underneath homes.



Flooding in West Nyack, August 27, 2011 (Mark Brecher)

Residences located within the floodplain are particularly vulnerable, highlighting a need for housing retrofit programs, and homeowner assistance to rehabilitate structures and protect their residences from future flooding. Some residents who have expressed interest in selling their homes have faced challenges due to declining home values. Others noted the potential to investigate relocating entire neighborhoods outside the floodplain but within the same community to retain the tax base. However, undeveloped and dry land is scarce within the Town of Clarkstown, making this an unlikely solution. Repeated claims to flood insurance providers have led to expensive premiums and decreasing refunds, and denial of service. Financing programs for elevating homes to minimize damage and restricting future development of homes to areas outside of the floodplain and flood zone are critical to the long-term resiliency of the community.

Interruptions to Town Services and Facilities

Although not necessarily located in vulnerable areas, many critical facilities were impacted due to inundation of access roads, and power failures due to downed trees and power lines. Following Hurricane Irene, the West Nyack Post Office was closed for eight months. Although the Clarkstown Police Department was equipped with a generator, it failed, forcing the emergency service providers to relocate their base of operations to Pomona. Subsequently the Town applied for, and was awarded through the Hazard Mitigation Grant Program, funding for permanent diesel and natural gas-powered generators.

Stormwater management infrastructure including culverts, drainage conveyance systems and roads were inundated, flooding entire areas of Town. The Town's Drainage Task Force maintains a prioritized list of infrastructure upgrade and replacement projects, which are implemented as funding becomes available through grants, and as allocated through the Town's Budget. However, significant additional resources are required to implement necessary improvements. Infrastructure repairs and enhancements are often the largest investments a community will make after a disaster. Rebuilding infrastructure in a manner that is more resilient is key to ensuring long term durability.

Repeated Flooding of Businesses

The Shops at Nanuet mall, the Palisades Center mall, and many large big-box retail and service outlets along the Route 59 corridor contribute significantly to the economy. Local retailers, restaurants, office, manufacturing, and service providers, which employ more than 30% of Clarkstown residents, are scattered throughout the hamlet centers. When businesses are inundated by floodwaters, or forced to close due to power outages, the impact to the local economy is profound.

In the wake of Hurricane Irene, West Nyack experienced significant flooding resulting in widespread and prolonged business closures. Although structural improvements along Route 59 were recently completed and the road was raised, the project did not include flood improvement initiatives and as result, still floods during periods of heavy rains. Businesses that are subject to repetitive flooding find it more and more difficult and expensive to repair and rebuild. Insurance coverage becomes exponentially more expensive with every claim that is filed, and in some cases refunds are denied. These challenges can eventually overwhelm local business and service providers, resulting in closure, relocation to other communities and in some cases property abandonment.

For residents, the loss of access to basic goods and services including food, pharmaceuticals, gas for generators, and banking cripples the economy inhibiting recovery efforts. Because roadways are impassable for extended periods due to flooding, downed trees and power lines, residents are unable to access basic needs within their own neighborhoods, but also cannot travel to adjacent communities to procure critical necessities.

There is a clear need to better protect Clarkstown's businesses and downtown centers from future flood events. Critical recovery needs include: stormwater management and flood protection infrastructure, during and immediately following storm events, business assistance in the form of grants and loans, equipment needs, facility relocation, and secondary/back-up power sources.

Road Closures

Roadway damage and the inability of residents or emergency service providers to travel unimpeded through the Town and the County is a huge obstacle to post-storm recovery efforts in Clarkstown. Prolonged road closures compromise the ability of emergency service providers to reach residents in need, and from accessing critical resources.



Water Flooding West Nyack Road after Hurricane Irene, August 28, 2011 (Michael Gach)



Flooding Near the Train Tracks during Hurricane Irene, August 27, 2011 (Mark Brecher)

Chronic flooding of Route 59, the closure of the north-bound lane of the NYS Thruway and the literally hundreds of other roads that were impassable due to inundation, downed trees, and power lines creates short-term havoc, medium-term disruption, and long-term economic impacts.

The Clarkstown NYRCR Planning Committee identified impassable roads, regardless of the cause, as a

critical issue requiring focused attention. Residents at the Public Engagement Event noted that the recently completed streetscape improvements around the government center in New City significantly improved the walkability of the area and recommended that similar pedestrian and bicycle friendly initiatives be implemented throughout the Town.

Widespread and Prolonged Power Outages

Widespread and prolonged power outages impact the operation of the entire community, including businesses, residences, and emergency services. Operating without power severely constrains Town facilities and inhibits recovery efforts. In addition, the economic impact of the loss of perishable goods can be devastating and is frequently not covered by insurance. So while the damage isn't necessarily physical, the impact can be enormous, especially to small businesses.

Since 1975, all new construction in Clarkstown requires burial of power lines. However, transmission and residential overhead power lines run through older areas of the Town. High winds from frequent summer thunderstorms damage large, mature trees in areas including, for example, along Havermill Road off New Hempstead Road, resulting in disruptions to power twice per month, on average. Following Superstorm Sandy, the Clarkstown Police Station and Town Hall were without power for eight days, forcing the relocation of the emergency communications operations to Pomona. The Town has since addressed this vulnerability with the installation of permanent generators at both locations.

In the past, widespread power outages that required attention from both utility providers (to secure live power lines) and Town emergency services workers (to remove downed trees and secure safe passage), were slow to be addressed due to disjointed and uncoordinated response efforts. Following the widespread power outages caused by Superstorm Sandy, the Town of Clarkstown recognized the need for an organized response plan coordinated with

representatives from O&R. To address that need, the Town prepared a response protocol, whereby an O&R representative remains in the Emergency Operations Center (EOC) in Clarkstown and Town Highway Department personnel are paired with an O&R representative to coordinate power line work and tree removal. Dispatching these key personnel in teams of two improves efficiency and eliminates the waiting game that inhibited recovery efforts in the past.

Additional measures need to be identified to address this critical issue including: the provision of generators, consideration of alternative energy sources and systematic tree maintenance protocols to ensure the health of the trees.

D. Community Vision

Clarkstown, the economic hub and Rockland County seat, is a safe, centrally-located, diverse and resilient Town. The community is a geographic crossroads between New York City, New Jersey, and the rest of New York State. The Town enjoys access to multi-modal transportation options, diverse housing choices, a variety of small and large commercial venues, and robust educational, recreational, and cultural facilities in a bicycle and pedestrian-friendly environment.

Clarkstown values and will continue to protect its natural resources including the Palisades Ridgeline, Hackensack and Hudson Rivers, wetland systems, and stream corridors that together provide significant benefits to the community including environmental and water quality protection, flood mitigation, recreational opportunities, and preservation of community character.

Our vision is to embrace and enhance the many strengths of our Town while planning for a more resilient community so that we may build back better from future disasters.

The Clarkstown NYRCR vision statement was developed by the Committee with input from the community. The vision statement relies heavily on Committee Members' familiarity with Clarkstown, the needs of the community relative to the NYRCR geographic scope, and previous planning efforts. A draft of the vision statement was shared with the public at the first Public Engagement Event; feedback from that meeting was incorporated in the final vision statement. More information about public outreach can be found in Section V.C, "Public Engagement Process."



"One Word to Describe Clarkstown" – Supervisor Gromack, July 30, 2014 (Arch Street Communications)

Through the visioning process, the Committee and the public worked to identify, assess, and conceptualize local and regional opportunities for Clarkstown. There was general agreement that the vision statement needed to not only describe the Town of the future, but also needed to identify specific ways to attain that vision. Hence, the Committee and the public prepared goals to help Clarkstown achieve their vision and build back better from future storm events. These goals were developed to address education, emergency preparedness, resilience, partnerships, and natural resource protection.



Vision and Goals Board from Public Engagement Event 1, July 30, 2014 (Elizabeth Matamoros)

To realize the vision, Clarkstown NYRCR has developed the following goals:

- ▶ Augment emergency services including providing power during storm events;
- ▶ Build closer working relationships with the States of New York and New Jersey to address flooding issues associated with the Hackensack River;
- ▶ Continue to balance commercial, industrial and residential development with the preservation of open space and agricultural lands;
- ▶ Enhance infrastructure and stormwater systems where needed;
- ▶ Enhance multi-modal opportunities including safe bicycle and pedestrian facilities;
- ▶ Preserve the unique community fabric made up of rural, suburban, and urban settings; and
- ▶ Protect natural resources including the Hackensack and Hudson Rivers, wetland systems, stream corridors, and Clarkstown's lakes.

E. Relationship to Regional Plans

The storms and resulting damage from Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy highlighted the need for coordinated planning initiatives and policies that can significantly contribute to long-term regional resilience. Many regional planning efforts have been undertaken both before and after the storms in the Mid-Hudson Region and in Rockland County. In 2013, the *Mid-Hudson Regional Sustainability Plan*¹⁵ was released, presenting short-, mid-, and long-term goals and strategic sustainability priorities for the region's development. The Mid-Hudson Regional Economic Development Council also released a *5-Year Strategic Plan*¹⁶ in 2011, which presented specific goals for the regional economy. In addition, Rockland County developed *Rockland Tomorrow: Rockland County Comprehensive Plan*¹⁷ in 2011 and a *Hazard Mitigation Plan*¹⁸ in 2010.

These regional planning efforts provide the foundation for the NYRCR planning process by identifying critical goals and in some cases specific programs and projects slated for future implementation. Although Committee Members were tasked with representing the interests of Clarkstown, they became increasingly aware of the importance of planning in a regional context. Community Members know the value of creating strategies that are consistent with and supportive of regional goals, including planning for the effects of severe storms and flooding. Many of the regional planning documents, including *Rockland Tomorrow: Rockland County Comprehensive Plan* (2011)¹⁷ and the *Mid-Hudson Regional Sustainability Plan* (2013)¹⁵, identified the need for focused coordination and cooperation among communities to achieve their goals. This sentiment is echoed by the Committee and their willingness to work toward the common goal of mitigating future flood damage and creating a more stable and climate resilient local and regional economy.

The Clarkstown NYRCR Planning Committee selected policies, projects, and programs that addressed critical needs essential to long-term resilience. Some of these initiatives may have been previously identified in completed plans, but had not yet been implemented.

Table I-1 presents all of the local and regional planning documents and resources that were considered. These documents were reviewed for information and data pertaining to the NYRCR planning process and to assist in the identification of goals, needs, opportunities, and potential projects and strategies that could be implemented to help Clarkstown build back better. Regional goals from the plans that have been incorporated into the NYRCR Plan are listed along with a brief description of how the NYRCR Plan relates to or builds upon the regional plans. The findings are summarized in Table I-1.

The goal of this comprehensive document review was to avoid duplication of existing planning studies, recognize gaps, and assess the potential synergies between local and regional needs and opportunities. In doing so, the Committee considered how the NYRCR Plan would support and incorporate regional goals and perspectives.

Key shared local and regional challenges identified by the existing plan review included:

- ▶ Lack of effective planning for the effects of climate change, including severe storms and flooding, which result in costly damage to infrastructure, life, and health;
- ▶ Lack of available funding restricts County, State, and Federal agencies responsible for infrastructure maintenance, repair, and reconstruction from implementing long-term plans;
- ▶ Lack of sufficient coordination and cooperation between municipalities and various Local, State, and Federal agencies to decrease vulnerability and increase resilience; and
- ▶ Need for additional upgrades and repair of infrastructure to address areas of chronic flooding, reduce roadway and culvert repair costs and limit road closures.

The development of actions, strategies and projects through the NYRCR planning process support many of the goals set forth in the various previously completed local and regional plans.

Table I-1: Local and Regional Plans

Plan	Author	Date	Relevance	Key Components for NYRCR Process
Local Plans				
Town of Clarkstown Stormwater Management Program Plan	Town of Clarkstown	2004	Outlines goals for protecting water quality and managing water quantity of stormwater runoff in the Town.	Map of major streams and waterways, list of impaired water bodies. Comprehensive public outreach and education program.
Environmental Resource Assessment – Town of Clarkstown	Ecological & Geospatial Services	2008	Inventory of natural resources and outline of conservation efforts for watersheds, forests, and landscapes in the Town.	Habitat and land use data and maps, soil inventory, description of stresses due to stormwater flows. Goals for wetland buffers and invasive species plans.

Table I-1: Local and Regional Plans (cont'd)

Plan	Author	Date	Relevance	Key Components for NYRCR Process
Town of Clarkstown Economic Development Strategy	Economic Development Strategy Advisory Committee with assistance from Saratoga Associates	2008	Extensive analysis of existing business and identification of potential areas for expansion. Analysis of potential growth for both commercial and residential sectors looking at land use and development opportunities.	Demographic data and trends, expansion plan for water supply in the Town, current capacity of sewer/ utilities, mapping of land use and areas for proposed development
Town of Clarkstown Recreation & Parks Master Plan	Clarkstown Parks Board & Recreation Commission with assistance from C.T. Male Associates, P.C.	2008	Created to provide planning, programming and implementation to develop and expand upon Clarkstown's extensive parks and recreational facilities and services. Intended to augment Comprehensive Plan	Demographic data and trends, parks and recreation inventory, community preferences and priorities regarding parks and recreation, Goal/ Recommendation for adequate drainage in parks
Town of Clarkstown Comprehensive Plan	Town of Clarkstown	2009	Establishes community vision and goals for long-term growth and development in the Town, focusing on economic development, environmental resources, health, safety and welfare, historic and cultural resources, housing, recreation, parks & open space, transportation.	Community vision; background data; goals and objectives for each subject area; implementation methods and actions
Clarkstown Comprehensive Transportation Plan Final Report	Town of Clarkstown Planning Department with assistance from Cambridge Systematics, Inc.	2009	Overview of existing roads and transportation programs, and identification of target areas for expansion and improvement. Includes extensive bicycle and pedestrian study.	Roadway design must plan for stormwater with paving and catch basins to address runoff. Alternative deicing strategies to protect water quality. Need to publicize emergency evacuation routes. Prioritizes bicycle and pedestrian facilities development.
Clarkstown Police Department Annual Report	Clarkstown Police Department	2013	Statistical inventory and narrative detailing organization of, and activities and actions by the Clarkstown Police Department.	Description of response teams and points of contact for emergency events.
Clarkstown Comprehensive Emergency Management Plan	Town of Clarkstown	2014	Provides comprehensive emergency operations plan for coordinating emergency response and recovery before and during disasters and minimizing their impact.	Detailed management responsibilities and operating procedures for each coordinator before and during emergency and disaster events, including use of the Incident Command System (ICS); centralized direction of requests for assistance to the County and the State; information on the functioning of the Command Center and Emergency Operations Center; detailed information on hazard mitigation and recovery procedures; details and Q+A on declaring a State of Emergency.

Table I-1: Local and Regional Plans (cont'd)

Plan	Author	Date	Relevance	Key Components for NYRCR Process
Regional Plans				
Rockland County Hazard Mitigation Plan	Rockland County Office of Fire and Emergency Services with assistance from URS	2010	Extensive analysis of hazards that threaten the County and ways to reduce future damages associated with these hazards.	Demographic data; examples of ideas for outreach activities; inventory of hazards and risks including flooding/storm surge, dam failures, earthquakes, wildfires; summary of FEMA Flood data; National Flood Insurance Program (NFIP) Policy and Claim info; mapping of repetitive loss clusters; summary of historical flood events; inventory of critical and emergency facilities, historical and cultural resources; annual loss estimates for each hazard; land use and development trends questionnaire; regulatory capabilities/resources; list of prioritized actions.
Mid-Hudson Regional Economic Development Council Strategic Plan	Mid-Hudson Region Economic Development Council	2011	Regional economic development strategy and vision for the Mid-Hudson Region that illustrates regional trends, goals, and strategies for desirable growth in the region.	Regional context, goals, aspirations; no discussion of impacts of flooding or storm resiliency; no specific discussion of Clarkstown.
Rockland Tomorrow: County Comprehensive Plan	Rockland County Technical Advisory Committee with assistance from BFJ Planning	2011	County-wide trends and priorities with a focus on development, the economy, and conservation. Includes list of County recommendations and implementation.	Description of Clarkstown land use, mapping of open space, historic resources, community and emergency resources. Identification of watershed areas, surface water issues and regulated streams, Geographic Information System (GIS) data, flood hazards.
Draft Hudson River Estuary Habitat Restoration Plan	Hudson River Estuary Program	2013	General strategies for restoring habitat in the lower Hudson River with description of habitat types along the river.	Description of habitat types along river; does not describe specific projects or locations; no specific discussion of Clarkstown.
Mid-Hudson Regional Sustainability Plan	Mid-Hudson Planning Consortium with assistance from Ecology and Environment, Inc.	2013	Provides a vision for sustainable development that builds on the Region's resources with the goal of promoting economic development, environmental sustainability and enhancing quality of life. Developed strategies, objectives and priority initiatives to achieve the vision.	Regional context, goals, initiatives; very limited discussion of flooding/natural hazards; no specific discussion of Clarkstown.
Scenic Hudson Sea Level Rise Mapper	Scenic Hudson	2013	Interactive mapper that provides floodplain and inundation data in combination with local assets, hazardous materials sites, wetlands and submerged aquatic vegetation habitats.	Data can be used in Hudson shoreline assessments.

2014 NY RISING COMMUNITY RECONSTRUCTION PLAN NYRCR CLARKSTOWN

Section II Assessment of Risk and Needs





A. Description of Community Assets and Assessment of Risk

i. Description of Community Assets

An important component of the NY Rising Community Reconstruction (NYRCR) process is to assess the risk posed to community assets and systems that have been affected by past flood events or may be impacted by future storms. This evaluation assists in the development of projects and strategies that mitigate risk and make the community more resilient.

The first step in the risk assessment process is to inventory and map assets and system components that provide essential community functions and are proximate to known flood risk areas. Community assets and systems may consist of places, services, groups, or infrastructure networks, and can be categorized into five Asset Classes related to their role in the community, which are as follows:

- ▶ Economic;
- ▶ Health and Social Services;
- ▶ Housing;
- ▶ Infrastructure Systems; and
- ▶ Natural and Cultural Resources.

The Clarkstown NYRCR Community (Community) asset inventory was developed by compiling existing digital datasets from multiple municipal, State, and Federal agencies. These asset datasets were cross-referenced and supplemented with aerial imagery and address locators, and collated into an asset inventory listing. To streamline the inventory, assets were grouped together if they served the same community function, were located close to one another, or had

similar site characteristics. For example, neighborhood businesses could be grouped into a downtown center, or single-family homes into a neighborhood. Asset systems were inventoried by enumerating the principal points and components of those systems, such as treatment plants in the wastewater conveyance system and substations in the electric transmission system.

Information was added for each asset, including address, geographic coordinates, risk area, asset class and subcategory, community value, critical facility designation, and whether the asset served socially vulnerable populations, including children, the elderly, and low-income community members. The complete asset inventory can be found in Table V-4 in Section V.D, “Community Asset Inventory.” Addresses and geographic coordinates pinpoint the location of assets for mapping, and once mapped allow for risk area identification. Assets were grouped into five larger classes: economic, health and social services, housing, infrastructure, and natural and cultural resources. They were further categorized into subcategories such as “Large Business” and “Single Family Residence.” The Clarkstown NYRCR Planning Committee (Committee) initially identified the overall importance of each asset to the Clarkstown Community. In addition, the Federal Emergency Management Agency (FEMA) critical facility designations identified assets considered essential to recovery following a flood or storm event. Assets that provide services for socially vulnerable populations were also identified as they are particularly important both before and following a storm. In addition, spatial analysis was used to capture landscape attributes, or features of the landscape around that asset that could either mitigate or exacerbate the impacts of flooding and erosion to an asset.

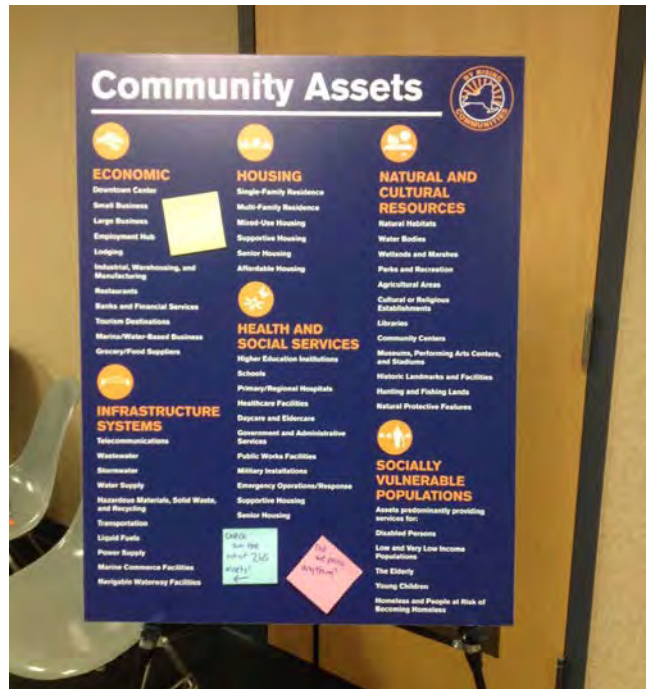
A two-tiered asset inventory methodology was developed and utilized to ensure collection of a comprehensive inventory. The first tier of the methodology involved culling existing digital datasets and the second tier used local knowledge to refine the list of assets. The preliminary asset inventory and mapping was reviewed by the Town Planning and Geographic Information System (GIS) Departments, the Committee for refinement and by community residents at Public Engagement Events to gain their input and capitalize on their intrinsic understanding of their community. The dataset analysis supplemented the work of the Committee by identifying assets that may have been hidden in plain sight—i.e., assets vital to the Community’s health and resilience that go unnoticed on a day-to-day basis. These assets only become obvious when they fail, such as small roadway bridges and smaller government service offices. In addition, assets that may have not been captured in the existing digital datasets or for which digital data did not exist were enumerated by the community at public meetings. The full asset inventory is shown in Figure II-1. Figures II-3 to II-6 show the assets located in each hamlet and organized by Recovery Support Function (RSF).

The six NYRCR Recovery Support Functions were established by President Obama in 2011 through the National Disaster Recovery Framework (NDRF). The objective of the Recovery Support Functions is to facilitate the identification, coordination and delivery of Federal assistance needed to supplement recovery resources and efforts by local, State, Tribal and Territorial governments, as well as private and nonprofit sectors. Each RSF is further defined in Section II.B, “Assessment of Needs and Opportunities.”

The RSFs were designed to “support local governments by facilitating problem solving, improving access to resources and by fostering coordination among State and Federal agencies, nongovernmental partners and stakeholders.”¹⁹



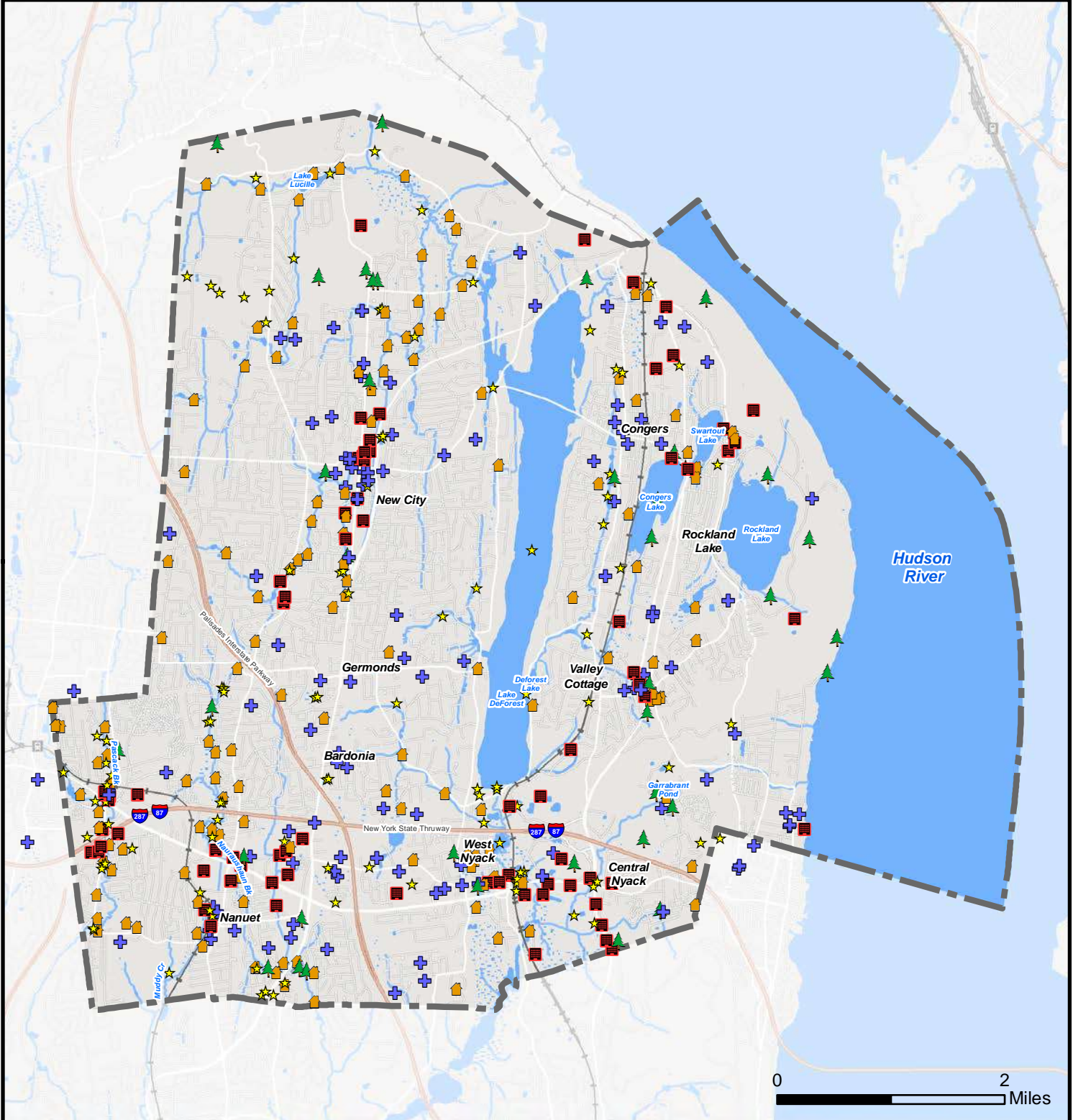
Asset Mapping Workstation at Public Engagement Event 1 – July 30, 2014 (Arch Street Communications)



Clarkstown Community Asset Board at Public Engagement Event 1 – July 30, 2014 (Arch Street Communications)

Figure II-1

Asset Inventory - Town of Clarkstown



0 2 Miles

Legend

- Town of Clarkstown (Study Area)
- Major Highways
- Railroads
- Rail Station

Assets

- Economic
- Health and Social Services
- Housing
- Infrastructure Systems
- Natural and Cultural Resources

Data Sources

ESRI, NYSITS,
Rockland County,
Town of Clarkstown
October 2014



Community Value Scoring

As part of the asset inventory process, a Community Value was assigned to the assets. Committee Members participated in an exercise assigning Community Values of High, Medium or Low to asset sub-categories. Committee Members were asked to give special attention to assets whose loss or impairment would compromise critical facilities or any essential cultural, social, economic, or environmental functions of the Community. Community value for each asset is listed in Section V.D, “Community Asset Inventory.”

General criteria for High, Medium, and Low Community Values were defined by the Committee as follows:

- ▶ **High:** Asset(s) that are so significant in the support of that community’s day-to-day function that the loss of that asset or extended lack of functioning would create severe impacts to the community’s long-term health and well-being or result in the loss of life or injury to residents, employees or visitors.
- ▶ **Medium:** Asset(s) that are important to the functioning of that community’s day-to-day life and that the loss of that asset or extended lack of functioning would cause hardship to the community’s well-being but whose function could be replaced or duplicated in a mid-term time frame without significant burden to a community’s long-term health.
- ▶ **Low:** Asset(s) that play a role in the functioning of a community’s day-to-day life, but whose loss could be managed and overcome within a community without substantial impact to that community’s functioning. Can be started, replaced or temporarily duplicated in a short-term time frame with limited burden to a community’s long-term health.

The Committee Members’ responses were then compiled; the value receiving the most member votes was then assigned to all assets within that subcategory. A summary of the results from the exercise are shown in Table II-1.

Risk Area Identification

In addition to the asset inventory, maps were also produced to illustrate the geographic distribution of risk areas across Clarkstown. These maps focused the asset inventory on those areas at risk. Risk areas in riverine inland communities such as Clarkstown are synonymous with the floodplains delineated by FEMA. Preliminary FEMA data was utilized for this study because it represented the most-current and best-available flood-zone modeling for the planning area. The Risk Areas are defined as follows:

- ▶ **Extreme Risk Area:** The most frequently flooded areas are typically found in the 10-year floodplains, which encompass the Extreme Risk Area. In Clarkstown, the 10-year floodplain had not been digitally modeled by FEMA. Input from members of the Committee and the community as to which places have been repetitively inundated and damaged by flooding was used to approximately identify the Extreme Risk Areas within the Town. These areas include portions of the floodplain repeatedly impacted by past storms in the hardest-hit areas of the Community.
- ▶ **High Risk Area:** The 100-year floodplains encompass the High Risk Area, and are subject to a 1.0% chance of flooding in any given year. These flood-zones had been digitally mapped by FEMA in Clarkstown, and can be found throughout the communities along major rivers, streams, and water bodies. High Risk Areas are the most prevalent of the risk zones in the Clarkstown planning area.
- ▶ **Moderate Risk Area:** The 500-year floodplains encompass the Moderate Risk Area, and are subject to a 0.2% chance of flooding in any given year. These flood-zones had also been digitally mapped by FEMA in Clarkstown, and are typically found on the fringes of High Risk Areas.

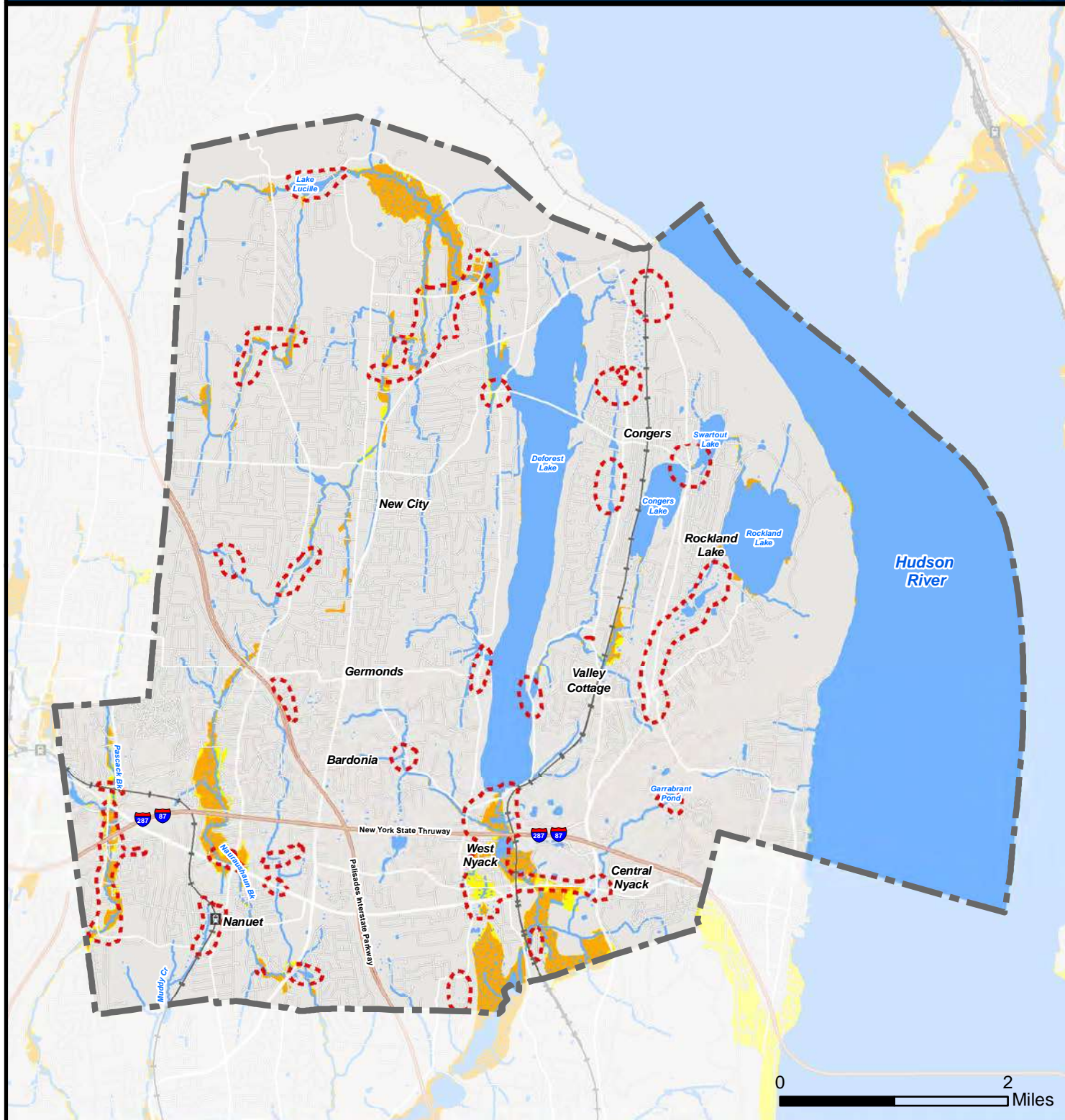
The community assets were analyzed to identify the risk areas they may be exposed to, and are summarized by RSF as follows. Figure II-2 illustrates the Town of Clarkstown Risk Areas.

Table II-1: Asset Subcategory and Community Value

Asset Subcategory	Community Value
Homes and Facilities for Vulnerable Populations*	High
Fire, Police, Emergency Facilities	High
Hospitals	High
Storm Sewer Infrastructure	High
Sanitary Sewer Infrastructure	High
Electric and Gas Infrastructure	High
Communications Infrastructure (Internet, Cellular, Telephone, Cable)	High
Major Roads	High
Government Buildings	Medium
Housing	Medium
Town Department of Public Works	Medium
Business Areas (other than Downtown Business)	Medium
Secondary Roads	Medium
Railroad	Medium
Lakes	Low
Wetlands	Low
Creeks and Rivers	Low
Marinas	Low
Historic Buildings	Low
Cultural/Community Centers	Low
Parks and Recreation Facilities	Low
Industrial Areas	Low
Major Employers	Low
Downtown Business District	Low
Elementary and Secondary Schools	Low
Post-Secondary Schools	Low
Notes: *Vulnerable Populations are defined as people with disabilities, low and very-low income populations, elderly, young children, homeless and people at risk of becoming homeless.	

Figure II-2

Risk Areas - Town of Clarkstown



Legend

- Town of Clarkstown (Study Area)
- Major Highways
- Railroads
- Rail Station

- Rivers & Streams
- Extreme Risk Area* (repetitively flooded)

*Extreme Risk Areas identified by Planning Committee

FEMA Floodzones

- High Risk Zone (100-year flood)
- Moderate Risk Zone (500-year flood)

Data Sources

ESRI, FEMA, NYSITS, Rockland County, Town of Clarkstown
October 2014



Economic Assets



Assets in the Economic category include downtown centers, business clusters, major employers, industrial and manufacturing centers, and tourism destinations.

Protecting and enhancing the downtown centers and commercial areas from flood impacts is important to the economic health of the Town. There are no economic assets considered FEMA Critical Facilities. Twenty-nine assets are

located in the extreme risk areas including seven large business areas, seven industrial/manufacturing facilities, and 15 small businesses.

Figures II-1 through II-6 illustrate the risk areas and assets, in detail, found within the Clarkstown Planning Area. Tables II-2 lists the Economic assets, organized by Asset Subcategories and by Risk Area from Extreme to Low. The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, “Community Asset Inventory.”

Table II-2: Economic Assets

Asset Name	Risk Area
Downtown Centers and Large Businesses	
East NYS Rte. 59 Businesses	Extreme
NYS Rte. 59 / NYS Rte. 303 Businesses	Extreme
Old Middletown Road Businesses	Extreme
Rite Aid, Valley Cottage	Extreme
Rockland Plaza Shopping Center	Extreme
W Nyack Road / Demarest Mill Rd Large Businesses	Extreme
West Prospect Street Businesses	Extreme
Esquire Village Office Condominium	High
The Shops at Nanuet	Moderate
Clarkstown Plaza	Low
Hub Shopping Center, Central Nyack	Low
Kohl's Shopping Plaza	Low
Lake Ridge Plaza, Valley Cottage	Low
Little Tor Shopping Center	Low
N Main Business District, New City	Low
Newton Place Shopping Center	Low
Palisades Center Mall	Low
Palisades Volvo/Mazda	Low
Rockland Center Strip Mall	Low
Rte 304 at Demarest Mill Road Businesses	Low
S Main Business District, New City	Low
Spring Valley Marketplace Shopping Center	Low

Table II-2: Economic Assets (cont'd)

Asset Name	Risk Area
Industrial, Warehousing and Manufacturing	
Beckerle Lumber & Supply, Congers	Extreme
Clean Vehicle Solutions, West Nyack	Extreme
Plastic Craft Products Corporation, West Nyack	Extreme
Public Storage, Inc., Soring Valley	Extreme
Rockland Masonry & Landscape	Extreme
Snake Hill Road Businesses	Extreme
Weill Warehouse, Nanuet	Extreme
Corporate Way / Executive Boulevard Businesses	High
ABC Supply Co., Inc., Valley Cottage	Low
Bram Manufacturing, Congers	Low
Brenner Drive Businesses	Low
Cambridge University Press	Low
General Bearing Corporation, West Nyack	Low
Kohl Industrial Park, Congers	Low
TILCON - West Nyack Stone Processing	Low
TILCON Quarries Haverstraw Plant	Low
UPS Spring Valley Facility	Low
Lodging, Marinas, Restaurants, and Tourist Destinations	
McDonald's, New City	High
Petersen Boat Yard & Marina, Upper Nyack	High
Green Inn Motel On the Lake, Congers	Low
Italiana's Restaurant, New City	Low
Paramount Country Club, New City	Low
Rockland Lake Championship Golf Course	Low
Rockland Lake Executive Golf Course	Low
Banks/Financial Services and Grocery/Food Suppliers	
ShopRite of West Nyack	High
Chase Bank, New City	Moderate
ShopRite of New City	Moderate
ShopRite Parking Lot Undermined Area, New City	Moderate
Super Stop & Shop, Nanuet	Low

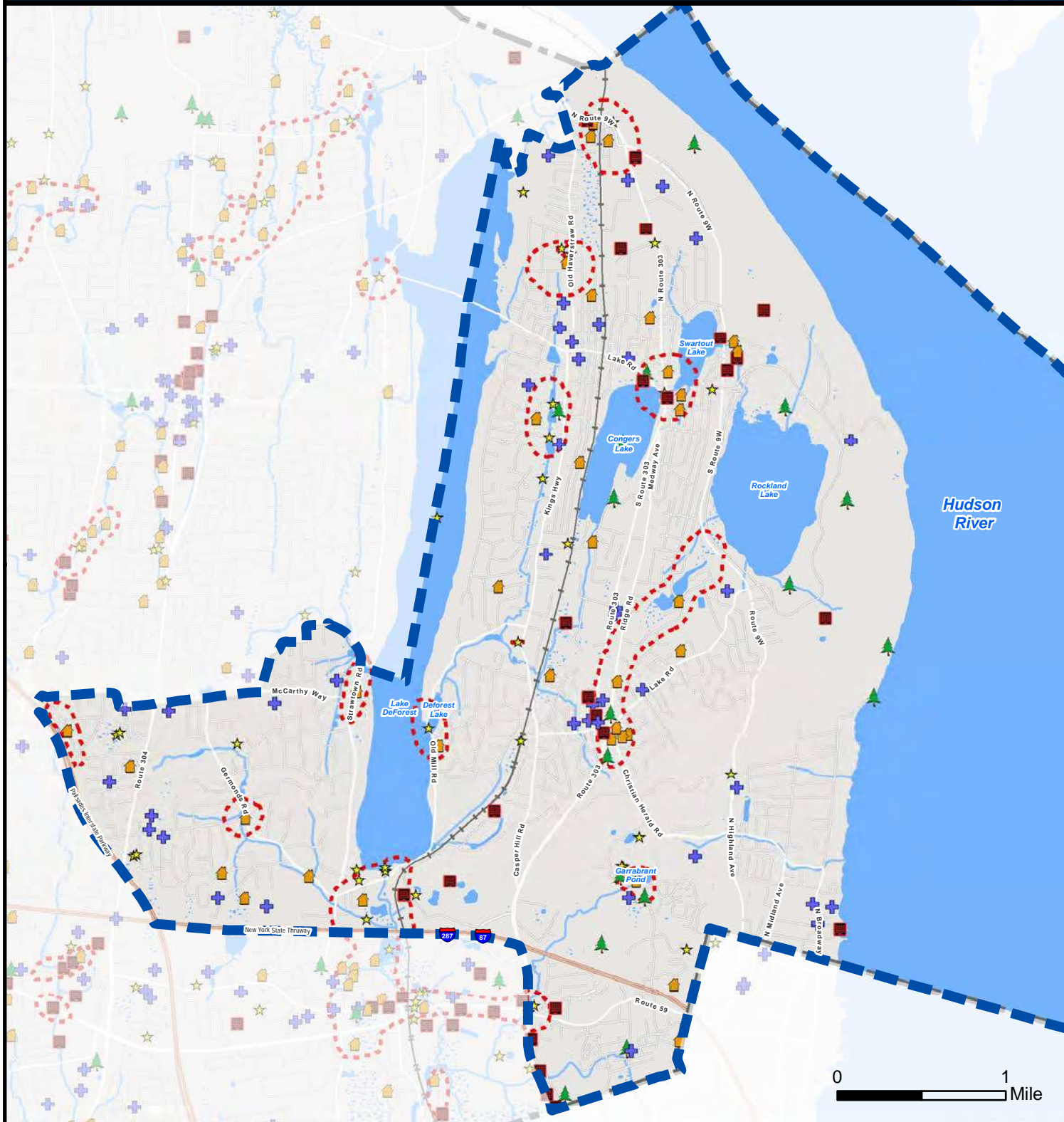
Table II-2: Economic Assets (cont'd)

Asset Name	Risk Area
Small Businesses	
All County Motors, Nanuet	Extreme
Cool Pool & Spa, Nanuet	Extreme
Green Gate Market	Extreme
Lake Road Small Businesses	Extreme
New City Lawn Mower	Extreme
NYS Rte. 303 / Lake Road Small Businesses	Extreme
NYS Rte. 59 Businesses	Extreme
Old Nyack Turnpike Businesses	Extreme
Pascack Plaza, Spring Valley	Extreme
Perlman Drive Office Building	Extreme
Townhouse Office Park, Nanuet	Extreme
W Nyack Rd Mini Mall	Extreme
W Nyack Road / Demarest Mill Rd Small Businesses	Extreme
W Nyack Rd/ Klein Ave Mini Mall	Extreme
W Nyack Road Small Businesses	Extreme
Better Homes and Gardens Rand Realty/Hudson United Insurance, New City	High
East NYS Rte. 59 Commercial Corridor	High
NYS Rte. 303 Small Businesses (auto-related)	High
Fesco Fence Corporation, West Nyack	Moderate
Getty Gas Station, New City	Moderate
L&N Cabinets & Furniture, Spring Valley	Moderate
New City Bowl & Batting Cages	Moderate
Snow Church Realty Storage Building, Congers	Moderate
Eidman Agency Inc., West Nyack	Low

*Economic Asset: Palisades Center Mall (Elizabeth Matamoros)**Economic Asset: Plastic Craft Productions (Elizabeth Matamoros)*

Figure II-3

Asset Inventory - Eastern Clarkstown Area



	<div> Legend <ul style="list-style-type: none"> Eastern Clarkstown Area Major Highways Railroads Rail Station </div> <div> Assets <ul style="list-style-type: none"> Economic Health and Social Services Housing Extreme Risk Areas* (repetitively flooded) Infrastructure Systems Natural and Cultural Resources </div> <div> Data Sources <p>ESRI, NYSITS, Rockland County, Town of Clarkstown</p> <p>October 2014</p> <p>*Extreme Risk Areas identified by Planning Committee</p> </div>	
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Health and Social Services Assets



Health and Social Services assets include fire protection, police services, hospitals, and emergency operations facilities. Other community assets include administrative and education amenities,

which serve a variety of public functions, from health treatment facilities to general purpose shelters in public schools, reception centers, post offices, and Town Office Buildings. During a storm event, these facilities may potentially serve as critical disaster response and recovery centers, the identification of which is essential to future disaster management and preparedness. Fourteen assets are located in extreme

risk areas including a senior care facility, a day-care facility, two ambulance services, an existing and proposed fire station, three post offices, two health centers and two schools. Almost all of the Health and Social Services assets inventoried are classified as FEMA Critical Facilities with the exception of post offices and some administrative services offices. Figures II-1 to II-6 illustrate the risk areas and assets, in detail, found within the Clarkstown Planning Area. Table II-3 lists the Health and Social Services assets, organized by Asset Subcategories and by Risk Area from Extreme to Low. The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, "Community Asset Inventory."

Table II-3: Health and Social Services Assets

Asset Name	Risk Area
Emergency Operations/Response	
Congers-Valley Cottage Vol. Ambulance Corps.	Extreme
Nanuet Community Ambulance Corps.	Extreme
Nanuet Fire Station 1	Extreme
PROPOSED Nanuet FD Facility	Extreme
West Nyack Fire Station 2	Extreme
Congers Fire Station 1	High
Central Nyack Fire Station	Low
Congers Fire Station 2	Low
East Spring Valley Fire Station	Low
Nanuet Fire Station 2	Low
New City Fire Station	Low
New City Vol. Ambulance Corps. & Rescue Squad	Low
Nyack Community Ambulance Corps.	Low
Nyack Fire Station	Low
Rockland Lake Fire Station	Low
Rockland Mobile Care	Low
Rockland Paramedic Services	Low
Town of Clarkstown Police HQ	Low
Valley Cottage Fire Station	Low
West Nyack Fire Station 1	Low
Daycare and Eldercare	
Companions Plus Senior Care	Extreme
Tiny Toe's Day Care	Extreme

Table II-3: Health and Social Services Assets (cont'd)

Asset Name	Risk Area
Annmarie Meehan Inc	Low
AuPairCare	Low
Busy Bee Playschool	Low
Clarkstown Kids Childcare	Low
Giving Tree Family Day Care - Nanuet Day Care	Low
Home Instead Senior Care	Low
Kids Clubhouse Daycare	Low
Kids Kingdom	Low
Kreative Kids	Low
Little Ones Playhouse, LLC	Low
Little People's Palace	Low
Loving Angels Child Care	Low
Mazel Day Care	Low
Pigtails Nursery	Low
Playgarten	Low
Prime Time For Kids	Low
Shining Stars Early Child Care	Low
Tutor Time	Low
Tutor Time Child Care	Low
Public Works Facilities	
NYS DOT New City Facility	Low
NYS DOT West Nyack Facility	Low
Town of Clarkstown Highway Garage	Low
Upper Nyack Village Highway Garage	Low
Government and Administrative Services	
Nanuet Post Office	Extreme
Valley Cottage Post Office	Extreme
West Nyack Post Office	Extreme
Rockland County Division of Probation & Correctional Alternatives	High
NYS Department of Labor	Moderate
NYS Office of Child and Family Services	Moderate
Planned Parenthood	Moderate
Rockland County Correctional Facility	Moderate
Rockland County Real Property Offices	Moderate
ARC of Rockland	Low
Bardonia Post Office	Low
Clarkstown Town Hall	Low
Congers Post Office	Low
New City Post Office	Low

Table II-3: Health and Social Services Assets (cont'd)

Asset Name	Risk Area
Palisades Center Post Office	Low
Upper Nyack Village Hall	Low
US Division of Veteran's Affairs	Low
Healthcare Facilities and Hospitals	
Jawonio Health Center	Extreme
Mental Health Assoc. of Rockland Co.	Extreme
Renal Care of Rockland, Inc.	Extreme
United Hospice of Rockland	High
Mid Rockland Imaging Partners, Inc.	Moderate
Advanced Cardiovascular Care	Low
Animal Medical of New City	Low
Helen Hayes Outpatient Rehab Clinic	Low
Integrated Medical Professionals	Low
New City Community Clinic	Low
Nyack Hospital	Low
Nyack Hospital Alcohol & Substance Abuse Clinic	Low
Rockland Cardiology	Low
Salvation Army Adult Rehab Center	Low
Summit Park Hospital Alcohol & Substance Abuse Clinic	Low
Valley Cottage Animal Hospital	Low
Schools	
Strawtown Elementary School	Extreme
Woodglen Elementary School	Extreme
A MacArthur Barr Middle School	Low
Albertus Magnus High School	Low
Bardonia Elementary School	Low
Birchwood School	Low
Blue Rock School	Low
Chestnut Grove School	Low
Clarkstown North Senior High School	Low
Clarkstown South Senior High School	Low
Congers Elementary School	Low
Felix Festa Middle School	Low
Highview Elementary School	Low
Hillcrest Elementary School (closed)	Low
Lakewood Elementary School	Low
Laurel Plains Elementary School	Low
Liberty Elementary School	Low
Link Elementary School	Low

Table II-3: Health and Social Services Assets (cont'd)

Asset Name	Risk Area
Little Tor Elementary School	Low
Miller Elementary School	Low
Nanuet School District Outdoor Education Center	Low
Nanuet Senior High School	Low
New City Elementary School	Low
Nyack High School	Low
Rockland BOCES	Low
Rockland Country Day School	Low
St. Anthony's School	Low
St. Paul's Christian Day School	Low
St. Paul School	Low
St. Augustine School (closed)	Low
The Summit School at Nyack	Low
Upper Nyack Elementary School	Low
Valley Cottage Elementary School	Low
West Nyack Elementary School	Low



Health and Social Services Asset:
Pascack Community Center
(Elizabeth Matamoros)



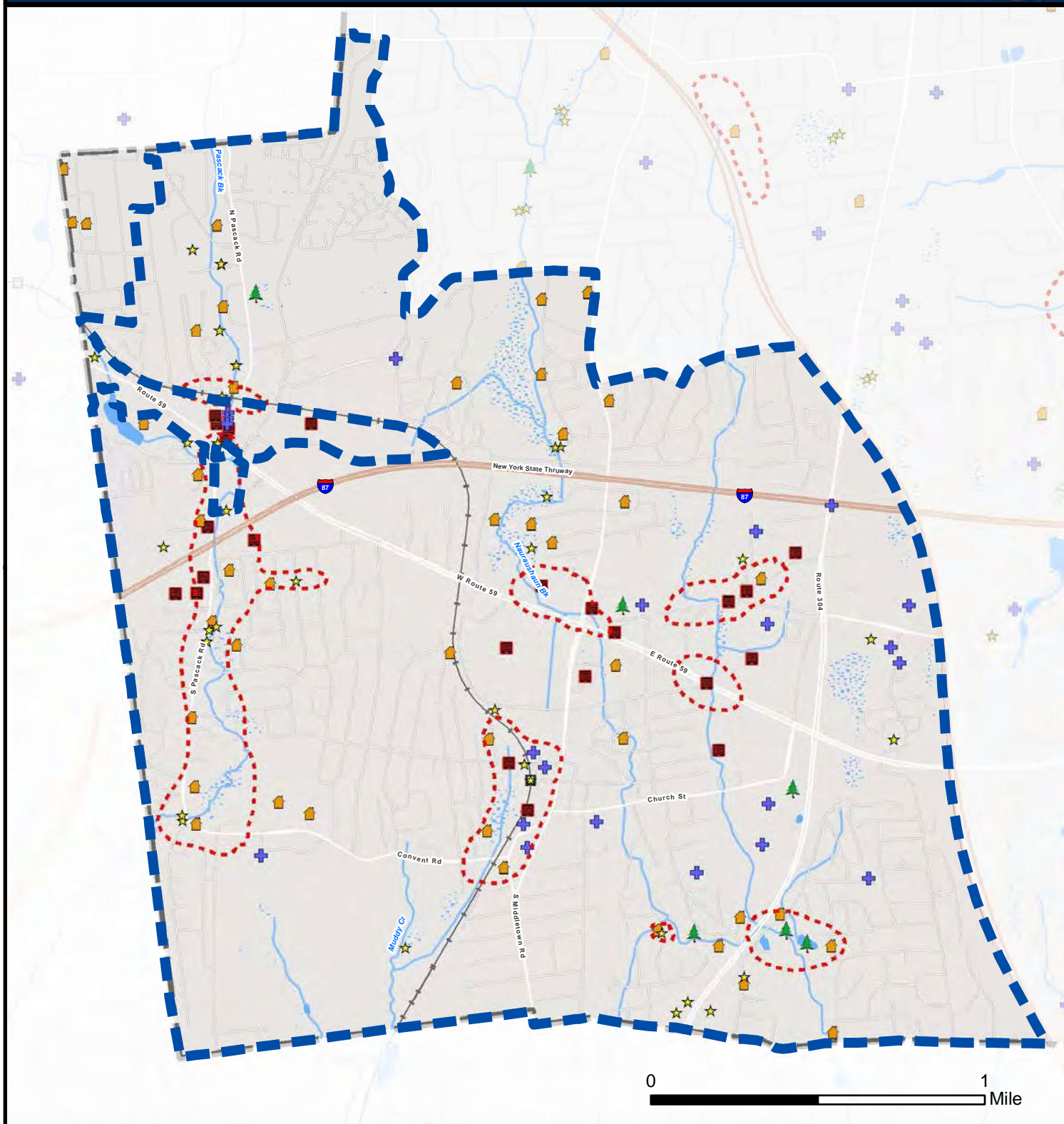
Health and Social Services Asset:
West Nyack Fire Station
(Elizabeth Matamoros)



Health and Social Service Asset:
West Nyack Post Office
(Elizabeth Matamoros)

Figure II-4

Asset Inventory - Nanuet Area



	<p>Legend</p> <ul style="list-style-type: none"> Nanuet Major Highways Railroads Rail Station <p>Assets</p> <ul style="list-style-type: none"> Economic Health and Social Services Housing Infrastructure Systems Natural and Cultural Resources <p> Extreme Risk Areas* (repetitively flooded)</p>	<p>Data Sources</p> <p>ESRI, NYSITS, Rockland County, Town of Clarkstown</p> <p>October 2014</p> <p>*Extreme Risk Areas identified by Planning Committee</p>
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Housing Assets



A significant number of residential assets within the Town are at risk of future flooding. These assets include single-family and multi-family neighborhoods. Assets in extreme risk areas include an affordable housing area, 10 multi-family residences, two senior housing facilities, a supportive housing facility, and 49 clusters of single-family homes. Affordable, senior and supportive housing assets are considered FEMA Critical Facilities.

Figures II-1 to II-6 illustrate the risk areas and assets, in detail, found within the Clarkstown Planning Area. Table II-4 lists the Housing assets, organized by Asset Subcategories and by Risk Area from Extreme to Low.



*Housing Asset: Cranford Drive Residential Neighborhood
(Elizabeth Matamoros)*

The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, “Community Asset Inventory.”

Table II-4: Housing Assets

Asset Name	Risk Area
Affordable Housing	
Spring Valley Village Mobile Home Park	Extreme
Lakeview Village Apartments	High
Lawrence Street Affordable Housing	Low
N Middletown Road Affordable Housing	Low
Multi-Family Residence	
Cedar Grove Corners Condominiums	Extreme
Christian Herald Road Apartments	Extreme
Hidden Valley Condominiums	Extreme
High Street / W Nyack Road Homes	Extreme
New City Condo Complex	Extreme
New Holland Village Condominiums	Extreme
Swartout Lake Condominiums	Extreme
Tudor Hill Condominiums	Extreme
Turnpike Woods Condominiums	Extreme
W Nyack Rd Apts & Condos	Extreme
Braemar Lane Condominiums	High
Bridgewater Condominiums	High
Normandy Village Apartments	High
Town Hill Condominiums	High
Virginia Street / Braemar Court Homes	High
W Cavalry Dr Apartments	High
Eaves Apartments	Moderate

Table II-4: Housing Assets (cont'd)

Asset Name	Risk Area
Gramercy Park Apartments	Moderate
Senior Housing	
Nyack Manor Nursing Home	Extreme
Spring Valley Rest Home	Extreme
Squadron Garden Apartments	High
Evergreen Court	Low
Hyenga Lake Apartments	Low
L'dor Assisted Living	Low
Middlewood Apartments	Low
Monterey Gardens	Low
Northern Manor Multicare Center	Low
Seton Village	Low
Sunrise of New City	Low
Tappan Zee Manor	Low
Supportive Housing	
Children's Village Home	Extreme
Camp Venture - Kenneth P. Zebrowski Center	Low
Camp Venture Home #1	Low
Camp Venture Home #2	Low
Loeb House Group Home	Low
OPWDD Nanuet Group Home	Low
OPWDD New City Group Home #1	Low
OPWDD New City Group Home #2	Low
OPWDD Valley Cottage Group Home #1	Low
OPWDD Valley Cottage Group Home #2	Low
OPWDD West Nyack Group Home	Low
Tolstoy Foundation Rehab and Nursing Center	Low
Single-Family Residence	
Adele Road Homes	Extreme
Charles Street to Freedman Avenue Homes	Extreme
Christian Herald Road / Lake Road Homes	Extreme
Collyer Avenue Homes	Extreme
Congers Road / Goebel Road Homes	Extreme
Convent Rd / Newport Dr / Morgan Ct Homes	Extreme
Corners Road Homes	Extreme
Cranford Drive / Termakay Drive Home	Extreme
Cranford Drive Homes	Extreme
Cypress Street / Cranford Drive Homes	Extreme
Demarest Mill Road Home	Extreme
East Allison Avenue Homes	Extreme
E Hall Avenue / S Little Tor Road Homes	Extreme

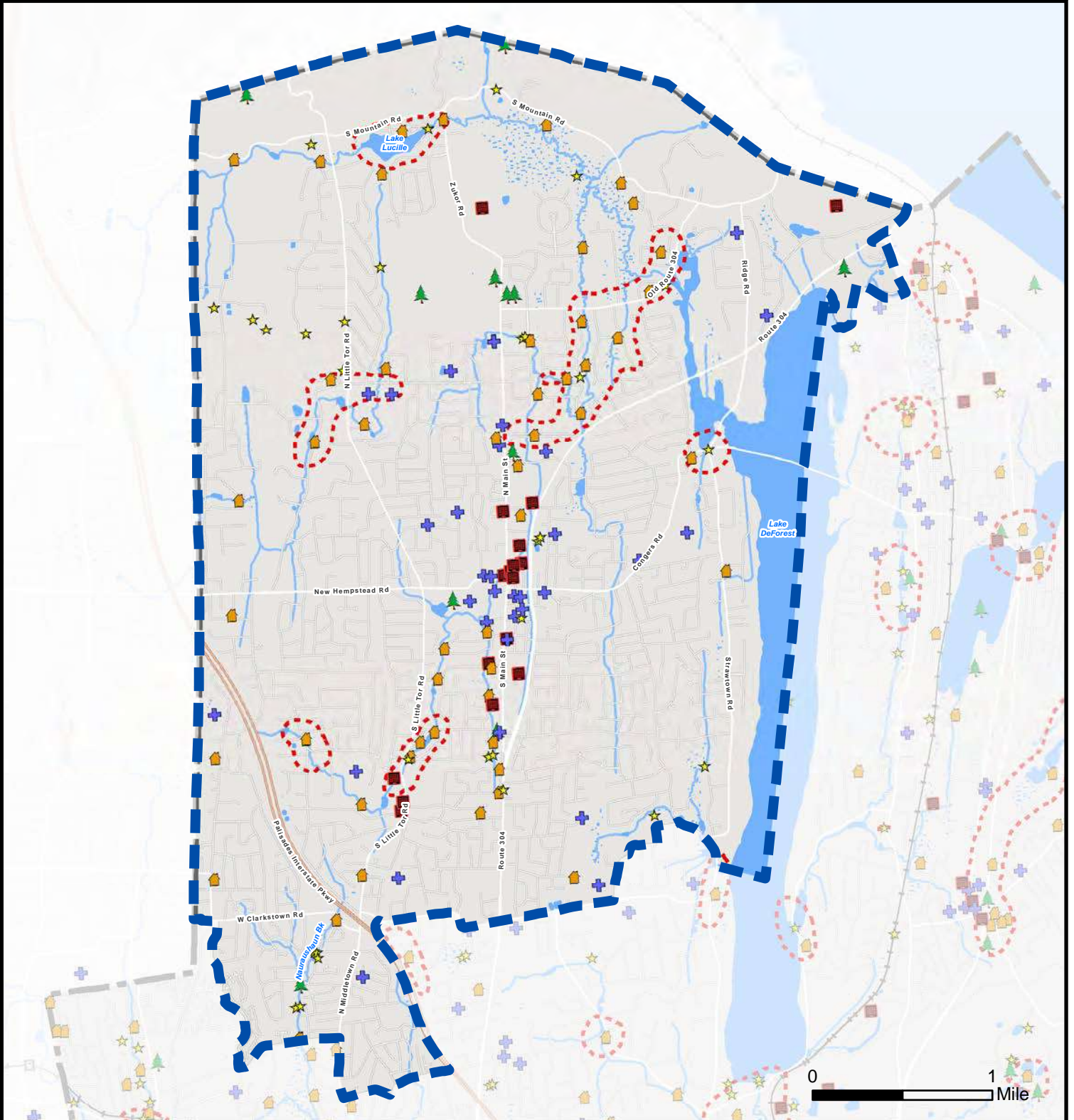
Table II-4: Housing Assets (cont'd)

Asset Name	Risk Area
Fisher Ave Homes	Extreme
Flitt Street / Fir Court Homes	Extreme
Germonds Road / Bardonia Road Homes	Extreme
Highway Avenue / Lenox Avenue Homes	Extreme
Jeffrey Court Homes	Extreme
Jerry's Avenue Homes	Extreme
Klein Avenue Homes	Extreme
Lake Lucille Homes	Extreme
Lake Nanuet Drive Homes	Extreme
Lakewood Drive / NYS Rte. 303 Homes	Extreme
Manor Court Homes	Extreme
Massachusetts Avenue / Sedge Road Homes	Extreme
Mill Creek Road / Cypress Street Homes	Extreme
Mountainview Avenue Homes	Extreme
North Pascack Road Homes	Extreme
Old Haverstraw Road Homes	Extreme
Old Mill Road / Branchville Road Homes	Extreme
Park Terrace Homes	Extreme
Parkside Drive / Bluebird Drive Homes	Extreme
Pearl Lane / Old Route 304 Homes	Extreme
Phillips Hill Road Homes	Extreme
Phillips Lane / Benson Avenue Homes	Extreme
Pineview Road Homes	Extreme
Quail Hollow Lane / Sickletown Road Homes	Extreme
Red Hill Road Homes	Extreme
Ridge Road Homes	Extreme
S Pascack Road Homes	Extreme
Sable Court Homes	Extreme
Strawtown Road / Hillcrest Road Homes	Extreme
Theresa Drive Homes	Extreme
Timothy Court Homes	Extreme
West Street Homes	Extreme
Westlyn Drive / Cider Mill Circle Homes	Extreme
Will Rogers Lane / S Pascack Road Homes	Extreme
Windermere Lane / Pine Lane Homes	Extreme
Zukor Road / Brook Lane Homes	Extreme
Cragmere / Bush Ct Homes	Extreme
Alton Ct Homes	High
Bittern Drive Homes	High
Blauvelt Road Homes	High

Table II-4: Housing Assets (cont'd)

Asset Name	Risk Area
Brookhaven Court Homes	High
Brookside Drive Homes	High
Capral Lane Homes	High
Cottage Place / Smith Road Homes	High
Denver Dr Homes	High
Elinor Place Homes	High
Elks Drive / April Lane Homes	High
Forest Brook / Springbrook Road Homes	High
Germonds Road Homes	High
Gilchrest Road Homes	High
Glen Lane / Leona Ave Homes	High
Gloria Court Homes	High
Lowell Dr/ Ridgefield Dr Homes	High
McLeod Terrace Homes	High
Memorial Park Drive Homes	High
New Haven Avenue Homes	High
New Valley Road Homes	High
Palmer Avenue / Fenner Lane Homes	High
River Rise Road / Doral Court Homes	High
Roberts Road / Woodhaven Drive Homes	High
Schriever Lane Homes	High
Schriever Lane / Kristoffer Court Homes	High
Seneca Court Homes	High
South Little Tor Road Homes	High
South Mountain Road Home	High
The Promenade Homes	High
Tioga Court Homes	High
Twin Elms Homes	High
Wales / Norge Ave Homes	High
Westgate Blvd Homes	High
Wolf Place Homes	High
Hilltop Rd Homes w/ Access Issue	High
Argow Place Home	Moderate
Birchwood Court Homes	Moderate
Birchwood Terrace Homes	Moderate
Clark Drive Homes	Moderate
Doctor Davies Road Home	Moderate
Dykes Park Road Homes	Moderate
Green Road Homes	Moderate
Hall Avenue Homes	Moderate
S Harrison Ave Homes	Low

Figure II-5 Asset Inventory - New City Area



	<div> Legend <ul style="list-style-type: none"> New City Major Highways Railroads Rail Station </div> <div> Assets <ul style="list-style-type: none"> Economic Health and Social Services Housing Infrastructure Systems Natural and Cultural Resources </div> <div> Extreme Risk Areas* (repetitively flooded) </div>	<div> Data Sources <p>ESRI, NYSITS, Rockland County, Town of Clarkstown</p> <p>October 2014</p> <p>*Extreme Risk Areas identified by Planning Committee</p> </div>
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Infrastructure Systems Assets



Assets in this category include transportation infrastructure, transportation-related facilities and utilities. Utilities include public water supply, stormwater and wastewater systems, power supply, and telecommunications; the distribution and operational networks of which are dispersed throughout the Town. The distributed nature of these systems throughout the extreme, high, and moderate risk areas makes the assessment of risk to the overall systems difficult to categorize. In general, when a principal component of a system is located in a risk area, it can make the entire system vulnerable. Therefore, it is more useful to assess the risk to components of the system, such as specific plants, pump stations, substations, and other key facilities that are critical to the functioning of the overall network. Past storms have impacted infrastructure systems in Clarkstown, causing power outages, road washouts, and flooding that hindered travel within the Town for residents and emergency service providers.

Twenty-eight assets are located in an extreme risk area as follows: a power supply center, a telecommunications facility, four bridges or underpasses, four commuter parking lots and a commuter rail station, six roads or intersections, a culvert, four flood control



Infrastructure Asset: Lake Deforest Dam (Elizabeth Matamoros)

parcels, two pump stations, and four water supply facilities. Principal components of the wastewater, water supply, and power supply networks inventoried are considered FEMA Critical Facilities, such as sewage treatment plants, water resources, telecommunications facilities, and electric substations.

Figures II-1 to II-6 illustrate the risk areas and assets, in detail, found within the Clarkstown Planning Area. Table II-5 lists the Infrastructure Systems assets, organized by Asset Subcategories and by Risk Area from Extreme to Low. The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, “Community Asset Inventory.”

Table II-5: Infrastructure Systems Assets

Asset Name	Risk Area
Hazardous Materials, Solid Waste, and Recycling	
Rockland County Solid Waste Mgmt. Authority Transfer Station on Route 303 in West Nyack	High
Clarkstown Town Landfill	Moderate
Power Supply	
O&R West Nyack Operating Center	Extreme
O&R Burns Substations	Low
O&R Congers Substation	Low
O&R Gas Transmission Facility	Low
O&R Little Tor Electric Utilities	Low
O&R Nanuet Substation	Low
O&R Snakehill Substation	Low
O&R West Nyack Substation	Low

Table II-5: Infrastructure Systems Assets (cont'd)

Asset Name	Risk Area
Telecommunications	
Verizon Wireless Snake Hill Facility	Extreme
Cablevision West Nyack Facility	Low
Cablevision West Nyack Facility 2	Low
Clearwire Spectrum Holdings Microwave Tower	Low
CSC TKR Television Antenna	Low
O&R Microwave Tower	Low
Rockland County Telephone Utilities	Low
Verizon Congers Facility	Low
Verizon New City Facility	Low
Verizon Wireless Spring Valley Facility	Low
Verizon Wireless West Nyack Facility	Low
Transportation	
Bluebird Drive Bridge	Extreme
Charles Street to Freedman Avenue Floodprone Areas	Extreme
Commuter Parking Lot	Extreme
Cranford Drive	Extreme
East Allison Avenue Floodprone Area	Extreme
East Hall Avenue Floodprone Area	Extreme
I-87 Exit 14A Ramp	Extreme
Jeffrey Place Floodprone Area	Extreme
Nanuet Commuter Station	Extreme
Nanuet Station Commuter Lots (3 lots)	Extreme
NYS Rte. 59 / 303 Floodprone Area	Extreme
NYS Rte. 303 & Lake Rd Floodprone Area	Extreme
Old Haverstraw Rd Flood prone Area	Extreme
Old Mill Road Causeway	Extreme
Parkside Drive Bridge	Extreme
Pascack Road Underpass beneath Railroad	Extreme
Patricia Avenue	Extreme
S Pascack Rd Underpass beneath NYS Rte. 59	Extreme
Strawtown Rd / Ridge Rd / Cty Rt 80 Intersection	Extreme
US Rte. 9W Flood prone Area	Extreme
Blauvelt Road Floodprone Area	High
Brenner Drive Undermined Area	High
South Mountain Road	High
Virginia Street / NYS Rte. 304 Floodprone Area	High
Valley Cottage Freight Station	Low

Table II-5: Infrastructure Systems Assets (cont'd)

Asset Name	Risk Area
Stormwater	
Baby Lake Dam	Extreme
Water Detention / Flood Control Parcel (4 parcels)	Extreme
Water Detention / Flood Control Parcels (26 parcels)	Low
Wastewater	
Sewer Pumping Station – Nanuet	Extreme
Centenary Pumping Station	Extreme
Water Supply	
United Water Drinking Water Intake (West Nyack)	Extreme
United Water Drinking Water Treatment Plant (2 locations, West Nyack and Bardonia)	Extreme
United Water Drinking Water Well (Bardonia)	Extreme
United Water Drinking Water Treatment Plant (4 locations, #1-3 Bardonia, #4 New City)	High
United Water Drinking Water Well (4 locations, #1-3 Bardonia, #4 New City)	High
United Water Drinking Water Treatment Plant (Nanuet)	Moderate
United Water Drinking Water Well (Nanuet)	Moderate
Deforest Lake Filtration Plant	Low
Deforest Lake Reservoir	Low
O&R Snakehill Substation	Low
O&R West Nyack Substation	Low
United Water Drinking Water Treatment Plant (6 locations, #1-3 Bardonia, #4 Grand View-On-Hudson, #5-6 New City)	Low
United Water Drinking Water Well (6 locations, #1-2 Bardonia, #3-4 New City, #5-6 Nanuet)	Low
United Water Water Tower (2 locations in Valley Cottage)	Low
United Water West Nyack Office Facility	Low

Natural and Cultural Resources Assets



Natural and Cultural Resources include natural habitats, wetlands and marshes, recreation facilities, parks, open space, religious establishments, libraries, museums, historic landmarks, and performing arts venues. Hurricane Irene, Tropical Storm Lee, Superstorm Sandy and the frequent high intensity, short duration storm events have impacted multiple recreational, cultural, and historic assets in Clarkstown's natural and built environment. Nine natural and cultural resources within the Town are in extreme risk areas: four religious facilities, a library, and four parks including a pool.

Many of the waterbodies and waterways of Clarkstown have historically been, and continue to be, a natural and recreational resource. However, these same

waters cause flooding damage to infrastructure, businesses and residences. These resources are therefore not themselves at risk by virtue of their location in a risk area—however, protecting their health may be critical to the protection of other nearby assets. Of the Natural and Cultural Resource Assets inventoried, five are FEMA Critical Facilities: the Central Nyack Community Center, Congers Community Center, Palisades Center Mall Community Room, Pascack Community Center, and Street Community Center.

Figures II-1 to II-6 illustrate the risk areas and assets, in detail, found within the Clarkstown Planning Area. Table II-6 lists the Natural and Cultural Resources assets, organized by Asset Subcategories and by Risk Area from Extreme to Low. The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, "Community Asset Inventory."

Table II-6: Natural and Cultural Resources Assets

Asset Name	Risk Area
Community Centers	
Central Nyack Community Center	Low
Congers Community Center	Low
Palisades Center Mall Community Rooms	Low
Pascack Community Center	Low
Street Community Center	Low
Museums, Performing Arts Centers and Historical Landmarks and Facilities	
Law Enforcement Museum	Low
Rockland Lake Museum	Low
The Historical Society of Rockland County	Low
The Jacob Blaauvelt Farmhouse	Low
Cultural or Religious Establishments	
Central Nyack Congregational Church	Extreme
Islamic Center of Rockland	Extreme
Ridge Road Churches	Extreme
St. Paul's Catholic Church	Extreme
Saint Anthony's Church	High
St. Paul's Lutheran Church	High
Elks Lodge	Moderate

Table II-6: Natural and Cultural Resources Assets

Asset Name	Risk Area
Libraries	
Valley Cottage Library	Extreme
Nanuet Library	Low
New City Free Library	Low
West Nyack Free Library	Low
Parks and Recreation and Agricultural Areas	
Kings Park	Extreme
Lake Nanuet Park	Extreme
Lake Nanuet Park Pool	Extreme
West Nyack Hamlet Green	Extreme
Tennyson Drive Town Park	High
Buttermilk Falls Park	Low
Congers Lake Memorial State Park	Low
Dr. Davies Farm	Low
High Tor State Park	Low
Hook Mountain State Park	Low
Kennedy Dells County Park	Low
Mountain View Park	Low
Nyack Beach State Park	Low
Nyack Beach State Park Facilities	Low
Rockland Lake State Park	Low
Rockland Lake State Park Facilities	Low
South Mountain County Park	Low



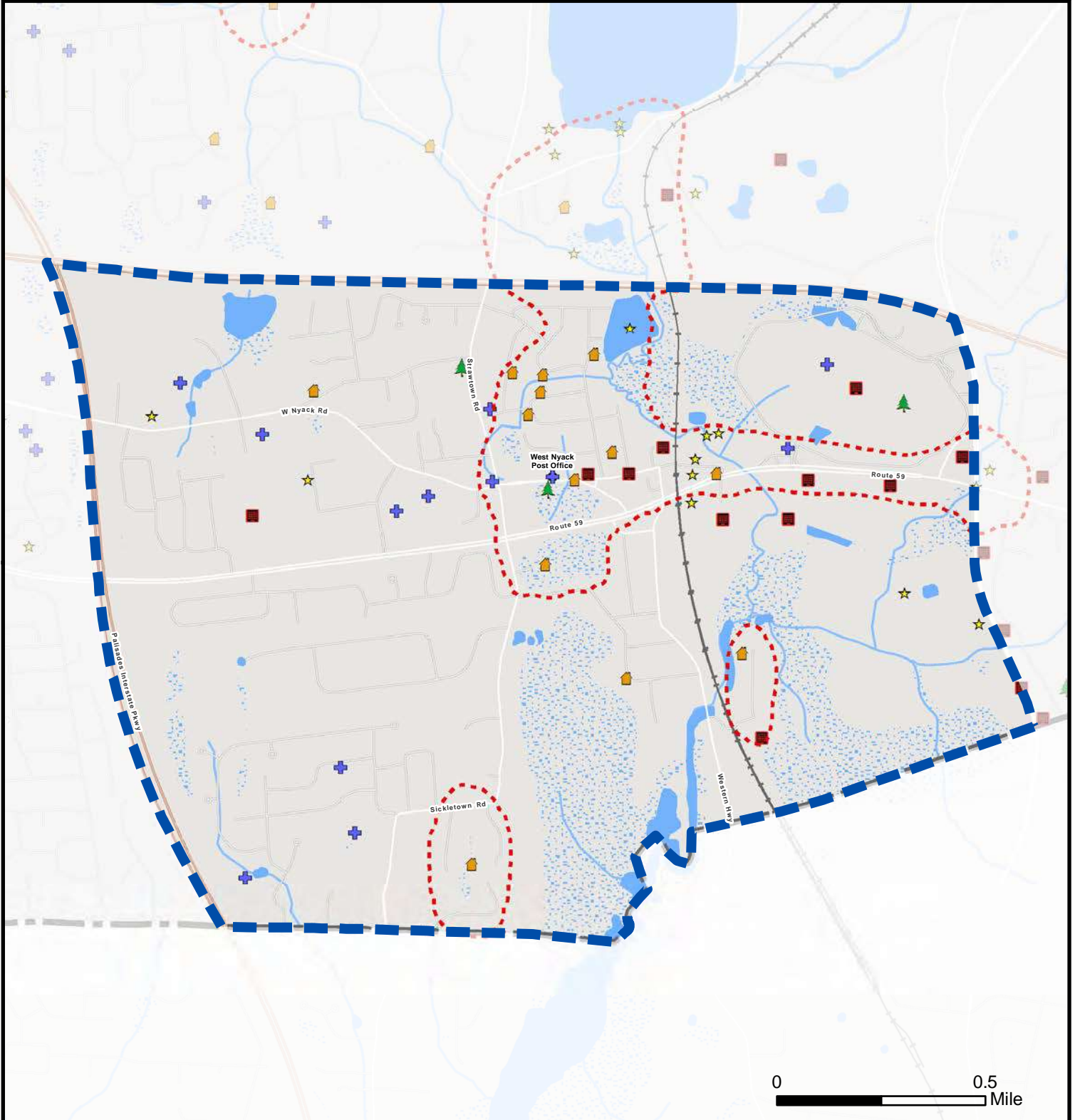
*Natural and Cultural Resource Asset: Congers Lake
(Elizabeth Matamoros)*



*Natural and Cultural Resource Asset: West Nyack Hamlet Green
(Elizabeth Matamoros)*

Figure II-6

Asset Inventory - West Nyack Area



Legend

- West Nyack
- Major Highways
- Railroads
- Rail Station

Assets

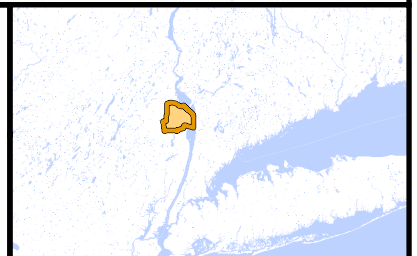
- Economic
- Health and Social Services
- Housing
- Infrastructure Systems
- Natural and Cultural Resources
- Extreme Risk Areas* (repetitively flooded)

Data Sources

ESRI, NYSITS,
Rockland County,
Town of Clarkstown

October 2014

*Extreme Risk
Areas identified by
Planning Committee



ii. Assessment of Risk to Assets and Systems

In order to mitigate flood risk associated with local water resources and improve community resiliency, the causes and magnitude of that risk must first be understood. The risk assessment process seeks to identify and analyze the degree of risk to assets and systems throughout Clarkstown by applying a standardized risk assessment procedure to each. In the Town of Clarkstown, flooding is associated with an extensive network of water bodies and waterways, the largest being the Hudson River, which flows along the length of the Town's eastern boundary. Lake Deforest is a 5.6-billion-gallon reservoir with a north-south orientation in the central part of the Town. The reservoir, which is owned and operated by United Water New York, was created by impounding the Hackensack River to supply water to Rockland County and northern New Jersey. Other major water bodies in the Town that contribute to both flood risk and flood control include Congers Lake, Swartout Lake, Rockland Lake, and Lake Lucille.

Flood risk areas are predominantly located south of the Lake Deforest dam and along waterways in the Town, including primarily the Hackensack River and Pascack Brook and their tributaries. The concentrated location of assets within areas that are highly exposed to flooding, results in high and severe risk scores for many of the community's important assets. The highest concentration of identified assets in Clarkstown is in West Nyack, south of the Lake Deforest dam in the residential areas of Klein Avenue and Jeffery Court and commercial areas near NYS Route 59 and W Nyack Road. This area includes homes along Klein Avenue, the Orange and Rockland Operating Center, transportation, water supply and communications infrastructure, many businesses and other residential neighborhoods. There are also clusters of assets in western Nanuet along the Pascack Brook, in Congers between Congers and Swartout Lakes and near the Congers Lake Memorial Park, and in northern New City between Route 304 and Old Route 304 as well as surrounding Lake Lucille. These

locations of concentrated development correspond closely to the identified flood risk areas within the community.

Preliminary risk assessment results indicate that the majority of Clarkstown assets located within flood risk areas are at high risk, with the remainder at extreme and moderate risk. Four of the assets evaluated in the preliminary risk assessment had a severe risk score and include three residential areas and one infrastructure asset. Assets at high risk are represented in all six Recovery Support Functions, with the most being housing and infrastructure assets. This is likely due to the fact that many neighborhoods and road networks are in close proximity to the Lake Deforest dam, Hackensack River, and Pascack Brook. There are also 20 economic assets at high risk, primarily businesses and retail centers, as well as nine health and social services, almost all of which are FEMA critical facilities, and nine natural and cultural resources. There are assets in each Recovery Support Function that are at moderate risk as well.

Risk Assessment

The standardized risk assessment process strives to not only identify assets that were damaged during past storms, but also to identify assets that may be at risk of damage from future storms. For many Clarkstown residents, especially those directly affected by past storms, specific areas of flood risk within the Town may appear to be obvious. While experiences during past storms reasonably indicate areas most susceptible to flooding, they are not necessarily a good predictor of the level of impacts or the type of damage that may result from future storms. Furthermore, the relative degree of risk to one neighborhood or building as compared to another is not always readily apparent. The risk assessment tool developed by the NYRCR Program and the New York State Department of State (NYS DOS) enables quantification and comparison of the identified levels of risk to different community assets. Improved understanding of the severity and distribution of risk to assets

throughout the community facilitates more effective resiliency and recovery planning.

Based on information from the asset inventory, flood hazard maps and qualitative exposure assessments, the risk assessment tool enables the calculation of hazard, exposure, and vulnerability scores. These factors are further defined below.

- ▶ **Hazard Score:** Hazard represents the likelihood and magnitude of future storm event impacts. Typically, an asset located in an Extreme risk area experiences hazards with greater frequency and intensity than assets in a High or Moderate risk area. The Hazard Score directly corresponds to the 100-year and 500-year storm events.
- ▶ **Exposure:** Exposure characterizes the moderating effect of local topographic and protective features. If assets are more exposed (e.g., situated in low-lying floodplains), they are more likely to suffer storm effects than similar assets located at a higher elevation. The landscape attributes captured during the asset inventory are quantified and summed in the Risk Assessment Tool to produce an Exposure Score.
- ▶ **Vulnerability:** Vulnerability expresses the level of impairment or consequences that assets may experience from a storm event. If an asset recovers quickly with limited interruption in service it has low vulnerability, while extended service loss or permanently reduced capacity would be synonymous with high vulnerability. Input from Committee Members at Public Engagement Events was utilized to identify the Vulnerabilities of assets and systems across the Town.

This information is further combined into one quantitative risk score. The risk score is calculated by multiplying the hazard score, exposure score, and vulnerability score:

Hazard Score x Exposure Score x Vulnerability Score = Risk Score

The derived risk scores help to quantify the associated risk to each asset in detail and can be used to illustrate and examine the distribution and types of assets least resilient to flooding.

As defined in the risk assessment tool, the flood risk of an asset is a product of its exposure to flood sources, its vulnerability during flood events, and the level of hazard associated with a given flood event. Each of these factors were determined through discussion with the Clarkstown NYRCR Planning Committee, the public and local officials, analysis of local, regional, and national datasets, and examination of maps, aerial imagery, and site imagery.

The first step in applying the risk assessment tool is to calculate “unmitigated” risk scores, which represent the risk to assets and systems in their current condition, without proposed mitigation projects in place.

In an effort to focus on those Clarkstown assets that are most at risk, unmitigated risk scores were prepared for assets identified on the asset inventory that are located within the 100-year flood zone and extreme risk areas, otherwise identified as areas subject to repeated flooding.

The unmitigated risk scores present a profile of the current risk to assets identified in Clarkstown. Analysis of these results provides insight into the factors driving flood risk in Clarkstown and what strategies could be most effective in improving the long-term resiliency of assets.

Unmitigated Risk Score Results

In total, 208 assets located within extreme and high flood risk areas were identified and evaluated in the unmitigated risk assessment. These assets were generally concentrated in West Nyack south of the Lake Deforest dam, western Nanuet near the Pascack Brook, and other smaller clusters throughout the Town, including in Congers between Congers Lake and Swartout Lake. Of these assets, 4 scored in the extreme risk category and 132 scored in the high risk

category, while the remaining 72 scored in the moderate risk category. This outcome is not unexpected, as only those assets located in high and extreme risk areas were considered for risk assessment. The unmitigated risk score results are presented in Table II-7 by Recovery Support Function and by Risk Score Level from Severe to Moderate. Risk level scores are indicated by the following shading:

Risk Score Level
Severe
High
Moderate

The complete community asset inventory, which includes addresses of asset locations, can be found in Table V-4 in Section V.D, “Community Asset Inventory.”

Table II-7: Unmitigated Risk Score Results

Asset	Risk Score Level
Economic Assets	
All County Motors, Nanuet	High
Better Homes and Gardens Rand Realty/Hudson United Insurance, New City	High
Cool Pool & Spa, Nanuet	High
Corporate Way / Executive Boulevard Businesses	High
East NYS Rte. 59 Commercial Corridor	High
Esquire Village Office Condominium	High
Green Gate Market	High
Lake Road Small Businesses	High
NY Rte 59 Businesses	High
Old Nyack Turnpike Businesses	High
Pascack Plaza, Spring Valley	High
Plastic Craft Products Corporation, West Nyack	High
Rockland Plaza Shopping Center	High
ShopRite of West Nyack	High
W Nyack Rd / Klein Ave Mini Mall	High
W Nyack Rd Mini Mall	High
W Nyack Rd Small Businesses	High
W Nyack Road / Demarest Mill Rd Large Businesses	High
W Nyack Road / Demarest Mill Rd Small Businesses	High
W Nyack Road / Demarest Mill Rd Small Businesses	High
Beckerle Lumber & Supply, Congers	Moderate
Clean Vehicle Solutions, West Nyack	Moderate
East NYS Rte. 59 Businesses	Moderate
McDonald's, New City	Moderate
New City Lawn Mower	Moderate
Rite Aid, Valley Cottage	Moderate
NYS Rte. 303 / Lake Road Small Businesses	Moderate
NYS Rte. 59 / 303 Businesses	Moderate
Old Middletown Road Businesses	Moderate
Petersen Boat Yard & Marina, Upper Nyack	Moderate
Public Storage, Inc., Spring Valley	Moderate
Rockland Masonry & Landscape	Moderate
NYS Rte. 303 Small Businesses (auto-related)	Moderate

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
Snake Hill Road Businesses	Moderate
Town House Office Park	Moderate
Weill Warehouse, Nanuet	Moderate
West Prospect Street Businesses	Moderate
Health and Social Service Assets	
Companions Plus Senior Care	High
Congers-Valley Cottage Vol. Ambulance Corps.	High
Jawonio	High
Mental Health Assoc. of Rockland Co.	High
Strawtown Elementary School	High
Tiny Toe's Day Care	High
West Nyack Fire Station 2	High
West Nyack Post Office	High
Woodglen Elementary School	High
Nanuet Community Ambulance Corps.	Moderate
Nanuet Fire Station 1	Moderate
Nanuet Post Office	Moderate
PROPOSED Nanuet FD Facility	Moderate
Renal Care of Rockland, Inc.	Moderate
Rockland Co. Division of Probation & Correctional Alternatives	Moderate
United Hospice of Rockland	Moderate
Valley Cottage Post Office	Moderate
Housing Assets	
Cranford Drive / Termakay Drive Home	Severe
Klein Avenue Homes	Severe
New Holland Village Condominiums	Severe
Adele Road Homes	High
Blauvelt Road Homes	High
Braemar Lane Condominiums	High
Brookside Drive Homes	High
Capral Lane Homes	High
Collyer Avenue Homes	High
Congers Road / Goebel Road Homes	High
Corners Road Homes	High

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
Cottage Place / Smith Road Homes	High
Cragmere / Bush Ct Homes	High
Cranford Drive Homes	High
Cypress Street / Cranford Drive Homes	High
East Allison Avenue Homes	High
E Hall Avenue / S Little Tor Road Homes	High
Elinor Place Homes	High
Elks Drive / April Lane Homes	High
Flitt Street / Fir Court Homes	High
Forest Brook / Springbrook Road Homes	High
Germonds Road / Bardonia Road Homes	High
Glen Lane / Leona Ave Homes	High
Gloria Court Homes	High
Hidden Valley Condominiums	High
High Street / W Nyack Road Homes	High
Highway Avenue / Lenox Avenue Homes	High
Jeffrey Court Homes	High
Jerry's Avenue Homes	High
Lake Lucille Homes	High
Lake Nanuet Drive Homes	High
Lakewood Drive / NYS Rte. 303 Homes	High
Manor Court Homes	High
Massachusetts Avenue / Sedge Road Homes	High
McLeod Terrace Homes	High
Memorial Park Drive Homes	High
Mill Creek Road / Cypress Street Homes	High
Mountainview Avenue Homes	High
New City Condo Complex	High
Normandy Village Apartments	High
North Pascack Road Homes	High
Palmer Avenue / Fenner Lane Homes	High
Park Terrace Homes	High
Parkside Drive / Bluebird Drive Homes	High
Pearl Lane / Old Route 304 Homes	High

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
Phillips Hill Road Homes	High
Phillips Lane / Benson Avenue Homes	High
Pineview Road Homes	High
Red Hill Road Homes	High
Ridge Road Homes	High
S Pascack Road Homes	High
Sable Court Homes	High
Schriever Lane Homes	High
South Little Tor Road Homes	High
South Mountain Road Home	High
Spring Valley Village Mobile Home Park	High
Squadron Garden Apartments	High
Strawtown Road / Hillcrest Road Homes	High
Swartout Lake Condominiums	High
Theresa Drive Homes	High
Timothy Court Homes	High
Town Hill Condominiums	High
Turnpike Woods Condominiums	High
Twin Elms Homes	High
W Nyack Rd Apts & Condos	High
Wales / Norge Ave Homes	High
West Street Homes	High
Westlyn Drive / Cider Mill Circle Homes	High
Will Rogers Lane / S Pascack Road Homes	High
Windermere Lane / Pine Lane Homes	High
Wolf Place Homes	High
Zukor Road / Brook Lane Residences	High
Alton Court Homes	Moderate
Bittern Drive Homes	Moderate
Bridgewater Condominiums	Moderate
Brookhaven Court Homes	Moderate
Cedar Grove Corners Condominiums	Moderate
Charles Street to Freedman Avenue Homes	Moderate
Children's Village Home	Moderate

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
Christian Herald Road / Lake Road Homes	Moderate
Christian Herald Road Apartments	Moderate
Convent Rd / Newport Dr / Morgan Ct Homes	Moderate
Demarest Mill Road Home	Moderate
Denver Dr Homes	Moderate
Fisher Ave Homes	Moderate
Germonds Road Homes	Moderate
Gilchrest Road Homes	Moderate
Hilltop Rd Homes w/ Access Issue	Moderate
Lakeview Village Apartments	Moderate
Lowell Dr/ Ridgefield Dr Homes	Moderate
New Haven Avenue Homes	Moderate
New Valley Road Homes	Moderate
Nyack Manor Nursing Home	Moderate
Old Haverstraw Road Floodprone Residences	Moderate
Old Mill Road / Branchville Road Homes	Moderate
Quail Hollow Lane / Sickletown Road Homes	Moderate
River Rise Road / Doral Court Homes	Moderate
Roberts Road / Woodhaven Drive Homes	Moderate
Schriever Lane / Kristoffer Court Homes	Moderate
Seneca Court Homes	Moderate
South Mountain Road Homes	Moderate
Spring Valley Rest Home	Moderate
The Promenade Homes	Moderate
Tioga Court Homes	Moderate
Tudor Hill Condominiums	Moderate
Virginia Street / Braemar Court Residences	Moderate
W Cavalry Dr Apartments	Moderate
Westgate Blvd Homes	Moderate
Infrastructure Systems Assets	
Centenary Pumping Station	Severe
Baby Lake Dam	High
Blauvelt Road Floodprone Area	High
Bluebird Drive Bridge	High

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
Commuter Parking Lot	High
Cranford Drive	High
East Allison Avenue Floodprone Area	High
East Hall Avenue Floodprone Area	High
Deforest Lake Dam	High
Nyack Village Drinking Water Supply Intake	High
Nyack Village Water Supply DWTP	High
NYS Rte. 303 & Lake Rd Floodprone Area	High
O&R West Nyack Operating Center	High
Parkside Drive Bridge	High
Pascack Road Underpass beneath Railroad	High
Rockland County Solid Waste Mgmt. Authority Transfer Station on Route 303 in West Nyack	High
S Pascack Rd Underpass beneath NYS Rte. 59	High
Sewer Pumping Station - Nanuet	High
South Mountain Road	High
Strawtown Rd / Ridge Rd / Cty Rt 80 Intersection	High
United Water Drinking Water Intake (West Nyack)	High
United Water Drinking Water Well (Bardonia)	High
United Water Drinking Water Well (3 locations in Bardonia)	High
United Water Drinking Water Well (New City)	High
United Water Drinking Water Treatment Plant (Bardonia)	High
United Water Drinking Water Treatment Plant (3 locations in Bardonia)	High
United Water Drinking Water Treatment Plant (New City)	High
Verizon Wireless SnakeHill Facility	High
Brenner Drive Undermined Area	Moderate
Charles Street to Freedman Avenue Floodprone Areas	Moderate
I-87 Exit 14A Ramp	Moderate
Jeffrey Place Floodprone Area	Moderate
Nanuet Commuter Station (NJ Transit)	Moderate
Nanuet Station Commuter Lots (3) (NJ Transit)	Moderate
NYS Rte. 59 / 303 Floodprone Area	Moderate
Old Haverstraw Rd Floodprone Area	Moderate
Old Mill Road Causeway	Moderate
Patricia Avenue	Moderate

Table II-7: Unmitigated Risk Score Results (cont'd)

Asset	Risk Score Level
United Water Drinking Water Treatment Plant (West Nyack)	Moderate
US Rte. 9W Floodprone Area	Moderate
Virginia Street / NYS Rte. 304 Floodprone Area	Moderate
Natural and Cultural Resources Assets	
Central Nyack Congregational Church	High
Kings Park	High
Islamic Center of Rockland	High
Lake Nanuet Park	High
Lake Nanuet Park Pool	High
Ridge Road Churches	High
St. Anthony's Church	High
Tennyson Drive Town Park	High
West Nyack Hamlet Green	High
St. Paul's Catholic Church	Moderate
St. Paul's Lutheran Church	Moderate
Valley Cottage Library	Moderate

The geographic distribution of high risk assets is generally uniform across the riverine sections of Clarkstown. This is consistent with observations of historic flood events, as the Lake Deforest outlet and extensive stream and tributary network have caused significant flooding and damage to surrounding assets.

Key infrastructure systems in the community are at severe and high risk. The Centenary pumping station is at severe risk while the Nanuet sewer pumping station is at high risk. Given the interconnected nature of the wastewater system, if one component of the system fails, the rest of the system is at increased risk of failure as well. Clarkstown's drinking water system is also at risk with many drinking water wells, treatment plants and intakes receiving a high risk score. All of these assets are considered FEMA critical facilities which communities and residents rely on for daily activities.

Transportation infrastructure systems in Clarkstown serve a critical function not only within the community, but in the broader regional transportation network as well. Numerous bridges and underpasses, a commuter parking lot and roadways providing access to neighborhoods and throughout the Town are at high risk. The power supply system, including the Orange and Rockland West Nyack Operating Center and a Verizon facility, is at a high risk as well. Loss of power can negatively affect the safety and health of residents while also hindering communication capacities.

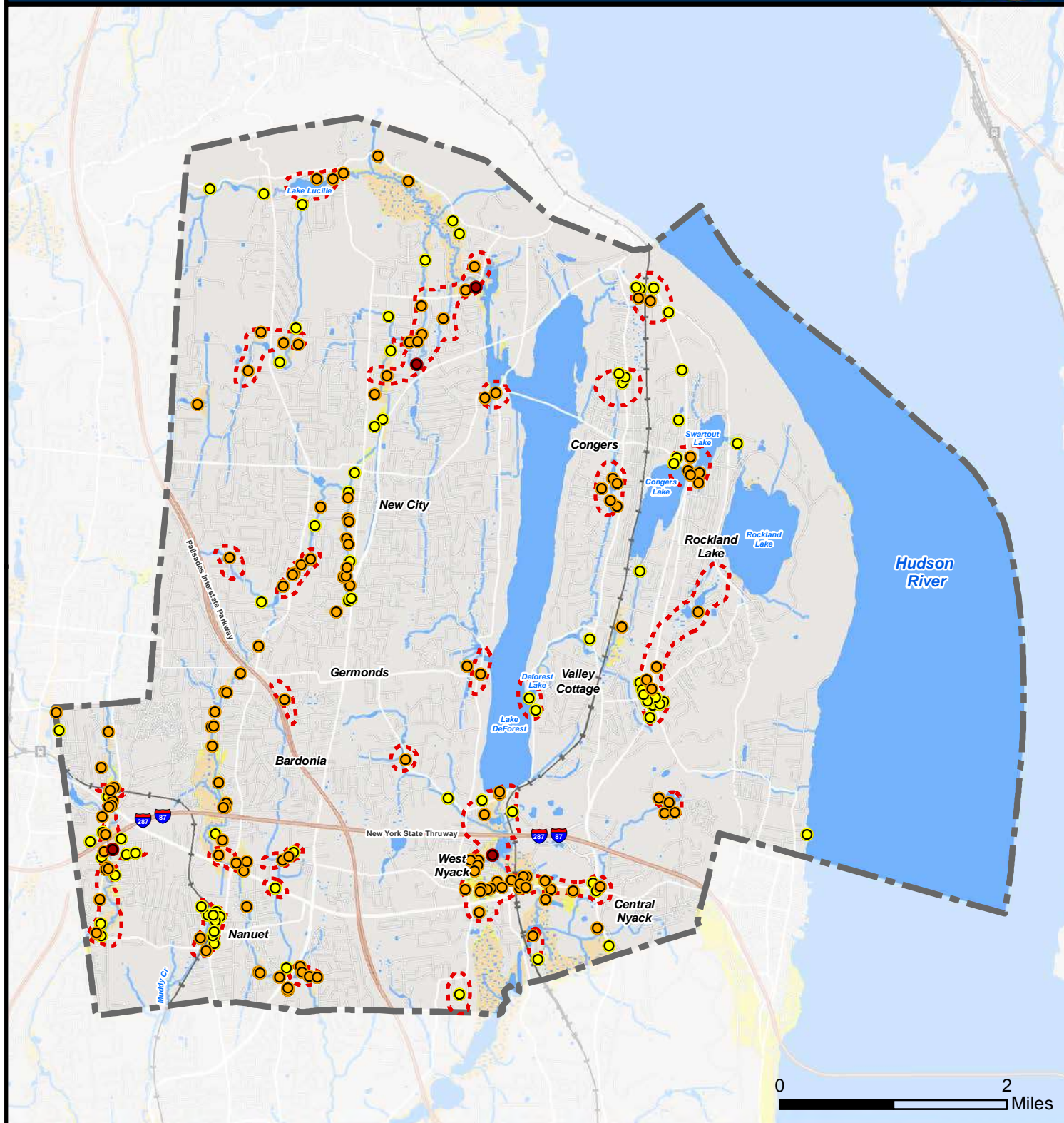
A number of neighborhoods within the community are at severe or high risk and include a combination of single family homes, townhomes, apartments and multi-family homes. Cranford Drive/Termakay Drive, Klein Avenue and New Holland Village Condominiums are all at severe risk. In addition, there are 68 neighborhoods at high risk. Many of these areas are at risk

from flooding, but are also at risk due to access issues caused by flooding and damages to infrastructure such as roadways and bridges, electric supply and stormwater, water and sewer facilities.

The geographic distribution of preliminary unmitigated risk scores is presented in Figures II-7 to II-11. Figure II-7 presents the risk areas, and the assets located therein for the whole Town. Figures II-8 through II-11 present focused area maps of risk areas and assets located therein for Eastern Clarkstown, Nanuet, New City and West Nyack. West Nyack, south of the Lake Deforest dam and western Nanuet near the Pascack Brook, are two primary concentrated areas where assets are at severe or high risk. Due to the extensive network of waterways, there are also many smaller clusters of high risk assets including in Congers, between Congers Lake and Swartout Lake. The high risk scores in these areas are driven by the close proximity and exposure of these assets to the primary flood sources in the community and their location within extreme flood hazard areas, as identified on NYS DOS flood hazard area maps. These identified areas of concentrated risk require targeted attention in the evaluation of potential mitigation measures.

Figure II-7

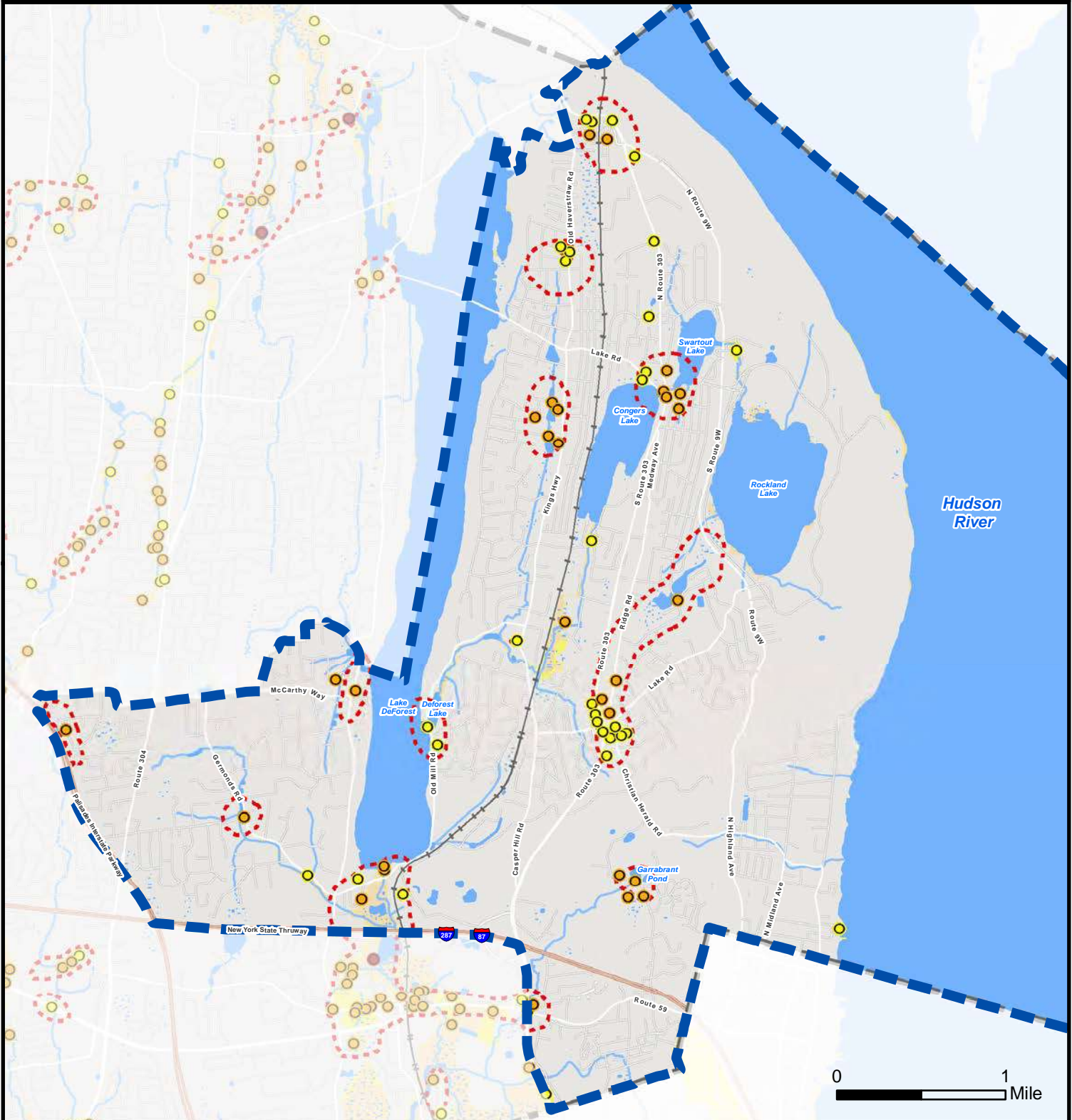
Risk Assessment - Town of Clarkstown



	<div> Legend </div> <div> Assets <ul style="list-style-type: none"> Severe Risk High Risk Moderate Risk </div> <div> <ul style="list-style-type: none"> Town of Clarkstown (Study Area) Major Highways Railroads Extreme Risk Areas* (repetitively flooded) </div> <div> FEMA Floodzones <ul style="list-style-type: none"> High Risk Zone (100-year flood) Moderate Risk Zone (500-year flood) </div> <div> Data Sources <p>ESRI, NYSITS, Rockland County, Town of Clarkstown</p> <p>October 2014</p> <p>*Extreme Risk Areas identified by Planning Committee</p> </div>	
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Figure II-8

Risk Assessment - Eastern Clarkstown Area



Legend

Assets

- Severe Risk
- High Risk
- Moderate Risk



Eastern Clarkstown Area



Major Highways



Railroads



Extreme Risk Areas* (repetitively flooded)

FEMA Floodzones

- High Risk Zone (100-year flood)
- Moderate Risk Zone (500-year flood)

Data Sources

ESRI, NYSITS, Rockland County, Town of Clarkstown

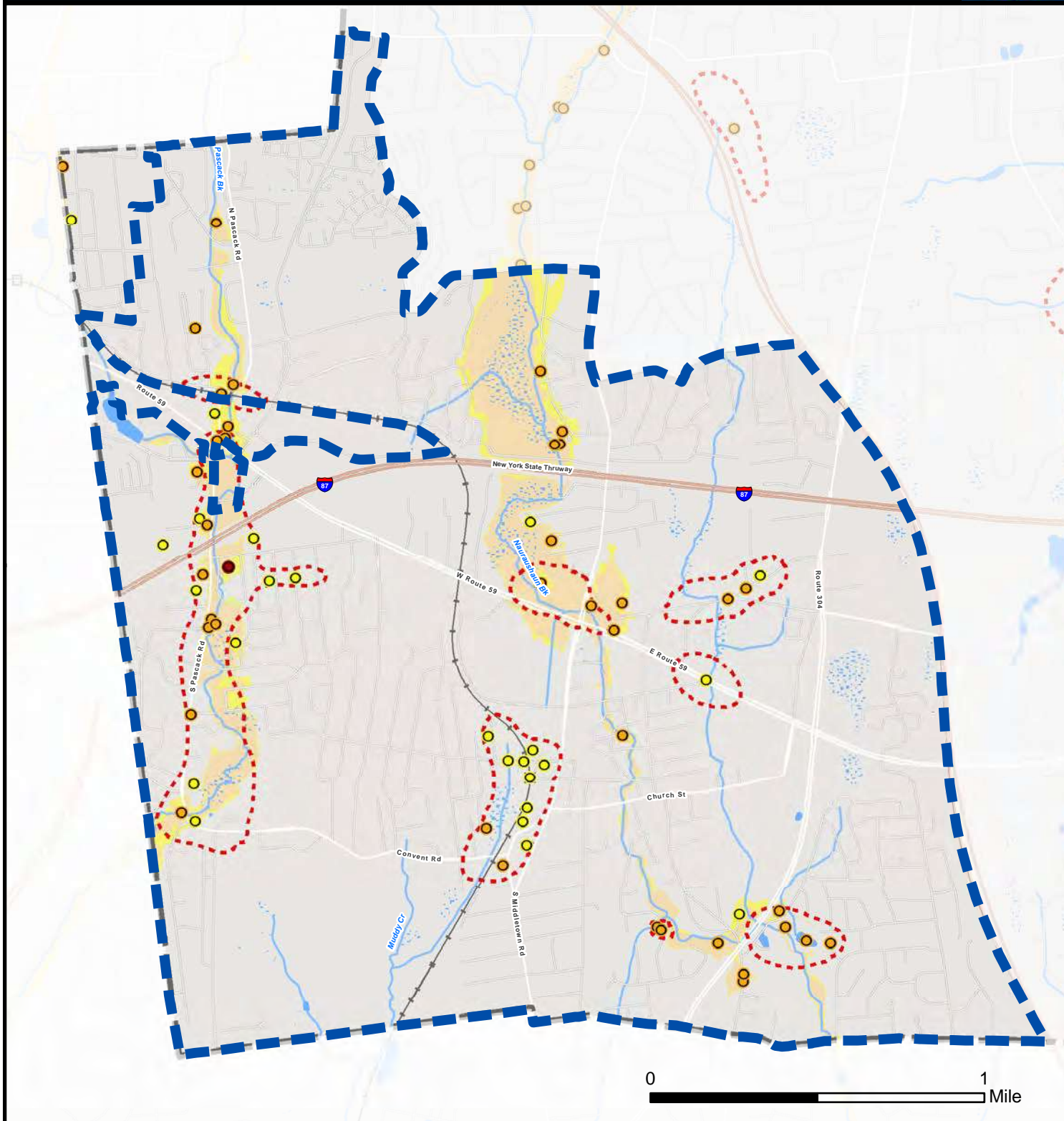
October 2014

*Extreme Risk Areas identified by Planning Committee



Figure II-9

Risk Assessment - Nanuet Area



Legend

Assets

- Severe Risk
- High Risk
- Moderate Risk



Nanuet



Major Highways



Railroads



Extreme Risk Areas* (repetitively flooded)

FEMA Floodzones

High Risk Zone (100-year flood)

Moderate Risk Zone (500-year flood)

Data Sources

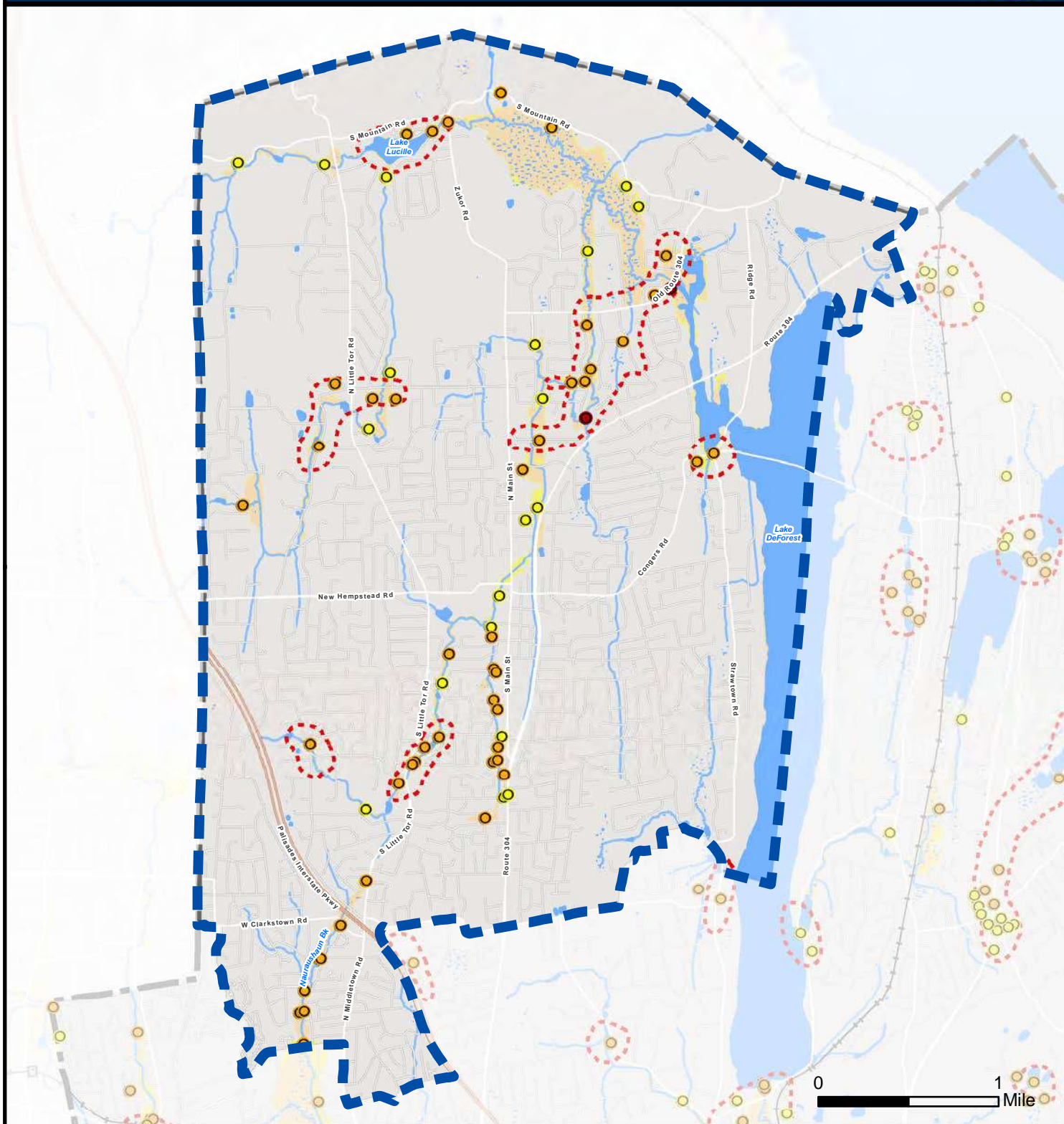
ESRI, NYSITS, Rockland County, Town of Clarkstown

October 2014

*Extreme Risk Areas identified by Planning Committee



Figure II-10 Risk Assessment - New City Area



Legend

Assets

- Severe Risk
- High Risk
- Moderate Risk



New City



Major Highways



Railroads



Extreme Risk Areas* (repetitively flooded)

FEMA Floodzones

High Risk Zone (100-year flood)

Moderate Risk Zone (500-year flood)

Data Sources

ESRI, NYSITS,
Rockland County,
Town of Clarkstown

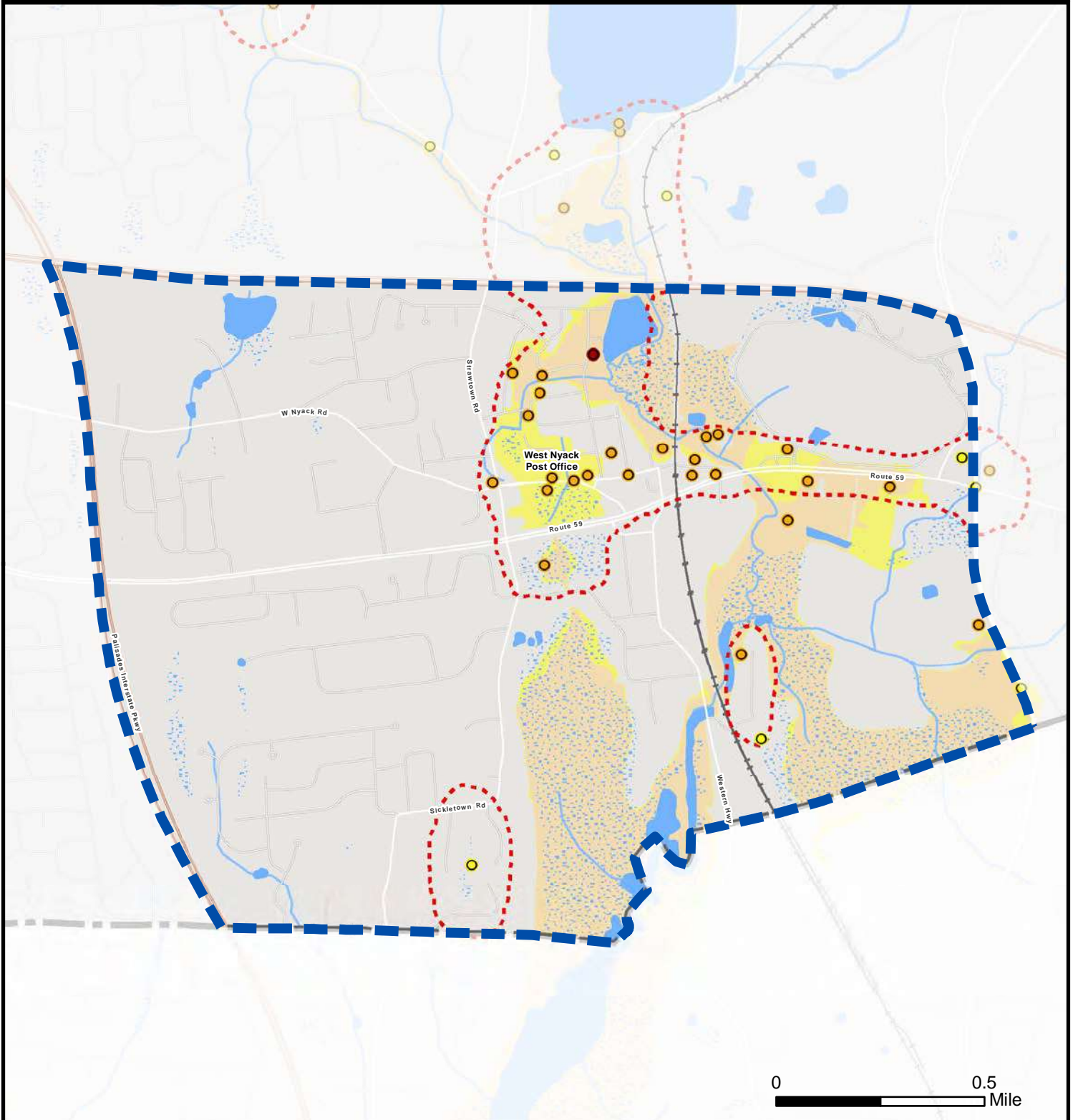
October 2014

*Extreme Risk
Areas identified by
Planning Committee



Figure II-11

Risk Assessment - West Nyack Area



Legend

Assets

- Severe Risk
- High Risk
- Moderate Risk



West Nyack



Major Highways



Railroads



post office



Extreme Risk Areas* (repetitively flooded)

FEMA Floodzones

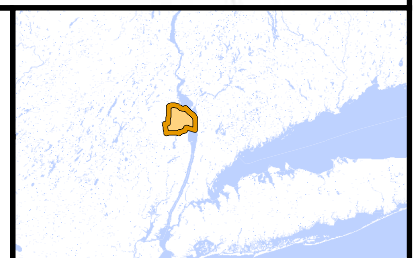
- High Risk Zone (100-year flood)
- Moderate Risk Zone (500-year flood)

Data Sources

ESRI, NYSITS, Rockland County, Town of Clarkstown

October 2014

*Extreme Risk Areas identified by Planning Committee



B. Assessment of Needs and Opportunities

The Town of Clarkstown has been extremely proactive in reviewing their emergency preparedness protocols before, during and after severe storm events and adjusting their procedures based on lessons learned. Following severe storm events, the Town's elected officials, staff, emergency service personnel, County and State representatives, and utility providers have debriefed on measures that have been effective, and identified areas for improvement. Significant measures have been implemented to help the community become more resilient following not only catastrophic storm events, but also the frequent high intensity, short duration storm events that cause substantial flash floods throughout the community.

This systematic reexamination of emergency preparedness and recovery needs enables the Town to identify weaknesses and gaps and allocate resources where they need to go. The NYRCR Program provides a formal framework for the Town of Clarkstown to further evaluate their emergency preparedness needs. While the emergency response systems proved very strong, maintaining such a high caliber operation is paramount and requires ongoing attention. Also, the need to reach out to and protect vulnerable residents is critical to resiliency planning initiatives. Widespread flooding and the resulting substantial damage to homes, businesses, and Town infrastructure assets revealed vulnerabilities and has enabled the Committee to focus on these challenges and devise viable solutions to develop a more resilient community.

As described in Section I of this Plan, the NYRCR Planning Committee developed a vision for their community and goals to guide the NYRCR Program decision-making process. The vision and goals to achieve that vision provide the footing for this process. Identifying what works well in Clarkstown, and any specific deficiencies in the protective measures, allows the community to refine their critical needs. Identifying

short, mid-range, and long-term needs and opportunities to address those needs form the foundation for the strategies, projects, programs, and actions that will be developed later in this process.

The identification of Clarkstown's needs and opportunities grew from the vision, guidance from the Committee and comments and observations from concerned citizens at the first Public Engagement Event held at Town Hall. Identifying key community assets (see Figure II-1, Asset Inventory – Town of Clarkstown), also helped the Committee focus their needs on Clarkstown's vulnerable facilities and features. The Committee identified pressing community resiliency and recovery needs, which were then presented for review to the larger community. The Committee then developed opportunities to address those needs and build the long-term resiliency of the Town. The resulting list was refined through in-depth discussions with municipal officials, community stakeholders, the general public, and Town representatives.

The final needs and opportunities list provides a basis for developing strategies, projects, programs and actions to address community resiliency. Recurring themes of critical concern to the community include: repetitive flooding in residential neighborhoods, inundation of key commercial areas, widespread power outages and coincident road closures due to downed trees and power lines, aging infrastructure including stormwater management and drainage systems, and regional coordination with adjacent municipalities and the state of New Jersey regarding flooding issues.

The following section provides an overview of the identified needs and opportunities organized by the six NYRCR RSFs. The core recovery capability of each RSF and its relevance to the Town of Clarkstown are described below.

Economic Recovery Support Function



This RSF identifies measures to fortify the local and regional economy to increase the resiliency of businesses during acute storm events, and initiatives to assist in efficient and expedient recovery

after the storms have subsided. As shown in Figure II-12, Economic Land Uses – Town of Clarkstown, Clarkstown has several key economic/commercial clusters, some of which have been subject to significant damage due to repetitive flooding— including in particular, West Nyack. The ability for a community to recover from disastrous events is inherently tied to how quickly it can return to business-as-usual following these events. Helping businesses that have suffered great irreplaceable loss, and bringing businesses that have been closed due to lack of power and flood damage back to working conditions as soon as possible is critical to recovery.

Needs:

- ▶ Protection of businesses and commercial centers subject to repetitive flooding, from future storm damage; and
- ▶ Provision of secondary and supplemental power sources for commercial and industrial uses and ensuring that new power sources are environmentally sustainable, flood resistant or flood proof.

Opportunities:

- ▶ Evaluate options and various technologies to alleviate flooding conditions to commercial centers; and
- ▶ Identify resources, low interest loans and/or grants to assist small businesses to recover from damage, including flooding and prolonged power outages caused by storm events.

Health and Social Services Recovery Support Function



This RSF addresses the community's ability to rebuild and improve vital health and social services, particularly those serving vulnerable populations. Restoring such networks, and making them more

resilient, will promote the well-being of residents, ultimately improving the overall health and independence of the whole community.

Needs:

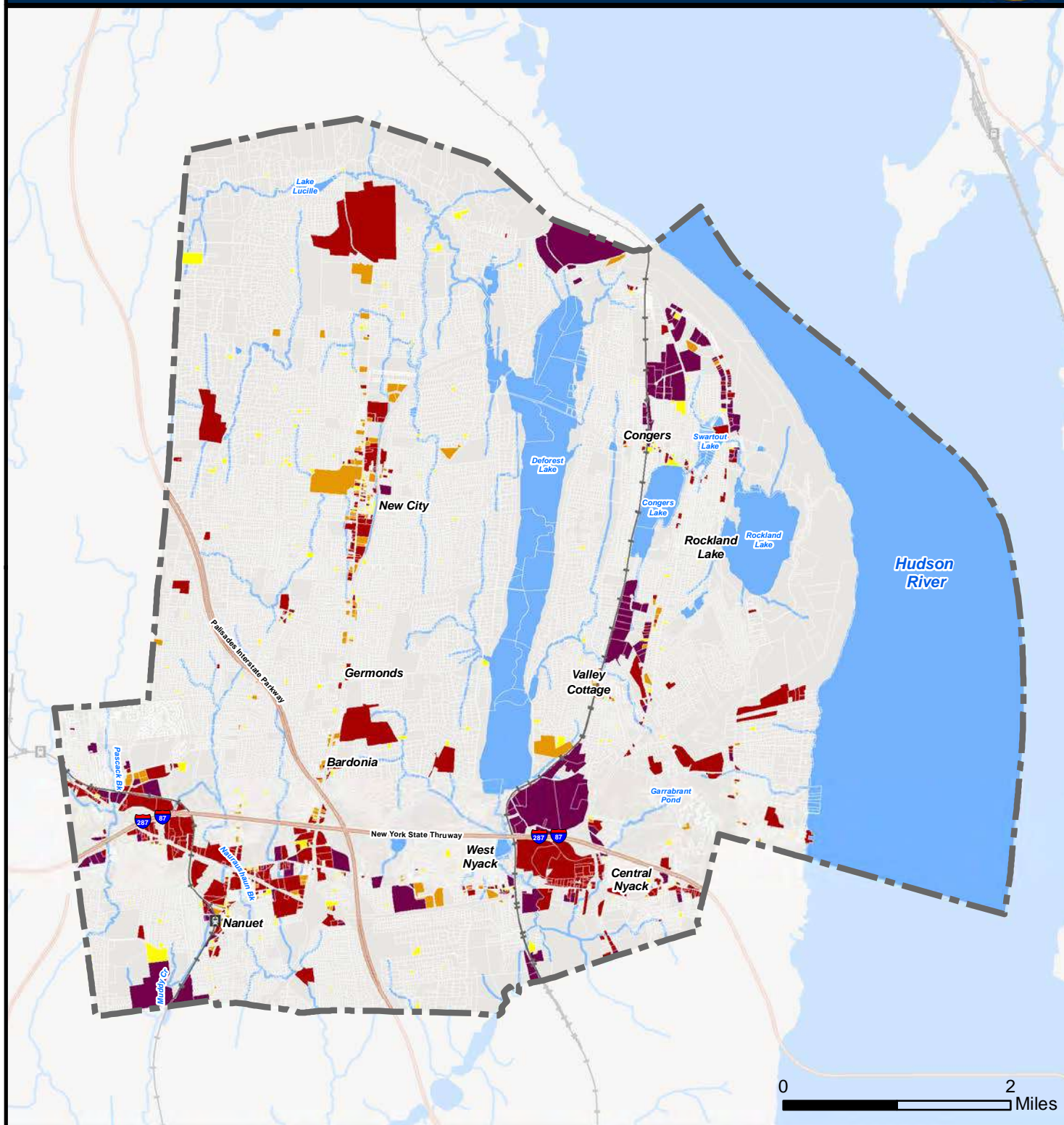
- ▶ Backup power supply for and installation of permanent generators at key facilities;
- ▶ Continued high level emergency services operation and communication among local, county and state responders;
- ▶ Established network of 'basic need' providers (i.e., transportation for seniors, shower facilities, food, etc.); and
- ▶ Protection of health and social service facilities from future flooding and maintained access to critical supplies including, in particular, medicine, during storm events.

Opportunities:

- ▶ Locate and evaluate the vulnerability of health and social service facilities, including access to medicine;
- ▶ Identify municipal facilities in need of generators and back-up power sources and investigate funding sources;
- ▶ Implement training, education and cutting edge technologies for emergency service operations and communications;

Figure II-12

Economic Land Uses - Town of Clarkstown



	<p>Legend</p> <p>Town of Clarkstown (Study Area)</p> <p>Major Highways</p> <p>Railroads</p> <p>Rail Station</p> <p>Land Uses</p> <p>Mixed-Use</p> <p>Office</p> <p>Retail</p> <p>Industrial</p> <p>Other Land Use</p> <p>Data Sources</p> <p>ESRI, NYSITS, Rockland County, Town of Clarkstown</p> <p>October 2014</p>	
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- ▶ Prepare an access management plan during and after storm events (for example by improving the County's paratransit bus service program for the underserved and medically needy, elderly, low income and handicapped community (Transportation Resources, Intra-county, for Physically disabled and Senior citizens [TRIPS]); and
- ▶ Prepare information to disseminate to Clarkstown residents regarding access to basic needs during storm events such as transportation for seniors, shower facilities, and access to food.

Housing Recovery Support Function



This RSF considers the entire current housing stock (rental and ownership) and evaluates its vulnerability with regard to storm events. In its evaluation of housing needs, the community considers:

measures to mitigate flooding and damage by inundation and winds; revisions to codes to protect existing and future housing stock; the adequacy of emergency preparedness and evacuation plans for all residents, and in particular vulnerable populations including children and the senior community, and the potential for alternative energy sources to minimize the impacts of prolonged power outages.

Needs:

- ▶ Education for homeowners on pre-storm preparedness, storm protection procedures and post storm recovery initiatives and programs;
- ▶ Implementation of an effective tree maintenance program to reduce downed trees and resulting widespread power outages;
- ▶ Protection of single family and multi-family neighborhoods from flooding;
- ▶ Provision of resilient housing choices outside of the floodplain for all income levels, focusing in particular on the following residential neighborhoods, which regularly flood: Squadron Garden Apartments, New City Condominium Complex, New Holland Village; and
- ▶ Identification of new economically sustainable power sources that are flood-resistant or flood proof.

Opportunities:

- ▶ Develop guidance on alternative environmentally sustainable power sources, and backup power supplies;
- ▶ Educate residents in homes that repeatedly flood about buyout and relocation programs;
- ▶ Identify opportunities outside the floodplain to relocate repeatedly flooded neighborhoods;
- ▶ Investigate and pinpoint causes of neighborhood flooding (i.e., stormwater systems, stream alignment, watershed development, location in mapped floodplain, etc.) and develop plans for flood mitigation;
- ▶ Provide flood related publications/materials produced by the Town of Clarkstown, FEMA and NYS Office Emergency Management (NYS OEM) to homeowners regarding pre, during and post storm event preparedness and assistance programs; and
- ▶ Provide guidance on tree-ownership responsibilities and jurisdiction and create a Master Tree Plan to inventory and assess health, size, and number of trees in the public right-of-way.

Infrastructure Services Recovery Support Function



This RSF seeks to identify the community infrastructure that was damaged during the storms, components and facilities that have been patched up until permanent repair and replacement can occur,

facilities that have been replaced, and those that remain untouched since the storm events still requiring significant attention.

Needs:

- ▶ Enhanced multi-modal opportunities including bicycle and pedestrian facilities and Town-wide bus services;
- ▶ Permanent generators for identified critical uses including, in particular gas stations;
- ▶ Restoration and protection of road, bridge, and culvert infrastructure assets; and
- ▶ Upgrades to stormwater management infrastructure and improvement of drainage systems.

Opportunities:

- ▶ Inventory stormwater management infrastructure including age and condition of facilities and continue to identify funding sources for maintenance and/or replacement;
- ▶ Consider implementation of green infrastructure improvements for stormwater management projects identified by the Clarkstown Storm Drainage Task Force; and
- ▶ Implement the multi-modal transportation recommendations provided in previously completed various planning documents, including in particular bicycle and pedestrian facilities and Town-wide bus service.

Natural and Cultural Resources Recovery Support Function



This RSF focuses on protecting and restoring the health of natural systems and cultural resources for continued provision of benefits to the community. These benefits can include stormwater manage-

ment, recreational opportunities and tourism. Conserving and rehabilitating natural and cultural resources will have direct consequences on reducing the County's vulnerability during storm events while promoting economic development, ultimately having lasting benefits on the community's environmental and economic well-being.

Needs:

- ▶ Continued investigation of alternative stormwater management initiatives (i.e., green technology);
- ▶ Improved coordination with NY and NJ state agencies, neighboring communities, and other agencies such as the Soil and Water Conservation District on water-related issues related to the Hackensack River;
- ▶ Protection of open space assets for recreation and tourism, and as a means to assist with stormwater management; and
- ▶ Protection of Lake DeForest, Rockland Lake, Congers Lake, and other water bodies and wetland systems.

Opportunities:

- ▶ Consider additional protective measures for recreation and open space through land use regulation or other means, such as conservation easements;
- ▶ Create a Regional Coordination Committee to address flooding issues across state and municipal boundaries;

- ▶ Determine impacts on recreational assets from flooding and evaluate protection measures to protect from future flood events;
- ▶ Identify areas where green infrastructure techniques can be used to alleviate flooding from stormwater runoff; and
- ▶ Prepare a Watershed Protection Plan(s) focused on Lake DeForest, Rockland Lake, Congers Lake, and other water bodies.

Community Planning and Capacity Building Recovery Support Function



This RSF addresses a communities' ability to respond to and implement short and long term recovery measures, including: policy initiatives, laws, regulations, and planning activities, as well as

civic engagement and public education.

Needs:

- ▶ Development balanced with open space preservation;
- ▶ Continued upgrades to communication and operational infrastructure at Town Facilities including the Emergency Operations Center;
- ▶ Education and outreach campaign to enlist more participation in the "Ready Clarkstown Emergency Notification System";
- ▶ Restricting new development in floodplain areas;
- ▶ Improved regional coordination with state, federal, and municipal agencies to protect the community and plan for future disasters;
- ▶ Informational outreach regarding local and regional shelter locations, shower facilities, and local reception centers, facilities for eating and sleeping; and
- ▶ Updated stormwater management infrastructure inventory, mapping, and file storage.

Opportunities:

- ▶ Create a comprehensive Town-wide digital inventory of stormwater management infrastructure (i.e., catch basins, storm drains);
- ▶ Ensure every resident of Clarkstown is aware of the location of the regional shelters and local reception centers for use during storm events and is enrolled in the "Ready Clarkstown Emergency Notification System";
- ▶ Establish public-private partnerships (with health clubs, gyms, and other private facilities) to provide showers and other essential services to Town residents with long term power outages;
- ▶ Evaluate local regulations to ensure a proper balance is maintained between new development and open space protection;
- ▶ Form a Regional Coordination Committee to address flooding issues across state and municipal boundaries; and
- ▶ Continue initiatives to provide state of the art communication and operational infrastructure at Town facilities, the Police Station, and Emergency Operations Center.



Downed Tree and Wires at Gable Road and Tavo Lane Intersection – Superstorm Sandy, October 30, 2012 (Michelle Olson)

2014 NY RISING COMMUNITY RECONSTRUCTION PLAN NYRCR CLARKSTOWN

Section III Reconstruction and Resiliency Strategies





Reconstruction and Resiliency Strategies

The NYRCR Clarkstown Planning Committee (Committee) developed the following strategies to support reconstruction and promote resiliency in the Clarkstown community. This list considers existing known areas of vulnerability due to flood, wind, and other storm damage from Superstorm Sandy and Hurricane Irene.

The vision, goals, needs, and opportunities presented in Section I of this NY Rising Community Reconstruction (NYRCR) Plan, were identified by the Committee with input from the larger Clarkstown community and collaboration with the Consultant Team and provide the foundation for this list of strategies.

The strategies help identify and resolve critical issues identified in Section I of this NYRCR Plan, address risks to assets explored in Section II and consider flood mitigation, disaster recovery and long-term resiliency needs that remain unmet by existing planning and rebuilding initiatives. The strategies represent statements of action that address how to best fortify community assets, capitalize on identified opportunities and meet short, medium, and long-term goals identified during the NYRCR planning process.

The following section presents a description of each strategy followed by a table listing the projects that help realize that strategy. While not every strategy has a specific Proposed or Featured Project identified to accomplish that strategy, the intent and the goal of the strategy remains an important guide for the Community in their future planning efforts. Similarly, many of the Proposed and Featured Projects developed by the Committee address multiple strategies. For ease of reference, this NYRCR Plan presents the Proposed and/or Featured Project—only once—under the strategy to which it is most relevant and most applicable. Table V-2 in Section V.B, “Master Table of Projects,”

presents detailed descriptions of all Proposed Projects, Featured Projects, and Additional Resiliency Recommendations proposed in this NYRCR Plan.

Strategy A: Restore and protect critical infrastructure and transportation assets

Implementing measures to restore and permanently protect critical infrastructure and transportation routes addresses the Recovery Support Functions of Infrastructure, Community Planning and Capacity Building, Health and Social Services, and Economic Development.

During extreme storm events, many of the Town’s waterbodies overflow and flood into their natural floodplains resulting in the closures of major through roads, and in some cases require the rescue of travelers stranded in their vehicles. Widespread road closures result in significant disruption to residents and create emergent conditions when emergency service providers cannot access those in need. After the flooding and high winds subside, building material debris and fallen trees leave roads impassable. Storm-water management and drainage infrastructure enhancements along critical roads and evacuation routes minimize the potential for extensive road closures as a consequence of flooding.

Prolonged power outages result not only in disruption to residents and businesses but also impacts street lights, traffic signals and cell towers. This strategy not only addresses the vulnerability of the power system itself, but also the ability of various Clarkstown neighborhoods to reduce vulnerabilities created by power outages. Power is a necessary resource for emergency responders and recovery and access to an alternative power sources is vital. In addition to

providing assistance for purchase and installation of back-up power generators, the Town of Clarkstown would amend their zoning code to require, as a matter of policy, back-up power generation for critical facilities including gas stations and cell towers.

Table III-1:

Strategy A: Restore and protect critical infrastructure and transportation assets

Project Name	Short Project Description	Estimated Cost	Proposed or Featured Project	Regional Project (Y/N)
Fredric Street Drainage Improvements	Resize and replace piping for approximately 1,200 linear feet from Fredric Street west through and including the New Holland Village Condominiums. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	The capital cost to complete the engineering and implementation of these improvements is estimated to be \$1,400,000.	Proposed Project	N
Old Haverstraw Road Drainage Improvements	Resize and replace existing deteriorated and undersized drainage lines to adequately drain areas along Old Haverstraw Road. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	The capital cost to complete these improvements is estimated to be \$750,000.	Proposed Project	N

Strategy B: Develop initiatives and financial assistance programs to better protect residents, businesses, and commercial centers from future storm damage and to allow them to recover more quickly

Substantial storm events like Superstorm Sandy and Hurricane Irene impose a significant burden on small business owners, particularly those that have been flooded or frequently lose power. These burdens are exacerbated when business owners are also struggling with flood damage to their homes. Ensuring the financial stability of residents and businesses is critical to efficient and expedient economic development and recovery. This strategy addresses the Recovery Support Functions of Economic Development, Housing and Community Planning, and Capacity Building.

While there are a variety of organizations and resources available to assist residents and business owners in their pre-storm preparedness and post-storm recovery, it is sometimes difficult to find out from whom help can be sought and where to turn. This strategy promotes the consolidation of information and provides detailed roadmaps for finding information, technical and storm preparation assistance, emergency resources, and residential and business post storm recovery assistance programs including low-interest loans and grants for pre-storm preparedness and post storm recovery. Several projects would address various components of this strategy including: the “Comprehensive Town-wide Education and Alert Program,” which addresses storm preparedness, implementation, emergency assistance, and recovery; the “Ready Clarkstown Emergency Assistance Program,” which would encourage enrollment in the Town’s emergency notification system; and “Operational and Communication Infrastructure Improvements,” which would commit resources to better data collection.

Strategy C: Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective

Stormwater management and drainage system improvements are critical to minimizing the widespread damage caused by episodic, flash-flood, and surge-related flooding events. Infrastructure improvements address several needs identified by the Committee and the community and specifically address the Infrastructure and Natural and Cultural Resource Recovery Support Functions. Improvements to the management and drainage of storm water also result in enhanced water quality, particularly where green measures are implemented. Green infrastructure programs could include bioswales, infiltration ponds, rain-gardens, retention basins, and permeable paths and pavers. Using natural systems to control and manage floodwaters is an inherently long term initiative supporting lasting community resiliency.

Stormwater management and drainage system projects include the preparation of a comprehensive digital inventory of the Town’s infrastructure, including the size, date of installation, and inspection and maintenance schedules for replacement or upgrades. The preparation and adoption of required green infrastructure building and stormwater management regulations would ensure permanent changes. Other projects include resizing and replacement of stormwater management drainage infrastructure in various areas throughout the Town. Implementation of a comprehensive “green” redesign of 143 cul-de-sacs throughout the Town to eliminate raised, planted medians and replace them with bio-filtration and retention systems would not only capture roadway run-off but also improve water quality throughout Clarkstown.

Table III-2:**Strategy C: Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective**

Project Name	Short Project Description	Estimated Cost	Proposed or Featured Project	Regional Project (Y/N)
Cranford Drive Drainage Improvements	Resize stormwater management drainage infrastructure and implement green infrastructure practices (regrading and placement of fiber rolls, rock weirs and vanes, boulder revetment), along Cranford Drive from north of Old Route 304 to the intersection of Cranford Drive and Route 304.	The capital cost to complete these improvements is estimated to be \$2,100,000.	Proposed Project	N
Drainage Improvements to the Demarest Kill Stream	Stormwater management improvements to redesign, rightsize, and modify the existing drainage infrastructure in and around the Demarest Kill, including: replacing a failed culvert and collapsed headwall under Hall Avenue just west of Lake Drive; design and construction of basins and berms at the Virginia Street detention area; and modifications to existing drainage lines and underground detention areas along Virginia Street to prevent surcharging of the system.	The capital cost to complete these improvements is estimated to be \$810,000 in total. This includes \$360,000 for the Hall Avenue Culvert and Headwall, \$150,000 for the Virginia Street Detention Area, and \$300,000 for the drainage improvements along Virginia Street.	Proposed Project	N
Drainage Improvements to the Naurashaun Brook Basin	Redesign and resizing of storm drainage infrastructure under East Alison Avenue, on Blauvelt Road from Townline Road to Lake Nanuet Drive and stream bank restoration measures along the Naurashaun Brook. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	The capital cost to complete these improvements is estimated to be \$500,000.	Proposed Project	N
South Mountain Road Drainage Improvements	Evaluate the South Mountain Road corridor to identify coordinated “green” and “gray” stormwater management improvement projects, which could be implemented in phases. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	The capital cost to conduct the feasibility analysis and implement improvements is estimated to be \$1,000,000.	Proposed Project	N
Cul-de-sac Island Reconstruction	Redesign 143 cul-de-sac islands to remove raised planted medians and replace them with green-infrastructure systems to improve water quality and reduce peak rates of run-off and streamflow quantities and velocities.	The capital cost to complete the design and implementation of these improvements is estimated to be \$35,000-\$45,000 per planted island	Featured Project	N
Jeffrey Place Drainage Improvements	Excavate an 11-foot trench to relieve flooding during rain storm events on Jeffrey Place, just south of Old Mill Road. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	The capital cost to complete these improvements is estimated to be \$500,000.	Featured Project	N
Pineview Road Storm Drainage Improvements	Install a levee structure to provide flood protection to properties that repeatedly flood along Pineview Road. This project has been recognized as an urgent need by Town of Clarkstown Storm Drainage Task Force.	The capital cost to complete these improvements is estimated to be \$500,000.	Featured Project	N

Strategy D: Ensure access to and improve resiliency of critical health and social service facilities and safe-havens during and after storm events

To supplement existing County and Regional emergency notification systems, the Town of Clarkstown offers its own emergency notification system called “Ready Clarkstown.” This program is managed by the Clarkstown Police Department and enables the police department to contact residents via phone and/or email, about storm recovery efforts, including road closures, flood and snow emergencies, burglaries, and other emergent community situations. The program is entirely voluntary and specific measures are in place to accommodate those residents who are visually and hearing impaired. In addition, the Town offers various reception centers or “safe-havens” throughout the community, to supplement Red Cross emergency shelters. Reception centers are designated by the Town and provide coordinated assistance and information, and serve as warming and cooling centers to Clarkstown residents. The reception centers are generally open for a few days during and after extreme events.

Despite the current availability of these resources and organizations, residents who were displaced from their homes during and after Superstorm Sandy and Hurricane Irene due to flooding or prolonged power outages were unsure about the resources that were available to them. Educating the community about existing assistance programs is critical to ensuring their safety. This strategy addresses various stated community needs and several Recovery Support Functions, but focuses on Health and Social Services, and Community Planning and Capacity Building. The Comprehensive Town-wide Education and Alert Program will provide direct information links via the Town’s website, and via smartphone apps, for residents seeking a variety of information assistance, including safe travel routes, shelter locations, and supplies.

Disseminating critical information and enlisting more resident participation in the Ready Clarkstown program will increase pre-storm preparedness and minimize the fear that often accompanies a lack of information on where to turn when an emergency occurs. In addition, to address this strategy, the Town will investigate the potential to use their existing Mini-Trans systems for use as a “Mobile Help Unit” during and after storm events. The Mobile Help Unit would be staffed by emergency service personnel, who would travel to affected neighborhoods and provide various services to residents, including: electronic device charging stations, information regarding road closures, restoration of power services, and potentially provide transportation for the elderly and more vulnerable members of the community to County and Red Cross shelters and Town of Clarkstown reception centers.

Strategy E: Preserve open spaces and restore natural resources to better support flood mitigation

In addition to implementing green infrastructure construction policy changes, the Town of Clarkstown has many opportunities to use existing parks and natural areas to further manage inundation during storm and flood events. This strategy addresses the Recovery Support Functions of Natural and Cultural Resources, and Community Planning and Capacity Building. The Town has mapped and prioritized parcels with the potential for acquisition for use as open space and flood control. Projects to implement this strategy would include design and implementation of flood control measures on existing open space and parkland parcels and also properties that may be acquired in the future. The formation of a regional watershed management organization and implementation of protections measures developed by that organization would also further the goals of this strategy.

Table III-3:**Strategy E: Preserve open spaces and restore natural resources to better support flood mitigation**

Project Name	Short Project Description	Estimated Cost	Proposed or Featured Project	Regional Project (Y/N)
Implementation of Post-Residential Buyout Program Measures for Flood Protection	Evaluate and design flood mitigation and flood control uses for appropriate parcels acquired by the Town through FEMA's HMGP Buyout Program. These properties must remain undeveloped in perpetuity and can therefore be repurposed for use as public open space, and potentially for flood control.	The capital cost to conduct this feasibility study is estimated to be \$50,000.	Featured Project	N

Strategy F: Provide education, outreach and implementation assistance regarding pre-storm preparedness (including proper maintenance of waterbodies and stormwater runoff mitigation on private properties), storm protection procedures and post-storm recovery initiatives to protect from future flooding

This strategy addresses virtually every need expressed by the Committee and the community regarding flood resiliency and recovery. Because it is a comprehensive outreach initiative that accommodates pre, mid- and post storm recovery assistance with education, financial and physical assistance, the strategy addresses the following Recovery Support Functions: Community Planning and Capacity Building, Housing, Health and Social Services, Natural and Cultural Resources.

There are four key components of storm resiliency: pre-storm preparedness education, pre-storm preparedness assistance for vulnerable residents, storm response procedures, and post-storm recovery initiatives. Pre-storm preparedness measures would include providing information to residents on how to prepare themselves and their properties in advance of storms with long-term and in some cases permanent solutions, including: general stream management, floodproofing for homes and businesses (elevating

mechanical and electrical equipment, sealing basement walls with waterproofing compounds, and securing propane tanks), and location and contact information for Town resources. The information could be presented in hard copy, through links on the Town's website or through seminars and Town sponsored meetings to educate the public.

The Committee asserted that it is critical to also provide physical pre-storm preparedness assistance to more vulnerable residents. As such, implementation assistance is the second component of this strategy. Assistance could include dispatching teams of volunteers to help residents clear their gutters, move or otherwise secure outdoor furniture, and make sure that streams or waterbodies that flow through their properties are generally clear of debris.

The third component to address this strategy includes informing and equipping residents with the information they need to assist them during storms. A key currently unmet need identified by the Committee was access to location information for phone charging stations and shower facilities. Measures to address this need include developing evacuation plans, providing information regarding the closest emergency shelters and what facilities are offered at County and Red Cross shelters versus local Town supported reception centers. Residents would also be provided with a list of materials and equipment for emergency kits (flashlights, batteries, drinking water, and canned foods). Preparedness and response projects would also

include the potential for repurposing the Mini-Trans system to serve as a Mobile Help Unit during and after storm events. A Mobile Help Unit could provide information, necessities and also potentially transportation for the elderly or handicapped to shelters and reception centers.

The fourth initiative to address this strategy provides education, financial and physical assistance in the aftermath of storms. Residents and business owners who suffer property damage, are out of power, and are facing other flood related difficulties need to know what to do and whom to call for all manners of assistance. Creating a comprehensive list of assistance agencies for technical advice and funding, through a link on the Town's website, would provide immediate reference to residents.

Strategy G: Promote resilience and flood management best practices through land-use planning, policy, and regulation

Permanent changes to Town regulations are critical to ensure long-term resiliency. Adopting amendments to existing Town policy documents addresses various needs expressed by the Committee including the need for a permanent change in the way the Town regulates new construction to significantly limit development in the floodplain. This strategy addresses the

Recovery Support Functions of Community Planning and Capacity Building, Infrastructure, Housing, and Natural and Cultural Resources.

The *Town of Clarkstown Comprehensive Plan (2009)*⁶ recommended that the Town develop and adopt stream corridor protection measures and improved stormwater treatment and on-site detention requirements through modifications to the zoning code. Currently, through their zoning provisions, the Town of Clarkstown offers density bonuses if an applicant provides on-site treatment and stormwater detention in excess of the volume produced by the proposed development project.

The Town has committed to revising their local zoning codes to create additional protections to streams, lakes, and wetlands. Once a Town-wide digital inventory of stormwater management infrastructure is complete, decisions regarding storm flows and the impact and siting of stormwater management infrastructure can be better managed. A comprehensive tree maintenance program for trees located in the public right-of-way would minimize damage and disruption from downed trees and power lines following high wind events. To enact permanent change, the Town can adopt code amendments requiring use of flood resilient materials, incentivize flood-resilient building construction and renovation, and allow housing retrofits to support senior and multi-family housing.

Table III-4: Strategy G: Promote resilience and flood management best practices through land-use planning, policy and regulation

Project Name	Short Project Description	Estimated Cost	Proposed or Featured Project	Regional Project (Y/N)
Digital Inventory of Stormwater Management Infrastructure	Provide funding for the Town to retain professional services to collect data on its roughly 12,000 catch basins. Information to be collected would include: size, date of installation, and inspection and maintenance schedules for replacement or upgrades.	The capital cost to retain professional services to complete this inventory and monitoring system is estimated to be \$200,000.	Featured Project	N
Tree Maintenance Program	Proactively manage trees located in the public right-of-way to reduce incidents of road closures and power interruptions resulting from downed trees during storm conditions.	The capital cost to develop and implement this program is estimated to be \$30,000.	Featured Project	N

Strategy H: Improve regional coordination with neighboring communities and local and state agencies for watershed management to better mitigate flooding and plan for future disasters

Regional initiatives that address the entire watershed are critical to effective resiliency planning. The Committee identified the need for improved regional coordination with State, Federal, and municipal agencies to protect the community and plan for future disasters. To address this need, the Committee and the community recognized the opportunity to create regionally coordinated resiliency plans. This strategy addresses several Recovery Support Functions, but focuses on Natural and Cultural Resources and Community Planning and Capacity Building.

Recognizing the need for comprehensive flood prevention approaches to ensure the preservation of the environmental benefits of various watersheds, in 2012, the State of New Jersey endorsed and passed legislation to create a bi-state organization and framework for regional coordination of potential flood hazards along the Hackensack River, Sparkill Brook/Creek, Saddle River, Ramapo/Mahwah River, and their tributaries. In April 2014, the New York State Legislature included \$100,000 in the 2014-2015 Budget to enact the Rockland-Bergen Commission (Commission). The Commission would comprise 12 voting members (six from each state) and New York's and New Jersey's Environmental Commissioner and a representative of United Water as non-voting members. The Commission is mandated to issue a report by June 2016 to include recommendations for legislation, administrative action, and local government action. This legislation furthered a history of cooperation among State and local governmental entities and various private organizations and individuals in the vicinity of these water bodies and watersheds. The creation of a bi-state commission represents an appropriate means to accomplish these very important goals.

A multi-jurisdictional flood coordination commission could authorize watershed modelling to identify natural infrastructure practices, environmentally sensitive stream management programs including components of emergency stream intervention with project implementation, and education and outreach to municipal and County officials, and residents. To ensure that the proposed initiatives meet permitting standards, the management entity can comprise representatives from State and County agencies. The Town of Clarkstown seeks to be an active participant in this process and disseminate information back to Town residents. The Town would consider committing resources for the local implementation of the regional watershed management recommendations developed by the Commission.

2014 NY RISING COMMUNITY RECONSTRUCTION PLAN NYRCR CLARKSTOWN

Section IV Implementation – Project Profiles





The Town of Clarkstown is eligible to receive up to \$3 million in U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant—Disaster Recovery (CDBG-DR) funds to implement reconstruction and resiliency projects. While developing projects for inclusion in this NYRCR Plan, the Planning Committee took into account alignment with reconstruction and resiliency strategies, cost estimates, cost-benefit analyses, the effectiveness of each project in reducing risk to populations and critical assets, feasibility, and community support.

This section presents a complete project profile for each Proposed and Featured Project identified by the Committee throughout the six-month planning process. The NYRCR Plan also includes “Additional Resiliency Recommendations” presented in Section V.A, “Additional Resiliency Recommendations.”

- ▶ Proposed Projects are proposed for funding through a Community’s allocation of CDBG-DR funding.
- ▶ Featured Projects are innovative projects where an initial study or discrete first phase of the project is proposed for CDBG-DR funding or other identified funding; and regulatory reforms and other programs that do not involve capital expenditures.
- ▶ Additional Resiliency Recommendations are resiliency projects and actions the Committee would like to highlight and are not categorized as Proposed or Featured Projects.

Risk Mitigation Analysis

Projects with potential flood risk reduction benefits were analyzed through a mitigated risk assessment process. Project locations were mapped using available documentation, designs, and plans to establish the geographic area to be analyzed for each project and the proximity to assets. Additional data including aerial imagery, flood risk areas, and topography were also utilized to gain a more complete understanding of the surrounding site characteristics. After the project locations were mapped, project documentation was reviewed to identify how proposed project actions may decrease flood risks to nearby assets through improvements to stormwater conveyance systems and flood mitigation measures.

Once projects were reviewed, asset locations mapped previously in the Asset Inventory and Unmitigated Risk Assessment tasks were analyzed to locate and evaluate those assets that would be affected by each project. The Mitigated Risk Assessment task builds on the Unmitigated Risk Assessment by analyzing how proposed projects may decrease flood risks to assets. Assets are entered into the New York State Department of State (NYS DOS) Risk Assessment Tool; however the flood risk areas, landscape attributes, and vulnerability rankings are modified to reflect anticipated effects of proposed projects. For example, localized flooding on a poorly-drained street could be remedied with a proposed catch basin and culvert pipe; thereby reducing risk to assets or eliminating an existing flood risk area. In the Risk Assessment Tool, removing that flooding hazard would result in a Mitigated Risk Score lower than the original Unmitigated Risk score. By generating and comparing the Mitigated / Unmitigated Risk Scores, the potential risk reduction benefits of projects can be assessed.

The Project Profiles provide an overview of Anticipated Reduction of Risk. For details on the Risk Assessment results, see Section V.D, “Community Asset Inventory.”

Cost-Benefit Analysis Methodology

The Cost-Benefit Analysis (CBA) developed the benefits and costs associated with Proposed and Featured Projects. The CBA provides the anticipated cost of implementation and an evaluation of the benefits of the Proposed and Featured Projects. The purpose of the CBA is to inform the Clarkstown NYRCR Planning Committee as it formulates projects for implementation; and to help the community prepare grant applications for CDBG-DR funds and other funding opportunities identified in the future. The effectiveness of each project in reducing risk to populations and critical assets, feasibility, and community support were taken into account as well as discussions with Committee members, community members and Town staff. Based on this, the cost-effectiveness of a project was assessed.

The costs and benefits used to evaluate projects through the CBA are explained further below.

Project Costs

The Proposed and Featured Project Profiles include a summary of anticipated project costs. For some Proposed and Featured Projects, estimated costs were provided by the municipal engineering staff and consultants. Where information was not available, the Consultant Team developed preliminary project cost estimates, which included evaluation, design and/or construction where appropriate. Due to various uncertainties, the estimates are just that—estimates: they provide the community with a practical understanding of the potential estimated costs of project implementation.

The following three factors were used to evaluate costs and benefits:

- ▶ Capital Cost;
- ▶ Life-Cycle Cost – annual maintenance cost for upkeep and operations for the useful life of the project (if applicable); and
- ▶ Useful Life of Strategy – number of years before replacement is required (if applicable).

The CBA not only provides an assessment of the cost of implementing the projects, but also provides a description of the future costs of not implementing the Proposed and Featured Projects. If projects are not implemented, long-term viability of municipalities to withstand and rebound following significant storm events may be negatively impacted. The costs of not implementing projects are more difficult to quantify, but are nonetheless critical to the analysis and are therefore addressed qualitatively. These costs include: repetitive damage to personal property and public infrastructure resulting from frequent recurring flooding and future storm events; economic loss to residents, local and regional employers as a result of the inability to work; and obstacles or limitations to the provision of life safety and emergency services due to road closure that result in repeated inability to access areas of the community.

Project Co-Benefits

The types of benefits evaluated in the CBA are summarized below:

Risk Mitigation: The extent to which a Proposed or Featured Project mitigates the risk of damage to an identified community asset from a future storm event.

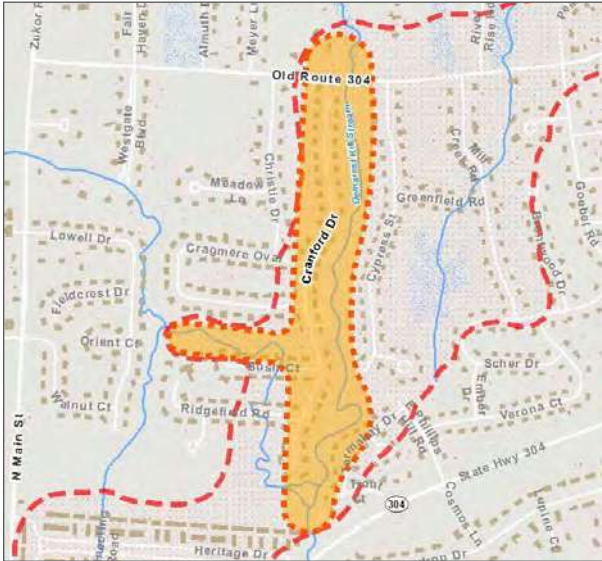
Economic Impacts: The potential for a Proposed or Featured Project to minimize costs and reduce the time required for the local economy to rebound from a storm event. Economic assessment data included, where applicable: an estimate of permanent jobs secured/added; relationship to, and/or furtherance of,

plans in the *Mid-Hudson Regional Economic Development Council Strategic Plan (2011)*¹⁶ and the *Mid-Hudson Regional Economic Development Council's 2014 Progress Report*;²⁰ potential for additional economic activity; and the net effect on local municipal expenditures.

Environmental Benefits: The potential for a Proposed or Featured Project to protect critical environmental assets, high-priority habitat, threatened and endangered species, migration or habitat connectivity; any cleanup resulting from the action; and creation of open space or a new recreational assets.

Health and Social Benefits: The potential for a Proposed or Featured Project to benefit the overall population due to improved access to health and social service facilities and public safety services; type and size of socially vulnerable population secured; and degree to which essential health and social service facilities are able to provide services to a community during a future storm or weather event as a result of the implementation of a Proposed or Featured Project.

Cranford Drive Drainage Improvements



Cranford Drive Project Area
(MJ Engineering and Land Surveying, P.C.)



Demarest Kill at Cranford Drive (Elizabeth Matamoros)

Project Description:

This stormwater management improvement project includes the redesign of existing on-site drainage infrastructure and installation of new drainage using green infrastructure practices on Cranford Drive—north of Old Route 304 to the intersection of Cranford Drive with Route 304. Improvements will include: stream restoration and stabilization through regrading and placement of armored channel lining, brush matting, fiber rolls, rock weirs and vanes, boulder revetment, and retaining walls; regrading for approximately 5,500 linear feet; armored channel sections totaling approximately 500' (D50 12" Stone, 18" thick); replacement of various existing drainage pipes (15-18"); planted areas for flood storage include grass, shrubs, and trees; and safety fencing near retaining walls and steep slopes. This area has been identified as an area of extreme risk due to repetitive flooding by the Demarest Kill and has been identified by the Town of Clarkstown Storm Drainage Task Force as an urgent need.

Project Location

New City

Estimated Cost

The total project cost is \$3.5 million, of which \$2,100,000 would be assumed by the community and \$1,400,000 by Rockland County. Engineering design would be completed in house by the Clarkstown Department of Environmental Control and therefore engineering design fees are not anticipated.

Economic Benefits

Stormwater pollution prevention, management, and treatment creates costs for communities and residents. These costs can be offset or reduced by ensuring appropriately sized stormwater management infrastructure and incorporating green infrastructure practices, which in some cases can be less costly. Better management of stormwater runoff reduces energy costs, diminishes the impacts of flooding and flood related damages to residences and businesses, and reduces overall infrastructure costs.

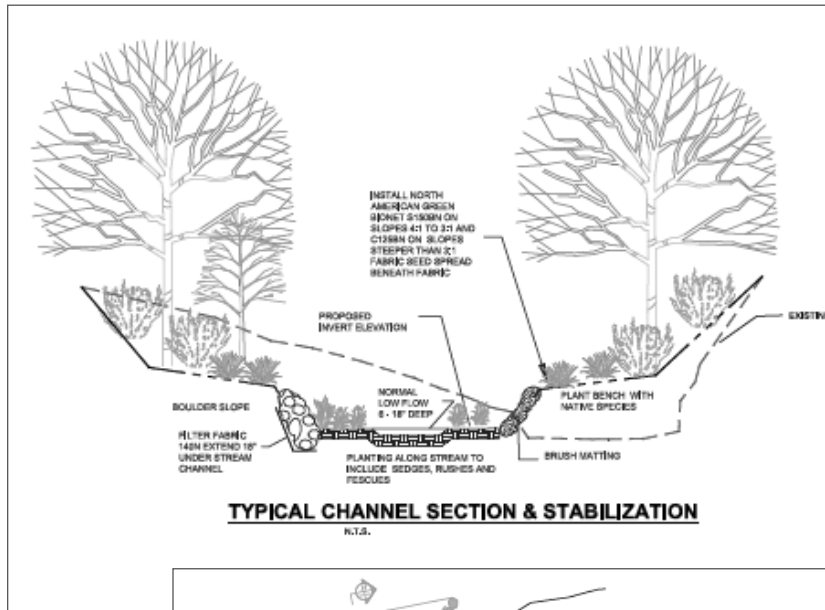
Environmental Benefits

Ensuring that stormwater management infrastructure is functioning properly and implementing green infrastructure practices, which rely on natural processes like evaporation, infiltration, and plant transpiration effectively and affordably complement traditional "gray" infrastructure, giving stormwater managers the ability to create integrated solutions to better serve the community and its residents. A shift to utilizing "green" and "gray" stormwater management practices creates more sustainable communities, that are more resilient to storm events.

Health and Social Service Benefits

The project would improve drainage to an area that has been identified by the community as extreme risk due to repetitive flooding, that frequently results in road closure, which impedes through travel by residents and emergency

Cranford Drive Drainage Improvements (cont'd)



Typical Channel Section & Stabilization, Cranford Drive Detail, June 11, 2014 (Town of Clarkstown, Department of Environmental Control)

service providers. Implementation of drainage improvements would minimize roadway flooding and closure. A shift to utilizing “green” and “gray” stormwater management practices would positively affect air and water quality, resulting in local and regional health benefits.

Cost-Benefit Analysis

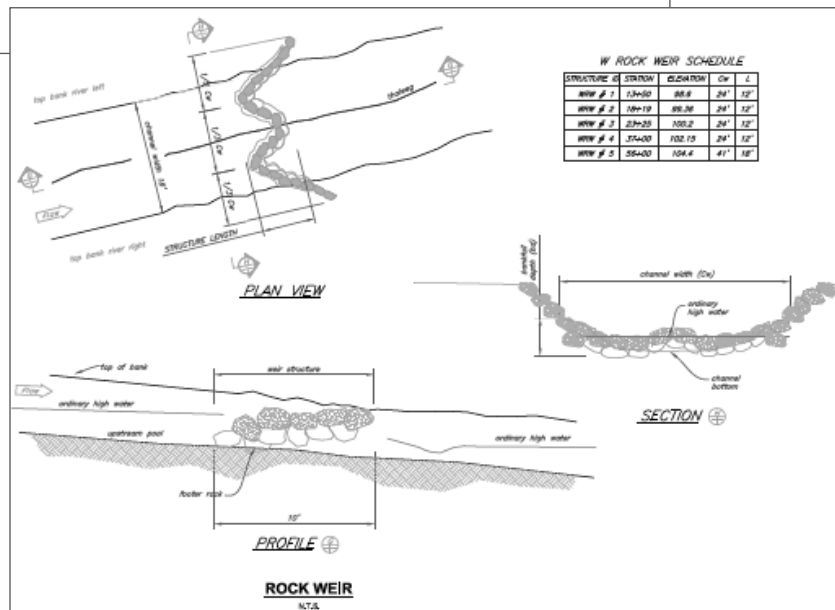
Implementation of this project would mitigate flooding along the stream corridor, increasing resiliency and sustainability. Flood mitigation would improve access for emergency services, reduce the risk of potential damage to property and approximately 47 homes, and reduce the cost of reconstruction and rehabilitation after storm events. It is anticipated these improvements would provide significant savings in municipal expenditures, such as roadway repair, repetitive drainage systems repair and provision of emergency services. Although no permanent jobs are likely to be created, the project is expected to result in approximately 25 full-time equivalent (FTE) short-term construction related jobs.

The useful life of this flood mitigation project would be over a period of 80-100 years. The anticipated routine maintenance of these improvements will be scheduled within the existing maintenance programs within the Town, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

Project improvements and fortifications along the stream channel corridor are anticipated to improve Exposure and Vulnerability conditions thereby reducing risk to five nearby assets. However, risk is not completely mitigated because assets remain in close proximity to the waterway.

Rock Weir Detail, Cranford Drive Detail, June 11, 2014 (Town of Clarkstown, Department of Environmental Control)



Cranford Drive Drainage Improvements (cont'd)

General Timeframe for Implementing Actions

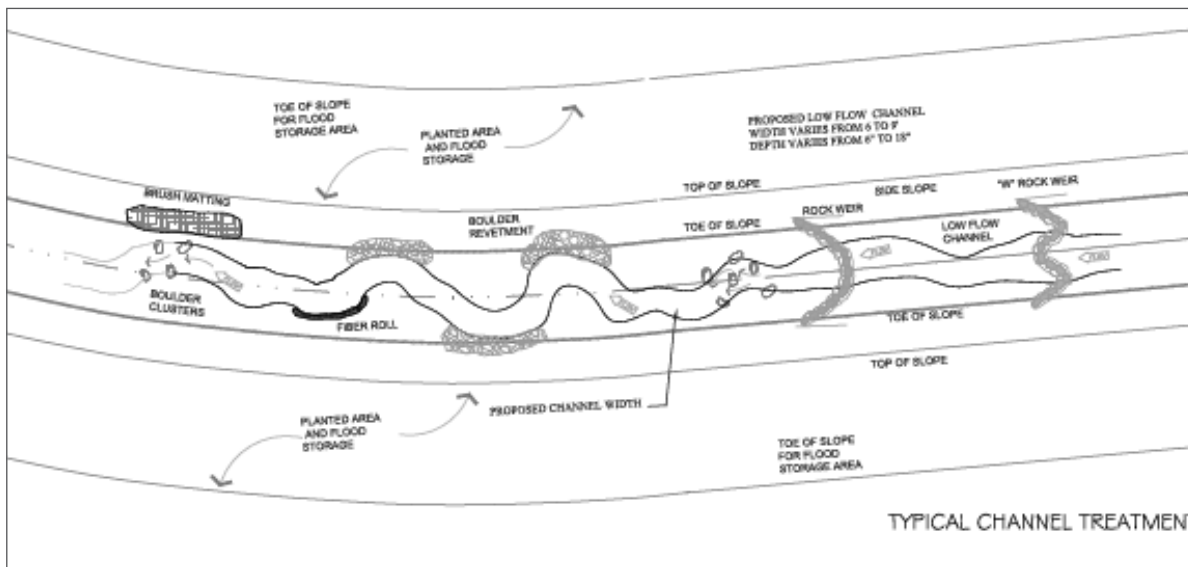
This project has been identified by the Town of Clarkstown Storm Drainage Task Force as an urgent need. The construction documents for this project are 70% complete and New York State Department of Environmental Conservation (NYS DEC) is currently reviewing the Town's proposal for this project in the context of their Article 15 Permit review. When funding is secured, it is anticipated that: permits will be secured within approximately six months (NYS DEC is currently reviewing the application for permits); the final construction drawings and project specifications will be completed within approximately two months; and the project will be bid through a Request for Proposal (RFP) process and awarded (approximately one month). Project construction is estimated to take 12 months.

Government Regulatory Requirements

NYS DEC is currently reviewing the Town's proposal for an Article 15, Protection of Waters (6NYCRR Part 608), and a Water Quality Certification permit for the "Cranford Drive Flood Amelioration Project" because a NYS DEC protected stream runs parallel to and crosses Cranford Drive. A U.S. Army Corps of Engineers (USACE) Article 10 Water Quality Certification. A permit from the Rockland County Drainage Agency may also be required.

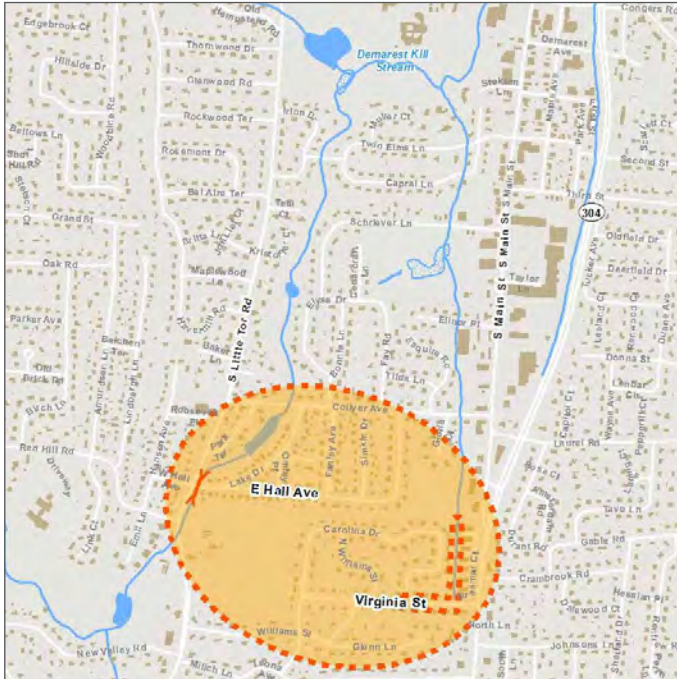
Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.



Typical Channel Treatment, Cranford Drive Detail, June 11, 2014 (Town of Clarkstown, Department of Environmental Control)

Drainage Improvements to the Demarest Kill Stream



Demarest Kill Stream Project Area
(MJ Engineering and Land Surveying, P.C.)

Project Description

Flooding of and along various tributaries to the Demarest Kill Stream during Hurricane Irene resulted in significant damage to property and infrastructure in New City. This project includes stormwater management improvements to: redesign, rightsize, and modify the existing drainage infrastructure; reduce the potential for flood-related damages to residences and businesses; and reduce costs associated with their repair. The failure of the culvert under Hall Avenue adjacent to homes along Little Tor Road has resulted in the collapse of the headwall and a sink hole has formed. The Town of Clarkstown Storm Drainage Task Force identified this project as an urgent need.

The project would involve the rightsizing and replacement of the failed culvert and collapsed headwall on Hall Avenue just west of Lake Drive and diversion of the stormwater into the Virginia Street detention area. Improvements to the Virginia Street detention area to accommodate the additional flow would include design, engineering and construction of basins and berms. Additional stormwater management infrastructure improvements along Virginia Street include the modification of existing drainage lines and underground detention chambers to upgrade the existing system to higher detention capacity and prevent

surcharging of the system which currently causes flooding of properties and New York State (NYS) Route 304.

Project Location

New City

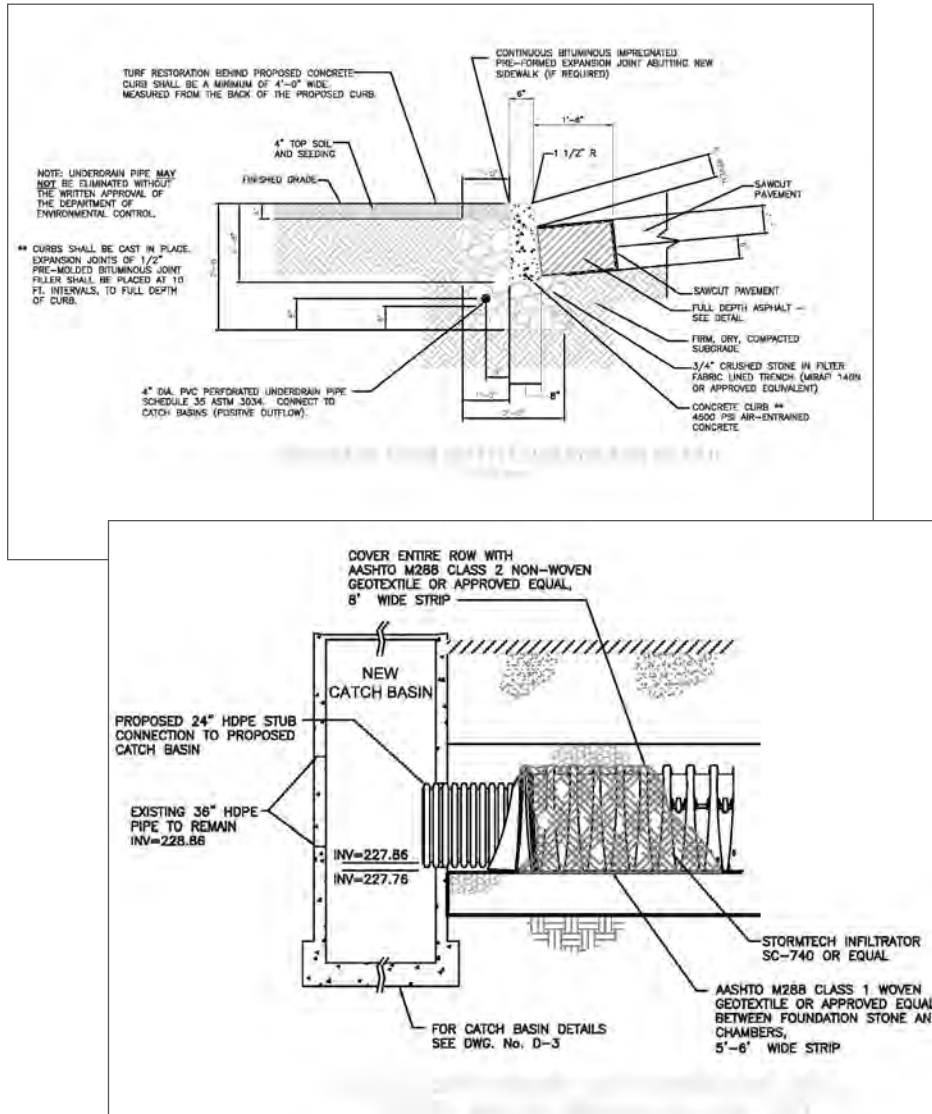
Estimated Cost

The capital cost to complete these improvements is estimated to be \$810,000 in total. This includes \$360,000 for the Hall Avenue Culvert and Headwall, \$150,000 for the Virginia Street Detention Area, and \$300,000 for the drainage improvements along Virginia Street.

Economic Benefits

During storm events, large volumes of stormwater exceed the capacity of the existing network of culverts, pipes, tunnels, and ditches along and adjacent to the Demarest Kill Stream. The overflow volumes have not only damaged the infrastructure, but their failure has also resulted in significant property and roadway damages. Implementing infrastructure improvements would reduce the potential for flooding related damages to residences and businesses, as well as costs associated with their repair.

Drainage Improvements to the Demarest Kill Stream (cont'd)



Environmental Benefits

Undersized drainage infrastructure can impede storm flows and consequently exacerbate upstream and downstream flooding conditions. Appropriately-sized infrastructure in the context of an overall assessment of storm flow routing is an important component of reducing flood damage. Replacing undersized infrastructure with appropriately-sized infrastructure improves stream function by increasing capacity in the channel to accommodate additional demand created by stormwater. Maintaining the natural channel will improve water quality and also prevent detrimental impacts to habitat for flora and fauna.

Health and Social Service Benefits

The project would improve drainage to a broad, dense residential area that has been identified by the Community as extreme risk due to repetitive flooding, that frequently results in road closure, which impedes through travel by residents and emergency service providers. Implementation of drainage improvements would minimize roadway flooding and closure.

Cost-Benefit Analysis

This project would provide long-term benefits through flood mitigation near the Demarest Kill, especially in the area of East Hall Avenue, South Little Tor Road, and Virginia Street. By mitigating flooding, this will provide for improved emergency response to areas that may otherwise be cut off during storm events, including approximately 34 homes. By reducing the risk of damage to roadways, infrastructure and property from flooding, this project would limit associated rehabilitation and reconstruction costs, resulting in significant savings in local government expenditure. Although no permanent jobs are likely to be created, the project is expected to create approximately six short-term full-time equivalent (FTE) construction jobs.

Drainage Improvements to the Demarest Kill Stream (cont'd)

The useful life of this flood mitigation project would be over a period of 80 years. The anticipated routine maintenance of these improvements will be scheduled within the existing maintenance programs within the Town, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

The culvert widening and headwall replacement on East Hall Avenue is anticipated to return the infrastructure to a functional condition. Implementation of this project would reduce risk to three adjacent assets through improved Vulnerability conditions. However some risk remains present because the Demarest Kill Stream still passes beneath the roadway, making it a potential constriction during a storm event. While improvements will increase the detention capacity of the stormwater system, the two Virginia Street assets remain located within the system's discharge area, so they will still be susceptible to flooding.

General Timeframe for Implementing Actions

Culvert and headwall: The survey work is 100% complete; preliminary design is 15% complete. Preliminary design of the Virginia Street drainage modifications is 80% complete. The project has been identified by the Town of Clarkstown Storm Drainage Task Force as an urgent need. Immediately upon receipt of funding, the final engineering design will be completed (anticipated two months); final construction drawings and project specifications will be completed (anticipated one month); the project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). It is anticipated that project construction would take approximately three to months.

Government Regulatory Requirements

The Demarest Kill Stream is a Class "C" non-protected stream and therefore an Article 15 Permit, Protection of Waters Permit from New York State Department of Environmental Conservation (NYS DEC) is not required. However the project would likely require an U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit for disturbance to "waters of the U.S.", which also requires Water Quality Certification (WQC) from NYS DEC. Local communities are required by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) to prepare data for a revision to the Flood Insurance Rate Map (FIRM) within six months of the completion of any project that changes the base flood elevation at any location. This process is accomplished through a Letter of Map Revision to FEMA. A Town Highway Road Opening Permit will also be necessary.

Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.



Culvert at Hall Avenue (Elizabeth Matamoros)

Drainage Improvements to the Nauraushaun Brook Basin



Nauraushaun Brook Basin Project Area
(MJ Engineering and Land Surveying, P.C.)



Culvert at East Allison Avenue (Elizabeth Matamoros)

Project Description

The overtopping of the adjacent unnamed tributary to the nearby Nauraushaun Brook and resulting roadway flooding on East Alison Avenue during storms causes widespread flooding, road closures, and severely limits through travel for residents and emergency service workers to this densely developed residential neighborhood. The project would include redesign and resizing of the culvert under East Alison Avenue, resizing and replacement of stormwater drainage infrastructure on Blauvelt Road, from Townline Road to Lake Nanuet Drive including implementation of green infrastructure components, which may include: vegetated swales, bioretention, and stream bank restoration measures along the Nauraushaun Brook. The Town will be constructing a berm on the channel to serve as an interim flood mitigation measure until this design and construction of the full mitigation project is complete. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.

Project Location

Nanuet

Estimated Cost

The capital cost to complete these improvements is estimated to be \$500,000.

Economic Benefits

Rightsizing stormwater management infrastructure reduces stress to the system by accommodating increased volume, and extends the useful lifetime of the drainage system. When the system is sized appropriately, the potential for damage and early replacement and the labor and materials costs associated with this work is minimized.

Environmental Benefits

Undersized drainage infrastructure can impede storm flows and consequently exacerbate upstream and downstream flooding conditions. Appropriately-sized infrastructure in the context of an overall assessment of storm flow routing, is an important component of reducing flood damage. Replacing undersized infrastructure with appropriately-sized infrastructure improves stream function by increasing capacity in the channel to accommodate additional demand created by stormwater. Maintaining the natural channel will improve water quality and also prevent detrimental impacts to habitat for flora and fauna.

Drainage Improvements to the Nauraushaun Brook Basin (cont'd)

Health and Social Service Benefits

The project would improve drainage to an area that has been identified by the community as extreme risk due to repetitive flooding. Implementation of drainage improvements would significantly improve system behavior maximizing efficiency of the surrounding municipal infrastructure, protecting homes and residents, and maintaining roadway and emergency vehicle access to vulnerable neighborhoods during a disaster or flooding event.

Cost-Benefit Analysis

This project would provide long-term benefits through flood mitigation in the Nauraushaun Brook Basin, particularly in the area of East Alison Avenue and Blauvelt Road. By mitigating flooding, emergency response to areas that may otherwise be cut off during storm events including approximately 16 homes, will be improved. By reducing the risk of damage to roadways, infrastructure and property from flooding, this project would limit associated rehabilitation and reconstruction costs, resulting in major savings in local government expenditure. Although no permanent jobs are likely to be created, the project is expected to create approximately four full time equivalent (FTE) short-term construction jobs.

The useful life of this project is estimated to be over a period of 80 years for the concrete culvert on East Allison Avenue and over 40 years for the drainage infrastructure on Blauvelt Road. The anticipated routine maintenance of these improvements will be scheduled within the existing maintenance programs within the Town, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

While a larger culvert on East Allison Avenue will increase flow capacity, the curve in the stream at the culvert inlet could still lead to eddying, pooling, and scouring issues during extreme storm events. Implementation of this project is conservatively estimated to reduce risk to four Blauvelt Road assets because final design has not yet been completed. This reduction in risk is reflective of improved Vulnerability conditions.

General Timeframe for Implementing Actions

The conceptual design for the interim measure, the culvert resizing and the stream channel improvements is 100% complete. Preliminary design for the Blauvelt Road improvements is underway. The project has been identified by the Town of Clarkstown Storm Drainage Task Force as an urgent need. Immediately upon receipt of funding, the final engineering design will be completed (anticipated one month); final construction drawings and project specifications will be completed (anticipated one month); and the project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). Project construction is estimated to last approximately three to six months.

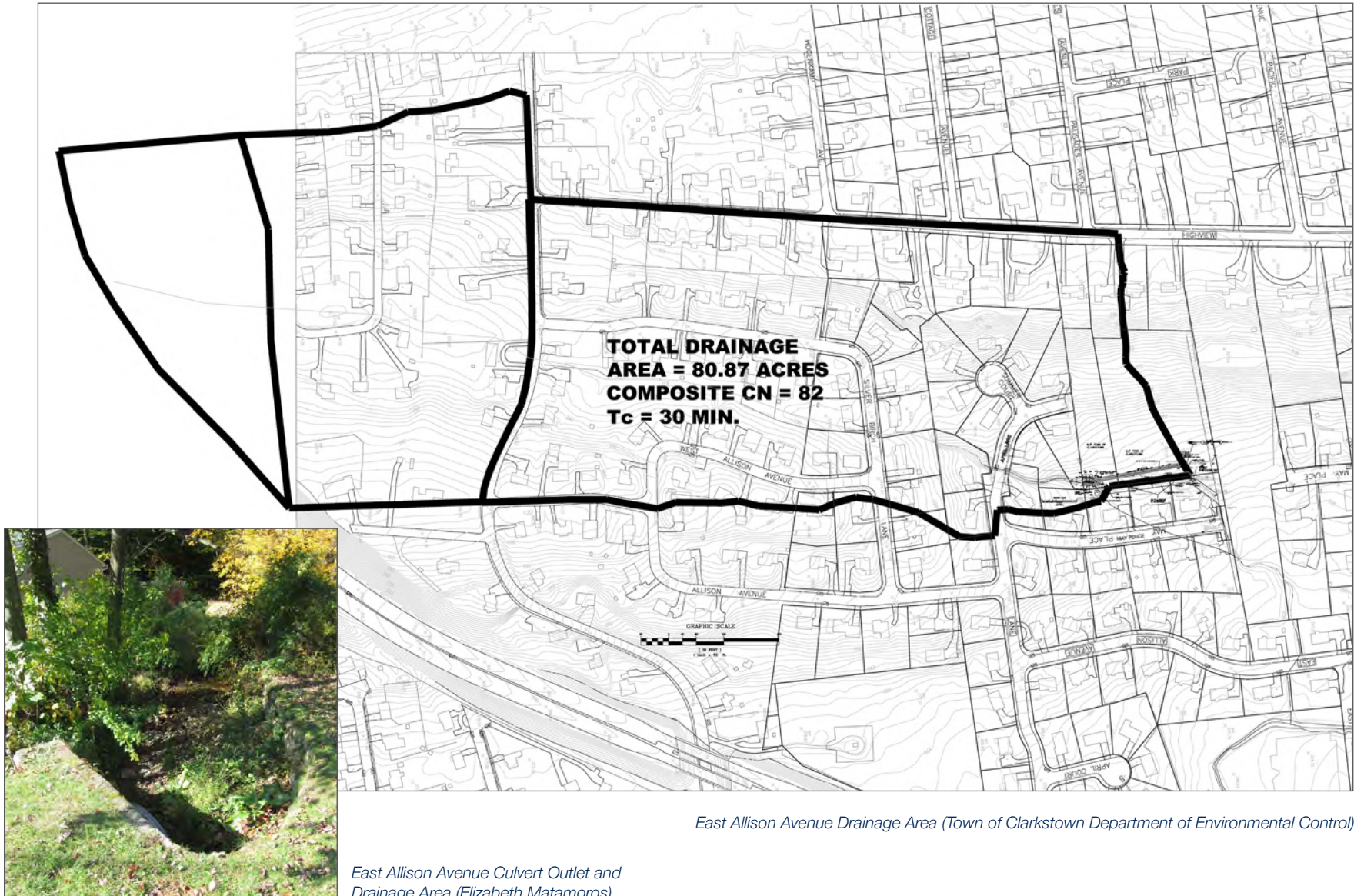
Government Regulatory Requirements

The project may require an Article 15 (6NYCRR Part 608), Protection of Waters Permit from the New York State Department of Environmental Conservation (NYS DEC). If the project includes in-stream work, it will also require a U.S. Army Corps of Engineers (USACE), Clean Water Act (Section 404) Permit. Local communities are required by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) to prepare data for a revision to the Flood Insurance Rate Map (FIRM) within six months of the completion of any project that changes the base flood elevation at any location. This process is accomplished through a FEMA Letter of Map Revision. A Town Highway Road Opening Permit will also be necessary.

Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.

Drainage Improvements to the Nauraushaun Brook Basin (cont'd)



East Allison Avenue Drainage Area (Town of Clarkstown Department of Environmental Control)

Proposed Project



Project Description

is sized appropriately, the potential for damage and early replacement and the labor and materials costs associated with this work is minimized.

Environmental Benefits

Undersized drainage infrastructure can impede storm flows and consequently exacerbate upstream and downstream flooding conditions. Appropriately-sized infrastructure in the context of an overall assessment of storm flow routing, is an important component of reducing flood damage. Replacing undersized infrastructure with appropriately-sized infrastructure improves stream function by increasing capacity in the channel to accommodate additional demand created by stormwater.

Project Location

Nanuet

Estimated Cost

The capital cost to complete the engineering and implementation of these improvements is estimated to be \$1,400,000.

Economic Benefits

Rightsizing stormwater management infrastructure reduces stress to the system by accommodating increased demand, and extends the useful lifetime of the drainage system. When the system

Health and Social Service Benefits

The project would improve drainage to an area that has been identified by the community as extreme risk due to repetitive flooding. Implementation of drainage improvements would significantly improve system behavior maximizing efficiency of the surrounding municipal infrastructure, protecting homes and residents, and maintaining roadway and emergency vehicle access to vulnerable neighborhoods during a disaster or flooding event.

Fredric Street Drainage Improvements (cont'd)

Cost-Benefit Analysis

Implementation of this project would result in long-term sustainable benefits by reducing the risk of flooding of the roadways and approximately 50 homes in the target area for the foreseeable future. Although no permanent jobs are likely to be created, the project is expected to create approximately 10 full-time equivalent (FTE) short-term construction related jobs. In addition, the reduction in flooding on roadways, infrastructure and property would result in more efficient emergency response to the adjacent residential areas that would be otherwise cut off during flooding events, increasing the Town's resiliency and ability to recover more quickly.

The useful life of this flood mitigation project would be over a period of 40 years. The anticipated routine maintenance of these improvements will be scheduled within the existing maintenance programs of the Town, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

Following implementation of the proposed project, the estimated risk reduction for the New Holland Village Condominiums asset was significant, with risk reduction to three assets and likely elimination of risk to two assets. However, even with upslope runoff diverted, flood risks from the nearby Pascack Brook will remain. The estimated risk reduction for the Charles Street assets is dramatic because project actions are anticipated to remedy the localized drainage issues, thereby eliminating the risk to the area. The reduction in risk is achieved through improved Exposure and Vulnerability conditions.

General Timeframe for Implementing Actions

Hydraulic analysis and preliminary design is 100% complete (Construction Documents are 30% complete). The project has been identified by the Town of Clarkstown Storm Drainage Task Force as an urgent need. Immediately upon receipt of funding, the final engineering design will be completed

(anticipated two months); final construction drawings and project specifications will be completed (anticipated one month); and the project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). Project construction is estimated to take 6-12 months.

Government Regulatory Requirements

The Town currently holds several drainage easements within the New Holland Village Condominiums residential development, another such easement is required. The project may require an Article 15 (NYCRR Part 608), Protection of Waters Permit and a Water Quality Certification (WQC) from the New York State Department of Environmental Conservation (NYS DEC) and will likely require an Army Corps of Engineers (USACE) Clean Water Act Section 404 permit for disturbance to "waters of the U.S." A permit from the Rockland County Drainage Agency and a Town Highway Road Opening permit will also be required.

Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.



Residences along Fredric Street (Elizabeth Matamoros)

Fredric Street Drainage Improvements (cont'd)

Proposed Project

Clarkstown NYRCR Plan



Fredric Street Drainage Improvements, April 23, 2013 (Town of Clarkstown, Department of Environmental Control)

Old Haverstraw Road Drainage Improvements



*Sitting Area at Swartwout Lake near Old Haverstraw Road
(Elizabeth Matamoros)*

Project Description

This stormwater management infrastructure project involves resizing and replacing existing deteriorated and undersized drainage lines to adequately drain areas along Old Haverstraw Road. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.

Project Location

Congers

Estimated Cost

The capital cost to complete these improvements is estimated to be \$750,000.

Economic Benefits

Rightsizing stormwater management infrastructure reduces stress to the system by accommodating increased demand, and extends the useful lifetime of the drainage system. When the system is sized appropriately, the potential for damage and early replacement and the labor and materials costs associated with this work is minimized.

Environmental Benefits

Undersized drainage infrastructure can impede storm flows and consequently exacerbate upstream and downstream flooding conditions. Appropriately-sized infrastructure in the context of an overall

assessment of storm flow routing is an important component of reducing flood damage. Replacing undersized infrastructure with appropriately-sized infrastructure improves stream function by increasing capacity in the channel to accommodate additional demand created by stormwater.

Health and Social Service Benefits

The project would improve drainage to an area that has been identified by the community as extreme risk due to repetitive flooding. Implementation of drainage improvements would significantly improve system behavior maximizing efficiency of the surrounding municipal infrastructure, protecting homes and residents, and maintaining roadway and emergency vehicle access to vulnerable neighborhoods.

Cost-Benefit Analysis

Implementation of this project would result in long-term sustainable benefits by reducing the risk of flooding of the roadways and approximately 15 homes in the target area for the foreseeable future. Although no permanent jobs are likely to be created, the project is expected to create approximately five full-time equivalent (FTE) short-term construction jobs. In addition, the reduction in flooding on roadways, infrastructure and property would result in more efficient emergency response to adjacent residential areas that would be otherwise cut off

Old Haverstraw Road Drainage Improvements (cont'd)

during flooding events, increasing the Town's resiliency and ability to recover more quickly.

The useful life of this flood mitigation project would be over a period of 40 years. The anticipated routine maintenance of these improvements will be scheduled within the existing maintenance programs of the Town, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

The estimated risk reduction to three assets with project implementation is anticipated to be significant. The project is anticipated to remedy the localized drainage issues, thereby likely eliminating the risk to the area. Both Exposure conditions are eliminated and Vulnerability factors are greatly reduced.

General Timeframe for Implementing Actions

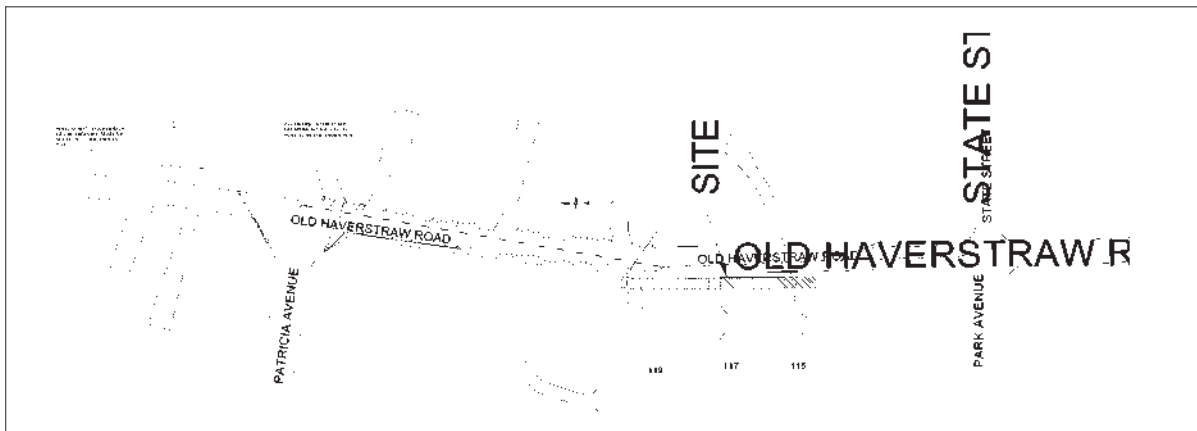
The project has been identified by the Storm Drainage Task Force as an urgent need. Immediately upon receipt of funding, the final engineering design will be completed (anticipated one month); final construction drawings and project specifications will be completed (anticipated one month); the project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). Project construction is estimated to take three to six months.

Government Regulatory Requirements

Depending on the exact location of the proposed improvements, there may be a need for Article 15 (NYCRR Part 608), Protection of Waters and Article 24 Freshwater Wetlands (HS-8) Permits from the New York State Department of Environmental Conservation (NYS DEC). A Town Highway Road Opening permit will also be required.

Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.



*Old Haverstraw Road – Drainage Improvement Project Site Plan, October 15, 2014
(Town of Clarkstown Department of Environmental Control)*

South Mountain Road Drainage Improvements



*South Mountain Road Drainage Improvements Project Area
(MJ Engineering and Land Surveying, P.C.)*

Project Description

This comprehensive feasibility analysis and implementation program would examine the stormwater management and drainage infrastructure along South Mountain Road from its westerly terminus at the Town of Clarkstown municipal border to its eastern intersection with Old Route 304. Although final design has been completed for several smaller projects along South Mountain Road, (Church/Centenary Road; two projects west of North Little Tor Road) a corridor-wide analysis is warranted. The project would include various coordinated “green” and “gray” stormwater management improvements along the entire length of South Mountain Road. Incorporation of bioswales, pervious pavement, and other natural systems to encourage infiltration and reduce peak flows to streets and storm sewers will protect clean drinking water, provide water for irrigation and protect residents and businesses from flooding. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.

Project Location

New City

Estimated Cost

The capital cost to conduct the feasibility analysis and implement improvements is estimated to be \$1,000,000.

Economic Benefits

Designing and implementing a holistic and coordinated system of stormwater management improvements along the South Mountain Road corridor, which would be implemented in phases is economically more efficient than incorporating improvements on an as needed basis. Implementing a combination of “gray” and “green” infrastructure improvements will reduce the potential for flooding related damages to residences and businesses, and costs associated with their repair.

Environmental Benefits

Ensuring that stormwater management infrastructure is functioning properly and implementing green infrastructure practices—which rely on natural processes like evaporation, infiltration, and plant transpiration—effectively and affordably complement traditional “gray” infrastructure practices and gives stormwater managers the ability to create integrated solutions to better serve the community and its residents. Benefits include improved water quality, reduced stormwater volume, improved air quality, and reduced heat island effect in densely developed areas. A shift to utilizing “green” and “gray” stormwater management practices creates more sustainable communities, that are more resilient to storm events.

South Mountain Road Drainage Improvements (cont'd)

Health and Social Service Benefits

Improved management of stormwater to an area that has been identified by the community as extreme risk due to repetitive flooding would minimize widespread road closures that inhibit through travel for residents and emergency service providers during storm events.

Cost-Benefit Analysis

Implementation of this project would provide flood mitigation to South Mountain Road for the foreseeable future. Although no direct increase in economic activity is expected, such improvement measures would help maintain access for emergency vehicles to the northern portion of the community, and approximately 50 homes. In addition, reduced flooding of roadways, infrastructure, and property would result in lower reconstruction and rehabilitation costs following future storm events. Although no permanent jobs are likely to be created, the project is expected to create approximately seven full-time equivalent (FTE) short-term construction jobs.

The useful life of this flood mitigation project would be over a period of 40 years. The anticipated routine maintenance of these improvements will be scheduled within the existing Town maintenance programs, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

This project would include various coordinated stormwater management improvements along South Mountain Road to increase roadway drainage capacity and reduce localized flooding during heavy storms. Because many of the project components are still in the preliminary design phase, it is difficult to estimate the reduction of risk. Therefore, the estimated reduction of risk is conservative, with risk reduction to two assets.

General Timeframe for Implementing Actions

Preliminary design of several discrete projects along the corridor has been completed. However, this project includes a comprehensive analysis of the South Mountain Road corridor. Immediately upon receipt of funding, the hydrology and hydraulics will be analyzed (anticipated four months); the final engineering design will be completed (anticipated two months); final construction drawings and project specifications will be completed (anticipated three months); the project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). Project construction is estimated to take 12-18 months.

Government Regulatory Requirements

There is a New York State (NYS) Regulated Wetland (HS-7) and Protected Stream adjacent to most of South Mountain Road. The project may require Article 15 (NYCRR Part 608), Protection of Waters and Article 24 Freshwater Wetland Permits from the New York State Department of Environmental Conservation (NYS DEC). A Town Highway Road Opening permit will also be required.

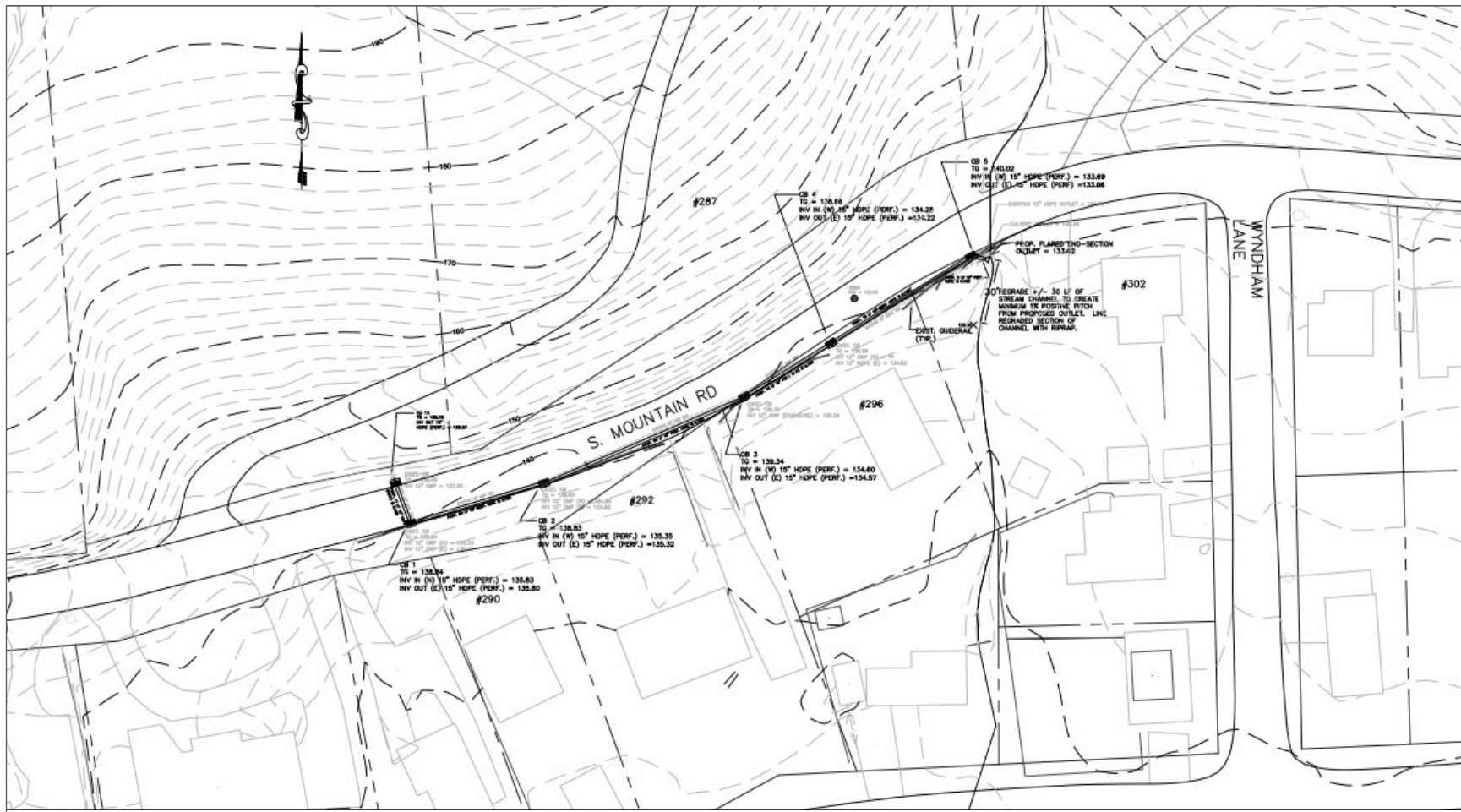
Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.



South Mountain Road Catch Basin (Elizabeth Matamoros)

South Mountain Road Drainage Improvements (cont'd)



South Mountain Road Drainage Improvements – Site Plan February 22, 2008 (Town of Clarkstown, Department of Environmental Control)

Cul-de-sac Island Reconstruction



Brentwood Drive Cul-de-sac (Dennis Letson)

Project Description

The current design of 143 cul-de-sacs consists of raised center islands that significantly impact the drainage profiles of these Town roads causing runoff and ponding issues. This project includes the removal of these existing raised cul-de-sac planting islands, installation of depressed and replanted bio-filter islands and re-profiling of existing cul-de-sac pavements to route surface drainage to the bio-filter. This project would include testing/analysis of soil infiltration rates in all the cul-de-sacs to determine whether the bio-filters would be designed with or without infiltration. The conversion of these islands will promote “green” infrastructure practices, provide water quality improvement, reduce peak rates of run-off from these paved areas to reduce flooding locally, and reduce streamflow quantities and velocities. The project can be expanded to create new bio-filter areas in cul-de-sacs which do not presently have center planting islands.

Project Location

Town-wide

Estimated Cost

The capital cost to design and implement these improvements is estimated to be approximately \$35,000-\$45,000 per planted island.

Economic Benefits

The current configuration of the planted/landscaped medians in 143 cul-de-sacs throughout the Town, requires maintenance and upkeep and associated labor and materials costs to the Town. Removing the planted medians and replacing them with bio-filtration systems/drainage swales will significantly reduce maintenance costs to the Town.

Cul-de-sac Island Reconstruction (cont'd)

Environmental Benefits

This project will reprofile the cul-de-sacs, remove the raised planted medians and replace them with bio-filter/bio-retention basins, which will capture roadway run-off resulting in a substantial improvement to water quality. Generally, bioretention/filtration effectively removes suspended solids through concentration reduction. In addition, runoff volume reduction promotes removal of roadway pollutants, and water quality benefits associated with hydrologic performance. A potential additional benefit would include minimizing pavement and the resulting increase in pervious surface.

Health and Social Service Benefits

Reduction of roadway runoff, improved drainage and the resulting reduction in roadway flooding will facilitate uninterrupted access to vital health and social service facilities and providers and ease of access for emergency responders and evacuation of residents.

Cost-Benefit Analysis

Implementing green infrastructure improvements to replace an existing labor- and maintenance-intensive roadway design would save time and Town manpower/financial resources thereby providing significant cost savings. Green infrastructure improvements by design have a very long useful life with annual maintenance monitoring that would be significantly less than what is currently required for the infrastructure in place. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation. Although no permanent jobs are likely to be created, implementation of improvements for each cul-de-sac would be expected to create one full-time equivalent short-term construction job.

Anticipated Reduction of Risk

Implementing natural stormwater management infrastructure reduces the risk of localized flooding caused by storm events. This would benefit the entire community by protecting assets, property and infrastructure.

General Timeframe for Implementing Actions

The Town would design and implement several pilot test cases, within approximately three months, once funding is secured. Design and implementation of improvements for all 143 cul-de-sacs, would be completed in several phases within one to three years of initiating the project.

Government Regulatory Requirements

This project will require a Town Road Opening permit. The conversion of the islands will disturb less than one acre, which is below the New York State Department of Environmental Conservation (NYS DEC) General Permit threshold.

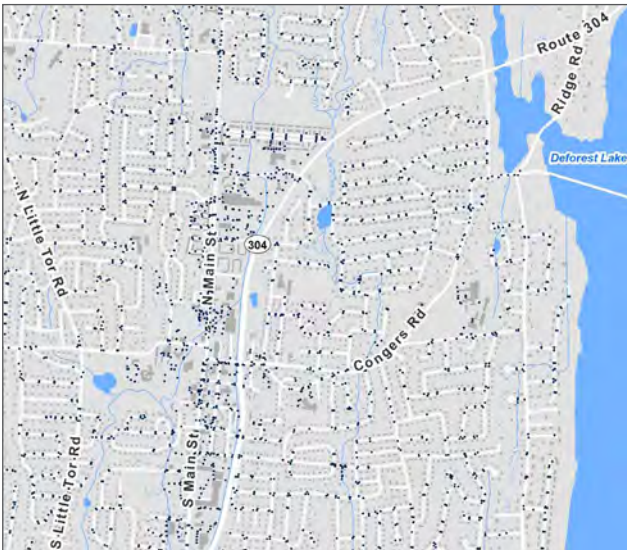
Entity with Jurisdiction

Town of Clarkstown.

Digital Inventory of Stormwater Management Infrastructure



East Allison Avenue Culvert – Example of Stormwater Drainage Infrastructure (Elizabeth Matamoros)



Town of Clarkstown Storm Drainage Infrastructure GIS Database (Town of Clarkstown GIS)

Project Description

The Clarkstown Planning Department has an ongoing project to augment their Geographic Information Systems (GIS) database with a comprehensive digital inventory of the approximately 12,000 catch basins within the Town using hand-held Global Positioning Systems (GPS) locators. Currently, information is collected by a limited number of volunteers working only in the summer months. It is estimated that at the current rate of data collection, the inventory would take approximately ten years to complete. This project would allow the Town to retain professional services to complete the inventory and monitoring system. With the retention of professional services and a defined, contractual schedule, it is anticipated that the project could be completed within one year. When completed, the Town's GIS database would include size, date of installation, inspection and maintenance schedules for replacement or upgrades of catch basins. The system would also be used to track the status of individual projects through final design, permitting, construction, inspection, maintenance and performance monitoring and track various funding initiatives and grant programs to evaluate success. This comprehensive digital inventory is an essential component of pre-storm preparedness, allowing the Town to appropriately size and maintain their infrastructure to accommodate high intensity stream flow, an issue that arose during past storm events.

Project Location

Town-wide

Estimated Cost

The capital cost to retain professional services to complete this inventory and monitoring system is estimated to be \$200,000.

Economic Benefits

Once the stormwater management infrastructure database is complete, the personnel and financial resources that would be required to keep it up to date would be minimal. Having an inventory of the inspection and maintenance schedules for replacement or upgrades of catch basins will allow the Town to budget for these improvements and minimize the necessity for emergency repairs, which can be expensive and disruptive. Proper scheduled maintenance will increase the lifetime of the infrastructure, reducing the frequency of and costs for replacement.

Environmental Benefits

In the event of a hazardous material spill, the Town can use the database to pinpoint the location of drainage infrastructure, intercept spills and provide absorption materials to prevent contamination through the Town's storm drainage systems protecting the environment from hazardous substance contamination.

Digital Inventory of Stormwater Management Infrastructure (cont'd)

Health and Social Service Benefits

In the event of a hazardous material spill, the Town can access the database and provide absorption materials in adjacent storm drainage infrastructure to prevent contamination through the Town's storm drainage systems, thereby protecting public health from hazardous substances.

Additional Benefits

A comprehensive database of critical stormwater management infrastructure would not only allow for better tracking to improve the delivery of future projects, but it could also be used to create reports to document implementation progress for key funders and stakeholders.

Cost-Benefit Analysis

This project would save time and resources when locating, assessing and repairing infrastructure throughout the Town, thereby providing significant cost savings. By identifying improvements and repairing stormwater infrastructure before a storm, the risk of damage during a storm would be reduced, diminishing post-storm damages. Where repairs are warranted, they could be done in a targeted, cost-efficient manner.

This project would have a very long useful life with inventory updates as needed, likely annually. The anticipated maintenance and performance monitoring of the inventory will be completed within the existing Planning Department utilizing existing GIS staff, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

The digital inventory will indirectly reduce risk to assets by creating an organized accessible database of stormwater infrastructure throughout the Town. The comprehensive inventory can be searched for information on installation, condition, maintenance and replacement schedules, and can identify critical location closures during emergency events.

General Timeframe for Implementing Actions

The current data collection process includes seasonal Ameri-Corps volunteers supervised by the Town of Clarkstown Planning Department and is estimated to be approximately 15% complete, including data entry into the GIS database. With the implementation of this project, professional services would replace the volunteer activities and project completion is estimated at approximately 12-18 months, once funding is secured. A Request for Proposals (RFP) for professional services would be procured to survey locations and sizes of stormwater infrastructure.

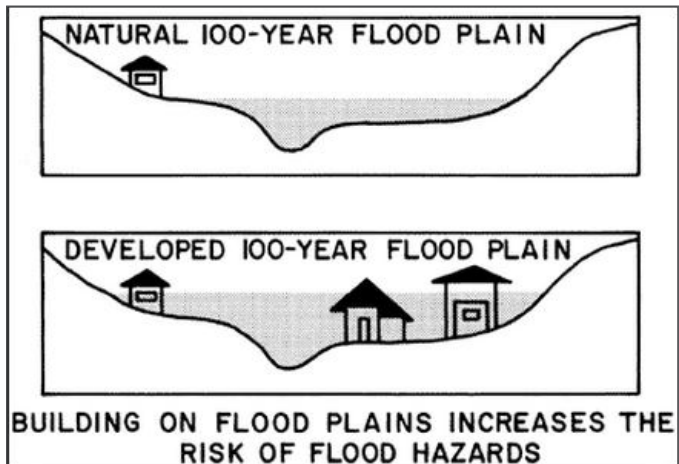
Government Regulatory Requirements

No permits will be necessary to implement this project.

Entity with Jurisdiction

Town of Clarkstown Department of Planning.

Implementation of Post-Residential Buyout Program Measures for Flood Protection



Schematic of Flood Risk to Residences within the Floodplain (USGS)

Project Description

This project proposes conducting a feasibility study for stormwater management initiatives and parks restoration projects (repurposing newly acquired open space parcels for flood control improvements) for parcels acquired by the Town through Federal Emergency Management Agency's (FEMA's) Hazard Mitigation Grant Program (HMGP) residential buyout program. If the Town receives grant funding for the buyout, those residential parcels that would be acquired by the Town would need to remain undeveloped in perpetuity. As such, this project would examine the potential for multi-purpose uses for this newly vacant land as both parkland/open space and for flood control measures. This project would identify candidate parcels, which would likely be a subset of the parcels acquired by the Town (i.e., not all parcels will be suitable for repurposing) and design site specific improvements based on geographic conditions, such as topography, adjacent streams or waterbodies and the corresponding floodplain. For those parcels that are not suitable for active use, design would include minimal landscape improvements for passive use or reclaiming as natural area, including seeding and tree-planting.

Project Location

Town-wide

Estimated Cost

The capital cost to conduct this study is estimated to be \$50,000 feasibility. It is anticipated that engineering design for the proposed improvements would be completed in-house.

Economic Benefits

Repurposing open space and parkland for use as natural flood control would allow the Town to reap multiple economic benefits, including potential tourism related spending resulting from visitors attracted by newly created recreation areas. Creating an interconnected green space system reduces flood control and stormwater management cost, resulting in a significant financial benefit gained when green infrastructure reduces the need for built infrastructure.

Environmental Benefits

Parks and open spaces protect biological diversity and preserve essential ecological functions while serving as a place for recreation and civic engagement. A network of open spaces and parks provides pathways for wildlife moving from one isolated natural area to another. When designed to include stream networks, wetlands, and other low-lying areas, a well planned green space system can provide numerous stormwater management benefits, including storing, carrying, and filtering storm runoff.

Implementation of Post-Residential Buyout Program Measures for Flood Protection (cont'd)

Health and Social Service Benefits

Creating an interconnected network of parks and greenspaces connects people and neighborhoods, provides opportunities for exercise and enhances emotional well-being by bringing nature “close to home.”

Cost-Benefit Analysis

Restoring residential buyout land to greenspace with the inclusion of storm-water facilities would create sustainable flood mitigation areas and increase the Community’s resilience. This would lead to savings in local government expenditures by reducing the risk of flooding to residences, infrastructure and property as well as the level of needed emergency response during storm and flood events.

The risk to homes in the buyout area would be eliminated as they are removed and risk to adjacent assets would decrease as flood mitigation measures are implemented. In addition, the reduction in impervious surface would result in greater water detention and less runoff. The useful life of this flood mitigation project would be over a period of 80-100 years. The anticipated routine maintenance of these improvements will be scheduled within the existing Town maintenance programs, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

Creating additional flood control and retention areas in existing and newly acquired parks and open space would reduce risk of flooding in residential areas, roadways, and other critical infrastructure prone to flooding by reducing impervious surface and creating additional flood retention areas.

General Timeframe for Implementing Actions

This project would be implemented following the completion of the HMGP residential buyout program. While the design/disposition of the newly acquired parcels could occur concurrently with the buyouts and any necessary demolition, projects to repurpose open space for flood control and parkland could be implemented after the land is cleared. Immediately upon receipt of funding, the demolition and restoration designs can begin. Project construction is estimated to take 12-24 months, dependent on FEMA processing.

Government Regulatory Requirements

An Article 24 Freshwater Wetlands permit from the U.S. Army Corps of Engineers (USACE) may also be required depending on the location of the proposed improvements.

Entity with Jurisdiction

Town of Clarkstown, Federal Emergency Management Agency (FEMA), New York State Office of Emergency Management (NYS OEM).

Jeffrey Place Drainage Improvements



Jeffrey Place Project Area (MJ Engineering and Land Surveying, P.C.)

Project Description

This stormwater management infrastructure project includes the excavation of an 11-foot trench to allow for the replacement of a drainage culvert. The project is located on Jeffrey Place, just south of Old Mill Road. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.

Project Location

Valley Cottage

Estimated Cost

The capital cost to complete these improvements is estimated to be \$500,000.

Economic Benefits

The replacement of the existing undersized culvert along Jeffrey Place requires the excavation of a trench at an approximate depth of 11 feet will result in the extension of the useful lifetime of the infrastructure and associated cost savings.

Environmental Benefits

Undersized culverts can impede storm flows and consequently exacerbate upstream and downstream flooding conditions. Resizing culverts, in the context of an overall assessment of storm flow routing, is an important component of reducing flood damage. Replacing an undersized culvert

with appropriately sized infrastructure improves stream function by increasing capacity in the channel to accommodate additional demand created by stormwater.

Health and Social Service Benefits

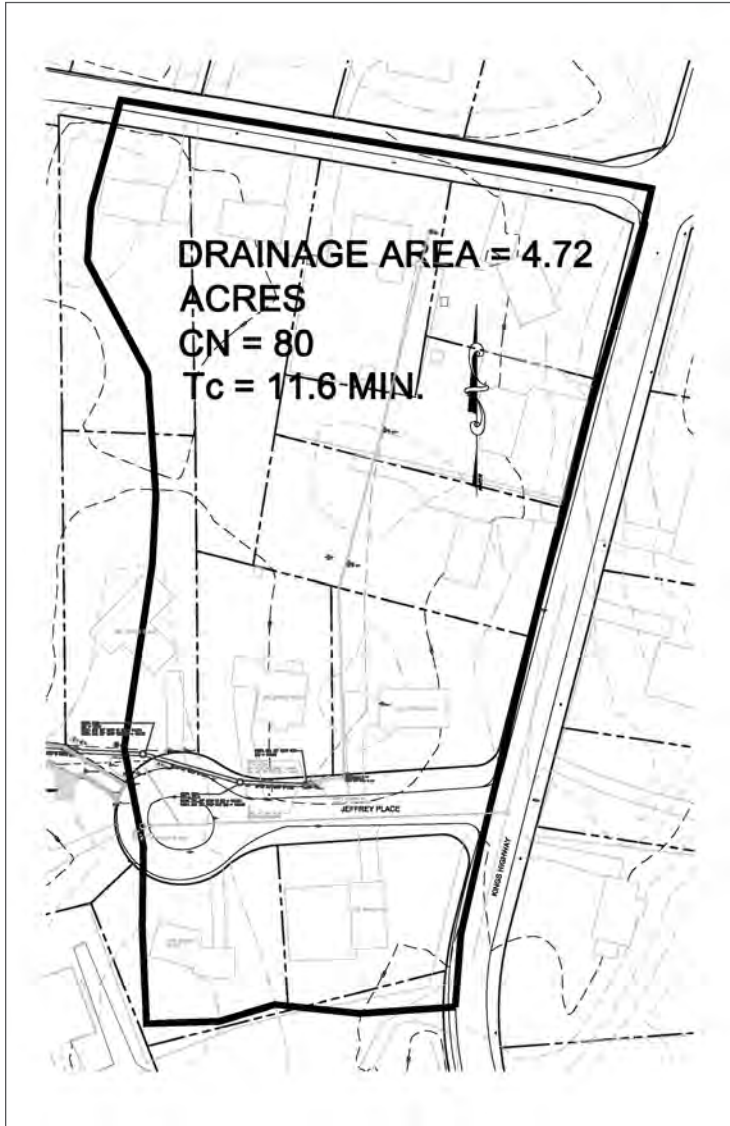
The Town will benefit from improved drainage and the resulting reduction in roadway flooding will provide uninterrupted access to vital health and social service facilities and providers.

Cost-Benefit Analysis

This project would provide long-term benefits through permanent flood mitigation on Jeffrey Place. By mitigating flooding, this project will improve emergency response to areas that may otherwise be cut off during storm events. The reduced risk of flooding resulting from this project would lower the potential damage to roadways, infrastructure, and property, which would limit rehabilitation and reconstruction costs, thus resulting in savings of local government expenditures. Although no permanent jobs are likely to be created, the project is expected to create approximately four full-time equivalent (FTE) short-term construction jobs.

The implementation of this project would eliminate the risk to the two homes within the Jeffrey Place neighborhood. The useful life of this flood mitigation would be over a period of 60 years. The anticipated routine

Jeffrey Place Drainage Improvements (cont'd)



Jeffrey Place Drainage Area, August 10, 2014 (Town of Clarkstown, Department of Environmental Control)

maintenance of these improvements will be scheduled within the existing Town maintenance programs, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

The estimated risk reduction for this asset is substantial as the project is anticipated to alleviate the localized drainage issues on the street. The Exposure conditions are likely eliminated and Vulnerability factors greatly reduced, thereby also greatly reducing risk to the area.

General Timeframe for Implementing Actions

Immediately upon receipt of funding, the final construction drawings and project specifications will be completed (anticipated two months). The project will be bid through a Request for Proposal (RFP) process and awarded (anticipated one month). Project construction is estimated to take approximately three months.

Government Regulatory Requirements

The class of stream changes near this location and therefore additional information is necessary to determine the permit requirements. The project may require an Article 15 (NYCRR Part 608), Protection of Water Permit from the New York State Department of Environmental Conservation (NYS DEC). A Town Highway Road Opening permit will also be required.

Entity with Jurisdiction

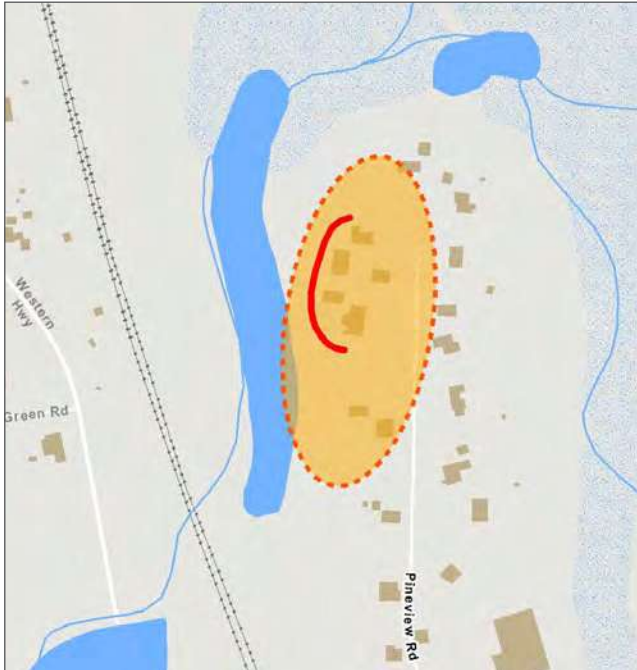
Town of Clarkstown Department of Environmental Control.

Featured Project

Clarkstown NYRCR Plan



Pineview Road Storm Drainage Improvements



Pineview Road Project Area
(MJ Engineering and Land Surveying, P.C.)

Project Description

This project proposes the installation of a levee structure to provide flood protection to properties that repeatedly flood along Pineview Road. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.

Project Location

West Nyack

Estimated Cost

The capital cost to complete these improvements is estimated to be \$500,000.

Economic Benefits

Installation of a levee in the vicinity of Pineview Avenue would protect approximately two homes in the low-lying residential neighborhood that has been subject to repeated flood damage. Minimizing flood damage to these homes would eliminate the financial consequences of repeated repair.

Health and Social Service Benefits

The construction of a levee structure would prevent flooding to a residential neighborhood that has limited roadway access due to the CSX rail line. Diverting stormwater flow away from this neighborhood would protect residents and minimize the potential for road closure and resulting disruption of access by emergency service providers due to inundation during and after storm events.

Cost-Benefit Analysis

Implementation of this project would permanently mitigate flooding along the Hackensack River and Pineview Road resulting in sustainable benefits in the foreseeable future. Reduced flooding and improved access would result in more efficient emergency response efforts, reduction of vulnerability of public facilities and infrastructure, and lower reconstruction and rehabilitation costs following future storm events.

The useful life of this flood mitigation would be over a period of 80 years. The anticipated routine maintenance of these improvements will be scheduled within the existing Town maintenance programs, and are anticipated to be covered within existing or future operating budgets without a specific cost increase required. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

The levee structure is yet to be advanced to preliminary design, however, it was estimated that risk reduction benefits for one asset would be moderate through improved Vulnerability conditions. Even with protection, these assets would still be proximate to significant floodplains and a confluence of streams keeping the Exposure conditions constant.

Pineview Road Storm Drainage Improvements (cont'd)



Pineview Road (Elizabeth Matamoros)

General Timeframe for Implementing Actions

Immediately upon receipt of funding, the final construction drawings and project specifications will be completed (anticipated two months); the project will be bid through the Request for Proposals (RFP) process and awarded (anticipated one month). Project construction is estimated to take three months.

Government Regulatory Requirements

The project runs adjacent to a protected stream, therefore, an Article 15 (NYCRR Part 608), Waters Quality Certification Permit from the New York State Department of Environmental Conservation (NYS DEC), an Article 24 Freshwater Wetlands and Article 10 Water Quality Certification Permits from the U.S. Army Corps of Engineers (USACE) will be required. A permit from the Rockland County Drainage Agency will likely also be required. Local communities are required by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) to prepare data for a revision to the Flood Insurance Rate Map (FIRM) within six months of the completion of any project that changes the base flood elevation at any location. This process is accomplished through a FEMA Letter of Map Revision.

Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.

Tree Maintenance Program



Downed Trees from Superstorm Sandy, October 29, 2012 (John Eshoo)



Downed Trees from Superstorm Sandy, October 29, 2012 (John Eshoo)

Project Description

Following Superstorm Sandy, the Town of Clarkstown and Orange & Rockland (O&R) Utilities developed a protocol to ensure coordinated post-storm power line/tree removal. This protocol establishes two-person teams (one representative from the Town of Clarkstown Highway Department and one representative from O&R Utilities) to be dispatched to allow for coordinated securing of power lines, and subsequent tree removal to expediently eliminate safety issues and reopen roads. This project would augment that program by performing regular tree maintenance. Working with O&R Utilities, the community would develop and implement a comprehensive maintenance program for trees located in the public right-of-way (ROW). The community would retain a licensed arborist to survey the condition of trees to ensure that they are safely and properly trimmed.

Project Location

Town-wide

Estimated Cost

The capital cost to develop and implement this program is estimated to be \$30,000.

Economic Benefits

A consolidated tree maintenance program that is coordinated between the community and O&R Utilities will effectively allocate manpower and financial resources toward preventive measures to minimize damage to residences and businesses and the resulting costs associated with their repair. This project will ensure that trees are adequately pruned and maintained in advance of storm season. The project will also minimize the need for emergency crews to be dispatched to remove downed trees and power lines, both of which cause rippling economic impacts to the residents and businesses that cannot operate without power.

Environmental Benefits

In addition to pruning dead branches that are the primary candidates for breaking and falling, proper tree maintenance directs tree growth by slowing the growth of branches that may entangle with power lines. Controlled management creates healthier, stronger trees.

Tree Maintenance Program (cont'd)

Health and Social Service Benefits

Downed trees and power lines resulted in significant health and safety issues from live wires along roadways, prolonged power outages, and disrupted travel for both residents and emergency service workers. A comprehensive tree maintenance program would include trimming dead or dying branches away from primary and secondary power lines as well as from roadways throughout the Town.

Cost-Benefit Analysis

Properly maintained trees would reduce the risk of woody debris blocking roadways and streams, damaging property and infrastructure such as power lines, and causing injury. Economic benefits would be realized through uninterrupted access for emergency vehicles and residents, potentially uninterrupted power supply, as well as decreased costs for reconstruction and rehabilitation of roadways and infrastructure after severe weather and flooding.

It is anticipated that the program would be implemented annually—or bi-annually—to ensure ongoing maintenance. Therefore the useful life of this project is perpetual. Based on this analysis, the potential benefits of this project are believed to outweigh the financial investment of implementation.

Anticipated Reduction of Risk

Properly maintained trees will assist in reducing risk from high winds to property and essential utility service as well as reduce risk of flooding that may be caused by fallen trees, branches, and other debris blocking stream channels and roadways.

General Timeframe for Implementing Actions

Immediately upon receive funding, the following will be completed: preparation of Request for Proposals (RFP) for professional services for arborist to perform tree survey and evaluation; survey and evaluation of trees in Town right-of-way (ROW); and preparation of the tree maintenance program.

Government Regulatory Requirements

Coordination with O&R Utilities.

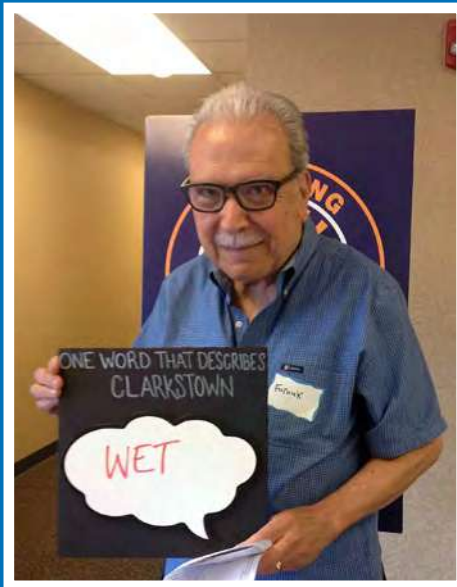
Entity with Jurisdiction

Town of Clarkstown Department of Environmental Control.

2014 NY RISING COMMUNITY RECONSTRUCTION PLAN NYRCR CLARKSTOWN

Section V Additional Materials





A. Additional Resiliency Recommendations

Throughout the NY Rising Community Reconstruction (NYRCR) Planning process, the Clarkstown NYRCR Planning Committee (Committee) developed the Additional Resiliency Recommendations listed in Table V-1. These recommendations were developed as projects and actions that the Committee would like to highlight and that are not categorized as Proposed Projects or Featured Projects. Additional Resiliency Recommendations are not ranked or prioritized, and they are presented in no particular order of importance.

Table V-1 Additional Resiliency Recommendations

Strategy	Project Name	Short Description	Estimated Cost	Regional (Y/N)
Ensure access to and improve resiliency of critical health and social service facilities and safe-havens during and after storm events	Mobile Help Unit	Evaluate repurposing Clarkstown's community transit service for use as a "Mobile Help Unit" during and after storm events.	The capital cost to complete this project is estimated to be less than \$50,000.	N
	"Ready Clarkstown Emergency Notification System" Education and Outreach Campaign	Enroll Clarkstown residents in the Town's "Ready Clarkstown" Emergency Notification System, and improve the Town's ability to efficiently and effectively inform residents of hazardous conditions.	The capital cost to complete this project is estimated to be \$15,000.	N
Improve regional coordination with neighboring communities and local and state agencies for watershed management to better mitigate flooding and plan for future disasters	Regional Watershed Coordination Commission	Develop local strategies to reduce the effects of flooding at a regional level.	The capital cost to implement recommendations developed by the Commission is estimated to be \$200,000.	Y
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.				

Table V-1 Additional Resiliency Recommendations (cont'd)

Strategy	Project Name	Short Description	Estimated Cost	Regional (Y/N)
Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective	Bellwood Drive Drainage Improvements*	Reconstruct the storm channel along Bellwood Drive to potentially remove existing piping and manage the stormwater through natural systems.	The capital cost to complete this project is estimated to be \$30,000.	N
	Dykes Park Rd Storm Drainage Improvements*	Design and implement storm drainage improvements on Dykes Park Road.	These improvements have not been fully designed. A potential range of costs to complete the design and construction could be \$50,000 - \$500,000.	N
	Eileen Avenue Culvert Replacement*	Design and replace the 48-inch culvert adjacent to 2 Eileen Avenue.	These improvements have not been fully designed. A potential range of costs to complete the design and construction could be \$50,000-\$500,000.	N
	Red Hill Rd/Burda Lane Improvements*	Resize and replace a culvert and potentially realign the intersection at Red Hill Road and Burda Lane.	The capital cost to complete these improvements is estimated to total: \$1,200,000; Preliminary drainage estimate: \$350,000 and intersection realignment: \$850,000.	N
	Toni Court Stream Channel Improvements*	Stream bank restoration and stream channel improvements along Toni Court, including additional infrastructure (channel walls).	The capital cost to complete this project is estimated to be \$36,000.	N
Preserve open spaces and restore natural resources to better support flood mitigation	"Green Clarkstown" - Stormwater, Wetlands and Wetland Buffers, Flood Mitigation Regulations and Ordinances	Develop and implement regulatory changes to protect wetlands, lakes and stream corridors and require green construction and infrastructure improvements to mitigate flood impacts within the Town. This project was recommended in the Clarkstown Comprehensive Plan and the Stormwater Regulations.	The capital cost to prepare an RFP, retain a consultant to develop mapping and draft revisions to ordinances, and conduct SEQRA is estimated to be \$145,000.	N
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.				

Table V-1 Additional Resiliency Recommendations (cont'd)

Strategy	Project Name	Short Description	Estimated Cost	Regional (Y/N)
Provide education, outreach and implementation assistance regarding pre-storm preparedness (including proper maintenance of waterbodies and stormwater runoff mitigation on private properties), storm protection procedures and post-storm recovery initiatives to protect from future flooding	Comprehensive Town-wide Education and Alert Program for: (1) Storm Preparedness, (2) Implementation, and (3) Emergency Assistance and (4) Post-Storm Recovery	This project proposes a four-phased approach for storm preparation, implementation and post-storm recovery. 1. Education for pre-storm preparedness; 2. Implementation assistance for storm preparedness to the elderly or vulnerable populations; 3. Develop a comprehensive database for emergency assistance resources during emergency events; and 4. Prepare a comprehensive list of assistance agencies for technical advice and funding to assist with post storm recovery and rebuilding.	The capital cost to complete this project is estimated to be 1- \$20,000; 2 - \$30,000; 3-\$20,000; 4-\$20,000 for a total of \$90,000.	N
Restore and protect critical infrastructure and transportation assets	Back-up Power for Critical Infrastructure - Policy Changes and Implementation Assistance	This project will: (1) require new cell towers to include a back-up power supply as a condition of local approvals; and incentivize the retrofit of existing cell towers for back up supply; (2) provide financial assistance for the installation of a permanent backup power supply for critical infrastructure including gasoline stations; and (3) conduct a feasibility study to evaluate opportunities to bury power lines in older neighborhoods throughout the Town.	These improvements have not been fully designed. The policy text amendment and grant applications would be completed in house. As the project is more fully defined, costs can be determined. A potential range of costs to complete a feasibility study for and bury some power lines could be \$500,000 - \$1,000,000.	N
	Operational and Communication Infrastructure Improvements - Additional Weather Tower and Stream Gages and Installation of Cameras on Existing Stream Gages	Evaluate optimal locations for additional weather stations and fund the installation of cameras and new equipment at selected sites.	These improvements have not been fully designed. A potential range of costs to complete the design and installation would be \$50,000 - \$500,000.	N
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.				

B. Master Table of Projects

Table V-2 presents all projects developed by NYRCR Clarkstown throughout the planning process. This comprehensive list includes Proposed Projects, Featured Projects, and Additional Resiliency Recommendations, defined below. Projects are listed by Reconstruction and Resiliency Strategy.

- ▶ Proposed Projects are proposed for funding through a Community's allocation of CDBG-DR funding.

- ▶ Featured Projects are innovative projects where an initial study or discrete first phase of the project is proposed for CDBG-DR funding or other identified funding; and regulatory reforms and other programs that do not involve capital expenditures.
- ▶ Additional Resiliency Recommendations are resiliency projects and actions the Committee would like to highlight and are not categorized as Proposed or Featured Projects.

Table V-2 Master Project Table

Strategy	Project Name	Short Description	Project Category	Estimated Cost	Regional (Y/N)
Ensure access to and improve resiliency of critical health and social service facilities and safe-havens during and after storm events	"Ready Clarkstown Emergency Notification System" Education and Outreach Campaign	Enroll Clarkstown residents in the Town's "Ready Clarkstown" Emergency Notification System, and improve the Town's ability to efficiently and effectively inform residents of hazardous conditions.	Additional Resiliency Recommendation	The capital cost to complete this project is estimated to be \$15,000.	N
	Mobile Help Unit	Evaluate repurposing Clarkstown's community transit service for use as a "Mobile Help Unit" during and after storm events.	Additional Resiliency Recommendation	The capital cost to complete this project is estimated to be less than \$50,000.	N
Improve regional coordination with neighboring communities and local and state agencies for watershed management to better mitigate flooding and plan for future disasters	Regional Watershed Coordination Commission	Develop local strategies to reduce the effects of flooding at a regional level.	Additional Resiliency Recommendation	The capital cost to complete to implement recommendations that are generated by the Commission is estimated to be \$200,000.	Y
Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective	Cranford Drive Drainage Improvements*	Resize stormwater management drainage infrastructure and implement green infrastructure practices (regrading and placement of fiber rolls, rock weirs and vanes, boulder revetment), along Cranford Drive from north of Old Route 304 to the intersection of Cranford Drive and Route 304.	Proposed Project	The capital cost to complete these improvements is estimated to be \$2,100,000.	N
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.					

Table V-2 Master Project Table

Strategy	Project Name	Short Description	Project Category	Estimated Cost	Regional (Y/N)
Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective (cont'd)	Drainage Improvements to the Demarest Kill Stream*	Stormwater management improvements to redesign, rightsize, and modify the existing drainage infrastructure in and around the Demarest Kill, including: replacing a failed culvert and collapsed headwall under Hall Avenue just west of Lake Drive; design and construction of basins and berms at the Virginia Street detention area; and modifications to existing drainage lines and underground detention areas along Virginia Street to prevent surcharging of the system.	Proposed Project	The capital cost to complete these improvements is estimated to be \$810,000 in total. This includes \$360,000 for the Hall Avenue Culvert and Headwall, \$150,000 for the Virginia Street Detention Area, and \$300,000 for the drainage improvements along Virginia Street.	N
	Drainage Improvements to the Naurashaun Brook Basin*	Redesign and resizing of storm drainage infrastructure under East Alison Avenue, on Blauvelt Road from Townline Road to Lake Nanuet Drive and stream bank restoration measures along the Naurashaun Brook. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	Proposed Project	The capital cost to complete these improvements is estimated to be \$500,000.	N
	South Mountain Road Drainage Improvements*	Evaluate the South Mountain Road corridor to identify coordinated “green” and “gray” stormwater management improvement projects, which could be implemented in phases. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	Proposed Project	The capital cost to conduct the feasibility analysis and implement improvements is estimated to be \$1,000,000.	N
	Cul-de-sac Island Reconstruction	Redesign 143 cul-de-sac islands to remove raised planted medians and replace them with green-infrastructure systems to improve water quality and reduce peak rates of run-off and streamflow quantities and velocities.	Featured Project	The capital cost to design and implement the improvements is estimated to be \$35,000-\$45,000 per planted island.	N

Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.

Table V-2 Master Project Table

Strategy	Project Name	Short Description	Project Category	Estimated Cost	Regional (Y/N)
Improve stormwater management infrastructure and drainage systems using green infrastructure practices where possible and cost-effective (cont'd)	Jeffrey Place Drainage Improvements*	Excavate an 11-foot trench to relieve flooding during rain storm events on Jeffrey Place, just south of Old Mill Road. This project has been recognized as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	Featured Project	The capital cost to complete these improvements is estimated to be \$500,000.	N
	Pineview Road Storm Drainage Improvements*	Install a levee structure to provide flood protection to properties that repeatedly flood along Pineview Road. This project has been recognized as an urgent need by Town of Clarkstown Storm Drainage Task Force.	Featured Project	The capital cost to complete these improvements is estimated to be \$500,000.	N
	Bellwood Drive Drainage Improvements*	Reconstruct the storm channel along Bellwood Drive to potentially remove existing piping and manage the stormwater through natural systems.	Additional Resiliency Recommendation	The capital cost to complete this project is estimated to be \$30,000	N
	Dykes Park Road Storm Drainage Improvements*	Design and implement storm drainage improvements on Dykes Park Road.	Additional Resiliency Recommendation	These improvements have not been fully designed. A potential range of costs to complete the design and construction could be \$50,000-\$500,000.	N
	Eileen Avenue Culvert Replacement*	Design and replace the 48-inch culvert adjacent to 2 Eileen Avenue.	Additional Resiliency Recommendation	These improvements have not been fully designed. A potential range of costs to complete the design and construction could be \$50,000-\$500,000.	N
	Red Hill Road/Burda Lane Improvements*	Resize and replace a culvert and potentially realign the intersection at Red Hill Road and Burda Lane.	Additional Resiliency Recommendation	The capital cost to complete these improvements is estimated to total: \$1,200,000; Preliminary drainage estimate: \$350,000 and intersection realignment: \$850,000.	N
	Toni Court Stream Channel Improvements*	Stream bank restoration and stream channel improvements along Toni Court, including additional infrastructure (channel walls).	Additional Resiliency Recommendation	The capital cost to complete this project is estimated to be \$36,000.	N
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.					

Table V-2 Master Project Table

Strategy	Project Name	Short Description	Project Category	Estimated Cost	Regional (Y/N)
Preserve open spaces and restore natural resources to better support flood mitigation	Implementation of Post-Residential Buyout Program Measures for Flood Protection	Evaluate and design flood mitigation and flood control uses for appropriate parcels acquired by the Town through FEMA's HMGP Buyout Program. These properties must remain undeveloped in perpetuity and can therefore be repurposed for use as public open space, and potentially for flood control.	Featured Project	The capital cost to conduct this feasibility study is estimated to be \$50,000.	N
	"Green Clarkstown" - Stormwater, Wetlands and Wetland Buffers, Flood Mitigation Regulations and Ordinances	Develop and implement regulatory changes to protect wetlands, lakes and stream corridors and require green construction and infrastructure improvements to mitigate flood impacts within the Town. This project was recommended in the Clarkstown Comprehensive Plan and the Stormwater Regulations.	Additional Resiliency Recommendation	The capital cost to prepare an RFP, retain a consultant to develop mapping and draft revisions to ordinances, and conduct SEQRA is estimated to be \$145,000.	N
Promote resilience and flood management best practices through land-use planning, policy, and regulation	Digital Inventory of Stormwater Management Infrastructure	Provide funding for the Town to retain professional services to collect data on its roughly 12,000 catch basins. Information to be collected would include: size, date of installation, and inspection and maintenance schedules for replacement or upgrades.	Featured Project	The capital cost to retain professional services to complete this inventory and monitoring system is estimated to be \$200,000.	N
	Tree Maintenance Program	Proactively manage trees located in the public right-of-way to reduce incidents of road closures and power interruptions resulting from downed trees during storm conditions.	Featured Project	The capital cost to develop and implement this program is estimated to be \$30,000.	N
Provide education, outreach and implementation assistance regarding pre-storm preparedness (including proper maintenance of waterbodies and stormwater runoff mitigation on private properties), storm protection procedures and post-storm recovery initiatives to protect from future flooding	Comprehensive Town-wide Education and Alert Program for: (1) Storm Preparedness, (2) Implementation, and (3) Emergency Assistance and (4) Post-Storm Recovery	1. Education for pre-storm preparedness; 2. Implementation assistance for storm preparedness to the elderly or vulnerable populations; 3. Develop a comprehensive database for emergency assistance resources during emergency events; and 4. Prepare a comprehensive list of assistance agencies for technical advice and funding to assist with post storm recovery and rebuilding.	Additional Resiliency Recommendation	The cost for each phase of this project is estimated as follows: 1- \$20,000; 2 - \$30,000; 3-\$20,000; 4-\$20,000 for a total cost of: \$90,000.	Y
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.					

Table V-2 Master Project Table

Strategy	Project Name	Short Description	Project Category	Estimated Cost	Regional (Y/N)
Restore and protect critical infrastructure and transportation assets	Fredric Street Drainage Improvements*	Resize and replace piping for approximately 1,200 linear feet from Fredric Street west through and including the New Holland Village Condominiums. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	Proposed Project	The capital cost to complete the engineering and implementation of these improvements is estimated to be \$1,400,000.	N
	Old Haverstraw Road Drainage Improvements*	Resize and replace existing deteriorated and undersized drainage lines to adequately drain areas along Old Haverstraw Road. This project has been identified as an urgent need by the Town of Clarkstown Storm Drainage Task Force.	Proposed Project	The capital cost to complete these improvements is estimated to be \$750,000.	N
	Back-up Power for Critical Infrastructure - Policy Changes and Implementation Assistance	This project will: (1) require new cell towers to include a back-up power supply as a condition of local approvals; and incentivize the retrofit of existing cell towers for back up supply; (2) provide financial assistance for the installation of a permanent backup power supply for critical infrastructure including gasoline stations; and (3) conduct a feasibility study to evaluate opportunities to bury power lines in older neighborhoods throughout the Town.	Additional Resiliency Recommendation	These improvements have not been fully designed. The policy text amendment and grant applications would be completed in house. As the project is more fully defined, costs can be determined. A potential range of costs to complete a feasibility study for and bury some power lines could be \$500,000 - \$1,000,000.	N
	Operational and Communication Infrastructure Improvements - Additional Weather Tower and Stream Gages and Installation of Cameras on Existing Stream Gages	Evaluate optimal locations for additional weather stations and fund the installation of cameras and new equipment at selected sites.	Additional Resiliency Recommendation	These improvements have not been fully designed. A potential range of costs to complete the design and construction could be \$50,000 - \$500,000.	N
Notes: Projects marked with a * were suggested by the Town of Clarkstown Storm Drainage Task Force in their August 2014, Storm Drainage Task Force Project List.					

C. Public Engagement Process

Public Engagement Process

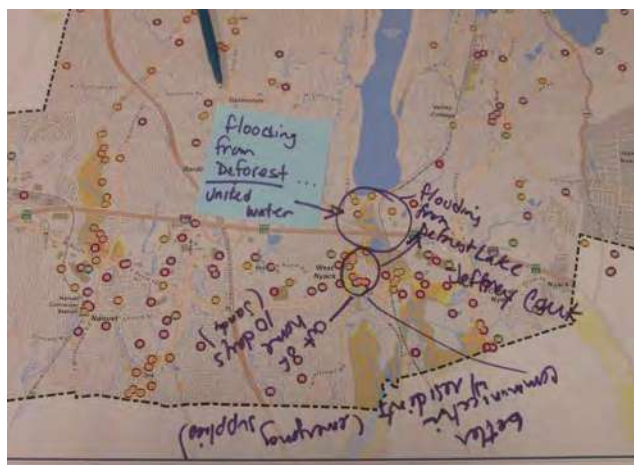
The public engagement process was designed to reach the broadest possible cross-section of the Clarkstown community and ultimately inform the full scope of projects to consider in the Clarkstown NYRCR Plan. Outreach regarding the NYRCR Plan and opportunities for community input included: bi-weekly Planning Committee Meetings that were open to the public; four Public Engagement Events held at four different locations in the Town and scheduled at strategic points throughout the six-month planning process; site and facility tours; a stakeholder email list, which was updated after each Committee and Public Engagement Event; posting of press releases on the Town website; meeting and event details and materials posted on the NYRCR Program website (www.stormrecovery.ny.gov/nyrcr); distribution of a tri-fold brochure, flyers (in English and Spanish), and posters throughout the community; social media alerts; display of information regarding the NYRCR Program at the West Nyack Heritage Festival; and notices sent home with school children. Table II-3 presents a full list of all meetings and events held throughout the Clarkstown NYRCR planning process.



*Clarkstown NYRCR Planning Committee Meeting 1 - July 9, 2014
(Arch Street Communications)*

Clarkstown NYRCR Planning Committee

The Clarkstown NYRCR Planning Committee (Committee) is composed of nine voting members who represent a cross-section of community groups and interests, including senior and historic preservation groups, municipal officials representing the departments of Emergency Management, Planning, and Environmental Control; two non-voting ex-officio members (the Town Supervisor and Director of Operations), members of the community; and business owners who have themselves experienced repeated flooding.



*Asset Inventory Mapping at Planning Committee Meeting 3 –
August 13, 2014 (Elizabeth Matamoros)*

The Committee met approximately every other week at Clarkstown Town Hall in New City from July 2014 through December 2014. Prior to each meeting, the Committee received reminder emails, an agenda with explanatory information, worksheets, and summary notes from previous meetings.

The general format for Committee Meetings included a summary discussion of accomplishments made since the last meeting, followed by work sessions on specific NYRCR Program tasks. These tasks included: formulating a vision; identifying goals and objectives; asset mapping; identifying and developing needs and opportunities; and developing specific projects. Speakers were invited to address the Committee to

educate them on the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant-Disaster Recovery (CDBG-DR) Program and the Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP). The Committee also hosted a joint meeting with the Village of Suffern NYRCR Planning Committee to learn about green infrastructure practices and how these practices could be utilized in the respective communities.

Summaries of all Committee Meetings as well as meeting materials were made available on the NYRCR Program website at www.stormrecovery.ny.gov/nyrcr.

Public Engagement Events

Four Public Engagement Events were held throughout the six-month planning process. Attendees at these events included: Clarkstown residents, representatives from public and private agencies; elected officials and their representatives, community organizations and local businesses. Attendees were notified of the events via media releases issued by the Town and the NYRCR Program, social media postings, flyers and posters displayed throughout the Town, a project email list and notices sent home with school children. Notices for all four Public Engagement Events were also posted on the NYRCR Program website at www.stormrecovery.ny.gov/nyrcr/meetings. This multi-pronged effort brought out a cross section of interested individuals.

Each Public Engagement Event was held in a different location within the Town to encourage widespread participation.

Public Engagement Event 1

Public Engagement Event 1 was held at Clarkstown Town Hall in New City on July 30, 2014. At this event, residents received information about the NYRCR Program, process and timelines. The focus of this event was to solicit community feedback of the vision, needs, and opportunities developed by the Committee and provide information on critical issues, storm

damage and preliminary asset inventory and mapping. Various “stations” were set up around the room where attendees could learn about and give input on various NYRCR Plan components. Preliminary asset maps were displayed and residents were encouraged to add information directly to maps and/or discuss issues with representatives from the Consultant Team, Committee, and Governor’s Office of Storm Recovery (GOSR)/NYS Department of State (NY DOS) stationed at each table.

Event attendees were also encouraged to participate in the Photo Booth where they were asked to write answers to one of the questions listed below on a white board and have their photograph taken while holding the board. This helped provide a visual representation of the Community’s values and vision for making Clarkstown more resilient in the future.

- ▶ One word that describes Clarkstown...
- ▶ My Vision for Clarkstown is...
- ▶ What does “Building Back Better” mean to you?



Public Engagement Event 1 – July 30, 2014 (Elizabeth Matamoros)

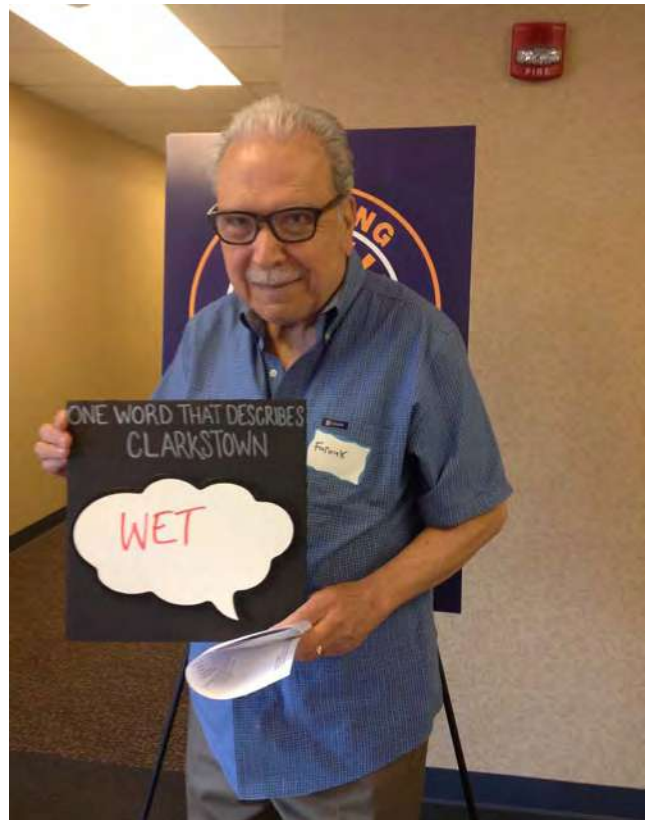


"One Word to Describe Clarkstown: Beauty" Public Engagement Event 1 – July 30, 2014 (Arch Street Communications)

This event brought out people whose lives and livelihoods were severely impacted by storm events. The NYRCR Program is a community-driven initiative. As such, public engagement events provide an essential forum for residents to tell their stories and provide direction for the planning process—from inception to completion.

Public Engagement Event 2

The second Public Engagement Event was held at the Pascack Community Center in Nanuet on September 17, 2014. The Event was publicized via social media, media releases, the stakeholder email distribution list, the Town website, and posters, brochures and flyers sent home with school children.



"One Word to Describe Clarkstown: Wet" Public Engagement Event 1 – July 30, 2014 (Arch Street Communications)

Public Engagement Event 2 focused on discussion of strategies and projects developed by the Committee to address Clarkstown's key needs and critical issues. The strategies and projects were organized by the six Recovery Support Functions (RSFs) as follows: Health and Human Services; Natural and Cultural Resources; Community Planning and Capacity Building; Housing; Economic, and Infrastructure. Diverging from the "station" format utilized at Public Engagement Event 1, this event was organized as a guided group discussion. Meeting attendees sat together and discussed each proposed strategy and program, providing detailed input on each component.

The Photo Booth offered at Public Engagement Event 1 was also offered at Public Engagement Event 2.



*Public Engagement Event 2 – September 17, 2014
(Arch Street Communications)*

West Nyack Heritage Festival

Several Planning Committee Members attended the West Nyack Heritage Festival on October 18, 2014 to display and distribute NYRCR Program information. Members of the community were encouraged to learn more about the program, provide email contact information and attend future Planning Committee Meetings and Public Engagement Events.



Supervisor Gromack, Councilwoman Hausner, and NYRCR Planning Committee Members Mark Brecher and Michael Gach at the West Nyack Heritage Festival – October 18, 2014 (Heritage of West Nyack)

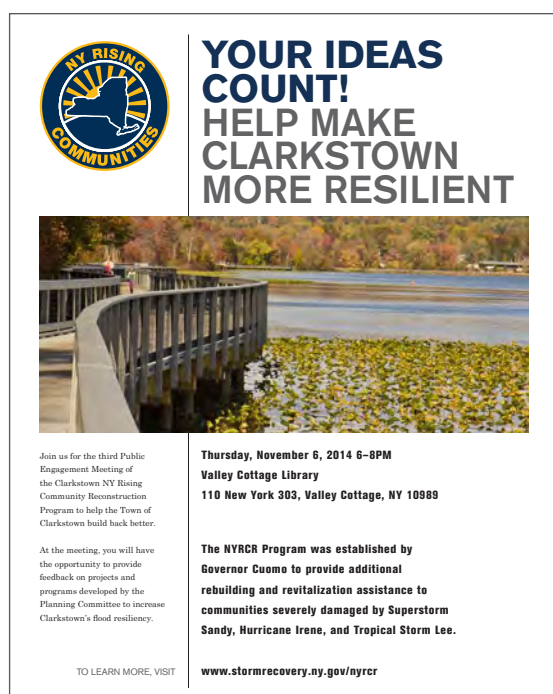
Public Engagement Event 3

Public Engagement Event 3 was held at the Valley Cottage Library, in Valley Cottage, on November 6, 2014. The event was advertised using many of the same outlets and approaches utilized for Public Engagement Events 1 and 2; however, to encourage additional attendance, the Committee, the Consultant Team and Town representatives started publicizing the event approximately three weeks prior to the event. The primary focus of Public Engagement Event 3 was to solicit community input on projects, programs and actions developed by the Planning Committee. The format for this event included a brief presentation about the NYRCR Program, after which attendees were provided a “passport” detailing project information.

Attendees were encouraged to circulate throughout the room and view the posters and maps that illustrated the Proposed and Featured Projects, and Additional Resiliency Recommendations. After learning more about the projects from the posters and discussion with Committee members, representatives from the Consultant Team and GOSR/DOS representatives, attendees filled out the “passports” indicating their thoughts and concerns regarding Committee-developed projects, and providing suggestions on other projects to be considered in the NYRCR Program.



Supervisor Gromack Speaks at Public Engagement Event 3 – November 6, 2014 (Arch Street Communications)



Flyer for Public Engagement Event 3 – November 6, 2014 (AKRF)

Boards displaying the Vision and Goals, Needs and Opportunities, Asset Mapping, and Strategies were also displayed at the event venue.

Public Engagement Event 4

The fourth and final Public Engagement Event will be held in January 2015 to present the final NYRCR Plan to the Clarkstown Community.

Additional Outreach Efforts

The Clarkstown Planning Committee and Consultant Team worked to develop many opportunities for community participation and public engagement.

Brochures and Flyers

The Consultant Team created a tri-fold brochure that highlighted NYRCR Program components. The Consultant Team and Committee Members distributed these brochures throughout the community in key locations, including: Town Hall, various libraries and businesses. These brochures provided information on

the NYRCR Program, the Planning Committee, Program progress, contact information for the Governor's Office of Storm Recovery and the stormrecovery.com website. The brochures were also provided at the three Public Engagement Events.

The Committee and Consultant Team discussed the importance of encouraging involvement throughout Clarkstown's diverse community. To achieve a broader outreach, the Consultant Team prepared flyers for the Public Engagement Events in Spanish and English. The Committee and Town representatives distributed hard copies of the flyers throughout Clarkstown to help attract participation of a key but traditionally underrepresented sector of the community.

School Outreach

The NYRCR Plan also considered youth engagement as key to improving Clarkstown's resilience. With this in mind, the Consultant Team worked to ensure that event notices were also circulated via email from the Town of Clarkstown to the School District mailing lists in order to reach the Community's youth as well as a more diverse range of parents. The Consultant Team also prepared age-appropriate worksheets for younger attendees at the Public Engagement Events.

Town Website

To ensure that community residents who were not on the Planning Committee remained involved in the planning process, information related to the NYRCR Program and Plan, including Committee Meeting presentations was posted to the NYRCR Clarkstown webpage (www.stormrecovery.ny.gov/nyrcr/community/town-clarkstown), which also provides a section for public feedback and comment.

These various outreach methods helped to solidify the public engagement process and ensure that the NYRCR Planning Process considered a variety of different opinions and voices.

Online Survey

The Planning Committee and the Consultant Team prepared an online survey to provide another opportunity for Clarkstown residents who were unable to attend community meetings to participate in the NYRCR Planning Process and provide their valuable input. The survey listed the projects developed by the Clarkstown NYRCR Planning Committee and asked residents to express their preference for each project by selecting “high” or “low,” thereby gauging community support for each project. In addition, the survey allowed an opportunity for respondents to comment on each of the projects and provide feedback in a narrative format. The survey responses were combined with the feedback gathered at the Public Engagement Event 3.



Clarkstown NYRCR Program Overview Brochure (AKRF)

The survey was distributed via email to the NYRCR email list, posted on the Clarkstown NYRCR webpage, distributed via handout at the Public Engagement Event, and available to the public on the Town website from November 3 to November 24, 2014. This successful public outreach method enabled the Consultant Team to incorporate the perspectives of a diverse group of residents in Clarkstown that may not have been able to voice their opinion at Public Engagement Events.

The survey received four hundred and ninety-eight responses. More than 50% of the respondents indicated “high” community support for the Proposed Projects. Narrative feedback included: “improvement in drainage should be a priority” and many respondents indicated that drainage projects were “urgent”, citing specifically that the drainage issues to be addressed by the Cranford Drive Drainage Improvement Project dated back more than 20 years. Comments on the South Mountain Road project included: “The current situation is untenable. Water overflow has caused significant repeated damage to our road,” and many comments similar to “Improvement in drainage should be a priority.” Featured Projects, specifically the Tree Maintenance Program, also received “high” community support, with comments highlighting that this is an issue that affects the entire Town.

Recurring feedback included that efforts need to be focused on protecting homeowners from property damage. Residents also stressed the importance of regional coordination with neighboring Towns, Rockland County, and Orange & Rockland Utilities.

The responses to the online survey resoundingly indicate that erosion and flood issues have been plaguing the community for many years. Clarkstown residents have been very much affected by flooding, stormwater management issues, and disruption in power and therefore they actively support proactive drainage, storm preparedness response, and recovery initiatives proposed in the NYRCR Plan.

Table V-3: NYRCR Meeting and Event Summary

Meeting/Event	Date	Location	Topics Covered
Consultant Team Site Tour	6/26/2014	Town of Clarkstown Site Tour	Guided Tour of the Town, all Recent and Proposed Infrastructure Projects
Planning Committee Meeting 1	7/9/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Kick off, Discussion of Storm Damage and Critical Issues
Planning Committee Meeting 2	7/23/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Visioning, Goals and Objectives
Public Engagement Event 1	7/30/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Review of Vision Statement and Asset Inventory
Consultant Team Tour of Emergency Operations Center	8/5/2014	Clarkstown Police Department 20 Maple Avenue New City, NY 10956	Guided Tour of Emergency Operations Center
Planning Committee Meeting 3	8/13/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Needs and Opportunities, Asset Inventory and Risk Analysis
Planning Committee Meeting 4	8/27/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Discussion and Review of Asset Inventory and Preliminary Risk Assessment, Green Infrastructure
Planning Committee Meeting 5 (Joint Meeting with Suffern)	9/10/2014	Clarkstown Town Hall 10 Maple Avenue New City, NY	Educational Session on Green Infrastructure with Khristopher Dodson, Syracuse University
Public Engagement Event 2	9/17/2014	Pascack Community Center Gymnasium 87 New Clarkstown Road, Nanuet NY	Progress Review, Discussion of Strategies
Planning Committee Meeting 6	9/23/2014	Clarkstown Town Hall 10 Maple Avenue New City, NY	GOSR CDBG-DR Presentation, Project Development
Planning Committee Meeting 7	10/8/2014	Clarkstown Town Hall 10 Maple Avenue New City, NY	GOSR HMGP Presentation Regarding Residential Buyout Program, Project Development
West Nyack Heritage Festival	10/18/14	Congers Lake Memorial Park Congers, NY	Public Engagement –NY Rising Program
Planning Committee Meeting 8	10/22/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Project Development, Discussion of Town of Clarkstown Storm Drainage Task Force Projects, Prepare for Public Engagement Event 3
Public Engagement Event 3	11/6/14	Valley Cottage Library 110 New York 303 Valley Cottage, NY	Review and Discussion of Projects
Planning Committee Meeting 9	11/13/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Public Engagement Feedback Review, Rising to the Top Competition Discussion, Voting
Planning Committee Meeting 10	11/19/14	Clarkstown Town Hall 10 Maple Avenue New City, NY	Review of Draft 2 of NYRCR Plan
Public Engagement Event 4	Jan 2015	Location TBD	Review of Final Clarkstown NYRCR Plan

D. Community Asset Inventory

Table V-4 Community Asset Inventory

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
A MacArthur Barr Middle School	143 Church Street, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ABC Supply Co., Inc.	2 Ford Products Rd, Valley Cottage, NY 10989	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Adele Road Homes	14 Adele Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	No	No	Yes	Yes	2	3	4.00	4	48
Advanced Cardiovascular Care	206 RT 303, Valley Cottage, NY 10989	Health and Social Services	Healthcare Facilities	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Albertus Magnus High School	798 S Rte. 304, Bardonia, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All County Motors	12 N Middletown Rd, Nanuet, NY 10954	Economic	Small Business	No	No	Low	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Alton Court Homes	Alton Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Animal Medical of New City	22 New Hempstead Rd, New City, NY 10956	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Annmarie Meehan Inc.	12 Westview Ave, Congers, NY 10920	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ARC of Rockland	25 Hemlock Dr, Congers, NY 10920	Health and Social Services	Government and Administrative Services	Yes	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Argow Place Home	43 Argow Pl, Bardonia, NY 10954	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AuPairCare	5 Richard Dr, West Nyack, NY 10994	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Baby Lake Dam	Lucille Blvd, New City, NY 10956	Infrastructure Systems	Stormwater	No	Yes, FEMA	High	Extreme	Yes	Yes	No	No	Yes	Yes	2	3	4.00	3	36
Bardonia Elementary School	81 Bardonia Rd, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bardonia Post Office	77 Bardonia Rd, Bardonia, NY 10954	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Beckerle Lumber & Supply	79 Lake Rd, Congers, NY 10920	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	2	18
Better Homes and Gardens Rand Reality/ Hudson United Insurance	10 Schriever Ln, New City, NY 10956	Economic	Small Business	No	No	Low	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Birchwood Court Homes	Birchwood Ct, Valley Cottage, NY 10989	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*Assets in Extreme and High Risk Areas were advanced through the Risk Assessment Process and had Landscape Attributes analyzed to produce Risk Scores. Assets within Moderate and Low Risk Areas were not evaluated by the Risk Assessment.																		

Table V-4 Community Asset Inventory (cont’d)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
Birchwood School	Sickletown Rd, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Birchwood Terrace Homes	35 Birchwood Terrace, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bittern Drive Homes	6 Bittern Dr, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	No	No	No	Yes	1.5	3	2.50	3	23
Blauvelt Road Floodprone Area	Blauvelt Ave, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Blauvelt Road Homes	127 Blauvelt Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Blue Rock School	110 Demarest Mill Rd, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bluebird Drive Bridge	Bluebird Dr, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Braemar Lane Condominiums	49 Braemar Ln, New City, NY 10956	Housing	Multi-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Bram Manufacturing	26 N Route 9W, Congers, NY 10920	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Brenner Drive Businesses	85 Brenner Dr, Congers, NY 10920	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Brenner Drive Undermined Area	Brenner Dr, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	Medium	High	Yes	No	No	No	Yes	No	1	3	2.00	3	18
Bridgewater Condominiums	Patricks Pl, Congers, NY 10920	Housing	Multi-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Brookhaven Court Homes	6 Brookhaven Ct, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Brookside Drive Homes	3 Brookside Dr, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
Busy Bee Playschool	39 Germonds Rd, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Buttermilk Falls Park	Blauvelt, NY 10913	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cablevision West Nyack Facility	210 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Telecommunications	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cablevision West Nyack Facility 2	73 Rose Rd, West Nyack, NY 10994	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cambridge University Press	110 Brookhill Dr, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Camp Venture - Kenneth P. Zebrowski Center	100 Convent Rd, Nanuet, NY 10954	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*Assets in Extreme and High Risk Areas were advanced through the Risk Assessment Process and had Landscape Attributes analyzed to produce Risk Scores. Assets within Moderate and Low Risk Areas were not evaluated by the Risk Assessment.																		

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Asset Information								Landscape Attributes							Risk Assessment			
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Camp Venture Home #1	63 Inwood Dr, Bardonia, NY 10954	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Camp Venture Home #2	132 Strawtown Rd, Clarkstown, NY 10956	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capral Lane Homes	Capral Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
Cedar Grove Corners Condominiums	N US Route 9W, New City, NY 10956	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Centenary Pumping Station	198 Old Route 304, Clarkstown, NY 10956	Infrastructure Systems	Wastewater	No	Yes, FEMA	High	Extreme	Yes	Yes	No	Yes	No	Yes	2	3	4.00	5	60
Central Nyack Community Center	58 Waldron Avenue, Nyack, NY 10960	Natural and Cultural Resources	Community Centers	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Central Nyack Congregational Church	468 Mountainview Ave, Valley Cottage, NY 10989	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Central Nyack Fire Station	43 Waldron Ave, Grand View-On-Hudson, NY 10960	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Charles Street to Freedman Avenue Floodprone Areas	Fredric St, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Charles Street to Freedman Avenue Homes	Charles St, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Chase Bank	2 New Hempstead Rd, New City, NY 10956	Economic	Banks and Financial Services	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Chestnut Grove School	62 Old Middletown Rd, Clarkstown, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Children's Village Home	9 Tena Pl, Congers, NY 10989	Housing	Supportive Housing	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Christian Herald Road / Lake Road Homes	Christian Herald Rd, Valley Cottage, NY 10989	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Christian Herald Road Apartments	Christian Herald Rd, Valley Cottage, NY 10989	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Clark Drive Homes	9 Clark Dr, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clarkstown Kids Childcare	58 Endicott St, Congers, NY 10920	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clarkstown North Senior High School	151 Congers Road, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clarkstown Plaza	170 S Main St, New City, NY 10956	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clarkstown South High School	31 Demarest Mill Road, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clarkstown Town Hall	10 Maple Ave, Clarkstown, NY 10954	Health and Social Services	Government and Administrative Services	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*Assets in Extreme and High Risk Areas were advanced through the Risk Assessment Process and had Landscape Attributes analyzed to produce Risk Scores. Assets within Moderate and Low Risk Areas were not evaluated by the Risk Assessment.																		

Table V-4 Community Asset Inventory (cont'd)

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Clarkstown Town Landfill	126 S Route 303, West Nyack, NY 10994	Infrastructure Systems	Hazardous Materials, Solid Waste, and Recycling	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Clean Vehicle Solutions	8 Pineview Rd, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Clearwire Spectrum Holdings Microwave Tower	11 Seeger Dr, Nanuet, NY 10954	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Collyer Avenue Homes	85 Collyer Ave, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Commuter Parking Lot	NY Rte. 303, West Nyack, NY 10960	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Companions Plus Senior Care	1 Strawtown Rd, West Nyack, NY 10994	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
Congers Community Center	6 Gilchrest Rd, Congers, NY 10920	Natural and Cultural Resources	Community Centers	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Elementary School	9 Lake Rd, Congers, NY 10920	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Fire Station 1	66 Lake Rd E, Congers, NY 10920	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Fire Station 2	40 N Harrison Ave, Congers, NY 10920	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Lake Memorial State Park	Congers, NY 10920	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Post Office	14 Old Haverstraw Rd, Congers, NY 10920	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Congers Road / Goebel Road Homes	Goebel Rd, Clarkstown, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Congers-Valley Cottage Vol. Ambulance Corps.	117 Kings Hwy, Congers, NY 10920	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Convent Rd / Newport Dr / Morgan Ct Homes	170 Convent Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	2	21
Cool Pool & Spa	85 S Pascack Rd, Nanuet, NY 10954	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	Yes	1	3	3.00	3	27
Corners Road Homes	Corners Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Corporate Way / Executive Boulevard Businesses	612 Corporate Way, Valley Cottage, NY 10989	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
Cottage Place / Smith Road Homes	5 Cottage Pl, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
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Table V-4 Community Asset Inventory (cont'd)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
County Animal Hospital	49 Congers Rd, New City, NY 10956	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cragmere / Bush Ct Homes	6 Bush Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	5	53
Cranford Drive	Cranford Dr, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	Yes	Yes	Yes	2	3	4.00	3	36
Cranford Drive / Termakay Drive Home	Cranford Dr, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	4	54
Cranford Drive Homes	7 Cranford Dr, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	5	53
CSC TKR Television Antenna	23 Forest Ridge, Grandview-on-Hudson, NY 10960	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cypress Street / Cranford Drive Homes	Cypress St, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	5	53
Deforest Lake Dam	55 Old Mill Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Deforest Lake Filtration Plant	55 Old Mill Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Deforest Lake Reservoir	Clarkstown, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Demarest Mill Road Home	42 Demarest Mill Rd, Nanuet, NY 10954	Housing	Single-Family Home	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Denver Dr Homes	Shore Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Doctor Davies Road Home	55 Doctor Davies Rd, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dr. Davies Farm	306 NY Rte. 304, Congers, NY 10920	Natural and Cultural Resources	Agricultural areas	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dykes Park Road Homes	Dykes Pk Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E Hall Avenue / S Little Tor Road Homes	5 E Hall Ave, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
East Allison Avenue Floodprone Area	East Allison Ave, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	Yes	Yes	Yes	2	3	4.00	4	48
East Allison Avenue Homes	East Allison Ave, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
East Hall Avenue Floodprone Area	East Hall Ave, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
East NYS Rte. 59 Businesses	E Rte. 59, Nanuet, NY 10954	Economic	Large Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
East NYS Rte. 59 Commercial Corridor	90 E Rte. 59, Nanuet, NY 10954	Economic	Small Business	No	No	Low	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
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East Spring Valley Fire Station	62 Overlook Blvd, Bardonia, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eaves Apartments	Avalon Ln, Bardonia, NY 10954	Housing	Multi-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eidman Agency Inc.	145 NY 303, West Nyack, NY 10994	Economic	Small Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Elinor Place Homes	8 Elinor Pl, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Elks Drive / April Lane Homes	1 Elks Dr, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	Yes	Yes	Yes	3	3	4.00	3	36
Elks Lodge	2041 Elks Dr, Nanuet, NY 10954	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Esquire Village Office Condominium	10 Esquire Rd #4, New City, NY 10956	Economic	Large Business	No	No	Low	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Evergreen Court	65 Lafayette Ave, Spring Valley, NY 10977	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Felix Festa Middle School	30 Parrott Rd, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fesco Fence Corporation	237 NY 303, West Nyack, NY 10994	Economic	Small Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fisher Ave Homes	Fisher Ave, Bardonia, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Flitt Street / Fir Court Homes	Flitt St, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Forest Brook / Springbrook Road Homes	Forest Brook Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
General Bearing Corporation	9 High St, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Germonds Road / Bardonia Road Homes	Bardonia Rd, Bardonia, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Germonds Road Homes	Germonds Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	No	1	3	2.00	3	18
Getty Gas Station	N Main St, New City, NY 10956	Economic	Small Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gilchrest Road Homes	Gilchrest Rd, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Giving Tree Family Day Care - Nanuet Day Care	11 Rinne Rd, Nanuet, NY 10954	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Glen Lane / Leona Ave Homes	12 Glen Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
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Gloria Court Homes	Gloria Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
Gramercy Park Apartments	College Ave, Nanuet, NY 10954	Housing	Multi-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Green Gate Market	241 S Little Tor Rd, Clarkstown, NY 10956	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Green Inn Motel On the Lake	65 N Rte-9W, Congers, NY 10920	Economic	Lodging	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Green Road Homes	Green Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hall Avenue Homes	Hall Ave, Nyack, NY 10960	Housing	Single-Family Residence	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Helen Hayes Outpatient Rehab Clinic	131 N Midland Ave, Nyack, NY 10960	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hidden Valley Condominiums	Leif Blvd, New City, NY 10956	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
High Street / W Nyack Road Homes	10 Phillips Ln, West Nyack, NY 10994	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	Yes	No	Yes	1.5	3	3.50	3	32
High Tor State Park	415 South Mountain Rd, New City, NY 10956	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Highview Elementary School	24 Highview Ave, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Highway Avenue / Lenox Avenue Homes	Highway Ave, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Hillcrest Elementary School (closed)	3 Addison Boyce Dr, Clarkstown, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hilltop Rd Homes w/ Access Issue	Hilltop Rd, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	No	1	3	2.00	3	18
Home Instead Senior Care	250 W Nyack Rd #220, West Nyack, NY 10994	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hook Mountain State Park	Valley Cottage, NY 10989	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hub Shopping Center	336 NY Rte. 59, Nyack, NY 10960	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hyenga Lake Apartments	3101-3125 Hyenga Way, Spring Valley, NY 10977	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
I-87 Exit 14A Ramp	I 87, Nanuet, NY 10954	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Integrated Medical Professionals	460 W Nyack Rd, West Nyack, NY 10994	Health and Social Services	Healthcare Facilities	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Islamic Center of Rockland	481 Mountainview Ave, Valley Cottage, NY 10989	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
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Italiana's Restaurant	265 S Little Tor Rd, New City, NY 10956	Economic	Restaurants	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jawonio	260 N Little Tor Rd, New City, NY 10956	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Jeffrey Court Homes	10 Jeffrey Ct, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	No	No	Yes	Yes	2	3	4.00	4	48
Jeffrey Place Floodprone Area	Jeffrey Pl, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Jerry's Avenue Homes	Jerrys Ave, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Kennedy Dells County Park	Zukor Rd, New City, NY 10956	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kids Clubhouse Daycare	40 Gregory St, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kids Kingdom	121 W Nyack Rd, Nanuet, NY 10954	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kings Park	Kings Hwy, Congers, NY 10920	Natural and Cultural Resources	Parks and Recreation	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Klein Avenue Homes	59 Klein Ave, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	4	54
Kohl Industrial Park	225 NY Rte. 303, Congers, NY 10920	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kohl's Shopping Plaza	220 E Rte. 59, Nanuet, NY 10954	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kreative Kids	61 Maple Ave, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
L&N Cabinets & Furniture	11 Pascack Rd, Spring Valley, NY 10977	Economic	Small Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lake Lucille Homes	Shore Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	Yes	Yes	No	1.5	3	3.50	3	32
Lake Nanuet Drive Homes	28 Lake Nanuet Dr, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	No	No	Yes	Yes	2	3	4.00	3	36
Lake Nanuet Park	24 Lake Nanuet Dr, Nanuet, NY 10954	Natural and Cultural Resources	Parks and Recreation	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Lake Nanuet Park Pool	24 Lake Nanuet Dr, Nanuet, NY 10954	Natural and Cultural Resources	Parks and Recreation	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Lake Ridge Plaza	2 Cefola Way, Valley Cottage, NY 10989	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lake Road Small Businesses	Lake Rd, Congers, NY 10920	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Lakeview Village Apartments	Memorial Park Dr, Spring Valley, NY 10977	Housing	Affordable Housing	Yes	Yes, FEMA	High	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
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Lakewood Drive / NYS Rte. 303 Homes	Lakewood Dr, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Lakewood Elementary School	77 Beechwood Dr, Congers, NY 10920	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Laurel Plains Elementary School	14 Teakwood Dr, New City, NY	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Law Enforcement Museum	55 New Hempstead Road, New City, NY 10956	Natural and Cultural Resources	Museums, Performing Arts Centers, Stadiums	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lawrence Street Affordable Housing	Lawrence St, Congers, NY 10920	Housing	Affordable Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
L'dor Assisted Living	156 W Clarkstown Rd, New City, NY 10956	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Liberty Elementary School	Lake Road, Valley Cottage, NY 10989	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Link Elementary School	51 Red Hill Rd, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Little Ones Playhouse, LLC	36 7 Oaks Ln, Nanuet, NY 10954	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Little People's Palace	15 Fersch Ln, Congers, NY 10920	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Little Tor Elementary School	56 Gregory St, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Little Tor Shopping Center	265 S Little Tor Rd, New City, NY 10956	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Loeb House Group Home	78 Demarest Ave, West Nyack, NY 10994	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Loving Angels Child Care	25 Rose Rd, West Nyack, NY 10994	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lowell Dr/ Ridgefield Dr Homes	41 Lowell Dr, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Manor Court Homes	Manor Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Massachusetts Avenue / Sedge Road Homes	Massachusetts Ave, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Mazel Day Care	173 Long Clove Rd, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
McDonald's (New City)	33 W Cavalry Dr, New City, NY 10956	Economic	Restaurants	No	No	Low	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
McLeod Terrace Homes	292 Phillips Hill Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	Yes	Yes	Yes	3	3	4.00	3	36
Memorial Park Drive Homes	Memorial Park Dr, Spring Valley, NY 10977	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	Yes	No	Yes	2.5	3	3.50	3	32
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Mental Health Assoc. of Rockland Co.	140 RT 303, Valley Cottage, NY 10989	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Mid Rockland Imaging Partners, Inc.	18 Squadron Blvd, Clarkstown, NY 10954	Health and Social Services	Healthcare Facilities	No	Yes, FEMA	High	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Middlewood Apartments	80 N Middletown Rd, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mill Creek Road / Cypress Street Homes	Mill Creek Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Miller Elementary School	50 Blauvelt Rd, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Monterey Gardens	1 Monterey Gdns, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mountain View Park	Valley Cottage, NY 10960	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mountainview Avenue Homes	Mountainview Ave, Valley Cottage, NY 10989	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
N Main Business District	N Main St, New City, NY 10956	Economic	Downtown Center	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N Middletown Road Affordable Housing	136 N Middletown Rd, Nanuet, NY 10954	Housing	Affordable Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nanuet Community Ambulance Corps.	29 Old Middletown Rd, Bardonia, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Nanuet Commuter Station	3 Orchard St, Nanuet, NY 10954	Infrastructure Systems	Transportation	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Nanuet Fire Station 1	5 Prospect St, Nanuet, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Nanuet Fire Station 2	1 Renee Ln, Bardonia, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nanuet Library	149 Church Street, Nanuet, NY 10954	Natural and Cultural Resources	Libraries	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nanuet Post Office	10 West Prospect Street, Nanuet, NY 10954	Health and Social Services	Government and Administrative Services	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Nanuet School District Outdoor Education Center	135 Convent Rd, Nanuet, NY 10954	Health and Social Services	Schools	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nanuet Senior High School	103 Church Street, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nanuet Station Commuter Lots (3)	W Prospect St, Nanuet, NY 10954	Infrastructure Systems	Transportation	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
New City Bowl & Batting Cages	90 N Main St, New City, NY 10956	Economic	Small Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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New City Community Clinic	345 N Main St, New City, NY 10956	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New City Condo Complex	Heritage Dr, New City, NY 10956	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
New City Elementary School	Elmwood Dr, New City, New York 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New City Fire Station	15 Maple Ave, Clarkstown, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New City Free Library	220 North Main Street, New City, NY 10956	Natural and Cultural Resources	Libraries	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New City Lawn Mower	437 N US Route 9W, New City, NY 10956	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
New City Post Office	245 North Main Street, New City, NY 10956	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New City Vol. Ambulance Corps. & Rescue Squad	210 Congers Rd, Clarkstown, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New Haven Avenue Homes	19 New Haven Ave, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
New Holland Village Condominiums	73 New Holland Village, Nanuet, NY 10954	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	4	54
New Valley Road Homes	New Valley Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	No	Yes	1	3	2.00	3	18
Newton Place Shopping Center	14 W Evergreen Rd, Clarkstown, NY 10954	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Normandy Village Apartments	E Charles St, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
North Pascack Road Homes	18 N Pascack Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Northern Manor Multicare Center	199 N Middletown Rd, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Beach State Park	689 North Broadway, Upper Nyack, NY 10960	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Beach State Park Facilities	659 N Broadway, Upper Nyack, NY 10960	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Community Ambulance Corps.	245 N Midland Ave, Nyack, NY 10960	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Fire Station	330 N Broadway, Upper Nyack, NY 10960	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack High School	360 Christian Herald Rd, Upper Nyack, NY 10960	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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Nyack Hospital	160 North Midland Ave, Nyack, NY 10960	Health and Social Services	Primary/Regional Hospitals	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Hospital Alcohol & Substance Abuse Clinic	110 Bethune Blvd, Spring Valley, NY 10977	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nyack Manor Nursing Home	476 Christian Herald Rd, Valley Cottage, NY 10989	Housing	Senior Housing	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Nyack Village Drinking Water Supply Intake	766 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	Yes	Yes	Yes	No	Yes	2.5	3	4.50	3	41
Nyack Village Water Supply DWTP	775 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	No	No	Yes	No	Yes	1.5	3	3.50	3	32
NYS Department of Labor	11 Pascack Rd, Spring Valley, NY 10977	Health and Social Services	Government and Administrative Services	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NYS Office of Child and Family Services	11 Pascack Rd, Spring Valley, NY 10977	Health and Social Services	Government and Administrative Services	Yes	Yes, FEMA	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NYS Rte. 303 & Lake Rd Floodprone Area	Rte. 303, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
NYS Rte. 303 / Lake Road Small Businesses	Lake Rd, Valley Cottage, NY 10989	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
NYS Rte. 303 Small Businesses (auto-related)	175 S Rte. 303, West Nyack, NY 10994	Economic	Small Business	No	No	Low	High	Yes	No	No	No	No	Yes	1	3	2.00	3	18
NYS Rte. 304 at Demarest Mill Road Businesses	110 Demarest Mill Rd, Nanuet, NY 10954	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NYS Rte. 59 / 303 Businesses	NY Rte. 59, Nyack, NY 10960	Economic	Large Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
NYS Rte. 59 / 303 Floodprone Area	NY Rte. 303, West Nyack, NY 10960	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
NYS Rte. 59 Businesses	361 NY Rte. 59, West Nyack, NY 10994	Economic	Small Business	No	No	Low	Extreme	Yes	Yes	Yes	No	No	Yes	2	3	4.00	3	36
NYS DOT New City Facility	262 Ridge Rd, Clarkstown, NY 10954	Health and Social Services	Public Works Facilities	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NYS DOT West Nyack Facility	6 Continental Dr, West Nyack, NY 10994	Health and Social Services	Public Works Facilities	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Burns Substations	16 Forest Brook Rd, Nanuet, NY 10954	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Congers Substation	14 Gilchrest Rd W, Congers, NY 10920	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Gas Transmission Facility	363 Buena Vista Rd, New City, NY 10956	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Little Tor Electric Utilities	196 S Mountain Rd, New City, NY 10956	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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O&R Microwave Tower	491 Mountainview Ave, Valley Cottage, NY 10989	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Nanuet Substation	31 Fisher Ave, Nanuet, NY 10954	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R Snakehill Substation	24 Snake Hill Rd, West Nyack, NY 10994	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O&R West Nyack Operating Center	766 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	Extreme	Yes	Yes	No	Yes	No	Yes	2	3	4.00	3	36
O&R West Nyack Substation	56 Western Hwy, West Nyack, NY 10994	Infrastructure Systems	Power Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Old Haverstraw Rd Floodprone Area	Old Haverstraw Rd, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Old Haverstraw Road Floodprone Homes	Park Ave, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Old Middletown Road Businesses	Old Middletown Rd, Nanuet, NY 10954	Economic	Large Business	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Old Mill Road / Branchville Road Homes	Old Mill Rd, Valley Cottage, NY 10989	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	Yes	Yes	No	1.5	3	3.50	2	21
Old Mill Road Causeway	Old Mill Rd, Valley Cottage, NY 10989	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	Yes	Yes	Yes	Yes	Yes	3	3	5.00	1	15
Old Nyack Turnpike Businesses	498 Old Nyack Turnpike, Nanuet, NY 10954	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	Yes	1	3	3.00	3	27
OPWDD Nanuet Group Home	34 Freund Dr, Bardonia, NY 10954	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OPWDD New City Group Home #1	329 W Clarkstown Rd, New City, NY 10956	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OPWDD New City Group Home #2	10 Rheinlander Ln, New City, NY 10956	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OPWDD Valley Cottage Group Home #1	53 Jolen Dr, New City, NY 10956	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OPWDD Valley Cottage Group Home #2	339 Svahn Dr, Valley Cottage, NY 10989	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OPWDD West Nyack Group Home	5 Jeremy Ln, West Nyack, NY 10994	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Palisades Center Mall	1000 Palisades Center Dr, West Nyack, NY 10994	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Palisades Center Post Office	3301 Palisades Center Dr, West Nyack, NY 10994	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Palisades Mall Community Rooms	1000 Palisades Center Drive	Natural and Cultural Resources	Community Centers	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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Palisades Volvo/Mazda	55 NY Rte. 303, West Nyack, NY 10994	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Palmer Avenue / Fenner Lane Homes	22 Palmer Ave, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	No	Yes	2	3	3.00	3	27
Paramount Country Club	60 Zukor Rd, New City, NY 10956	Economic	Tourism Destinations	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Park Terrace Homes	14 Park Terrace, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Parkside Drive / Bluebird Drive Homes	Parkside Dr, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Parkside Drive Bridge	Parkside Dr, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Pascack Community Center	87 New Clarkstown Rd, Nanuet, NY 10954	Natural and Cultural Resources	Community Centers	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pascack Plaza	1 Perlman Dr, Spring Valley, NY 10977	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	Yes	1	3	3.00	3	27
Pascack Road Underpass beneath Railroad	Pascack Rd, Nanuet, NY 10954	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	4	30
Patricia Avenue	Patricia Ave, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Pearl Lane / Old Route 304 Homes	Pearl Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Perlman Drive Office Building	1 Perlman Drive, Spring Valley, NY 10977	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Petersen Boat Yard & Marina	1 Van Houten St, Nyack, NY 10960	Economic	Marina/Water Based Business	No	No	Low	High	Yes	No	No	No	No	Yes	1	3	2.00	3	18
Phillips Hill Road Homes	292 Phillips Hill Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Phillips Lane / Benson Avenue Homes	10 Phillips Ln, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	4	30
Pigtails Nursery	23 White Oak Ln, Bardonia, NY 10954	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pineview Road Homes	Pineview Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	Yes	No	Yes	2.5	3	4.50	3	41
Planned Parenthood	11 Pascack Rd, Spring Valley, NY 10977	Health and Social Services	Government and Administrative Services	Yes	Yes, FEMA	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Plastic Craft Products Corporation	744 W Nyack Rd, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	Yes	Yes	No	No	Yes	2	3	4.00	4	48
Playgarten	58 Lake Rd, Valley Cottage, NY 10989	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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Table V-4 Community Asset Inventory (cont'd)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
Prime Time For Kids	70 Phillips Hill Rd, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PROPOSED Nanuet FD Facility	29 Old Middletown Rd, Nanuet, NY 10954	Health and Social Services	Emergency Operations/ Response	No	No	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Public Storage, Inc.	Pascack Rd and New Clarkstown Rd, Spring Valley, NY 10977	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	No	Yes	1	3	3.00	2	18
Quail Hollow Lane / Sickletown Road Homes	Sickletown Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Red Hill Road Homes	130 Red Hill Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Renal Care of Rockland	131 Route 303, Valley Cottage, NY 10989	Health and Social Services	Healthcare Facilities	No	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Ridge Road Churches	Ridge Rd, Valley Cottage, NY 10989	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Ridge Road Homes	Ridge Rd, Valley Cottage, NY 10989	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Rite Aid	133 Route 303, Valley Cottage, NY 10989	Economic	Large Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
River Rise Road / Doral Court Homes	River Rise Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	No	1	3	2.00	3	18
Roberts Road / Woodhaven Drive Homes	Woodhaven Dr, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	Yes	Yes	No	1.5	3	2.50	3	23
Rockland BOCES	65 Parrott Rd, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Cardiology	1 Crosfield Ave, West Nyack, NY 10994	Health and Social Services	Healthcare Facilities	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Center Strip Mall	155 NY Rte. 59, Nanuet, NY 10954	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Co. Division of Probation & Correctional Alternatives	2 New Hempstead Rd, New City, NY 10956	Health and Social Services	Government and Administrative Services	Yes	Yes, FEMA	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Rockland Country Day School	34 Kings Hwy, Congers, NY 10920	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland County Correctional Facility	54 New Hempstead Rd, Clarkstown, NY 10954	Health and Social Services	Government and Administrative Services	Yes	Yes, FEMA	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland County Real Property Offices	18 New Hempstead Rd, New City, NY 10956	Health and Social Services	Government and Administrative Services	No	No	Medium	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland County Solid Waste Mgmt. Authority Transfer Station on NYS Rte. 303 in West Nyack	145 S Route 303, West Nyack, NY 10994	Infrastructure Systems	Hazardous Materials, Solid Waste, and Recycling	No	No	Medium	High	Yes	Yes	Yes	No	No	Yes	2	3	3.00	3	27
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Rockland County Telephone Utilities	582 N Highland Ave, Grandview-on-Hudson, NY 10960	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake Championship Golf Course	Route 9W, Congers, NY 10920	Economic	Tourism Destinations	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake Executive Golf Course	Old Lake Rd, Valley Cottage, NY 10989	Economic	Tourism Destinations	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake Fire Station	86 Landing Rd, Valley Cottage, NY 10989	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake Museum	Rockland Lake State Park, Lake Road, Congers, NY	Natural and Cultural Resources	Museums, Performing Arts Centers, Stadiums	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake State Park	Valley Cottage, NY 10989	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Lake State Park Facilities	757 Route 9W, Valley Cottage, NY 10989	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Masonry & Landscape	N US Route 9W, New City, NY 10956	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Rockland Mobile Care	540 Chestnut Ridge Rd, Chestnut Ridge, NY 10977	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Paramedic Services	101 RT 304, Bardonia, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockland Plaza Shopping Center	66 Rockland Plaza, Nanuet, NY 10954	Economic	Large Business	No	No	Low	Extreme	Yes	Yes	Yes	No	No	Yes	2	3	4.00	3	36
S Harrison Ave Homes	S Harrison Ave, Congers, NY 10920	Housing	Single-Family Residence	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
S Main Business District	S Main St, New City, NY 10956	Economic	Downtown Center	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
S Pascack Rd Underpass beneath NYS Rte. 59	S Pascack Rd, Nanuet, NY 10954	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
S Pascack Road Homes	116 S Pascack Rd, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Sable Court Homes	12 Sable Ct, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
Salvation Army Adult Rehab Center	440 W Nyack Rd, West Nyack, NY 10994	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Schriever Lane / Kristoffer Court Homes	Schriever Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Schriever Lane Homes	15 Schriever Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Seneca Court Homes	6 Seneca Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
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Seton Village	148 Convent Rd, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sewer Pumping Station - Nanuet	170 Convent Rd, Nanuet, NY 10954	Infrastructure Systems	Wastewater	No	Yes, FEMA	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Shining Stars Early Child Care	8 Rose Rd, West Nyack, NY 10994	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ShopRite of New City	66 N Main St, New City, NY 10956	Economic	Grocery/Food Suppliers	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ShopRite of West Nyack	243 NY Rte. 59, West Nyack, NY 10994	Economic	Grocery/Food Suppliers	No	No	Low	High	Yes	Yes	Yes	No	No	Yes	2	3	3.00	3	27
ShopRite Parking Lot Undermined Area	44 N Main St, New City, NY 10956	Economic	Grocery/Food Suppliers	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Snake Hill Road Businesses	3301 Palisades Center Dr, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Snow Church Realty Storage Building	36 N US Rte. 9W, Congers, NY 10920	Economic	Small Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Little Tor Road Homes	381 S Little Tor Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
South Mountain County Park	New City, NY 10956	Natural and Cultural Resources	Parks and Recreation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Mountain Road	South Mountain Rd, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	High	High	Yes	No	No	Yes	Yes	Yes	2	3	3.00	3	27
South Mountain Road Home	510 S Mountain Rd, Clarkstown, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	Yes	Yes	Yes	2	3	3.00	5	45
South Mountain Road Homes	S Mountain Rd, Clarkstown, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	Yes	No	Yes	1.5	3	2.50	3	23
Spring Valley Marketplace Shopping Center	14 Spring Valley Market Pl, Spring Valley, NY 10977	Economic	Large Business	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Spring Valley Rest Home	184 S Pascack Rd, Nanuet, NY 10954	Housing	Senior Housing	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Spring Valley Village Mobile Home Park	Crikki Ln, Nanuet, NY 10954	Housing	Affordable Housing	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Squadron Garden Apartments	1 Squadron Blvd, New City, NY 10956	Housing	Senior Housing	Yes	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
St. Anthony's Church	34 West Nyack Rd, Nanuet, NY 10954	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
St. Anthony's School	34 West Nyack Rd, Nanuet, NY 10954	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Augustine School (closed)	114 South Main Street, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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St. Paul School	365 Kings Hwy, Valley Cottage, NY 10989	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Paul's Catholic Church	Lake Rd, Congers, NY 10920	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	2	18
St. Paul's Christian Day School	323 S Main St, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Paul's Lutheran Church	13 Collyer Ave, New City, NY 10956	Natural and Cultural Resources	Cultural or Religious Establishments	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Strawtown Elementary School	413 Strawtown Rd, West Nyack, NY 10994	Health and Social Services	Schools	Yes	Yes, FEMA	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Strawtown Rd / Ridge Rd / Cty Rte. 80 Intersection	Strawtown Rd and Ridge Rd, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Strawtown Road / Hillcrest Road Homes	Strawtown Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Street Community Center	31 Zukor Rd, New City, NY 10956	Natural and Cultural Resources	Community Centers	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Summit Park Hospital Alcohol & Substance Abuse Clinic	50 S Main St, Spring Valley, NY 10977	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sunrise of New City	233 N Main St, New City, NY 10956	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Super Stop & Shop	32 S Middletown Rd, Nanuet, NY 10954	Economic	Grocery/Food Suppliers	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Swartout Lake Condominiums	Trevor Lake Dr, Congers, NY 10920	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Tappan Zee Manor	51 Mountainview Ave, Nyack, NY 10960	Housing	Senior Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tennyson Drive Town Park	Tennyson Dr, Bardonia, NY 10954	Natural and Cultural Resources	Parks and Recreation	No	No	Low	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
The Historical Society of Rockland County	20 Zukor Road, New City, NY 10956	Natural and Cultural Resources	Historical Landmarks and Facilities	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
The Jacob Blaauvelt Farmhouse	20 Zukor Road, New City, NY 10956	Natural and Cultural Resources	Historical Landmarks and Facilities	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
The Promenade Homes	27 The Promenade, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
The Shops at Nanuet	75 NY Rte. 59, Nanuet, NY 10954	Economic	Large Business	No	No	Low	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
The Summit School at Nyack	339 N Broadway, Nyack, NY 10960	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Theresa Drive Homes	16 Theresa Dr, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
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Asset Information								Landscape Attributes							Risk Assessment			
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TILCON - West Nyack Stone Processing	162 Old Mill Rd, West Nyack, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TILCON Quarries Haverstraw Plant	362 Scratchup Rd, Haverstraw, NY 10994	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Timothy Court Homes	Green Rd, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	3	32
Tiny Toe's Day Care	470 Mountainview Ave, Valley Cottage, NY 10989	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Tioga Court Homes	4 Tioga Ct, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Tolstoy Foundation Rehab and Nursing Center	100 Lake Rd, Valley Cottage, NY 10989	Housing	Supportive Housing	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Town Hill Condominiums	407 Town Hill Rd, Nanuet, NY 10954	Housing	Multi-Family Residence	No	No	Medium	High	Yes	Yes	No	No	Yes	Yes	2	3	3.00	3	27
Town House Office Park	55 Old Nyack Tpke, Bardonia, NY 10954	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Town of Clarkstown Highway Garage	11 Seeger Dr, Bardonia, NY 10954	Health and Social Services	Public Works Facilities	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Town of Clarkstown Police HQ	20 Maple Ave, Clarkstown, NY 10954	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tudor Hill Condominiums	Old Nyack Tpke, Nanuet, NY 10954	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Turnpike Woods Condominiums	Old Middletown Rd, Nanuet, NY 10954	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Tutor Time	285 New York 303, Congers, NY 10920	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tutor Time Child Care	227 N Main St, New City, NY 10956	Health and Social Services	Daycare and Eldercare	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Twin Elms Homes	49 Twin Elms Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Hospice of Rockland	11 Stokum Ln, New City, NY 10956	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
United Water Drinking Water Intake (West Nyack)	55 Old Mill Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
United Water Drinking Water Treatment Plant	120 Pascack Rd, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	No	NO	No	Yes	Yes	1.5	3	3.50	3	32
United Water Drinking Water Treatment Plant	30 Old Mill Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
United Water Drinking Water Treatment Plant	5 Wales Vis, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32

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Table V-4 Community Asset Inventory (cont’d)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
United Water Drinking Water Treatment Plant	44 Lake Shore Dr, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Treatment Plant	17 Wesel Rd, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Treatment Plant	63 Carolina Dr, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Treatment Plant	10 Forest Brook Rd, Nanuet, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	72 E Allison Ave, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	51 Village Gate Way, Grand View-On-Hudson, NY 10960	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	45 Jay St, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	5 Eastlyn Ct, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	53 Elmwood Dr, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Treatment Plant	16 Westgate Blvd, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	116 Pascack Rd, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
United Water Drinking Water Well	5 Wales Vis, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Well	44 Lake Shore Dr, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Well	17 Wesel Rd, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Well	387 S Main St, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
United Water Drinking Water Well	10 Forest Brook Rd, Nanuet, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	Moderate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	143 Blauvelt Rd, Nanuet, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	33 April Ln, Nanuet, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	45 Jay St, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	17 Eastlyn Dr, Bardonia, NY 10954	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*Assets in Extreme and High Risk Areas were advanced through the Risk Assessment Process and had Landscape Attributes analyzed to produce Risk Scores. Assets within Moderate and Low Risk Areas were not evaluated by the Risk Assessment.																		

Table V-4 Community Asset Inventory (cont'd)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
United Water Drinking Water Well	55 Elmwood Dr, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Drinking Water Well	14 Westgate Blvd, New City, NY 10956	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Water Tower	491 Mountainview Ave, Valley Cottage, NY 10989	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water Water Tower	543 Mountainview Ave, Valley Cottage, NY 10989	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
United Water West Nyack Office Facility	360 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Water Supply	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Upper Nyack Elementary School	336 N Broadway, Upper Nyack, NY 10960	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Upper Nyack Village Hall	328 North Broadway, Upper Nyack, NY 10960	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Upper Nyack Village Highway Garage	545 N Highland Ave, Upper Nyack, NY 10960	Health and Social Services	Public Works Facilities	No	Yes, FEMA	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UPS Spring Valley Facility	33 Murray Hill Dr, Nanuet, NY 10954	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
US Division of Veteran's Affairs	345 N Main St, New City, NY 10956	Health and Social Services	Government and Administrative Services	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
US Rte. 9W Floodprone Area	US Rte. 9W, Congers, NY 10920	Infrastructure Systems	Transportation	No	No	High	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Valley Cottage Animal Hospital	202 S Rte. 303, Valley Cottage, NY 10989	Health and Social Services	Healthcare Facilities	Yes	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Valley Cottage Elementary School	26 Lake Road, Valley Cottage, NY 10989	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Valley Cottage Fire Station	25 Lake Rd, Valley Cottage, NY 10989	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Valley Cottage Freight Station	7 Parma Dr, Valley Cottage, NY 10989	Infrastructure Systems	Transportation	No	No	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Valley Cottage Library	110 Route 303, Valley Cottage, NY 10989	Natural and Cultural Resources	Libraries	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
Valley Cottage Post Office	137 Route 303, Valley Cottage, NY 10989	Health and Social Services	Government and Administrative Services	No	No	Medium	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	1	8
Verizon Congers Facility	161 Lake Rd E, Congers, NY 10920	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Verizon New City Facility	21 First St, New City, NY 10956	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Verizon Wireless SnakeHill Facility	765 W Nyack Rd, West Nyack, NY 10994	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	Extreme	Yes	No	No	Yes	No	Yes	1.5	3	3.50	3	32
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Table V-4 Community Asset Inventory (cont'd)

Asset Information								Landscape Attributes							Risk Assessment			
Asset Name	Address	Asset Class	Asset Subcategory	Socially Vulnerable Populations	Critical Facility	Community Value	Risk Area	Lack of Defensive Flood Protection Measures	Elevation Below BFE	Occupied <= 2 ft. above BFE	At Confluence of Two or More Streams	Flood Risk from Storm Water	Lack of Vegetated Stream Bank Buffer	Landscape Attribute Score	Hazard Score	Exposure Score	Vulnerability Score	Risk Score
Verizon Wireless Spring Valley Facility	160 RT 59, Spring Valley, NY 10977	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Verizon Wireless West Nyack Facility	4 Centerock Rd, West Nyack, NY 10994	Infrastructure Systems	Telecommunications	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Virginia Street / Braemar Court Homes	Virginia St, Clarkstown, NY 10956	Housing	Multi-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Virginia Street / NYS Rte. 304 Floodprone Area	Virginia Street, Clarkstown, NY 10956	Infrastructure Systems	Transportation	No	No	High	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
W Cavalry Dr Apartments	W Cavalry Dr at N Main St, New City, NY 10956	Housing	Multi-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	No	1	3	2.00	3	18
W Nyack Rd / Klein Ave Mini Mall	726 W Nyack Rd, West Nyack, NY 10994	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
W Nyack Rd Apts & Condos	722 W Nyack Rd, West Nyack, NY 10994	Housing	Multi-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
W Nyack Rd Mini Mall	297 NY Rte. 59, West Nyack, NY 10994	Economic	Small Business	No	No	Low	Extreme	Yes	Yes	No	No	No	Yes	1.5	3	3.50	3	32
W Nyack Rd Small Businesses	W Nyack Rd, West Nyack, NY 10994	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	4	30
W Nyack Road / Demarest Mill Rd Large Businesses	W Nyack Rd, Nanuet, NY 10954	Economic	Large Business	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
W Nyack Road / Demarest Mill Rd Small Businesses	W Nyack Rd, Nanuet, NY 10954	Economic	Small Business	No	No	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Wales / Norge Ave Homes	15 Norge Ave, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	Yes	Yes	No	Yes	Yes	2.5	3	3.50	3	32
Water Detention / Flood Control Parcels (11)	Bardonia, NY	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Detention / Flood Control Parcel (3)	West Nyack, NY	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Detention / Flood Control Parcel (8)	New City, NY	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Detention / Flood Control Parcel (4)	Congers, NY	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Detention / Flood Control Parcel (1)	71 RT 59, Spring Valley, NY 10977	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Detention / Flood Control Parcels (3)	5 Prestwick Ct, Clarkstown, NY 10956	Infrastructure Systems	Stormwater	No	No	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Weill Warehouse	31 Murray Hill Dr, Nanuet, NY 10954	Economic	Industrial, Warehousing and Manufacturing	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
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Table V-4 Community Asset Inventory (cont'd)

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West Nyack Elementary School	West Nyack Rd, West Nyack, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Nyack Fire Station 1	42 Strawtown Rd, West Nyack, NY 10994	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Nyack Fire Station 2	9 Cemetery Ln, West Nyack, NY 10994	Health and Social Services	Emergency Operations/ Response	No	Yes, FEMA	High	Extreme	Yes	No	No	No	No	Yes	1	3	3.00	3	27
West Nyack Free Library	65 Strawton Rd, West Nyack, NY 10994	Natural and Cultural Resources	Libraries	No	No	Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Nyack Hamlet Green	West Nyack Rd, West Nyack, NY 10994	Natural and Cultural Resources	Parks and Recreation	No	No	Low	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
West Nyack Post Office	720 West Nyack Rd, West Nyack, NY 10994	Health and Social Services	Government and Administrative Services	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	5	53
West Prospect Street Businesses	W Prospect St, Nanuet, NY 10954	Economic	Large Business	No	No	Low	Extreme	Yes	No	No	No	No	No	0.5	3	2.50	3	23
West Street Homes	28 West St, West Nyack, NY 10994	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	Yes	1.5	3	3.50	4	42
Westgate Blvd Homes	Westgate Blvd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	3	23
Westlyn Drive / Cider Mill Circle Homes	Westlyn Dr, Bardonia, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Will Rogers Lane / S Pascack Road Homes	Will Rogers Ln, Nanuet, NY 10954	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Windermere Lane / Pine Lane Homes	4 Windermere Ln, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
Wolf Place Homes	Wolf Pl, Bardonia, NY 10954	Housing	Single-Family Residence	No	No	Medium	High	Yes	No	No	No	Yes	Yes	1.5	3	2.50	5	38
Woodglen Elementary School	121 Phillips Hill Rd, New City, NY 10956	Health and Social Services	Schools	Yes	Yes, FEMA	Low	Extreme	Yes	No	No	No	Yes	No	1	3	3.00	3	27
Zukor Road / Brook Lane Residences	247 Zukor Rd, New City, NY 10956	Housing	Single-Family Residence	No	No	Medium	Extreme	Yes	Yes	Yes	No	Yes	Yes	2.5	3	4.50	3	41
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E. Endnotes

Photo Credits

Cover Page: Cars flooded on Clarkstown Street
(Mark Brecher)

Dividers:

Section I

Basketball hoop flooded in residential neighborhood
(Mark Brecher)

Planning Committee Meeting 1
(Arch Street Communications)

Rockland Lake State Park Trail (Barbara Kendall)

Congers Lake (Jennifer Tesker)

Section II

Public Engagement Event 2
(Arch Street Communications)

Congers Lake (Elizabeth Matamoros)

Flood at Gas Station (Mark Brecher)

Fallen Trees on Balcony (Jennifer Fein)

Section III

Storm Damage Map with Comments
(Elizabeth Matamoros)

Congers Lake (Elizabeth Matamoros)

Plastic Craft Flood after Hurricane Irene
(Mark Brecher)

Cropsy Farm (Jennifer Tesker)

Section IV

Fallen Tree Blocking Street (Michelle Olson)

Flooded Street (John Eshoo)

Public Engagement Event 4
(Arch Street Communications)

Flood in Park (Mark Brecher)

Section V

Downed Tree after Superstorm Sandy (John Eshoo)

Pascack Community Center (Elizabeth Matamoros)

Flooded Backyard after Hurricane Irene (John Eshoo)

Bill and Sheila Flynn (Arch Street Communications)

Steven Lee (Arch Street Communications)

Carol Donnelly (Arch Street Communications)

Farouk Shehad (Arch Street Communications)

Mark Brecher (Arch Street Communications)

Cecilia and Roland Thomas
(Arch Street Communications)

Alexander Gromack (Arch Street Communications)

Methodology

Cost-Benefit Analysis FTE Job Projections

Cranford Drive Drainage Improvements

According to the U.S. Department of Commerce (DOC) Economics and Statistics Administration (ESA) report, *Economic Impact of Hurricane Sandy Potential Economic Activity Potentially Lost and Gained in New Jersey and New York*²¹, the estimated job creation from recovery spending on infrastructure projects in New York reported 7.15 construction jobs per \$1,000,000 in construction spending. Using this methodology and given the \$3,500,000 project cost, an estimated 25 construction jobs would be created by this project.

Drainage Improvements to the Demarest Kill Stream

Using the methodology from the U.S. DOC ESA report²¹, the \$810,000 project would create an estimated 5.8 construction jobs.

Drainage Improvements to the Nauraushaun Brook Basin

Using the methodology from the U.S. DOC ESA report²¹, the \$500,000 project would create an estimated 3.6 construction jobs.

Fredric Street Drainage Improvements

Using the methodology from the U.S. DOC ESA report²¹, the \$1,400,000 project would create an estimated 10 construction jobs.

Old Haverstraw Road Drainage Improvements

Using the methodology from the U.S. DOC ESA report²¹, the \$750,000 project would create an estimated 5.4 construction jobs.

South Mountain Road Drainage Improvements

Using the methodology from the U.S. DOC ESA report²¹, the \$1,000,000 project would create an estimated 7.2 construction jobs.

Cul-de-sac Island Reconstruction

Using the methodology from the U.S. DOC ESA report²¹, the project would create an estimated 0.3 construction jobs per \$40,000 cul-de-sac.

Digital Inventory of Stormwater Management Infrastructure

Not Applicable.

Implementation of Post-Residential Buyout Program Measures for Flood Protection

Using the methodology from the U.S. DOC ESA report²¹, the project would create an estimated 2.7 construction jobs. This is based on an assumption that approximately 80% of the total cost (\$525,000) will be construction cost (\$375,000).

Jeffrey Place Drainage Improvements

Using the methodology from the U.S. DOC ESA report²¹, the \$500,000 project would create an estimated 3.6 construction jobs.

Pineview Road Storm Drainage Improvements

Using the methodology from the U.S. DOC ESA report²¹, the \$500,000 project would create an estimated 3.6 construction jobs.

Tree Maintenance Program

Not Applicable.

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F. Glossary

CBA	Cost-Benefit Analysis
CDBG-DR	Community Development Block Grant – Disaster Recovery
CEA	Critical Environmental Areas
DPW	Department of Public Works
EOC	Emergency Operations Center
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FTE	Full-Time Equivalent
GIS	Geographic Information Systems
GOSR	Governor’s Office of Storm Recovery
HMGP	Hazard Mitigation Grant Program
HUD	U.S. Department of Housing and Urban Development
NDRF	National Disaster Recovery Framework
NFIP	National Flood Insurance Program
NYRCR	New York Rising Community Reconstruction
NYS	New York State
NYS DEC	New York State Department of Environmental Conservation
NYS DOS	New York State Department of State
NYSERDA	New York State Energy Research and Development Authority
NYS OEM	New York State Office of Emergency Management
O&R	Orange & Rockland Utilities Inc.
PIPC	Palisades Interstate Park Commission
RFP	Request for Proposal
ROW	Right-of-way
RSF	Recovery Support Function
SEQRA	State Environmental Quality Review Act
TRIPS	Transportation Resources, Intra-county, for Physically disabled and Senior citizens
USACE	U.S. Army Corps of Engineers
U.S. DOC ESA	U.S. Department of Commerce Economic and Statistics Administration
WQC	Water Quality Certification



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Complete Streets Committee Project Selection and Implementation Guide



December 29, 2017

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INTRODUCTION

A successful Complete Streets project involves clear identification of needs to be addressed, consistency with the Town's Complete Streets Policy, familiarization with the road/street segment from data-driven and community-driven perspectives, community and other stakeholder engagement, effective tools to address the needs and be in context with the surroundings, and an implementation and coordination plan. It demands that the process be documented and transparent so that it is easily understood, and the project can be reviewed and, if necessary, approved by others who may not have had an opportunity to be involved in the planning phase. Also, post-implementation monitoring or a follow-up survey should be included to report back to the stakeholders and Town on the effectiveness of the project.

The steps outlined below show the chronology and basic requirements of the Complete Streets planning process for the Town of Clarkstown Complete Streets Committee in the form of a Project Selection and Implementation Guide, which includes a toolbox of improvements. Following these steps will ensure the preferred solution meets the needs of the community, is justified by data collection and analysis, will address the issue/opportunity, is implementable/fundable, and can be approved before moving ahead to the design and construction phase.

This guide seeks to be easily understood and not overly restrictive or complicated. Minimal use of jargon and abbreviations has been employed. Minimum numbers of households or businesses approving of solutions have not been included, nor have minimum speed/volume requirements, forms (unless the Town wants to maintain the existing forms or augment them for the Complete Streets Committee to receive/track requests), or exhaustive problem descriptions that may be difficult for the Committee to assemble. The reason for simplifying the original 2010 Town of Clarkstown Traffic Calming Program is that each case will have many considerations, and therefore restrictions such as roadway classification, exact data to be collected or transportation studies to be conducted, or a limited toolbox of potential solutions for each problem are not included. This is because each issue or opportunity should be explored conjointly with the Complete Streets Committee, the Town, and its Consultants, and a work plan unique to each project should be developed following the steps below. Like the old program, this process will be transparent, should Town Supervisor or Town Board approvals be necessary. It is hopeful that Town of Clarkstown Complete Streets Project Selection and Implementation Guide creates a process that greatly increases the number of improvement projects that are approved and implemented by the Town.

PROJECT SELECTION AND IMPLEMENTATION STEPS

1. Identification of Issue/Opportunity

The Committee itself—or a public request—generates the need to address a safety, walkability, transit accessibility, bicycling, or other complete street-related issue or create an opportunity to improve mobility using complete streets solutions. This can be initiated by a process of the Town's desire, i.e., email, letter, Town Board Meeting testimony, filling out a form, etc.

This is the first step, and in order to present a clear and concise problem statement to the Town and/or its Consultants, the issue or opportunity must be identified in writing, including the starting and ending points, general complaints/problems/opportunities, how it serves or complies with the Town's Complete Streets Policy, and primary connection points and stakeholders along the segment. It is proposed that the Committee will conduct this step itself, and engage the Town and/or its Consultants in subsequent steps.

2. Draft Work Plan Including Purpose and Need

Working with the Town and/or its Consultants, the Committee will further develop the problem statement to justify the purpose, identify who benefits and why it is needed, and draft a work plan. Also in this step, compliance with the Town's Complete Streets Policy will be affirmed.

More desktop research will be done in this step. Although changes to the draft work plan are inevitable and part of the planning process, initial thoughts on data needs, potential solutions, community engagement, context and aesthetics, landscaping/stormwater/maintenance considerations, and implementation timeline and coordination needs should be drafted. Care must be taken to identify other road/street jurisdictional agencies such as Rockland County, NYSDOT/Thruway, fire department/EMT, and which police patrol the facility, because these stakeholders/agencies may share the responsibility for design approvals, permitting, implementation, maintenance, crash, injury, emergency and fire response, and enforcement. Based on the range of potential solutions, the draft work plan will also need to identify data analysis and/or transportation studies that may be required so that the work is scoped ahead of time and taken into account in the implementation timeline.

3. Field Visit and Community Outreach

The Committee, Town, and its Consultants will organize and conduct a field visit, preferably a walking tour. Other potential attendees should include community stakeholders, road/street jurisdictional agencies, and first responders familiar with the segment. The field visit will serve many purposes:

- Familiarization with the issue or opportunity first hand in a group setting
- Discuss potential solutions and gauge community tolerance/interest before going too far
- Consider the context of the surroundings and design aesthetics of the solutions
- Discuss implementation feasibility and maintenance concerns
- Community engagement and acquaintance with stakeholders
- Photo/video log and Complete Streets field checklist by Consultant

4. Evaluation of Data/Information

Following the draft work plan and field visit, data will be gathered by the Committee, Town and/or its Consultants. Together, these groups will evaluate the data and other information such as photo/video logs, field checklists, and community and stakeholder input, to form a thorough understanding of issues and opportunities. Each data collection effort will be unique to the project, and the Town and its Consultant will determine the level of effort needed to gather necessary information, test and analyze data, and justify the solutions. In addition to transportation data gathering, initial data and information on landscaping, engineering concerns such as materials, design and stormwater conveyance, maintenance, and environmental effects should be gathered.

5. Identification of Complete Street Solutions

The data and information gathered in previous steps will form the basis for initial selection of Complete Street alternatives. Analysis of data and transportation studies may need to be conducted in this step, which will have been initially scoped out in the draft work plan. Changes to the work plan may be

required at this point based on the results of data analyzed, or community and stakeholder input. The Committee, Town and its Consultants will review data and information gathered, analyzed/summarized data, and/or transportation study results against the Complete Street alternatives. Alternatives should rely on—but not be limited to—the latest Town of Clarkstown Complete Streets Toolbox.

TOWN OF CLARKSTOWN COMPLETE STREETS TOOLBOX

The Town's toolbox should be a living document that evolves over time. It is envisioned that the Complete Streets Project Selection and Implementation Guide would be a fixed process that can be used for many years once approved. But the latest Toolbox itself could be a link within the Guide that directs users to the online document, which will change and be updated by the Town and its Consultants after implementation of the first round of projects by the Complete Streets Committee in 2018, and subsequently as needed. The Toolbox can be hosted as an electronic .pdf at a URL that will be maintained by the Town via its Consultants, or as a page on the Town's website, should the Town prefer to maintain the link itself. The Town may wish to add tools over time that are not initially envisioned, such as rural road lane departure, urban bike infrastructure, dedicated bus lanes, or other seldom-used tools. Or it may be necessary to remove ineffective or difficult to implement/maintain tools based on post-implementation evaluations.

A draft set of tools for the Town's Complete Streets Toolbox is presented, which incorporates relevant portions of the 2010 Town of Clarkstown Traffic Calming Program. The tools are organized by the issue each addresses, or opportunity each creates. Tools may be repeated if they address different needs/opportunities. The full Toolbox document will elaborate on the tools and show a schematic diagram, rendering or photograph for each.

- A. Speed reduction/diversion of cut-through traffic: travel lane narrowing, speed humps, turning traffic or through traffic prohibitions, pavement markings, curb extensions/neckdowns, curb installations, driver speed feedback sign, chicanes, roundabouts, neighborhood traffic circles, trees/vegetation, gateway treatments, etc., in context with the street's character and existing/projected future users.
- B. Walkability improvements: sidewalks, curb ramps, crosswalks, shared use paths/sidepaths, walkable shoulders, etc., based on existing/projected future use and connections, and taking into account user age and mobility requirements.
- C. Bike improvements: bikeable shoulders, shared lane markings/sharrows, shared use paths/sidepaths, or bike lanes. May be used in conjunction with speed reduction efforts such as travel lane narrowing.
- D. Safety improvements: Curve warning improvements, road diets, turning lanes, striped shoulders, turn prohibitions to reduce vehicular or pedestrian conflicts, high crash location mitigation, etc. May be used in conjunction with walkability, bike improvement, and speed reduction tools such as intersection conversions to roundabouts.
- E. Improved access to transit: bike racks, benches, shelters, wayfinding, etc. May be used in conjunction with speed reduction, walkability, bike, and safety improvement tools.
- F. Placemaking/pocket parks/pedestrian plazas: closure of a slip lane or channelized right turn lane, normalizing an intersection approach to make it perpendicular with the intersecting streets, and other improvements to reduce large, underused paved areas to create new open space for public use in the context of the surroundings while concurrently improving safety for all road users. May be used in conjunction with speed reduction, walkability, bike, safety, and transit access improvement tools.

6. 3-E Approach/Coordination with Stakeholders/Agencies

To improve the effectiveness of each Complete Streets Committee project, each should seek to coordinate the implementation with enforcement and public education efforts. The 3-E approach to safety has proven that engineering, enforcement, and education are less effective on their own, and are more effective when efforts are combined. Therefore, one of the steps in the Project Selection and Implementation Guide requires, if possible, that the Complete Streets Committee, the Town, and/or its Consultants engage stakeholders/agencies who can educate the public on the benefits of the project before implementation, and who can enforce the vehicle and traffic laws immediately after implementation of the project.

7. Implementation and Coordination Plan/Funding

The implementation and coordination plan will describe the timeline, approvals, permits, coordination with other agencies, and design and construction drawings needed, if necessary, and funding sources. This will provide all stakeholders with an understanding of the coordination needs and timing of the project, which may include previously unforeseen complexities. It will be part of the final report for each Complete Streets project which can be shared with interested agencies for input and concurrence, should additional approvals beyond the Town of Clarkstown be needed.

8. Reporting

It is critical to the success of the Complete Streets Committee that each project document the development of solutions, all steps leading up to it, a plan for implementation and coordination, and other solutions considered. This reporting is necessary to ensure a transparent process and earn the trust of the public, stakeholders, and Town. Part of the reporting may include post-implementation studies to measure the performance of a project, or satisfaction surveys so that the particular Complete Streets improvement can be used again, if it is proven effective and welcomed by the community. It will also be important to flag measures that have not been effective or welcomed by the community so that they can potentially be removed from the Complete Streets Toolbox. The report should also document the proposed implementation plan for the Complete Streets project including potential additional work necessary before implementation like Town or other agency approvals, landscaping design, engineering design, and/or environmental studies or permitting.

✱

Complete Streets Project Selection Short List Criteria Scoring

1. Initial Elimination of Local Road Inputs

- a. Type of Road
 - i. Cul-de-sac
 - ii. Dead end
 - iii. "Staples"

2. Dynamic Score

a. Vehicle and Pedestrian Incidents (10/2018-12/2019)

Score is applied to each **road segment** within 40 feet of incident, on each side of road, for each incident.

- | | |
|---|-----------|
| i. Is Present | Count x 1 |
| ii. Additional Additive Injury Score | |
| Vehicle | Count x 2 |
| Pedestrian | Count x 3 |
| iii. Additional Additive Fatality Score | |
| Vehicle | Count x 4 |
| Pedestrian | Count x 5 |

3. Static Score

a. Road Class (Pavement width)

Score is applied to entire **road length**. If road class is not consistent along length of road, road will be split by road class for scoring purposes.

	1980-present	Prior to 1980
	Standard	Substandard
i. Local	7	9
ii. Collector	3	5
iii. Secondary	0	1

b. Intersection Density

Score is applied to entire **road length** and includes intersections with County & State roads.

- i. Number of intersections (Intersection Count/linear feet)x1000

c. Endpoints Connecting to a Higher Class Road

Score is applied to entire **road length** and includes each endpoint intersection with a higher class Town, County, and/or State road.

- | | |
|--|---|
| i. Connecting to a Higher Class Town Road | 2 |
| ii. Connecting to a Higher Class County Road | 5 |
| iii. Connecting to a Higher Class State Road | 8 |

d. Pedestrian/Traffic Generator

Score is applied to each **road segment** within $\frac{1}{4}$ mile radius of generator.

i. Hamlet Center	Count x 2
ii. School	Count x 2
iii. Places of Worship	Count x 2
iv. Libraries	Count x 2
v. Community Center	Count x 2
vi. Government Facility	Count x 2
vii. Retail Center	Count x 2
viii. Transportation Hub	Count x 2

e. Sidewalk Class

Score is applied to each **road segment** within $\frac{1}{4}$ mile of a public school property.

i. Non-arterial	
1. Sidewalk	2
2. No Sidewalk	6
ii. Arterial	
1. Sidewalk	4
2. No Sidewalk	8

Complete Streets Project Development Process

1. Short List Secondary Evaluation Criteria
 - a. Traffic Counts
 - b. Detailed Road Measurements
 - c. Right of Way Mapping to Identify Necessary Property Acquisition
 - d. Inventory of Traffic Control Devices & Signage
 - e. Assessment of Road Condition
 - i. Pavement
 - ii. Curb
 - iii. Sidewalk
 - f. Roadway Geometry
 - g. Potential Conflicts with Improvements (including but not limited to)
 - i. Utility Poles
 - ii. Utility Boxes
 - iii. Lighting
 - iv. Vegetation
 - v. Driveway Pavers
 - vi. Mailboxes
 - vii. Pilasters
 - viii. Fences
 - ix. Walls
2. Public Meeting for Input on the Design of Improvements (presentation of problems and discussion of potential solutions)
3. Conceptual Design of Improvements
4. Public Meeting on Conceptual Design
5. Resident Acceptance Survey (2/3rd of households along a project)
6. Final Design of Improvements
7. Capital Programming
8. Bidding and Construction

FID	STREET_ID	LABEL	LENGTH: MILES	LENGTH SCORE	SEGMENT SCORE	FINAL SCORE
103	1743/3868	CENTEROCK RD	0.39	2	0	2
699	3412A	KINGS HWY	0.23	3	0	3
623	5681/5682	TOWNLINE RD	0.84	5	0	5
125	1921	CONKLIN RD	0.18	6	0	6
144	2033/2034	CRUSHER RD	0.83	6	0	6
557	5141	SCOTLAND HILL RD	0.10	2	4	6
402	3985/3986	MOUNTAINVIEW AV	1.13	7	0	7
697	4526A	PHILLIPS HILL RD	0.86	7	0	7
138	1985	CRAGMERE OVAL	0.44	8	0	8
225	2604	FOXBURN ST	0.28	8	0	8
407	4027	N EDSALL AV	0.30	8	0	8
468	4492	PECAN VALLEY DR	0.61	8	0	8
605	5553	TAMARAC AV	0.37	8	0	8
560	5155	2ND AV	0.31	2	7	9
1	1017	ACORN TERR	0.23	9	0	9
20	1144	ARBOR LN	0.35	9	0	9
28	1194	AUBURN DR	0.24	9	0	9
42	1287	BEAUMONT DR	0.38	9	0	9
65	1446	BRADLEY DR	0.31	9	0	9
94	1678	CAROLINA DR	0.70	9	0	9
131	1956	CORTLAND DR	0.24	9	0	9
156	2109	DEERFOOT LN	0.18	9	0	9
167	2175	DOLPHIN RD	0.37	9	0	9
176	2218	DUNMORE RD	0.24	9	0	9
221	2565	FORBES RD	0.20	9	0	9
274	2959	HELENE RD	0.22	9	0	9
317	3310	JOLLIFFE AV	0.01	7	2	9
321	3330	JOYCE DR	0.18	9	0	9
327	3383	KENWOOD LN	0.24	9	0	9
328	3403	KING ARTHUR CT	0.47	9	0	9
333	3449	KREUZ DR	0.25	9	0	9
359	3629	LINDEN CT	0.37	9	0	9
392	3886	MERIWETHER TR	0.71	9	0	9
405	4014	N BIRCH DR	0.16	9	0	9
424	4176	NOB HILL RD	0.19	9	0	9
431	4220	OAK RD	0.30	9	0	9
451	4339	ORIOLE RD	0.33	9	0	9
470	4501	PENNSYLVANIA AV	0.34	9	0	9
504	4726	REINA LN	0.19	9	0	9
515	4822	ROCK DR	0.18	9	0	9
539	5043	S PARK LN	0.17	9	0	9
558	5146	SCOTT DR	0.16	9	0	9
574	5255	SILVER BIRCH LN	0.16	9	0	9
583	5354	SPRING BROOK RD	0.36	9	0	9
591	5410	STEEP HILL RD	0.19	9	0	9
593	5445	STOCKTON RD	0.43	9	0	9

599	5473 STURBRIDGE CT	0.18	9	0	9
635	5814 VERONA CT	0.37	9	0	9
649	5972/5973 WATERS EDGE	1.67	9	0	9
655	6000 WESLEY RD	0.18	9	0	9
662	6022 WESTFIELD DR	0.22	9	0	9
663	6024 WESTLYN DR	0.43	9	0	9
675	6092 WINDGATE DR	0.49	9	0	9
16	1107 ANGUS LN	0.24	10	0	10
17	1114 ANN ST	0.20	10	0	10
24	1162 ARROW LN	0.12	10	0	10
30	1213 AVON LN	0.17	10	0	10
47	1315 BELLOWS LN	0.37	10	0	10
67	1462 BRENDA LN	0.13	10	0	10
70	1479 BRIAR RD	0.36	10	0	10
97	1688 CARRIE LN	0.26	8	2	10
105	1766 CHAPARRAL RD	0.29	10	0	10
119	1875 CLOVER DR	0.13	10	0	10
137	1981 CRABAPPLE LN	0.17	10	0	10
180	2243/2244 E ALLISON AV	0.31	10	0	10
205	2452 FAIRFIELD TERR	0.13	10	0	10
208	2472 FANWOOD LN	0.16	10	0	10
210	2485 FAWN HOLLOW LN	0.11	10	0	10
226	2605 FOXCROFT DR	0.14	10	0	10
250	2742 GLEN HAVEN DR	0.28	10	0	10
260	2812 GREENFIELD RD	0.13	10	0	10
262	2820 GREENWOOD DR	0.37	10	0	10
279	3000 HICKORY DR	0.17	10	0	10
280	3020 HIGH ST	0.12	10	0	10
296	3196 INVERNESS DR	0.33	10	0	10
312	3291 JOCKEY LN	0.12	10	0	10
319	3322 JOSEPH DR	0.14	10	0	10
694	3412B KINGS HWY	0.54	10	0	10
330	3425 KIRCHNER DR	0.18	10	0	10
356	3605 LILAC CT	0.14	10	0	10
360	3638 LISA LN	0.20	10	0	10
364	3664 LONDON TERR	0.29	10	0	10
429	4216 OAK LN	0.14	10	0	10
432	4223 OAK SPRING CT	0.29	10	0	10
478	4561 PINE TREE LN	0.12	10	0	10
481	4573 PIPPEN PL	0.28	10	0	10
493	4662 QUEENS RD	0.22	10	0	10
496	4679 RALPHS AV	0.23	10	0	10
501	4709 RED ROCK RD	0.70	10	0	10
512	4813 ROBIN PL	0.33	10	0	10
526	4964 RUGBY RD	0.16	10	0	10
527	4967 RUSSET RD	0.21	10	0	10
531	4997 S EDSALL AV	0.13	10	0	10

572	5241 SHORT HILL RD	0.29	10	0	10
576	5287 SLEEPY HOLLOW LN	0.26	10	0	10
625	5706 TRINITY PL	0.11	10	0	10
626	5709 TROTTERS TR	0.32	10	0	10
637	5824 VICTORIA DR	0.24	10	0	10
672	6066 WILL ROGERS LN	0.19	10	0	10
2	1019 ADAM PL	0.10	11	0	11
18	1138 APPLETON RD	0.09	11	0	11
26	1176 ASHLAND ST	0.30	9	2	11
43	1301 BEECH ST	0.31	9	2	11
50	1335 BERKSHIRE DR	0.17	9	2	11
55	1374 BITTERN DR	0.26	11	0	11
82	1581 BURGUNDY LN	0.10	11	0	11
99	1707 CATAWBA DR	0.14	11	0	11
107	1773 CHARLES ST	0.17	11	0	11
117	1849 CLAY ST	0.22	11	0	11
120	1887 COLGATE DR	0.25	9	2	11
154	2106 DEER TRACK LN	0.33	11	0	11
188	2318 EAST ST	0.17	11	0	11
193	2376 ELLEN ST	0.20	9	2	11
211	2498 FERNDALE RD	0.39	11	0	11
220	2552 FLITT ST	0.32	11	0	11
229	2631 FREDRIC ST	0.21	11	0	11
235	2650 FULTON ST	0.14	11	0	11
246	2708 GERKEN DR	0.17	11	0	11
271	2941 HEARTH CT	0.09	11	0	11
288	3103 HOLLAND DR	0.16	11	0	11
323	3368 KELTZ ST	0.19	9	2	11
368	3680 LORI PL	0.09	11	0	11
390	3871 MEIN DR	0.08	11	0	11
395	3900 MICHELLE AV	0.10	11	0	11
412	4072 N PARK LN	0.23	11	0	11
417	4103 N WILLIAMS ST	0.17	9	2	11
426	4185 NORMAN PL	0.09	11	0	11
454	4408 PANORAMIC DR	0.11	11	0	11
459	4438 PARKER AV	0.36	11	0	11
467	4476 PAULA LN	0.09	11	0	11
487	4616 PREAKNESS LN	0.29	11	0	11
490	4621 PRINCE ST	0.25	11	0	11
698 4631A	PROSPECT ST	0.38	11	0	11
495	4677 RALEIGH DR	0.25	11	0	11
499	4699 RAVEN TERR	0.20	9	2	11
523	4887 ROSEMONT DR	0.21	9	2	11
525	4898 ROSS LN	0.09	11	0	11
549	5117 SCALES RD	0.14	10	1	11
570	5230 SHERWOOD DR	0.33	11	0	11
579	5308 SNOWDROP DR	0.36	11	0	11

592	5426 STERLING PL	0.14	11	0	11
600	5491 SUMMIT DR	0.15	11	0	11
609	5579 TEMPO RD	0.16	11	0	11
612	5588/5590 TERRACE AV	0.43	11	0	11
618	5628 THORN LN	0.10	11	0	11
630	5745/5746 TYLER PL	0.17	11	0	11
641	5862 W ALLISON AV	0.04	11	0	11
657	6007/6008/600C WEST NYACK RD	2.34	11	0	11
665	6032 WHARTON LN	0.10	11	0	11
668	6041 WHITE OAK LN	0.21	11	0	11
679	6105 WISCONSIN AV	0.21	11	0	11
685	6140 WOODSIDE DR	0.34	11	0	11
6	1033 ALAN CT	0.08	12	0	12
15	1096 ANDOVER RD	0.11	12	0	12
22	1155/1156 ARGOW PL	0.55	12	0	12
31	1221 BABBLING BROOK LN	0.35	10	2	12
40	1278 BAYLOR RD	0.25	12	0	12
56	1375 BITTMAN LN	0.14	10	2	12
102	1737 CENTER LN	0.12	12	0	12
166	2163 DIXWELL RD	0.27	12	0	12
190	2345 EDSAM RD	0.12	12	0	12
198	2401 EMBER DR	0.08	12	0	12
201	2428 ESTHER AV	0.26	12	0	12
213	2517 FINCH RD	0.28	10	2	12
238	2663 GANDY LN	0.16	12	0	12
240	2675/2676 GARRECHT PL	0.16	12	0	12
245	2707 GERKE AV	0.22	12	0	12
276	2976 HEMPTOR RD	0.29	8	4	12
293	3161 HUGHES ST	0.20	12	0	12
300	3226 JACQUELINE DR	0.15	10	2	12
325	3372 KENDALL DR	0.25	12	0	12
343	3506 LANDMARK DR	0.12	12	0	12
362	3658 LOESER DR	0.08	12	0	12
391	3875 MELROSE LN	0.08	12	0	12
413	4073 N PARK TERR	0.20	12	0	12
425	4182 NORFOLK AV	0.20	12	0	12
430	4219 OAK RD	0.11	12	0	12
464	4461 PATRICIA AV	0.17	12	0	12
484	4580 PLEASANT HILL DR	0.29	12	0	12
509	4762/4764 RIDGE RD	1.38	12	0	12
530	4993/4994 S CRANFORD RD	0.33	12	0	12
544	5092 SAMUEL RD	0.04	12	0	12
551	5122 SCENIC VISTA DR	0.23	11	1	12
552	5124 SCHER DR	0.44	12	0	12
565	5192 SEYMOUR DR	0.24	12	0	12
586	5375 SPRUCE ST	0.12	12	0	12
598	5465 STRATHMORE DR	0.39	10	2	12

646	5923 WAGON WHEEL DR	0.05	12	0	12
654	5999 WESLEY CT	0.08	12	0	12
689	6159 YALE DR	0.41	8	4	12
5	1032 ALAN CT	0.07	13	0	13
35	1251 BANTA PL	0.06	13	0	13
36 1255/1256	BARDONIA RD	0.72	13	0	13
37	1260 BARNSTABLE CT	0.06	13	0	13
52 1351/1352	BIRCH DR	0.25	13	0	13
71	1481 BRIARCLIFF RD	0.13	12	1	13
79	1570 BULL RUN	0.17	9	4	13
81	1576 BURDA LN	0.59	7	6	13
96	1687 CARRIE DR	0.14	13	0	13
101	1724 CEDAR RD	0.06	13	0	13
130	1955 CORRAL ST	0.06	13	0	13
136	1976 COURTNEY DR	0.25	13	0	13
169	2183 DORAL CT	0.32	11	2	13
182	2279 E MARY LN	0.06	13	0	13
222	2570 FOREST BROOK RD	0.16	11	2	13
224	2581 FOREST VIEW CT	0.09	11	2	13
230	2633 FREEDMAN AV	0.35	11	2	13
234 2646/2647	FULLE DR	0.91	13	0	13
239	2673 GARNET LN	0.09	11	2	13
272	2943 HEATHER DR	0.10	11	2	13
326	3381 KENT ST	0.13	13	0	13
332	3439 KNOLLWOOD CT	0.09	13	0	13
334	3464 LADY GODIVA WAY	0.52	13	0	13
357	3610 LILY LN	0.07	13	0	13
365	3666 LONG CLOVE RD	0.44	13	0	13
400	3958 MORELAND RD	0.28	13	0	13
403	3992 MULBERRY RD	0.12	12	1	13
569	5229 SHERWOOD CIR	0.06	13	0	13
594	5452 STONEHEDGE DR	0.50	13	0	13
606	5559 TANGLEWOOD CT	0.09	13	0	13
621	5671 TOR TERR	0.28	13	0	13
629	5741 TWIN PEG DR	0.08	11	2	13
640	5851 VIRGINIA ST	0.23	10	3	13
651	5991 WELL ST	0.07	13	0	13
677	6095 WINDOM CT	0.07	13	0	13
8	1069 ALMUTH DR	0.16	14	0	14
21	1152 ARDSLEY DR	0.51	14	0	14
39	1276 BAYBERRY LN	0.08	12	2	14
60	1398 BLUE HERON RD	0.32	14	0	14
89	1647 CARAVELLA LN	0.18	14	0	14
92 1668/1669	CARMEN DR	0.30	14	0	14
113	1821 CHRISTIE DR	0.27	14	0	14
147	2049 CYPRESS ST	0.17	14	0	14
163	2141 DERBY LN	0.16	14	0	14

219	2545 FIVE OAKS LN	0.11	11	3	14
233	2639 FRINGE CT	0.04	12	2	14
251	2748 GLENMERE RD	0.25	14	0	14
256	2779 GRAND ST	0.65	14	0	14
270	2936 HAZELTON LN	0.08	14	0	14
318	3312 JOLLIFFE LN	0.18	14	0	14
374	3753 MANDON TERR	0.19	14	0	14
393	3890 MESA PL	0.23	14	0	14
401	3964 MORRIS DR	0.22	10	4	14
423	4172 NIER PL	0.06	14	0	14
462	4453 PARLIAMENT DR	0.49	14	0	14
696 4631B	PROSPECT ST	0.58	14	0	14
510	4775 RINNE RD	0.23	14	0	14
517	4846 ROCKWELL AV	0.07	13	1	14
534 5003/5004	S GREENBUSH RD	0.60	14	0	14
540 5044/5045	S PARK TERR	0.14	14	0	14
546	5112 SASSON TERR	0.15	12	2	14
601	5505 SUNRISE AV	0.11	10	4	14
645	5903 W MARY LN	0.12	14	0	14
666	6033 WHEATSTONE RD	0.14	10	4	14
678	6102 WINFIELD AV	0.05	14	0	14
680	6113 WOLF PL	0.08	12	2	14
10	1079 AMARILLO DR	0.25	15	0	15
29	1199 AURA DR	0.07	15	0	15
41	1282 BEACON ST	0.25	12	3	15
51	1345 BEVERLY PL	0.19	15	0	15
59	1394 BLISS LN	0.13	11	4	15
91	1659 CARLEY CT	0.26	11	4	15
93	1676 CAROL PL	0.07	13	2	15
128	1946 CORINTHIAN RD	0.23	9	6	15
146	2043 CURTIN DR	0.07	13	2	15
152	2087 DEARBORN RD	0.19	11	4	15
168	2181 DONNA ST	0.15	11	4	15
178 2226/2227	DURYE LN	0.76	15	0	15
192	2361 ELDOR AV	0.30	12	3	15
258	2796 GREAT OAKS DR	0.25	12	3	15
287	3095 HOBE ST	0.20	11	4	15
301	3230 JADE ST	0.16	11	4	15
348	3544 LAWNWOOD PL	0.11	11	4	15
372	3718 LYNNE DR	0.11	15	0	15
375	3754 MANETTE LN	0.15	11	4	15
394	3891 MEYER LN	0.14	15	0	15
398	3918 MILLBURN CT	0.15	11	4	15
461	4449 PARKWAY DR	0.26	11	4	15
695 4526B	PHILLIPS HILL RD	1.36	15	0	15
502	4714 REDWOOD CT	0.07	15	0	15
511	4812 ROBIN LN	0.09	11	4	15

513	4816/4817	ROBINHOOD LN	0.29	15	0	15
548		5116 SAYMOR DR	0.20	11	4	15
556		5140 SCOTLAND HILL PK	0.02	15	0	15
587		5380 SPUR DR	0.20	15	0	15
653		5997 WESEL RD	0.21	14	1	15
671		6064 WILDWOOD RD	0.07	13	2	15
683		6125 WOODHAVEN DR	0.66	10	5	15
13		1089 AMSTERDAM RD	0.13	10	6	16
19		1140 APRIL LN	0.04	16	0	16
34		1247 BALTER RD	0.06	16	0	16
46		1314 BELLEVILLE DR	0.27	12	4	16
49		1327 BENSON AV	0.14	14	2	16
64		1431 BONTECOU LN	0.18	12	4	16
72		1505 BRITTA LN	0.16	16	0	16
86		1608 CAIRNGORM RD	0.26	10	6	16
95		1684 CARRIAGE LN	0.20	14	2	16
133		1962 COTTAGE AV	0.15	16	0	16
140		1991 CRANFORD DR	0.34	14	2	16
191		2352 EILEEN AV	0.19	12	4	16
197		2399 ELYSE DR	0.22	10	6	16
218	2544/2545	FIVE OAKS LN	0.10	16	0	16
243	2696/2698	GEORGE ST	0.07	16	0	16
249		2725 GILLIS AV	0.12	12	4	16
253		2754 GLENWOOD RD	0.22	14	2	16
268		2894 HARNESS RD	0.19	13	3	16
295		3188 INDIAN DR	0.07	12	4	16
299		3214 IVY LN	0.12	10	6	16
313		3293 JODI LN	0.27	10	6	16
351		3569 LENBAR CIR	0.14	10	6	16
385	3828/3829	MASSACHUSETTS AV	1.34	16	0	16
396		3913 MILICH LN	0.13	15	1	16
397		3914 MILL CREEK RD	0.38	14	2	16
442	4269/4270	OLD MILL RD	2.34	16	0	16
471		4506 PEPPERIDGE DR	0.31	14	2	16
486	4602/4603	POPLAR ST	0.69	16	0	16
518		4848 ROCKWOOD TERR	0.22	14	2	16
520		4855 ROLLING WAY	0.35	14	2	16
545		5101 SANDSTONE TR	0.40	16	0	16
582		5337 SOUTHWARD AV	0.27	10	6	16
584		5370 SPRUCE DR	0.17	14	2	16
23		1158 ARLENE CT	0.17	17	0	17
61		1407 BLUEBIRD DR	0.45	14	3	17
62		1416 BOBWHITE LN	0.11	11	6	17
173		2195 DOVER RD	0.43	9	8	17
264		2847 HACKER PL	0.04	17	0	17
322		3335 JUDITH ST	0.41	11	6	17
339		3483 LAKE SHORE DR	0.17	15	2	17

370	3701/3702	LUDVIGH RD	0.90	17	0	17
428		4208 NUTHATCH LN	0.35	11	6	17
482		4575 PITTSFORD WAY	0.21	11	6	17
542		5072 SABLE CT	0.22	9	8	17
559		5150 SCRATCHUP RD	0.36	15	2	17
614		5610 THERESA DR	0.15	12	5	17
617		5623 THOMAS CT	0.04	17	0	17
661		6017 WESTERLY DR	0.41	17	0	17
27		1192 ATLANTIC AV	0.20	16	2	18
33		1237 BALCHEN TERR	0.06	15	3	18
76		1547 BROWARD DR	0.26	14	4	18
148		2051 DADE RD	0.17	14	4	18
171	2187/2188	DORIS DR	0.06	18	0	18
199		2403 EMERALD DR	0.17	18	0	18
207		2468 FANLEY AV	0.17	14	4	18
261		2816 GREENSWARD DR	0.08	14	4	18
289		3108 HOLLOW DR	0.32	10	8	18
349		3547 LAWRENCE ST	0.03	16	2	18
361		3643 LITTLE BROOK LN	0.28	14	4	18
388		3868 MEDICAL PARK DR	0.10	6	12	18
411		4071 N PARK AV	0.30	10	8	18
418		4121 NELSON PL	0.10	13	5	18
434		4239 OAKLAND PL	0.41	14	4	18
445		4284 OLD PHILLIPS HILL RD	0.58	6	12	18
458		4435 PARK TERR	0.31	9	9	18
460		4446 PARKSIDE DR	0.29	14	4	18
473	4542/4543	PIGEON HILL RD	0.27	18	0	18
508		4757 RICHARD DR	0.30	8	10	18
519		4854 ROLLING RIDGE RD	0.56	18	0	18
603		5527 SVAHN DR	0.30	14	4	18
613		5606 THE RISE	0.28	10	8	18
619		5631 THORNWOOD DR	0.23	14	4	18
652		5993 WELLS AV	0.05	16	2	18
674		6073 WILLOW AV	0.08	14	4	18
561		5159 2ND ST	0.04	19	0	19
32		1229 BADGER ST	0.51	9	10	19
45		1308 BEL AIRE TERR	0.20	15	4	19
54		1363 BIRCHWOOD AV	0.22	15	4	19
66		1453 BRANCHVILLE RD	0.69	10	9	19
69		1478 BRIAR PL	0.06	18	1	19
77		1563 BUCKINGHAM RD	0.21	16	3	19
149		2052 DAHM RD	0.10	16	3	19
158		2120 DELTIC RD	0.13	13	6	19
184		2284 E PALISADE AV	0.17	17	2	19
231		2634 FREUND DR	0.07	13	6	19
255		2773 GRACE ST	0.15	13	6	19
259		2808 GREENDALE RD	0.19	9	10	19

297	3197 INWOOD DR	0.31	7	12	19
305	3252 JEAN LN	0.11	15	4	19
309	3279 JILL DR	0.27	8	11	19
344	3512 LANSDALE RD	0.24	9	10	19
367	3677 LORAIN DR	0.18	9	10	19
404	4001 MURDOCK RD	0.15	11	8	19
421	4146 NEW YORK AV	0.79	15	4	19
449	4310 OMLEY PL	0.07	15	4	19
536	5019 S LEXOW AV	0.32	16	3	19
588	5381 SQUADRON BLVD	0.32	9	10	19
620	5660 TOMPKINS AV	0.12	17	2	19
636	5823 VICTOR RD	0.08	19	0	19
670	6051 WHITEWOOD DR	0.21	15	4	19
0	1002 ABBEY LN	0.17	14	6	20
12	1085 AMHERST RD	0.18	12	8	20
134	1966 COTTAGE PL	0.13	18	2	20
145	2040 CULVER DR	0.47	16	4	20
175	2212 DUKE LN	0.05	20	0	20
185	2288 E PHILLIPS HILL RD	0.08	20	0	20
228	2616 FRANK ST	0.13	10	10	20
248	2722/2723 GILCHREST RD	0.79	20	0	20
282	3029 HIGHLAND AV	0.12	17	3	20
292	3141 HOWARD ST	0.08	16	4	20
419	4140 NEW LAKE RD	0.17	4	16	20
477	4560 PINE TREE CT	0.03	18	2	20
491	4658 QUASPEAK RD	0.10	17	3	20
514	4820 ROCHELLE DR	0.46	8	12	20
516	4825 ROCKFORD DR	0.79	2	18	20
521	4872 ROOSEVELT PL	0.10	18	2	20
538	5042 S PARK AV	0.20	12	8	20
575	5261 SIMKIN DR	0.17	14	6	20
604	5552 TAMAR DR	0.40	10	10	20
634	5813 VERMONT AV	0.16	16	4	20
638	5842 VINE ST	0.19	12	8	20
681	6118 WOODBINE RD	0.40	14	6	20
687	6149 WORTHINGTON CT	0.15	10	10	20
3	1027 ADELE RD	0.28	9	12	21
108	1783 CHAUNCEY ST	0.08	19	2	21
129	1948 CORNELL DR	0.28	15	6	21
150	2060 DALEWOOD CT	0.16	9	12	21
247	2709 GERLACH DR	0.27	13	8	21
286	3085 HILLTOP RD	0.13	18	3	21
306	3257 JEFF LN	0.12	10	11	21
308	3273 JERRYS AV	0.24	13	8	21
311	3290 JOCKEY HOLLOW DR	0.23	9	12	21
380	3786 MARCIA LN	0.19	9	12	21
382	3806 MARION CT	0.10	11	10	21

585	5373 SPRUCE LN	0.33	9	12	21
590	5402 STATE ST	0.07	17	4	21
38	1263 BARRY LN	0.22	11	11	22
143	2024 CROSS ST	0.07	14	8	22
179	2230 DUSTMAN LN	0.12	22	0	22
203	2434 ETNA PL	0.34	10	12	22
241	2677 GARRET AV	0.07	20	2	22
242	2687 GATEWAY AV	0.33	16	6	22
252	2752 GLENSIDE DR	0.44	15	7	22
291	3136 HOVENKAMP AV	0.14	17	5	22
320	3328 JOY DR	0.17	13	9	22
331	3430 KLEIN AV	0.42	12	10	22
369	3686 LOUISE DR	0.19	10	12	22
378	3777 MAPLE RD	0.39	17	5	22
410	4045 N LEXOW AV	0.38	10	12	22
580	5316 SOPHIA DR	0.07	12	10	22
669	6047 WHITE ST	0.04	20	2	22
684	6130 WOODLAND RD	0.44	16	6	22
53	1355 BIRCH LN	0.40	11	12	23
63	1429 BONNIE LN	0.20	15	8	23
118	1864 CLINTON PL	0.09	15	8	23
204	2450 FAIR HAVEN DR	0.33	14	9	23
265	2854 HALL AV	0.06	19	4	23
278	2990 HESSIAN PL	0.07	13	10	23
353	3576 LEONA AV	0.44	18	5	23
379	3784 MAPLEWOOD LN	0.13	15	8	23
387	3865 MEADOWLARK DR	0.32	11	12	23
416	4097 N STRAWBERRY HILL LN	0.01	23	0	23
483	4576 PLAINS DR	0.32	11	12	23
607	5569 TAVO LN	0.31	11	12	23
608	5574 TEAKWOOD LN	0.14	11	12	23
688	6151 WREN LN	0.11	11	12	23
104	1750 CENTRAL DR	0.20	18	6	24
139	1987 CRAMBROOK RD	0.27	18	6	24
157	2110 DEERWOOD DR	0.36	14	10	24
206	2456 FAIRVIEW AV	0.31	16	8	24
209	2479 FARMHOUSE RD	0.13	10	14	24
693	6281 JOE STACH'S WAY	0.05	14	10	24
342	3496 LAKEWOOD DR	0.68	24	0	24
448	4305 OLDFIELD DR	0.14	10	14	24
455	4413 PARK AV	0.25	14	10	24
457	4434 PARK TERR	0.14	22	2	24
476	4558 PINE ST	0.21	18	6	24
566	5210 SHARON DR	0.19	14	10	24
595	5455 STONEWALL LN	0.22	16	8	24
643	5867 W BURDA PL	1.02	16	8	24
659	6013 WEST ST	0.20	12	12	24

686	6142 WOODTHRUSH DR	0.28	12	12	24
9	1078 AMANDA LN	0.07	15	10	25
25	1171 ASH RD	0.44	13	12	25
85	1604 BYRON ST	0.09	14	11	25
127	1940 COOPER DR	0.17	17	8	25
310	3285 JOAN DR	0.59	19	6	25
314	3299 JOHN ST	0.27	21	4	25
345	3517 LARCH CT	0.05	23	2	25
358	3626 LINDBERG LN	0.23	13	12	25
373	3734 MAIDEN LN	0.35	11	14	25
453	4371 PACIFIC AV	0.19	16	9	25
485	4599 PONDVIEW DR	0.11	17	8	25
524	4892 ROSLYN LN	0.21	9	16	25
650	5979 WAYNE AV	0.16	13	12	25
14	1090 AMUNDSEN LN	0.43	11	15	26
73	1527 BROOK HILL DR	0.32	18	8	26
88	1636 CAPRAL LN	0.33	8	18	26
110	1806 CHESTNUT ST	0.11	20	6	26
244	2705 GERARDINE PL	0.66	11	15	26
335	3469 LAFAYETTE DR	0.38	11	15	26
389	3870 MEDWAY AV	0.42	16	10	26
498	4695 RANDI LN	0.09	24	2	26
532	5000 S FREMONT AV	0.20	18	8	26
568	5221 SHERMAN AV	0.14	16	10	26
578	5304 SNAKE HILL RD	0.68	12	14	26
673	6072 WILLIAMS ST	0.37	14	12	26
48	1323 BENDER RD	0.27	15	12	27
232	2637 FRIEND ST	0.21	15	12	27
281	3023 HIGH ST	0.02	23	4	27
290	3116 HOMESTEAD LN	0.29	15	12	27
324	3371 KENBAR RD	0.30	15	12	27
352	3573 LENOX AV	0.38	15	12	27
420	4145 NEW VALLEY RD	0.56	15	12	27
435	4248 OHIO AV	0.51	15	12	27
465	4462 PATRICIA DR	0.30	15	12	27
466	4469 PATTERSON AV	0.11	19	8	27
489	4620 PRIMROSE LN	0.22	15	12	27
507	4738 RENNERT LN	0.18	17	10	27
554	5134 SCHRIEVER LN	0.46	10	17	27
214	2528 1 ST	0.04	19	9	28
615	5617 3RD ST	0.15	20	8	28
78	1567 BUENA VISTA RD	2.07	12	16	28
132	1961 COSMOS LN	0.15	28	0	28
174	2209 DUANE AV	0.22	10	18	28
254	2760 GOEBEL RD	0.95	16	12	28
273	2945 HEATHER LN	0.26	14	14	28
355	3594 LIBERTY AV	0.06	16	12	28

475	4557 PINE ST	0.05	17	11	28
533	5002 S GRANT AV	0.19	16	12	28
555	5135 SCHUYLER RD	0.23	12	16	28
564	5190 SEVEN OAKS LN	0.13	12	16	28
624	5701 TREMONT AV	0.14	22	6	28
664	6029 WESTVIEW AV	0.29	13	15	28
109	1791 CHERRY HILL LN	0.11	18	11	29
111	1812 CHIMNEY RIDGE DR	0.20	11	18	29
116	1844 CLARK PL	0.04	17	12	29
217	2539 FISHER AV	0.14	17	12	29
277	2979 HENRY ST	0.16	23	6	29
298	3202 IRION DR	0.24	19	10	29
304	3249 JAY ST	0.33	11	18	29
307	3268 JENNIFER DR	0.24	14	15	29
336	3474 LAKE DR	0.22	15	14	29
422	4166 NEWPORT DR	0.53	14	15	29
543	5082 SALEM RD	0.30	9	20	29
676	6094 WINDMILL LN	0.54	13	16	29
187	2299 E TOWNLINE RD	0.11	17	13	30
236	2652 GABLE RD	0.34	10	20	30
363	3661 LOMBARDI DR	0.27	14	16	30
644	5886 W HALL AV	0.08	17	13	30
106	1769 CHARLES BLVD	0.31	11	20	31
122	1901 COLONIAL DR	0.36	15	16	31
123	1905 COLTON ST	0.15	19	12	31
194	2392 ELMSFORD RD	0.16	11	20	31
212	2515 FILMONT DR	0.20	14	17	31
447	4301 OLD TURNPIKE WAY	0.06	27	4	31
472	4521 PHEASANT DR	0.25	11	20	31
474	4547 PINE AV	0.09	18	13	31
479	4566 PINEVIEW AV	0.72	17	14	31
632	5778 VALLEY RD	0.25	11	20	31
691	6175 ZABELLA DR	0.30	16	15	31
4	1029 ADRIENNE DR	0.12	12	20	32
83	1585 BURNSIDE AV	0.25	16	16	32
547	5113 SAW MILL RD	0.63	12	20	32
563	5173 SEDGE RD	0.69	8	24	32
631	5753 UNGAVA DR	0.21	12	20	32
633	5811 VERDIN DR	0.38	8	24	32
162	2127 DEMAREST MILL RD	0.29	21	12	33
172	2192 DOSCHER AV	0.12	21	12	33
340	3489 LAKELAND AV	0.31	13	20	33
553	5129 SCHOOL LN	0.05	17	16	33
639	5850 VIRGINIA ST	0.33	18	15	33
237	2657 GAIL DR	0.24	14	20	34
386	3842 MC CARTHY WAY	0.55	1	33	34
690	6168 YORK DR	0.49	10	24	34

151	2080 DE CLARK PL	0.08	16	19	35
371	3710 LYNCREST AV	0.45	15	20	35
384	3816 MARTEN DR	0.26	11	24	35
452	4355 OVERLOOK BLVD	0.47	13	22	35
589	5383 ST ANTHONY AV	0.07	16	19	35
628	5738 TWIN ELMS LN	0.41	11	24	35
170	2184 DORCHESTER AV	0.17	10	26	36
177	2223 DURANT RD	0.28	12	24	36
267	2879 HANSEN AV	0.18	12	24	36
415	4083 N ROCKLAND AV	0.13	17	19	36
438	4260 OLD HEMPSTEAD RD	0.22	22	14	36
440	4262 OLD LAKE RD	0.15	18	18	36
58	1391 BLAUVELT ST	0.21	16	21	37
285	3061 HILLSIDE AV	0.03	22	15	37
658	6010 WEST NYACK WAY	0.17	19	18	37
165	2153 DICKINSON AV	0.14	12	26	38
183	2283 E ORCHARD ST	0.16	13	25	38
406	4022 N CONGER AV	0.24	16	22	38
427	4203 NORWOOD PL	0.11	15	24	39
541	5052 S PINE AV	0.12	17	22	39
597	5464 STRATFORD PL	0.33	9	30	39
656	6001 WEST CLARKSTOWN RD	0.87	9	30	39
667	6034 WHEELER PL	0.34	19	20	39
692	6186 ZUKOR RD	1.23	11	28	39
114	1825 CHRISTOPHER DR	0.41	10	30	40
196	2395 ELROD DR	0.22	10	30	40
350	3549 LAWRENCE ST	0.50	4	36	40
354	3590 LEXINGTON RD	0.29	10	30	40
503	4722 REGINALD DR	0.36	14	26	40
506	4735 RENFREW RD	0.28	10	30	40
642	5866 W BROADWAY	0.39	20	20	40
135	1967 COTTAGE RD	0.38	11	30	41
202	2433 ETHEL DR	0.21	11	30	41
341	3495 LAKEWARD AV	0.19	21	20	41
275	2963 HEMENWAY AV	0.07	30	12	42
573	5253 SIERRA VISTA LN	0.12	24	18	42
44	1303 BEECHWOOD DR	0.38	13	30	43
377	3764 MAPLE AV	0.17	15	28	43
155	2107 DEERFIELD DR	0.65	12	32	44
263	2823 GREGORY ST	0.36	14	30	44
329	3411 KINGS HWY	0.66	20	24	44
436	4251 OLD BRICK RD	0.34	12	32	44
492	4660 QUASPECK BLVD	0.37	12	32	44
164	2150 DIANE DR	0.29	15	30	45
294	3169 HUNTER PL	0.19	16	30	46
497	4691 RAMCLARK LN	0.13	18	28	46
441	4266 OLD MIDDLETOWN RD	0.39	22	25	47

488	4619 PRIDES CRSG	0.44	14	33	47
505	4734 RENEE LN	0.54	11	36	47
567	5219 SHERIDAN AV	0.23	17	30	47
126	1930 CONTINENTAL DR	0.70	8	40	48
433	4224 OAK ST	0.13	18	30	48
480	4572 PIPETOWN HILL RD	0.29	4	44	48
622	5672 TOR VIEW AV	0.12	12	36	48
11	1082 AMERICAN LEGION WAY	0.09	16	33	49
383	3813 MARK LN	0.53	9	40	49
284	3049 HIGHWAY AV	0.73	26	24	50
315	3306 JOHNSONS LN	0.26	20	30	50
337	3476 LAKE NANUET DR	0.81	10	40	50
399	3937 MITCHELL DR	0.32	11	39	50
550	5119 SCANDIA RD	0.42	20	30	50
7	1034 ALAN DR	0.24	11	40	51
269	2922 HAVERMILL RD	0.81	19	32	51
316	3309 JOLEN DR	0.24	11	40	51
84	1595 BUTLER ST	0.29	22	30	52
80	1575 BURDA AV	0.47	17	36	53
660	6014 WEST ST	0.29	15	39	54
439	4261 OLD LAKE RD	0.20	27	28	55
186	2289 E PROSPECT ST	0.04	22	34	56
346	3534 LAUREL RD	0.26	16	40	56
610	5582 TENA PL	0.23	11	46	57
216	2530 1ST ST	0.12	16	42	58
141	2008 CRESTWOOD DR	0.25	16	42	58
181	2249 E CAVALRY DR	0.39	19	39	58
494	4666 RADCLIFF DR	0.34	14	45	59
528	4973 RUTH DR	0.51	9	50	59
535	5007 S HARRISON AV	1.09	15	44	59
223	2575 FOREST GLEN RD	0.46	13	48	61
257	2780 GRANDVIEW AV	0.94	17	45	62
409	4036 N HARRISON AV	0.24	14	48	62
611	5583 TENNYSON DR	0.94	14	48	62
627	5715 TUCKER AV	0.34	12	50	62
414	4075 N PASCACK RD	0.81	3	60	63
469	4495 PELHAM AV	0.39	9	54	63
381	3791 MARCUS RD	0.25	16	48	64
443	4275 OLD NYACK TRNPK	0.28	29	35	64
75	1538 BROOKSIDE AV	0.24	21	44	65
366	3667 LONG MEADOW DR	0.78	9	56	65
124	1909 CONCORD DR	0.36	15	52	67
648	5926 WALDRON AV	0.36	13	54	67
227	2608 FOXWOOD RD	1.32	13	56	69
153	2100 DEER MEADOW DR	0.38	14	56	70
87	1609 CAIRNSMUIR LN	0.51	25	49	74
266	2855 HALL AV	0.54	19	55	74

302	3232 JAMES DR	0.38	15	60	75
303	3233 JAMES ST	0.25	15	60	75
602	5520 SUSAN DR	0.81	11	64	75
215	2529 1ST ST	0.42	21	55	76
456	4414 PARK AV	0.18	15	63	78
577	5299 SMITH ST	0.31	8	70	78
161	2123 DEMAREST AV	0.44	15	65	80
408	4032 N GRANT AV	0.48	16	64	80
98	1695 CASPER HILL RD	0.41	21	60	81
112	1820 CHRISTIAN HERALD RD	1.13	6	80	86
90	1651 CARDINAL CT	0.50	12	78	90
450	4327 ORCHARD ST	0.22	15	75	90
159	2121 DEMAREST AV	0.14	16	75	91
68	1471 BREWERY RD	1.58	8	85	93
376	3762 MAPLE AV	0.35	19	76	95
500	4706 RED HILL RD	1.03	18	78	96
596	5459 STORMS RD	0.86	32	65	97
100	1711 CAVALRY DR	0.18	25	76	101
647	5925 WALDBERG AV	0.15	21	80	101
160	2122 DEMAREST AV	0.17	33	75	108
571	5235 SHETLAND DR	0.54	11	100	111
444	4276 OLD NYACK TRNPK	0.43	6	110	116
522	4880 ROSE RD	1.36	32	88	120
529	4991 S CONGER AV	1.09	15	105	120
189	2326 EBERLING DR	0.52	14	108	122
338	3479 LAKE RD	1.49	18	105	123
682	6124 WOODGLEN DR	0.69	16	108	124
74	1533 BROOKRIDGE DR	0.27	19	110	129
446	4295 OLD SCHOOLHOUSE RD	0.37	22	115	137
562	5161 2ND ST	0.33	32	110	142
437	4259 OLD HAVERSTRAW RD	1.63	17	125	142
463	4455 PARROTT RD	1.03	2	140	142
347	3535 LAUREL RD	0.86	4	154	158
200	2411 ENDICOTT ST	0.42	12	150	162
195	2393 ELMWOOD DR	0.45	17	165	182
57	1385 BLAUVELT RD	0.81	9	182	191
581	5325 SOUTH MOUNTAIN RD	3.20	11	180	191
142	2022 CROSFIELD AV	0.45	29	210	239
115	1828 CHURCH ST	0.70	13	250	263
283	3038 HIGHVIEW AV	0.71	12	253	265
616	5618 3RD ST	0.79	10	273	283
121	1889 COLLEGE AV	0.54	13	390	403
537	5026 S MAIN ST	1.07	17	522	539

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Hamlet of Nanuet Transit Oriented Development Plan

final report

prepared for

Town of Clarkstown, New York

prepared by

Cambridge Systematics, Inc.

in collaboration with AKRF, Inc.

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prepared by

Cambridge Systematics, Inc.
38 East 32nd Street, 7th Floor
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date

October 1, 2017

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1.0 Introduction

This planning study was undertaken to develop a transit-oriented development (TOD) plan for the Nanuet Hamlet Center in the Town of Clarkstown in New York State. The objective of the TOD plan is to support the development of a transit-oriented neighborhood, centered around the Nanuet Train Station and mixed-use infill development that will link the historical downtown commercial district and the Shops at Nanuet, a regional outdoor shopping center. Developing a vibrant, walkable neighborhood will provide new workforce housing, encourage public transit use, create jobs, and strengthen the local economy. TOD is especially useful in achieving these goals and objectives because it prioritizes and encourages efficient land uses that create sustainable, attractive communities where people of all ages, incomes and backgrounds can live, work and play.

The Town of Clarkstown joins a growing list of towns and cities of all sizes all across the United States that are embracing TOD as a means of growing the local economy, maximizing use of existing infrastructure and increasing overall quality of life. National trends indicate that people are increasingly gravitating towards mixed use communities with access to public transportation. Given the Nanuet Hamlet Center's proximity to New York City, Northern New Jersey, Westchester and local commercial centers, as well as its position on the Pascack Valley Rail Line operated by New Jersey Transit, the community, referred to in this document as the Greater Nanuet TOD area, is in an excellent position to reap the benefits of smart growth TOD.

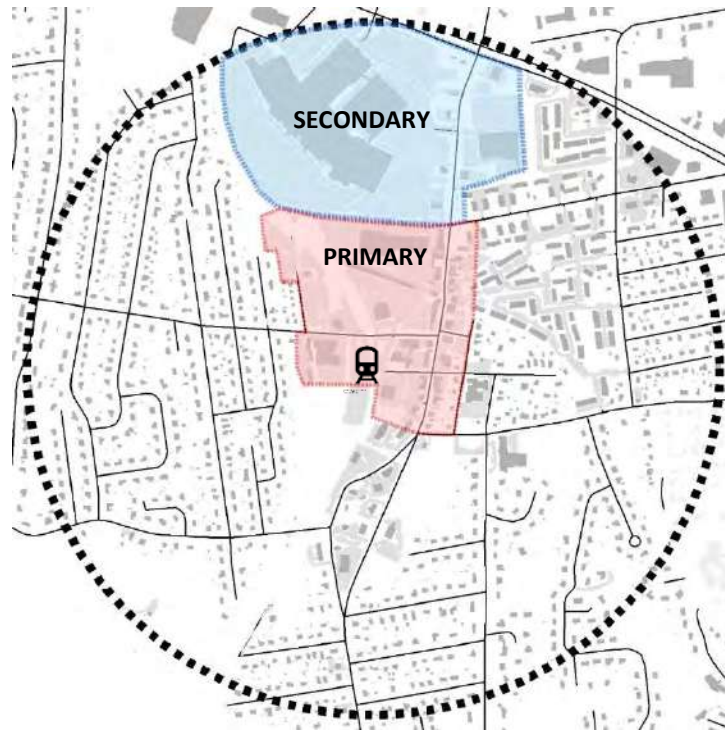


Figure 1: TOD area, Primary (Red) and Secondary (Blue) Study Areas

The Greater Nanuet TOD area is defined as the area within a short (10-15 minute) walk of the Nanuet Train Station, and as illustrated above approximately a circle with a 1/2 mile radius. Within the Greater Nanuet TOD area, there is both a primary and secondary study area (Figure 1). The primary study area within the TOD area focuses on parcels currently zoned as hamlet center, commercial, or light industrial office or those parcels adjacent to or one block

removed from Middletown Road (also known as Main Street or CR-33) between SR-59 and Church Street in Downtown Nanuet. The secondary study area is focused on the interface between the Nanuet hamlet and the Shops at Nanuet regional shopping mall. Shops at Nanuet is the largest employer and attractor of trips in the area. It is important that residents, employees and shoppers alike experience a safe and pleasant connection between the train station and the mall.

The TOD area is located at the intersection of four 2010 Census Block Groups (360870113021, 360870113022, 360870113023, and 360870113032). Although the TOD plan primarily focuses on the area within a ½ mile radius of the Nanuet Train Station, all four census block groups that form the Greater Nanuet TOD area were utilized for demographic analysis purposes. The maps below (Figure 2) illustrate the TOD area as a dotted black circle, while the four census block groups are outlined in red.

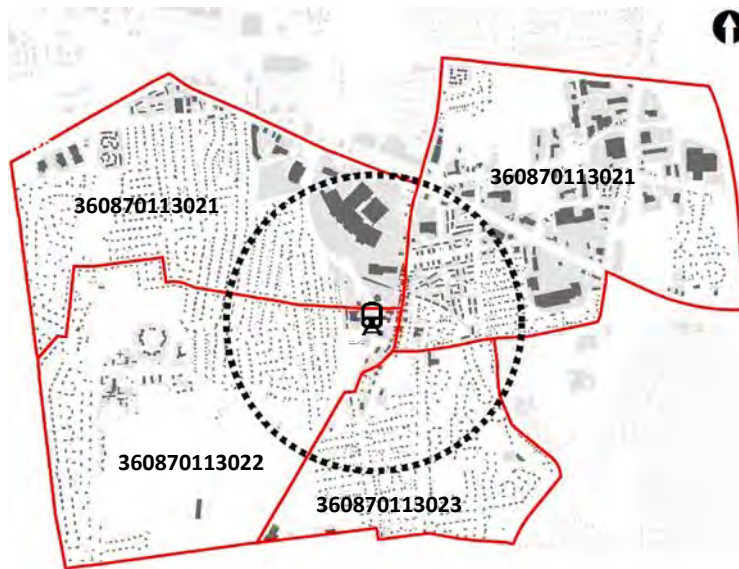


Figure 2: Greater Nanuet TOD Area (Black Dotted Circle) and Demographic Analysis Area (Solid Red Boundaries)

2.0 Existing Conditions

Existing conditions pertain to the physical setting, historical context, urban design, multimodal accessibility and current local demographic trends of the Hamlet of Nanuet. Combined, these features help illustrate the role that transportation has played in the historical development of Nanuet, as well as how it stands to further benefit in the future by embracing the full potentials of on-site passenger rail service.

2.1 Study Area Description

Nanuet is a hamlet and census-designated place in the town of Clarkstown, Rockland County, New York, United States located north of Pearl River, south of New City, east of Spring Valley, and west of West Nyack. Located approximately 2 miles north of Bergen County, New Jersey, Nanuet has one of three Rockland County stations on New Jersey Transit's Pascack Valley Line. The other Pascack Valley stations in Rockland County are located in Pearl River (approximately 2.5 miles to the south) and Spring Valley (approximately 2.5 to the north).

The Nanuet TOD area is located on North Middletown Road (also known as Main Street in Nanuet / CR-33) running about ½ mile south of SR-59 West (Nanuet) to Church Street. On average the corridor road right of way (referred to as ROW) is 54 feet, and is configured to include an 11 foot lane, 8 feet of parallel parking, and an 8 foot sidewalk in each direction. The corridor is primarily zoned Hamlet Center (HC), Light Industrial Office (LIO), Commercial Shopping (CS), and Regional Shopping (RS).

2.2 Study Area History

In 1797 the hamlet was named Nannawitt's Meadow after a Kakiat Native American named Nannawitt¹. In 1856 Clarkstown founder James DeClarke changed the town name to Nanuet, most likely due to mispronunciation. Nanuet's growth has always been linked to its accessibility to New York City. The Town's early roads and railways, like later transportation infrastructure, played an important part in regional development. Nanuet can attribute its growth to the construction of the Erie Railroad in Rockland County in 1841 (Figure 3 - left).

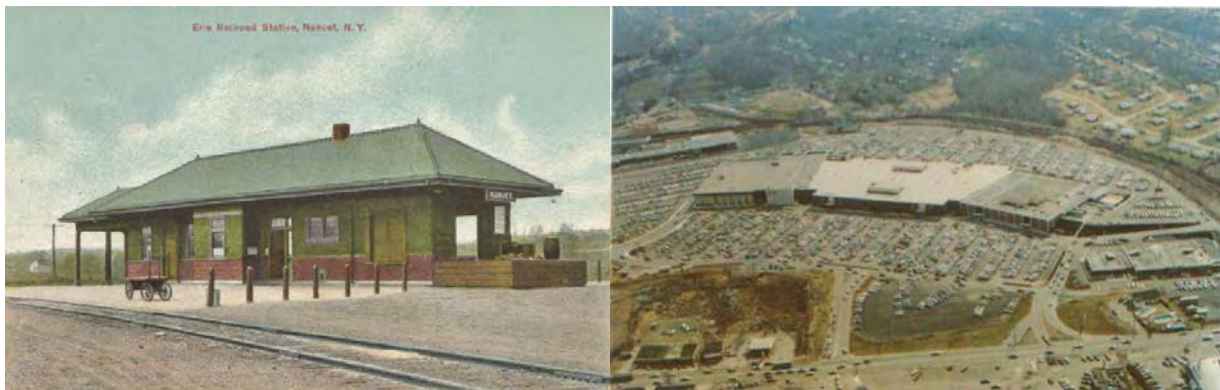
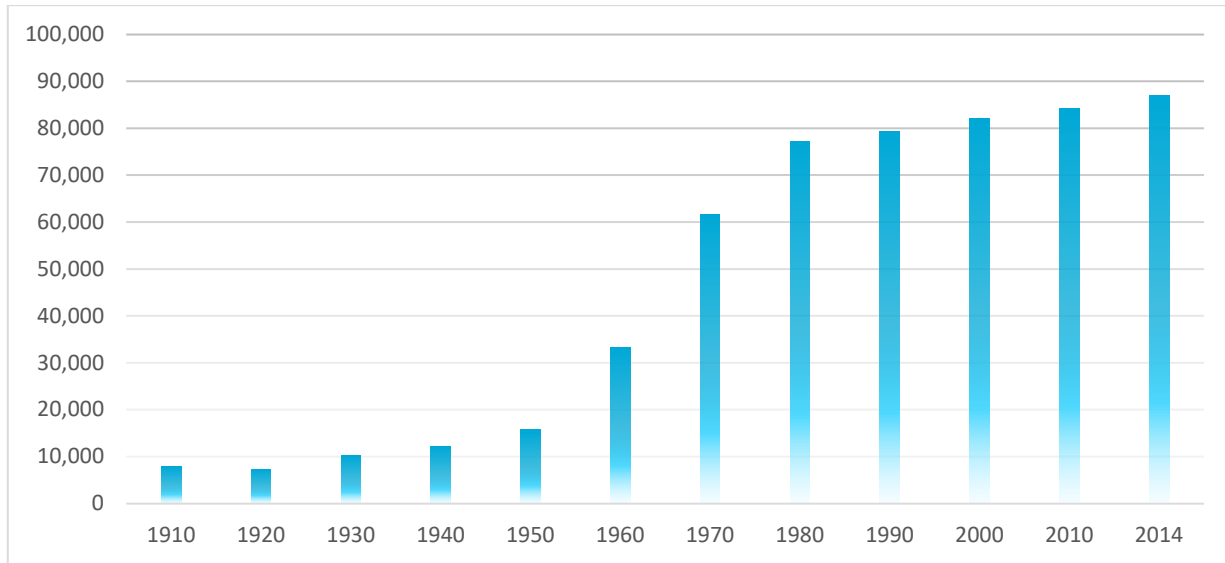


Figure 3: Erie Railroad Station, Nanuet – 1909 (Left) and Nanuet Mall – 1969 (Right)

¹ "IF YOU'RE THINKING OF LIVING IN: Nanuet" www.nytimes.com/1989/05/07/realestate/if-you-re-thinking-of-living-in-nanuet.html

Later, during the twentieth century, several transportation projects had enormous impacts on the development of Clarkstown. The construction of the Palisades Interstate Parkway (1947) and the Tappan Zee Bridge (1955) brought immense changes to Clarkstown's landscape, and led to the development which shaped the Town into the place it is today. With the rapid growth in population during the 1960s and 1970s and subsequent infrastructure expansion, the Town experienced an influx of business and industry (Figure 4). Small retail stores and strip malls developed throughout the Town, and several large firms located their offices and industrial works in Clarkstown. The Nanuet Mall, which opened in 1969, featured 101 stores in a fully enclosed two-level complex (Figure 3 – right).

Figure 4: Town of Clarkstown Historical Population



The Nanuet Hamlet Center has continued to grow and develop through the turn of the century. The Nanuet Station, located on the Pascack Valley Line, offers access to Pascack Valley Line stations (Pearl River and Spring Valley in Rockland County) including Hoboken, the PATH which offers access to World Trade Center, as well as transfer opportunities to Penn Station, New York at Secaucus Junction and to other New Jersey stations including Newark, New Jersey and Newark Liberty International Airport. Ridership has continued to grow on the Pascack Valley Line, and infrastructure projects have been proposed which would offer a transfer-free ride on the Pascack Valley Line into New York City. In 2007 the Rockland County Highway Department and Town of Clarkstown completed a Nanuet Hamlet Center streetscape revitalization project, which improved pedestrian infrastructure throughout the area. In 2013 Simon Properties completed construction on the Shops at Nanuet. This 880,000 SF “open-air” shopping mall redeveloped the former Nanuet Mall and has created new jobs and attracted a number of new shoppers from throughout the region.

In 2016, residents, business and landowners had the opportunity to voice their opinions and concerns on the direction and quality of life of the Nanuet Hamlet Center, as well as the entire Town of Clarkstown. Citing concerns of traffic, pedestrian safety and other important quality of life indicators, a comprehensive transportation corridor study was put together to explore means of better integrating land use and transportation planning in the local community. Focused on the Greater Nanuet TOD Area, this TOD plan aims to build off of Nanuet's rich history, well-established transportation ties and the desires of the local community as highlighted in the most recently conducted transportation corridor study.

2.3 Study Area Natural Systems

The majority of the Primary Nanuet TOD area is located in a low lying part of Nanuet (Figure 5). Located between two North-South floodways and surrounded by acres of predominantly non-permeable vehicle parking lots, the area experiences a high likelihood for flooding.

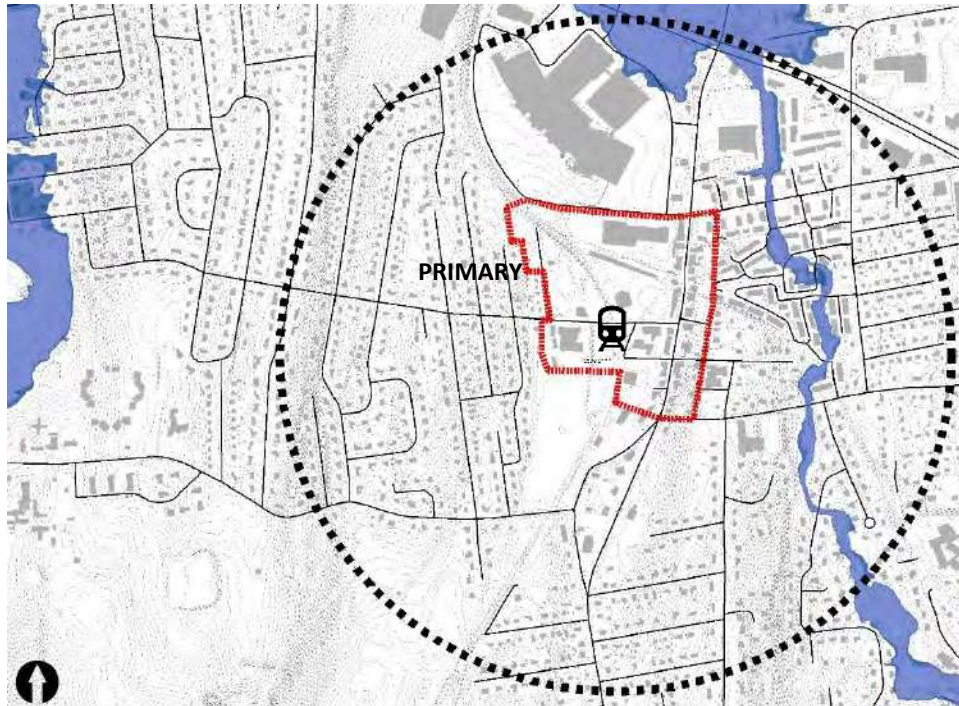


Figure 5: Relationship Between Built Environment and Topography and Flood zones (with TOD Area and Primary Study Area)

In particular, significant flooding in the area was reported in September of 1999 when Hurricane Floyd struck Rockland County. Located immediately adjacent to the Nanuet Train Station, Prospect Street and Nanuet's fire station flooded. The fire engine bays took in 3 feet of water, and the recreation room and parking lot were inundated. As a result, a new fire station was constructed at a new location just south of the primary study area on Old Middletown Road that is better protected from local flooding. Similarly, following severe thunderstorms in 2011, numerous local roads in Nanuet were closed due to flooding, resulting in a State of Emergency for the County. Thus, any proposed development for the Study area will need to mitigate potential flooding.

2.4 Literature Review

The following local planning guides offer guidance to understanding the existing plans proposed for the hamlet center and its surrounding environment.

Clarkstown Comprehensive Plan 2009

In 2009, the Town of Clarkstown updated its 1999 Comprehensive Plan to examine the past, present and potential future conditions of the Town and works to serve as a reference and guide for land use decisions. The comprehensive plan has the following vision statement for the Hamlet of Nanuet:

“...A hamlet center with a small town feel, focused on the development and vibrancy of its downtown. The center will focus on quality dining and entertainment, as well as communal greenspace all defined by specific design standards. The center will provide a multimodal environment providing safety and accessibility for bicycles and pedestrians and will continue to advocate for uses important to current residents including housing for seniors and young professionals.”

Mid-Hudson Regional Sustainability Plan

The Mid-Hudson Regional Sustainability Plan (May 2013) charts a path of both sustainability and economic development for its approximately two million residents that live in seven counties. Within the broad context of sustainable development, this plan outlines strategies to mitigate the effects of climate change. It aims to achieve this by managing land use, transportation, and materials to improve community health, reduce energy consumption, and protect agriculture, open space, and water resources. Rockland County, and Nanuet, are within the Mid-Hudson region, and will benefit from a properly-executed Regional Sustainability Plan. This Transit-Oriented Development Plan for Nanuet will complement the pre-existing Regional Sustainability Plan by using common performance metrics and using the regional plan as a guidance document.

Partnerships & Connections: Town of Clarkstown Commercial Corridor Transportation & Land Use Study

A comprehensive transportation corridor study was completed for the Town in 2016 that sought to rebalance transportation investment priorities and support the integration between land use and transportation planning. The study included an extensive analysis of existing conditions, documentation of community-led corridor visions and development concepts, and specific zoning code alterations to support the goals identified by the Town and community.

As part of the study, a business and landowner survey was conducted and a series of public outreach meetings were completed. The survey sought to build on the vision established in the Town of Clarkstown’s Comprehensive plan as it relates to land use, zoning, transportation and overall quality of life in Clarkstown. Businesses and landowners in the TOD area reported that their primary areas of concern included traffic congestion, excessive road speeds, lack of parking, unsafe pedestrian crossings, and power outages. Survey respondents were concerned that the Nanuet Hamlet Center was lacking a “Town feel” and needed landscaping, preservation, improved signage, and building renovation. Respondents also requested additional options for senior and affordable housing.

Community members also felt that limited senior and affordable housing created a challenge to the corridor’s demographic visions. Regardless of the narrow roadway and parallel parking, members felt that road speeds were excessive. Finally, they noted that the existing zoning requirements and current mix of uses (especially light industrial office adjacent to the hamlet center and train station) were serious impediments to achieving the community vision.

The corridor vision as developed through community meetings includes the following goals: retain urban nature and small town feel; focus development efforts on ensuring vibrancy of its core, establish quality destinations (dining, arts entertainment, urban greenspace, etc.), and prioritize safe and convenient access to key destinations for bicyclists, pedestrians and public transit users. The ideal hamlet center developments will not displace current residents and be inclusive of housing and opportunities for seniors and young professionals.

Hudson Valley Pattern for Progress – Urban Action Agenda: A Regional Plan for Urban Centers

The Hudson Valley Pattern for Progress' Urban Action Agenda (UAA) is an ongoing regional planning effort that seeks to promote sustainable initiatives, including preserving green and open space, avoiding urban sprawl, and attracting and retaining population through informed urban growth practices. The UAA planning process is comprised of 25 urban centers within a 9-county region of New York that includes the northern and northwestern suburbs of New York City, the Hudson River Valley and the southern and eastern portions of the Catskill Mountains. As a major transportation and commercial hub in Rockland County, Nanuet was identified as one of these 25 urban centers where growth efforts should be concentrated in order to further cultivate social, cultural, civic and economic activity. The ongoing efforts of the Nanuet TOD plan to establish a walkable, mixed-use community centered around the Nanuet Train Station and Hamlet Center further work to advance those initiatives set forth by Patterns for Progress. These efforts will ultimately and effectively contribute to the sustainable development and vibrancy of Nanuet, while also serving as a bedrock for future TOD plans in the Hudson Valley.

2.5 Land Use and Urban Design

This section focuses on how the Town of Clarkstown's current zoning districts are applied across the study area.

2.5.1 Land Use

The following zoning districts are present in the primary study areas²:

- HC: Hamlet Commercial - The purpose and intent of the Hamlet Commercial District is to reinforce and protect the existing historic character of the hamlet by encouraging renovation and new construction which is in keeping with the local historic scale and character as recommended in the Town Comprehensive Plan. Located in the Town's hamlet centers, this district encourages the provision of pedestrian and bicycle amenities as well as apartments over ground floor commercial development.
- CS: Community Shopping - This district offers goods and services that are needed by a larger segment of the town, including items of a more special nature such as clothing, banks and printing shops. This district does attract persons throughout the town but is not meant to be a major attraction to large numbers of shoppers from adjacent towns or counties.
- RS: Regional Shopping - This district offers the full range of commercial shopping needs from convenience to shopping specialty items in a location that is on or immediately adjacent to major state highways, in order to handle shoppers from the surrounding region.
- LIO: Light Industrial Office - The purpose of the Limited Light Industrial Office District is to permit the development of selected industrial uses on land planned and suited to such uses but at the same time protecting the character of the surrounding residential areas or planned residential areas. Manufacturing operations are to be permitted only if they are incidental or accessory to the primary operation of the plant, or allowed by special permit of the Town Board. This district is planned and intended for industrial land uses

² From Town of Clarkstown Zoning Map. http://town.clarkstown.ny.us/PDF/Town_Zoning_Map.pdf

characterized by low land coverage, with large year-round landscaped setbacks for protection of residential areas, attractive building designs and developing an industrial parklike setting. The regulations are designed to promote industrial developments using the highest acceptable planning standards to properly handle any obnoxious and objectionable external effects upon the surrounding residential areas, circulation systems, drainage and other natural features.

- MF-1 and MF-3: The MF-1 and MF-3 zones are established in order to provide additional housing opportunities in attached housing developments. These zones are designed for areas which can provide local services necessary to support relatively intensive housing development and where such developments will be compatible with the existing scale of development. As such, these zones are intended and to be located in the dense portions of the town's hamlets.

Figure 6 illustrates that the primary study area is comprised of a mix of residential, commercial, retail and office uses which generally conform with corresponding zoning districts. Regional shopping, in the form of the Shops at Nanuet, occupies a bulk of the TOD area. Residential districts comprise an appreciable amount of the area, but are restricted to the east of the Hamlet Commercial (HC) District; the exception is one multifamily district (MF-1) situated inside the Light Office Industrial (LIO) District, and below the Regional Shopping District, which is developed as a commuter lot. The Hamlet Commercial District lies in the middle of the TOD Area.

This zoning configuration poses some challenges to achieving transit-oriented development goals. The district immediately abutting the Nanuet train station to the west is the Light Industrial Office (LIO) zone. The LIO allows light industry and office but does not allow residential uses. Recent changes to Clarkstown's zoning codes have made it possible to include denser mixed housing and mixed-use development and encourage alternative modes of transportation in the HC zone east of the train station, but the redevelopment of this area is limited.

Another zoning element that may pose challenges to TOD development is both height, and the number of floor restrictions within the TOD area; erecting at least 3-floor structures will enable more compact development in critically-accessible areas. A variety of opportunities exist to update the town's zoning code that can help attract new businesses, beautify existing buildings, and increase connectivity and accessibility for all travelers. Various zoning changes can be made that will help create opportunities better-suited for the community and future development of the Hamlet Center.

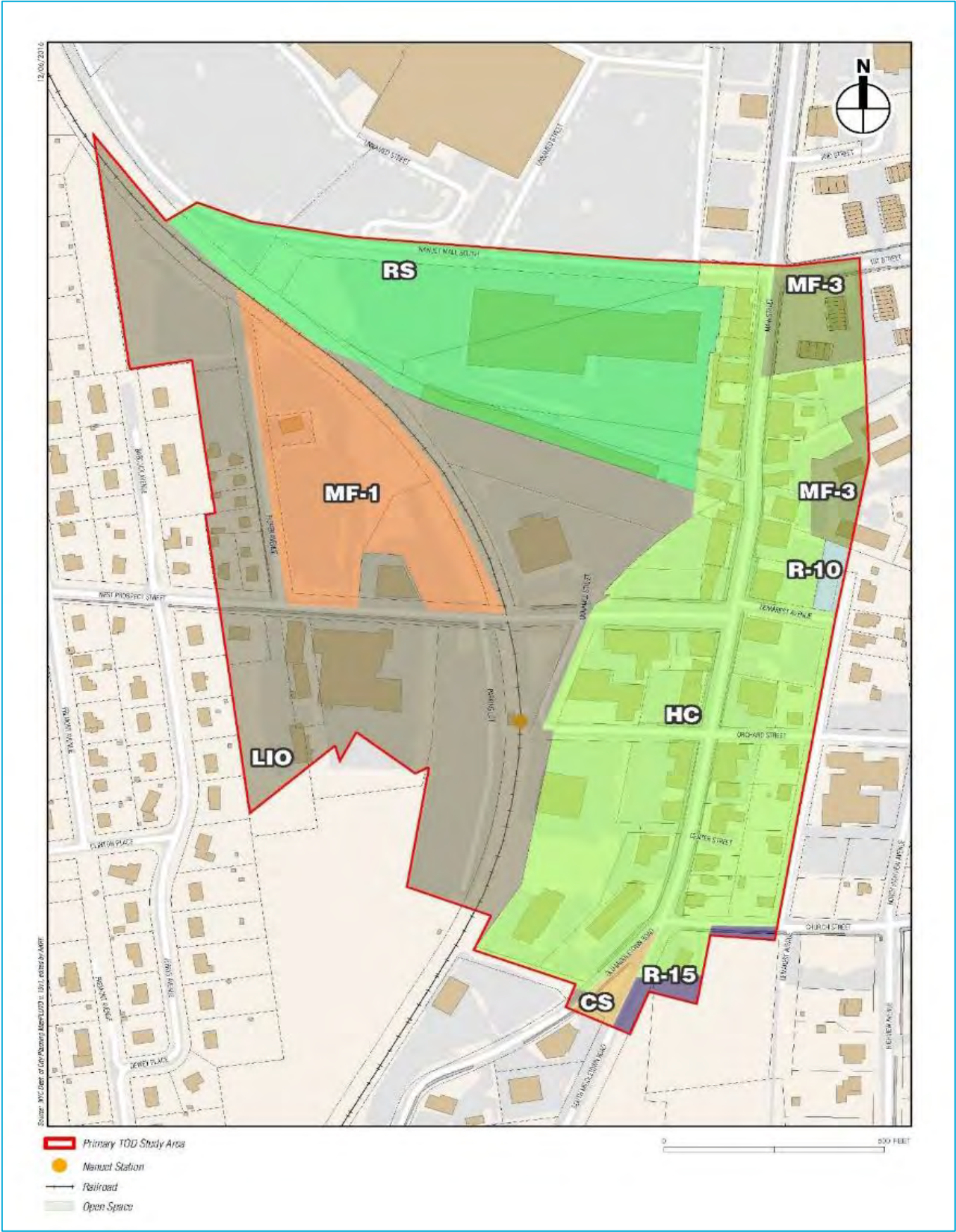


Figure 6: Existing Zoning within the Primary TOD Study Area

2.5.2 Urban Design

The Nanuet TOD Area is considered a “downtown” area made up of small businesses located on small lot sizes (0.08 to 1.8 acres). Although this is a busy corridor with many retail uses, there are three key sites that shape the zone’s urban form: Shops at Nanuet, the Nanuet Hamlet Center, and the Nanuet train station.

Located on the former site of the Nanuet Mall mentioned above, the Shops at Nanuet is a \$150 million development which opened in 2013. Designed as an outdoor mall with an “open air” main street, it features two anchor tenants (Macy’s and Sears), shops, restaurants, a fitness center, movie theater, and high-end supermarket. The Shops at Nanuet has ample parking area (approximately 1.5 million square feet) and includes a multi-bay bus stop with four shelters and a dedicated bus lane that is currently used by the Clarkstown Mini-Trans. While the Shops at Nanuet covers 750,000 square feet and is recognizable as large-scale retail, most commercial structures in the TOD Area are smaller, with multiple tenants.

The Nanuet Hamlet Center is located on North Middletown Road (also known as Main Street in Nanuet / CR-33) running about ½ mile South of SR-59 West to Church Street and ¼ Mile south of Shops at Nanuet. On average the public street (door to door) is 54 feet, and is configured to include an 11 foot lane, 8 feet of parallel parking, and an 8 foot sidewalk in each direction. The Hamlet Center is primarily zoned CS and RS. Very little acreage is utilized for parking due to the age of the parcels and the fact that the retail activity is primarily small businesses (often with second floor residences) that are located on small lot sizes (0.08 to 1.8 acres). It is important to note that most of the buildings would not be approved if they were constructed under existing zoning requirements.

Nanuet Hamlet is unique in the context of Clarkstown’s typical urban form due to its high concentration of small one and two-story buildings which support a variety of neighborhood shopping and professional office land uses. It is the only hamlet within the Town of Clarkstown with access to a train station. Corridor buildings are situated close to the street (minimal setbacks / buffers). The small block sizes facilitate pedestrian access, as does the presence of high quality pedestrian infrastructure. The roadway and sidewalks were recently resurfaced and designed with attractive streetscape features.

The Nanuet train station is a key destination within the TOD area. The track and infrastructure is owned by New Jersey Transit (NJ Transit) and leased to the Metropolitan Transportation Authority’s (MTA) Metro-North Railroad (Metro-North), and the transit service is operated by NJ Transit under contract with Metro-North. The urban form adjacent the train station is predominantly comprised of parking and light industry to the west of the tracks, and light industry and mixed-use residential/retail to the east of the tracks. The following parking facilities are present:

- **Nanuet Train Station Lot 1 (Clarkstown Lot).** The Nanuet Train Station Lot 1 is located on the south side of West Prospect Street near the intersection with South Middletown Road, on the west side of the train station. Lot 1 has 332 spaces, including 12 handicapped-accessible parking spaces. No fees are required but a Town residential permit is needed. The lots are relatively close to commercial activities on Main Street. Some guide signs are in disrepair and may hinder access. There are no bicycle racks and travel lanes within the lot are tight and narrow.
- **Nanuet Train Station Lot 2 (County Lot).** The Nanuet Train Station Lot 2 is located on the north side of West Prospect Street further from the intersection with South Middletown Road, to the northwest of the Train Station. The lot has 229 spaces with 12 handicapped-accessible spaces. No fees or residential permits are required. As with Nanuet Train Station Lot 1, while approximately 250 feet further west, the lot provides access to stores on

Main Street. Some guide signs are in disrepair and may hinder access and there are no bicycle racks. There is no signage to the train station platform for pedestrians from Lot 2, and the available path to the platform is poor.

- **Nanuet Train Station Lot 3 (MTA Lot).** The Nanuet Train Station Lot 3 is located to the north of West Prospect Street behind the US Post Office. The lot has 235 spaces. The lot is owned by Metro-North and operated under contract by LAZ Parking (www.rrparking.com) and not by the Town of Clarkstown. The fee for 16 hours (1 working day) is \$1.25 and for 24 hours the cost is \$3.25. Annual permits are also available for \$21.68 (fee with tax). These spaces are furthest from the Nanuet Train Station.

Table 1: TOD Area - Transit Station Parking Amenities

Parking Asset	Spaces	Utilization	ADA	Cost
Nanuet Train Station Lot 1 (Clarkstown Lot)	332	At Capacity	12	Free
Nanuet Train Station Lot 2 (County Lot)	229	High	12	Free
Nanuet Train Station Lot 3 (MTA Lot)	235	Low	0	\$1.25 (16 hrs) \$3.25 (24 hrs)

The above table compares the three parking assets (Table 1). Given that the three parking lots are very close to each other, their land use profiles are similar. The existing land use is predominantly single family residential and multifamily residential covering over 50% of the area in walking distance. There are regional and community business centers near the lots, which make up to 35% of the area. A nominal share of the area (3%) is used for recreation activities. Providing pedestrian access to these locations will be instrumental in improving walkability and increasing non-motorized trips to these locations.

Building Form Requirements

The Town of Clarkstown's building form requirements limit the construction of tall structures in our study area. Regional Shopping allows for the tallest structures (height of 55 feet), while Hamlet Center (HC) allows for a maximum building height of 28 feet.

Setback Requirements

In the Town of Clarkstown setbacks differ between residential, commercial, retail and industrial uses. The following table summarizes the setbacks for zoning districts located within the Nanuet TOD Area.

Table 2: Setback Requirements for Zoning Districts in the Nanuet TOD Area

	Front	Back	Side
HC: Hamlet Commercial	None required when adjacent to commercial district, but 15 feet when provided 20 feet when adjacent to residential district	25 feet	None required when adjacent to commercial district, but 15 feet when provided 25 feet when adjacent to residential district
CS: Community Shopping	30 feet	None required when adjacent to commercial district, but 15 feet when provided 25 feet when adjacent to residential district	50 feet
RS: Regional Shopping	40 feet	50 feet when adjacent to non-residential district 75 feet when adjacent to residential district	25 feet when adjacent to non-residential district 37.5 feet when adjacent to residential district
LIO: Light Industrial Office	80 feet	15 feet when adjacent to non-residential district 22.5 feet when adjacent to residential district	40 feet when adjacent to non-residential district 60 feet when adjacent to residential district
MF-1 & MF-3: Multifamily	25 Feet from any private street 50 Feet from any public street 100 Feet from any state highway	50 feet	50 feet

Landscaping Requirements

All zoning districts within Nanuet's TOD area require minimum yard area on all sides of a structure. Residential districts (R-15, R-10, RG-2) require the largest yards in the rear of the structure, the next largest in the front, and the smallest on the sides. This is consistent across Regional Shopping, Community Shopping and Professional Office districts. However, Light Office Industrial districts require the largest yards in the front of the structure and smallest yards in the rear, while Laboratory Office districts require equally-sized front and rear yards. Hamlet Commercial districts only require a rear yard near residential districts.

Design Standards

The Nanuet Hamlet Commercial (HC) District is intended to preserve the look and feel of the hamlet center. The code states that its purpose is to "to reinforce and protect the existing character of the hamlet commercial center by encouraging renovation and new construction which is in keeping with the local historic scale and character."³ This district follows a "Main Street Style" common to small towns in the region. Buildings are mixed-use, with second floor residential or commercial space, and dwelling unit densities are relatively high.

Additional steps could be taken to further beautify the district and induce transit uses and pedestrian activities therein. For example, consistent design guidelines that detail clear signage and transparent building frontages with large windows would provide easy visual access to shops and their contents.

Consistent design standards will help ensure improved community, commercial and retail aesthetics that may spur pedestrian activities and draw future residents. Additionally, a welcome sign at South Middletown Road and SR-59 West could improve the cohesive community feel and unique town identity. Design standards may help this corridor feel like a destination with attractive shops and restaurants. But to achieve this, town actions must be closely coordinated with local businesses (through a strong business improvement district, for example). A key element is ensuring that standards incorporate existing small-scale parks (such as the Rose Garden) that are connected through greenways and protected bicycle and pedestrian linkages to the hamlet center. This would improve access to commercial activities in the HC district and improve non-motorized transit options.

Design standards, in conjunction with zoning adjustments, infill development and business supported programming will help achieve this plan's TOD development goals.

2.6 Transportation

This section analyzes the transportation access to, from, and within the TOD Area study area. This has significant impacts on the economic vitality of the areas, the safety and comfort of potential customers, and the overall identity of the commercial area.

2.6.1 Pedestrian Network

The Nanuet hamlet center has good foundational elements, such as a preliminary street grid network and a historic Main Street, to build upon. However, supportive zoning and infrastructure improvements would enhance these

³ Clarkstown, NY zoning codes, ecode360 (<http://ecode360.com/search/CL0028?query=HC>)

foundational elements to create a truly walkable and multi-modal environment. For example, with the exception of a few blocks of South Middletown Ave / Main Street sidewalks, curb-cuts, crosswalks and pedestrian signals are missing or substandard across Nanuet's street network.

Numerous physical barriers exist in Nanuet that hamper pedestrian and non-motorized activities. The lack of a complete, ADA accessible sidewalk network is one of the largest of these barriers, along with properly-striped crosswalks, enforcement and education of proper crosswalk usage, pedestrian-friendly walk signals at traffic signals (ones that are automatic and not push-button activated) and all-way stop signs. Additionally, long block sizes and wide street crossings discourage pedestrian activities, as do high vehicle speeds (even with a sidewalk present).

One of the major indicators of the potential for increased pedestrian traffic and decreased vehicle miles travelled (VMT) is the level of connectivity in a street network⁴. A dense, well-connected street network gives bicyclists and pedestrians a wide range of options when choosing a route, and helps to decrease the speed of motor vehicles. Currently, Nanuet maintains a limited sidewalk program that is disjointed, fragmented, and disconnected from major activity centers. The only true sidewalk infrastructure of significance is the aging sidewalk along Main Street. While many commuters walk from adjacent parking lots, they do so on unmarked, run-down, and severely deteriorating asphalt. By introducing new pedestrian infrastructure Nanuet has the potential to encourage neighboring residents to walk to the train station rather than driving, thus reducing VMT.

2.6.2 *Bicycle Network*

Bicycling is a popular recreational activity in Clarkstown and Nanuet, especially with access to various parks (Lake Nanuet Park and Mountainview Nature Park), state parks (Blauvelt and Hook Mountain) and the Hudson River within six miles of the TOD Area. However, cycling is less viable for casual cyclists who may wish to use their cycle to commute or make local trips in the neighborhood. While cycling should be encouraged for all ages, it is important to note that 12%⁵ of Nanuet residents are between the ages of 10 to 19; for them biking is not only a source of recreation, it is also a cost-effective means of transportation and potent symbol of personal freedom.

Cycling infrastructure both within Nanuet and to access these resources is missing across the street network. This will be crucial to focus on in order to facilitate robust TOD development.

2.6.3 *Transit Service*

Local Bus Service

Two local bus services operate within Nanuet's TOD Area. Transport of Rockland runs Routes 59 and 93, and Clarkstown Mini-Trans runs Routes A, B, C, D, and E. These public bus services grant resident access to crucial retail amenities. In addition, the Clarkstown Mini-Trans Route D provides service to the Nanuet Train Station, while Transport of Rockland Route 93 can be accessed through a short walk from the Nanuet Train Station.

⁴ Ewing, R. and R. Cervero, 2010. Travel and the built environment: a meta-analysis. *Journal of the American Planning Association*, vol. 76.

⁵ 2014 ACS, 5 year estimate

Commuter Bus Service

Two commuter bus services operate within Nanuet's TOD Area. COACH USA runs Routes 11T, 11AT, 20, 20T, 47, 49 and 49J, mostly with connections to the Shops at Nanuet. Saddle River Tours/AmeriBus operates Route 11C. The TAPPAN ZEEExpress is also an important transit service, with connections to multiple train stations (Spring Valley Transit Center, Tarrytown Metro-North Station, White Plains Transit Center) shopping amenities (Palisades Center Stores at Macy's and White Plains Galleria Mall), and locations in Nyack and White Plains. However, it falls outside of the TOD Area: Nanuet's only stop is the Exit 14 Park & Ride stop, which is 1 mile northwest of the Shops at Nanuet.

Rail Service

Nanuet residents have access to Metro-North's (provided through an operating agreement with New Jersey Transit) Pascack Valley Line service. The Pascack Valley Line operates 7 days a week between Hoboken Terminal and Spring Valley, with direct services to the PATH system and connecting services to New York Penn Station and other New Jersey Transit rail lines available at Secaucus Junction. During peak-direction rush hours, rail service operates at approximate frequencies between 15 and 30 minutes. During off-peak hours, service operates approximately on an hour schedule with less frequent service available during the evening. It should be noted that for inbound service from Spring Valley to Hoboken, there are no trains in operation between 3:46 PM and 9:14 PM. On weekends, service is operated hourly and every other hour, depending on the time of day. This rail service is critical to residents and a focal point of TOD development; access to the New York City metropolitan area improves Nanuet residents' access to jobs, education, health care and recreation.

Demand Response Transit

Not specific to Nanuet or Clarkstown, Rockland County operates TRIPS paratransit bus service. Both disabled (physical, mental, developmental, or intellectual disabilities) residents and those age 60 or over can use this service if they are unable to use the municipal, fixed-route bus service.

2.6.4 Automobile Access

Nanuet is situated within close proximity to the region's major roadways; offering easy automobile and bus transit access to employment, commercial, and residential centers throughout the region. Directly to the north, I-287 provides east-west mobility and access to Westchester County and employment centers in White Plains via the Tappan Zee Bridge, as well as north-south connections along I-87. In addition, running parallel to I-287 is New York State Route (SR) 59. SR-59 is a major commercial corridor that provides easy access to the north-south SR-304 and Palisades Interstate Parkway, and destinations in New Jersey and access to New York City via Hudson River crossings to the south. In short, Nanuet is positioned ideally for commuting via a number of modes (automobile, bus, and rail) to New York City, Westchester, and northern New Jersey.

Parking

Automobile access is dependent on the availability of parking. While Nanuet's actual supply of parking may be sufficient, a lack of coordinated parking resources for the HC district creates a perception of a parking shortage. Park and Ride facilities can solve this problem, but they must be managed such that they do not impact station access for pedestrians. Additionally, parking resources adjacent to the HC District exist (large, often vacant lots at the Shops at Nanuet) but need to be managed so that people can comfortably walk to the train station and Hamlet Commercial destinations.

Community members have cited a lack of parking in close proximity to shopping destinations along Main Street in the heart of the Hamlet Center. To solve this problem they suggested shifting parking to the rear of buildings, creating angular parking and improving walking and bicycling infrastructure, or leveraging under utilized parking facilities such as the MTA Metro-North Railroad parking lot behind the Post Office. Other public recommendations include the creation of a shuttle bus that could connect the Hamlet Commercial District to less walkable parking lots and mixed-use development.

2.6.5 Future Development Plans and Projects

The following area projects may have significant impacts on the study area's transportation system.

New NY (Tappan Zee) Bridge Construction

The new Tappan Zee Bridge, called the New NY Bridge, is slated to open in 2018. In order to meet the needs of residents on both sides of the Hudson River, a Mass Transit Task Force (MTTF) was convened to make assessments and recommendations for public transit across the New NY Bridge. The 31-member MTTF recommended that a Bus Rapid Transit system operates across the new bridge. At present approximately \$91 million has been identified to implement the Lower Hudson Transit Link (LHTL). The LHTL will provide an important, transit service to Clarkstown, and possibly Nanuet in the future⁶. In the short term, the bridge construction does not initially impact the Nanuet TOD Area, however potential remains to leverage Nanuet's transit assets for multi-modal connections in the future.

The first phase of the LHTL is being developed along the I-287 corridor between Suffern to the west and White Plains to the east. The LHTL also includes integrated corridor management (ICM) elements that will improve traffic flow on I-287 and other key roads in Rockland and Westchester Counties. Through these enhancements, the LHTL project aims to improve reliability and safety for travelers, improve the availability, accessibility and quality of transit services in the Lower Hudson Valley, and reduce travel times along the I-287 corridor for all travelers.

Pfizer Pearl River Campus Redevelopment

The Pfizer Pearl River Campus (401 N Middletown Rd) is located approximately 1.5 miles from the Nanuet Train Station off Middletown Road just over the Clarkstown border in the neighboring town of Orangetown. This campus is of particular interest to the TOD project as it has a high potential for mixed use redevelopment. The sprawling 500-acre campus has been a big part of Rockland County's economic and social fabric since 1907. The company currently employs 1,300 employees; however, it is reported to be cutting its workforce down to 550 by 2017.

In 2015, Industrial Realty Group (IRG) bought 200 acres of the campus including 38 buildings. Most existing buildings will be kept for uses such as biotech, medical tech, manufacturing and office space. IRG envisions using vacant land facing Middletown Road to create a mix of residential, retail, office space, a medical facility and a hotel that would attract employees (especially Millennials⁷) to live and work at the campus. IRG has prefaced its ability to hire qualified workers on its success in creating a vibrant urban environment that attracts businesses.

⁶<http://www.newnybridge.com/mttf/>

⁷<http://www.lohud.com/story/news/local/rockland/orangetown/2015/12/01/pfizer-campus-millennials/76604922/>

The Nanuet Train Station is closer to the planned development than the Pearl River station; thus it is likely that new employees will be using the station which will benefit the surrounding community businesses. The Nanuet TOD Area will similarly need to respond to the preferences of these new workers if it hopes to attract them and their families. Effective transit connections through improved local bus (or corporate shuttle) options could reduce potential congestion impacts on the area road network.

2.7 Demographics

Key demographic information describes the residents that live in Nanuet's TOD Area, which constitutes a ½ mile limit around the Nanuet Train Station (Please see Section 1. Introduction and Overview, Study Area Description). This section explores six demographic points that were selected to assess the economic composition of the TOD Area, establish baseline data to compare against in the future (5, 15, and 30 years), and to act as possible predictors of Nanuet's demand for TOD development: Educational Attainment, Employment Status, Employment Industries, Annual Household Income, Poverty Rate and Age. Comparing the residents of the project study area (TOD Zone – area comprised four block groups surrounding the Nanuet Hamlet Center) to the composition of the Town of Clarkstown and/or New York State as a whole provides a comparative understanding of the studies areas demographic conditions.

2.7.1 Age Cohorts

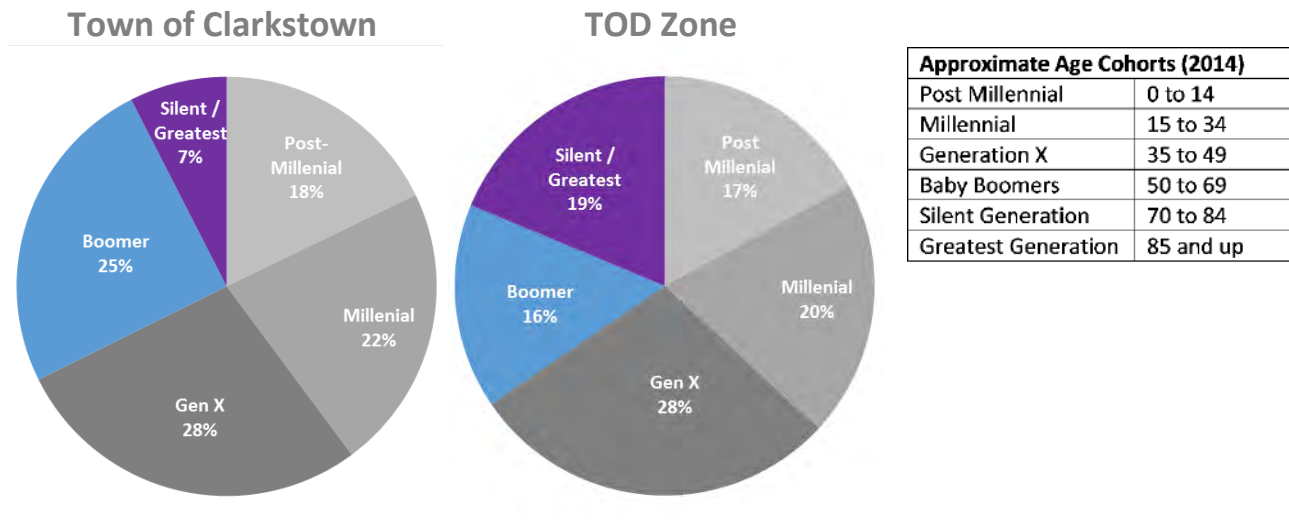


Figure 7: Age Cohorts, Town of Clarkstown & TOD Zone (source: 2014 ACS 5-year estimate)

Age is an important demographic factor because for those that desire to age in place, access to transit and amenities is crucial. In addition to being able to comfortably access transit and amenities, seniors may want to downsize, which may increase demand for smaller housing units in the TOD Area. The pedestrian network is important to everyone, but it is especially important to seniors that come to rely more on transit if their ability, or desire, to drive decreases. For all of these reasons the needs of Nanuet seniors must be carefully considered in the TOD Area developments. As observed in Figure 7, the population within the four Nanuet census blocks maintains similar demographic cohorts as the Town as a whole. Interestingly, of the senior citizen population, Nanuet maintains a larger share of the eldest members of the community and a smaller share of Boomers, as compared to the Town as whole. This may be an opportunity for and create a scenario where Nanuet could be a landing spot for Clarkstown Boomers wishing to age in place, if appropriate alternative housing stock is developed to cater to their new housing needs.

2.7.2 Educational Attainment

The TOD Area does not differ appreciably from New York State in educational attainment, except for two categories: high school graduate (includes equivalency) and bachelor's degree (Figure 88). A higher percentage of residents of the TOD Area have a bachelor's degree (24%) than New York State overall (19%), while the opposite is true for the percentage of high school graduates: New York State has a higher percentage (27%) than does the TOD Area (23%). Because these categories are mutually exclusive, it is likely that the TOD Area has less residents with only a high school diploma because more of them have a bachelor's degree.

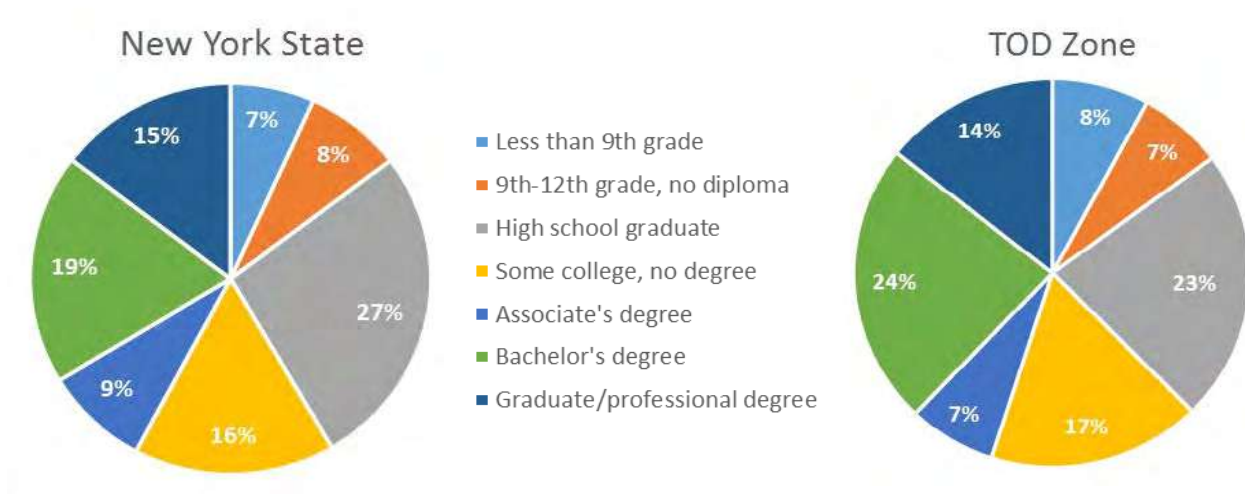


Figure 8: Educational Attainment, New York State & TOD Zone (2014 ACS 5-year estimate)

2.7.3 Household Income

Household income is the demographic with the greatest variance between New York State households and Nanuet TOD Area households. Households in the TOD Area Block Groups are wealthier than New York State households.

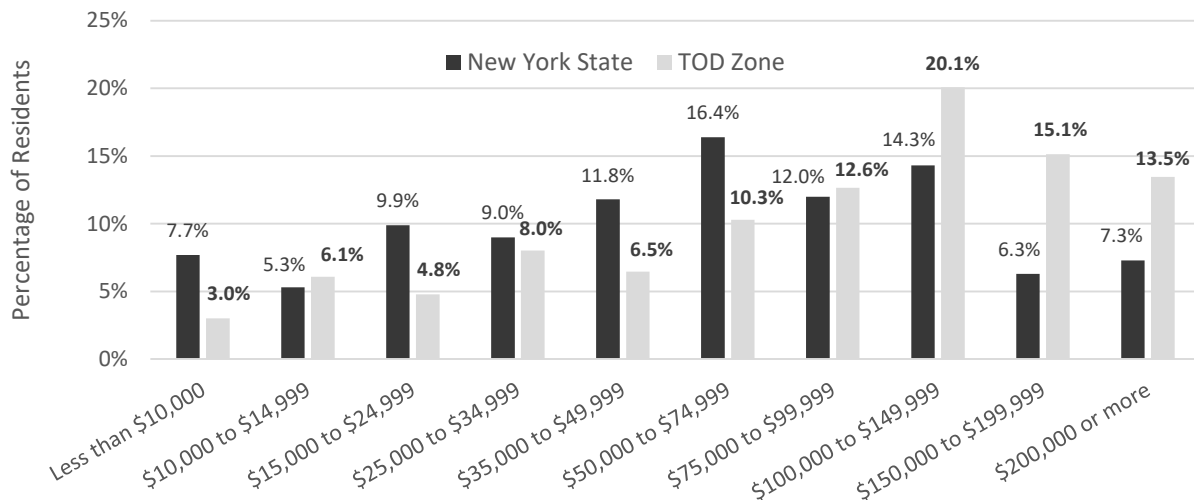


Figure 9: Annual Household Income, New York State & TOD Zone (2014 ACS 5-year estimate)

New York State's 2014 median household income is \$58,687, compared to \$103,577 for TOD Area residents. Nanuet's largest household income bracket is \$100,000 to \$149,999 (20% of households) while New York State's largest household income bracket is \$50,000 to \$74,999 (16% of households). Additionally, a significantly higher percentage of Nanuet's households belong to the two highest income brackets, at 28%, compared to 13% of New York State households that belong to the two highest income brackets. It is also significant to compare the lowest-earning households: 28% of TOD Area households earn less than \$50,000 a year, compared to 44% of New York State households.

2.7.4 Poverty Rate

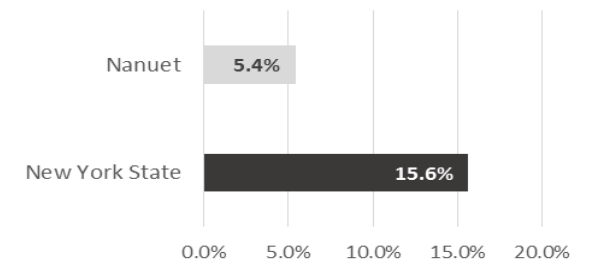


Figure 10: Poverty Rate, Nanuet & New York State (2014 ACS 5-year estimate)

Another important demographic is poverty. The United States Census Bureau defines poverty in the following manner, "if a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty...The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps)."⁸ Poverty is significant because it determines a household's or individual's buying power, demand for social services, and particular demands for housing stock. As evident from the annual household income chart above, Nanuet's poverty rate is well below the State's poverty rate.

⁸ United States Census Bureau - <https://www.census.gov/hhes/www/poverty/about/overview/measure.html>

2.7.5 Employment Status

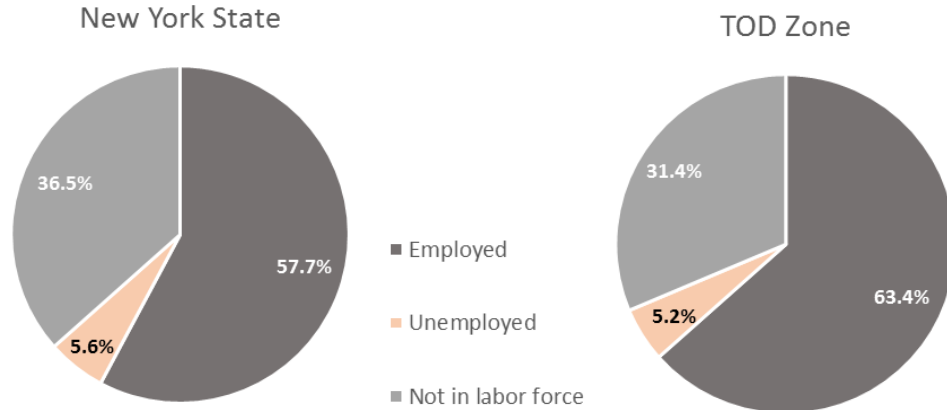


Figure 11: Employment Status, New York State & TOD Zone (2014 ACS 5-year estimate)

Nanuet and New York State do not differ greatly on unemployment status, as this statistic in both areas is between 5 and 6%. However, the two areas vary more in both the percentage of residents not in the labor force and those who are employed. 58% of New York State residents are employed, compared to 64% of TOD Area residents, and 37% of New York State residents are not in the labor force, compared to 31% of TOD Area residents. Though speculative, these statistics may be explained by a smaller percentage of retirees in Nanuet compared to New York State.

2.7.6 Employment Industries

Table 3: Employment Industries, New York State & TOD Zone (source: 2014 ACS 5-year estimate)

Industry	NYS	TOD Area
Agriculture, forestry, fishing and hunting, and mining	1%	0%
Construction	6%	3%
Manufacturing	7%	7%
Wholesale trade	3%	4%
Retail trade	11%	11%
Transportation and warehousing, and utilities	5%	5%
Information	3%	3%
Finance and insurance, and real estate and rental and leasing	8%	9%
Professional, scientific, and management, and administrative and waste management services	11%	11%
Educational services, and health care and social assistance	28%	28%
Arts, entertainment, and recreation, and accommodation and food services	9%	9%
Other services, except public administration	5%	7%
Public administration	5%	4%

The break-out of the percentage of residents that work in different industries are similar between New York State and the TOD Area: in both areas 28% of residents work in Educational services, health care and social assistance, 11% work in Professional, scientific, management, and administrative and waste management services and 11% work in retail trade. As mentioned, the differences between the two areas are small, with the largest variance found in construction: 6% of New York State residents work in construction compared to 3% of TOD Area residents.

3.0 Public Engagement Program

The project team developed an extensive public engagement program in order to draw from the expertise of local stakeholders and residents in the development of an effective and inclusive TOD Plan. The public engagement program additionally served the purpose of educating the public on the benefits of TOD, especially within the local context of Nanuet. The engagement program consisted of a steering committee, public workshops and stakeholder surveys. The following is a description of the project team, led by the New York State Energy Research & Development Authority and the Town of Clarkstown:

Table 4: Nanuet TOD Plan Project Team

Stakeholder Organization	Role	Contact, Title
NYSERDA	Project Manager	Christopher Roehr, NYSERDA
Town of Clarkstown	Project Lead/Primary Contact	Jose Simoes, Principal Planner
Cambridge Systematics	Lead Consultant	Chris Titze, Senior Associate
AKRF	Sub Consultant	Nina Peek, Senior Vice President
Behan Planning and Design	Sub Consultant	Michael Allen, Senior Associate

3.1 Steering Committee

The project team coordinated a formal steering committee to represent a diverse spectrum of local representation of the Nanuet Hamlet. The steering committee included the Town Supervisor, Town Attorney, as well as members of the Nanuet Civic Association, Chamber of Commerce, School District, EMS and Post Office. Additionally, representatives from Simon Properties (manager of the Shops at Nanuet), NYSDOT, MTA Metro-North Railroad and Rockland County Planning, were included in the steering committee. Throughout the project, the Steering Committee periodically met to assess project goals, project deliverables and advise the project team on current plan strategies. The Steering Committee included the following members:

Table 5: Nanuet TOD Plan Steering Committee

Committee Member	Role
Honorable George Hoehmann	Town Supervisor
Lino Sciarretta	Town Attorney
Risa Hoag	Chamber of Commerce
Susan Farese	Chamber of Commerce
Anthony Pallogudis	Chamber of Commerce
James Flynn	Civic Association
Roberta Bangs	Civic Association
Barbara Wallenstein	Nanuet EMS
Mark McNeil	Superintendent of the Nanuet Union Free School District
Vincent Carella	Principal, Nanuet Senior High School
Jeff Hutt	Nanuet Post Office
Honorable Edwin Day	County Executive, Rockland County
Douglas J. Schuetz	Rockland County Public Transportation & Planning
Helen Kenny-Burrows	Rockland County Planning
Robyn Hollander	MTA Metro-North Railroad
Thomas Weiner	NYSDOT
Todd Westhuis	NYSDOT
Ryan Hidalgo	Simon Properties

These committee members were selected because of their local knowledge of the Nanuet hamlet, their experience with previous local planning efforts and their ability to represent and leverage discussions with the public.

A total of six meetings were held between the Project Team and the Steering Committee at the Town of Clarkstown Town Hall. Review materials and draft deliverables were provided to the Steering Committee in advance of each meeting. Notes from each Steering Committee meeting were also compiled and documented as a record of the project. A record and short summary of each meeting is summarized below:

Steering Committee Meeting 1

The introductory meeting was conducted on August 5, 2016 and introduced the consultant and project team. Additionally, the group discussed project opportunities and constraints, as well stakeholder feedback, land use, and the upcoming market analysis and property owner business survey.

Steering Committee Meeting 2

The second meeting was conducted on October 12, 2016 and the steering committee covered multiple items. The committee reviewed the draft existing conditions report to further assess and analyze the study. Additionally, the results of the business and landowner interviews was discussed. Key issues disseminated from these interviews included the following:

- Lack of parking within the Downtown/Nanuet Hamlet Center
- Traffic and travel speeds on Prospect and Main Streets
- A general need for improved connectivity between the Nanuet Train Station and the Shops at Nanuet.

Lastly, input was solicited for the Future Land Use and Market Analysis Report. The meeting concluded with the development of an agenda for the first public engagement workshop to be held in November, 2016.

Steering Committee Meeting 3

The Steering Committee met for a series of additional committee meetings throughout the Winter 2017 to review the market trends and to discuss potential TOD alternatives. These activities culminated in Steering Committee meeting #3 which occurred on March 20, 2017. During this meeting the group reviewed the draft TOD Plans and Alternatives document entailing the proposed development designs set forth by Cambridge Systematics. Additionally, the group discussed and planned for upcoming public workshops to be held at the beginning of April, 2017

Steering Committee Meeting 4

The fourth steering committee meeting was conducted May 5th 2017. During this meeting the results of the public workshops held on April 1 and April 3 were reviewed and discussed. Additionally, an initial concepts for the Final TOD Plan, that took public comment into consideration, was presented to members for review and comment.

Steering Committee Meeting 5

The final steering committee meeting was conducted on May 26, 2017. During this meeting the project team presented the revised draft TOD Plan to the Steering Committee from comments provide on May 5th, presented draft

presentation materials and discussed logistics for Public Workshop #3 that was held on June 4th. Lastly, the project team presented area renderings for each TOD area, and reviewed next steps to bring the project to completion.

3.2 Public Workshop & Engagement

Over the course of the project, a total of four public meetings were conducted to introduce the public to the project, present draft ideas and solicit additional ideas and suggestions. All comments and suggestions from the public during these meetings were documented, collected and organized into meeting summaries, including sign-in sheets, photographs, copies of presentation materials, notes and a written summary of major findings. To advertise these public meetings, the Town of Clarkstown contacted all property owners in Nanuet via post mail with a meeting announcement and invitation. The announcement was also augmented on the Town website, a Press Release, as well as on posters and flyers which were posted in and around the project area in advance of each meeting.

A record and short summary of those meetings is as follows:

Public Workshop 1

The initial public workshop was conducted on November 16, 2016 in the Nanuet High School cafeteria. Within this meeting the project team introduced the goals, objectives and outcome for the project, a timeline in which the work would be completed, as well as how their input would be beneficial to the project's development and progression. As part of the session, members of the project team worked with groups review potential areas of significance and what they would like to see from transit oriented development in Nanuet. The workshop was attended by at least 77 members of the public (those who officially signed the sign-in sheet).



Figure 12: Public Workshop 1

Public Workshop 2

Public workshop #2 was held on two dates, Saturday April 1st at 10:00 AM and Monday April 3rd at 7:00 PM, to provide a weekday/weekend option as well as a daytime/evening option to the public. During the second workshop, the public was presented with the draft TOD plan alternatives and was given the opportunity to provide feedback on the proposed designs elements. The input gathered from this meeting was used to help identify the preferred design alternatives to pursue further. 38 attendees signed the sign-in sheet for the Saturday morning session and 39 attendees signed the sign-in sheet for the Monday evening session.



Figure 13: Public Workshop 2

Public Workshop 3

Public workshop #3 was held outdoors on Sunday June 4th from 10:00 AM to 2:30 PM at the Greater Nanuet Chamber of Commerce Annual Street Fair. The project team maintained a booth at the northwest corner of Prospect Street and Main Street and presented the draft TOD Plan to the public through a series of visuals and walking tours. The public was receptive of the plan and solicited feedback by writing comments on a mounted comment board. Approximately 65 people visited the booth over the 4.5 hours, 19 people participated in the two walking tours, and 30 individuals signed their names on the official sign-in sheet. The following image depicts a resident reviewing the draft Final Plan.



Figure 14: Resident Examining Conceptual Zoning at Public Workshop 3

3.3 Stakeholder Outreach Interviews & Surveys

In addition to the steering committee and public workshops, stakeholder groups were also involved in the project through interviews and property owner surveys. Those stakeholders included:

- Local residents
- Local property and business owners
- Nanuet School District
- Shops at Nanuet
- Nanuet Post Office
- Nanuet Civic Association
- Nanuet Chamber of Commerce

- Transport of Rockland (Rockland County Public Transportation)
- Metropolitan Transportation Authority (MTA)
- New York State Department of Transportation (NYSDOT)

As part of the stakeholder outreach, local property and business owners were identified, with an emphasis on owners who hold multiple properties or key parcels within the immediate study area. With assistance from the Town of Clarkstown, these owners were contacted to introduce them to the project and request to participate in a survey with interview questions in advance of the first public meeting. This introduction also served the dual function of raising initial awareness of the upcoming public meetings and soliciting their attendance. A total of ten interviews were conducted. Some of the main takeaways and common themes discerned from these interviews are as follows:

- Stakeholders expressed interest in changing zoning in order to allow the private sector to bring in development.
- Promote mixed-use development consisting of apartments, condominiums, townhouses, along with businesses and options to shop and eat after work.
- Access and increased connectivity to the Nanuet Train Station and to the Shops at Nanuet.
- Make downtown Nanuet more aesthetically attractive with additional landscaping elements, greenspace and pedestrian amenities.

3.4 Additional Review & Public Communication Opportunities

In addition to the stakeholder groups and public meetings, additional input was available throughout the entire planning process via the following methods:

Town Website

During the course of the project, the Town of Clarkstown Planning Department provided copies of all project materials on a dedicated page of the town website, document the planning process and public input. Provided materials include meeting announcements, meeting notes, copies of presentation materials, survey results and copies of draft deliverables. Additionally, the project team received public comment through email.

Tri-State Transportation Campaign: Pedestrian & Bicycling Safety in the Town of Clarkstown – Results from September 2016 Walking Audit of Nanuet Hamlet

Stemming from the ongoing Nanuet TOD planning and design efforts, the Tri-State Transportation Campaign (TSTC) recently performed an audit to examine bicycle and pedestrian conditions in the area near the Nanuet Train Station and Main Street within the Hamlet Center. The Tri-State Transportation Campaign is an advocacy group dedicated to reducing automobile dependency in New York, New Jersey and Connecticut. On September 16, 2016 members of the Steering Committee, public officials, project staff, and members of the public joined TSTC staff in a walking audit throughout Nanuet that was open to the public. In their audit, TSTC focused on two primary corridors; Prospect Street and Main Street. Although the TSTC individually analyzed segments of these primary thoroughfares, certain

overarching themes are evident throughout the extents of both streets within the Hamlet Center. For the most part, bicycle and pedestrian accommodation and infrastructure can be described as limited and inconsistent, with the design of these thoroughfares favoring automobile usage. TSTC made multiple recommendations in their audit, including the need for clearly marked crosswalks, street and landscape improvements, bike lanes, thematic wayfinding signage and ADA accommodation, especially in those locations adjacent to the Nanuet Train Station. Through the development of a vibrant TOD neighborhood centered around the Nanuet Train Station, the Nanuet TOD Plan and the ongoing planning process gives special attention and consideration to these important programmatic elements, as identified by the TSTC and general public. Incorporation of these elements in the TOD planning and design process will ensure that Downtown Nanuet is a vibrant community open and accessible to residents and business owners alike.

Additional Government Reviews / Public Opportunities

In addition to the public meetings listed above, additional opportunities for public review and comment will be available during forthcoming public workshops and Town Board hearings as the Town officially considers proposed zoning regulatory changes for adoption and performs SEQRA review.

4.0 TOD 101

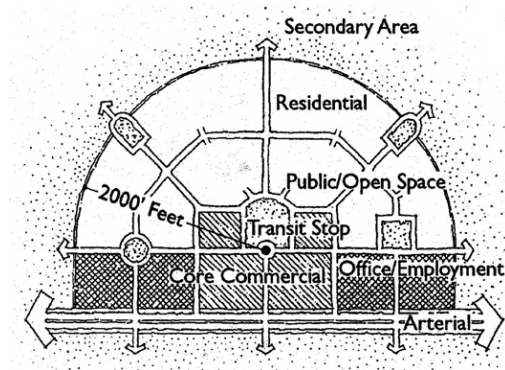
Transit Oriented Development (TOD) is an emerging and growing trend in development in the United States. The Center for Transit Oriented Development projects that by 2025 near half of all households (4.9 million out of 8.7 million) in the New York City region will be located within one-half mile of a transit station and that demand for TOD will outpace supply⁹.

4.1 What is TOD?

Broadly stated, TOD is a development pattern intended to take advantage of high levels of accessibility to fixed guideway transit systems. Due to the nature of fixed guideway transit, TOD typically implies compact, walkable development with a mix of uses and high levels of multimodal accessibility. The benefits of successful TODs include increased transit ridership and more walking and cycling, reduced reliance on private auto use, lower household transportation costs, greater access to jobs, better quality of life and reduced energy consumption.

Generally speaking, TOD refers to an area between a one-quarter mile and a one-half mile radius from a transit station.

The scale and character of TOD can vary by the specific mode and frequency of transit service, surrounding character (urban or suburban), local and regional markets and other factors.



Classic TOD concept. (source: Calthorpe Associates)

4.2 TOD Guidelines

There are a number of TOD guidelines published for communities and regions that prescribe characteristics or criteria such as density, intensity and land use mix. Guidelines are typically stratified into typologies for different station areas to account for differences in context (a downtown urban core versus a suburban location, for example).

Several published TOD guidelines were reviewed to get insight into how other communities and regions address TOD from a development standpoint. A summary of findings for station area typologies most similar to the Hamlet of Nanuet is identified in Table 4. Most of the typologies are not mode-specific, instead of more generally describing premium or rail transit service, but all of them describe a primarily residential, neighborhood-oriented setting.

The following table summarizes TOD guidelines observed from other agencies. This type of comparison is valuable when determining the scale and size of a particular TOD project and can be used to determine potential impacts. A summary of three key observations follows Table 6.

⁹ "Hidden in Plain Sight: Capturing the Demand for Housing Near Transit," Center for Transit Oriented Development, 2004.

Table 6: Summary of TOD Guidelines

Agency	TOD Type	Description	Average Density		Average Intensity		Building Height	Land Use Mix	Other
			Net	Gross	Net	Gross			
Massachusetts Bay Transportation Authority (MBTA) ¹	Town & Village	Commuter rail station areas in mixed-use town centers, business districts, or villages, ranging from outlying Boston neighborhoods to suburban downtowns and small village centers.	NA	26.2 du/ac	NA	21.8 emp/ac	NA	76% population; 24% employment	
Florida Department of Transportation (FDOT) ²	Neighborhood Center Commuter Rail	Neighborhood Centers are dominated by residential uses and are served by some type of premium transit. Non-residential uses in them are limited to local-serving retail and services.	12-15 du/ac	9-12 du/ac	1.0-1.5 FAR	15-20 jobs/acre	3 stories	75% residential/25% non-residential	Total station area population and employment are 2,000-3,000 each.
Reconnecting America and the Center for Transit-Oriented Development ³	Transit Neighborhood	Transit neighborhoods are primarily residential areas that are served by rail service or high-frequency bus lines that connect at one location. Densities are low to moderate and economic activity is not concentrated around stations, which may be located at the edge of two distinct neighborhoods.	25-50 du/ac		1.0 FAR		NA	Primarily residential with some supporting retail. Employment is market-based.	Total station area dwelling units 2,000-5,000.
Metropolitan Atlanta Rapid Transit Authority (MARTA) ⁴	Neighborhood	Neighborhood stations are located in primarily residential districts, and their principal transportation function is to help the people who live nearby get to work, school, shopping, entertainment, medical services, and other destinations accessible through the transit network. The immediate station area is appropriate for higher-density housing or neighborhood-scale mixed-use development.	15-50 du/ac		1.0-5.0 FAR		2-8 stories	Multi-family residential and/or neighborhood scale mixed-use with retail, restaurant, and service-oriented offices.	
[1] "Growing Station Areas: The Variety and Potential of Transit Oriented Development in Metro Boston", Metropolitan Area Planning Council, 2012									
[2] "Florida TOD Guidebook", Florida Department of Transportation, 2012									
[3] "TOD 202: Station Area Planning", Reconnecting America,									
[4] "Transit Oriented Development Guidelines", MARTA, 2010									

4.2.1 Minimum net density:

Net density is defined as the total number of dwelling units divided by the total amount of residential land, exclusive of other land uses, in the TOD area. Most of the guidelines prescribe net density ranges, although some also prescribe gross density ranges (which is the total number of dwelling units divided by the total amount of all land in the TOD area). The minimum net density falls within the range of 12 to 25 dwelling units per acre. This translates approximately into development types ranging from two-story townhomes to low-rise (up to three stories) apartments, depending on unit size, parking, yard area, amenities, etc. The prescribed maximum net density varies significantly, from a low of 15 dwelling units per acre to a high of 50 dwelling units per acre.

4.2.2 Appropriate floor area ratio (FAR):

FAR is defined as the ratio of a building's total floor area (zoning floor area) to the size of the piece of land upon which it is built. FAR is traditionally used by municipalities as a mechanism in zoning codes to control the density of development on any given parcel. Conversely, FAR plays a key role in private development. Since FAR limits the amount of allowable development (building size) on a given parcel, lower FAR's may act as a deterrent and limit a parcel's attractiveness to private development. As a result, establishing an appropriate FAR that meets municipal, community, and private development needs is critical. Most guidance for TOD prescribes a minimum FAR of 1.0, in which the total amount of building area is equal to the total amount of land area. In theory, this could be a one-story building that covers an entire lot. However, because of other site factors such as yard area, parking, setbacks, etc., actual building heights are in the two to four story range. The prescribed maximum FAR ranges from 1.5 to 4.0.

4.2.3 Land use mix:

All of the guidelines prescribe that a majority of the land use within a TOD area is residential. Some go a step further to prescribe the specific amount (75%) of residential land. The prescribed non-residential uses include retail to support adjacent residential and transit passenger foot traffic and service-oriented office uses.

4.3 Case Studies and Best Practices

In addition to prescriptive guidelines, it is also useful to get an on-the-ground perspective of TOD that has been implemented both within the region and nationally. A number of published reports on TOD case studies and best practices were reviewed for this study. Many of the case studies are not applicable because they are in a context much different than the Hamlet of Nanuet. However, a handful of case studies are applicable.

All of the case studies included here are served by commuter rail into a major employment center. Two of the case studies, Cranford Crossing in New Jersey and Georgetown TOD in Connecticut, are located in New York City bedroom communities. The other two case studies are located in exurban Boston (Concord Commons) and Chicago (Arlington Heights). Most of the stations are located in neighborhood/village settings, although one (Arlington Heights) is adjacent to a traditional downtown.

Additionally, all of the case studies reviewed feature a significant residential component, ranging from 20 to 1,500 units. Exact development data isn't published, so it's difficult to estimate net density. However, based on information about building heights, the densities appear to be in the same range as prescribed by the TOD guidelines cited above.

Lastly, all of the case study developments include supporting retail, ranging from 22,000 square feet to 157,000 square feet. The Georgetown TOD in Connecticut also includes 300,000 square feet of commercial space, including office and retail uses. The Arlington Heights TOD includes a performing arts facility.

Table 7: Summary of TOD Case Studies

TOD	Location	Context	Size	Development Characteristics	Notable characteristics
Cranford Crossing ¹	Cranford, NJ	Commuter rail station in a New York City bedroom community.		50 condominiums 22,000 of-of retail 310 space public parking garage Three to four-story building heights	Uses a Special Improvement District to fund streetscape improvements.
Georgetown TOD	Redding, CT	Former Brownfield site in a New York City bedroom community.	55 acres	416 housing units 300,000 of commercial space	
Concord Crossing	Concord, MA	Commuter rail station in a suburban Boston village. Serves Boston commuter as well as historic downtown tourism.	2.3 acres	20 rental apartments Office/retail mixed use 180-seat restaurant 126 parking spaces	Uses shared parking to reduce the total number of spaces.
Downtown Arlington Heights	Arlington Heights, IL	Suburban Chicago commuter rail station adjacent to a traditional downtown.		1,500 residential units 157,000 of retail Performing arts facility Four to six-story building heights	Relocated station and platform to be closer to downtown. Public investment of \$27 million (including transit agency, DOT and local TIF funds) has leveraged the private investment of \$225 million.
[1] "At the Heart of Your Community A Citizen's Guide to Transit-Oriented Development", New Jersey Future, 2011					
[2] "Transit-Oriented Development (TOD) Success Stories", New Haven-Hartford-Springfield Rail Program "Growing With the Flow: How Connecticut Communities can Take Advantage of TOD," Conference on Transit Oriented Development, Central Connecticut State University, 2007					

4.4 Regional Trends in TOD

Over the next 3 years, 1.5 million Americans will turn 65 – a rate that is quadruple the rate of a decade prior. By the year 2029, all of the “baby boomers” will be 65 or over and more than 20 percent of the total U.S. population will comprise people over the age of 65.¹⁰ The United States also has a population of approximately 80 million people born between the years 1982 and 2000 – an age cohort commonly known as the “Millennials.”¹¹ The changing housing and lifestyle preferences of these generational cohorts are driving a market shift toward living scenarios where residents are surrounded by a mix of uses in a pedestrian-friendly environment that is proximate to numerous transportation options.

In the Hudson Valley region, trends published by the United States Census Bureau (U.S. Census) and informed by the American Community Survey (ACS) show that of survey responders who changed residences between the year 2000 and 2013, only about 20 percent moved to another location within the Hudson Valley. During this time period in Rockland County, about 83 percent of people migrated to a location outside the region while only about 17 percent of movers stayed within the region. Those from the region who moved away tended to be younger, at the beginning of their careers and without children.¹² Regional statistics detailing exactly why people chose to move during these years are not available; however, on a national level, the U.S. Census determined that close to 50 percent of everyone who moved in 2013 chose to relocate for housing-related reasons.¹³ The national trends indicate that people are moving to urbanized areas to find better, more desirable and affordable housing options. These motivations likely reflect motivations of movers leaving the Hudson Valley as well.

As noted in Urban Action Agenda’s 2015 report *Hudson Valley Pattern for Progress*, the Hudson Valley region does not have a single urban center that “acts as the region’s heart, but instead consists of a constellation of urban centers along the Hudson River [and within] transportation corridors” such as railroad corridors. While this may be true based on spatial patterns, regional commuting trends and patterns would cite New York City as the regional engine of growth and major trip generator and trip attractor. Because commuting patterns and housing preferences are inextricably linked, it is important to analyze regional commuting trends to assess the type of housing, and development, which may be in demand.

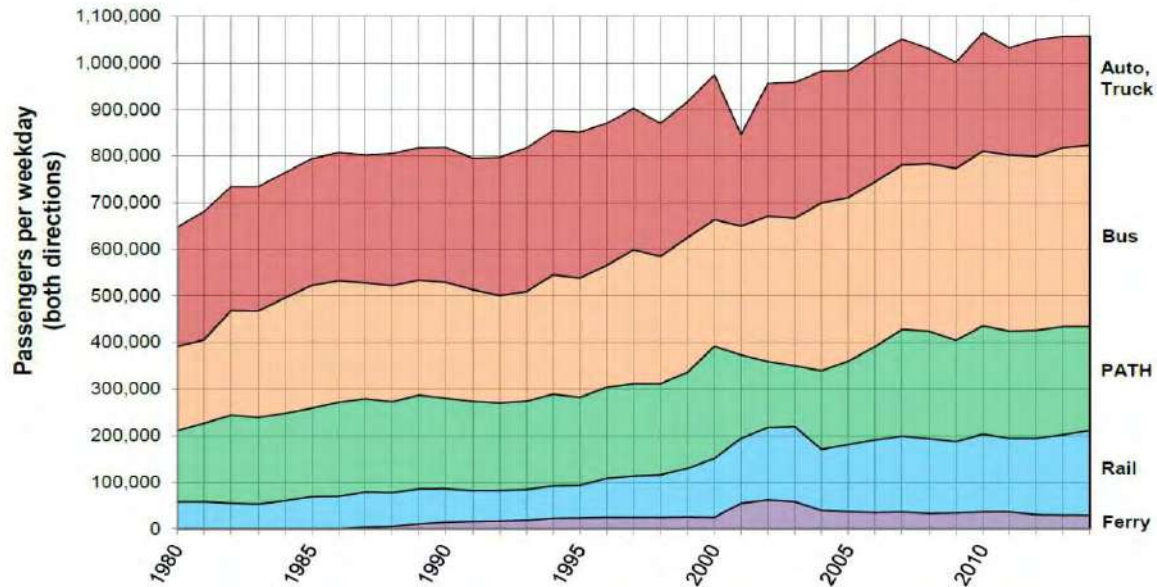
The following figure depicts the historic trend of travel across the Hudson River (bi-directional) to and from Manhattan, from 1980 to 2014 from data provided by the Port Authority of New York/New Jersey. As observed, the mode share of public transportation has been continuously growing while the share of automobile commuters has remained relatively stagnant for over 30 years. This has direct implications for the demand for housing – if people continue to increase their mode share utilization of public transit, then demand for TOD should increase. This should hold true for all travel into Manhattan, including commuters from the Hamlet of Nanuet.

10 US Census Bureau <https://www.census.gov/prod/2014pubs/p25-1141.pdf>

11 US Census Bureau: Millennials Outnumber Baby Boomers and Are Far More Diverse <http://www.census.gov/newsroom/press-releases/2015/cb15-113.html>

12 Urban Action Agenda: Hudson Valley Pattern for Progress: September 2015 <http://www.pattern-for-progress.org/wp-content/uploads/2015/09/Population-brief-9-22-15-final.pdf>

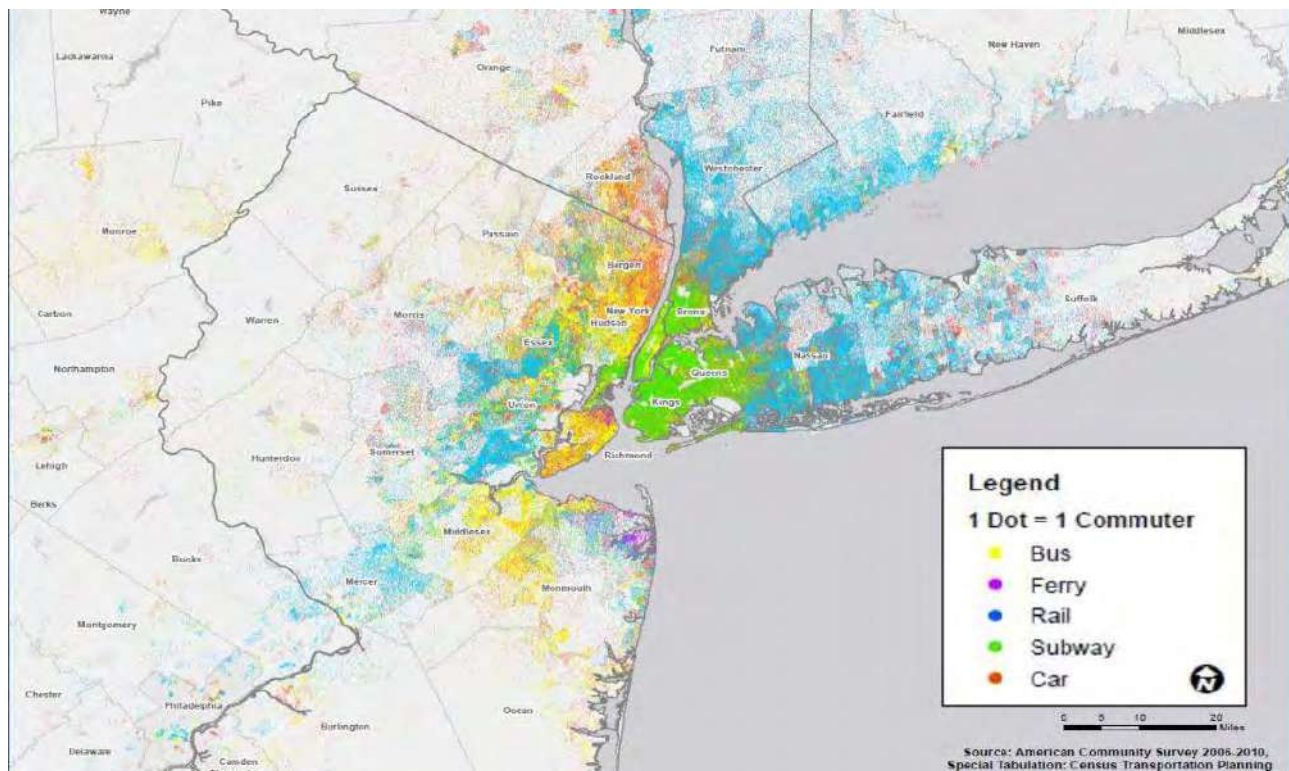
13 Ihrke, David, U.S. Census Bureau. “Reasons for Moving: 2012 to 2013.” June 2014



Source – Port Authority of New York & New Jersey; Trans-Hudson Commuting Capacity Study

Figure 15: Historic Trends in Trans-Hudson Travel by Mode

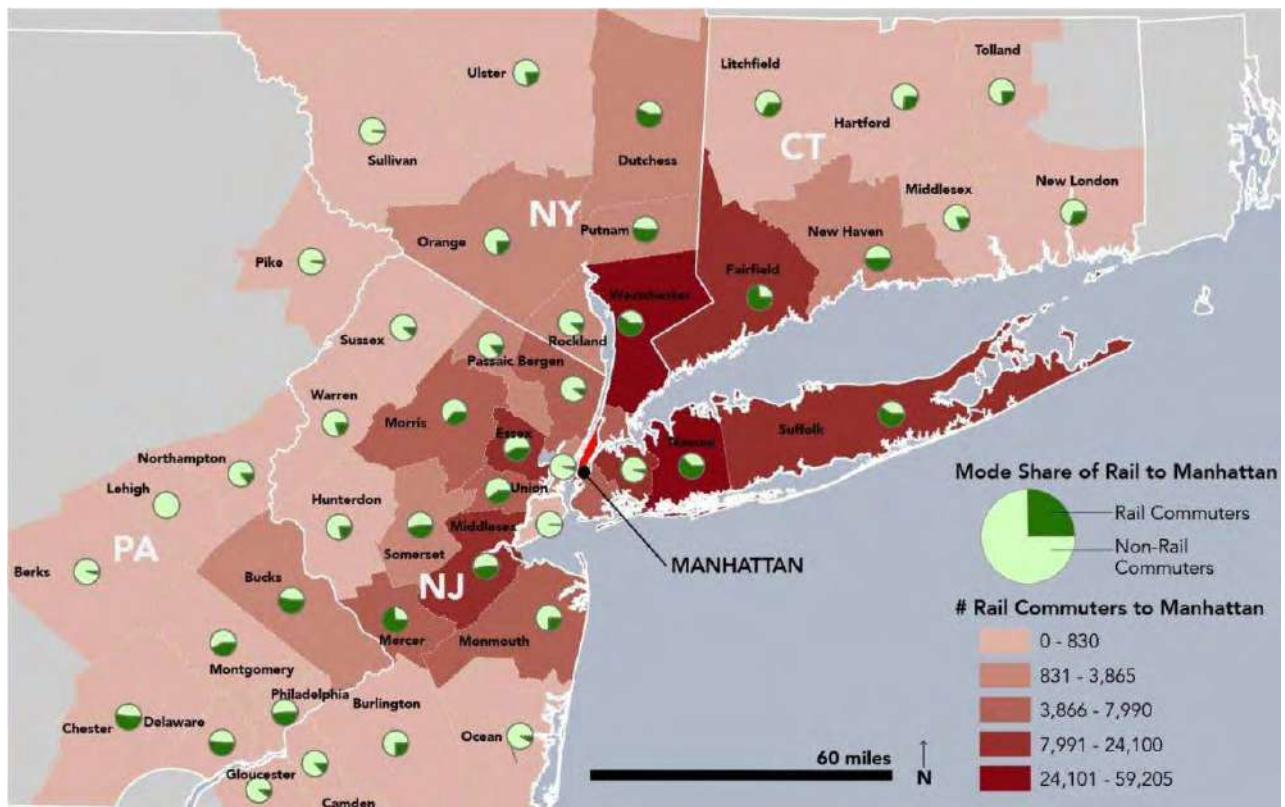
The following graphically represent the modal choice of commuters into Manhattan, based on origin. These figures show that Rockland County residents commute into Manhattan mostly by car and bus but enclaves of commuters do travel by rail. Based on Figure 3 approximately 10 percent of commuters from Rockland County travel to Manhattan by rail.



Source – Port Authority of New York & New Jersey; Trans-Hudson Commuting Capacity Study

Figure 16: Mode Split by Origin for Trans-Hudson Commuters to Manhattan

The distribution of passengers modal split and why certain counties have higher shares of rail commuters than others may be due to accessibility of rail services and frequency, duration of trip, required transfers of one-seat rides, availability of train station parking and many other factors. Explanation of these distributions is beyond the scope of this memorandum, but the important message is that demand for TOD is directly linked to commuting patterns and Rockland County has a presence among Manhattan-bound commuters. Rockland County is currently underserved by rail, but encouraging TOD along the Pascack Valley Line supports potential improvements to service frequency, infrastructure improvements, and may help to justify the return on investments.



Source – Port Authority of New York & New Jersey; *Trans-Hudson Commuting Capacity Study*; Appendix A: *Interstate Bus Network – Operational and Service Strategies*

Figure 17: Mode Share of Rail by Origin for Trans-Hudson Commuters to Manhattan

Commuting trends and housing are inextricably linked. Many transportation corridor communities lack the facilities, amenities or housing stock to accommodate the national and regional shifts in housing preferences not only for the Millennials but also for those who are 65 and over. It has been widely recognized in contemporary urban planning and economic development literature that there is a tremendous renewed interest in walkable, transit-oriented and urban style living accommodations for both young adults and senior citizens.

Housing preference changes amongst varying age cohorts are supported by national surveys such as those conducted by real estate advisors Robert Charles Lessor Company (RCLCO). Of those who identified as “baby boomers”, 83 percent ranked walking, 67 percent ranked nearby shopping, and 51 percent ranked bicycling as top priorities for choosing housing.¹⁴ A poll by AARP in 2010 of people age 45 and older found nearby transit stops, grocery stores, parks, pharmacies and drug stores particularly important for deciding upon housing.¹⁵ A RCLCO survey also stated a

¹⁴ RCLCO, Best Practices Report, Seniors Housing Innovative Intergenerational Projects,

March 5, 2013 <http://www.rclco.com/advisory-seniors-housing-innovativeintergenerational-projects>

¹⁵ AARP, Where ages 45+ want to live, November, 2010, <http://assets.aarp.org/rgcenter/general/home-community-services-10.pdf>

trend that aging seniors often prefer intergeneration housing projects, or age-restricted housing projects closely integrated into an intergenerational walkable neighborhood.¹⁶

Therefore, development proposals that would create walkable, lively and active neighborhoods upon existing urban infill may find a viable residential market by encompassing senior citizens in the future. Del Webb, one of the most prominent developers of retirement communities in the United States conducted a survey of “baby boomers” and found that approximately 28 percent of boomers surveyed anticipated that their housing needs would change in the next five years and of those, 60 percent planned to downsize in their next home purchase.¹⁷ A survey in the Sacramento California region showed almost two-thirds of survey respondents in the Baby Boomer cohort wanted their next home to be an attached townhouse, condominium or small home.¹⁸

Generation Y and Millennials also indicate an inclination toward urban living. A 2013 RCLCO survey of those identifying as part of Generation Y indicated approximately 40 percent of those surveyed would prefer to live in an urban environment. A 2013 Urban Land Institute (ULI) survey of those identifying as Millennials showed that close to 40 percent also prefer urban style living.^{19, 20}

These shifts are not only abstract housing preferences amongst age cohorts but also have come to fruition on a national level. The ACS indicates that from 2010 to 2013, the population of 20- to 29-year-olds in ‘core counties’ rose by 407,400, or 3.2 percent. In addition, between 2007 and 2011, the number of renter households increased by 3.4 million and 3 million household units shifted from owner-occupied to rental housing stock.²¹ Almost simultaneously, the rate of homeownership in the U.S. has steadily declined since 2006 and is now reaching a 50 year low, according to the U.S. Census.²² Survey data indicates a market for urban-style, rental living accommodations in combination with other design and transit elements that contribute to desirable living conditions.

In the past, employers located commercial office campuses immediately in and around regional highways to facilitate access for their employees. Workers living in low-density suburbs without direct access to public transit, commute either directly to work, or to transportation hubs using private vehicles creating peak hour congestion and seas of at-grade parking in/around train stations.

16 RCLCO, Best Practices Report, Seniors Housing Innovative Intergenerational Projects, March 5, 2013 <http://www.rclco.com/advisory-seniors-housing-innovativeintergenerational-projects>

17 Del Webb Baby Boomer Survey 2015. <https://delwebbbloomersurvey.files.wordpress.com/2015/04/key-findings-fact-sheet.pdf>

18 RCLCO, Demographic Trends Support Robust Multifamily Demand, August 8, 2013, <http://www.rclco.com/advisory-demographic-trends-support-robust-multifamily-demand>

19 RCLCO, The Impact of Gen Y on Housing: The Market and Demographic Perspective, July 23, 2013, <http://www.rclco.com/presentations-housing-demand>

20 Urban Land Institute, America in 2013: Key Findings on Housing, Community, Transportation, and the Generations, March 2013, http://uli.org/wp-content/uploads/ULIDocuments/America-in-2013-Compendium_web.pdf

21 America’s Rental Housing: Evolving Markets and Needs, Joint Center for Housing Studies of Harvard University., 2013. http://www.jchs.harvard.edu/sites/jchs.harvard.edu/files/jchs_americas_rental_housing_2013_1_0.pdf

22 U.S Census, Quarterly Homeownership Rates and Seasonally Adjusted Homeownership Rates for the United States: 1995-2016 <http://www.census.gov/housing/hvs/files/currenthvspress.pdf>

Some contend that the introduction of autonomous cars onto American roads is likely to further exacerbate congestion due to induced demand for road space.²³ When accounting for these factors, combined with the volatility of fuel prices and increasing real estate costs, it is easy to understand why regional policy and planning organizations want to reassess whether current residential and commercial land use patterns can meet anticipated demand. Employers seeking talent from around the globe and remote working arrangements are the norms rather than the exception. As noted above, preferences are changing toward more efficient and geographically focused living.

Therefore, to not only sustain economic viability and retain residents, but also to accommodate changing housing preferences, communities in the Hudson Valley region should focus on creating vibrant town centers, walkable neighborhoods, and access to high-quality public spaces, residential rental opportunities, and competitive transportation alternatives. This can be accomplished by encouraging growth and TOD in the village, town, and urban centers.

In 2007, the Regional Planning Association (RPA) completed the *Rockland County Tappan Zee Corridor Transit-Oriented Development Study* of the Route 59 and I-287 Tappan Zee Bridge corridors, which featured TOD concepts. One of the “workshop sites” featured in the study was the Hamlet of Nanuet due to suburban development opportunities and challenges including the relationship between traditional “main streets” in downtown Nanuet, commercial strip development along Route 59 and the “edge city” collection of big box retail and hotels, surrounded by large swaths of surface parking at the Nanuet Mall.²⁴ The study suggested two alternatives: create a future commuter rail stop east of the Route 59/Thruway overpass, which would locate a train station closer to the concentration of higher density housing on the north side of the Thruway or a possible transfer to the Pascack Valley Line. The disadvantages of this proposal were that the location was more isolated from a future potential pedestrian activity because arterial roadways and parking lots for big box retail would have made the environment hostile to the pedestrian. The other alternative for a future train station was south of the Route 59/Thruway overpass on the south side of the Thruway east of the park-and-ride off Forman Drive and Route 59. This alternative was closer to the higher density residential areas south of the Thruway accessed from Old Turnpike Road.

The study explored an incremental approach to accommodating future parking needs in the Hamlet of Nanuet for train station commuters and shoppers. Instead of future development projects creating a single large parking structure in the Hamlet of Nanuet, the findings proposed that future parking needs for all uses would be better accommodated if each future development project was required to provide some shared and commuter parking. Such an initiative would foster a walkable environment throughout the area because it would avoid vast expanses of parking lots and the traffic bottlenecks that so often come in conjunction with parking facilities with minimal access points. Finally, the study suggested that in order to facilitate this community vision derived from these workshops, the Hamlet of Nanuet would need to create a new mixed-use overlay district, write new shared-parking requirements, and implement design guidelines to promote a pedestrian friendly environment.

In 1999, the State of New Jersey launched the Transit Village Initiative creating a “transit village” designation to encourage growth and revitalization in areas where infrastructure and public transit already exist. The Transit Village Initiative operates under the assumption that adding residential housing options, transit-supportive parking, place making, pedestrian emphasis and a high-quality walking and biking environment within walking distance of a transit

23 Barnard, Michael 2016: “Autonomous Cars Likely to Increase Congestion” <https://cleantechnica.com/2016/01/17/autonomous-cars-likely-increase/>

24 TZ Corridor Transit Oriented Development Study. 2007 p. 16 <http://www.rpa.org/pdf/RPATZCorridorFinal.pdf>

facility reduces traffic congestion, improves air quality and revitalizes downtown.²⁵ Since 2016, the program has successfully added 32 municipalities each year to its list of designated Transit Villages.



Source: njmda.org

Figure 18: Atlantic Street Park, Main Street Hackensack

To attain designation, a municipality must meet “transit village” criteria, which includes having a village district with a half-mile radius around the transit station and significant planning and visioning work setting the stage for multiple TOD projects within the area. Along the Pascack Valley Line, the city of Hackensack recently was designated by the New Jersey Department of Transportation as the State’s 31st “transit village”. Their application focused on reimagining the downtown and creating an “18-hour city” that encourages mixed-use development, walkability, and a sustainable urban growth pattern.²⁶ By demonstrating a commitment to good planning through the adoption of zoning ordinances and policies that encourage accessibility to multiple mass transit options, as well as biking and walking, Hackensack can access additional grant and funding opportunities. Figure 4 highlights the newly redeveloped Atlantic Street Park and the mixed-use Metro Meridia project located at 94 State Street in the background.

Communities throughout the Hudson Valley region have also embraced transit-oriented development projects with the goal of providing more affordable housing choices, spurring downtown revitalization, increasing multi-modal transportation alternatives and reducing automobile dependence. TOD is a community development tool and a public realm design enhancement that often includes developing a mixture of housing, office space, retail and other amenities integrated into a walkable neighborhood located within a half mile of quality public transportation.²⁷

The Smart Growth Cabinet suggests that a true transit-oriented plan is built with a mixed-use core of about a quarter to a half-mile in size (sometimes considered a traditional village scale), often incorporating the walkable, bike-able and ‘human-scale’ design elements of New Urbanism where buildings are constructed close to the street on small lots with

²⁵ State of New Jersey Department of Transportation, Transit Village Initiative Overview. Accessed December 2016
<http://www.state.nj.us/transportation/community/village/index.shtml>

²⁶ David Troast, Hackensack City Manager. http://www.nj.com/bergen/index.ssf/2015/04/long-anticipated_downtown_redevelopment_takes_shap.html

²⁷ National League of Cities Sustainable Cities Institute: Guide for TOD: [http://www.sustainablecitiesinstitute.org/topics/land-use-and-planning/transit-oriented-development-\(tod\)/guide-for-tod](http://www.sustainablecitiesinstitute.org/topics/land-use-and-planning/transit-oriented-development-(tod)/guide-for-tod)

parking in back. In theory, residents of places that have been developed with access to transit as a priority need not be completely dependent on their cars. TOD is a term used in walkable development plans for the last several decades but development around transit hubs is not a radical concept. The truth is that many villages, towns, and cities grew around transit from their inception – whether that was a city growing from a shipping and trade waterway like New York City, or a village growing around a train station, like many communities in the Hudson Valley.

Today, those living in the region are not newcomers to the concept of TOD. Many communities are looking to their transit stations as potential catalysts to spur investment, revitalize their downtown corridors and “keep empty-nesters and younger members of the workforce commuting to NYC” in these downtowns.²⁸ Hamlets like the Hamlet of Nanuet seeking to implement innovative land use and best practices for developing TOD can find guidance in methodologies and lessons learned within communities throughout the region.

The White Plains Metro-North Railroad Station is an express stop station that offers one-stop express trains to and from New York City. Therefore, it offers abundant potential redevelopment opportunities for increased residential development around the train station. White Plains was an early adopter of TOD principles with several apartment buildings built two decades ago within a short walking distance of the train platform.

In August 2015, the City of White Plains rezoned Westmoreland Avenue, which is approximately one half-mile from the White Plains Metro-North Railroad Station, from Light Industrial (LI) to Light Industrial Mixed Use (LI-M). The new LI-M District now permits multi-family dwellings, hotels and extended hotel uses to maximum heights of six stories or 85 feet alongside light industry. In addition to adding vitally needed housing stock, a secondary benefit was the ability for developers to reclaim rare original architecture (previously razed in other parts of White Plains during urban renewal projects of the 1970’s), such as the Old Swackhamer Building seen above, and repurpose uses that meet current market demands.



Source: *The Westchester View*

Figure 19: Old Swackhamer Building, 122 Westmoreland Avenue, White Plains, NY

Additionally, the rezoning was an opportunity to bring in new private investment to Westmoreland Avenue. For example, Norden Lofts LLC converted an existing 48,000 square foot (SF) structure into a 56,424 SF transit-oriented

28 Garbarini, Samantha, “Breaking Down Westchester’s Future Transit Oriented Development”, Westchester Magazine, <http://www.westchestermagazine.com/914-INC/Q2-2015/Breaking-Down-Westchesters-Future-Transit-Oriented-Development/>

residential building.²⁹ Today, the City of White Plains is currently preparing an evaluation of public transit use, development potential and the feasibility of a “transit zone” around the Metro-North Railroad Station and regional bus station. The ongoing *Downtown White Plains Transit District planning study* is currently gathering public input for a 1,500-foot study area around the train station.

The City of New Rochelle amended its zoning code and parking requirements to allow for heights, densities and parking requirements (maximum parking requirements at transit areas) consistent with TOD principles.³⁰ Through this process, the City learned that economic development, downtown pedestrian circulation and transit connectivity, as well as accommodating a range of income levels currently residing in the “TOD zone,” were important to a robust TOD plan.³¹ Through a public/private partnership, the City of New Rochelle and RDRXR (a private developer) created a zoning plan with “clusters” of TOD study areas forming a series of gateways in conjunction with a “complete streets plan” to facilitate pedestrian wayfinding and a more efficient transit-oriented street layout. The land around the New Rochelle Metro-North Railroad station and transit hub were split into six “downtown overlay zone” districts based on a proposed development program and walking distance/travel time on foot – to the train station. Central districts were proposed closer to the train station to encourage higher density office, restaurant, and residential uses.

As the distance from the train station increases, the proposed development intensity is proposed to decrease. For example, the “Downtown Core District DO-1” and “Downtown District DO-2” are both within a 5-minute walk of the train station while the farther “North of Lincoln District DO-6” district is within a 15-minute walk of the train station.³² Each overlay zone guides development to meet design standards, offer community benefits and coalesce with an overall transit-oriented master plan. In return, as long as developers meet guidelines established in the master planning process, projects would only have to provide minimal traffic impact studies to gain City approval rather than lengthy full state environmental quality review (SEQRA) process. In 2016, the area surrounding the train station is poised for transit-oriented redevelopment due to conditions created by the downtown overlay zones.

In 2003, the City of Yonkers carefully carried out urban design enhancements such as the daylighting of the Saw Mill River in combination with multi-family mixed-use development on the Hudson riverfront. These efforts created a successful TOD around the Yonkers Metro-North Railroad station. The City adopted a master plan and a “Master Plan Zone” that steered development by creating as-of-right status for developments that conformed to specific design standards outlined in the ‘Master Plan Zone’ zoning text; this reduced parking requirements by 50 percent, is economically appealing to developers and has numerous community benefits.³³ The zone facilitated the development of *Hudson Park* along the Yonkers waterfront, which included 780 rental studio-, one-, two-, and three-bedroom apartments, with 15,500 square feet of commercial space and a pedestrian-only river-walk.

In 2016, South Norwalk, Connecticut sought to revitalize the area centered on the South Norwalk Metro-North Railroad Station and released a plan to encourage contextual infill development around the station area and create “complete, compact neighborhoods” that would encourage new residential and commercial growth. A South Norwalk Railroad Station Area TOD Strategy Report released in 2011 established goals, objectives, and implementation

29 Woyton, Michael, “White Plains Oks Rezoning for Transit Oriented Development, 2016. [Patch.com/new-york/whiteplains/white-plains-oks-rezoning-transit-oriented-development](http://patch.com/new-york/whiteplains/white-plains-oks-rezoning-transit-oriented-development)

30 Transit Oriented Development Smart Growth Study, New Rochelle, NY. January 2014. <http://www.sustainablenyct.org/docs/New%20Rochelle%20FinalReport1.8.14.pdf>

31 Transit Oriented Development Smart Growth Study, New Rochelle, NY. January 2014. <http://www.sustainablenyct.org/docs/New%20Rochelle%20FinalReport1.8.14.pdf>

32 RDXR At New Rochelle Traffic Study, 2015, p. 50

33 Pace Law School Land Use Law Center: TOD Developments, Hudson Park, Yonkers NY, <https://todline.blogs.pace.edu/tod-developments/>

strategies, which were expanded upon in the South Norwalk TOD Redevelopment Plan, released in January 2016.³⁴ The overall goal of the TOD efforts in Norwalk was to maintain and bolster the economic viability of the downtown core by attracting workers and residents. This initiative established a TOD Study Area that would be called a “TOD-Core” zone. The plan proposed to replace existing zoning districts with new TOD-focused guidelines, encourage TOD principals and identify future development corridors to connect developments in the TOD area.

As noted above, many villages and communities throughout the region relied on transit since their inception and developed due to their proximity to rail. Now, after half a century of vehicular-oriented land use development patterns (often referred to as Sprawl), many Hudson Valley municipalities are looking inward toward their central transit and rail corridors and partnering with private entities to realize development goals as they plan for the future of their communities. For example in 2016, private developer GDC opened the Harbor Square development immediately adjacent to the Ossining Metro-North station in the Village of Ossining. The development contains 188-unit luxury apartments and a 5,000 square foot destination waterfront restaurant. In approving the project, the Village of Ossining aimed to attract newcomers and bring visitors from other communities to shop, dine and enjoy Ossining.

Similarly, the Comprehensive Plan for the Village of Harrison identified a similar community goal and recognized an opportunity for a mixed use TOD near the train station. In 2015, the MTA entered into a Joint Development Agreement for the first Metro-North initiated TOD, partnering with Avalon Bay Communities to create 143 residential units, 27,000 SF of retail and pedestrian plazas on a 3.28-acre site adjacent to the station, on the south side of the tracks. The proposed development, created by a public-private partnership between the MTA, the Village of Harrison and Avalon Bay, is aimed to enliven the Village of Harrison with stores and a 24-hour community of residents

In 2013, the Village of Port Chester created a master plan and a zoning text rewrite, which has incentivized mixed use and TOD and revitalized the area along the railroad tracks. The Village code offers incentives in the form of density bonuses for height, floor area, or the number of dwelling units in exchange for a public benefit including the provision of donations toward a fund to create publicly accessible open space or a downtown parking garage.³⁵ These changes have facilitated the development of buildings like a proposed 79-unit mixed use building on Westchester Avenue two blocks from the Metro-North Station and an approved 50-unit rental project on North Pearl Street.³⁶

In February 2016, the Village of Sleepy Hollow Planning Board unanimously approved the phase one site plan for the redevelopment of the 85-acre former General Motors (GM) plant – a riverfront property one-half mile north of the Tarrytown Metro-North Railroad station. The project proposes approximately 1,000 new residential units, 135,000 square feet of retail space, 30,000 square feet of office space and 16 acres of parkland.³⁷ The development has been incorporated into the 2016 Tarrytown Station Area Study exploring pedestrian connectivity and way-finding, place-making, and development opportunities and constraints immediately around the Tarrytown Metro-North Railroad

34 South Norwalk TOD Redevelopment Plan, January 2016. <http://norwalkct.org/DocumentCenter/View/9120>

35 Donelson, Dave, “Will Gritty Port Chester Capitalize on Its Various Assets?” Westchester Magazine. <http://www.westchestermagazine.com/914-INC/Q2-2015/Port-Chester-Development-Projects/>

36 Wilson, Reid. “Five-Story, 79-Unit Mixed-Use Building Proposed at 59 Westchester Avenue, Port Chester, NY YIMBY. December 2015 <http://newyorkyimby.com/2015/12/five-story-79-unit-mixed-use-building-proposed-at-59-westchester-avenue-port-chester.html>

37 What’s Happening On the Hudson, Edge-On-Hudson. Accessed December 2016. <http://www.edgeonhudson.com/former-gm-property-on-hudson-river-gets-new-life/>

Station in conjunction with the New New York Bridge (NNYB) and Lower Hudson Transit Link regional projects.³⁸ Other similarly scaled municipalities that have initiated TOD station area studies include Villages of Mamaroneck and the City of Rye.

4.5 Local Trends in TOD

When examining opportunities for TOD in a community, it is instructive to examine local peers so standards and planning concepts are as informed and harmonious as possible. For this study, the Hamlet of Nanuet's peers are neighboring municipalities that have engaged or are actively engaging in TOD activities within approximately 10 miles from Nanuet. What follows summarizes the local trends observed in the bulk and zoning regulations of neighboring towns.

Table 8 shows important building code limits based on zoning in the Hamlet of Nanuet's peer towns. The most important aspects of this table are building heights and units per acre for condos and apartment buildings and minimum lot areas for single family and semi-attached homes because these zoning codes dictate what kinds of dwelling units could be built around the Hamlet of Nanuet's train station. In terms of TOD market competition for new residents, minimum lot sizes and units per acre will impact a municipality's competitiveness; greater dwelling unit density and smaller minimum lot sizes will make projects more attractive to developers, which would induce the creation of housing close to a transit hub; these factors may also make dwelling units more affordable for renters and buyers, which would induce people to move into an area.

Building height requirements impact the competitiveness of a community in terms of retaining existing residents and attracting new residents to places that can retain their character and scale of livability; existing and potential residents may not want buildings that are too high if they are out of scale with the surroundings, even if such projects may be more attractive to developers.

As observed below, the average building height of all zoning codes for these seven communities is 42 feet, the average density is 26 units per acre and the average minimum lot area is 35,057 square feet. However, these figures include multifamily housing, high-rise units, apartments, single-family detached and semi-attached units. Additionally, the minimum parking requirements vary from two and a half spots per dwelling unit to zero spots, depending on the municipality and its zoning area. Suffern does not list explicit minimum parking requirements, perhaps due to its Transit Development District zone, which is the only community of the eight (including the Hamlet of Nanuet) with a proper TOD zoning district.

³⁸ Tarrytown, Connected. A Framework for the Station Area & Waterfront, October 2016.

http://www.tarrytownconnected.com/uploads/5/9/1/2/59125941/tarrytown-connected-final_with_appendices.pdf

Table 8: Zoning, Bulk, and Parking Regulations of Neighboring Towns

Town	Zoning Code	Units / Acre	Building Height	Min. lot area (SF)	Minimum Parking Requirements
Spring Valley, NY	R-4 (multifamily)	68.0*	80 ft	20,000	2 spots / DU
	R-5 (multifamily)	50.0*	40 ft	40,000	2 spots / DU
	RSH (1 family semi-attached)	6.2	35 ft	7,000	2 spots / DU
	PRD (multifamily dwellings)	30*	40 ft	20,000	2 spots / DU
Pearl River, NY	R-22 (single family detached)	1.9	30 ft	22,500	2 spots / DU
	R-15 (single family detached)	5	30 ft	15,000	2 spots / DU
	MFR (multifamily residence)	26.6*	25 ft	40,000	1.5 / 1 br; 2 spots / 2 br
Ridgewood NJ	R-4 (Garden apartment residence dist.)	20	30 ft	44,000	1.8 spots/ DU
	R-5 (multifamily residence district)	14.5	30 ft	44,000	1.5-2 spots / DU
	R-7 (multifamily residence district)	22.11	35 ft	44,000	1.5-2 spots / DU
	R-10	4.4	32 ft	10,000	2 spots / DU
Park Ridge NJ	R-GA-1	58*	35 ft	87,120	1.5 spots / DU + 1 for every 6 DU's for visitors
	R-GA-2	58*	35 ft	217,800	1.5 spots / DU + 1 for every 6 DU's for visitors
Nyack, NY	MFR-1	14	40 ft	20,000	0-2 / DU
	MFR-2	30	50 ft	20,000	0-2 / DU
	MFR-3	50	85 ft	40,000	0-2 / DU
	DMU	50	40 ft	-	0-1.7 / DU
	RMU	18	32 ft	7,500	0.85 - 1.7 / DU
Suffern, NY	MR-15 (Multiple dwellings)	15	35 ft	40,000	-
	MR-50 (Multiple dwellings, high-rise)	50	70 ft	40,000	-
	TDD (Multiple dwellings, high-rise)	65	75 ft	40,000	-
Tarrytown, NY	M-4 (Multifamily)	1.4	35 ft	20,000 (4k each add. DU)	2.5 spots / DU
	M-3 (Multifamily)	1.8	35 ft	15,000 (3k each add. DU)	2.5 spots / DU
	M-2 (Multifamily)	2.5	35 ft	10,000 (2.5k each add. DU)	2.5 spots / DU
	M-1.5 (Multifamily)	3.6	35 ft	7,500 (1.5k each add. DU)	2.5 spots / DU
	M-1 (Multifamily)	4.8	-	5,000 (1k each add. DU)	2.5 spots / DU

* These numbers were not stated in zoning codes but were calculated based on dwelling units of 1,500 square feet, maximum building footprints and a maximum number of stories.

4.6 The Hamlet of Nanuet TOD Indicators

There are a few critical indicators that can be drawn for the Hamlet of Nanuet TOD:

- *Residential as the primary focus:* Without exception, every single guideline and case study features residential as the primary use.
- *Densities in the 10 to 35 unit range:* The net residential density should begin at ten (10) dwelling units per acre as a starting point. This is the equivalent of two-story townhomes or low-rise apartments. Maximum residential densities, as high as 40 dwelling units per acre, should be determined by market demand.
- *Supporting retail is a key component:* Virtually all of the guidelines and case studies include retail as an important supporting component. This is both to satisfy local demand, drive station-related foot traffic and create a more robust activity center. Retail uses can include restaurants, shopping, and services.
- *Other uses are optional:* Beyond residential and supporting retail, there are no readily evident land use themes among the guidelines and case studies. Any other uses should be considered specialized and subject to the Hamlet of Nanuet's unique circumstance.

These conclusions can be used as a framework to guide planning decisions as the Hamlet of Nanuet TOD moves forward. They should not be considered specific targets, but rather a starting point for more detailed, site-specific planning and analysis.

5.0 Hamlet of Nanuet Transit Oriented Development Plan

After a review of existing conditions, a thorough assessment of physical opportunities and constraints was conducted with feedback and outreach with property and business owners in the area. Combined with the ongoing public participation process, this allowed the project team to effectively determine the most effective TOD zoning and design recommendations as they relate the scale and scope of transformation of the Greater Nanuet TOD area. This additionally included a preliminary examination of moving the Nanuet Train Station from its current location to an acceptable location further north and closer to the Shops at Nanuet regional shopping center and its parking lot. Metro-North Railroad, as a stakeholder and member of the project's steering committee, has occasionally been asked to consider such an approach. However, after review within the context of this study, constraints such as power lines, track geometry, property ownership and a new high level station platform, would make the relocation significantly cost prohibitive. Most importantly, moving the train station further away from the Nanuet downtown would be counteractive to the goals and objectives of the project as expressed by the community. As a result, relocation of the Nanuet Train Station was not further considered.

The following TOD plan components have been shaped by a well-defined public vision and characterize planned configurations of form and character for the TOD area, shaped by public input and an appetite for public investment. Prior planning processes that have occurred in this area include in-depth corridor land use studies and the comprehensive plan, which clearly defined the overall vision of the area residents as part of the participatory process to focus on the rejuvenation of the Main Street corridor to spur activity and economic development in downtown Nanuet.

The TOD Plan is not meant to be a stringent architectural design code, but rather a set of guidelines meant to foster vibrant and inclusive residential and economic development around the Nanuet Train Station. The Plan leverages the designs and concepts of successful examples of TOD throughout the New York City region, keeping in mind the local context of Nanuet. Ultimately, it is the hope that this plan and the Greater Nanuet TOD Area will serve as a model TOD neighborhood achieving sustainability and economic vitality.

5.1 Goals and Principles

The creation of the draft TOD Plan is rooted in the community developed vision that the "Nanuet Hamlet Center will enhance its small town feel and will be focused around the train station, main street, and communal green spaces. The center will focus on quality dining, local shopping, and housing for seniors and young professionals; and guided by specific design standards. The center will support a safe and accessible multimodal environment for bicycles and pedestrians". Recommendations were developed using the vision statement as a backbone and refined to support the traits or qualities the residents, landowners, and businesses consider worthwhile for the Nanuet TOD Plan Area. Each recommendation element attempts to support the following goals verbalized by the community:

- Use train station as a catalyst for redevelopment of less desirable land uses into more desirable assets that enhance the community;
- Promote a mixed-use community around a transit center that encourage alternative housing choices for young professionals and seniors;
- Encourage walkability;

- Ensure visual continuity through a signage and streetscape program;
- Improve parking management through more efficient use of existing parking infrastructure; and
- Support the creation of employment centers and other economic engines.

5.2 Zoning

Zoning is an integral part of the TOD Plan and Clarkstown's ability to maximize the full potential of Nanuet's train station. Because zoning dictates the specifications of what types of buildings and uses are permitted, an effective TOD plan is only as good as the zoning ordinances that dictate the area's land use.

TOD Plan recommendations are restricted within the TOD Plan Boundary Area (see Figure 20) that was approved by the community. Under these existing conditions, current zoning ordinances inhibit TOD potential. Land uses within the TOD Plan Boundary Area are comprised predominantly of light industrial office (LIO) and hamlet commercial (HC), with the remainder of the area is comprised of regional shopping (RS), and multi-family (MF-1), and an inconsequential amount of residential (R-10, R-15), commercial (CS), and multi-family (MF-3). The TOD Plan Boundary Area is comprised of 72 parcels and is approximately 37.11 acres in size.

Within the TOD Plan Boundary Area, four areas with distinct features and development potential have been identified – TOD Area 1, TOD Area 2, TOD Area 3 and Hamlet Center (illustrated in Figure 21). Collectively, all four areas would aim to attract amenities that would support a diverse, multi-generational community; with a more residentially focused area west of the rail line transitioning to a commercially mixed-use core which then seamlessly blends into the existing hamlet center along Main Street. This publicly accepted four development zone concept is a foundational element, acting as the backbone for each of the following TOD Plan recommendations. As defined by the public for potential transit-oriented development treatments, these four development areas are further defined as follows:

- TOD Area 1 – an area between Fisher Avenue and Babcock Avenue/Jerrys Avenue and to the west of TOD Area 2 and the railroad tracks that is currently zoned Light Industrial Office (LIO) and occupied by light industrial and commercial uses, as well as single-family homes;
- TOD Area 2 – an area immediately west of the railroad tracks that is currently zoned Light Industrial Office (LIO) and Multi-Family (MF-1) and occupied by vacant parcels previously used for industrial activities;
- TOD Area 3 – an area immediately to the east of the railroad tracks and along Orchard Street that is currently zoned HC and occupied by light industrial and commercial uses; and
- Hamlet Center – an area along Main Street (Middletown Road) that is currently zoned Hamlet Commercial (HC) and occupied by mixed-use "downtown" commercial uses with residential on the second and third floors

This section presents the recommended changes to existing zoning regulations within the TOD study area, including zoning, building placement and building height.

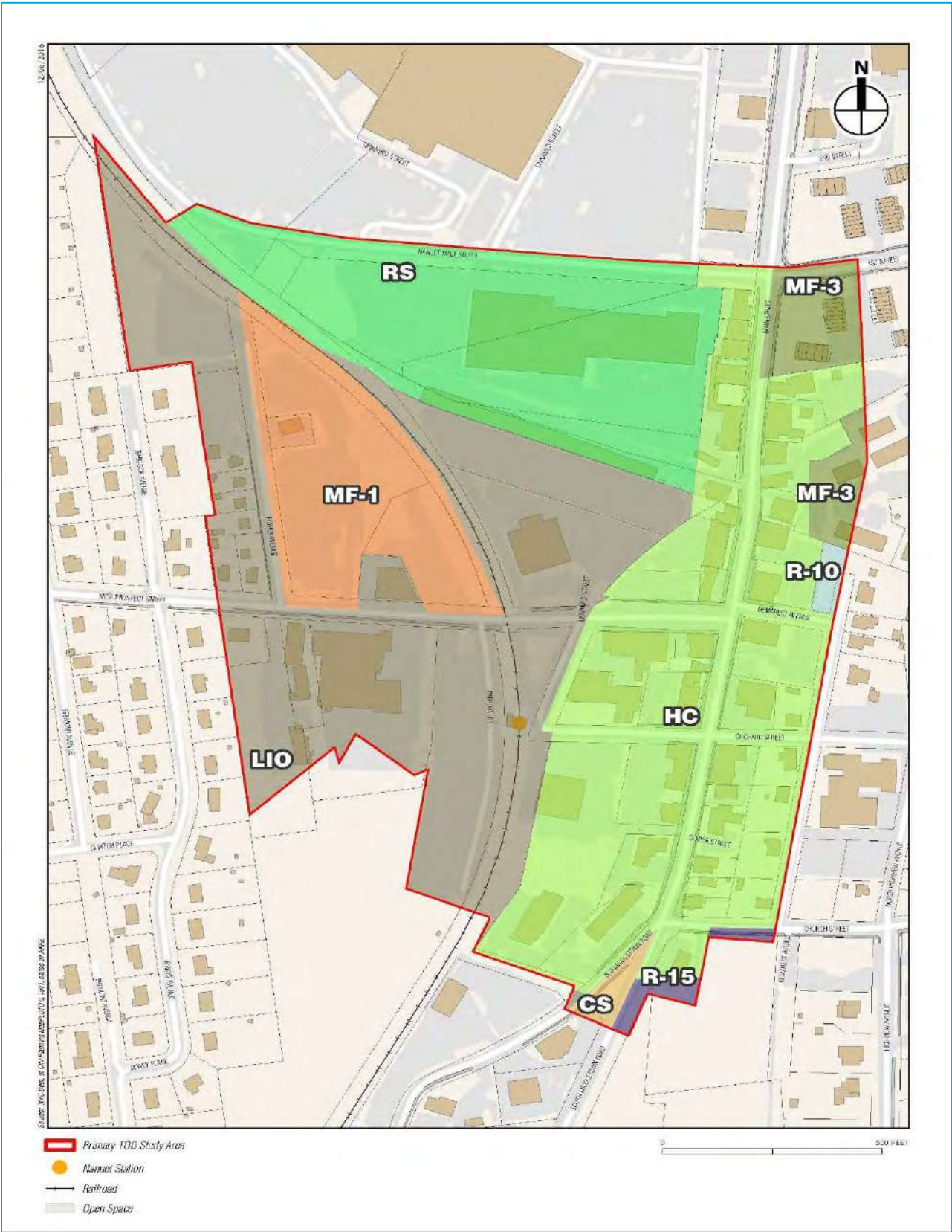


Figure 20: Existing Zoning in the TOD Plan Boundary Area

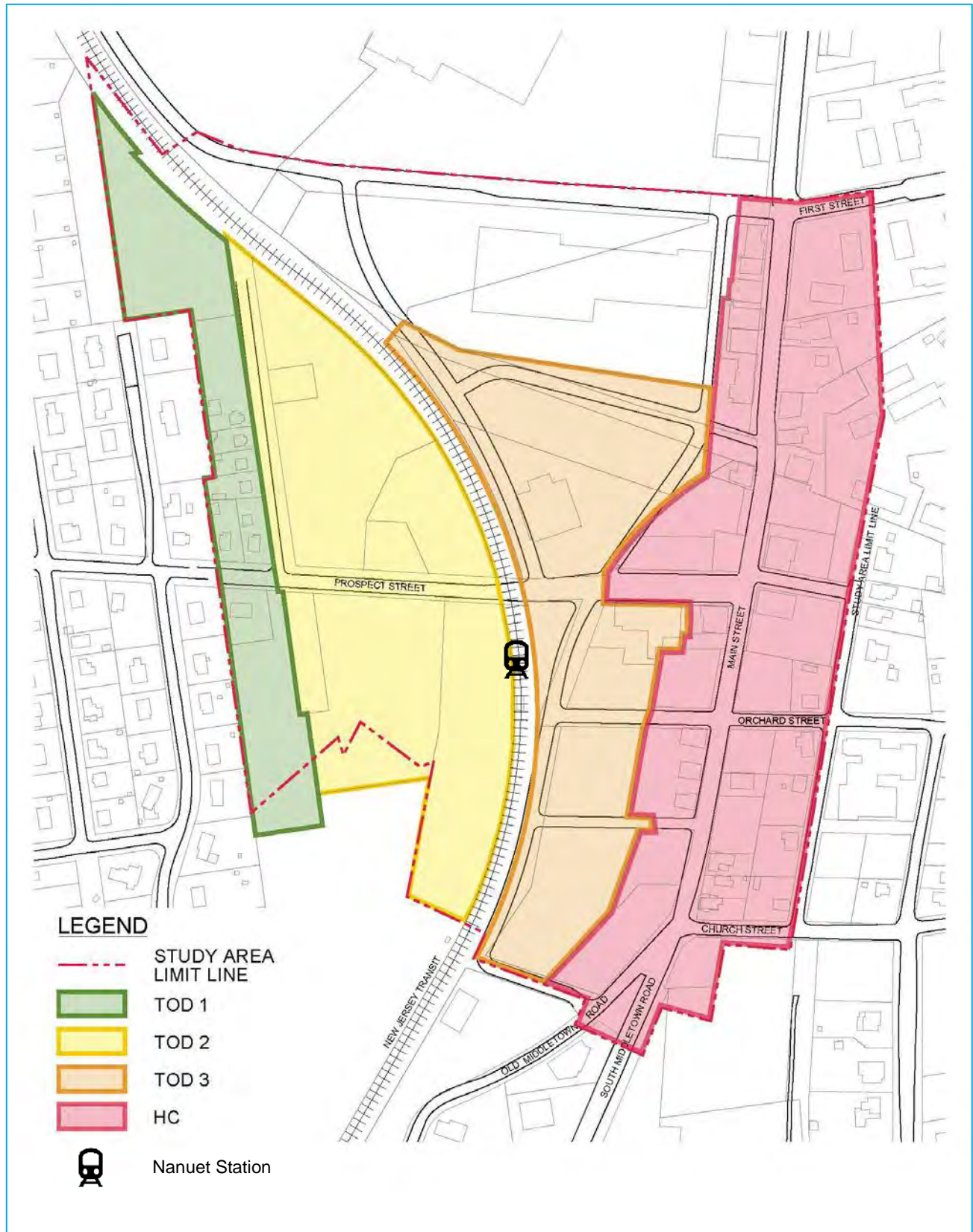


Figure 21: Conceptual Zoning Map

5.2.1 Overall Program & TOD Design

The TOD Plan zoning recommendations are modeled after a concentric zoning design centered around the Nanuet Train Station. In this design, the Train Station serves as the focal point of the TOD neighborhood, with an emphasis on improving pedestrian flow between neighborhoods and residences on both sides of the railroad tracks. Radiating from the Nanuet Train Station are a series of higher density mixed-use residential buildings up to four stories in height. With respect to the character of the existing Hamlet Center (HC) downtown portion of Nanuet, ground-floor commercial within these residential buildings is most prevalent in the area immediately to the east of the railroad tracks, further enhancing the neighborhood's vibrant character.

Conforming to neighborhood TOD design, ground-floor commercial space is additionally prioritized in those buildings adjacent to the Nanuet Train Station and railroad tracks. Further to the west of the Train Station and Hamlet Center, the denser residential buildings gradually transition into attached townhomes and apartments with limited commercial development. This portion of the TOD area is meant to serve as a buffer between the denser developments closer to the Train Station and the existing single-family residential neighborhoods along Prospect Street. The concentric design additionally seeks to maintain all existing green and public spaces while providing additional green space and pedestrian-oriented areas, especially within and adjacent to the Hamlet Center.



Figure 22: Birds-Eye View of Proposed Zoning Districts with Aerial Imagery

5.2.2 Transit Oriented Development (TOD) Area 1

Zoning Description

TOD Area 1 is located west of the rail line and directly adjacent to the residential neighborhood along Prospect Street, and runs predominately along Fisher Avenue. The TOD 1 zoning district serves as a buffer between the denser developments (TOD Areas 2 and 3) closer to the Nanuet Train Station and the existing single-family residential neighborhoods to the west along Prospect Street. The area would consist of two- and three-story walk-up residential attached townhomes or condominiums. These types of residences could appeal to attract young families, couples and

‘empty nesters’. Although the area’s existing use as LIO functions as a buffer, a rezone to accommodate townhome style development would make better use of proximity to the Train Station and Hamlet Center, while providing increased flow and connectivity to those shops and amenities to the east of the railroad tracks.

TOD Area 1 would consist of attached townhomes of two and three stories, rising no higher than 35 feet. A total of 10 units per acre would be permitted. Of the three TOD Areas, TOD Area 1 is the most suburban in design, providing parking for each unit in the form of street parking and private garages. The front side of each townhome would also be set back from the street by 30 feet, which would be reserved for parking and bio-swales. A setback of 35 feet would be required for property boundaries adjacent to residentially zoned district, and would be exclusively reserved for greenspace and buffering treatments. Sidewalks of 10 feet in width would align the public right-of-way, separated from a two-way, 22-foot lane street by grass and lined with trees. TOD Area 1 would provide a minimum of 15% green space.

The following figures offer visual examples of what type of design and style buildings that are planned for development in TOD Area 1.



Source: Normandy Village, Nanuet, NY; Town of Clarkstown

Figure 23: TOD Area 1 Building Design Example 1



Source: Coventry Park Townhomes, Morris Plains, NJ

Figure 24: TOD Area 1 Building Design Example 2

The following illustration offers a conceptual rendering of TOD Area 1 development located along the northeast side of Fisher Avenue. The image's perspective is looking north up Fisher Avenue with Prospect Street in the foreground.



**Figure 25: TOD Area 1 Conceptual Rendering Intersection of Fisher Avenue and Prospect Street
(perspective is looking northbound along Fisher Avenue)**

Area, Bulk and Density Requirements

The following table summarizes the proposed bulk and area requirements for TOD 1.

Table 9: Proposed Area, Bulk and Density Requirements for TOD Area 1

LOT SIZE (min.)	
Lot size	40,000 s.f.
Lot width	150 ft min
BUILDING HEIGHT (max.)	
Principal building	35 ft (3 stories)
Accessory building	1 story
SETBACK – PRIMARY BUILDING	
Front yard	30 ft min
Side yard	n/a
Rear yard	n/a
Frontage build out min %	n/a
Buffer	35 ft buffer when adjacent to a residential zoned district
SETBACK – ACCESSORY BUILDING	
Front yard	30 ft min
Side yard	10 ft min
Rear yard	10 ft min
SETBACK – PARKING	
Front yard	10 ft min
Side yard	0 ft min
Rear yard	35 ft min
LOT DENSITY AND GREENSPACE	
Greenspace % min	25% min
Maximum floor area ratio	.75
Maximum principal building(s) coverage	25.00%
Maximum lot coverage (including principal building(s) coverage)	50%
RESIDENTIAL DENSITY –	
Square feet of land area per unit	7,260
Units per acre	18 max
Units per building	8 max
Bedrooms per unit	1 – 2 bedrooms (maximum of 50% 2 bedroom units)
Unit size	1,000 – 1,250 sf
COMMERCIAL DENSITY	
Maximum size of 1 st floor commercial	n/a

The following illustration is conceptual site plan and cross section using proposed area, bulk, and density regulations for TOD Area 1 and a conceptual site plan and cross section for a streetscape program along Fisher Avenue.

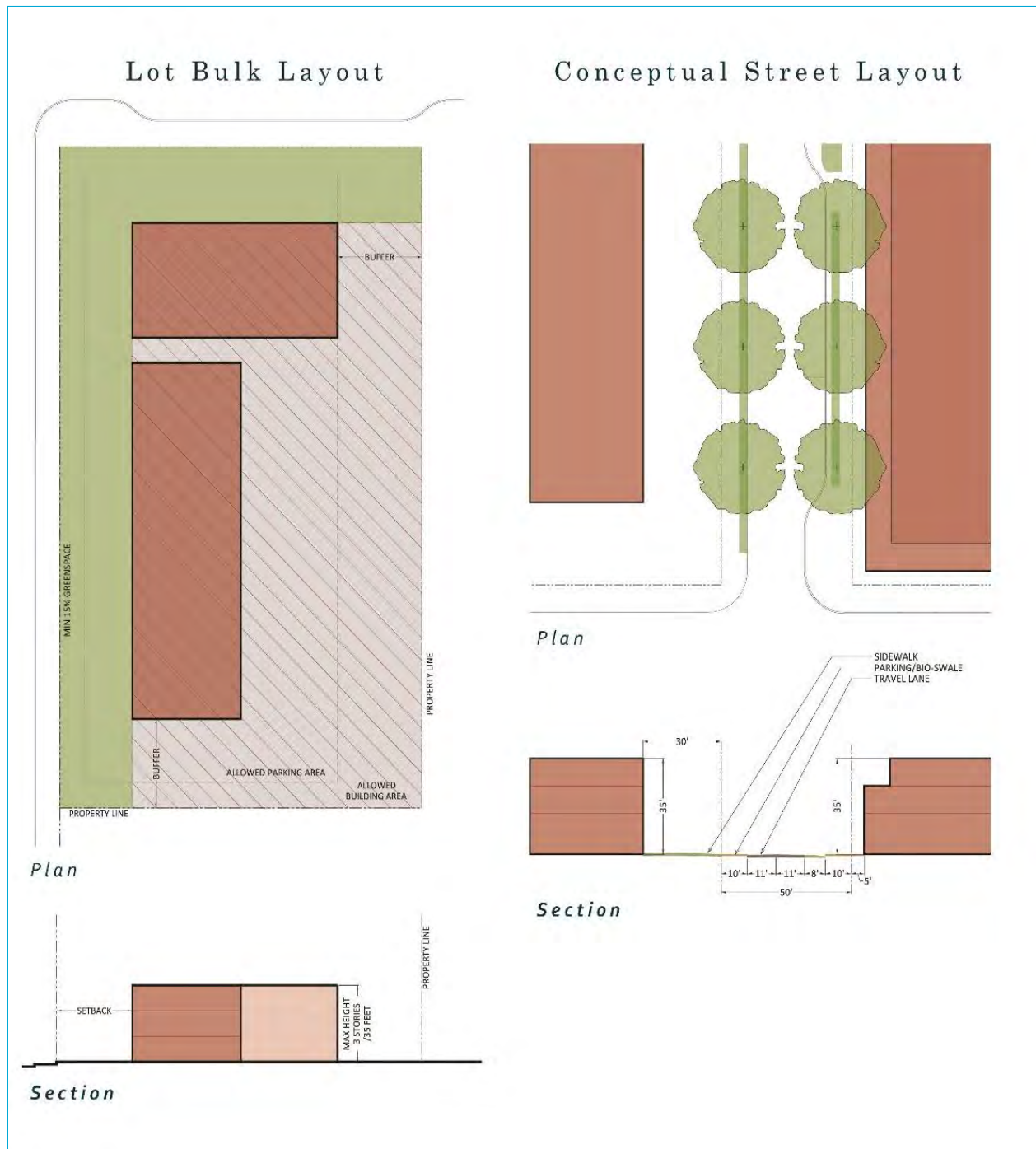


Figure 26: TOD Area 1 Conceptual Site Plan and Cross-Section for Proposed Area, Bulk, and Density Regulations and Streetscape Program

5.2.3 Transit Oriented Development (TOD) Area 2

Zoning Description

TOD Area 2 is located directly west of the rail line. The proposed new zoning in this area would consist of two- and three-story residential apartments with one and two bedroom units. These types of residences could appeal to couples, young professionals, 'empty nesters' and senior citizens. As an area of increasing density given its adjacency to the Nanuet Train Station, TOD Area 2 would also include limited ground-level commercial space (comprised of 10% of the floor building square foot footprint and frontage facing the rail line) with a program aimed at serving commuters. The purpose of TOD Area 2 is to act as a transitional zone between the single-family residency and townhomes and the true mixed-use focused TOD Area 3 east of the rail line.

TOD Area 2 would consist of apartment buildings of three stories and rising no higher than 35 feet or 3 stories. A total of 30 units per acre would be permitted as of right. However, developers may be eligible for a potential development bonus of 10 additional units per acre for LEED-certified units and/or additional streetscape beautification efforts. The frontage of each buildings first two floors must be setback 5 feet from the lot line and the 3rd floor must be setback 15 feet from the properties lot line. This architectural nuance promotes a more open feeling at ground level. As compared with TOD Area 1, TOD Area 2 is architecturally more aligned with Main Streets urban character and focused on promoting a walkable community of alternative housing options. Sidewalks of 10 feet in width would align the public right-of-way, separated from a two-way, 24-foot lane street by grass and lined with trees. TOD Area 2 would also provide a minimum of 15% green space. Additionally, TOD Area 2 would be supportive of including public parks or other amenities.

The following figures offer visual examples of what type of design and style buildings that are planned for development in TOD Area 2.



Source: Swansea MetroLink Station - Senior Apartments, Southwestern Illinois Development Authority (SWIDA)

Figure 27: TOD Area 2 Building Design Example 1



Source: 86 Madison Avenue, Park Ridge, NJ, Cambridge Systematics

Figure 28: TOD Area 2 Building Design Example 2



Figure 29: TOD Area 2 Conceptual Rendering of Prospect Street West of the Rail Line

Area, Bulk and Density Requirements

The following table summarizes the proposed bulk and area requirements for TOD 2.

Table 10: Proposed Area, Bulk and Density Requirements for TOD Area 2

LOT SIZE (min.)	
Lot size	10,000 s.f.
Lot width	60 ft min
BUILDING HEIGHT (max.)	
Principal building	35 ft (3 stories, with 3 rd floor setback at least 15 ft from lot line)*
Accessory building	1 story
SETBACK – PRIMARY BUILDING	
Front yard	5 ft min with 3 rd floor is setback at least 15 ft from lot line
Side yard	10 ft min
Rear yard	30 ft min
Frontage build out min %	At least 50% at front setback
Buffer	n/a
SETBACK – ACCESSORY BUILDING	
Front yard	5 ft min
Side yard	10 ft min
Rear yard	10 ft min
SETBACK – PARKING	
Front yard	10 ft min
Side yard	5 ft min
Rear yard	5 ft min
LOT DENSITY AND GREENSPACE	
Greenspace % min	20% min
Maximum floor area ratio	1
RESIDENTIAL DENSITY –	
Square feet of land area per unit	1,452
Units per acre	30 max (potential for up to 40 units per acre with LEED development and Nanuet beautification bonus)
Units per building	n/a
Bedrooms per unit	1 – 2 bedrooms (maximum of 50% 2 bedroom units)
Unit size	1,000 – 1,250 sf
COMMERCIAL DENSITY	
Maximum size of 1 st floor commercial	10% of the first floor footprint and commercial frontage must face the rail line

The following graphic offers a conceptual site plan and cross section using proposed area, bulk, and density regulations for TOD Area 2 and a conceptual site plan and cross section for a streetscape program along Prospect Street west of the rail line.

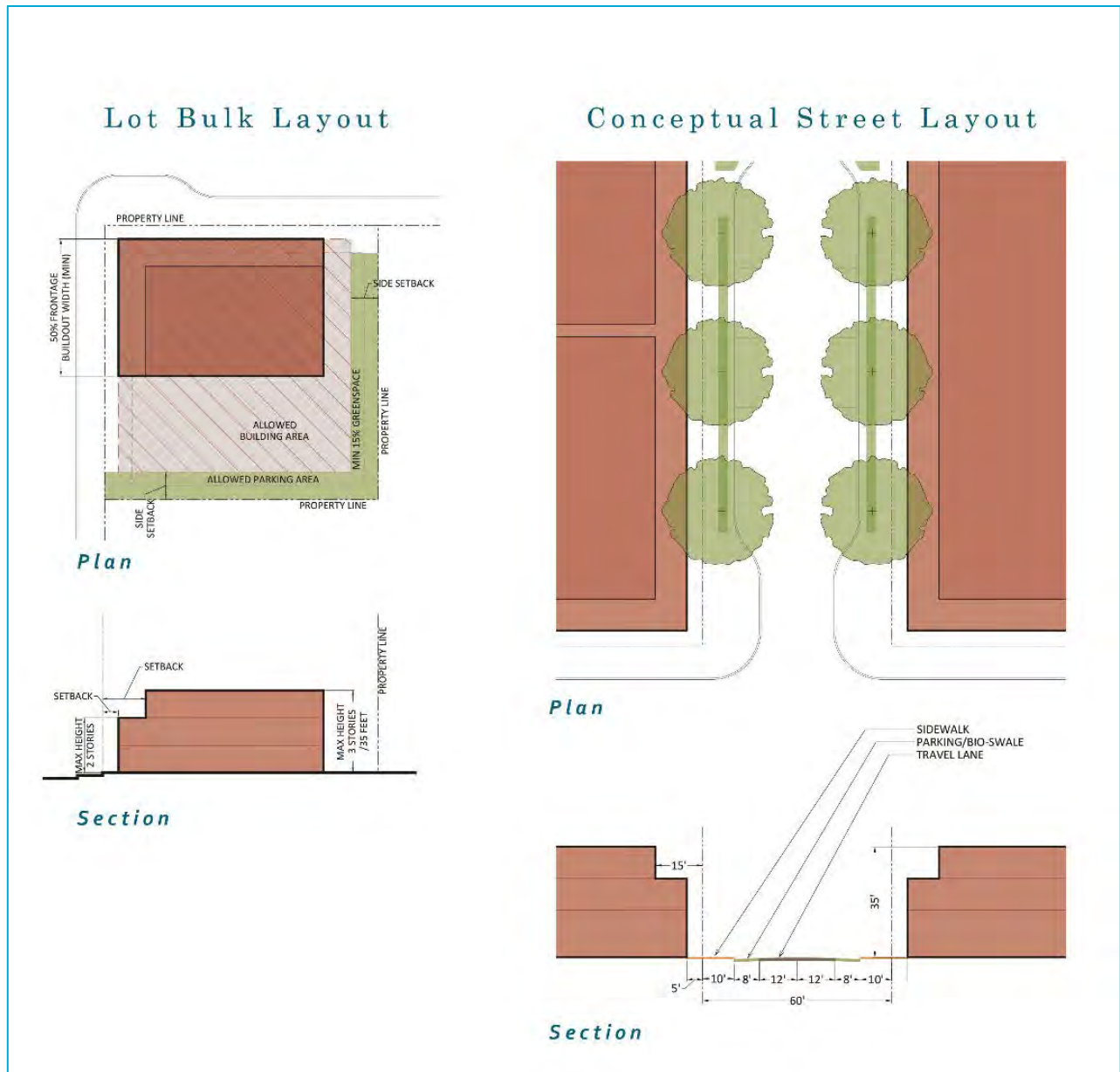


Figure 30: TOD Area 2 Conceptual Site Plan and Cross-Section for Proposed Area, Bulk, and Density Regulations and Streetscape Program

5.2.4 Transit Oriented Development (TOD) Area 3

Zoning Description

TOD Area 3 is located immediately east of the rail line, with its northern boundary just north of the current Metro-North parking lot. The area is currently zoned LIO and HC and is being proposed to be rezoned for mixed use development – commercial uses on the first floor and residential uses above. Of the three TOD areas, TOD Area 3 is proposed to be the most urban in character and serves to act as a continuation of Main Street and provide enough population density to enable Nanuet’s commercial activities to become more lively, diverse, and supportive of a 24-hour community. It should be noted that if development within the proposed TOD Area 3 is successful and additional three to four story apartment housing is needed, the Town should consider expanding the TOD Area 3 further north to Market Street, a private road south of the Shops at Nanuet, which connects to First Street to the east.

Within TOD Area 3, as-of-right buildings will be three-to-four story apartment buildings, with commercial uses exclusive to the first floor. The program of commercial uses would be servicing the overall community living in the Hamlet of Nanuet as well as some commuter services. Residential units located on upper floors of buildings will cater to smaller studio and one bedroom apartments of around 750 sq. ft. to 1,000 sq. ft. in size. These types of residences would appeal to couples, young professionals, ‘empty nesters’ and senior citizens who are looking to downsize but remain in their community. The proposed uses would be required to blend seamlessly into the character of the hamlet center along Main Street. There should be a focus to maintain the existing green space and integrate the Rose Garden into the design as a community focal point.

TOD Area 3 would consist entirely of apartment style building of a height no greater than 45 feet. A total of 40 units per acre would be permitted. However, developers would be eligible for a potential development bonus of 10 additional units per acre for LEED-certified units and/or additional streetscape beautification efforts. Buildings in TOD Area 3 will be required to maximize street frontages (a minimum of 75 percent of frontage must be used in building program) in order to encourage a continuous streetscape and Main Street-like design. Additionally, emphasis should be given to building and sidewalk amenities that will attract foot traffic. The frontage of each buildings first three floors must be setback 5 feet from the lot line and the 4th floor must be setback 15 feet from the properties lot line. This architectural nuance promotes a more open feeling at ground level. Sidewalks of 10 feet in width would align the public right-of-way, separated from a two-way boulevard and lined with trees. The boulevard would contain a 10 foot wide, landscaped median, in order to calm passing vehicular traffic. Vehicle travel lanes would be 12 feet in width with one lane per direction. TOD Area 3 would provide a minimum of 15% green space.

The following figures offer visual examples of what type of design and style buildings that are planned for development in TOD Area 3.



Source: The Foundry, Student Apartment Adjacent to Iowa State University's Ames Campus, Opus AE Group, L.L.C.

Figure 31: TOD Area 3 Building Design Example 1



Source: Apartment Bldg. Roosevelt Neighborhood, North Seattle

Figure 32: TOD Area 3 Building Design Example 2



Figure 33: TOD Area 3 Conceptual Rendering of Prospect Street East of Rail Line



Figure 34: TOD Area 3 Conceptual Rendering of Orchard Street (Southbound Perspective)

Area, Bulk and Density Requirements

The following table summarizes the proposed bulk and area requirements for TOD 3.

Table 11: Proposed Area, Bulk and Density Requirements for TOD Area 3

LOT SIZE (min.)	
Lot size	10,000 s.f.
Lot width	60 ft min
BUILDING HEIGHT (max.)	
Principal building	45 ft (4 stories, with 4 th floor setback at least 15 ft from lot line)*
Accessory building	1 story
SETBACK – PRIMARY BUILDING	
Front yard	5 ft min with 4 th floor is setback at least 15 ft from lot line
Side yard	10 ft min
Rear yard	30 ft min
Frontage build out min %	At least 75% at front setback
Buffer	n/a
SETBACK – ACCESSORY BUILDING	
Front yard	5 ft min
Side yard	10 ft min
Rear yard	10 ft min
SETBACK – PARKING	
Front yard	10 ft min
Side yard	5 ft min
Rear yard	5 ft min
LOT DENSITY AND GREENSPACE	
Greenspace % min	15% min
Maximum floor area ratio	1.5
RESIDENTIAL DENSITY –	
Square feet of land area per unit	1,089
Units per acre	40 max (potential for up to 50 units per acre with LEED development and Nanuet beautification bonus)
Units per building	n/a
Bedrooms per unit	Studios, 1, and 2 bedrooms (maximum of 50% 2 bedroom units)
Unit size	750 – 1,000 sf
COMMERCIAL DENSITY	
Maximum size of 1 st floor commercial	100%

The following graphic offers a conceptual site plan and cross section using proposed area, bulk, and density regulations for TOD Area 3 and a conceptual site plan and cross section for a streetscape program along Prospect Street east of the rail line.



Figure 35: TOD Area 3 Conceptual Site Plan and Cross-Section for Proposed Area, Bulk, and Density Regulations and Streetscape Program

5.2.5 Hamlet Commercial (HC)

The Hamlet Commercial (HC) area, comprising the current core of the historic downtown Nanuet, is defined as the area along Main Street (Middletown Road) and is currently zoned for Hamlet Commercial (HC) uses. This area is to remain as currently zoned; mixed-use with ground floor commercial and one or two residential stories above. The only proposed modification to the existing zoning is to increase the maximum building height from 28 feet to 35 feet. The most significant improvement to the Main Street area would be landscape and streetscape improvements, as well as targeted infill development opportunities. It is proposed that a “beautification bank” be created for the sole purpose of collecting funds from developers of TOD Area 1, 2, and 3 and reinvested through a single vision and program of streetscape and beautification enhancements along Main Street.

The following illustration offers a conceptual rendering of what potential beautification enhancements may look like along Main Street.



Figure 36: Conceptual Rendering of Streetscape and Beautification Enhancements to Main Street

The following illustration provides conceptual site plan and cross section for a streetscape program along Main Street.

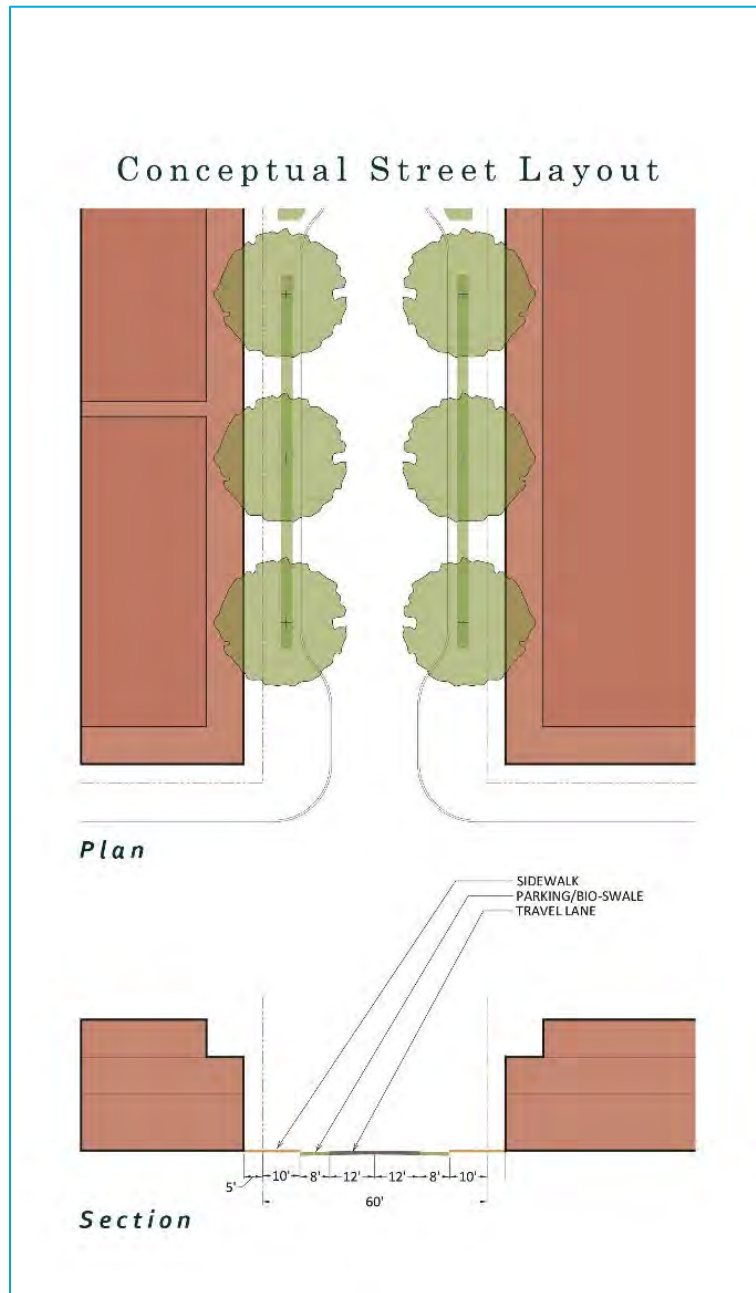


Figure 37: HC Conceptual Site Plan and Cross-Section for Streetscape Program Along Main Street

5.3 Infrastructure

5.3.1 Transportation Infrastructure

Several new vehicular and pedestrian connections are proposed. These connections would improve circulation and facilitate access from the transit hub to the adjacent commercial and retail development within the TOD area.



Figure 38: Proposed Transportation Infrastructure Improvements

As illustrated in Figure 38, a new one-way southbound vehicular connection from First Street to Prospect Street would run mostly parallel to Main Street – on its western side. This roadway would provide a critical link between the train station and the commercial/retail development to the north, while also alleviating existing congestion on Main Street. It should be noted, that if Nanuet Mall South is rezoned in the future to TOD Area 3 and, the property owner would need to take the one-way southbound portion of new Orchard Street into consideration and should plan for a bi-directional two lane vehicular travel way. In addition, traffic signals at the intersection of Market Street and the proposed northern extension of Orchard Street and the intersection of Main Street and First Street would require signal coordination.

In addition, the proposed northern extension of Orchard Street would also create exposure to new development on the Post Office parcel and activate the on-street environment on parcels north of Prospect Street and east of Main Street. South of Prospect Street, improvements to Orchard Street and the creation of a street grid with new east-west roadways that connect to Main Street will improve access and mobility throughout the Hamlet of Nanuet. The new roadway will be designed based on best practices for complete streets, incorporating traffic calming and green infrastructure elements to contribute to the treatment of storm water runoff from rooftops and impervious surfaces.



Figure 39: Example of a Multi-Use Path

A new multi-use path is recommended to improve north-south pedestrian/cyclist mobility along the eastern edge of the rail line, but not within the railroad right-of-way. It would provide additional access from the mixed-use development around the train station to The Shops at Nanuet and the regional shopping activities. The new multi-use path will be constructed with a hard surface of adequate width for two way pedestrians and slow moving cyclists. Lush vegetation will provide a visual buffer from the rail road tracks and seating areas will be provided at regular intervals. This segment of path may be integrated into a future roadway connecting local and regional green spaces, as well as retail and commercial uses, to public transportation nodes.

5.3.2 *Parking*

A key component of the Nanuet TOD planning process is to prepare for evolving parking needs as a factor in the area's transformative landscape. In consultations with residents of the area, public parking has been identified as being a concern that will need a careful consideration during the TOD planning process. The follow discussion presents the proposal outlined under the TOD plan:

The Nanuet TOD planning process addresses existing parking in the Hamlet and additional parking infrastructure development on the proposed new roads. Modifications to current parking include:

- Enhanced enforcements;
- Improved signage; and

- Establishing a parking agreement(s) with MTA Metro-North.

Enhanced Enforcement:

From the outreach for TOD planning process, public comment stated that the 2-hour parking along Main Street is not actively enforced, which reduce the turnover of parking and creates a perceived shortage in parking availability. Also mentioned was the issue of parking availed by the establishment owners and their employees who typically need to stay for extended durations during business hours. Time limited parking and its enforcement along the business/commercial areas of the TOD are of high importance to tackle the parking availability in the area.

Improved Signage:

Information on parking availability in the TOD area is of importance for managing the need and availability of parking across the area. This measure is aimed at educating riders about available parking at various locations in the vicinity as well as better managing parking demand in key locations like the intersection of Prospect and Main St.

Parking Agreement with MTA Metro-North:

The changes in development across the TOD area will have to be matched with appropriate availability for parking. Apart from the existing parking facilities and their optimized use to meet the demand, Town of Clarkstown should consider leveraging other areas for parking to meet the demand and provide adequate parking to patrons of businesses and citizens overall in the area. This will require identification, coordination, and provision of parking across the TOD area. Among the options that may be available for consideration include:

- The MTA parking lot currently has paid parking spaces available, but there could be provision for arranging for a section of parking to be allotted for retail parking or parking for business owners and their employees.
- Providing parking vouchers to business owners and their employees to park in MTA parking lot in order to open up parking along Main Street.

New Roadway Infrastructure:

The following options address parking on new roadway infrastructure:

- On-street parking on new road infrastructure;
- Moving the County parking lot to the train station by swapping land that includes allotment of land of a similar size³⁹; and
- Evaluate and establish metered parking along Main Street;

Some of the actions regarding existing and proposed new parking may need careful additional consideration and thorough parking studies to estimate changes in parking demand due to the influx of development and the types of

³⁹ Note: the concept of relocating the County lot would first need to be coordinated with the Rockland County Department of Public Transportation and NYSDOT.

commercial facilities that may induce travel demand from the surrounding areas that may involve the need for parking for short, and long periods in the Nanuet TOD area during various times of the day. It should be noted, that over the course of the TOD construction, there should be no loss in Railroad commuter parking. Once completed however, customers should actually see in an increase in parking availability in order to accommodate future growth.

5.4 Programmatic Elements

Programmatic elements include those additional recommendations designed to supplement zoning and transportation improvements. These includes civic (public) uses including public spaces, parks and recreation facilities, pedestrian amenities, water infrastructure, as well as lighting and electrical infrastructure recommendations.

5.4.1 Civic Spaces, Parks and Recreation Facilities

Streetscape and pedestrian space improvements are proposed for the Main Street (South Middletown Road) retail corridor and Prospect Street. The improvements include short- and long-term improvements to create a vibrant, attractive, and enjoyable pedestrian environment and also improve the safety, navigation, glow and overall quality of the vehicular travel experience. Investment in the shared public ROW will enhance the user experience, promote economic activity and encourage private investment in property. Physical improvements will also provide a foundation for the planned TOD district and solidify the connection of future land development to Nanuet's character.

In the short-term, the use of a consistent design language along Main Street will strengthen the sense of place as a local retail and dining destination, accentuating Main Street's historic character and pedestrian scale. Design elements will include street furniture (benches, recycling bins, light poles), hard scape materials (sidewalk borders, curbs), and signage (identification and directional). Public art, accent lighting and containerized vegetation may be introduced to further define, energize and enliven the pedestrian space. Design treatment of street corners and crosswalks will assure accessibility and pedestrian safety with tactile and visual cues, and suitable pedestrian drop-curbs.

Main Street can be understood as a linear space made up of a series of linked experiences. Each experience along the corridor adds to the overall perception of the urban environment. Each experience also serves a navigational function such as entry, transition, arrival or connection. Three intersections have been identified for treatment focused on reinforcement of specific navigational function:

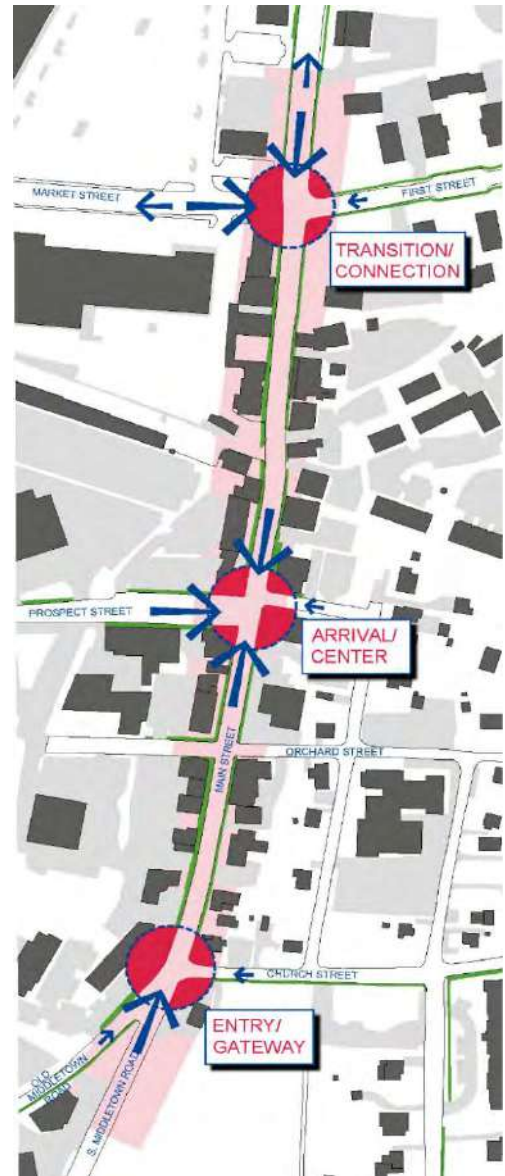


Figure 40: Example of a Multi-Use Path

- Entry/ Gateway: Church Street Intersection
- Arrival/ Center: Prospect Street Intersection
- Transition/ connection : Market Street Intersection

Special attention will be paid to the design of directional signage and pedestrian amenities at each of these intersections. Design elements may include seating, paving materials, public art and vegetation to emphasize nodal quality of the intersection and its navigational function. This focused treatment will begin to create a hierarchical structure to be carried through the TOD district.

Short-term recommendations include: enforcing existing regulations and creating new guidance to include incentives for commercial façade improvements, review of existing regulations and guidance for signage, and a strategy to reduce vehicle crossing of sidewalks (at parking lot access and automobile oriented businesses).

In the long-term, a more extensive reorganization of the urban structure will be implemented. In addition to the short term aesthetic improvements, the roadway network will be redesigned, creating new vehicular connections from north of the study area to the train station. Providing new vehicular travel-ways will alleviate traffic on Main Street and allow for the realignment of travel lanes to better accommodate multimodal transportation. Prospect Street will become an attractive boulevard, with a significant vegetated median and activated pedestrian spaces, strengthening the east-west connection for both vehicular and alternative transportation modes. A new public green-space fronting on Prospect Street west of the proposed relocated County Parking Lot and the existing Veteran’s Memorial Garden located just east of the track crossing will be expanded and improved to function as a central hamlet green.

A new multi-use path from the train station to existing retail centers north of the study area will be introduced to provide an essential connection for shoppers and employees. Sidewalks, roadways and public areas will be designed with adequate space for alternative transportation modes and pedestrian amenities to support the active urban environment envisioned in the TOD plan.

These public amenities will play a significant role in the character and accessibility of the TOD neighborhood. As a



Figure 41: Pocket Park and Street Furniture



Figure 42: Pedestrian Crosswalk Improvements

result, it is recommended that the TOD developers play a big role in the development of these amenities when constructing and maintaining their properties. This can be achieved effectively by enticing developers through development bonuses in exchange for going ‘above and beyond’ to promote environmentally sustainable initiatives and public spaces.

Main Street

The design and realignment of Main Street will include complete streets elements such as bike lanes and/or shared lane markings and traffic calming techniques such as bulb outs at corners and pedestrian crossings. Regulations for signage and façade treatments will be updated to create a unified image for the historic retail corridor. Regulations for infill buildings, additions and new construction will encourage the strengthening of a consistent street wall and building height, and appropriate architectural styles and materials.

Prospect Street

The TOD Plan envisions a lively, vibrant and active pedestrian-scale character with uses supporting the needs of local residents and a new mix of residential and commercial development. The reconstructed Prospect Street will take on a boulevard-like character with ample green space and high quality hard scape materials. A wide vegetated median and regularly spaced canopy trees along the curb line will create a strong visual connection between Main Street and the Nanuet Train Station.

Planning of the shared ROW will prioritize the pedestrian experience with a dual focus on safety and enjoyment. Building setback regulations for new development along Prospect Street in TOD Areas 1 and 2 promote consistent retail frontages. The dimensional and use requirements for new construction assure sufficient pedestrian space within the public ROW with zones allocated for utilities, signage, street furniture and quasi-public uses such as café seating.



Source: Marquette, Michigan, Credit: Brad Neumann

Figure 43: Urban Design Showcasing Consistent Street Frontages

5.4.2 Pedestrian Space Design

The design of the public spaces and building facades within the TOD will adhere to comprehensive Pedestrian and Public Recreation Space Design Guidelines. This document will be created to provide guidance to architects and landscape architects for the design of both private and publically funded projects. It will establish a cohesive design vision for the design of the hamlet's urban environment and a flexible system of design tools, materials, treatments and dimensions guidance to assure consistency while allowing for the creativity and expression necessary in creating a unique sense of place.



Figure 44: Example of Streetscape Beautification

5.4.3 Public Buildings, Schools, Police, Fire Stations, Municipal Buildings

Long-term redevelopment of TOD Area 2 would include the potential relocation of the County municipal parking lot from its current location to just west of the railroad tracks on the north side of Prospect Street. However, this conceptual relocation would require coordination with the County Department of Public Transportation and the New York State Department of Transportation (DOT), and final approval by Rockland County. Long term redevelopment within TOD Area 3 could include the relocation of some or all of the functions at the U.S. Post Office sorting facility to a proximate location. Any repurposing of this parcel, could incorporate some Post Office services, while the more space intensive uses associated with sorting and distribution could be relocated along Route 59. It should be noted, that since a goal of TOD is to provide sustainable development with densities and land uses that complement the use of transit systems and residents not relying on automobiles for everyday activities (including the use of existing transit infrastructure); an analysis and consideration of impacts to transit infrastructure (including but not limited to Nanuet Station facilities and grade crossings) will need to be performed for each development application. Additionally, mitigation measures, such as but not limited to improvement to the pedestrian grade crossing, striping, signage, wayfinding, etc., may be required to accommodate the additional use and/or traffic associated with new development within TOD Area 1, 2, and 3, and should be considered accordingly.

5.4.2 Water, Stormwater, and Wastewater Infrastructure

Preliminary evaluation of current potable water and wastewater infrastructure has indicated sufficient available capacity to accommodate short- and long-term recommendations. Any proposed redevelopment project within the TOD Zone would require a site specific environmental review as part of the Town of Clarkstown Site Plan Approval process during which project-generated utility demand would be evaluated. Similarly, all development would be required to incorporate suitable stormwater management practices into their Site Plan. Development within the low-lying areas of TOD Areas 2 and 3, which are known to be prone to flooding during high intensity short duration storms (i.e., the former Fire Station) would be required to incorporate sufficient stormwater management practices or otherwise mitigate the impacts of developing in a flood zone.

5.4.5 Light-Emitting Diode (LED) Lighting

Installing Light-Emitting Diode (LED) lighting in the TOD area is cost-effective, energy efficient, and has safety implications for residents. Community lighting is typically funded by public money and instructing utility companies to install LED lights or worked into development agreements where common amenities and other lighting can preferably be using LED technology. In the context of a TOD, which is driven by the objective of increased mobility and alternative means of transportation including bicycle and pedestrian travel, LED lighting has improved visibility on sidewalks, transit stops, and multi-purpose pathways, thereby reducing risk of conflicts between pedestrians and vehicles. Optimized lighting using LED lights has larger public safety benefits by eliminating dark spots.

The Town of Clarkstown already maintains a policy of including LED lighting within publicly sponsored or funded projects; which supports the environmental goal established in the Town's Comprehensive Plan to reducing the municipal carbon footprint by way of energy efficiency. It is anticipated that this practice would continue when improving the streetscape and urban environment of Nanuet.

5.4.6 Electrical Utilities

During consultations with the project stakeholders and the community at-large, the appearance of existing electrical utility lines was identified as an issue affecting the aesthetics of the Nanuet Hamlet. Though the preference is to move overhead electrical wiring underground, it is extremely cost-prohibitive; both in terms of physically moving the lines below ground as well as relocating all building connections along Main Street to support buried wiring hook-ups. Additionally, moving wiring underground will create a secondary negative aesthetic impact, since underground wiring would require above ground junction boxes that would negatively impact the streetscape both aesthetically and physically. As such, this concern should be addressed through utility line consolidation. Utility line consolidation would focus on reducing the number of electrical wires (if technically possible) and consolidating them to one side of the street to reduce clutter; similarly as has been done in other parts of the Town.



Figure 45: Example of Above Ground Junction Box Interfering with Streetscape in Park Ridge

5.4.7 Electrical Vehicle (EV) Parking

According to the Clarkstown Zoning Code, “electric vehicle (EV) use supports the Town of Clarkstown transportation and environmental goals of the Clarkstown Comprehensive Plan by reducing commercial and personal vehicle emissions and thereby mitigating impacts from mobile pollution sources”. By code, Level 1 and 2 electric vehicle charging stations are permitted in the Commercial Office (CO) District to serve both commercial and public vehicles and may be located adjacent to public parking stalls. The Commercial Office District is located approximately ½ mile north of the Nanuet Train Station, adjacent to the Shops at Nanuet and just south of Route 59. Level 3 charging stations are limited to commercial vehicles only. It is recommended that the creation of EV parking availability should be encouraged and

enabled in proposed zoning for TOD Area's 1, 2 and 3. It should be noted that upon the writing of this report, the Town of Clarkstown is actively considering a local law that would allow Level 1 and 2 EV charging stations in all non-residential districts as-of-right, which should include the proposed TOD Areas 1, 2, and 3 in the future.

5.4.8 Integration of LEED ND Design Principles

The TOD Plan recommends incentivizing the use of Leadership in Energy and Environmental Design (LEED) principles. LEED is a rating system designed by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and to encourage market transformation towards sustainable design. LEED advocates for incorporation of green infrastructure into buildings, connecting spaces and other neighborhood elements as a tool for fostering livable communities. In addition to the incorporation of suitable waste and storm water infrastructure, LED lighting and electrical vehicle charging as previously described, the use of sustainable building materials, water efficient landscaping and minimization of impervious surfaces could also be incorporated into the TOD construction. Increased density and mix of land-use ultimately improves the LEED rating of facilities. LEED-incorporated high density infill development encourages walking and other alternative forms of transportation, especially in a context such of the Greater Nanuet TOD Area. Incorporating these design principles into projects can be encouraged by granting a development bonus in the form of an additional recessed floor or in other appropriate ways. Additional potential incentives could include tax credits and expedited review/permitting processes.

6.0 Cost Estimates for Proposed Infrastructure and Programmatic Elements

The following section provides order of magnitude cost estimates for infrastructure and programmatic elements proposed with the TOD Plan, bundled together as treatment packages. Treatment packages are a grouped set of infrastructure and programmatic elements that are applied together to create an implementable project. Within a particular geographic area one or more treatment packages could be combined to create a single project. Table 12 summarizes the various infrastructure and programmatic elements proposed within the TOD Plan and organizes them into treatment packages. Each treatment package has an estimated liner cost per foot to implement the treatment package (with its bundled infrastructure and programmatic elements included). The liner cost per foot estimates were calculated using modeled hypothetical examples. Creating generic model costs was done so a singular treatment packages cost estimate could be generated and then applied to the proposed program with actual linear dimensions within Nanuet for planning purposes. Table 13 provides a summary of the proposed treatment packages within different areas within the Nanuet TOD study area and the estimated cost to implement those treatments. Figure 46 summarizes the areas within the Nanuet TOD study area that have been proposed for one or more treatment packages. When summed, the estimated cost of implementing all proposed infrastructure and programmatic elements is around 13 million dollars, not including required right-of-way acquisition.

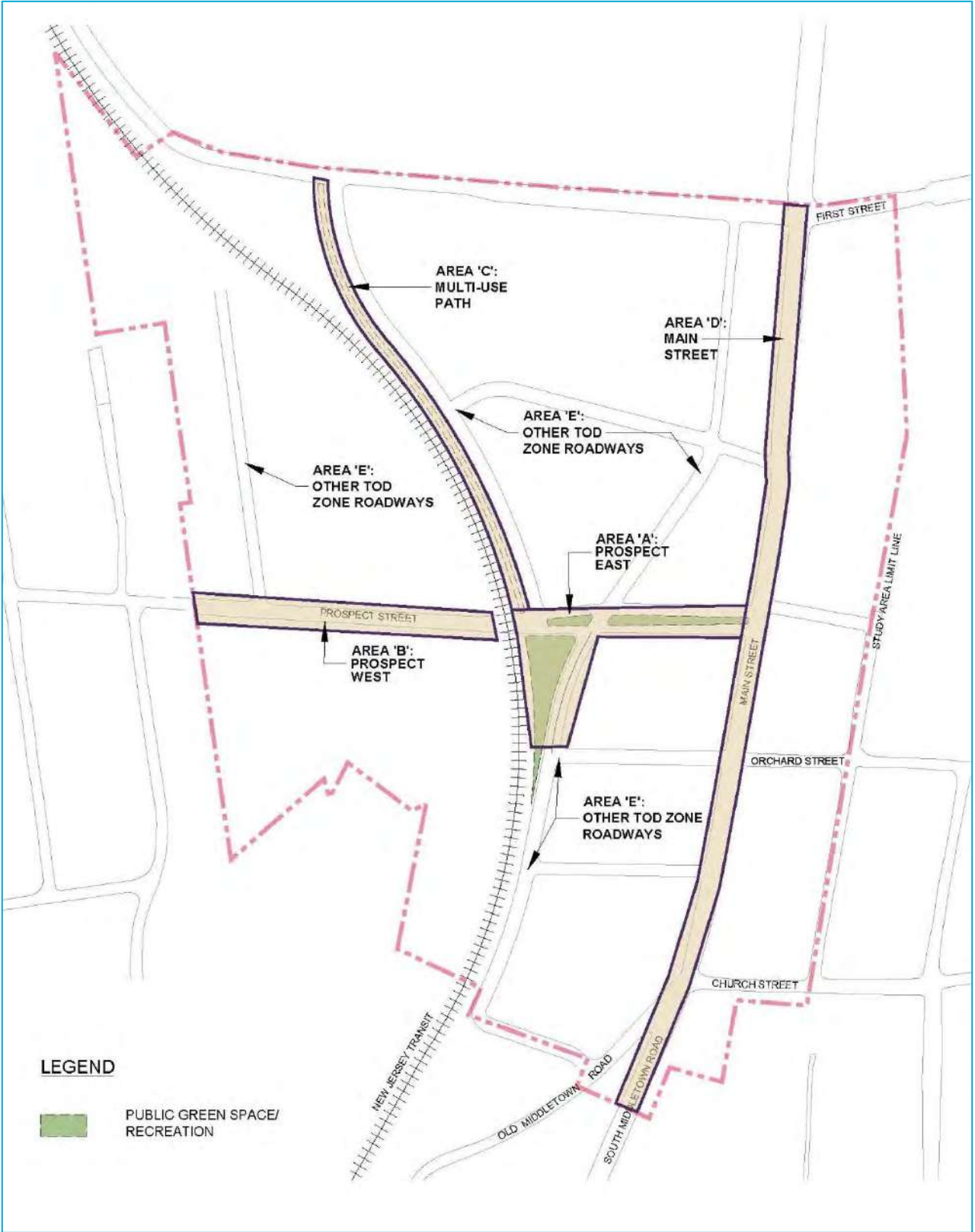


Figure 46: Identification of Infrastructure and Programmatic Project Area

Table 12: Cost Estimate of Bundled Treatment Packages of Proposed Infrastructure and Programmatic Elements

*** Rough, order of magnitude cost estimate for planning purposes only, not an engineer's estimate***					
<i>* unless otherwise noted, calculations below are based on 300 LF of roadway</i>					
Planted Median, 10' wide	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
Concrete Curb	LF	\$ 28.00	650	\$ 18,200.00	
Soil	CY	\$ 75.00	20	\$ 1,500.00	
Planting Materials	allowance	\$ 15,000.00	1	\$ 15,000.00	
				\$ 34,700.00	
			Estimated Cost / LF	\$ 115.67	\$ 120.00
Sidewalk and Parking/ Stormwater Zone, 8' wide (one side of street)	<u>assumed areas</u>				
Total area (18' w)	5400	SF			
Pedestrian Travel (+/-8' wide)	2800	SF			
Surface area at Street Trees (5' x 10', 8 total)	400	SF			
Parking Spots (8' x 22', 8 total)	1800	SF			
(Table 12 continued)	<u>assumed areas</u>				
Bioswales (5' x 10', 2 total)	100	SF			
Bulbouts (8' x 20', 2 total)	350	SF			
	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
Concrete Pavement	SF	\$ 5.00	3500	\$ 17,500.00	
Concrete Curb	LF	\$ 28.00	300	\$ 8,400.00	
Tree Pits (soil and curbing- trees separate item)	EA	\$ 1,200.00	8	\$ 9,600.00	
Planting Materials	allowance	\$ 15,000.00	1	\$ 15,000.00	
ADA Drop Curb	EA	\$ 4,000.00	4	\$ 16,000.00	
Asphalt	SF	\$ 17.00	1800	\$ 30,600.00	
				\$ 97,100.00	
			Estimated Cost / LF	\$ 323.67	\$ 325.00

Vehicle travel lanes, two direction- total 24' travelway	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
Asphalt (12*300*2)	SF	\$ 17.00	7200	\$ 122,400.00	
Painted lines and markings	allowance	\$ 2,000.00	1	\$ 2,000.00	
				\$ 137,400.00	
			Estimated Cost / LF	\$ 458.00	\$ 460.00
Street Furniture (benches, bike racks, street lights)	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
Overhead Street Lights	EA	\$ 10,000.00	8	\$ 80,000.00	
Pedestrian Street Lights	EA	\$ 6,000.00	8	\$ 48,000.00	
Benches	EA	\$ 2,000.00	4	\$ 8,000.00	
Bike racks	EA	\$ 1,000.00	4	\$ 4,000.00	
				\$ 140,000.00	
			Estimated Cost / LF	\$ 466.67	\$ 470.00
Green Infrastructure (bioswales assume 2 each side for 300 LF)	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
Bioswales	EA	\$ 2,000.00	4	\$ 8,000.00	
Misc. infrastructure	allowance	\$ 10,000.00	1	\$ 10,000.00	
			Estimated Unit Pricing	\$ 10,500.00	\$ 10,500.00
Multi-use Path, 8' wide	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
<u>(using length of 1000 LF for calculations)</u>					
Asphalt	SF	\$ 17.00	8000	\$ 136,000.00	
Pedestrian Street Lights	EA	\$ 6,000.00	16	\$ 96,000.00	
Benches	EA	\$ 2,000.00	4	\$ 8,000.00	

Bike racks	EA	\$ 1,000.00	2	\$ 2,000.00	
Vegetation	allowance	\$ 20,000.00	1	\$ 20,000.00	
Painted Lines and symbols	allowance	\$ 2,000.00	1	\$ 2,000.00	
Bollards	EA	\$ 500.00	10	\$ 5,000.00	
				\$ 269,000.00	
			Estimated Unit Pricing / LF	\$ 269.00	\$ 270.00
Crosswalks with Pavers (8' x 50' + lines)	<u>unit</u>	<u>unit cost</u>	<u>quant</u>	<u>est cost</u>	<u>cost rounded</u>
	EA	\$ 6,500.00			
			Estimated Unit Pricing	\$ 6,500.00	\$ 6,500.00

Table 13: Planning Cost Estimate for Proposed Project Areas

*** Rough, order of magnitude estimate for planning purposes only, not an engineer's estimate***			
Area 'A': Prospect East (500 linear feet)			
<i>Elements included:</i>	Length of design element / number of units	Estimated Cost/ LF	Estimated cost for planning purposes
Planted Median, 10' wide	380	\$ 120.00	\$ 45,600.00
Open space improvements allowance	1	\$ 500,000.00	\$ 500,000.00
North Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	440	\$ 325.00	\$ 143,000.00
South Sidewalk , 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	420	\$ 325.00	\$ 136,500.00
New Orchard South, , 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	250	\$ 325.00	\$ 81,250.00
Vehicle travel lanes, two direction- total 24' travelway	500	\$ 460.00	\$ 230,000.00
Typical Street Furniture (benches, bike racks, street lights)	500	\$ 470.00	\$ 235,000.00
Bioswales and related infrastructure	6	\$ 10,500.00	\$ 63,000.00
Cross walks	7	\$ 6,500.00	\$ 45,500.00
			\$ 1,479,850.00
Area 'B': Prospect West (600 linear feet)			
<i>Elements included:</i>	Length of design element / number of units	Estimated Cost/ LF	Estimated cost for planning purposes
North Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	550	\$ 325.00	\$ 178,750.00
South Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	600	\$ 325.00	\$ 195,000.00
Vehicle travel lanes, two direction- total 24' travelway	600	\$ 460.00	\$ 276,000.00
Typical Street Furniture (benches, bike racks, street lights)	600	\$ 470.00	\$ 282,000.00
Bioswales and related infrastructure	6	\$ 10,500.00	\$ 63,000.00
Crosswalks	4	\$ 6,500.00	\$ 26,000.00
			\$ 1,020,750.00

Area 'C': Multi Purpose Path (1,000 linear feet)			
<i>Elements included:</i>	Length of design Element	Estimated Cost/ LF	Estimated cost for planning purposes
Multi Purpose Path	1000	\$ 270.00	\$ 270,000.00
Area 'D': Main Street (2,000 linear feet)			
<i>Elements included:</i>	Length of design Element/ number of units	Estimated Cost/ LF	Estimated cost for planning purposes
East Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	1750	\$ 325.00	\$ 568,750.00
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	1750	\$ 325.00	\$ 568,750.00
Typical Street Furniture (benches, bike racks, street lights)	2000	\$ 470.00	\$ 940,000.00
Bioswales and related infrastructure	10	\$ 10,500.00	\$ 105,000.00
Crosswalks	20	\$ 6,500.00	\$ 130,000.00
			\$ 2,312,500.00
Area 'E': Other TOD Zone Roadways (aggregate 5,000 linear feet)			
<i>Elements included:</i>	Length of design Element/ number of units	Estimated Cost/ LF	Estimated cost for planning purposes
East Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	4500	\$ 325.00	\$ 1,462,500.00
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	4500	\$ 325.00	\$ 1,462,500.00
Vehicle travel lanes, two direction- total 24' travelway	5000	\$ 460.00	\$ 2,300,000.00
Typical Street Furniture (benches, bike racks, street lights)	5000	\$ 470.00	\$ 2,350,000.00
Bioswales and related infrastructure	20	\$ 10,500.00	\$ 210,000.00
Cross walks	20	\$ 6,500.00	\$ 130,000.00
			\$ 7,915,000.00

7.0 Implementation Strategy

The implementation strategy is divided into short-term and long-term strategies to drive the growth of a vibrant TOD neighborhood centered on the Nanuet Train Station. This strategy is especially important in helping the Town of Clarkstown to identify those elements and improvements that could be addressed in the short-term within a relatively quick timespan. Additionally, the strategy also will assist in identifying more comprehensive improvements that may require assistance from the TOD developer and which may also take longer to implement. Table 14 summarizes those short- and long-term strategies.

Table 14: Summary of Short-Term and Long-Term Strategies

Short Term (1-5 Years)	Long Term (5-15 Years)
Signage	Complete Streets (to be implemented locally upon completion of each new development)
Hamlet Center Parking	Multi-Use Path
Hamlet Center Street Furniture	Prospect Street Boulevard Upgrade
Hamlet Center Public Art	Development of New Streets
Hamlet Center Recycling Bins	New Transportation Infrastructure
Temporary Traffic Calming Measures	Electric-Vehicle Parking Accommodation
	Overhead Electrical Utility Wire Consolidation

7.1 Short-Term (1-5 years)

The proposed short-term recommendations are focused on laying a foundation for appropriate development, and do not include any land acquisition or significant public investment, unlike the long-term recommendations which are almost exclusively dependent on the private sector to embrace proposed TOD zoning. Most notably, these elements include neighborhood signage and existing parking. Signage improvements could be achieved by developing a common signage design throughout the entire Hamlet center and areas to the west of the Nanuet Train Station. In addition to points of interest, the signage would prioritize locations for bus and rail transportation, as well as taxi/passenger drop-offs and pick-ups. The signage could additionally be implemented in areas where TOD would be expected to occur, with the ability to update the signage once development is actually complete. Parking could be improved by further exploring opportunities and coordination with Metro-North Railroad and through further assessing the existing parking conditions within the Hamlet Center.

In addition to these elements, additional urban design elements such as street furniture, public art and 'green' recycling bins could also be implemented throughout the Hamlet Center. Temporary strategies for traffic calming, in the form of additional and/or widened painted pedestrian crossings could also be explored. It is anticipated that implementation and updates to these elements could be implemented in a one to five year timetable.

7.2 Long-Term (6-15 years)

The proposed long-term recommendations further the development potential expected for completion in the short-term, and leverages those successes to introduce new development potential and a series of publicly funded transportation infrastructure improvements with a projected five to fifteen year timeline for implementation. Unlike those proposed short-term recommendations, long-term recommendations are almost entirely dependent on the private sector to embrace TOD zoning guidelines and begin construction of new units. Long-term elements include those new transportation and water infrastructure, electric-vehicle accommodation and the consolidation of overhead electrical utility wiring.

The most significant implementations would address transportation improvements through the construction of new streets throughout all three of the proposed TOD areas. To further enhance pedestrian connectivity the proposed multi-use path would be constructed to connect the TOD areas and Hamlet Center to the Nanuet Train Station. Prospect Street would be upgraded into a landscaped median boulevard culminating in a downtown pedestrian square. Upon completion of new units, those identified complete street designs could be immediately implemented.

As previously identified, these recommendations require extensive input from private sector developers, as they go beyond the financial capabilities of the Town of Clarkstown. To overcome this, a beautification bank could be set up that would require contribution from developers in exchange for the ability to construct additional units. Alternatively, those developers that choose to implement these recommendations on their own, could be given the same bonus of being able to construct additional units. This strategy functions to increase the developers' profit margins while also further contributing to the goals and objectives of the TOD Plan.



Town of Clarkstown

Planning Department
Geographic Information Systems
2020-2025 Strategic Plan



GIS Strategic Plan Committee

Engineering & Facilities Management: Dennis Letson

Highway: Frank DiZenzo, Kim Termini

Planning: Jose Simoes, William Withington

Supervisor's Office: Robert Alberty

Prepared by the Town of Clarkstown, Department of Planning, GIS

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Town Attorney
Building Department
Department of Engineering & Facilities Management
Highway Department
Office of Insurance & Claims
Police – 911 Communications Group
Police – Emergency Management
Planning
Recreation & Parks
Supervisor
Town Clerk/Receiver of Taxes

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Executive Summary

The Town of Clarkstown's initial embrace of Geographic Information Systems (GIS) technology was ahead of its time for a town government when it was established in 2008. Since, the Town has utilized GIS to accomplish a number of goals, including the implementation of a request and complaint management system; the implementation of a parts, fleet, and maintenance system; web-based mapping applications; and digital versions of the Town's Zoning and Official maps.

Over the past decade, GIS has become commonplace for town and county governments. The adoption of GIS has expanded efficiencies, cut costs, and made critical information readily and quickly available for public safety, town employees, and the general public. Government entities including Rockland County, Westchester County, the City of Manhattan, and Stamford, CT have invested in GIS technology to great effect. Although varied in many ways, similarities exist between Clarkstown and these entities and some useful lessons can be gleaned from their efforts. Notably, the incorporation of records and asset management into public safety and day-to-day operations should be a primary goal. Also critical is a continued commitment to support GIS technology - allowing Clarkstown to keep pace with government norms while preventing existing gains from diminishing.

With this in mind, the GIS Strategic Plan Committee, consisting of members from Engineering and Facilities Management, Highway, Planning, and the Supervisor's Office began the process of creating a long-term work plan in September, 2017. Surveys and department interviews generated a broad operational picture of department needs, many of which overlapped. Thus, a picture began to emerge of how department needs could be applied to satisfy the Town's larger mandates.

Historically, Clarkstown has maintained records in a paper environment, and much information is retained by individuals as institutional knowledge. As personnel retire and records are boxed and stored, information and access to information diminishes. Now, technological advances have created opportunities to breathe new life into these underutilized documents. The speed at which information can be made available, the ease by which departments can share it, and the potential for deeper analysis and crisper decision making are all possible when information is put into an information system designed for such purposes.

Building on the results of the original Geographic Information System Needs Assessment and Implementation Plan, the **GIS program looks to also support the development of the newly formed Department of Engineering and Facilities Management's need for data and application development.** Further, this plan **seeks to address two important Town goals – to protect public safety and to reduce risk from man-made and natural disasters.** To better align GIS resources and program objectives with Town needs, **this Plan recommends five (5) primary projects involving data creation and access that will culminate into a complete Records and Asset Management Information System.** This system will improve Clarkstown's ability to serve

the public, lower long-term maintenance costs, and protect public safety. The commitment to provide necessary resources would allow the following objectives to be achievable within the next three to five years:

- Develop Asset Management Information System to support Department of Engineering and Facilities Management and Highway operations by creating location and maintenance information of Town maintained infrastructure.
- Develop Records Management Information System to support Assessor, Building, and Planning operations by creating a searchable, geographically referenced, digital database of land records within Clarkstown.
- Expand Executive, Public Safety, and Emergency Management awareness by providing access to the Records and Asset Management Information System via mobile technology.
- Provide analytical support for infrastructure capital improvement and maintenance plans.
- Provide ongoing support and maintenance for all existing and future GIS-based systems.

The Clarkstown GIS program delivers GIS services throughout Town operations and to the public. **At this time, the program is at a crossroads. Expanding information needs of other departments are outstripping the program's capacity.** A primary challenge facing Clarkstown GIS in achieving its goals is attaining the right resource mix to grow the system. The resource additions listed below are critical to support expanding GIS responsibilities.

- The hiring of one (1) additional GIS staff member
- Dedicated funds for training of Town employees across several departments
- Dedicated funds for contractor services, as needed
- Development and/or purchase new hardware, software, and data, as needed

The addition of a Records and Asset Management Information System is a large undertaking, but one that will put Clarkstown in a better position to serve and protect the health and wellbeing of the public, make informed decisions, and reduce costs. Incorporating this work into the Town's existing Geographic Information System is a necessary evolution, and one that will continue to reap benefits many years into the future.

1. Introduction

A functional and capable GIS is a valuable resource to the Town of Clarkstown. Rooted in geography, GIS is a technology platform for gathering, managing, and analyzing data. While GIS is often used for making maps, the true value of a robust GIS for municipal government is in its ability to organize land related data for management purposes and to analyze relationships between data layers to improve decision making. Properly managed, GIS becomes a tool for identifying problems, monitoring change, managing and responding to events, forecasting, setting priorities, and understanding trends.

The Town of Clarkstown's GIS program main function is to manage the Town's geospatial capabilities and tools: interactive mapping and spatial (map-based) analysis, and to support the components of the system—the data, applications, services, and hardware that keep everything running. Although this function is performed from within the Planning Department, GIS serves all Town operations and the general public as needed. Because the majority of Town function has a geographic component, the GIS program operates with the assertion that Town operations thrive when there is an understanding of how GIS can positively impact department operations. Such understanding improves service processes across operations and informs decisions at the highest levels of management.

The original GIS plan, the Geographic Information System (GIS) Needs Assessment and Implementation Plan, was written between 2005 and 2006 and led to the creation of the GIS Coordinator position, filled in 2008. Seeing the need for a document that plans for future GIS development, the GIS Coordinator formed the GIS Strategic Plan Committee (GISSPC) in 2017. The GISSPC represents high level Town staff from the departments most integrated with GIS—Planning, Engineering & Facilities Management, Highway, and the Supervisor's Office.

The intent of the Committee is to identify the mission and high level goals for the GIS program, identify and prioritize a number of strategic opportunities, and modify the existing framework for program governance. The Plan should be updated every five years.

Process

The GISSPC developed a survey to better understand the Town's GIS needs. These needs focused the Committee as the Plan was developed. The committee met over a 20 month planning process from August, 2017 to April, 2019. To keep conversations manageable, meeting topics were focused on the following: **1) mission and goals; 2) needs gathering results; 3) identifying shared solutions, and valuing projects; 4) program evaluation; and 5) governance and budgeting.**

2. Program Overview

Clarkstown's GIS program provides a mechanism for Town departments to provide services to residents while efficiently managing their resources. The GIS Coordinator is committed to providing those departments with usable technology and information, analysis services, insights into how to engage GIS technology, and support for the above.

A. Clarkstown GIS Mission Statement

The mission of the Town of Clarkstown Planning Department, GIS is to support the activities of the Town and its citizens by using geographical data to (1) inform decisions, (2) improve service processes and systems, and (3) expand the use and utility of shared information.

B. Benefits of a GIS Program to Local Government

Many GIS benefits are qualitative and Return on Investment can be difficult to measure. However, these efficiencies have a major impact on the Town's financial bottom line through improved collaboration, streamlined service processes, and well informed decision making. The GIS program strives to support many aspects of Town function by standardizing approaches to issues that may be spatially similar—for example modeling flow direction, yet organizationally different—water flow v. traffic flow. In this way, Geographic Systems provide services that allow others to more efficiently work or gather and understand information. GIS benefits are categorized below under three closely related general areas to begin understanding how GIS supports and adds value to Town operations:

1. Operational/Service Process Efficiency

Within the structure of a GIS is the ability to relate information from different systems into correlational location-based databases, applications, and layouts. Simply, GIS can find patterns in data that are not always apparent. For example, GIS-based asset management systems can store information on features such as catchbasins or lighting based on the feature's location, rather than the closest address. These features can be displayed on a map, allowing management to view hundreds of records by location allowing for rapid and comprehensive assessments. Streetlight locations can contain information about service dates and bulb types, enabling management to target larger areas that may need to be inspected, rather than reacting to individual complaints about malfunctioning lights. Geo- and field-enabling documents, reports, complaints, permits, or inspections make the task of code enforcement or inspections more precise and more efficient. Using GIS is also an excellent way to standardize information and increase interdepartmental organization and collaboration—allowing questions to become conversations.

2. Decision Making and Policy Support

GIS creates unique geographic views of information and can inform decision making at all levels of Town government via spatial analysis: Where are crime hotspots? Which intersections have

the greatest number of pedestrian accidents? When do those accidents occur? Which senior developments do not have easy access to shopping? GIS coalesces different types of information in ways that are not possible otherwise. GIS brings locational intelligence in the development of plans for infrastructure, economic growth, or public facility projects—such as developing long range capital improvement projects for storm water drainage or sewer. Likewise, GIS brings relevant information to bear during high level policy decision making such as understanding the impact of Transit Oriented Development projects on services and infrastructure.

3. Transparency and Public Information

GIS has the potential to increase visibility for Town initiatives and to act as a first line of response for public inquiries. Web-based mapping displays information in ways that are intuitive for public use. For example, the Planning Board's Major Projects mapping application displays current and past project locations along with aerial imagery. This on-line interactive map viewer is simple, yet allows members of the residential and business communities to view project locations, project status, surrounding areas, and supporting documentation. By offering this service, the Planning Board can highlight projects and the public can easily find basic information through the Town's website, freeing the Planning Department to focus on more pressing tasks. This same approach can be applied to most internal processes that have been integrated with the GIS.

C. Program Standards

Over the past 10 years, the Town's GIS program has been successful in positively impacting a number of Town functions. Clarkstown GIS has taken the lead on projects as diverse as initiating a complaint tracking system, subdivision and easement mapping, ensuring MS4 compliance with the New York State Department of Environmental Conservation, and e911 data and software support. This strategic plan focuses moving GIS products away from standalone projects and focusing on enterprise capabilities. It will be implemented in alignment with the following standards:

- **Return on Investment (ROI):** Focus on GIS projects with the greatest possible organizational impact. Focus on economies of scale and long-term sustainability.
- **Innovation:** Create more efficient GIS-based service practices and processes.
- **Aligned with Clarkstown's Geography:** Consider that Clarkstown is a semi-dense suburban community; recognizing the "interdependence between individuals and society, between our built systems and our natural environment", as stated in the Town's 2009 Final Comprehensive Plan & FGEIS.

3. Goals

GIS program goals provide guidance and ensure that the program stays focused on its mission. Goals are divided into two main areas: (1) infrastructure—system resource development and analytical outputs; and (2) success factors—activities that ensure infrastructure is properly targeted and well used.

A. GIS Program Goals

1. GIS Infrastructure Goals

Data Development and Data Standards: Continue to ingest data that are usable and useful and ensure that each dataset is accurate and reliable.

Spatial Analysis: Use resources in a manner that reveals information and provides solutions to complex problems.

Application Development and Service Process Integration: Guide departments in using GIS technology to improve their work and service processes.

Interdepartmental Collaboration and Coordination: Develop resources that allow departments to work together through information and idea sharing.

2. Success Factor Goals

Promote GIS Capabilities and Educate Decision Makers: Educate decision makers on the value and capabilities of GIS.

Training and Technical Support: Provide technical support and staff training to maximize GIS capabilities.

Available and Accessible Systems: Make Town GIS resources available and accessible for day-to-day use.

External Partner Coordination (Regional/County/Utility/etc.): Sustain and improve existing partnerships in the region. Identify new partnership opportunities.

Support for Emergency Management: Make GIS resources accessible in emergency situations.

B. Relationship to Town's Comprehensive Plan

As GIS supports Town function, the Strategic Plan should support the goals and objectives of the Town's Comprehensive Plan, which is a template for development and management within Town boundaries. Elements of direct GIS support can be found in each of the Comprehensive Plan's central topics:

- Economic Development
- Environmental Resources
- Health, Safety, and Welfare
- Historic and Cultural Resources
- Housing

- Recreation, Parks, and Open Space
- Transportation

As the Town has implemented aspects of each topic, GIS has been prepared with raw data and analytical tools to develop information beneficial in assisting Town staff and elected and appointed officials make informed decisions. Now, as the Town prepares to update the current Comprehensive Plan, Clarkstown GIS must be prepared to meet the challenges that will arise with the development and implementation of the updated Plan.

4. GIS History

A. Phase I – Program Initiation

Clarkstown's GIS program began in 2008 within the Data Processing Department. Because Clarkstown GIS works with many Town departments to varying degrees, its organizational location was an issue of debate at the onset. It was decided that Data Processing would be a neutral location, as it would not place weighted project pressures on the new program in relation to other departmental needs. During this time the basic infrastructure of the GIS was developed and implemented and database structures were defined and created. At this time, GIS information was largely decentralized. Departments were stewards of their own data, performing routine maintenance and sharing with other departments. The GIS Coordinator maintained base data, managed the system, and addressed other Town GIS needs on an ad hoc basis.

B. Phase II – Consolidation

As the information system became more developed, the decentralized approach became less effective—leading to data duplication, data gaps, and data unreliability. The need to centralize data ownership became primary, as the need for data reliability increased and GIS projects became more prevalent. By moving data responsibilities away from departmental users, the GIS Coordinator was able to ensure data integrity, access, and universality. As such, a new geospatial infrastructure began to develop. The new goal was to generate data that would be reliable, relevant to municipal uses, up to date, and accessible, providing GIS users data with a high level of confidence. Outside of data development and maintenance, GIS activities focused on training, map creation, and basic analysis. At this time, the GIS Coordinator began releasing web-based map viewing software and began to investigate GIS-based software that could be integrated into various departmental service processes.

C. Phase III – Development

During this phase it became clear that Clarkstown GIS would need to further centralize the Town's enterprise data. Accordingly, Clarkstown GIS took the lead on assisting departments in the acquisition of GIS-related software for resident complaint and work order tracking. As a result, the number of indirect consumers of GIS grew, and system management requests became increasingly complex and wide-ranging. GIS activities outside of software and data maintenance and management focused on training and ad hoc and project specific map creation and analysis. Further, the GIS core database had matured to a point where it could meet a greater range of needs. In 2015, the GIS Coordinator was administratively moved to the Planning Department, but continued to assist all other Town departments as needed.

5. Current State

Clarkstown GIS operates under the organizational model described in GIS History, Phase III – Development. As GIS technology and departmental needs evolve, the GIS Coordinator must continue to expand his knowledge and skill sets. This proactive approach has helped to increase knowledge of the usefulness of GIS for Town employees and residents and, as a result, has raised the level of expectation for the GIS Coordinator.

A. Program Responsibilities and Duties

GIS responsibilities and duties are divided into three main areas: Operations (maintaining the system), Development (improving the system), and Ad Hoc Projects (unplanned needs). Currently, Clarkstown GIS resource planning is divided between Operations and Development. Ad Hoc Projects are variable and cause the largest management challenge for prioritization and merger to the main GIS program within a reasonable time frame.

Operations

Operations refers to ongoing processes and tasks. These tasks often grow as Clarkstown GIS implements new projects, including data maintenance, software updates, application maintenance, maintaining standard map products, or analysis projects. Naturally, this also includes unplanned tasks such as troubleshooting system breakdowns and providing technical support.

Over the last several years, Clarkstown GIS has seen a reduction in the amount of time available to dedicate to data, application, and map maintenance. These reductions are mainly due to an increase in the number of, and complexity of, data layers, GIS products, and ongoing projects. This decrease in available time has not yet impacted the integrity of GIS as a service, but will in the future as staff levels remain minimal while workloads and expectations naturally increase, and as Clarkstown GIS personnel capacity is not augmented by contractor services. In addition to the complexity of data layers, GIS products, and ongoing projects, the number of supported applications has grown. As such, the maintenance of the GIS as a system has become more complex. New projects will continue to arise and Operations workload will continue to expand. Several options, listed in the Shared Solutions section attempt to streamline or standardize common tasks or products and provide a solution to maintaining the integrity of Clarkstown GIS while ensuring adequate time for GIS development.

Development

Development is characterized by new data, application implementations, system modifications, development of additional capabilities, or a significant but unique project need. The amount of work varies from year to year depending on availability of additional funding for GIS. The Town's GIS software provider is in the process of changing their software architecture and delivery method. As such, much of the development for the GIS program in 2019 will be in the

form of network, software, and database upgrades. Training is a critical component of mission success. However, the lack of a training budget may hamper the success of this undertaking.

Unplanned development is common. These unforeseen events often monopolize staff time that would have otherwise been spent on other initiatives. These events can be minimized in the future through better identification of development needs. To this end, the needs for GIS development should be understood early in a process, leading to successful project implementation and more significant ROI from the GIS program.

Ad Hoc Projects

Projects often arise that are unrelated to operations or development, but represent an urgent need to assist a pending decision, recommendation, or other time sensitive event. They can be data collection, mapping, system repair, or analysis projects. Although they are usually short term in nature, they quickly consume limited staff resources. These projects are evaluated and prioritized by the GIS Coordinator. Although a method of project evaluation does not formally exist, the following is a set of standards that are generally applied to the decision-making process:

- **Cost-benefit:** The main cost of many ad hoc projects is staff time. Projects requiring less than 8 hours of staff time are often accepted.
- **Organizational value of the project:** Identifying project importance to the Town often dictates priority.
- **Ability to address the need:** Some potentially beneficial projects require more resources than can be reasonably allocated and are rejected on this basis.
- **Future value to the program:** Projects that allow Clarkstown GIS to improve its overall infrastructure may receive greater consideration.

The GIS Coordinator has made a concerted effort over the last several years to reduce the number of ad hoc project requests by creating or improving existing GIS services to allow users to satisfy their own GIS needs. These have been in the form of custom web-based applications, analysis tools, and map templates. In order to remain effective in the future, the GIS program must continue to supply Clarkstown's GIS user community with relevant tools that will make users more self-reliant. Technological advancements and the need for continued GIS development is critical to this GIS service.

B. Guidance

Guidance is the mechanism that determines GIS program direction. Initially, the GIS program was focused on growing the new system and needs were clearly defined. Advancing a mature GIS program is much more complex. This section of the Plan looks at the current structure, while the Strategic Plan Implementation section discusses changes to the governance model.

GIS Steering Committee

GIS Steering Committee (GISSC) membership has expanded and contracted over the years. Currently, core GISSC membership is made up of those departments that most use GIS. These departments are the Highway Department, Department of Engineering & Facilities Management, and the Planning Department. Committee meetings are typically three to four times annually, occasionally meeting more frequently as project needs dictate. Other departments are included in meetings as appropriate. Meeting agenda topics include general discussion, progress reports, project planning, and information sharing.

The GISSC began at the end of 2011 after the bulk of GIS Initiation and Consolidation was completed. The goal of the Committee was to increase the use of GIS within Town departments and to guide GIS development in order to make it a more robust and capable system. Although successful in this regard, the Committee continues to work on an ad hoc project basis. Because the Committee is made up of departmental leadership, the members are able to fully represent their departments in terms of resources available to fulfill commitments. Thus, the GISSC should ultimately be a venue to organize and follow through on long-term projects.

Departmental Guidance

It is impossible to anticipate all departmental needs at one time and projects that require GIS resources do arise at various points throughout the year. As such, the requesting department offers project guidance when necessary.

C. Resources and Personnel

The most important part of any GIS program is the staff that is dedicated to it – their depth of knowledge and capabilities dictate its impact. GIS staff must understand social and physical geographic and spatial concepts in order to accomplish an array of specialized tasks. Staff must also understand all relevant department needs in order to develop appropriate solutions to the usually uncharted tasks at hand.

Currently, Clarkstown's GIS staff consists solely of the GIS Coordinator. As projects have continued to grow in number and complexity, there is a need for more personnel. Locally competitive salaries for staff, a full range of industry standard classifications, and the development of a professional career ladder are critical to the long-term success of the GIS program. While gaining new staff is initially costly, developing an internal structure for encouraging and rewarding professional growth can produce a very high return in improved capabilities for the Town at a reasonable cost.

System Resources

Since 2008, Clarkstown GIS has evolved from a handful of users with desktop licenses using locally stored data to an enterprise level virtual environment hosting licensing, data, intranet applications, and internet applications. This infrastructure supports many Town operations in

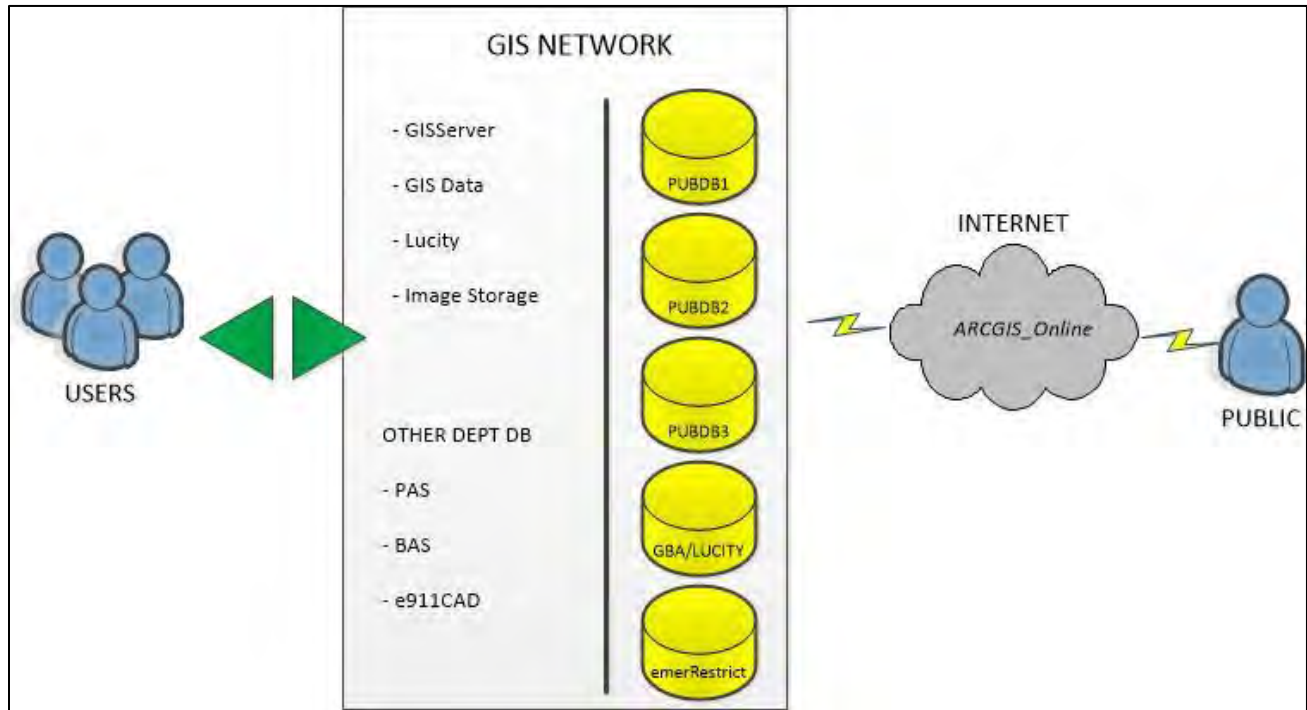
the intranet, internet, and desktop environments. Today with the support of the Data Processing department (IT), Clarkstown GIS maintains 6 servers. Within Town Hall, Clarkstown GIS supports or maintains 5 GIS desktop applications, 7 web-based applications, and an ever-growing data library consisting of 111 separate features constituting roughly 2 Terabytes of data (see Appendix 5.2). Clarkstown GIS also works with the Clarkstown Police Department, Data Processing Division and Emergency Management to support 2 Police Department servers, 1 desktop application, and 2 web-based applications. Clarkstown's GIS program is an ESRI-based operation that maintains the following ESRI Enterprise for Small Government licenses shown below in Table 5.1.

Table 5.1

Application	Deployment	Use
ArcGIS Desktop Advanced Enterprise	Desktop - Power Users	High end analysis, complex data development and management, map production
ArcGIS Desktop Standard Enterprise	Desktop - High level users and Interns	End-user software; focus on multi-user enterprise geodatabase editing capabilities
ArcGIS Desktop Basic Enterprise	Desktop - Beginner users	End-user software; basic analysis and map production, editing personal databases
Network Analyst	Desktop Extension - Any user, as needed	Development of complex routing and service area analysis
Spatial Analyst	Desktop Extension - Any user, as needed	Raster-based spatial analysis, development of surface models, site suitability studies
3D Analyst	Desktop Extension - Any user, as needed	Analysis and visualization of data, development of perspectives, animations
Geostatistical Analyst	Desktop Extension - Any user, as needed	Generate surfaces from data and evaluate predictions
ArcGIS Server Enterprise Advanced	Server - All Town staff	Management of enterprise GIS databases, development and deployment of web-based GIS services and applications

The GIS architecture, represented below in Figure 5.1, is a system of servers, applications, and data that centralizes the maintenance and Town-wide distribution of geographic information, ensuring that data are accessible, accurate, and up to date. As Clarkstown GIS continues to evolve and as industry technologies change, maintaining system architecture will be an important consideration. Time, personnel, and GIS educational development are critical components of this effort.

Figure 5.1



Applications

GIS applications provide Town staff at all levels ways to easily view and interact with location-based information. These applications are mostly seen as interactive mapping, but a GIS application is not always visible to the user. Some applications sit behind the scenes, supplying information for desktop software. Some are tools embedded within other applications, and some have multiple hardware and software components. A list of current applications is found in Appendix 5.1.

Clarkstown GIS supports three general categories of applications:

- **Commercial off-the-shelf (COTS) GIS Integrations:** COTS applications integrate into existing data and applications that make up the GIS enterprise. These tend to be department specific and are put in place to manage a specific set of workflows. Examples include Lucity for asset management, PAS for property assessment, and Computer Aided Dispatch/Records Management for public safety.
- **Custom GIS Applications and Integrations:** Some of the Town's GIS applications are custom-built and maintained by GIS staff. These applications are either accessible to Town staff via the intranet, or to the public through the Town's web page. Examples include the iMap application for general data viewing, the Zoning and Official Map applications for interactive viewing of those map products, and the Planning Board

Major Projects application for public access to documents relating to ongoing Planning projects.

- **GIS Web Services:** Clarkstown GIS develops and maintains GIS-based web services, which provide back end access to spatial data and functions without needing to provide a map or connect to a GIS. In this way, services can efficiently be made available to users and client applications.

Data

Clarkstown GIS is responsible for the design, development, maintenance, and storage of all GIS related data for the Town. This work includes management of several servers, databases, and datasets representing hundreds of thousands of individual features that include policy, environmental, emergency management, infrastructure, and imagery data. GIS data are centrally located in various ArcSDE geodatabases and distributed through scripts, services, and other processes to various internal and publically accessible locations. The following areas are some of the core functions and uses of GIS data:

- **Asset management:** Currently, GIS is used by several Town departments for managing and visualizing resident complaints. Additionally, the Highway Department uses GIS to manage permits and work orders. Other assets that are managed by GIS in some way include tax parcels, easements, zoning boundaries, Official Map elements, stormwater and sewer conveyance systems, hydrants, etc.
- **Visualization:** Visualization products such as orthophotography are vital data resources in the GIS inventory. Approximately every three years, Clarkstown GIS acquires high resolution imagery at no cost from the New York State Office of Information Technology Services, GIS Program Office that is then compiled into a single mosaic image of Rockland County. Clarkstown GIS now has an orthographic reference library that dates to 2000.
- **Map standards:** Clarkstown GIS maintains several standardized mapping products for ESRI desktop users. These products allow users to quickly produce and disseminate maps in a variety of sizes both internally and to the general public. Maintenance of these products ensures that data are correct and properly cited, and that a professional and unified appearance is maintained.
- **Network data:** A Network is a spatial data type designed to mimic connection and flow characteristics of linear systems. Clarkstown GIS makes the Rockland County Sewer District data available to the Department of Engineering & Facilities Management and other Town users. Additionally, Clarkstown GIS is in the process of developing a stormwater conveyance dataset, which serves to keep the Town in compliance with the New York State Department of Environmental Conservation's MS4 requirement. An additional benefit will be the creation of a stormwater conveyance network dataset that will benefit the Clarkstown Department of Engineering & Facilities Management for long term infrastructure planning and Emergency Management for public safety purposes.

- **Geocoded data:** Along with internal GIS-based web applications, the Clarkstown Police Department e911 dispatch system relies on address information supplied by Rockland County Planning Department, GIS Division. Clarkstown GIS has developed several custom geocoding services that are designed to recognize many of the unique addressing styles within the Town.
- **County data:** Clarkstown GIS works directly with Rockland County Planning Department, GIS Division to ensure that data received from, and sent to, the County have a high degree of confidence. Clarkstown GIS proactively shares GIS data with the County and neighboring municipalities in anticipation of and during emergency events.
- **State data:** Clarkstown GIS is a member of the New York State GIS Association as well as the New York State GIS Cooperative, which give access to large amounts of federal, state, regional, county, and municipal data. When appropriate, such as with FEMA Flood Zones, data are integrated into Clarkstown GIS core databases and maintained as necessary.

Training

Since 2008, Clarkstown GIS has offered training to new and existing users on an as needed basis. Trainings have typically covered desktop software, web based applications, and department specific software. Prior to the creation of the Town GIS, some training was offered by Rockland County Planning Department, GIS Division. In recent years, training requests have decreased. It has become apparent that changes in technology and end user needs have resulted in the need for new training and will be an opportunity to refresh prior training and skills. Additionally, it is anticipated that ESRI will migrate away from their current desktop software platform in the near future. Significant training will need to be provided to, and by, the GIS Coordinator at that time.

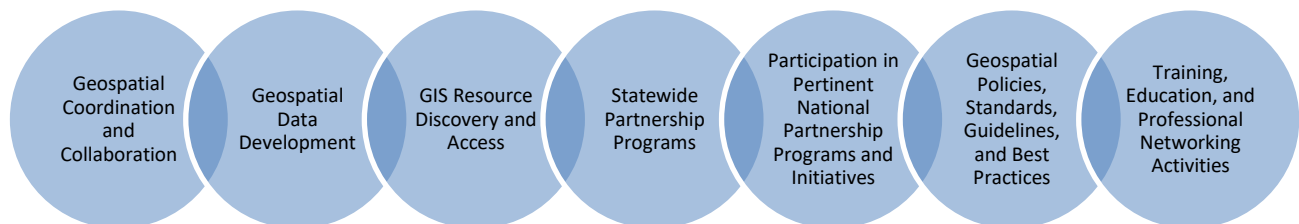
6. Organizational Evaluation

An important part of this assessment is to identify what does, and what does not work for Clarkstown GIS. Relying on past experience and interaction with involved departments and committee members, this section looks at the GIS Capability Maturity Model and critically examines the GIS program's Strengths, Weaknesses, Opportunities, and Threats (SWOT) and discusses challenges and solutions.

A. GIS Capability Maturity Model—Urban and Regional Information Systems Association

Using the GIS Capability Maturity Model (Appendix 6.1), available through membership in the Urban and Regional Information Systems Association (URISA), the GIS Coordinator modeled the Town's ability to accomplish a defined set of GIS tasks. This assessment was based on seven broad, but critical categories:

Figure 6.1



The model described above and detailed in Appendix 6.2 identifies strengths and weaknesses in the Town's GIS program, the results of which have been incorporated into the SWOT Analysis below. Additionally, the model is compared to a larger municipality as a means to compare capabilities with other GIS programs. This comparison is found in Appendix 6.3. It is interesting to note that the Town's GIS program is, in some ways on par with the comparison municipality which serves a larger overall population, and enjoys a larger budget and more staff. Although the ability exists within Clarkstown GIS, the overall program falls short in the areas of funding, staff development, training, and professional development. These shortcomings severely reduce the execution ability of the GIS program.

B. SWOT Analysis

Strengths

Interdepartmental sharing and collaboration

To date, the GIS program has introduced three intranet-based mapping applications to the Town. Rather than create a one-size-fits-all application, the Official Map, Zoning Map, and general map viewer have been created for employee use. These applications have not been made available to the general public. Data for these applications are taken from the core GIS databases for use as simple data viewers. Through their use, Town employees can access information that would otherwise not be immediately available. Thus, these applications serve as interactive reference materials that are used to answer questions and solve problems. As the GIS program continues, these applications will serve as the foundation for more robust tools that will incorporate departmental specific information and analytics.

Analytical expertise

The GIS program benefits from several high level users that are able to relate their field of expertise to GIS software and concepts. The result is a small, but highly technical group that is capable of performing deep analysis. As an example, this group has worked on projects ranging from the Town's Comprehensive Plan to long term capital improvement projects. When brought together, this group combines its institutional knowledge and subject matter expertise to create meaningful analysis products.

Spatial data

The GIS program has invested a significant amount of time into making a reliable and accessible core database. Data was standardized and data silos were eliminated with the establishment of an enterprise GIS. These data are updated and attributed on a regular basis when need and personnel resources permit. All data is developed to meet its immediate need as well as anticipating unforeseen analytical needs, while feeding GIS COTS applications and basic mapping purposes.

Initial investments have paid off

Shortly after the GIS program was initiated, the decision was made to invest in an enterprise GIS. As a result, GIS is available to all users in the form of desktop and web-based applications. Further, the system has the ability to tie in to other departmental systems that are on a Microsoft SQL database platform. Examples of integrated systems include: e911, complaints, assessments, inventory, permitting, etc.

Weaknesses

Insufficient personnel resources

At odds with the original Geographic Information System (GIS) Needs Assessment and Implementation Plan, staff size has remained constant during the 10 years that the GIS program

has existed. In addition to staff growth not keeping pace with the growth in obligations, the GIS program has been unable to develop a professional career ladder. Without a career ladder, GIS staff has no opportunity for advancement within the Town. This lack of advancement opportunities directly affects morale. Additionally, aside from staff salary and software licensing fees, there are limited resources available for professional development and no funds available for the hiring of additional permanent staff or outsourcing of project work. As a result, the GIS Coordinator is in a position where a level of program growth that would greatly benefit the Town is impossible. Significant cost-neutral benefits would be gained by the Town from the development of an additional full time GIS classification and a GIS career ladder.

Insufficient training resources

As budgets have tightened throughout Town departments, the training budget within the Planning Department has been eliminated. As one of the most technical positions within the Town, the GIS Coordinator must keep pace with constantly evolving GIS technology. Required training is a need that cannot be ignored without a negative impact to the Town's use and administration of GIS. Without technical training funds allocated to the GIS program, the Town will lose advantages that have historically existed in a program that maintains up-to-date knowledge and skills.

Little direct coordination with users/public

- **Town employees:** Although GIS has made great strides in educating Town employees in the function and uses of GIS, there is still a disconnect between many potential users and the technology. The creation of a technical, or user group, may help to solve this problem.
- **Civic engagement:** There is no established model or defined expectation for providing GIS services to the public – currently, GIS provides no custom mapping or data analysis services. GIS has two highly specific web-based applications that are available through various departmental pages on the Town's website. There is currently no dedicated location, or portal, that alerts residents to the existence of GIS resources within the Town. The creation of a GIS Portal site will create a public access point and increase availability.
- **Digital submission standards:** The GIS Coordinator worked with the Code Revision Committee in 2014 to develop a set of digital submission standards for site or subdivision plan submittals. The main goal of the submission standards was to require applicants to provide digital information with their submission, reducing GIS staff time spent on data management. To date, this revision has not been codified, pending review by the Town Attorney.

Weak model for project follow-thru

Most new work is committed to by the GIS Coordinator and senior departmental management. However, if a project does not require additional financial resources, there is no obvious mechanism to ensure completion. Changes in leadership and priorities throughout the

organization may impact those agreements, and projects can lose support. A re-tooling of the GIS Steering Committee may help to ensure that commitments to GIS initiatives are viewed as priorities.

Data is lacking

The GIS program maintains an extensive collection of spatial information. However, recent infrastructure acquisitions and ongoing management requirements have created major gaps in the spatial catalog. Specifically, the stormwater conveyance system is only partially mapped and above ground lighting within the Town is not mapped at all. With only part time seasonal staff to engage in data collection, it is anticipated that another 5-10 years will pass before these systems are fully mapped to the point where they are useful in an enterprise asset management system. This time line assumes that no other major data collection projects will arise within that timeframe.

Also, data exists in analog form that is simply waiting to be used in a more meaningful way. Much of this information exists in the form of site plans, meeting minutes, etc. Although many agree that this is valuable information and could be used more effectively, there is no push to engage this project. As a result, a wealth of information sits passively waiting to be used. This type of information is commonly converted to digital format when grant monies are available.

Data standards not fully developed

Data standards are not fully developed and need more definition and acceptance. Standards also need to be incorporated into scopes of work and Request for Proposals involving GIS, or location-based data. This would make system integration and use much simpler. Currently, not all departments consider GIS when they seek software vendors. The reality is that all departments use or create location-based information. Disregarding GIS integration during the planning stage will, in most cases, prohibit cost-effective GIS integration. As example, the Town's decision to purchase and manage aboveground lighting did not include the purchase of the existing spatial databases. As a result, substantial GIS staff work will be needed to create the information which, mentioned above, will take years to generate. In the meantime, management of the newly acquired infrastructure will be hampered by the lack of information.

Opportunities

Unified Town operations

The Town Supervisor's Office has advocated a collaborative work approach, or shared services, while seeking ways to reduce Town overhead. GIS should be a key component of promoting this goal. GIS establishes a platform for managing geographic resources across departments. It also standardizes processes that ensure they remain repeatable and defensible. Finally, GIS can be a potent platform for collaboration through information sharing, streamlining processes, and assisting in decision making without requiring active departmental participation in all processes.

Identifying operational improvements at staff level

A number of Town employees have expressed the desire to participate more actively in identifying opportunities to use information more effectively. The GIS Steering Committee, or possibly a dedicated User Committee, could provide the platform for strategic discussions about the Town's use of information.

External GIS efforts/partnerships (Emergency Management/ Engineering & Facilities Management focus)

There are several efforts underway from various organizations, including Rockland County Planning, GIS Division and the Rockland Stormwater Consortium. These entities provide opportunities to develop or coordinate data and application development at a larger scale than the Town could otherwise reasonably employ. It is the hope that Clarkstown can benefit from the economies of scale that come from working with other agencies and create high value projects. The GIS Coordinator has been leveraging his limited resources by participating in these projects and by taking an active role in defining them. These high value projects require significant GIS resources, but could not otherwise be completed with a positive ROI. For example, participation in the Stormwater Consortium has allowed Clarkstown GIS to develop mobile data collection tools for stormwater data collection. Additionally, grant monies from the Consortium has allowed the GIS Coordinator to recoup the costs of his involvement in the project.

Improved technology

As technology continues to evolve, opportunities to rethink use and purpose are prevalent. Previous barriers no longer exist and providing mapping data on many platforms and in real-time are now a reality. Mobile web-based mapping applications can now provide a cost-effective method of building solutions – getting them to the department, person, or public that need them. With COTS applications becoming more GIS-based (i.e. Lucity, ArcGISOnline, Public Stuff, e911, etc.) possibilities now exist for sharing information in the office, with the public, and in the field.

Threats

No resource capacity available for research and development

The relationships between geospatial applications, data, and processes within Clarkstown are unique to Clarkstown. GIS staff is currently well positioned to understand how these relationships interact. However, the GIS industry is rapidly evolving and it is critical that professional development become a core piece of the program. However, time spent staying current with trends is treated as a luxury, rather than a necessity. It is imperative that professional development become a key component of the program.

Pressure to support multiple GIS applications

There is pressure on the program to implement and support multiple custom or COTS GIS applications. Each of these applications presents its own set of unique challenges in terms of

management and support. Necessarily, these applications need to be in place, but as the number of applications increases, the ability of the GIS Coordinator to support them decreases.

Piecemeal funding

Most project requests do not become part of a formalized work plan. This, coupled with the lack of an effective GIS budget, creates confusion in regards to funding. Often a department will wish to engage in a project, only to find out that there is no funding available. In these instances, GIS works with departments to find funding, but there is an unrealistic expectation that the GIS program will provide unlimited support, or time resources to the outside vendors contracted to complete the project. Two main problems are created by this piecemeal funding model:

- **Inefficient leveraging of GIS resources:** GIS brings a significant amount of technical and data resources to projects. The use of these resources must be well planned, as their use creates dependencies within the GIS system. Often, projects are hastily prepared and create problems midstream within the project. For example, not fully anticipating future departmental data needs may create a situation where costly modification of a system may be necessary.
- **No economies of scale:** As mentioned throughout the Plan, each project should meet a specific need as well as add to the overall value of the GIS. Many projects fail to do this, and often duplicate previous efforts.

C. Challenges

Staying organized

GIS receives many requests that are not easily justified as standalone projects, but are expected to be available within an enterprise GIS. The GIS Coordinator views most projects as an opportunity to provide a high level of service for individual departments as well as to add to overall system resources – often working as a broker between departments allowing them to collaborate through their information or software platforms. Thus, as the GIS Coordinator seeks to organize small projects into larger solutions so too does he work to organize the GIS program into a system based on centralized capabilities and standardized methodologies.

Bridging Planning and Information Technology

Because GIS is a technology-heavy Planning function, most of the GIS physical infrastructure – the hardware and networks, are maintained by Data Processing. However, the maintenance and management of the Town's enterprise GIS software, data, and network has consistently been the domain of the GIS program. As more GIS-centric COTS applications are being deployed throughout Town departments, there is an increased need for tighter integration and communication between GIS and Data Processing in the form of collaboration during the software vetting process to ensure that software meets business logic requirements for all involved departments. Without proper GIS staff involvement, there is a likelihood that Clarkstown's GIS capabilities will not be fully utilized. GIS staff involvement throughout the

procurement process, from needs gathering to implementation, will be necessary to ensure a successful GIS integration.

In addition to greater involvement in COTS purchases, departments should factor longer lead times on GIS projects and implementations, especially when data gathering or modifications to system architecture are required. This will guarantee that GIS products are well designed and sustainable.

Moving from “where” to “what if”

Reliable and usable information is at the core of the Town’s investment in GIS. The GIS program has strong analytical capabilities, but is not considered an essential part of many of the Town’s analytical activities. The degree to which the Town utilizes the decision making support capacity of the GIS will determine the effectiveness of the GIS in providing high value decision making and policy support.

In order to advocate the spatial analysis capabilities of the GIS, the program must better describe the benefits and the ROI to be gained. This can be accomplished by making a distinction between GIS visualization (mapping), and GIS analysis (modeling multiple variables and “what-if” scenarios); and by building analytical capabilities into GIS products.

Commercial Off-The-Shelf (COTS) software integration

COTS represent an efficient way of implementing large scale enterprise applications. They are standardized (i.e. not custom) and will often satisfy the needs of several departments. Regardless, they still require substantial implementation and integration efforts by many members of Town staff and require GIS resources for implementation and on-going support.

In the past, GIS integration often meant plotting a location on a map, or “Where is it?” Today, COTS systems can also improve reporting and analysis of system data and to improve application functionality.

The design of Clarkstown’s GIS is flexible and considers best practices for enterprise GIS while anticipating future trends in GIS and local government enterprise business systems. COTS tend to have their own unique system design rules and workflows and integration challenges can arise when these are not consistent with the design of the GIS. This often results in negative impacts on existing and stable workflows. Understanding how a specific COTS integrates with the GIS will dictate what changes must be made to the GIS system. Because of this, as stated above, the GIS program must be heavily involved in the entire software vetting process, and costs resulting from GIS system modification must be considered as part of COTS implementation.

7. Strategic Opportunities Analysis

This section explores how specific needs fit into broader operational needs, yielding greater organizational benefits. Additionally, this section looks at similar projects and consolidates them into high value opportunities, referred to as “Shared Solutions”.

A. Needs Gathering

Needs gathering for this Plan was accomplished by supplying brief surveys to department heads to be distributed to appropriate staff, and through needs gathering discussions with each department head individually.

Survey

The GIS Coordinator developed a needs survey, distributing it to 12 departments and received 25 responses in total. The bulk of the survey asked respondents to identify specific GIS project ideas or needs, and rank several GIS program components based on importance to their work function. This ensured that respondents had a chance to present ideas and needs for consideration in the Plan. When combined with departmental interviews, 56 individual GIS projects or ideas were generated. Additional project ideas were added by the GIS Coordinator and the GISPC. The survey also asked respondents about GIS program components to get a better idea of where general GIS efforts should be focused. Refer to the information is shown in Table 7.1 below and in Appendices 7.1 & 7.2 for more detail.

Table 7.1

Rank 1-5 what you think are the most critical issues facing Clarkstown's GIS	Most/More Critical	Critical	Less/Least Critical
Not enough standard maps	4.55%	27.27%	68.18%
Not enough data in the system	40.91%	27.27%	31.82%
Not enough analytical information available	50.00%	0.00%	50.00%
Not enough GIS training available	68.18%	9.09%	22.73%
Not integrated with my primary business software application	28.57%	19.05%	52.38%

Departmental Interviews

The GIS Coordinator conducted 12 meetings. The goal of these meetings was to update existing departmental information and expand upon the survey results. The meetings, however, tended to be a mix of educating participants on GIS possibilities, as well as gathering ideas. These meetings produced ideas that ranged from document storage and retrieval to complex infrastructure planning and maintenance. The needs identified in this process should be viewed as representative and not comprehensive because of the amount of opportunity for GIS service and the limited time spent with each department. A more complete review should only be

undertaken if there is a long-term commitment to the funding and implementation of that need. Responses from stakeholder meetings are listed in Appendix 7.3.

B. Consolidating Projects

All projects and ideas collected from the survey and departmental interviews were consolidated into six project categories listed below. Five categories were based on ESRI's Five Patterns of Business¹. The sixth – System Integration and Support, was added to ensure special consideration was given to new system integrations.

- **Geographic Data Management:** storing, managing, and maintaining accurate records
- **Operational Awareness:** disseminating knowledge where and when it is needed
- **Planning and Analysis:** transforming information into actionable intelligence
- **Stakeholder Engagement:** sharing information with stakeholders
- **Field Mobility:** getting information in and out of the field
- **System Integration and Support:** integrating GIS data and processes with third party information systems

C. Shared Solutions

Shared Solutions are not necessarily specific projects, but are Town-wide approaches to similar issues. It will be possible to accomplish more with fewer resources if projects are grouped by need, rather than by department. These needs were summarized into a series of similar broad-based approaches, or Shared Solutions, and assigned one of four categories:

- **Core Capabilities:** creating and managing information
- **Information Sharing and Collaboration:** sharing information across departments or to the public
- **Decision Making:** using information for decision making purposes
- **Integration/Deployment:** integrating information with new or existing systems

These approaches do not entirely stand alone, as most things in a GIS are interconnected. Thus, it is not necessary to isolate each approach. The matrix of project categories, Shared Solutions, and departmental needs are found in Appendix 7.4. A description of each Shared Solution can be found in Appendix 7.4.1.

D. Return on Investment (ROI)

There are many benefits of using GIS in municipal applications, although it can be challenging to assign a strict monetary value to all of them. The goal is to translate these benefits into specific measurable terms that can be assigned a monetary value. Thus, the ROI process focuses primarily on things such as the value added with GIS, avoided costs, efficiency improvements, and additional revenue made. Appendix 7.5 seeks to pinpoint where value can be found for each project listed in Appendix 7.4. A description of each ROI can be found in Appendix 7.5.1.

Further, Figure 7.1 graphically displays anticipated ROI for each project in relation to the others. A deeper dive into the monetary benefits of each would occur if the decision were made to formally engage a project.

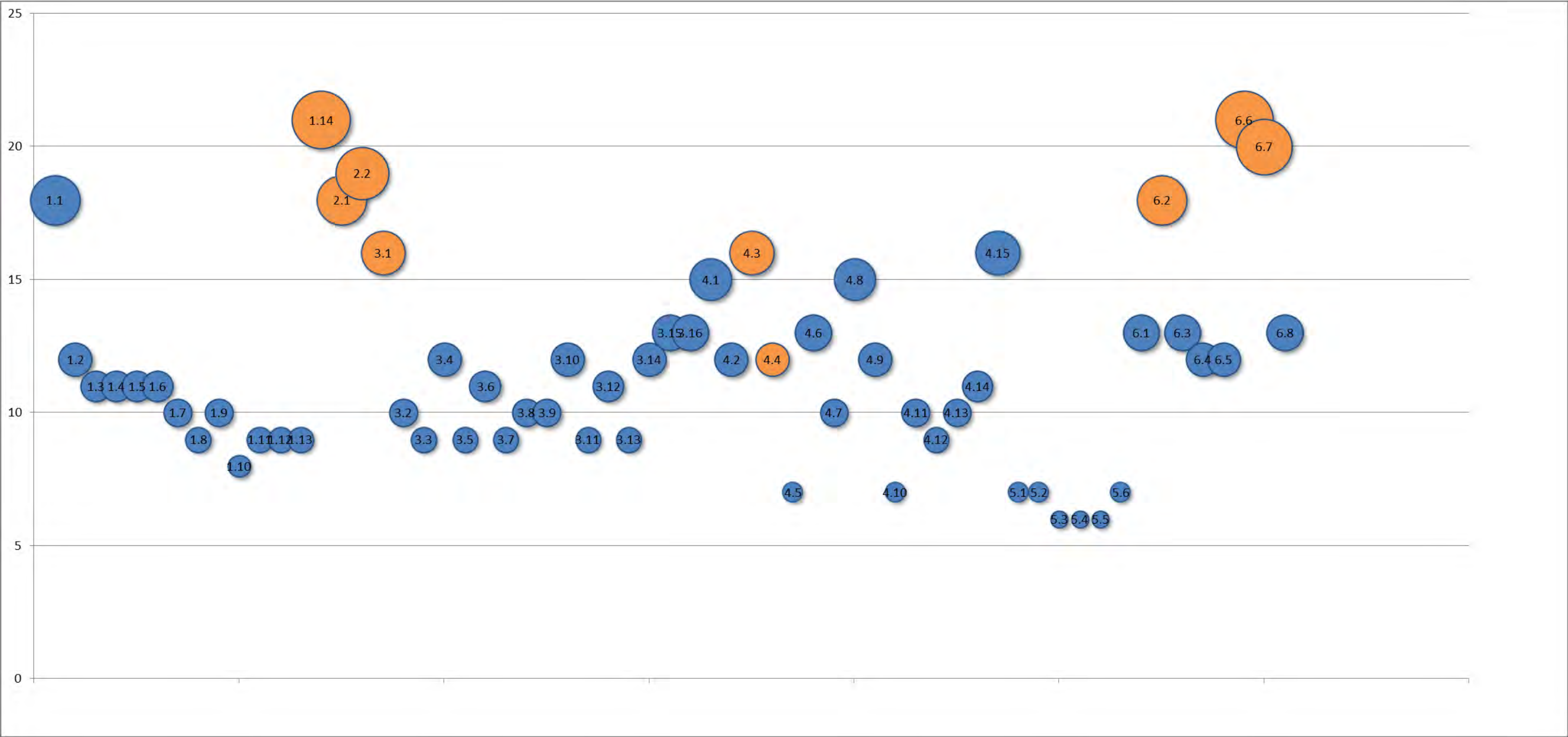
E. Prioritizing Projects

The GISSPC evaluated projects for their value to the Town, regardless of cost or level of effort to complete. Once departmental needs were evaluated, projects were prioritized based on intradepartmental gains. The five projects representing the greatest potential value are listed below, and are shown in Figure 7.1 as orange circles. Some projects were grouped together in this process, as each is tightly associated. Some projects were valued highly by members of the GISSPC irrespective of the ROI ranking depicted in Figure 7.1. As each project is reviewed, a determination must be made as to whether costs will realistically fall within budget parameters.

- **1-14:** Data schema & library of all Town maintained infrastructure
- **2-1/2-2/6-7:** Mobile technology for accessing Town GIS information in the field/Collection of geographic information in the field via mobile devices/GIS support for integration of departmental software and/or systems into/with GIS
- **4-3/4-4/6-6:** GIS based interface to store and retrieve documents and photos/Geographically organized information from land use regulations and plans/GIS support for integration of departmental hardcopy information (site plans, as built, permits, violations, etc.) into GIS accessible digital database
- **3-1:** Analytical support for infrastructure capital improvement and maintenance plans
- **6-2:** Lucity: GIS support and maintenance of infrastructure, complaint, work order, and permit system

"Follow the Five Patterns of Business to a Successful GIS" Adam Carnow. January 20, 2015. Accessed at: <https://blogs.esri.com/esri/esri-insider/2015/01/20/follow-the-five-patterns-of-business-to-a-successful-gis/>

Figure 7.1



Return on Investment (ROI) values were calculated as follows: Primary ROI (P) was assigned a value of 5, Secondary ROI (S) was assigned a value of 1, and each vote (V) was assigned a value of 1. Thus, $P+S+V = ROI$. GISSPC project selections are highlighted in orange.

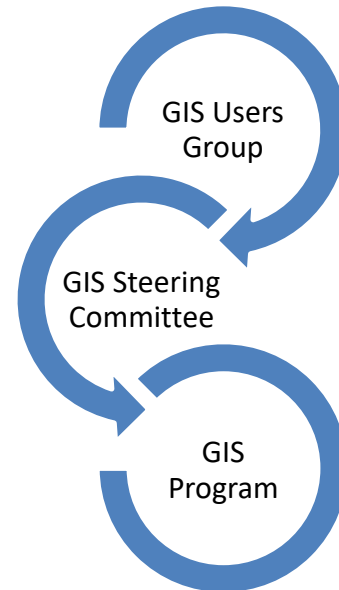
8. Strategic Plan Implementation

The projects identified in the previous section will need to be developed into a Work Plan. This section outlines a new governance structure, a phased approach to the Work Plan, and budget considerations.

A. Governance

Structure

Management will be coordinated through the following groups. These groups focus on specific areas of the GIS Program and are not based on a hierarchy. The **GIS Program** will focus on program management; the **GIS Steering Committee** will focus on vetting major initiatives and implementing work plans; and the **GIS Users Group** will identify areas where improvements can be made to GIS products or department workflows.



GIS Program—Managed by the GIS Coordinator

Role: Management of GIS operations and Chair of the GIS Steering Committee on technical and functional improvement projects.

Expertise: Thorough understanding of internal GIS infrastructure and how geography can inform decisions and processes.

Members: Professional GIS staff working in the GIS Program.

GIS Steering Committee (GISSC)—Chaired by GIS Coordinator

Role: Determining and prioritizing high level projects as described herein or as presented on an ad hoc basis by members of the Committee. In the future this group may research and create work plans in regards to inputs, budgets, and timing. Work plan implementation may formalize into the creation of an annual Work Plan which cannot be altered without the agreement of the Committee.

Expertise: Understanding of the Town’s high level decision making and analytical needs, resources, and budgeting constraints and opportunities.

Members: Represented below in Table 8.1.

Table 8.1

Title	Function
Director of Engineering & Facilities Management	Department of Engineering & Facilities Management
Superintendent of Highways	Highway Department
Principal Town Planner	Planning
Director of Finance/Chief of Staff	Supervisor's Office
Director of Automated Services	Data Processing

GIS User Group (GISUG)—Chaired by GIS Coordinator

Role: Identification and execution of minor operational improvements and recommendations of new operational efficiencies.

Expertise: Working knowledge of department workflow and GIS.

Members: Open to any staff interested in improved use of information in operations.

Schedule

The GIS Steering Committee will meet three times annually and, out of necessity, will follow the budget cycle in working towards satisfying this, and subsequent, work plans. The GIS User Group will meet four times annually at regular intervals. Larger projects identified by the GIS User Group will be introduced to the GIS Steering Committee at the beginning of the budget process for consideration in the following year's work projects.

B. Work Plan & Schedule

Implementation Phases

Based on the projects listed in section 7-E and the Framework for Prioritizing Work Plans above, a phased implementation strategy for the continued development of the Town's Geographic Information System is recommended. A phased approach will allow the Town to build on successes of the previous phases:

- Phase 1: Develop Work Plan
- Phase 2: Software Integration
- Phase 3: Data Development

Implementation Schedule

The three phases of this implementation plan are intended to be completed sequentially. Each of these phases requires a minimum amount of time for completion. The actual duration of each phase and the time between phases will depend on the following:

- The speed at which the GIS Steering Committee implements the plan
- The commitment by the individual departments
- The ability to hire an additional GIS staff member and his/her ability to become familiar with the situation and stay on schedule
- The availability of adequate resources (i.e. funding) for software purchases and consultants for system integration

The following lists the anticipated steps associated with this phased approach based on the above Framework for Prioritizing Work Plans and the anticipated amount of time needed to reasonably complete each Work will be undertaken by the GIS Coordinator and the GIS Steering Committee:

Phase 1: Work Plan Initiation

Duration: February-April 2020

- Introduce Work Plan to GIS Steering Committee for consensus.
- Work with interested departments to develop a long range view of department COTS (Commercial off the Shelf) applications, and business process needs.
- Establish expectations of responsibilities between the GIS program and departments; which functions are the responsibilities of the GIS program and which are the responsibilities of the departments with GIS support.
- Research time, budget, and implementation consequences of the proposed Strategic Plan project recommendations outlined in section 7-E.
- Prioritize proposed Strategic Plan project recommendations outlined in section 7-E.
- Work with appropriate groups to create and finalize an approved GIS career ladder.
- Develop a policy for resources to be directed at training and professional development.
- Create GIS Assistant or GIS Analyst position within the Town for support of Phases 2 & 3, future Work Plans, and day-to-day operations.
- Develop method to estimate pre-project ROI.
- Develop method for estimating post-project ROI.
- Identify ways to tie new GIS initiatives to the Clarkstown Comprehensive Plan.
- Secure funding for Phases 2 and 3.

Phase 2: Software Integration

Duration: May 2020 – May 2023

- Hire GIS Assistant or GIS Analyst for support of Phases 2 & 3, future Work Plans, and day-to-day operations.
- Determine vendor(s) for infrastructure management, request & work order, and permit software.

- Consolidate and integrate new and existing software related to the above as needed in relation to the GIS.
- Integrate mobile data collection into participating department workflows.
- Training for new and existing users.

Phase 3: Data Development

Duration: November 2020 – December 2025

- Define data schema and library of all Town maintained infrastructure.
- Collect location and attributes of Town maintained infrastructure for inclusion into core GIS databases.
- Integrate Town infrastructure data into GIS business process and applications.
- Identify paper records for inclusion into core GIS databases.
- Develop GIS based interface to store and retrieve documents and photos.
- Scan and catalog paper records and photos into core GIS databases.
- Integrate records and photos into GIS business process and applications.
- Training for new and existing users.

C. Budget

The Plan establishes many expectations and opportunities for the GIS program. As discussed throughout, sufficient resources are required for the GIS program to accomplish the work necessary to support Town operations. At current staffing levels, the GIS Coordinator will not be able to meaningfully address the projects identified by the GIS Strategic Plan Committee in Section 7. With the addition of a full time employee as proposed below, it is anticipated that GIS could support current operational needs, expand COTS development, and implement the five major projects outlined in Section 7 during the next 5 years.

The next steps for the GIS Steering Committee will be to prioritize efforts by determining the component parts of identified projects and to understand the inputs, implementation time frames, and costs associated with each. Given their broad scope, it is not possible to fully estimate true costs or return on investment here. However, **the following is an effort to gauge some initial costs while offering actual examples of how GIS has generated long-term returns for the Town.**

Outside of the Planning Department's budget for the GIS program staff salary, ESRI software maintenance costs and plotter maintenance and supplies; GIS capital costs are generally applied to hardware and software that comprise the information system and network and are funded through Data Processing, Department of Engineering & Facilities Management, and the Highway Department on an ongoing basis. The budget estimates listed below are independent of existing costs.

Budget Estimates

Phase 1

At this time, other than the time spent by the GIS Coordinator and the Work Plan Committee, no additional costs are expected to be incurred with Phase 1.

Estimated Total Costs – Null

Phase 2

- Hire Staff – \$35,000-55,000
- Consolidate existing software – \$25,000-50,000
- Purchase new software – \$500,000-2,000,000
- Integrate mobile technology to workflows – TBD

Estimated Total Costs – \$560,000-\$2,105,000

Phase 3

- Collect infrastructure data – \$100,000-300,000
- Integrate infrastructure data – \$50,000-100,000
- Develop document storage and retrieval – \$50,000-100,000
- Scan and catalog paper records – \$50,000-150,000
- Integrate scanned documents – \$25,000-50,000

Estimated Total Costs – \$275,000-\$700,000

Return on Investment

As stated earlier, specific return on GIS investments are difficult to identify, as GIS plays a critical role in increasing qualitative efficiencies such as management decisions and business process. Nonetheless, reasonable assumptions can be made to demonstrate returns gained from GIS investment. As illustrated in the Needs and ROI Matrix (Appendix 7.5), ROI for these projects will be increased analytic capacity, design and planning capacity, interdepartmental communication, and time savings; risk reduction and reduced departmental costs; and improved resource and asset management, to name a few. Some specific ROI examples are noted below.

Example: Infrastructure Development

The Town has been studying long and short term potential impacts from a proposed Transit Oriented Development project. The need for new facilities and infrastructure are mainly dictated by future land use, transportation, and demographics. GIS staff can bring insight not otherwise available to ensure that the most informed decisions are being made about where and when to locate facilities.

Example: Infrastructure Management

The GIS Coordinator, in tandem with the Department of Engineering & Facilities Management, collects stormwater drainage data for the GIS. This project keeps the Town in compliance with the New York State Department of Environmental Conservation's MS4 requirements and provides information that is critical to Engineering & Facilities Management and Emergency Management. The project is conducted during summer months at the direction of the GIS Coordinator working with the Rockland

Conservation Service Corps and represents a good value based on costs. These data are used for project planning, infrastructure management, public safety, and long range capital improvement projects. Additionally, the GIS Coordinator works with the Rockland County Stormwater Consortium to generate grant monies that reimburse the GIS program for time spent working on this project – 2018 saw a reimbursement of roughly \$23,000. Opportunities exist for other long-term data development projects, which will have an immeasurable positive impact on Town operations.

Example: Time Management

Quick access to digital information allows employees to be more efficient on a daily basis. The creation of an easement database has allowed departments to quickly access information that was previously in paper format only. Engineering & Facilities Management has estimated that having easements in a digital format saves approximately 2-3 hours of research time per week. This equates to roughly 156 hours, or 22 work days per year. Similarly, the Highway department estimates that having easements in a digital format saves approximately 4 hours of research per request, at a conservative estimate of 200 requests per year. This equates to roughly 800 hours, or 114 work days per year.

Example: Public Safety

During emergencies, accurate route and preplan data saves lives and protects property. GIS helps reduce total response time and facilitates decision-making in the field. This time savings directly translates into saving lives and property. Preplanning reduces risk and improves first responders' initial plan of action. Additionally, GIS data collected during events makes the post-event process of recouping funds, for example FEMA reimbursement, more efficient and timely.

Example: Complaint Tracking

In March, 2015 The GIS Coordinator implemented a citizen request portal as a way to receive and manage resident complaints via an internet application. Residents could enter complaints online and departments could respond to and notify complainants accordingly. The following benefits were noted by the end of the year: quick access to digital information, reduction of data redundancy among departments, improved accuracy of existing information, and increased reporting abilities. A first year assessment concluded that, at current request levels, 3,140 work hours, or 448 work days per year, would be saved annually between Engineering & Facilities Management and the Highway Department without an increase in staff. Although this is most likely an overestimate, it is clear that a significant time savings had occurred in the first year of implementation.

Appendix

Appendix 5.1: Applications Detail Matrix

Application	Partner	Type	Data	Custom	Server	Desktop	Description
AutoCAD	DEFM	COTS	X		X	X	Commercial computer-aided design (CAD) and drafting software application
BAS	Building	COTS			X		Property management database system
Catchbasin Data Collector (TBD)	Stormwater Consortium	Custom GIS	X	X	X		Web-based application for mobile collection of storm water infrastructure data
ESRI	Staff	COTS	X		X	X	ArcGIS provides contextual tools for mapping and spatial reasoning so you can explore data and share location-based insights
Everbridge	Emergency Management	COTS	X				Web-based emergency callout system
iMap	Staff	COTS	X	X	X		Interactive intranet-based viewer of selected features This is meant to be the defacto GIS resource for non-GIS users
Lucity	DEFM, Highwa	COTS	X		X	X	LucityAM is a comprehensive suite of integrated COTS software solutions for Public Works that enables agencies to meet their demands for management of assets, customer requests and work orders, preventive maintenance, resources and inventory, best practices and regulatory compliance
New World Systems	Police	COTS	X		X	X	Manages single or multi-jurisdictional dispatching activities for law enforcement, fire and EMS
Official Map Viewer	Staff	COTS	X	X	X		Interactive intranet-based Official Map Viewer of Town maintained properties, roads, drainage infrasturcture, and water features
PAS32	Assessor	COTS	X		X	X	Comprehensive tax assessment system
Pictometry	County	COTS	X		X	X	Provides access to orthogonal and oblique aerial imagery, 3D models, interior mapping solution, and measurement and analytical tools
Planning Board Major Projects Viewer	Planning	COTS	X	X	X		Interactive web-based Planning Board projects viewer. Residents can view project status, associated documents, and aerial imagery
PublicStuff	Data Processing	COTS	X				Web-based mobile Citizen complaint application
Ward Map Viewer	Planning	COTS	X	X	X		Interactive web-based Ward District viewer. Residents can find Ward District information based on address search
Zoning Map Viewer	Staff	COTS	X	X	X		Interactive intranet-based Zoning Map Viewer
							COTS = Commercial off-the-shelf

Appendix 5.2: Data Detail Matrix

The following is a list of the core data holdings that are available for use.

Ownership is indicated by lettering in parentheses:

(C)= Clarkstown

(FED)= Federal

(NYS)= New York State

(R)= Rockland County

Data is itemized generally by data type

DISTRICTS

Assembly Districts (R)
Census Blocks (R)
Census Tracts (R)
Congressional Districts (R)
Election Districts (R)
Highway Deputy (C)
Legislative Districts (R)
Highway Yard Waste (C)
Postal Boundary (NYS)
School (R)
Ward (C)
Zoning (C)

EMERGENCY SERVICES

Ambulance (R)
Fire Houses (R)
Police Stations (R)

ENVIRONMENT

Federal Flood Zones (FED)
Federal Wetlands (FED)
Hydro Network (C)
Hydro Network (R)
Hudson River (R)
Lakes (R)
Soils (C)
Streams (R)
Sub Watersheds (R)
Watersheds (R)
Wetlands (NYS)
Wetlands (FED)

INFRASTRUCTURE

Bus Shelters (R)

Catchbasins (R)
Cell Towers (C)
Crosswalks (C)
Drainage (R)
Fences (R)
Hydrants (R)
Lighting – Hamlet Center (C)
Manholes (R)
MS4 – Catchbasins (C)
MS4 – Outfalls (C)
MS4 – Pipes (C)
Sewer – Manholes (R)
Sewer – Pipes (R)
Sewer – Pump Stations (R)
Sidewalks (C)
Signage (C)
Utility Poles (R)
Vehicle Detention Loops (C)

INSTITUTIONS

County Office Buildings (R)
Historic Cemeteries (C)
Historic Sites (C)
Historic Sites – National Register (FED)
Hospitals (R)
Libraries (R)
Museums (R)
Post Offices (R)
Town Halls (R)
Village Halls (R)

MUNICIPAL

Boundaries, Municipal – Town, Village, County (R)
Boundaries – State (NYS)
Hamlet Centers (C)
Historic Areas (C)
Historic Roads (C)
Municipal Properties (C)
Open Space (C, R)
Parks (C, R, NYS)
General Municipal Law (GML) (R)

PARCELS

Land Use (R)

Subdivisions (C)
Tax Parcels - Current (R)
Tax Parcels – Historic (C)

PLANIMETRIC

Building Footprints (R)
Driveway Outlines (R)
Parking Outlines (R)
Road Outlines (R)
Sidewalk Outlines (R)

RASTER

2000 Imagery (NYS)
2004 Imagery (NYS)
2007 Imagery (NYS)
2010 Imagery (NYS)
2013 Imagery (NYS)
2016 Imagery (NYS)
Bathymetry – Hudson River (NYS)
Comprehensive Drainage Plan (C)
Elevations (DEM) (C)
Flood Inundation Limits for Congers Lake (C)
Flood Inundation Limits for Lake De Forest (R)
Flood Inundation Limits for Lake Lucille (C)
Hillshades (C)
Land Cover (C)
O & R Lighting Maps (C)
Sewer Districts – Limited (C)
Slope (C)

SCHOOLS

Day Care Centers (C)
Private Schools (R)
Public Schools (C)

SURVEY

Geodetic Control (R)

TOPOGRAPHY

2ft Elevation Contours (R)
50ft Elevation Contours (R)

TRAILS

Congers Lake Trail (C)

County Trails (R)
Greenway Trail (R)
Long Path (R)
Rockland Lake Trail (NYS)
Treason Trail (C)
West Hook Mountain Trail (C)

TRANSPORTATION

Brush and Plow Routes (R)
Commuter Lots (C)
Mini Trans Routes (A-E) (R)
Rail Lines (R)
Roads (R)
Train Stations (C)
Turnarounds (C)

Appendix 6.1: GIS Capability Maturity Model – Description



GIS MANAGEMENT INSTITUTE®

GIS CAPABILITY MATURITY MODEL

SEPTEMBER 2013

Introduction

The URISA GIS Capability Maturity Model is a key component of the GIS Management Institute®. Its primary purpose is to provide a theoretical model of a capable and mature enterprise GIS operation within a designated organization.

Many entities – primarily government agencies, but increasingly also private business and industry – utilize an enterprise geographic information system (GIS) to enhance the effectiveness of their operations and to provide a financial return on investment. URISA – the Urban and Regional Information Systems Association – has been at the forefront of the development of government and business applications of GIS for almost 50 years. Many new government and business services are only possible because of the use of geospatial technology. Recently, studies have shown that GIS use can also deliver significant return on investment (ROI) for agencies that deploy geospatial technology. Annual ROI rates of 10:1 or more have been documented.

But within the field of GIS management key questions remain. What are the characteristics of a capable enterprise GIS? What are the characteristics of a well-managed enterprise GIS? The URISA GIS Capability Maturity Model is designed to provide a framework for addressing these questions.

Intended uses:

The URISA GIS Capability Maturity Model will serve the GIS community as a stand-alone document to define the framework for an effective enterprise GIS. The Model was developed initially with a focus on local government agencies (cities, counties, regional agencies, and other similar entities) but it is intended for future use by any enterprise GIS. The initial local agency design is because of URISA's primary focus on this community amongst its active membership. As a stand-alone document, the Model will facilitate discussion amongst GIS managers and the decision makers who deploy and fund GIS about the appropriate components of a capable enterprise GIS and the characteristics of a well-managed GIS that maximizes effectiveness and ROI from a given level of investment.

The URISA GIS Capability Maturity Model will be used within the GIS Management Institute (GMI) to provide unifying cohesion to other products and services (refer to attached Diagram A). These will include:

- The GMI will identify individual components of the GIS Capability Maturity Model that require further research or clarification to provide effective guidance to GIS managers. It is anticipated that these individual Model components will be assigned to the GMI Professional Practices Division, URISA Labs program, to develop individual GIS management professional practices standards or GIS management best practices.
- The cumulative body of standards and best practices will form the GMI GIS Management Body of Knowledge (GMBOK). Each individual best practice or standard will clarify the characteristics of a capable or mature GIS, as outlined within the model. It is anticipated that the GMBOK will be comprised of 25-40 individual best practices documents.
- The URISA GIS Capability Maturity Model will also provide the framework for assessing and accrediting local agency enterprise GIS operations. This will be a key service provided to the global GIS community by the GMI Accreditation Division. Enterprise GIS assessments will be facilitated by the detailed descriptions of best practices within the GMBOK.
- Each best practice within the GMBOK (and through them the URISA GIS Capability Maturity Model framework) will also identify the learning objectives for an advanced educational program focused on enterprise GIS management. The GMI Accreditation Division will use this framework and detail for a program to accredit technical, college, and university GIS management educational programs.

URISA GIS Management Institute®

GIS Capability Maturity Model – September 2013

- The URISA GIS Capability Maturity Model was developed and will be maintained in coordination with the URISA Geospatial Management Competency Model (GMCM). The URISA GIS Capability Maturity Model, the GMCM, and the GMBOK provide a framework for the GMI Certification Division to develop the components of a program to certify the competence of professional GIS managers. It is anticipated that these components will be used by the GIS Certification Institute to administer a future GIS Manager certification program.
- The URISA GIS Capability Maturity Model and the GMBOK will also identify learning objectives, educational requirements, and curriculum needs for effective professional GIS managers. The GMI Professional Practices Division will develop a comprehensive framework of GIS management educational requirements, along with recommendations for sources of such content, or where lacking, for development of URISA workshops, seminars, webinars, and other educational content. The Model and the GMBOK will allow the Professional Practices Division to develop a comprehensive URISA educational approach that focuses on meeting the educational needs of GIS managers. These requirements will be handed off to the URISA International Education Division for development of final content and its delivery via workshops, the URISA University, and the URISA GIS Leadership Academy.

Development Process

The original GIS Capability Maturity Model was developed in 2009 by Greg Babinski. It was administered that year on a self-assessment basis to city and county GIS operations within Washington State. The model and the results of the self-assessments were presented at a number of GIS Conferences in Washington, Oregon, and at the URISA Annual Conference in 2010. In 2010 the Model was adopted as a URISA initiative. The first major review of the Model occurred in May 2011, during the 2011 Washington GIS Conference in Lynnwood, Washington. At that event a task force of Washington and Oregon State GIS managers conducted a comprehensive day long review of the Model, along with development of the 'Strawman Draft' of the URISA Geospatial Management Competency Model (GMCM). Development of the GMCM was deemed critical to complete a revision to the Model, because of the connection between professional GIS management practices and the management of an enterprise GIS operation.

In July 2012 URISA announced development of the GIS Management Institute®, with both the GIS Capability Maturity Model and the Geospatial Management Competency Model as key components of this new program. In November 2012 the URISA GMI Committee began a comprehensive review and revision of the GIS Capability Maturity Model which culminated in February 2013. The GMI Committee then approved the following public peer review process:

- Final internal GMI Committee review and comment period of this draft. Publication of the GISCM for public review and comments was approved during the March 26, 2013 meeting of the GMI Committee.
- External public review period on the URISA website between April and June 2013, with extensive outreach to the GIS management community.
- Revised draft based on public review comments circulated for consensus agreement by the GMI Committee during July and August 2013.
- Publication of this final approved version.

Members of the 2011 Washington GIS Managers Taskforce and of the 2012-2013 GMI Review Committee are listed below.

Background

GIS development life cycle:

GIS development typically starts as an idea and progresses towards full maturity. However, the reality of enterprise GIS operations is that development is limited by available funds. Often GIS starts as a capital project with the system designed to create the 'best GIS possible' with the funds at hand. This development scenario leads to frequent compromise and deferral of many aspects of ideal GIS development in order to 'go operational' quickly and start delivering value for the agency's investment. Even if a GIS implementation project is completed successfully, it does not mean that an agency has a mature GIS, or even a cost-effective GIS operation.

GIS professional staff often know that their operation could benefit from enhancement and refinement but funds, staff, or time for further development are very difficult to come by. Enhancements are often developed as part of GIS operations, but rarely on a systematic basis with a desired end state in mind.

What is a 'Capability Maturity Model'?

A 'Capability Maturity Model' is defined as a tool to assess an organization's ability to accomplish a defined task or set of tasks. Typically a numeric rating system is used for a high-level comparison and analysis purposes. The concept of a capability maturity model originated with the Software Engineering Institute (SEI) as a means of assessing the capability of software contractors to complete large software design and development projects successfully. SEI published 'Managing the Software Process' in 1989 and

URISA GIS Management Institute®

GIS Capability Maturity Model – September 2013

continues to refine the software capability maturity model. The Software CMM is 'process focused' in that it is based on how an organization performs the individual processes that are involved in software design and development.

Since the development of the SEI CMM, the capability maturity model concept has been applied in other areas, including:

- System engineering
- Project management
- Risk management
- Information technology services

The typical capability maturity model is based on an assessment of the subject organization's maturity level based on the characteristics of the organization's approach to individual defined processes. These processes are usually defined as:

- Level 1 – Ad hoc (chaotic) processes - typically in reaction to a need to get something done.
- Level 2 – Repeatable processes – typically based on recalling and repeating how the process was done the last time.
- Level 3 – Defined process – the process is written down (documented) and serves to guide consistent performance within the organization.
- Level 4 – Managed process – the documented process is measured when performed and the measurements are compiled for analysis. Changing system conditions are managed by adapting the defined process to meet the conditions.
- Level 5 – Optimized processes – The defined and managed process is improved on an on-going basis by institutionalized process improvement planning and implementation. Optimization may be tied to quantified performance goals.

The GIS Management Institute® chose to adopt the SEI maturity model assessment rating system for the Execution Ability portion of the GIS Capability Maturity Model.

GIS Maturity Assessments

In 2001 Gaudet, Annulis, and Carr published the 'Workforce Development Model for Geospatial Technology.' Although not an organizational maturity or capability assessment, it does provide a systematic approach to defining the core job functions (defined as roles) of a GIS organization and the competencies associated with each of the functions.

In 2007 the States of Georgia and Texas began collaborative development of a State GIS Maturity Assessment. This assessment focuses on a number of typical state GIS program and project related components. These components fall into seven broad categories:

- Geospatial Coordination and Collaboration
- Geospatial Data Development
- GIS Resource Discovery and Access
- Statewide Partnership Programs
- Participation in Pertinent National Partnership Programs and Initiatives
- Geospatial Policies, Standards, Guidelines, and Best Practices
- Training, Education, and Professional Networking Activities

Within these seven categories, state GIS organizations assess their development in 56 specific detailed characteristics based on their current implementation of each characteristic:

- 1.00 pt – Fully Implemented
- 0.75 pt. – In progress with full resources available to complete implementation
- 0.50 pt. – In progress with partial resources available for implementation
- 0.25 pt. – Planned – with resources assigned
- 0.00 pt. – Not planned with no resources assigned

Because the State GIS Maturity Assessment seems focused on the typical coordination function of many state's GIS, it seem unsuitable for municipal, county, and other agency types of GIS with an enterprise operations focus and business end-user responsibilities.

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The GIS Management Institute® chose to adopt a modified form of GIS Maturity Assessment rating system for the Enabling Capability portion of the GIS Capability Maturity Model:

☐ 1.00 Fully implemented

☐ 0.80 In progress with full resources available to achieve the capability

☐ 0.60 In progress but with only partial resources available to achieve the capability

☐ 0.40 Planned and with resources available to achieve the capability

☐ 0.20 Planned but with no resources available to achieve the capability

☐ 0.00 This desired, but is not planned

☐ Not Applicable (This is a non-numeric response that requires an explanation of why this component should not be considered in assessing the operation.)

Why develop an Enterprise GIS Capability Maturity Model?

GIS in an enterprise environment is a highly complex system. Indeed, many of the processes that have had the CMM approach applied to them in the past are themselves interdependent components of an enterprise GIS. Because of this complexity, it seems useful to think about the ideal capability of an enterprise GIS operation in theoretical terms and then analyze and measure individual GIS operations against this theoretical ideal state.

The purpose of this proposed model is to provide a means for any enterprise GIS operation to gauge its maturity against a variety of standards and/or measures, including:

- A theoretical ideal end state of GIS organizational development
- The maturity level of other peer GIS organizations, either individually or in aggregate
- The maturity level of the subject organization over time
- The maturity level of the organization against an agreed target state (perhaps set by organizational policy, budget limitations, etc.)

What is meant by 'maturity' in relation to enterprise GIS operations?

Maturity for the proposed model indicates progression of an organization towards GIS capability that maximizes the potential for the use of state of the art GIS technology, commonly recognized quality data, and organizational best practices appropriate for agency business use. The URISA GIS Capability Maturity Model assumes two broad areas of GIS operational development: enabling capability and execution ability.

To clarify, maturity does not indicate old age. Maturity also does not necessarily mean that an organization excels at every aspect of GIS operations. Just like a mature person may have well developed athletic and math abilities, but intermediate cooking ability, and poor mechanical abilities, a mature GIS operation may excel at some of the characteristics inherent in GIS operations, but be less developed in others. However, this model assumes that there is a developmental ideal for GIS operations that any agency strives to achieve. This is similar to the classic Greek ideal of striving to excel at all of the intellectual, mechanical, and physical aspects of life.

It is recognized that agencies vary by size, business focus, goals, strategy, financial resources, and many other characteristics. While the Model assumes progression towards a theoretical state of capability and maturity, it is recognized that other valid comparisons include against 'best' actual capability and practices and 'average' actual capability and practices.

What are the characteristics of enterprise GIS operations that are used to assess an agency's maturity level?

As indicated above, the GIS Capability Maturity Model is based on an assessment of both enabling capability and execution ability. Briefly, enabling capability can be thought of as the technology, data, resources, and related infrastructure that can be bought, developed, or otherwise acquired to support typical enterprise GIS operations. Enabling capability includes GIS management and professional staff. However the ability (execution capability) of the staff to utilize the enabling technology at its disposal is subject to a separate assessment as part of the model.

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The components of the GIS CMM and the assessment categories

The GIS Capability Maturity Model assumes that mature agencies have more well developed enabling technology and resources, and that their processes and practices maximize the effectiveness of their GIS infrastructure. Enabling capability includes technology components, data, professional GIS staff, an appropriate organizational structure, and other resources and infrastructure. Execution ability is the ability of the staff to maximize the use of the available capability, relative to a normative ideal.

In the following GIS CMM questionnaire, the questions are categorized by enabling capability and execution ability. For each question, the respondent is asked to self-assess their organization, provide comments, and describe documents and other evidence to support the initial self-assessment. Once the GMI accreditation program is fully operational, assessments will be subject to peer-review.

The enabling capability assessment scale is modeled after the State GIS Maturity Assessment. Because GIS enabling capability to some degree is dependent on resource availability, the modified State GIS Maturity Assessment Scale (with its resource-commitment focus) is well suited to indicating capability.

The execution ability assessment scale is modeled after the typical CMM process-based five-level scale. Because the execution ability of a mature GIS organization depends on how well it performs in key process areas, the typical CMM assessment scale (with its focus on process execution sophistication) is well suited to indicating ability.

The GIS CMM Questionnaire and the assessment process

Once agencies complete the questionnaire, they will have a benchmark resource for future self-assessments. Agencies are encouraged to be as objective as possible in their self-assessment. Small GIS operations should recognize that progression toward optimal capability and maturity may be difficult. But in any case an accurate assessment will identify weaknesses and development priority areas.

Agencies that complete a self-assessment are encouraged to submit it to the URISA GIS Management Institute®. Once the questionnaires are compiled and analyzed, the analysis will provide information for each agency to compare itself with. The GIS Management Institute® will publish an annual report on GIS capability and maturity based on the surveys submitted.

Review and Development Committee Membership

2011 Washington GIS Managers Task Force:

- Greg Babinski, GISP, King County (WA) GIS Center, Finance & Marketing Manager
- Steve Beimburn, City of Seattle (WA) GIS Manager
- Don Burdick, GISP, City of Bellingham (WA) GIS Manager
- Amy Esnard, GISP, Multnomah County (OR) GIS Manager
- George Horning, King County (WA) GIS Center Manager
- Tami Griffin, Thurston County (WA) GIS Manager
- Ian Von Essen, Spokane County (WA) GIS Manager

2012-2013 GMI Committee Members:

- | | |
|--|--|
| • Greg Babinski (Chair) | • Dianne Haley, DMH GIS Consulting CEO |
| • Jochen Albrecht, Professor, Hunter College | • Valrie Grant, GeoTechVision Enterprises, GIS Consultant |
| • Mohammed Al Zifin, City of Dubai (UAE) IT Director | • Kevin Mickey, Indiana University, Geospatial Technologies Education Director |
| • Carl Anderson, Spatial Focus, Senior GIS Consultant | • Nancy Obermeyer, Professor, Indiana University |
| • Penny Baldock, Department for Families & Communities (South Australia) GIS Manager | • Hilary Perkins, City of Maryland Heights (MO), Planner |
| • Eric Bohard, Clackamas County (OR) Technology Manager | • Martin Roche, Geo Planning Services, CEO |
| • Keri Brennan, URISA Education Manager | • Cy Smith, State of Oregon GIO |
| • Clare Brown, New Orleans Regional Planning Commission | • Rebecca Somers, GIS Management Consultant |
| • Al Butler, City of Ocoee (FL) CIP Manager | • Dr. Chi Hong Sun, Taiwan GIS Center CEO |
| • David DiBiase, Esri Education Director | • Reed Tomlinson, Map Art Systems, CTO |
| • Peirce Eichelberger, gDBMS, GIS Manager | • Wendy Nelson, URISA Executive Director |

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Enabling Capability Components

For each question in the 'Enabling Capability' section, read the brief description. Check the implementation category

- ☐ **1.00 Fully implemented**
☐ **0.80 In progress with full resources available to achieve the capability**
☐ **0.60 In progress but with only partial resources available to achieve the capability**
☐ **0.40 Planned and with resources available to achieve the capability**
☐ **0.20 Planned but with no resources available to achieve the capability**
☐ **0.00 This desired, but is not planned**
☐ **Not Applicable (This is a non-numeric response that requires an explanation of why this component should not be considered in assessing the operation.)**

Comments:

Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC1. Framework GIS Data Complete assessment for each data layer: a. Geodetic Control b. Cadastral c. Orthoimagery d. Elevation e. Hydrography f. Administrative Units g. Transportation	Does the agency have access to adequate framework GIS data to meet its business needs? For the GISCMM, framework data corresponds to jurisdiction-wide common base layers as defined by the agency to meet its business needs. For reference, refer to the NSDI framework data layers (see http://www.fgdc.gov/framework/). <i>See also EC2, below)</i>	44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>
EC2. Framework GIS Data Maintenance Complete assessment for each data layer: a. Geodetic Control b. Cadastral c. Orthoimagery d. Elevation e. Hydrography f. Administrative Units g. Transportation	Are data stewards defined for each framework GIS data layer and the data is maintained (kept up to date) to meet business needs? <ul style="list-style-type: none"> Refer to EC6 for description of the ideal data environment. There could very likely be multiple stewards The Enterprise GIS responsibility is that there are no gaps in coverage In performing the assessment, every framework component should be covered 	44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC3. Business GIS Data Complete assessment for each data layer: a. Example: situs address b. Name: c. Name: d. Name: e. Name:	Does the agency have access to adequate business data (non-framework GIS data) to meet its business needs? <ul style="list-style-type: none"> <i>Need for data based on agency business needs, therefore this data will vary from agency to agency; specific business data layers will not be comparable from agency to agency</i> <i>Agency completing the assessment should name at least 5 but no more than 10 business data types. These business data layers should also be assessed under EC4, below.</i> 	44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>
EC4. Business GIS Data Maintenance Complete assessment for each data layer: a. Example: situs address b. Name: c. Name: d. Name: e. Name:	Does the agency have data stewards defined for each business GIS data layer and is the data is maintained (kept up to date) to meet business needs? <ul style="list-style-type: none"> <i>Also refer to EC3 above for business</i> <i>Refer to EC7 below, for ideal data environment</i> 	44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC5. GIS Data Coordination	<p>Is there an enterprise GIS data coordination function and/or committee to rationalize framework and business GIS data development, access, and maintenance?</p> <ul style="list-style-type: none"> <i>This could be a function of a GIO (chief geographic information officer), a governance function, or an enterprise GIS office function, depending on desired level of formality or institutionalization.</i> 	<p>44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures</p>	<p><u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u></p>
EC6. Metadata	<p>Is metadata available and maintained for all framework and business data layers?</p> <ul style="list-style-type: none"> <i>Is there a rationale for accepting any data without metadata?</i> 	<p>44. Apply QA/QC best practices 73. Recognize geospatial data as a capital asset 74. Manage the asset lifecycle: a. Establish and maintain an up-to-date asset inventory b. Procure and upgrade assets c. Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software d. Implement computer system back-ups and periodically test reliability of backup procedures e. Implement sound data management procedures</p>	<p><u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u></p>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC7. Spatial Data Warehouse	<p>Is an enterprise spatial data infrastructure in place that includes a centralized production database environment available for GIS data stewards to compile the official version of framework and business spatial data?</p> <ul style="list-style-type: none"> <i>Is a separate spatial data warehouse available for GIS users to access and download the official published version of the data for GIS applications?</i> <i>Is there a consistent data structure and are there consistent practices for effective data maintenance, posting and processing?</i> <i>Is the enterprise GIS the authoritative source of spatial data for the organization?</i> 	<p>45. Ensure continuity of geospatial operations</p> <p>73. Recognize geospatial data as a capital asset</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>
EC8. Architectural Design	<p>Does an architectural design exist that defines the current state and planned future development of the technical infrastructure? Does the architectural design guide the investment in GIS technical infrastructure?</p> <ul style="list-style-type: none"> <i>Does the GIS Architectural design support the business architecture and all business activities, per the Zachman Framework (or similar)?</i> <i>Does it align with agency IT standards and architecture?</i> <i>Does the agency analyze architectural gaps and drive IT standards and architectural design criteria?</i> <i>Note that architectural design(8) and Technical infrastructure (9) are interrelated</i> 	<p>1. Keep up with technology trends and standards</p> <p>45. Ensure continuity of geospatial operations</p> <p>71. Understand enterprise geospatial architecture</p> <p>72. Ensure that geospatial technology infrastructure meets organization needs</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC9. Technical Infrastructure	<p>Is there technical infrastructure in place to maintain and operate the GIS <i>and to meet the agency business needs?</i></p> <ul style="list-style-type: none"> <i>Meeting agency business needs should be defined against agreed performance criteria. Technical infrastructure includes hardware (servers, storage, desktops, input and output peripherals), network components, operating system, and GIS software.</i> <i>Note that architectural design(8) and Technical infrastructure (9) are interrelated</i> 	<p>71. Understand enterprise geospatial architecture</p> <p>74. Manage the asset lifecycle:</p> <ol style="list-style-type: none"> Establish and maintain an up-to-date asset inventory Procure and upgrade assets Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software 	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>
EC10. Replacement Plan	<p>Is there a plan in place and implemented to replace technical infrastructure components (hardware, network components, current imagery, and other procured data) that have a defined 'end of useful life?</p>	<p>72. Ensure that geospatial technology infrastructure meets organization needs</p> <p>74. Manage the asset lifecycle:</p> <ol style="list-style-type: none"> Establish and maintain an up-to-date asset inventory Procure and upgrade assets 	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>

Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC11. GIS Software Maintenance	<p>Is GIS software available and adequate to meet agency business needs and is it under maintenance to ensure long term support and development?</p> <ul style="list-style-type: none"> If open-source' GIS software is used, is alternate support and development capability available and are the real costs of operation and maintenance accounted for? 	<p>72. Ensure that geospatial technology infrastructure meets organization needs</p> <p>74. Manage the asset lifecycle:</p> <ol style="list-style-type: none"> Establish and maintain an up-to-date asset inventory Procure and upgrade assets Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software 	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>
EC12. Data back-up and security	<p>Is a computer back-up system in place to ensure the security of GIS data and applications?</p> <ul style="list-style-type: none"> Is the backup system is tested periodically by tests to restore sample data? Is system security in place to control internal and external access to GIS data and applications as appropriate? Is a GIS data archiving and preservation program in place? 	<p>72. Ensure that geospatial technology infrastructure meets organization needs</p> <p>74. Manage the asset lifecycle:</p> <ol style="list-style-type: none"> Establish and maintain an up-to-date asset inventory Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software Implement computer system back-ups and periodically test reliability of backup procedures Implement sound data management procedures 	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>
EC13. GIS Application Portfolio	<p>If required to meet the needs of agency GIS users/clients, is a portfolio of custom or off-the-shelf GIS or GIS enabled applications available?</p>	<p>44. Apply QA/QC best practices</p> <p>48. Adopt a customer service orientation</p> <p>52. Manage a portfolio of projects effectively</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC14. GIS Application Portfolio Management	Is the agency's GIS application portfolio managed to a common design and development framework?	44. Apply QA/QC best practices 52. Manage a portfolio of projects effectively	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>
EC15. GIS Application Portfolio O&M	Is the agency's GIS application portfolio kept viable via ongoing support and application maintenance?	44. Apply QA/QC best practices 52. Manage a portfolio of projects effectively	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC16. Professional GIS Management	Is the agency GIS managed by a qualified manager with appropriate education, experience, and credentials?	46. Monitor stakeholder satisfaction 48. Adopt a customer service orientation 49. Apply project management knowledge and best practices 50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success 51. Identify collaborative opportunities to achieve project 59. Prepare Statements of Work (SOW) defining project objectives and requirements	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>
EC17. Professional GIS Operations Staff	Is the agency GIS operated and maintained by an adequate staff with appropriate professional qualifications? <ul style="list-style-type: none"> For purposes of the GISCMM, adequate operational staffing is defined as meeting the 'roles' defined by the Geospatial Technology Competency Model – see: http://www.careeronestop.org/CompetencyModel/pyramid.asp?GEO=Y. 	5. Develop a geospatial staffing plan to meet business needs 6. Recruit and hire competent geospatial and support staff 7. Define geospatial work functions and assign appropriate staff 48. Adopt a customer service orientation 50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u> <ul style="list-style-type: none">
EC18. GIS Staff Training and Professional Development	Do the agency GIS manager and other professional staff have access to on-going training to maintain and develop their technical and operational knowledge, skills, and abilities?	48. Adopt a customer service orientation	<u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u>

Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC19. GIS Governance Structure	<p>Does the agency have a formal GIS governance structure that links the GIS operation both to users and to key decision makers?</p> <ul style="list-style-type: none"> For some agencies (very small or with well-oiled enterprise GIS) a formal committee structure may not be required. A formal committee is a traditional practice, but in everyday practice, many agencies proceed without such a formal committee structure. <p>Does the agency's governance address:</p> <ul style="list-style-type: none"> Long-range planning Stakeholder satisfaction Ability for business stakeholders to leverage initiatives 	<p>46. Monitor stakeholder satisfaction</p> <p>54. Pursue goals tactfully in context of particular organizational cultures and governance structures</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p> <ul style="list-style-type: none">
EC20. GIS is Linked to Agency Strategic Goals	<p>Does the GIS as it exists have a defined responsibility and a clearly defined role in supporting the strategic goals of the agency?</p>	<p>17. Communicate the value of geospatial technology to decision makers and stakeholders</p> <p>46. Monitor stakeholder satisfaction</p> <p>48. Adopt a customer service orientation</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC21. GIS Budget	<p>Does the GIS operation develop a comprehensive budget that includes (at a minimum) labor, hardware, software, data, consulting, and training costs?</p> <ul style="list-style-type: none"> This mean either a separate GIS budget or embedded budget components that the GIS manager has input on and can base planning and programs upon as the budget is expended. 	<p><u>Legal Affairs and Policy Management:</u> 64. Prepare and document budgets</p>	<p><u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u></p>
EC22. GIS Funding	<p>Does the GIS organization have adequate funding for (at a minimum) labor, hardware, software, data, consulting, and training costs?</p>	<p>66. Identify funding sources and obtain funding, including collaborative opportunities</p>	<p><u>Assessment</u> <input type="checkbox"/> 1.00 Fully implemented <input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability <input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability <input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability <input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability <input type="checkbox"/> 0.00 This desired, but is not planned <input type="checkbox"/> Not applicable (explanation required) <u>Comments:</u> Does your agency use recognized professional standards for this component? Does your agency use a formal internal standard for this component? <u>Describe Documentation</u></p>

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Enabling Capability (EC) Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EC23. GIS Financial Plan	Does the GIS-organization have a financial plan that includes a funding model (where the money is coming from) and that also projects future episodic costs for equipment, imagery, and other data replacement?	67. Develop and manage a long term financial plan	<p><u>Assessment</u></p> <p><input type="checkbox"/> 1.00 Fully implemented</p> <p><input type="checkbox"/> 0.80 In progress with full resources available to achieve the capability</p> <p><input type="checkbox"/> 0.60 In progress but with only partial resources available to achieve the capability</p> <p><input type="checkbox"/> 0.40 Planned and with resources available to achieve the capability</p> <p><input type="checkbox"/> 0.20 Planned but with no resources available to achieve the capability</p> <p><input type="checkbox"/> 0.00 This desired, but is not planned</p> <p><input type="checkbox"/> Not applicable (explanation required)</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional standards for this component?</p> <p>Does your agency use a formal internal standard for this component?</p> <p><u>Describe Documentation</u></p>

Execution Ability Components

For each question in the 'Execution Ability' section, read the brief question and description. Check the implementation category that best describes your agency's current status. Feel free to include any clarifying comments or questions.

- ☐ **Level Five: Optimized processes**
☐ **Level Four: Managed and measured processes**
☐ **Level Three: Defined processes**
☐ **Level Two: Repeatable processes**
☐ **Level One: Ad-hoc processes**

Comments:

Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA1. New Client Services Evaluation and Development	<p>How does the GIS operation evaluate new agency business needs for GIS services and develop plans to respond to new client service requests?</p> <ul style="list-style-type: none"> This component should include a timeline/turn-around response focus. Are new services evaluated against the agency strategic plan? Are new services evaluated against ROI criteria...does it make financial sense? Level 5 – optimized process – requires looking at existing services also and evaluating them to provide optimized services. 	<p>46. Monitor stakeholder satisfaction 48. Adopt a customer service orientation 50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success 54. Pursue goals tactfully in context of particular organizational cultures and governance structures 59. Prepare Statements of Work (SOW) defining project objectives and requirements 63. Develop service level agreements</p>	<p><u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p> </p>
EA2. User Support, Help Desk, and End-User Training	<p>How does the GIS operation support end users, including user guides, help documentation, training, and ad-hoc help-desk and/or on-site support?</p> <ul style="list-style-type: none"> This component should include a timeline/turn-around response focus <i>This should include a 'train-the-trainer program.</i> 	<p>44. Apply QA/QC best practices 48. Adopt a customer service orientation</p>	<p><u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p> </p>

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Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA3. Service Delivery Tracking and Oversight	How does the GIS unit monitor and evaluate client service delivery?	44. Apply QA/QC best practices	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA4. Service Quality Assurance	<p>How does the GIS operation ensure the quality of services provided to clients?</p> <ul style="list-style-type: none"> <i>This should also recognize the quality that can be provided may be dependent upon the time available to meet the client's needs</i> 	<p>44. Apply QA/QC best practices</p> <p>48. Adopt a customer service orientation</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA5. Application Development or Procurement Methodology	<p>How does the GIS operation develop custom GIS applications?</p> <ul style="list-style-type: none"> <i>Do GIS applications align with and support business needs?</i> <i>How does the GIS Operation preform requirements development and development execution strategy, including build vs. buy decision?</i> <i>How does the GIS Operation manage GIS application development when in-house programming is not included within the GIS operation?</i> <i>This should also recognize the quality that can be provided may be dependent upon the time available to meet the client's needs</i> 	<p>44. Apply QA/QC best practices</p> <p>50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success</p> <p>59. Prepare Statements of Work (SOW) defining project objectives and requirements</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>

Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA6. Project Management Methodology	<p>How does the GIS operation manage projects for which it is responsible?</p> <ul style="list-style-type: none"> Projects could be either executed in-house or by an outside contractor. 	<p>8. Establish clear performance expectations • •</p> <p>9. Maintain individual and organizational accountability</p> <p>49. Apply project management knowledge and best practices</p> <p>50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success</p> <p>59. Prepare Statements of Work (SOW) defining project objectives and requirements</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes</p> <p><input type="checkbox"/> Level Four: Managed and measured processes</p> <p><input type="checkbox"/> Level Three: Defined processes</p> <p><input type="checkbox"/> Level Two: Repeatable processes</p> <p><input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA7. Quality Assurance and Quality Control	<p>How does the GIS operation assure a reasonable and appropriate level of quality for projects and for ongoing GIS system operation, to meet defined business needs?</p> <ul style="list-style-type: none"> System operations include database maintenance and spatial data warehouse processes. Data is a key enterprise GIS component for effective QA/QC. Perhaps there are several processes against which this maturity component should be applied. 	<p>44. Apply QA/QC best practices</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes</p> <p><input type="checkbox"/> Level Four: Managed and measured processes</p> <p><input type="checkbox"/> Level Three: Defined processes</p> <p><input type="checkbox"/> Level Two: Repeatable processes</p> <p><input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA8. GIS System Management	<p>How does the GIS operation manage the core GIS systems that it is responsible for?</p> <ul style="list-style-type: none"> GIS system management includes system administration, database administration, network administration, system security, data backup, security, and restore processes, etc. If these functions are managed within the GIS Operation, there should be defined procedures/best practices. But if the functions are provided outside the GIS operation, these procedures and best practices should form the basis for well-defined service level agreements. 	<p>45. Ensure continuity of geospatial operations</p> <p>71. Understand enterprise geospatial architecture</p> <p>72. Ensure that geospatial technology infrastructure meets organization needs</p> <p>73. Recognize geospatial data as a capital asset</p> <p>74. Manage the asset lifecycle:</p> <ol style="list-style-type: none"> Establish and maintain an up-to-date asset inventory Procure and upgrade assets Implement and periodically audit security procedures for assets such as work spaces, equipment, computer networks, data, and software Implement computer system back-ups and periodically test reliability of backup procedures Implement sound data management procedures 	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes</p> <p><input type="checkbox"/> Level Four: Managed and measured processes</p> <p><input type="checkbox"/> Level Three: Defined processes</p> <p><input type="checkbox"/> Level Two: Repeatable processes</p> <p><input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
Execution	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation

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EA9. Process Event Management	<p>How does the GIS operation manage GIS system process events?</p> <ul style="list-style-type: none"> • Typical process events include planned hardware and software upgrades, unplanned hardware failure and data loss and restore events. • This should include well defined change management best practices, for both routine/batch processes, and for significant system upgrades/modifications. 	<p>49. Apply project management knowledge and best practices</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA10. Contract and Supplier Management	<p>How does the GIS operation manage its purchasing and contracting processes to ensure the best value for the supplies and services that it acquires?</p>	<p>58. Prepare, negotiate, monitor, administer, and remediate contracts</p> <p>59. Prepare Statements of Work (SOW) defining project objectives and requirements</p> <p>60. Prepare competitive solicitations including project rationale and objectives, existing geospatial technology assets, desired services, and final deliverables</p> <p>61. Prepare proposals including understanding of need, technical approach and proposed technology, final deliverables, schedule, budget, and relevant qualifications</p> <p>62. Prepare objective selection criteria and scoring mechanism to fairly evaluate proposals</p> <p>63. Develop service level agreements</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA11. Regional Collaboration	<p>How does the GIS operation manage regional collaboration to ensure that opportunities to share in the development and operation of data, infrastructure, and applications are pursued, and that the agency's GIS is leveraged to benefit other potential local partners?</p>	<p>46. Monitor stakeholder satisfaction</p> <p>51. Identify collaborative opportunities to achieve project goals</p> <p>23. Develop and maintain relationships with other organizations to promote mutually advantageous partnerships and best practices</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>

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Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA12. Staff Development	<p>How does the GIS operation manage the process of hiring and developing its staff to ensure that individual staff member skills are developed appropriate to current and emerging technical and business needs?</p> <ul style="list-style-type: none"> • How does the GIS operation ensure that its staff resources meet its operational requirements for individual GIS competencies, including back-up and succession planning? • A best practice would include a well-defined and effective performance management and appraisal system. • A key objective would be minimizing risk to the organization, while enhancing staff effectiveness and productivity. 	<p><u>Human Resources Management:</u></p> <p>37. Prepare and implement a geospatial staff competency plan 38. Provide opportunities for continuing professional development 39. Encourage contributions to the profession</p> <p>45. Ensure continuity of geospatial operations 48. Adopt a customer service orientation 50. Understand and apply the geospatial technology components of projects (as outlined in the Department of Labor's Geospatial Technology Competency Model) to accurately establish scope, resources, schedule and quality requirements for project success</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>
EA13. Operation Performance Management	<p>How does the GIS operation manage performance of its operations as a whole?</p> <ul style="list-style-type: none"> • This is the single key indicator of organizational process maturity and execution ability? Perhaps an organization's rating in this area would serve as a ceiling for its overall rating. 	<p><u>Performance Management:</u></p> <p>8. Establish clear performance expectations 9. Maintain individual and organizational accountability 10. Acknowledge and encourage exceptional achievement 11. Remediate performance shortfalls effectively 18. Foster an environment conducive to teamwork 19. Assemble, charge, and enable effective work teams 49. Apply project management knowledge and best practices</p>	<p><u>Assessment</u></p> <p><input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes</p> <p><u>Comments:</u></p> <p>Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component?</p> <p><u>Describe Documentation</u></p>

URISA GIS Management Institute®
GIS Capability Maturity Model – September 2013

Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA14. Individual GIS Staff Performance Management	How does the GIS operation manage individual employee staff performance? ²	<u>Performance Management:</u> 8. Establish clear performance expectations 9. Maintain individual and organizational accountability 10. Acknowledge and encourage exceptional achievement 11. Remediate performance shortfalls effectively 18. Foster an environment conducive to teamwork 19. Assemble, charge, and enable effective work teams 49. Apply project management knowledge and best practices	<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component? Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>
EA15. Client Satisfaction Monitoring and Assurance	How does the GIS operation monitor, assess, and assure the satisfaction of its clients? <ul style="list-style-type: none"> Ideally, clients should be surveyed to indicate their satisfaction with individual projects and with the enterprise GIS operation as a whole. 	21. Develop and maintain long-term client relationships 46. Monitor stakeholder satisfaction 48. Adopt a customer service orientation 63. Develop service level agreements	<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component? Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>
EA16. Resource Allocation Management	How does the GIS optimize use of its operational staff and of other resources at its disposal, both to minimize costs and to achieve maximum overall effectiveness for the enterprise? <ul style="list-style-type: none"> This should include a global correlation between an organization's resources and the services that it provides, both internal and external. 	19. Assemble, charge, and enable effective work teams 37. Prepare and implement a geospatial staff competency plan 38. Provide opportunities for continuing professional development 45. Ensure continuity of geospatial operations 49. Apply project management knowledge and best practices 59. Prepare Statements of Work (SOW) defining project objectives and requirements	<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component? Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>

URISA GIS Management Institute®
GIS Capability Maturity Model – September 2013

Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA17. GIS data sharing	Is GIS data sharable and is it shared? How does the GIS operation leverage shared and sharable GIS data to maintain effectiveness and minimize cost and redundant functions?	22. Develop and maintain collaborative relationships within the organization 23. Develop and maintain relationships with other organizations to promote mutually advantageous partnerships and best practices	<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>
EA18. GIS Software License Sharing	Are GIS software licenses sharable and are they shared? <ul style="list-style-type: none"> How does the GIS operation leverage shared and sharable GIS software to maintain effectiveness and minimize cost and redundant services? 	22. Develop and maintain collaborative relationships within the organization 23. Develop and maintain relationships with other organizations to promote mutually advantageous partnerships and best practices	<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>
EA19. GIS data inter-operability	Are agency framework and business geospatial data sources capable of being integrated and accessed in a technically appropriate and efficient manner?		<u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u>

URISA GIS Management Institute®
GIS Capability Maturity Model – September 2013

Execution Ability Component	Characteristics	URISA GMCM Competency Category	Assessment, Comments, and Documentation
EA20. Legal and policy affairs management	<p>Are the GIS organization's activities conducted to comply with appropriate legal and policy guidelines and requirements?</p> <ul style="list-style-type: none"> Does the GIS organization promote appropriate changes to the legal and policy framework to support effective enterprise GIS operations? 		<p><u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u></p>
EA21. Balancing minimal privacy with maximum data usage	<p>Does the GIS operation adhere to open data sharing principles to the maximum potential while minimizing administrative hurdles and roadblocks?</p> <ul style="list-style-type: none"> Does the GIS operation apply the maximum care to ensure the security of the minimum domain of restricted confidential data? 	<p>13. Comply with all relevant laws and regulations 14. Follow relevant professional codes of ethics</p>	<p><u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u></p>
EA22. Service to the community and to the profession	<p>Does the GIS operation support the GIS Certification Institute's and the URISA GIS Code of Ethics 'Contributions to the Profession' guidelines?</p> <ul style="list-style-type: none"> Does the GIS operation support and encourage efforts by its staff members for appropriate professional outreach, educational, and community service activities related to GIS? 	<p>39. Encourage contributions to the profession.</p>	<p><u>Assessment</u> <input type="checkbox"/> Level Five: Optimized processes <input type="checkbox"/> Level Four: Managed and measured processes <input type="checkbox"/> Level Three: Defined processes <input type="checkbox"/> Level Two: Repeatable processes <input type="checkbox"/> Level One: Ad-hoc processes <u>Comments:</u> Does your agency use recognized professional best practices for this component?' Does your agency use a formal internal practice or procedure for this component? <u>Describe Documentation</u></p>

Appendix 6.2: GIS Capability Maturity Model—Town of Clarkstown

Metrics

Organization Legal Name	Town of Clarkstown
Version	Current
Organization common name	Town of Clarkstown
Organization type	City
Organization size	>1000K Population
Name of Country/State/Province/Department	New York
Name of superior jurisdiction (Country Name)	United States
Subscriber admin username	Clarkstown
Name of person responsibleforthis survey	William Withington
Job title of person responsible for this survey	GIS Coordinator
Email address of person responsible for this survey	w.withington@clarkstown.org
Name of person validating metrics	Jose Simoes
Job title of person validating metrics	Principal Town Planner
Email of person validating metrics	j.simoes@clarkstown.org
Address line 1	10 Maple Avenue
Address line 2	
City	New City
State/Province	NY
Zipcode/Postal Code	10956
Country	United States
Website url	http://www.town.clarkstown.ny.us/
Population of jurisdiction	87000
Indicate date of census or population estimate	2010
Jurisdiction or Business Service Area	106
Jurisdiction Service Area Units of Measure	square km
Total Number of Property Parcels	28000
Total Number of Street Addresses	30000
Total Number of Utility Customers	0
Route type	Transit
Total route units	km
Total route length	0
Business Use Case: Please provide a concise narrative description of the purpose and mission of the organization that is supported by the GIS operation covered by this survey.	The mission of the Town of Clarkstown Planning Department, GIS program is to support the activities of the Town and its citizens by using geographical data to (1) inform decisions, (2) improve service processes and systems, and (3) expand the use and utility of shared information.
Total Number of Employees Working for the Organization	350
Organization currency	₹ (AMD)
Total Annual Organization Budget	99400000
Year Enterprise GIS Development Began	2008
Total Number of GIS Professional Staff	1
GIS Managers	1
GIS Managers Equivalent	0.30000
GIS Programmers	0
GIS Programmers Equivalent	0.15000
GIS DBA's	0
GIS DBA's Equivalent	0.15000
GIS Analysts	0
GIS AnalystsEquivalent	0.20000
GIS Technicians	0
GIS TechniciansEquivalent	0.20000
Other GIS Staff	0
Other GIS StaffEquivalent	0.00000
Total Number of GIS staff who have any recognized GIS Certification	0
Annual GIS Staff Labor Budget	100000
Annual GIS Hardware Budget	2000
Annual GIS Software Budget	50000
Annual GIS Contractors and Consultants Budget	0

Organization Legal Name	Town of Clarkstown
Annual GIS Data Acquisition Budget (Includes Imagery)	0
Annual GIS Training and Professional Development Budget	1000
Other GIS Budget	0
Total GIS Budget	153000
GIS Organizational structure (Comments)	One person program within Planning Department
Organizational Placement of GIS Management and Main GIS Support Unit (Comments)	Planning Department
Do you participate in regional GIS consortia?	False
GIS Comments	N/A
Imagery resources	NYS Office of Information Technology Services, GIS Program Office
Latest year of acquisition	2016
Describe Imagery Accuracy	4' horizontal accuracy
Describe Imagery Resolution	6" resolution
Last 10 years actual imagery update cycle	3
Next 5 years planned imagery update cycle	2
Describe Vector GIS Data Resources	Vector data is gathered from various State, County, and Local sources. Majority of data is obtained from County or generated internally.
Data acquisition	
Describe Data Accuracy	Accuracy of data is generally very good to excellent.
Describe Data Maintenance Cycle	As needed.
Is Full Metadata Maintained?	False
GIS Data storage capacity (TB)	1.2 TB
GIS Data storage strategy	Increase as needed.
GIS Application Server Strategy	Upgrade as needed.
GIS Operating System	Windows 2008 R2
Primary GIS software solution	ESRI
Secondary GIS software solution	
Database software solution	SQL
Other key software components	
Is your software is under full maintenance?	True
Total Number of Internal GIS Users Supported	32
Number of Desktop GIS Users Supported	12
Number of Mobile GIS Users Supported	0
Number of Web Mapping GIS Users Supported	350
Total annual internal web mapping user sessions	4751
Total annual internal web mapping hits	
Do you conduct internal customer satisfaction surveys?	False
Describe how you validate GIS customer satisfaction	Project based - follow up conversations prior, during, and post project.
Do you provide in-house training to end-users?	True
Describe GIS Training for end-users	Departmental requests for training are scheduled as needed.
If your GIS provide helpdesk support to end-users?	False
Describe end user GIS helpdesk support	Support is on ad-hoc basis, and is prioritized based on need
Do you provide 24x7 GIS system support?	False
If no, what is the supported system availability?	8a-4p, M-F
Actual Annual GIS system availability (%) during business hours	100
Do you provide external (public) web mapping application access?	True
Total annual external (public) GIS Based web mapping User sessions	2100
Total annual external web mapping map hits	
Do you conduct external customer satisfaction surveys?	False
Do you provide public access to GIS data?	False
If yes, are there any restricted data sets?	
If no, describe the policy basis for not providing public access.	Access is granted via non-disclosure agreements.
Do you charge for public access for GIS data?	False
If yes, what do you charge?	
If No, describe how the public accesses your GIS data.	Data is viewable via view only webmap and hardcopy mapping.
Please indicate any other clarifying comments about your organization:	
Please indicate any comments or suggestions about this survey itself, for future improvement:	
May we identify your organization information in GMI reports or publications?	Contact Me First

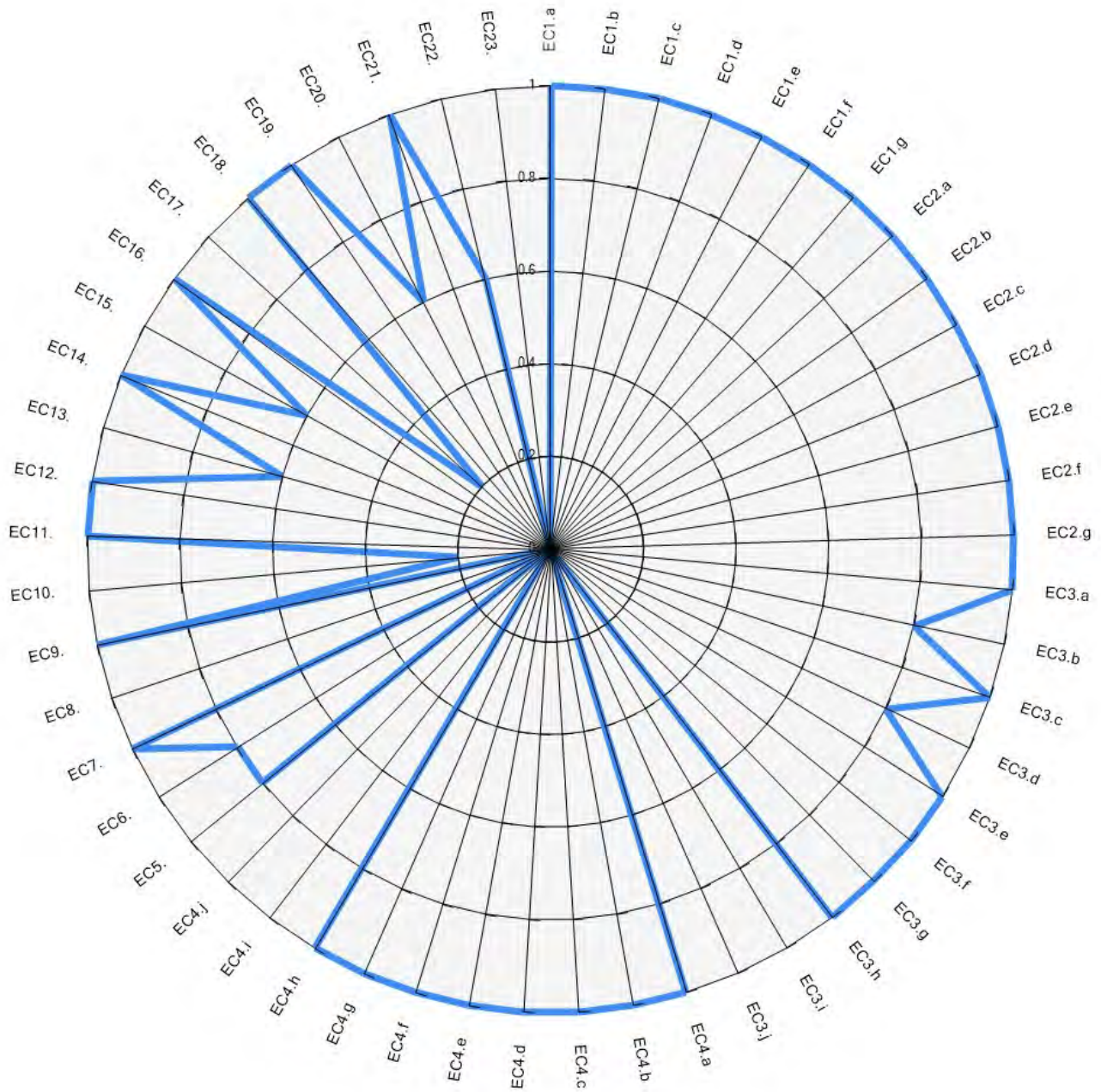
Organization Legal Name	Town of Clarkstown
Submitted date	
Submitted by	
Validated by subscriber	No

Organization Enabling Capability Survey

Organization Legal Name	Town of Clarkstown
Version	Current
EC1.a Framework GIS Data: Geodetic Control	1
EC1.b Framework GIS Data: Cadastral	1
EC1.c Framework GIS Data: Orthoimagery	1
EC1.d Framework GIS Data: Elevation Data	1
EC1.e Framework GIS Data: Hydrography	1
EC1.f Framework GIS Data: Administrative Units	1
EC1.g Framework GIS Data: Transportation	1
EC2.a Framework GIS Data Maintenance: Geodetic Control	1
EC2.b Framework GIS Data Maintenance: Cadastral	1
EC2.c Framework GIS Data Maintenance: Orthoimagery	1
EC2.d Framework GIS Data Maintenance: Elevation Data	1
EC2.e Framework GIS Data Maintenance: Hydrography	1
EC2.f Framework GIS Data Maintenance: Administrative Units	1
EC2.g Framework GIS Data Maintenance: Transportation	1
EC3.a Business GIS Data:	1
EC3.a Business GIS Data: BusinessDataLayerA	Zoning Districts
EC3.b Business GIS Data:	0.8
EC3.b Business GIS Data: BusinessDataLayerB	Stormwater Conveyence
EC3.c Business GIS Data:	1
EC3.c Business GIS Data: BusinessDataLayerC	Comprehensive Drainage Network
EC3.d Business GIS Data:	0.8
EC3.d Business GIS Data: BusinessDataLayerD	Subdivisions
EC3.e Business GIS Data:	1
EC3.e Business GIS Data: BusinessDataLayerE	Land Use
EC3.f Business GIS Data:	1
EC3.f Business GIS Data: BusinessDataLayerF	Wetlands
EC3.g Business GIS Data:	1
EC3.g Business GIS Data: BusinessDataLayerG	Situs Address
EC3.h Business GIS Data:	1
EC3.h Business GIS Data: BusinessDataLayerH	Ward Districts
EC3.i Business GIS Data:	N/A
EC3.i Business GIS Data: BusinessDataLayerI	
EC3.j Business GIS Data:	N/A
EC3.j Business GIS Data: BusinessDataLayerJ	
EC4.a Business GIS Data Maintenance:	1
EC4.a Business GIS Data Maintenance: BusinessDataLayerA	Zoning Districts
EC4.b Business GIS Data Maintenance:	1
EC4.b Business GIS Data Maintenance: BusinessDataLayerB	Stormwater Conveyence
EC4.c Business GIS Data Maintenance:	1
EC4.c Business GIS Data Maintenance: BusinessDataLayerC	Comprehensive Drainage Network
EC4.d Business GIS Data Maintenance:	1
EC4.d Business GIS Data Maintenance: BusinessDataLayerD	Subdivisions
EC4.e Business GIS Data Maintenance:	1
EC4.e Business GIS Data Maintenance: BusinessDataLayerE	Land Use
EC4.f Business GIS Data Maintenance:	1
EC4.f Business GIS Data Maintenance: BusinessDataLayerF	Wetlands
EC4.g Business GIS Data Maintenance:	1
EC4.g Business GIS Data Maintenance: BusinessDataLayerG	Situs Address
EC4.h Business GIS Data Maintenance:	1
EC4.h Business GIS Data Maintenance: BusinessDataLayerH	Ward Districts
EC4.i Business GIS Data Maintenance:	N/A
EC4.i Business GIS Data Maintenance: BusinessDataLayerI	
EC4.j Business GIS Data Maintenance:	N/A

Organization Legal Name	Town of Clarkstown
EC4.J Business GIS Data Maintenance: BusinessDataLayerJ	
EC5. GIS Data Coordination	0.8
EC6. Metadata	0.8
EC7. Spatial Data Warehouse	1
EC8. Architectural Design	0
EC9. Technical Infrastructure	1
EC10. Replacement Plan	0.2
EC11. GIS Software Maintenance	1
EC12. Data Back-up and Security	1
EC13. GIS Application Portfolio	0.6
EC14. GIS Application Portfolio Management	1
EC15. GIS Application Portfolio O&M	0.6
EC16. Professional GIS Management	1
EC17. Professional GIS Operations Staff	0.2
EC18. GIS Staff Training and Professional Development	1
EC19. GIS Governance Structure	1
EC20. GIS is Linked to Agency Strategic Goals	0.6
EC21. GIS Budget	1
EC22. GIS Funding	0.6
EC23. GIS Financial Plan	0

Organization Enabling Capability Survey - Chart

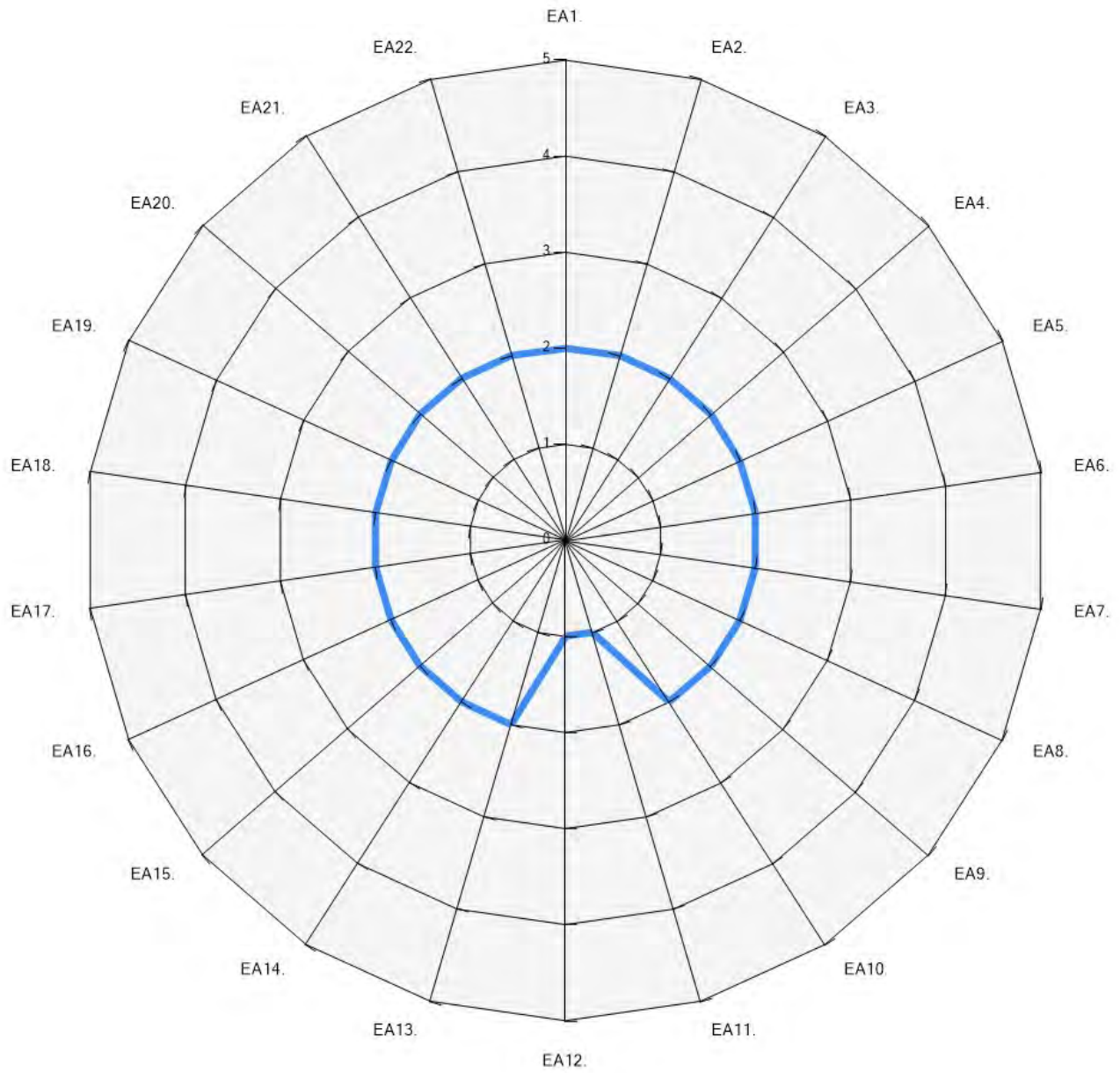


(1) Town of Clarkstown Current

Organization Execution Ability Survey

Organization Legal Name	Town of Clarkstown
Version	Current
EA1. New Client Services Evaluation and Development	2
EA2. User Support, Help Desk, and End-User Training	2
EA3. Service Delivery Tracking and Oversight	2
EA4. Service Quality Assurance	2
EA5. Application Development or Procurement Methodology	2
EA6. Project Management Methodology	2
EA7. Quality Assurance and Quality Control	2
EA8. GIS System Management	2
EA9. Process Event Management	2
EA10. Contract and Supplier Management	2
EA11. Regional Collaboration	1
EA12. Staff Development	1
EA13. Operation Performance Management	2
EA14. Individual GIS Staff Performance Management	2
EA15. Client Satisfaction Monitoring and Assurance	2
EA16. Resource Allocation Management	2
EA17. GIS Data Sharing	2
EA18. GIS Software License Sharing	2
EA19. GIS data inter-operability	2
EA20. Legal and policy affairs management	2
EA21. Balancing minimal privacy with maximum data usage	2
EA22. Service to the community and to the profession	2

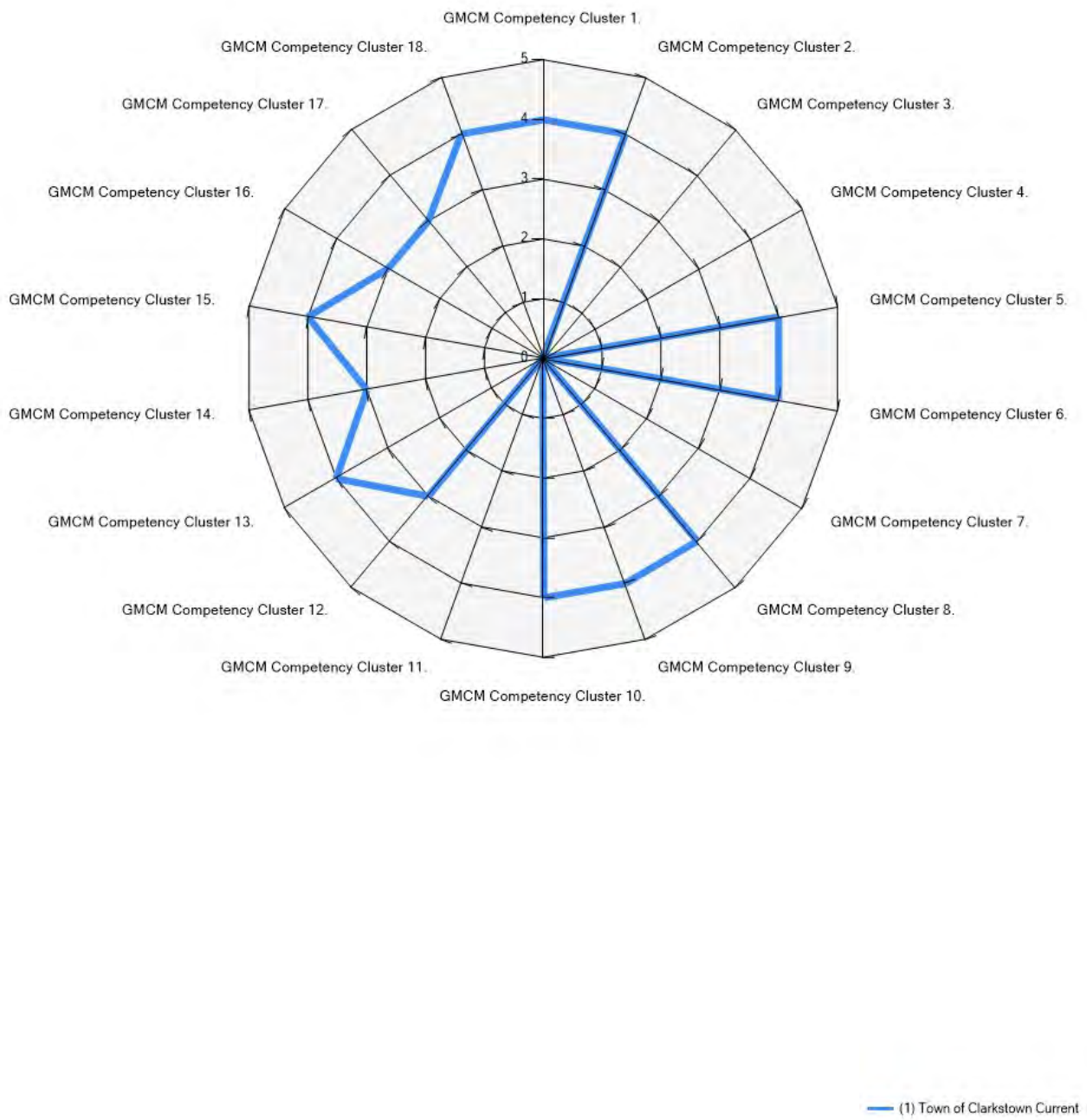
Organization Execution Ability Survey - Chart



— (1) Town of Clarkstown Current

GIS Management Competency Survey

Organization Legal Name	Town of Clarkstown
Version	Current
GMCM Competency Cluster 1. Geospatial Technology Competencies	4
GMCM Competency Cluster 2. Self-Management	4
GMCM Competency Cluster 3. Human Resource Management	N/A
GMCM Competency Cluster 4. Performance Management	N/A
GMCM Competency Cluster 5. Legal Affairs and Policy Management	4
GMCM Competency Cluster 6. Communication	4
GMCM Competency Cluster 7. Team Management	N/A
GMCM Competency Cluster 8. Relationship Management	4
GMCM Competency Cluster 9. Business Development	4
GMCM Competency Cluster 10. Leadership	4
GMCM Competency Cluster 11. Professional Development	N/A
GMCM Competency Cluster 12. Strategic Planning and Action	3
GMCM Competency Cluster 13. Work Management	4
GMCM Competency Cluster 14. Geospatial Project Management	3
GMCM Competency Cluster 15. Political Skills	4
GMCM Competency Cluster 16. Contract Management	3
GMCM Competency Cluster 17. Financial Management	3
GMCM Competency Cluster 18. Asset Management	4



Appendix 6.3: GIS Capability Maturity Model—Comparison

Metrics

Organization Legal Name	Town of Clarkstown	City of Salinas
Version	Current	Current
Organization common name	Town of Clarkstown	City of Salinas
Organization type	City	City
Organization size	>1000K Population	>1000K Population
Name of Country/State/Province/Department	New York	California
Name of superior jurisdiction (Country Name)	United States	United States
Subscriber admin username	Clarkstown	SalinasCA
Name of person responsible for this survey	William Withington	
Job title of person responsible for this survey	GIS Coordinator	
Email address of person responsible for this survey	w.withington@clarkstown.org	erics@ci.salinas.ca.us
Name of person validating metrics	Jose Simoes	Eric Sandoval
Job title of person validating metrics	Principal Town Planner	GIS Administrator
Email of person validating metrics	j.simoes@clarkstown.org	erics@ci.salinas.ca.us
Address line 1	10 Maple Avenue	200 Lincoln Ave
Address line 2		
City	New City	Salinas
State/Province	NY	CA
Zipcode/Postal Code	10956	93901
Country	United States	United States
Website url	http://www.town.clarkstown.ny.us/	https://www.cityofsalinas.org
Population of jurisdiction	87000	160000
Indicate date of census or population estimate	2010	2015
Jurisdiction or Business Service Area	106	26
Jurisdiction Service Area Units of Measure	square km	square miles
Total Number of Property Parcels	28000	40000
Total Number of Street Addresses	30000	
Total Number of Utility Customers	0	
Route type	Transit	Transit
Total route units	km	miles
Total route length	0	
Business Use Case: Please provide a concise narrative description of the purpose and mission of the organization that is supported by the GIS operation covered by this survey.	The mission of the Town of Clarkstown Planning Department, GIS program is to support the activities of the Town and its citizens by using geographical data to (1) inform decisions, (2) improve service processes and systems, and (3) expand the use and utility of shared information.	OUR MISSION: Provide access to geospatial data and analysis for City staff, partners and the public OUR GOALS: Improve GIS Enterprise System Capability Expand the Impact of Shared Information Support Data Informed Decisions Improve Business Process Enhance Local Government Transparency The Geographic Information System (GIS) Division's primary function is to provide mapping and spatial analysis support to City departments. The City of Salinas GIS is being developed to make information easily accessible in a manner that will assist other City departments make informed decisions on City operational and planning activities. A secondary goal of the Division is to be able to offer GIS services to other public and private entities at a reasonable cost. Some of the many tasks the GIS Division is working on are the development of databases necessary to achieve compliance with National Pollutant Discharge Elimination System (NPDES) requirements, providing support for the General Plan Update, Alisal Vibrancy Plan, Parking, Construction, Urban Greening Plan, Pavement and Sidewalks Management, etc.
Total Number of Employees Working for the Organization	350	580
Organization currency	₹ (AMD)	\$ (USD)
Total Annual Organization Budget	99400000	130000000
Year Enterprise GIS Development Began	2008	1998
Total Number of GIS Professional Staff	1	8

Organization Legal Name	Town of Clarkstown	City of Salinas
GIS Managers	1	1
GIS Managers Equivalent	0.30000	1.00000
GIS Programmers	0	1
GIS Programmers Equivalent	0.15000	0.00000
GIS DBA's	0	0
GIS DBA's Equivalent	0.15000	0.00000
GIS Analysts	0	2
GIS AnalystsEquivalent	0.20000	0.00000
GIS Technicians	0	2
GIS TechniciansEquivalent	0.20000	0.00000
Other GIS Staff	0	0
Other GIS StaffEquivalent	0.00000	0.00000
Total Number of GIS staff who have any recognized GIS Certification	0	2
Annual GIS Staff Labor Budget	100000	540000
Annual GIS Hardware Budget	2000	10000
Annual GIS Software Budget	50000	40000
Annual GIS Contractors and Consultants Budget	0	60000
Annual GIS Data Acquisition Budget (Includes Imagery)	0	15000
Annual GIS Training and Professional Development Budget	1000	10000
Other GIS Budget	0	780000
Total GIS Budget	153000	650000
GIS Organizational structure (Comments)	One person program within Planning Department	Enterprise wide
Organizational Placement of GIS Management and Main GIS Support Unit (Comments)	Planning Department	In the Public Works Dept, but serving the entire City
Do you participate in regional GIS consortia?	False	True
GIS Comments	N/A	Central Coast Joint Data Committee
Imagery resources	NYS Office of Information Technology Services, GIS Program Office	True Color imagery and B&W, 5 datasets
Latest year of acquisition	2016	2016
Describe Imagery Accuracy	4' horizontal accuracy	< 1.0 ft
Describe Imagery Resolution	6" resolution	3 inch
Last 10 years actual imagery update cycle	3	10
Next 5 years planned imagery update cycle	2	1
Describe Vector GIS Data Resources	Vector data is gathered from various State, County, and Local sources. Majority of data is obtained from County or generated internally.	Land use, zoning, infrastructure, environmental, social, demographic
Data acquisition		
Describe Data Accuracy	Accuracy of data is generally very good to excellent.	various
Describe Data Maintenance Cycle	As needed.	variable
Is Full Metadata Maintained?	False	True
GIS Data storage capacity (TB)	1.2 TB	4
GIS Data storage strategy	Increase as needed.	Cloud first strategy, utilizing existing internal resources when applicable
GIS Application Server Strategy	Upgrade as needed.	Cloud first strategy, utilizing existing internal resources when applicable
GIS Operating System	Windows 2008 R2	Windows
Primary GIS software solution	ESRI	ESRI
Secondary GIS software solution		QGIS
Database software solution	SQL	MS SQL
Other key software components		Geocortex
Is your software is under full maintenance?	True	True
Total Number of Internal GIS Users Supported	32	210

Organization Legal Name	Town of Clarkstown	City of Salinas
Number of Desktop GIS Users Supported	12	11
Number of Mobile GIS Users Supported	0	200
Number of Web Mapping GIS Users Supported	350	200
Total annual internal web mapping user sessions	4751	unknown at this time
Total annual internal web mapping hits		unknown at this time
Do you conduct internal customer satisfaction surveys?	False	True
Describe how you validate GIS customer satisfaction	Project based - follow up conversations prior, during, and post project.	Survey Monkey
Do you provide in-house training to end-users?	True	True
Describe GIS Training for end-users	Departmental requests for training are scheduled as needed.	Currently our strategy is to provide two types of training: power users and non-GIS users. Most of our instructor training is done for light weight viewers and mobile apps. Our advanced training opportunities are through online, self paced courses.
If your GIS provide helpdesk support to end-users?	False	True
Describe end user GIS helpdesk support	Support is on ad-hoc basis, and is prioritized based on need	Our help desk has three staff for support. Help is initiated thru email and prioritized after an initial evaluation. Response to requests are targeted at 4 hours and recommended solution within 8 hours.
Do you provide 24x7 GIS system support?	False	False
If no, what is the supported system availability?	8a-4p, M-F	Work hours
Actual Annual GIS system availability (%) during business hours	100	94%, but improving
Do you provide external (public) web mapping application access?	True	True
Total annual external (public) GIS Based web mapping User sessions	2100	1100
Total annual external web mapping map hits		
Do you conduct external customer satisfaction surveys?	False	True
Do you provide public access to GIS data?	False	True
If yes, are there any restricted data sets?		Yes, individual information or data that can be tied to an individual
If no, describe the policy basis for not providing public access.	Access is granted via non-disclosure agreements.	
Do you charge for public access for GIS data?	False	False
If yes, what do you charge?		
If No, describe how the public accesses your GIS data.	Data is viewable via view only webmap and hardcopy mapping.	Open Data Portal and Map Gallery
Please indicate any other clarifying comments about your organization:		
Please indicate any comments or suggestions about this survey itself, for future improvement:		
May we identify your organization information in GMI reports or publications?	Contact Me First	Yes
Submitted date		
Submitted by		
Validated by subscriber	No	No

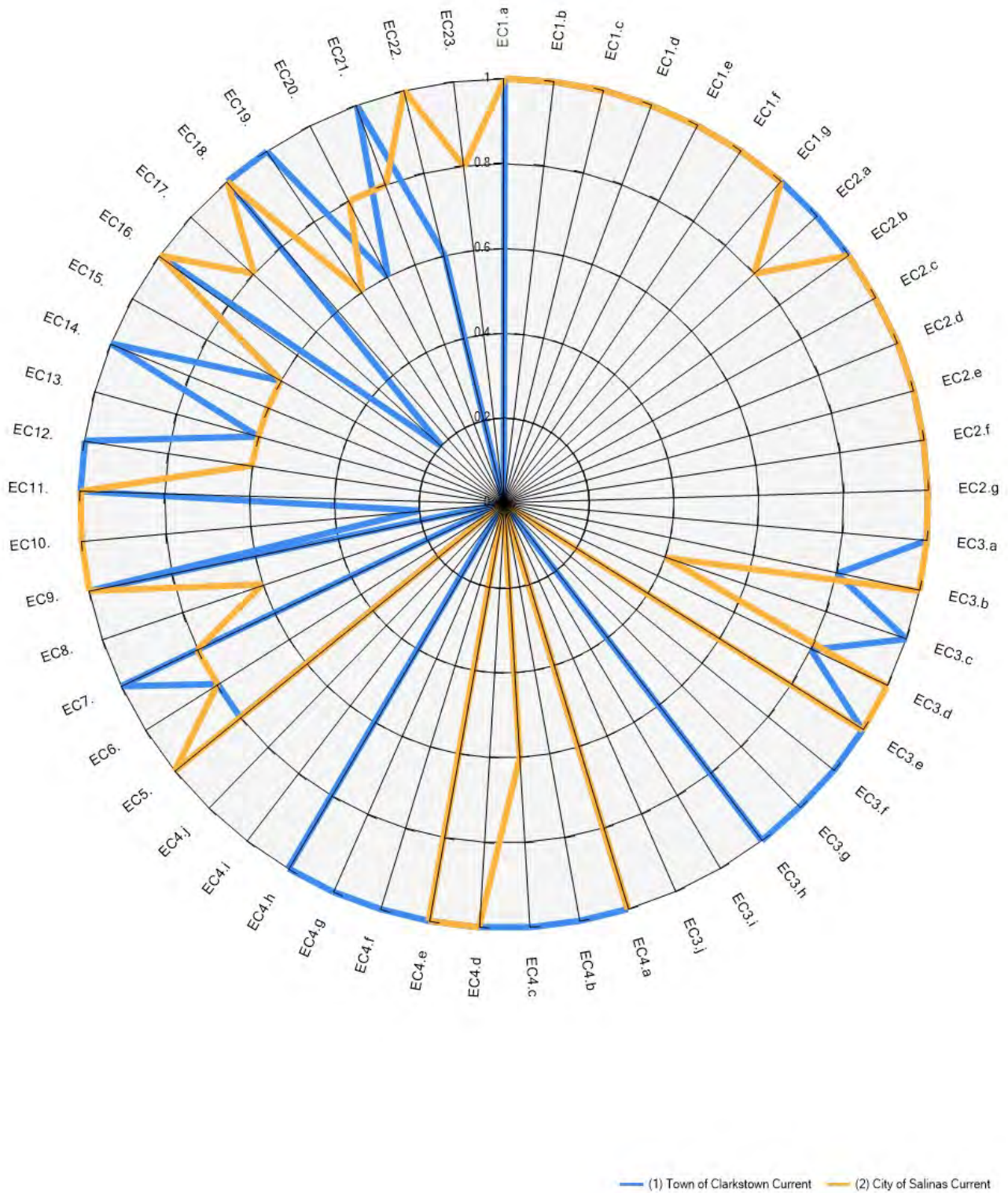
Organization Enabling Capability Survey

Organization Legal Name	Town of Clarkstown	City of Salinas
Version	Current	Current
EC1.a Framework GIS Data: Geodetic Control	1	1
EC1.b Framework GIS Data: Cadastral	1	1
EC1.c Framework GIS Data: Orthoimagery	1	1

Organization Legal Name	Town of Clarkstown	City of Salinas
EC1.d Framework GIS Data: Elevation Data	1	1
EC1.e Framework GIS Data: Hydrography	1	1
EC1.f Framework GIS Data: Administrative Units	1	1
EC1.g Framework GIS Data: Transportation	1	1
EC2.a Framework GIS Data Maintenance: Geodetic Control	1	0.8
EC2.b Framework GIS Data Maintenance: Cadastral	1	1
EC2.c Framework GIS Data Maintenance: Orthoimagery	1	1
EC2.d Framework GIS Data Maintenance: Elevation Data	1	1
EC2.e Framework GIS Data Maintenance: Hydrography	1	1
EC2.f Framework GIS Data Maintenance: Administrative Units	1	1
EC2.g Framework GIS Data Maintenance: Transportation	1	1
EC3.a Business GIS Data:	1	1
EC3.a Business GIS Data: BusinessDataLayerA	Zoning Districts	TrakIt
EC3.b Business GIS Data:	0.8	1
EC3.b Business GIS Data: BusinessDataLayerB	Stormwater Conveyance	Wintegrate
EC3.c Business GIS Data:	1	0.4
EC3.c Business GIS Data: BusinessDataLayerC	Comprehensive Drainage Network	Police RMS
EC3.d Business GIS Data:	0.8	1
EC3.d Business GIS Data: BusinessDataLayerD	Subdivisions	CodeEnforcementCases
EC3.e Business GIS Data:	1	1
EC3.e Business GIS Data: BusinessDataLayerE	Land Use	BusinessLicenses
EC3.f Business GIS Data:	1	
EC3.f Business GIS Data: BusinessDataLayerF	Wetlands	
EC3.g Business GIS Data:	1	
EC3.g Business GIS Data: BusinessDataLayerG	Situs Address	
EC3.h Business GIS Data:	1	
EC3.h Business GIS Data: BusinessDataLayerH	Ward Districts	
EC3.i Business GIS Data:	N/A	
EC3.i Business GIS Data: BusinessDataLayerI		
EC3.j Business GIS Data:	N/A	
EC3.j Business GIS Data: BusinessDataLayerJ		
EC4.a Business GIS Data Maintenance:	1	1
EC4.a Business GIS Data Maintenance: BusinessDataLayerA	Zoning Districts	TrakIt
EC4.b Business GIS Data Maintenance:	1	N/A
EC4.b Business GIS Data Maintenance: BusinessDataLayerB	Stormwater Conveyance	Wintegrate
EC4.c Business GIS Data Maintenance:	1	0.6
EC4.c Business GIS Data Maintenance: BusinessDataLayerC	Comprehensive Drainage Network	Police RMS
EC4.d Business GIS Data Maintenance:	1	1
EC4.d Business GIS Data Maintenance: BusinessDataLayerD	Subdivisions	CodeEnforcementCases
EC4.e Business GIS Data Maintenance:	1	1
EC4.e Business GIS Data Maintenance: BusinessDataLayerE	Land Use	BusinessLicenses
EC4.f Business GIS Data Maintenance:	1	
EC4.f Business GIS Data Maintenance: BusinessDataLayerF	Wetlands	
EC4.g Business GIS Data Maintenance:	1	
EC4.g Business GIS Data Maintenance: BusinessDataLayerG	Situs Address	
EC4.h Business GIS Data Maintenance:	1	
EC4.h Business GIS Data Maintenance: BusinessDataLayerH	Ward Districts	
EC4.i Business GIS Data Maintenance:	N/A	
EC4.i Business GIS Data Maintenance: BusinessDataLayerI		
EC4.j Business GIS Data Maintenance:	N/A	
EC4.j Business GIS Data Maintenance: BusinessDataLayerJ		
EC5. GIS Data Coordination	0.8	1
EC6. Metadata	0.8	0.8
EC7. Spatial Data Warehouse	1	0.8
EC8. Architectural Design	0	0.6
EC9. Technical Infrastructure	1	1
EC10. Replacement Plan	0.2	1
EC11. GIS Software Maintenance	1	1
EC12. Data Back-up and Security	1	0.6
EC13. GIS Application Portfolio	0.6	0.6
EC14. GIS Application Portfolio Management	1	0.6

Organization Legal Name	Town of Clarkstown	City of Salinas
EC15. GIS Application Portfolio O&M	0.6	0.6
EC16. Professional GIS Management	1	1
EC17. Professional GIS Operations Staff	0.2	0.8
EC18. GIS Staff Training and Professional Development	1	1
EC19. GIS Governance Structure	1	0.6
EC20. GIS is Linked to Agency Strategic Goals	0.6	0.8
EC21. GIS Budget	1	0.8
EC22. GIS Funding	0.6	1
EC23. GIS Financial Plan	0	0.8

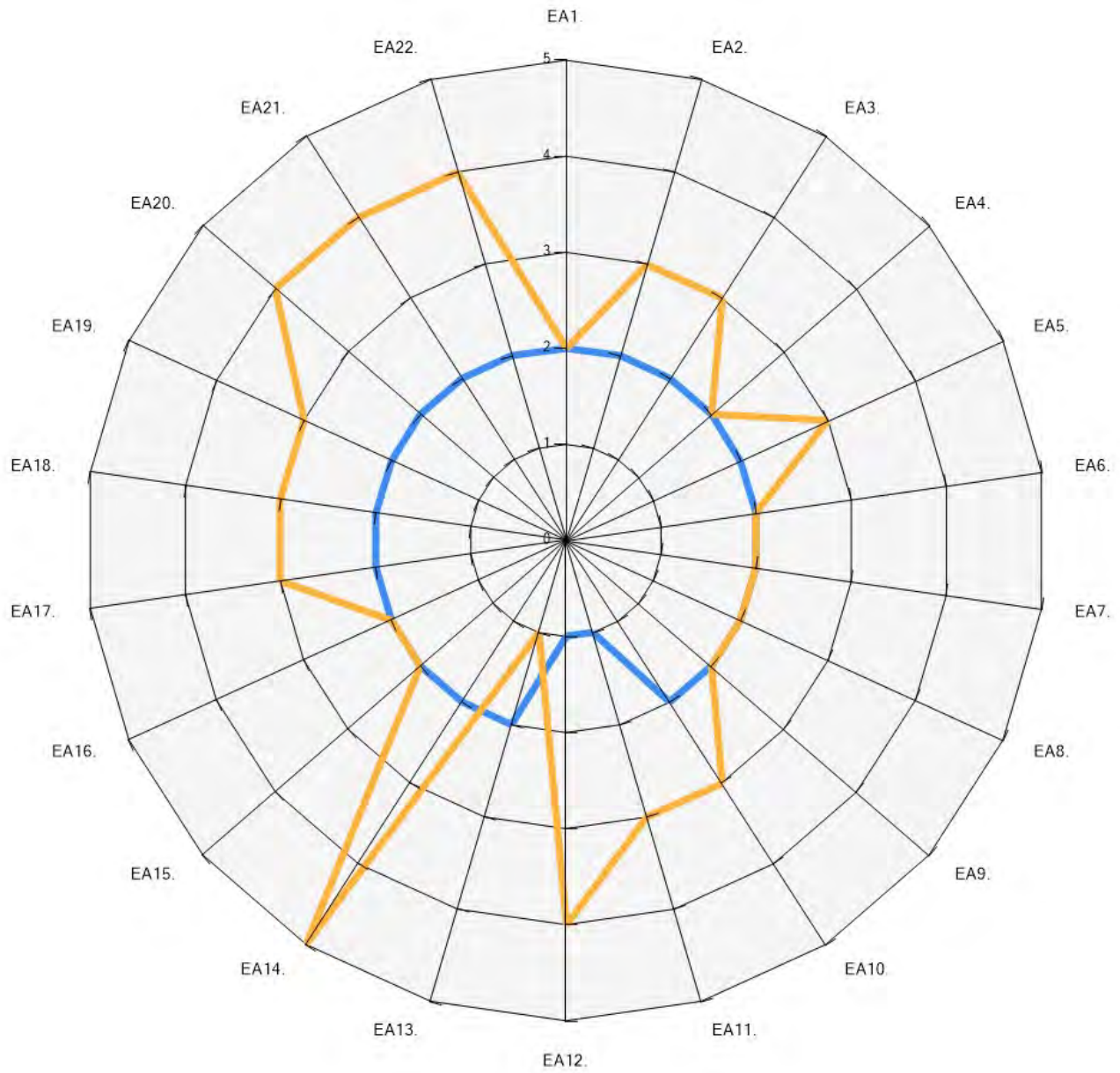
Organization Enabling Capability Survey - Chart



Organization Execution Ability Survey

Organization Legal Name	Town of Clarkstown	City of Salinas
Version	Current	Current
EA1. New Client Services Evaluation and Development	2	2
EA2. User Support, Help Desk, and End-User Training	2	3
EA3. Service Delivery Tracking and Oversight	2	3
EA4. Service Quality Assurance	2	2
EA5. Application Development or Procurement Methodology	2	3
EA6. Project Management Methodology	2	2
EA7. Quality Assurance and Quality Control	2	2
EA8. GIS System Management	2	2
EA9. Process Event Management	2	2
EA10. Contract and Supplier Management	2	3
EA11. Regional Collaboration	1	3
EA12. Staff Development	1	4
EA13. Operation Performance Management	2	1
EA14. Individual GIS Staff Performance Management	2	5
EA15. Client Satisfaction Monitoring and Assurance	2	2
EA16. Resource Allocation Management	2	2
EA17. GIS Data Sharing	2	3
EA18. GIS Software License Sharing	2	3
EA19. GIS data inter-operability	2	3
EA20. Legal and policy affairs management	2	4
EA21. Balancing minimal privacy with maximum data usage	2	4
EA22. Service to the community and to the profession	2	4

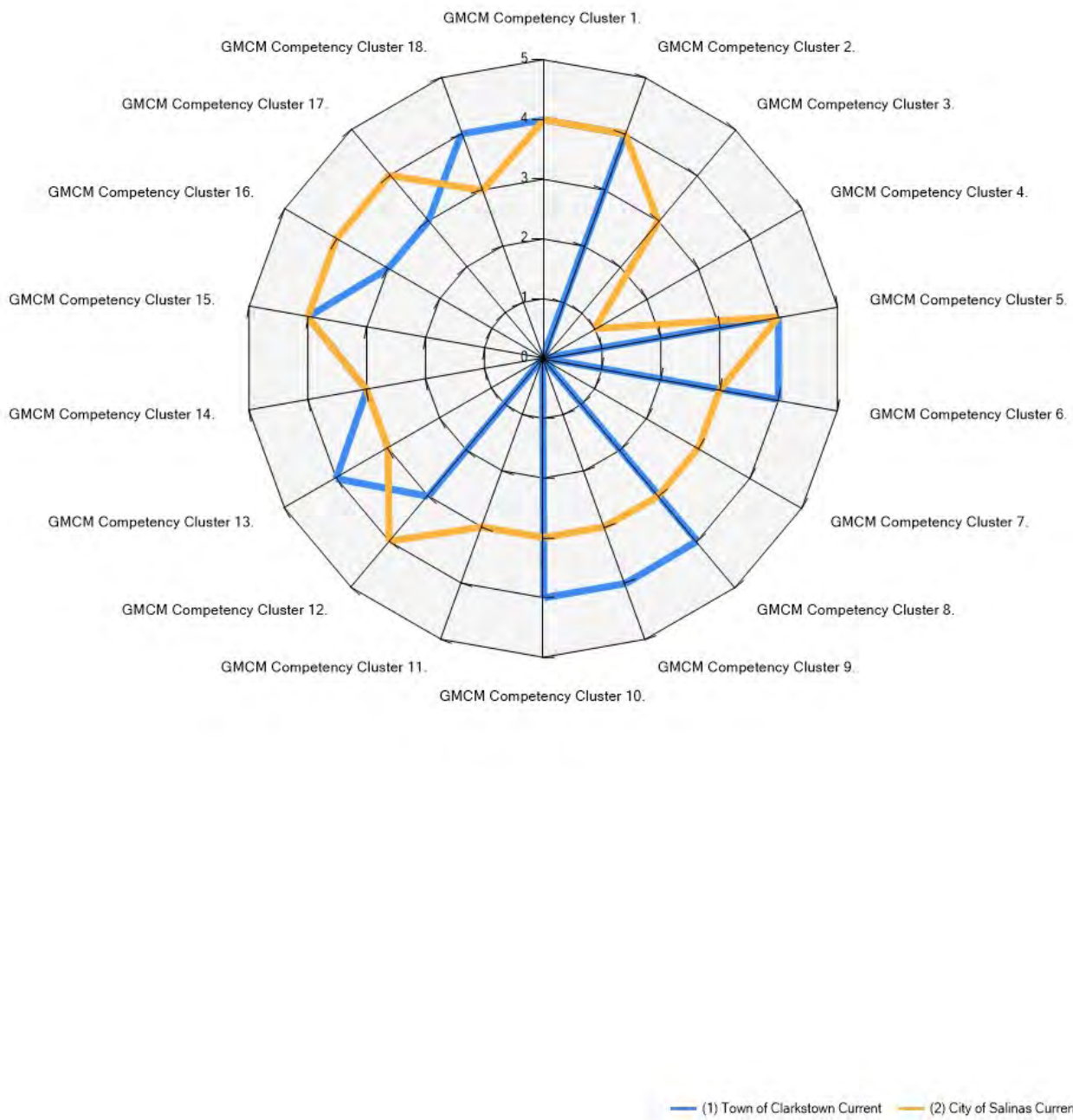
Organization Execution Ability Survey - Chart



— (1) Town of Clarkstown Current
 — (2) City of Salinas Current

GIS Management Competency Survey

Organization Legal Name	Town of Clarkstown	City of Salinas
Version	Current	Current
GMCM Competency Cluster 1. Geospatial Technology Competencies	4	4
GMCM Competency Cluster 2. Self-Management	4	4
GMCM Competency Cluster 3. Human Resource Management	N/A	3
GMCM Competency Cluster 4. Performance Management	N/A	1
GMCM Competency Cluster 5. Legal Affairs and Policy Management	4	4
GMCM Competency Cluster 6. Communication	4	3
GMCM Competency Cluster 7. Team Management	N/A	3
GMCM Competency Cluster 8. Relationship Management	4	3
GMCM Competency Cluster 9. Business Development	4	3
GMCM Competency Cluster 10. Leadership	4	3
GMCM Competency Cluster 11. Professional Development	N/A	3
GMCM Competency Cluster 12. Strategic Planning and Action	3	4
GMCM Competency Cluster 13. Work Management	4	3
GMCM Competency Cluster 14. Geospatial Project Management	3	3
GMCM Competency Cluster 15. Political Skills	4	4
GMCM Competency Cluster 16. Contract Management	3	4
GMCM Competency Cluster 17. Financial Management	3	4
GMCM Competency Cluster 18. Asset Management	4	3



Appendix 7.1: Departmental Interview Reports

ASSESSOR

Primary Contact: James Molinaro

Telephone: 639-2131

Interviewees: James Molinaro

Mission Statement:

The Assessor is responsible for producing the most accurate, equitable assessment/tax rolls for the Town in compliance with New York State Real Property Law on an annual basis.

Department Responsibilities:

- Assist customers in developing parcel perimeters list.
- Confirm data based on requests (e.g. garbage districts) from customers and other departments.
- Maintain assessment/tax roll annually
 - Review Exemption applications.
 - Update address information.
 - Update ownership information from property sales.
 - Update parcels based on subdivisions and merges.
 - Update property inventory through field collected data.
 - Work to address grievances through annual process.

GIS Overview:

The Assessor has been using the PAS system by Software Consulting Association (SCA) to maintain tax roll data. The PAS system has the ability to view GIS data consistent with Rockland County and New York State GIS data formats. Presently, the PAS system makes use of some Rockland County GIS data-- primarily parcel boundaries.

The Department anticipates significant benefits by incorporating mobile technology to assist in carrying out departmental responsibilities. Efficiencies can be gained by using a mobile application to collect and update property inventory in the field. This would include the ability to link digital photos taken in the field to property information and reports. Also of importance is the use of GIS tools to assist in improving the integrity of the Assessor databases as well as utilizing analytical tools to compare assessments. Some of this effort may be more associated with creating a coordinated records management program to assemble parcel history into a central repository and the linking to a GIS parcel layer.

The Assessor also sees a need for change detection analysis in order to find discrepancies in the Town's assessment role. This type of project has the potential to not only update the Assessor's inventory database, but to generate increased tax revenue on properties that, for whatever reason, have been modified without the Assessor's knowledge.

Exchange of information with other Town departments is primarily done in digital or paper formats (e.g. building permit and certificate of occupancy, etc.). There is an interest in the sharing of information and improving the efficiency of the Department where possible through the use of technology. Utilizing GIS, producing photos in digital format, and converting current hardcopy files to a digital format are all of interest.

Existing Resources:

- Staff: 8
 - 0 have GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - Tax Roll
 - Acreage, address, deed, exemptions, frontage/depth, owner, parcel id, special districts
 - Utilizing Rockland County GIS data (e.g. parcels, etc.) within the PAS system
- Software:
 - Microsoft Office
 - PAS system
- GIS &/or CAD Software:
 - iMap application
 - Pictometry
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - Easements (D)
 - Parcels (D)
 - Tax Maps (H/D)
 - Tax Map Index (Old and New) (H)

Notes: H = Hardcopy, D = Digital

- Non-Map Geographically Referenced Data:
 - Deeds – CD
 - Garbage collection confirmation
 - Grievances
 - Monthly Building Department reports – certificate of occupancy, building permits, searches
 - Perimeter mailing lists
 - Photos – Digital
 - Property Cards
 - Subdivision maps

Data Flow Analysis:

- Data Flow Process:

- 5217 Reports: Provides change in ownership, parcel id, address, and limited sales information.
- Addressing: Coordinated with Rockland County 911 office; update paper reports based on new address information.
- Building Permits & Certificate of Occupancy: Information initiated by Building Department; summary reports provided monthly.
- Exemptions (e.g. STAR): Application prepared by property owner; reviewed and entered by staff if approved.
- Grievances: Based on taxpayer; tax payer files with Assessor's office; Assessor provides clerical functions for the Board of Assessment Review; edit assessment data in PAS as needed, based on comments from Board of Assessments Review; complaints recorded on paper, and sometimes later summarized in digital for reporting.
- Issue stickers for trash cans to residents based on valid address; verify eligibility for replacement stickers and changes in number of stickers; all based on valid resident address.
- Property Cards: NY State forms
- Property Inventory: Field collected by staff and update computer file; digital pictures taken and placed in file.
- Property Ownership: CD provided on monthly basis from County Clerk; contains deed information, entered into PAS system.
- Subdivisions & Mergers: Based on subdivision maps provided by the Town Planning Department and filed maps with the County Clerk. Mergers are based on written requests by property owners; coordinated with Rockland County Planning and Sewall Mapping.
- Tax Maps: Provided by Rockland County Planning Department annually in paper format; digital provided more frequently; coordinated with Rockland County and Sewall Mapping.
- Data Flow Interaction with Other Departments:
 - Attorney
 - Board of Assessment Review
 - Building Department
 - County Agencies: Planning, Finance, Clerk, 911
 - DEC
 - Planning
 - Police
 - Receiver of Taxes/Town Clerk
 - State Agencies: ORPS
 - Supervisor

Future:

- Goals (listed in priority order):

- Conduct town-wide change detection analysis utilizing aerial photography and Pictometry software.
- Incorporate mobile data collection, including photographs, into inspection workflow and link to parcel file.
- Obtain software that allows digital sketch of floor plans onto property cards.
- Access to parcel history into one centralized digital location thereby improving accessibility and efficiency. Convert paper records to digital and have ability to organize by parcel and link for searching. Link photographs, plans, and other documents. Include: subdivision name, filing dates, approval dates, dedication dates, easement information, etc.
- Convert microfilm to digital and make searchable by parcel ID.
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing & Mapping
 - General access to GIS data layers
 - Increase use of Pictometry
 - Digital sketch software
 - Mobile Data Collection
 - Field collection of data using mobile devices with wireless upload capability
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Access to existing parcel data (e.g. Building Permits, etc.)
 - Convert hardcopy records to digital for more efficient searching and cross-referencing capabilities. This includes existing files (subdivisions, site plans, As Builts)
 - Provide general access to GIS data
 - Provide training for Pictometry and iMap
- Additional Data Required to be Converted to Digital:
 - Applications scanned and linked
 - Data to be joined to existing GIS parcel file
 - Land records need to be scanned and accessible
 - Link photographs to parcels
 - Special districts
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Fire districts, schools districts, sewer districts, water districts, zip code, zoning districts
 - Basemap

- Municipal boundaries, orthophotography (historical and current), roads
- Environmental
 - Flood zones, hydrography, water bodies
- Land Records
 - Building permits, cadastral, centroids, certificate of occupancy, demolitions, easements, historical records, prior approvals, rights-of-way, subdivisions, tax parcels, variances, violations
- Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
- Transportation & Land Use
 - Generalized land use, parks/open space, street centerlines, street jurisdictions, vacant land

Additional Comments:

- Explore ways to have digital maps archived and accessible

TOWN ATTORNEY

Primary Contact: Lino Sciaretta

Telephone: 639-2065

Interviewees: Lino Sciaretta

Mission Statement:

The mission of the Town Attorney is to provide legal advice to Town officials and departments.

Department Responsibilities:

- Advises the Town Board on legal issues.
- Advises with respect to Special Districts such as: Water District, Sewer District, Sanitation District, and Ambulance District.
- Defends the Town against lawsuits.
- Defends the Town against Tax Certiorari lawsuits.
- Handles Abandonments of Town Roads.
- Handles Amendments to Official Map.
- Liaison to Boards and Commissions of the Town.
- Prepares Amendments to the Town Code.
- Prepares and advises on proposed inter-municipal agreements with various State, County, Town and Villages, and municipal agreement with non-government entities for the benefit of the Town.
- Prepares and advises regarding documents dealing with the sale or acquisition of personal and real property by the Town.
- Prepares and reviews Adopt-a-Road program documents.
- Prepares legal documents and advises with respect to Eminent Domain proceedings.
- Prepares Local Laws.
- Prepares resolutions concerning matters affecting the Town for Town Board meetings.
- Prosecutes violators of the Town Code.
- Reviews all documents and advises Boards, agencies and departments processing proposed documents on subdivision and site plans.
- Reviews and prepares documents dealing with Amendments to the Zoning Local Law.
- Reviews and prepares documents dealing with Special Permits.
- Reviews and prepares documents dealing with Zone Changes.
- Reviews bonding documents.

- Reviews personnel matters and personnel contracts.

GIS Overview:

The Department envisions little benefit from incorporating GIS technology. The only applicable use would be to access tax parcel boundaries and aerial imagery.

Existing Resources:

- Staff: 8
 - 0 have GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - Various databases
- Software:
 - Business Automation Services (BAS) Integrated Property System (IPS) software system (no GIS integration)
 - Microsoft Office
- GIS &/or CAD Software:
 - iMap application
 - PublicStuff complaint management software
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - As Built Drawings (H)
 - Easements (D)
 - GML Map (D)
 - Official Map (H/D)
 - Parcels (D)
 - Surveys (H)
 - Tax Maps (H/D)
 - Tax Map Index (Old and New) (H)
 - Zoning Map (H/D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Building Permit applications
 - Complaint Reports
 - Field Correction Notice
 - Owner Cards
 - Search Report

Data Flow Analysis:

- Data Flow Process:

-
- Data Flow Interaction with Other Departments:
 - Assessor
 - Building Department
 - Comptroller
 - DEC
 - Highway
 - Insurance and Claims
 - Planning
 - Planning Board
 - Police
 - Supervisor
 - Town Board
 - Town Clerk
 - Zoning Board

Future:

- Goals (listed in priority order):
 - Accessibility to current owner information
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing and Mapping
 - iMap application
- GIS Functionality Required:
 - Input
 - Output
- Description of Priority Applications:
 - Provide general access to GIS data with iMap application.
- Additional Data Required to be Converted to Digital:
 - None
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Census districts, fire districts, GML buffers, schools districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current), roads
 - Environmental
 - Hazardous materials, hydrography, flood zones, water bodies, wetlands
 - Land Records
 - As-Builts, average density, building permits, cadastral, centroids, certificate of occupancy, complaints, demolitions, easements, historical records, prior approvals, rights-of-way, site plans, subdivisions, tax parcels, variances, violations
 - Planimetric

- Buildings, driveways, parking lots, road pavement, sidewalks
- Transportation & Land Use
 - Generalized land use, parks/open space, street centerlines, street jurisdictions, vacant land
- Utilities
 - Catch basins, cell towers, fire hydrants, sanitary sewers, street lights, water lines and mains, utility poles

BUILDING DEPARTMENT

Primary Contact: Erik Asheim

Telephone: 639-2090

Interviewees: Erik Asheim

Mission Statement:

The Building Department oversees the building permit and certificate of occupancy (C.O.) process. Inspectors are responsible for fire code, building code, and zoning code enforcement.

Department Responsibilities:

- Architecture and Historic Review Board
- Enforce Building Code
- Issue Demolition Permits
- Issue violations and summonses
- Perform property searches and develop reports for customers
- Receive, record, and respond to complaints
- Receive, review, and issue building permit applications
- Responsible for the overall code and zoning enforcement of the Town. This entails investigation and complaint resolution as it pertains to the building and zoning code. The focus is on quality of life, appearance, building and zoning matters, safety hazards, and nuisances. Emphasis is on voluntary compliance when possible.

GIS Overview:

Overall, the Building Department expresses great interest in trying to incorporate all existing data into the digital environment. Much of this effort may involve creating a coordinated records database, assembling parcel history into a central repository, and then linking to a GIS parcel layer.

Over the last several years, the Department has migrated from the previous Software Consulting Association (SCA) Building System software to the Business Automation Services (BAS) Integrated Property System (IPS) software system. This SQL-based software product has the ability to display information from Google Maps, but is not capable of displaying Town GIS information. The core parcel information is derived from the Assessor's PAS database program which is licensed from SCA.

Exchange of information with other Town departments is primarily done in a paper or email format. Complaints are logged by, or directed to and from, the Department via complaint tracking software (PublicStuff).

Existing Resources:

- Staff: 18

- 0 have GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - Building Permit database. Basic GIS viewing tools utilizing Google Maps
 - Cell Tower database
 - Complaint database
 - Photographs
 - Registry of all Business for Code Enforcement. Used to issue Certificate of Compliance.
- Software:
 - Business Automation Services (BAS) Integrated Property System (IPS) software system (no GIS integration)
 - Microsoft Office
- GIS &/or CAD Software:
 - iMap application
 - PublicStuff complaint management software
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - As Built Drawings (H)
 - Condominium maps and unit numbers
 - GML Map (D)
 - Official Map (H/D)
 - Parcels (D)
 - Surveys (H)
 - Tax Maps (H/D)
 - Tax Map Index (Old and New) (H)
 - Zoning Map (H/D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Building Permit applications
 - Complaint Reports
 - Field Correction Notice
 - Owner Cards
 - Property Cards (1954, mid-1970s, mid 1980s)
 - Search Report

Data Flow Analysis:

- Data Flow Process (Building):
 - Boards (Town, Planning, etc.) – Folder submitted to Department for review.
 - Building Permits – applications prepared by customer
 - Certificate of Occupancy – Officer sign-off and prepared by clerical staff.

- Complaints – Receiving and responding to resident calls and/or walk-ins, and other department personnel. These departments are usually Highway, DEC, or the Supervisor's office. Deputy Attorney references the Building Department logbook every day for complaints.
- Inspection Card – Inspectors record progress of inspections.
- Search Report – prepared by staff by searching through existing hard copy data (e.g. property cards from 3 separate time periods).
- Data Flow Process (Code Enforcement):
 - Complaints – Receiving and responding to resident calls and/or walk-ins, and other department personnel. These departments are usually Highway, DEC, or the Supervisor's office. Deputy Attorney references the Building Department logbook every day for complaints. Complaints forwarded to Code Enforcer for investigation, enforcement actions if necessary, and/or resolution. Complaints prioritized. Interaction with other departments for status and resolution. Memos, faxes, emails, and letters generated. Follow-up with appropriate department(s) and then resident. Field data collected and update computer file. Digital photos taken and placed in file.
- Data Flow Interaction with Other Departments:
 - Assessor
 - Attorney
 - County Agencies: Health, Highway, Drainage, Attorney
 - DEC
 - Highway
 - Planning
 - Planning Board
 - Police
 - State Agencies: DEC
 - Supervisor
 - Town Clerk
 - Zoning Board

Future:

- Goals (listed in priority order):
 - Consolidate parcel history into digital database to make it more efficient for property searches. Convert paper records to digital and have ability to organize by parcel and link for searching. Link digital photos and other documents including Site/Subdivision/As-Built plans. Include subdivision name, filing dates, approval dates, dedications dates, easement information, etc.
- Listing of Proposed GIS Queries/Applications:
 - 3-D Analysis – Ability to view Site Plans in 3-D for accessibility and site distance concerns with emergency vehicles, and the viewing of elevation and slope information

- Ability to view status of parcels (e.g. Building Permit, violations, etc.) via web-based mapping application
- Parcel History – (e.g. prior approvals, inspections, violations, variances, etc.)
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Convert hardcopy records to digital for more efficient searching and cross-referencing capabilities
- Additional Data Required to be Converted to Digital:
 - Land records to be scanned and accessible via parcel number
 - Land Use data to be joined to parcels
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Census districts, fire districts, GML buffers, sewer districts, school districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Fire incidents, hazardous materials, truss locations
 - Environmental
 - Flood zones, hydrography, soils, water bodies, wetlands
 - Land Records
 - As-Built, average density, building permits, cadastral, centroids, certificate of occupancy, complaints, demolitions, easements, historical records, prior approvals, rights-of-way, site plans, subdivisions, tax parcels, variances, violations
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
 - Topography
 - Contours
 - Transportation & Land Use
 - Condos, dry cleaners, generalized land use, parks/open space, restaurants, senior citizen facilities/nursing homes, service stations/garages, street centerlines, street jurisdictions, taverns/bars, vacant land
 - Utilities
 - Catch basins, cell towers, fire hydrants, sanitary sewers, street lights, utility poles, water lines and mains

- Additional Comments:
 - Work product is confidential in the event of enforcement action and is therefore not subject to FOIL.

DEPARTMENT OF ENGINEERING & FACILITIES MANAGEMENT

Primary Contact: Dennis Letson

Telephone: 639-2111

Interviewees:

Dennis Letson, Director

Christopher Wagner, First Deputy Director – Engineering

Mission Statement:

The Department of Engineering & Facilities Management is responsible for the protection of the inhabitants against such activities that would impair, damage, destroy, or infringe upon the natural resources and environment.

Department Responsibilities:

- Municipal engineering functions
 - Design, repair, and replacement of municipal infrastructure
 - Floodplain Administration
 - Erosion/sediment control
 - Infrastructure inventory, inspections, and improvements
 - Land disturbance
 - SEQRA Technical Staff
 - Technical reviews for subdivisions and site plans prior to development
- Solid waste management
 - Garbage/bulk pickup
 - Maintenance/monitoring of Landfill
 - Recycling
- Sanitary sewer maintenance

GIS Overview:

The Department of Engineering & Facilities Management has more staff members with digital mapping experience than any other department. Many have experience in AutoCAD, and numerous staff have GIS classroom and/or practical experience.

The Department is very enthusiastic about continuing to leverage existing GIS efficiencies by streamlining workflows and increasing data acquisition. Some of this effort may involve creating a coordinated records database, assembling parcel history into a central repository, and then linking to a GIS parcel layer.

The Department spends a great deal of time receiving and recording complaints. These are generally associated with solid waste and environmental issues. Complaints are recorded using a complaint management system (PublicStuff). This software unfortunately was not integrated with the previous complaint management system (Lucity). While PublicStuff is useful for the

complainant, it is functionally lacking for Town staff in regards to historical information retrieval, reporting, budgeting, inventory tracking, etc. As a former user of Lucity software, DEC is enthusiastic to link the two systems and once again benefit from a more robust data management system.

Existing Resources:

- Staff:
 - DEC – 10
 - Sewer Department – 4
 - Solid Waste – 2
 - 6 have GIS experience
 - 5 have CAD experience
- Digital Data:
 - Sewer maps (raster scans in PDF format)
 - Several summary complaint reports
 - Subdivisions scans
 - Utilizing Rockland County GIS data (e.g. parcels, hydrology, planimetrics, topography, orthoimagery, etc.)
- Software:
 - Microsoft Office
- GIS &/or CAD Software:
 - AutoCAD Civil 3D, HydroCAD, Land FX
 - ESRI software
 - iMap application
 - Lucity infrastructure and complaint management software
 - Public Stuff complaint management software
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - As Built Drawings (H)
 - Catch Basins (D)
 - Comprehensive Sewer District Maps (H/D)
 - Easements (D)
 - Floodplains (D)
 - Garbage Pick-up/Recycling/Bulk Pickup/Yard Waste Districts (H)
 - Hydrant Map (H/D)
 - Official Map (H/D)
 - Parcels (D)
 - Soils (D)
 - Stream Maps (D)
 - Subdivision/Site plan development maps (H)
 - Tax Maps (H/D)
 - Tax Map Index (Old and New) (H)
 - Water District Map (H/D)

- Wetlands (D)
- Zoning Map (H/D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Application for clearing, filling, or excavation of land
 - Building permit/certificate of occupancy log-in sheet
 - Building permit checklist
 - Building permit tracking/status report
 - Building sewer permit application
 - Bulk collection of non-compliance report
 - Certificate of occupancy checklist
 - Certificate of occupancy summary sheet
 - Complaint referrals – from other departments
 - Complaint reports
 - Floodplain development permit application
 - Land disturbance permits
 - Leaf bag distribution list
 - Planning Board referrals – subdivision and site plans
 - Pool building Permit tracking/status report
 - Pump stations and districts
 - Recycling box distribution list
 - Residential pool permit application
 - Return of Escrow tracking/status report
 - Subdivision files
 - Subdivision tracking/status report (building permit process, escrow, fees)
 - Tree removal permits
 - Town Board referrals – technical reviews
 - ZBA – referrals and applications

Data Flow Analysis:

- Data Flow Process:
 - As a result of municipal engineering functions, inspections are made and reports generated. Development inspections for Planning Board approved subdivisions and site plans.
 - Boards (Town, Planning, etc.) – folder submitted to Department for review.
 - Building Permits and Certificate of Occupancy – Information initiated by Building Department. Referrals sent to Department and must be inventoried, recorded, processed, and returned. Checklists are prepared and tracking/status reports are generated.
 - Complaints – prepared by staff and entered via complaint management software. Most complaints are generated from phone calls. Complaints vary but are generally related to garbage, recycling, and bulk pickup; drainage; or sewer

related. Complaints related to garbage, recycling, and bulk pickup are faxed to carter for response. Interaction with Assessor's office for verification of stickers.

- SEQRA applications prepared.
- Subdivisions and site plans supplied in hardcopy format. These must be reviewed with comments supplied to other departments and Boards. Original source material is later filed.
- Data Flow Interaction with Other Departments:
 - Assessor
 - Attorney
 - Building Department
 - Comptroller
 - County Agencies: Drainage, Health, Planning, etc.
 - Federal and State Agencies: NYSDEC, ACOE, etc.
 - Highway
 - Planning
 - Planning Board
 - Police
 - Supervisor
 - Town Board

Future:

- Goals (listed in priority order):
 - Integrate PublicStuff and Lucity software (complaint tracking)
 - Ongoing stormwater conveyance mapping
 - Digital data submissions code revision
 - Coordinate violation tracking with other departments
 - Access to Assessor owner data
 - Create digital recycling and garbage districts
 - Convert sewer to house connection permits to digital format
 - Map all pump stations and collection network
 - Centralize parcel history into one digital location thereby improving accessibility and efficiency. Convert paper records to digital and have ability to organize by parcel and link for searching. Link photographs and other documents, plans, etc. Include subdivision name, filing dates, approval dates, dedication dates, easement information, etc.
- Listing of Proposed GIS Queries/Applications:
 - 3-D Analysis – Ability to view elevation data in 3-D for various applications, including: present and proposed views (e.g. stream channels, drainage system, sewer system) and site plans
 - Cadastral Records
 - Parcel History – (e.g. prior approvals, inspections, violations, variances, etc.)

- Ability to view status of parcels (e.g. Building Permit, violations, etc.) by linking parcel status to GIS parcel data
 - GIS Data Viewing and Mapping
 - View administrative districts: Sewer, garbage, recycling, and bulk pick-up
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Access to existing parcel data (e.g. Building Permits, etc.)
 - Convert hardcopy records to digital for more efficient searching and cross-referencing capabilities. This includes existing files (subdivisions, site plans, As-Builts, etc.)
 - Integrate Lucity and PublicStuff
- Additional Data Required to be Converted to Digital:
 - Data to be joined to existing GIS parcel file
 - Develop sub-basin watershed layer
 - Drainage system mapping
 - Land records need to be scanned and accessible
 - Link photographs to parcels
 - Map pump stations and collection network
 - Sewer system mapping
 - Update and maintain outfalls mapping and inspections
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Fire districts, GML buffers, Official Map, school districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Hazardous materials
 - Environmental
 - Flood zones, hydrography, impervious surface data, soils, water bodies, watersheds, wetlands
 - Land Records
 - As-Builts, average density, building permits, cadastral, centroids, certificate of occupancy, complaints, demolitions, easements, historical records, land use, prior approvals, rights-of-way, site plans, subdivisions, tax parcels, variances, violations
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks

- Topography
 - Contours
- Transportation & Land Use
 - Dry cleaners, generalized land use, parks/open space, service stations/garages, street centerlines, street jurisdictions, vacant land
- Utilities
 - Collection network, drainage network, fire hydrants, manholes, outfalls, pump stations, sanitary sewer network, utility poles, water mains

HIGHWAY DEPARTMENT

Primary Contact: Frank DiZenzo

Telephone: 639-5799

Interviewees:

Frank DiZenzo, Superintendent of Highways

Kim Termine, Confidential Assistant to the Superintendent of Highways

Mission Statement:

The Highway Department is primarily responsible for the transportation needs of the public by providing a safe and well-maintained street network. Also, within the last year the Department took over the responsibilities of the former Consolidated Lighting Department, and is now responsible for overseeing the street lighting and traffic signalization within the Town.

Department Responsibilities:

- Adopt-A-Road program
- Adopt-A-Spot program
- Coordinate the design and location of new street lighting with Orange and Rockland
- Coordinate the design and location of new traffic signalization with the contracted engineer and/or other Town departments
- Coordinate the maintenance of existing overhead street lighting
- Coordinate the maintenance of existing traffic signalization with the contracted engineer
- Drainage maintenance and installation including catch basins and piped easements
- Guide rail installation and maintenance
- Permits for block parties
- Permits for driveways
- Permits for road openings and closings
- Pothole repair
- Road resurfacing
- Seasonal leaf and brush pickup
- Sign installation and maintenance
- Snow and ice control
- Street sweeping
- Tree removal and trimming

GIS Overview:

The Department spends a great deal of time receiving and recording complaints. These are generally associated with solid waste and environmental issues. Complaints are recorded using a complaint management system (PublicStuff). This software unfortunately was not integrated with the previous complaint management system (Lucity). While PublicStuff is useful for the

complainant, it is functionally lacking for Town staff in regards to historical information retrieval, reporting, budgeting, inventory tracking, etc. As a former user of Lucity software, DEC is enthusiastic to link the two systems and once again benefit from a more robust data management system.

The Highway Department is very enthusiastic about using GIS software and data to increase efficiency in daily workflows. There is great interest in viewing logged complaints in a web-based map. There is also interest in expanding the use of Lucity software to include budgeting and reporting.

Additionally, the Department would like to incorporate asset management software into its workflow to assist in the management of lighting and traffic signalization assets.

Existing Resources:

- Staff: 71
 - 0 have GIS experience
 - 1 has AutoCAD experience
- Digital Data:
 - Complaint/work order reporting
 - County GIS data (e.g. parcels, roads, orthoimagery, etc.)
 - Town data (easements, Official Map, etc.)
- Software:
 - Microsoft Office
- GIS &/or CAD Software:
 - iMap application
 - Lucity infrastructure and complaint management software
 - Public Stuff complaint management software
 - Truck Tracking vehicle tracking software
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - As Built Drawings (H)
 - Bus shelter (D)
 - Catch Basins (D)
 - Commuter lots (D)
 - Comprehensive Sewer District Maps (H/D)
 - Drainage Study (1974) (H/D)
 - Easements (D)
 - Floodplains (D)
 - Garbage Pick-up/Recycling/Bulk Pickup/Yard Waste Districts (H)
 - Hydrant Map (H/D)
 - Official Map (H/D)
 - Orange and Rockland Service maps (1992) (D)
 - Parcels (D)

- Plow Routes (H/D)
- Soils (D)
- Stream Maps (D)
- Subdivision/Site plan development maps (H)
- Tax Maps (H/D)
- Water District Map (H/D)
- Wetlands (D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Adopt-A-Road database
 - Adopt-A-Spot database
 - Applications for clearing, filling, or excavation of land
 - Complaint reports
 - Complaints referrals – from other departments
 - Dig Safe NY – email notification of underground digging inquiries
 - Floodplain development permit applications
 - Planning Board referrals – subdivisions and site plans
 - Stop and Street Sign Installation Tracking database
 - Street light and traffic signal complaints
 - Street Name file
 - Subdivision files
 - Trash Can Locations database
 - Town Board referrals – technical reviews

Data Flow Analysis:

- Data Flow Process:
 - Accident Data – Reports forwarded from Insurance and Claims Department. If involving a guardrail, monies are owed for repair. Improved accident data would lead to improvement in collection of funds for repair. Insurance and Claims Department is notified.
 - Adopt-A-Road and Adopt-A-Spot Programs
 - Building Permits and Certificate of Occupancy – Information initiated by the Building Department. Referrals sent to Department in hardcopy format and must be inventoried, recorded, processed, and returned. Checklists are prepared and tracking/status reports are generated.
 - Complaints/Work Order System – Prepared by staff as complaints are filed with the Department. Most complaints are generated from phone calls, emails, or via a citizen engagement mobile application. Complaints are entered into complaint management software (PublicStuff). If a complaint is deemed valid, it is entered into PublicStuff as a work order. Complaints vary but are generally yard waste pickup, pot holes, and signage. Complaints not related to Highway matters are flagged as such and forwarded to the appropriate department within the

software. Although PublicStuff is user friendly for users in general, it is not a robust management/reporting software. As such, it is advised that it be integrated with Lucy in order to allow management the ability to generate reports and to track inventory and other resources.

- Dig Safe NY – The Department subscribes to a service that provides information on addresses where inquiries are made about the potential for digging. The Highway Department subscribes because they must make inquiries themselves prior to any digging to place a sign within a right-of-way. Information is forwarded to DEC.
- Receive complaints from residents about street lighting
 - From resident via phone, email, complaint application
 - From Police Department
 - Receive reports from Vendor about maintenance activities
 - Tax Maps provided by Assessor annually in paper format
 - New Lighting
 - Insurance and Claims Department requests bids for work
 - DEC inspects and recommends action
 - Highway performs work or contracts work
- Receive complaints from residents about traffic signals
 - From resident via phone, email, complaint application
 - From Police Department
- Road Opening Permit Application
- Street Naming – Town Clerk provides resolution for adopted streets.
- Truck Tracking – A GPS-based tracking system allowing truck locations to be viewed in the office. The system incorporates GIS street centerline data as a base layer. The system provides reports on trucks.
- Data Flow Interaction with Other Departments:
 - Attorney
 - Building Department
 - Comptroller
 - County Agencies: Drainage, Health, Planning, etc.
 - DEC
 - Federal and State Agencies: NYSDEC, ACOE, etc.
 - Insurance and Claims
 - Orange and Rockland
 - Planning
 - Planning Board
 - Police
 - Town Board
 - Town Clerk
 - Supervisor

Future:

- Goals (listed in priority order):
 - Create digital layer for street lighting and traffic signals
 - Integrate street lighting and traffic signal inventory information with Lucy
 - Integrate Lucy and PublicStuff
 - Develop additional GIS data (e.g. trash can locations, bus shelters, street signs, yard waste/deputy districts, etc.)
 - Develop R.O.W. data layer that references street width from Rockland County Tax Map
 - Improve Permit system by allowing permit history to be recorded
 - Access to complete subdivision and/or site plan applications
 - Explore ways of collecting data in field using GPS technology (e.g. pot holes, paving, signage, etc.)
 - Keep street and address information up-to-date in Lucy
 - Develop web application for Complaints
 - Link easements to site plans
- Listing of Proposed GIS Queries/Applications:
 - Explore opportunities for inclusion of lighting and traffic signal information into Lucy
 - Explore opportunities for reporting and budgeting in Lucy
 - GIS Data and Mapping
 - Complaint database mapping – location, history, type, etc.
 - Work Order Database integration – create function that moves PublicStuff database information into Lucy
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Convert hardcopy records to digital for more efficient searching and cross-referencing capabilities. This includes existing files (subdivisions, site plans, As-Builts, etc.)
 - Create street lighting and traffic signal databases for inclusion into Lucy
 - Integrate Lucy and PublicStuff
- Additional Data Required to be Converted to Digital:
 - Bus shelters
 - Guard rails
 - Outfalls
 - Street lights
 - Street signs
 - Traffic signals
 - Trash can locations

- Yard Waste Pickup areas
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Fire districts, GML buffers, Official Map, schools districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Hazardous materials
 - Environmental
 - Flood zones, hydrography, impervious surface data, soils, water bodies, watersheds, wetlands
 - Land Records
 - As-Built, building permits, cadastral, centroids, certificate of occupancy, complaints, easements, rights-of-way, site plans, subdivisions, tax parcels, violations
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
 - Topography
 - Contours
 - Transportation & Land Use
 - Generalized land use, parks/open space, senior citizen facilities/nursing homes, street centerlines, street jurisdictions, vacant land
 - Utilities
 - Collection network, drainage network, fire hydrants, manholes, outfalls, pump stations, sanitary sewer network, utility poles, water lines and mains

OFFICE OF INSURANCE & CLAIMS

Primary Contact: Robert Berdy

Telephone: 639-2048

Interviewees: Robert Berdy

Mission Statement:

The mission of the Office of Insurance and Claims is to manage municipal risk, including loss control and loss transfer.

Department Responsibilities:

Coordinate insurance coverage, review contractors and permit applicant insurance, and assist in the defense of claims filed against the Town.

GIS Overview:

The Department currently benefits from incorporating GIS information into daily workflow. Information is primarily accessed from other departments in hardcopy format as well as in digital format in the form of a Town web-based mapping application (iMap)

Existing Resources:

- Staff: 1
 - 0 have GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - Photographs
- Software:
 - Microsoft Office
 - iMap
- GIS &/or CAD Software:
 - None
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - County Highway Map (H)
 - Official Map (D)
 - Tax Maps (H)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Complaints
 - Internal Investigations and/or Claims

Data Flow Analysis:

- Data Flow Process:
 - Complaints: Receiving and responding to resident calls and/or walk-ins, and other department personnel. Interactions with other departments for status and resolution. Field data collected and updated computer file. Digital pictures taken and placed in file.
 - Intersections Claims: Traffic accidents and/or pedestrian incidents
 - Personal Injury Claims
 - Property Claims: Notified of possible damage to property (e.g. fallen tree, sewer backup, etc.)
 - Property Inventories: Develop and/or obtain a list of insurable Town properties with assets
- Data Flow Interaction with Other Departments:
 - Attorney
 - Building
 - Code Enforcer
 - DEC
 - Highway
 - Planning
 - Police
 - Recreation and Parks
 - Safety
 - Supervisor
 - Town Clerk

Future:

- Goals (listed in priority order):
 - Maintain efficiencies by continuing to incorporate digital mapping into office functions.
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing and Mapping
 - General access to GIS data layers (iMap)
- GIS Functionality Required:
 - Input
 - Query
 - Output
- Description of Priority Applications:
 - Creation and access to central repository of photos
 - Provide general access to GIS data
- Additional Data Required to be Converted to Digital:
 - Crosswalks
 - Easements
 - Guard rails
 - Link photographs to parcels

- Retaining walls
- Street lights
- Traffic signals and traffic signs
- Trails
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Fire districts, schools districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current), roads
 - Emergency
 - Hazardous material sites
 - Environmental
 - Flood zones, hydrography, water bodies, wetlands
 - Land Records
 - Building permits, cadastral, centroids, complaints, easements, pools, rights-of-way, tax parcels
 - Planimetric
 - Buildings, catch basins, driveways, manholes, parking lots, road pavement, sidewalks
 - Transportation & Land Use
 - Crosswalks, driveway permits, generalized land use, guard rails, parks/open space, street centerlines, street jurisdictions, traffic signals, traffic signs, vacant land

Additional Comments:

- Work product is confidential, thereby, not subject to FOIL.

POLICE – 911 COMMUNICATIONS GROUP

Primary Contact: Richard Cummings

Telephone: 639-5872

Interviewees: Richard Cummings

Mission Statement:

The primary responsibility of the Communications Group is to maintain and make accessible all data related to Public Safety.

Department Responsibilities:

Dispatchers are responsible for fielding calls for service and directing all emergency and non-emergency police services in the Town. In addition to police related services, Dispatchers directly dispatch all medical emergency response of the Town's Volunteer Ambulance Corps and Paramedic Services. The Communications Center is in direct contact with Federal, State, County and Local Emergency Service Agencies to direct and coordinate response to any public safety contingency within the Town of Clarkstown as well as mutual aid service to other jurisdictions; this includes Fire Services, Highway Departments, Utility Companies, Building Inspectors and a myriad of support services both public and private.

All Emergency 911 and non-emergency calls for service from landline phones of residences and businesses in the Town of Clarkstown are answered directly by Clarkstown Police Dispatchers. Currently all cellular 911 calls are transferred through the Rockland County Communications Center to the Clarkstown Communications Center for direct dispatch of emergency services.

Clarkstown Police Dispatchers are EMD certified and provide pre-arrival telephone medical instructions based on Emergency Medical Dispatch protocols. Dispatchers give callers the instruction needed to perform medical assistance such as childbirths, cardiac incidents, severe lacerations, etc.

GIS Overview:

The Communications Group is heavily reliant on GIS for their Computer Aided Dispatch (CAD) operations. Their system is mature and stable and functioning properly. Thus, there is not an immediate need to change of platforms or procedures and there is no need for additional GIS services at this time. Databases are typically updated on an annually, but are updated on an as needed basis if necessary.

Existing Resources:

- Staff: 28
 - 1 has GIS experience
 - 0 have AutoCAD experience
- Digital Data:

- NewWorld Records
- Software:
 - Microsoft Office
- GIS &/or CAD Software:
 - ESRI desktop software
 - ESRI GIS Server
 - NewWorld Computer Aided Dispatch e911 software
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - Address Points (D)
 - Ambulance Districts (D)
 - Bus Shelters (D)
 - Cell Towers (D)
 - Common Names (D)
 - EMS Districts (D)
 - Exit Ramps (D)
 - Fire Districts (D)
 - Mile Markers (D)
 - Municipal Boundaries (D)
 - Mutual Aid Districts (D)
 - Orthoimagery (D)
 - Paramedic Areas (D)
 - Parks – County (D)
 - Parks – State (D)
 - Parks - Town (D)
 - Planimetric – Buildings (D)
 - Planimetric - Driveways (D)
 - Police Areas (D)
 - Tax Parcels (D)
 - Tow Zones (D)
 - Rail (D)
 - Rail Overpasses (D)
 - Roads – Bergen County (D)
 - Roads – Rockland County (D)
 - Roads – Westchester County (D)
 - Traffic Control Points (D)
 - Water – Hudson River (D)
 - Water – Lakes (D)
 - Water - Streams (D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Car Titles

- Criminal History
- Drivers
- National Crime Information Center (NCIC) – Federal/State
- NewWorld Records
- Pistol Permits
- Stolen Property information
- Vehicle Registration
- Warrants

Data Flow Analysis:

- Data Flow Process:
 - Typically, calls to the Communications Group are reviewed and pre-arrival instructions and alerts are input into the system. Addresses are also verified during this process. As calls are received they are prioritized and information is relayed to the appropriate Police, EMS, or Fire unit. Reports are then written and submitted to a supervisor. Once approved, the reports are sent to a Records Management Officer and the information is merged into the system.
- Data Flow Interaction with Other Departments:
 - American Red Cross
 - Assessor
 - Better Business Bureau
 - Building Department
 - Data Processing
 - DEC
 - Department of Homeland Security
 - Federal Aviation Administration
 - Federal Bureau of Investigation
 - Federal Communications Commission
 - Highway Department
 - Immigration and Customs Enforcement
 - New York State Department of Environmental Conservation
 - New York State Department of Transportation
 - New York State Office of Information and Technology Services
 - New York State Police
 - Occupational Safety and Health Administration
 - Planning Department, GIS
 - Recreation and Parks
 - Rockland County Department of Social Services
 - Rockland County Emergency Medical Services
 - Rockland County Fire Dispatch
 - Rockland County Highway Department
 - Rockland County Office of Fire and Emergency Services
 - Rockland County Planning Department, GIS Division

- Town Clerk
- Town of Haverstraw Police
- Town of Orangetown Police
- Town of Ramapo Police
- Town of Stony Point Police
- United States Marshals Service
- United States Postal Service

Future:

- Goals (listed in priority order):
 - The main goal for Dispatch is to upgrade the Computer Aided Dispatch. The anticipated date for this is unknown.
- Listing of Proposed GIS Queries/Applications:
 - It may be beneficial for digital records already in the CAD records system containing important Officer and Dispatch information to be georeferenced and incorporated into existing mapping applications (CAD, in-patrol car digital mapping, etc.)
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Upgrade Computer Aided Dispatch (TBD).
- Additional Data Required to be Converted to Digital:
 - None at this time
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Ambulance districts, EMS districts, fire districts, Mutual Aid districts, paramedic areas, police areas, school districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Bridges, dams, flood inundation zones, hazardous materials, mile markers, radio towers, rail crossings, utility substations
 - Environmental
 - Hydrography, water bodies
 - Land Records
 - Address points, cadastral, rights-of-way, tax parcels
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
 - Topography

- Contours
- Transportation & Land Use
 - Bus shelters, parks/open space, rail features, street centerlines, street jurisdictions,
- Utilities
 - Cell towers, fire hydrants, water mains

POLICE – EMERGENCY MANAGEMENT

Primary Contact: James McCormick

Telephone: 639-5878

Interviewees: James McCormick

Mission Statement:

The mission of the Clarkstown Police Department is to work in partnership with the Clarkstown community in order to provide the most professional and ethical police service, protect life and property, bring to justice those who violate the law, reduce fear of crime, and promote the quality of life so that the Town of Clarkstown continues to be one of the safest and most desirable places in the Country to live, raise a family, and conduct business.

Department Responsibilities:

GIS Overview:

The Emergency Management Coordinator (EMC) is extremely interested in furthering his use of GIS technologies, both through data development and through application development. The EMC has long been a consumer of GIS technologies, albeit through third party vendors or through Rockland County GIS (RCGIS). Currently, the EMC is focused on using GIS to consolidate several workflows to increase infrastructure management efficiencies while in the field. To this end, he would like to utilize existing data and applications, while exploring the possibility of developing new data and utilizing new application technologies.

Existing Resources:

- Staff: 12
 - 1 has GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - NewWorld Records
- Software:
 - Microsoft Office
- GIS &/or CAD Software:
 - DisasterLAN (DLAN)
 - Everbridge emergency callout system
 - iMap applications
 - Pictometry
 - Rockland County Emergency Map application
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - Address Points (D)

- Ambulance Districts (D)
- As Built Drawings (H)
- Bus Shelters (D)
- Catch Basins (D)
- Cell Towers (D)
- Common Names (D)
- Comprehensive Sewer District Maps (H/D)
- Easements (D)
- EMS Districts (D)
- Exit Ramps (D)
- Fire Districts (D)
- Hydrant Map (H/D)
- Mile Markers (D)
- Municipal Boundaries (D)
- Mutual Aid Districts (D)
- Orthoimagery (D)
- Paramedic Areas (D)
- Parcels (D)
- Parks – County (D)
- Parks – State (D)
- Parks - Town (D)
- Planimetric – Buildings (D)
- Planimetric - Driveways (D)
- Plow Routes (H/D)
- Police Areas (D)
- Tax Parcels (D)
- Tow Zones (D)
- Rail (D)
- Rail Overpasses (D)
- Roads – Bergen County (D)
- Roads – Rockland County (D)
- Roads – Westchester County (D)
- Sherriff Districts (D)
- Stream Maps (D)
- Subdivision/Site plan development maps (H)
- Tax Maps (H/D)
- Traffic Control Points (D)
- Water District Map (H/D)
- Water – Hudson River (D)
- Water – Lakes (D)
- Water - Streams (D)
- Wetlands (D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Applications for clearing, filling, or excavation of land
 - Building sewer permit application
 - Car Titles
 - Criminal History
 - Dig Safe NY – email notification of underground digging inquiries
 - Drivers
 - Floodplain development permit applications
 - National Crime Information Center (NCIC) – Federal/State
 - NewWorld Records
 - Pistol Permits
 - Pump stations and districts
 - Stolen Property information
 - Vehicle Registration
 - Warrants

Data Flow Analysis:

- Data Flow Process:
 - Because the Emergency Management Coordinator receives information from so many entities, it is impossible to list all processes here. In general, data and information is received from an entity in many different formats (hard copy, digital on disk, digital online, digital on storage device, etc.). Once gotten, the information is stored in either digital or hard copy (or both) format. As time permits, information is processed into existing plans or documents, or is entered into existing databases for future use.
- Data Flow Interaction with Other Departments:
 - American Red Cross
 - Assessor
 - Attorney
 - Bergen County Office of Emergency Management
 - Brega Transportation
 - Building Department
 - Businesses housing Hazardous Materials
 - Columbia Gas Transmission LLC
 - Community Centers
 - CSX Transportation
 - Data Processing
 - DEC
 - Department of Homeland Security
 - Federal Aviation Administration
 - Federal Bureau of Investigation

- Federal Communications Commission
- Hawthorne Transportation Hub
- Highway Department
- Hospitals
- Immigration and Customs Enforcement
- Metro-North Railroad
- Nanuet Mall
- New York State Department of Environmental Conservation
- New York State Department of Health
- New York State Department of Transportation
- New York State Division of Criminal Justice Services
- New York State Governor's Office
- New York State Office of Information and Technology Services
- New York State Police
- New York State Thruway Authority
- Occupational Safety and Health Administration
- Office of the Attorney General, DOJ
- Orange County Emergency Management
- Palisades Mall
- Passaic County Office of Emergency Management
- Planning Department, GIS
- Putnam County Office of Emergency Management
- Recreation and Parks
- Rockland County Department of Health
- Rockland County Department of Social Services
- Rockland County Emergency Medical Services
- Rockland County Fire Dispatch
- Rockland County Highway Department
- Rockland County Legislature
- Rockland County Medical Examiner
- Rockland County Office of Fire and Emergency Services
- Rockland County Planning Department, GIS Division
- Rockland County Police Academy
- Rockland County Purchasing Division
- Rockland County Sheriff's Office
- Schools (Public and Private)
- SUEZ Water Resources, Inc.
- Supervisor
- Town Clerk
- Town of Haverstraw Police
- Town of Orangetown Police
- Town of Ramapo Police
- Town of Stony Point Police

- Transport of Rockland
- United States Marshals Service
- United States Postal Service
- United States Secret Service
- Village of Nyack Water Department 9
- Westchester County Office of Emergency Management

Future:

- Goals (listed in priority order):
 - Coordinate with RCGIS for more data access via RCGIS web tools and web mapping.
 - Data development:
 - Critical Incident Command System (ICS) infrastructure features
 - TBD
 - Floor plans
 - Plow areas (by Deputy)
 - Site plans
 - Stormwater Conveyance flow direction
 - Street Lights
 - Street Signs
 - Street speed limit
 - Telephone Poles
 - Traffic Light Transfer Switches
 - Application development:
 - ICS infrastructure management software
 - All-in-one viewer: incorporate RCGIS, ICS, Town, DLAN data and functionality into single application – mobile and desktop
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing and Mapping
 - View and edit ICS-related features – mobile and desktop
 - Rockland County Emergency Map Application – work with RCGIS to improve data content and accessibility
- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Coordinate with RCGIS to improve data content and accessibility
 - Data development (see Goals/Data development above)
- Additional Data Required to be Converted to Digital:
 - See Goals/Data development above

- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Ambulance districts, EMS districts, fire districts, GML buffers, Mutual Aid districts, Official Map, paramedic areas, police areas, school districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Bridges, dams, flood inundation zones, hazardous materials, mile markers, radio towers, rail crossings, truss locations, utility substations
 - Environmental
 - Flood zones, hydrography, impervious surface data, soils, water bodies, watersheds, wetlands
 - Land Records
 - Address points, As-Builts, average density, building permits, cadastral, centroids, certificate of occupancy, complaints, demolitions, easements, historical records, land use, prior approvals, rights-of-way, senior citizen facilities/nursing homes, site plans, subdivisions, tax parcels, variances, violations
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
 - Topography
 - Contours
 - Transportation & Land Use
 - Bus shelters, generalized land use, parks/open space, rail features, service stations/garages, street centerlines, street jurisdictions, vacant land
 - Utilities
 - Catch basins, cell towers, collection network, drainage network, fire hydrants, manholes, outfalls, pump stations, sanitary sewer network, street lights, utility poles, water lines and mains

PLANNING

Primary Contact: Jose Simoes

Telephone: 639-2070

Interviewees:

Jose Simoes, Town Planner

James Creighton, Senior Planner

Mission Statement:

The Planning Department is responsible for all administrative functions associated with the Planning Board, Technical Advisory Committee, and Zoning Board of Appeals; and to provide information relating to Town planning and land use to the public.

Department Responsibilities:

Review and approve land subdivisions, site developments, and certain special permit applications, to propose and prepare the Town's Comprehensive Plan, and to recommend to the Town Board or Zoning Board of Appeals on those matters referred to the Planning Board by said Boards.

The Technical Advisory Committee (TAC) acts as the professional staff to the Board. It reviews and recommends on the technical aspects of applications for land subdivision, site development, and special permits, as well as other matters referred to the Board.

The State Environmental Quality Review Act (SEQRA) is legislation intended to incorporate the consideration of environmental factors into the planning, review, and decision-making processes of State, regional, and local government agencies at the earliest possible time. All development proposals are subject to the SEQR review process. The Planning Department and Department of Environmental Control act as Technical staff for the Planning Board for SEQR.

After the SEQR process is begun, applications are filed with the Planning Department as necessary with distribution made to all involved and public agencies. The matter is scheduled for TAC for Town staff review and when found to be ready is placed on the agenda for the Planning Board.

The Planning Department also oversees the Zoning Board of Appeals (ZBA), which considers variances from the zoning ordinance, appeals of the decisions of the Building Inspector, special permit applications, and requests for zoning interpretations. The board consists of seven members appointed by the Town Board.

GIS Overview:

The Planning Department has been an avid user of GIS for the past decade and constitutes several "power users" in Town. Uses typically include ad hoc map production, analysis, project

planning, and recently an interactive web-based Major Projects mapping application. The Department will continue to use GIS as it has historically, but will also seek to use GIS more intensively for modeling (sustainable development, transportation, etc.) in the future. As such, there is a real need for development of transportation related information (riderships, sidewalks, accident data, etc.) and for energy use and emissions information.

The Department is also open to exploring how GIS could be incorporated into their project tracking process. Some of this effort may be more associated with creating a coordinated records management program to assemble parcel history into a central repository and then linking to a GIS parcel layer.

Exchange of information with other Town departments is primarily done in a paper format (e.g. building permit and certificate of occupancy, etc.). There is interest in the sharing of information and improving the efficiency of the Department where possible through the use of technology. Utilizing GIS, producing digital photos, and online applications are all of interest.

Existing Resources:

- Staff: 6
 - 3 have GIS experience
 - 0 have CAD experience
- Digital Data:
 - Rockland County GIS data (e.g. parcels, orthoimagery, etc.)
- Software:
 - Microsoft Office
 - PAS system
- GIS &/or CAD Software:
 - ESRI software
 - iMap application
 - Planning Board Major Projects application
 - Rockland County GIS Geoportal
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - GML Buffer Map
 - Official Map (H/D)
 - Official County Stream Map (D)
 - Site Plans (H/D)
 - Subdivisions (D)
 - Tax Map Index (Old and New) (D)
 - Tax Parcels (historical and current) (D)
 - Zoning Map

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:

- Property Cards
- Site plan files
- Special Permits
- Subdivision files since 1950's
- Zone Changes

Data Flow Analysis:

- Data Flow Process:

- Meeting Minutes – prepared by Planning Board secretary. Typed in Word and then circulated in email and paper format.
- Parcel/Project information – application submitted by owner/applicant.
- Photographs – taken by staff in field with digital camera and loaded to computer. Saved on server.
- Site plans – Hard copy submitted by engineers and/or licensed surveyor.
- Subdivision plans – Hard copy submitted by engineers and/or licensed surveyor.
- Receive referrals from Highway and DEC
- Resolutions – prepared by Planning Board secretary. Typed in work and then circulated in email and paper format.

- Data Flow Interaction with Other Departments:

- Architecture and Historic Review Board
- Assessor
- Attorney
- Building Department
- Comptroller
- DEC
- Fire Inspector
- Highway Department
- New York State Department of Environmental Conservation
- New York State Department of Transportation
- New York State Thruway Authority
- Orange and Rockland
- Parks Board
- Palisades Interstate Park Commission
- Planning Board
- Police
- Recreation Committee
- Rockland County Department of Health
- Rockland County Drainage Agency
- Rockland County Highway Department
- Rockland County Planning Department
- Rockland County Sewer District No. 1

- School Districts
- Supervisor
- Technical Advisory Committee
- Town Board
- Town Clerk
- Traffic and Traffic Fire Safety Advisory Board
- United States Army Corps of Engineers
- United Water
- Zoning Board

Future:

- Goals (listed in priority order):
 - Secure data license agreement with Rockland County GIS that provides access to entire County datasets.
 - Continue to update Stormwater Conveyance database.
 - Update Land Use data.
 - Create database of Planning Projects, both active and inactive. Include status, year filed project type (commercial, industrial, residential).
 - Create emissions database that includes natural gas, electric, and water consumption for commercial and residential parcels.
 - Develop or update databases related to transportation, including traffic studies, public transportation ridership, sidewalks, bike lanes, lighting, traffic control devices, striping and paint, accident data (auto and pedestrian), other road infrastructure, etc.
 - Determine whether project tracking can be automated.
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing and Mapping
 - General access to GIS data layers
 - View administrative districts: Sewer, garbage, recycling and bulk pickup, yard waste
 - Cadastral Records
 - Ability to view status of parcels – Building permits, violations, etc. – by linking docs to parcel database
 - Parcel History: prior approvals, subdivisions, site plans, inspections, violations, variances, etc.
 - Land Planning
 - GML Referral process
 - Sustainable Development Study
 - Tracking
 - Transportation Planning
 - 3-D Analysis
 - Ability to view elevation and building data in 3-D for various applications, including: present and proposed views and site plans.

Would be beneficial in providing visuals to Planning Board and ZBA to assess visual impact.

- GIS Functionality Required:
 - Input
 - Edit
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Access to existing parcel data (Building permits, etc.)
 - Convert hardcopy records to digital for more efficient searching and cross-referencing capabilities. This includes existing files.
 - Data development (emissions, land use, stormwater, transportation, etc.).
 - Develop parcel-based analysis tool to visualize greenhouse emissions.
 - Provide general access to GIS data.
- Additional Data Required to be Converted to Digital:
 - Data to be joined to existing GIS parcel file
 - Link digital photos to parcel file
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Fire districts, GML buffers, Official Map, school districts, sewer districts, water districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current)
 - Emergency
 - Hazardous materials
 - Environmental
 - Flood zones, hydrography, impervious surface data, soils, water bodies, watersheds, wetlands
 - Land Records
 - As-Builts, cluster subdivisions (average density), building permits, cadastral, centroids, certificate of occupancy, complaints, demolitions, easements, historical records, land use, owner, prior approvals, rights-of-way, site plans, square footage of structure, subdivisions, tax parcels, variances, violations, year built
 - Planimetric
 - Buildings, driveways, parking lots, road pavement, sidewalks
 - Topography
 - Contours, digital terrain model (DTM), slope
 - Transportation & Land Use
 - Dry cleaners, generalized land use, parks/open space, service stations/garages, street centerlines, street jurisdictions, vacant land
 - Utilities

- Aquifers, cell towers, collection network, drainage network, fire hydrants, manholes, outfalls, pump stations, sanitary sewer network, utility poles, water lines, water mains, wells

-

Additional Comments:

- Planning Department should work with Town Clerk to enter minutes digitally into same software Town Clerk uses from Business Automation Services (BAS) Clerk Base.

RECREATION & PARKS

Primary Contact: Elaine Apfelbaum

Telephone: 639-6200

Interviewees:

Elaine Apfelbaum, Superintendent

Chip Connington, Senior Recreation Supervisor

Larry Berkowitz, Network Specialist

Ruth Metz, Information Clerk – Recreation

Mission Statement:

The Parks Board and the Recreation Commission sponsors and conducts recreational activities, events, and services for the residents of the Town.

Department Responsibilities:

Sponsors and conducts a year-round program of activities, events, and services for the children and adults of the community under full-time professional supervision.

The Town Park system incorporates about 700 acres of park land, four Community Centers, three outdoor pools, three picnic areas, two picnic shelters, twelve ballfields, one soccer field, two bocci ball courts, two tennis courts, one wheel park, eight playgrounds, and seven outdoor basketball courts.

GIS Overview:

The Department anticipates benefit from GIS in the form of data development. Development of park related furniture (picnic tables, benches, grills, etc.) location and geocaching locations will be beneficial for inventory/property management.

Existing Resources:

- Staff: 48
 - 0 have GIS experience
 - 0 have CAD experience
- Digital Data:
 - Community Pass (Resident application information)
- Software:
 - Community Pass
 - iMap
 - Microsoft Office
- GIS &/or CAD Software:
 - None
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:

- County Highway Map (H)
- Tax Maps (D)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Complaints
 - Hardcopy book of residents by Last Name and by Street Name 9twice/year). Created from existing database.
 - Permits
 - Registrations
 - Tax List – based on property address – for labeling of brochures

Data Flow Analysis:

- Data Flow Process:
 - Complaints: Receive and respond to resident complaints and other department calls. Interact with other departments for status and resolution.
 - Permits: Applications completed and submitted. Permits required for use of Town recreation and park facilities (e.g. community centers, ball fields, etc.)
 - Registration: Resident completes and submits applications. Proof of residency is verified against Town source information. Information logged into Community Pass system for various programs.
- Data Flow Interaction with Other Departments:
 - Assessor
 - Attorney
 - Building
 - DEC
 - Highway
 - Insurance & Claims
 - Planning
 - Police
 - Supervisor

Future:

- Goals (listed in priority order):
 - iMap training
 - Create updated Town maps of current recreation and park facilities
 - Map Parks infrastructure/furniture and incorporate into GIS database
- Listing of Proposed GIS Queries/Applications:
 - Cadastral Records
 - Verify address and owner name
 - View recreation and park property, easement, and vacant land information
 - View complaint location, history, type, status, etc.

- GIS Data Viewing and Mapping
 - General access to GIS data layers
- GIS Functionality Required:
 - Input
 - Analysis
 - Query
 - Output
- Description of Priority Applications:
 - Create maps of park facilities for Park publications/brochures
 - iMap training
 - Public Stuff/Lucity
- Additional Data Required to be Converted to Digital:
 - Geocache locations
 - Park furniture
 - Trails
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Schools districts, zip code, zoning districts
 - Basemap
 - Municipal boundaries, orthophotography (historical and current), roads
 - Environmental
 - Flood zones, hydrography, water bodies, wetlands
 - Land Records
 - Cadastral, centroids, complaints, easements, pools, rights-of-way, tax parcels
 - Planimetric
 - Buildings, parking lots, road pavement
 - Transportation & Land Use
 - Generalized land use, parks/open space, street centerlines, street jurisdictions, trails, vacant land

Additional Comments:

- Would benefit from having detailed Town maps of the following:
 - Street map
 - Vacant land map
 - Recreation and Parks map
 - Form to submit to GIS for corrections found

SUPERVISOR

Primary Contact: George Hoehmann

Telephone: 639-2050

Interviewees: Robert Alberty

Mission Statement:

The Supervisor is the Chief Executive, Operational and Fiscal Officer of the town of Clarkstown.

Department Responsibilities:

Oversee executive, operational, and fiscal operations of the Town.

GIS Overview:

The Supervisor's Office understands the value of increased information sharing across departments. As such, the Office seeks to leverage existing GIS applications – increasing use of the Town's 311 Request application and the iMap application. There is also great interest in exploring GIS options to coalesce information across departments, thereby increasing the overall efficiency of the Department. In addition, there is interest in using web-based GIS applications in public meetings to assist in describing projects and to effectively answer questions.

Existing Resources:

- Staff:
 - 4 have GIS experience
 - Staff are familiar with the ability to access GIS maps and will occasionally utilize them. One staff member uses the 311 Request system for constituent complaints.
 - 0 have CAD experience
- Digital Data:
 - Access to complaint tracking software
 - This is an area where the Supervisor's Office will seek improvement in data collection and retention in conjunction with other departments.
- Software:
 - Microsoft Office
- GIS &/or CAD Software:
 - iMap application
 - 311 Request application
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - Official Map (D/H)
 - Zoning Map (D/H)

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Complaints

Data Flow Analysis:

- Data Flow Process:
 - Constituent calls are received by staff via phone or email. Information is inconsistently logged into existing complaint tracking system. Staff work together to answer inquiries or to direct constituents to appropriate departments as needed.
- Data Flow Interaction with Other Departments:
 - Constituent Complaint resolution
 - Building Department
 - DEC
 - Highway
 - Police

Future:

- Goals (listed in priority order):
 - Training on use of current complaint tracking system.
 - Layering of GIS data (school location, firehouse, polling sites, etc.) should be incorporated into existing complaint tracking system to allow staff to reference relevant information related to constituent requests.
- Listing of Proposed GIS Queries/Applications:
 - Develop interactive web-based mapping application for use in Town Board meetings
 - Develop shared map-based application for the Assessor, Building Department, DEC, and Supervisor that provides relevant departmental data. This location based application would, for example, make permit and work order information available for constituent service requests at specific locations or addresses.
 - Integrate Lucity and 311 Request applications
 - Investigate possibility of creating interactive web-based applications for public use (e.g. Drainage Project Locations, Polling Locations, Zoning, etc.)
 - Provide general access to GIS data
 - Provide training for iMap and 311 Requests
- GIS Functionality Required:
 - Input
 - Output
- Description of Priority Applications:
- Additional Data Required to be Converted to Digital:
 - Not at this time
- Required GIS Data Layers or Digital Databases:
 - Administrative

- Fire districts, Official Map, schools districts, ward districts, zip code, zoning districts
- Basemap
 - Municipal boundaries, orthophotography (historical and current)
- Environmental
 - Flood zones, hydrography, water bodies, wetlands
- Land Records
 - Cadastral, complaints, easements, historical records, land use, rights-of-way, tax parcels
- Transportation & Land Use
 - Generalized land use, parks/open space, street centerlines, street jurisdictions, vacant land

Additional Comments:

Responsiveness to constituents can only be enhanced with increased access and understanding of the various uses of GIS mapping.

TOWN CLERK/RECEIVER OF TAXES

Primary Contact: Justin Sweet

Telephone: 639-2007

Interviewees: Justin Sweet

Mission Statement:

The Town Clerk is responsible for keeping the Town records and providing access to the public.

The Town Clerk, acting as the Receiver of Taxes, is responsible for the collection and disbursement of Town and County Real Estate Taxes and School Taxes and the proper record keeping of such.

Department Responsibilities:

Official Town documents are kept in this office and are available to the public. These include minutes of all Town Board and various commission meetings, agreements, resolutions, Town code, and local laws. The vital statistics or records of births, deaths, and marriages occurring in Clarkstown are also available through this office.

This office issues marriages licenses, hunting and fishing licenses, dog licenses, handicap parking permits, and train station permits.

Also, the Town Clerk is the records officer for freedom of information requests and the mail drop for the Ethics Board.

Finally, the Town Clerk is responsible for the receiving of taxes. These responsibilities include the collection and disbursement of Town Taxes, the collection and disbursement of County Real Estate Taxes, and the collection and disbursement of School Taxes.

GIS Overview:

Presently, the Clerk has no digital mapping applications. The Department envisions limited direct benefit from incorporating GIS technology.

Existing Resources:

- Staff: 5
 - 0 have GIS experience
 - 0 have AutoCAD experience
- Digital Data:
 - Various databases – birth and death certificates, dog licenses, marriage licenses, hunting and fishing licenses, handicap permits, racing and wagering, election inspectors
- Software:

- Microsoft Office
 - Business Automation Services (BAS) Clerk Base
 - Business Automation Services (BAS) iTax
 - DECAL – NY Conservation System
- GIS &/or CAD Software:
 - None
- Internet/Intranet Access: Yes/Yes
- Map Data Frequently Used:
 - Election districts
 - Ward districts

Notes: H = hardcopy, D = digital

- Non-Map Geographically Referenced Data:
 - Assessment rolls
 - Births
 - Deaths
 - Dog licenses
 - Handicap permits
 - Hunting and Fishing
 - Hydrant applications
 - Marriage licenses
 - Racing and Wagering
 - Tax Bills
 - Water Extension applications
 - Zone change and Special Permit applications

Data Flow Analysis:

- Data Flow Process:
 - Disbursement of Tax funds to Rockland County and School Districts
 - FOIL applications. Filed. Forwarded to the appropriate department if unable to be completed by the Town Clerk.
 - Handicap permits – medical form provided by resident
 - Hydrant applications filed by United Water. Copy forwarded to Fire Inspector, and then to DEC. Returned to Clerk to be added to Town Board agenda.
 - Minutes – track minutes of various boards
 - Water extension – receive petitions which are forwarded to appropriate department
 - Zone Change and Special Permit applications filed. Copy sent to Town Attorney and Supervisor. Referred to Town Board and the Planning Board.
- Data Flow Interaction with Other Departments:
 - Attorney
 - Building Department
 - County: Board of Elections, County Clerk, Planning Department

- Comptroller
- DEC
- Fire Inspector
- Planning
- Police
- Supervisor
- Town Board

Future:

- Goals (listed in priority order):
 - Improvement in responses to FOIL requests
- Listing of Proposed GIS Queries/Applications:
 - GIS Data Viewing & Mapping
 - General access to GIS data layers (e.g. election districts, ward districts, etc.)
- GIS Functionality Required:
 - Input
 - Output
- Description of Priority Applications:
 - Provide general access to GIS data
- Additional Data Required to be Converted to Digital:
 - None
- Required GIS Data Layers or Digital Databases:
 - Administrative
 - Election districts, Legislative districts, Ward districts
 - Basemap
 - Municipal boundaries
 - Land Records
 - Address, ownership
 - Transportation & Land Use
 - Street centerlines

Appendix 7.2: Stakeholder Survey Form & Survey Results

GIS Strategic Plan - Stakeholder Survey

Responding Department:

Employee Name:

I would be interested in participating in the Plan as a Stakeholder:

☐ YES

☐ NO

My experience with GIS is (select as many as apply):

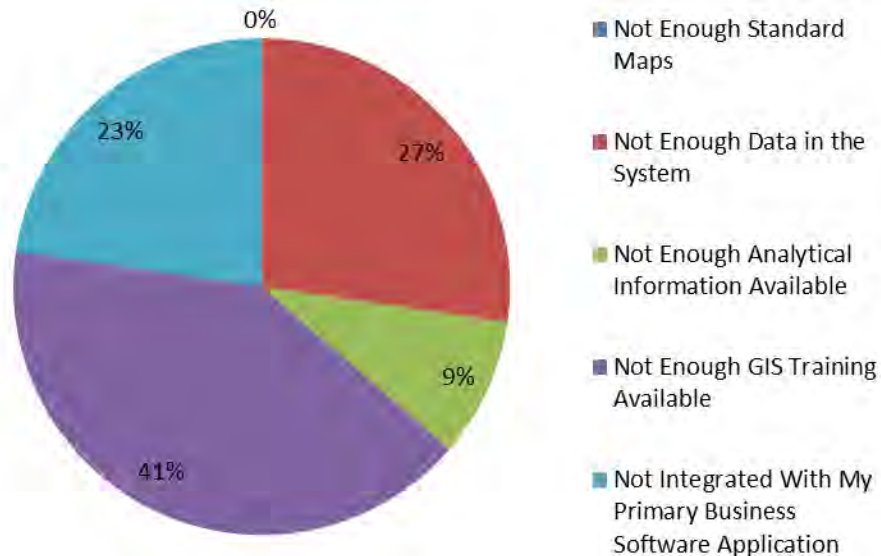
- ☐ User of Maps
- ☐ Use GIS based web applications
- ☐ Received analytical support from GIS
- ☐ User of ArcGIS desktop software
- ☐ All of the above
- ☐ None of the above
- ☐ Other - Please describe below:

Below is a list of critical issues facing Clarkstown's GIS. Please indicate what you think are the most pressing issues by ranking the list from Most Critical to Least Critical (Use each description only once):

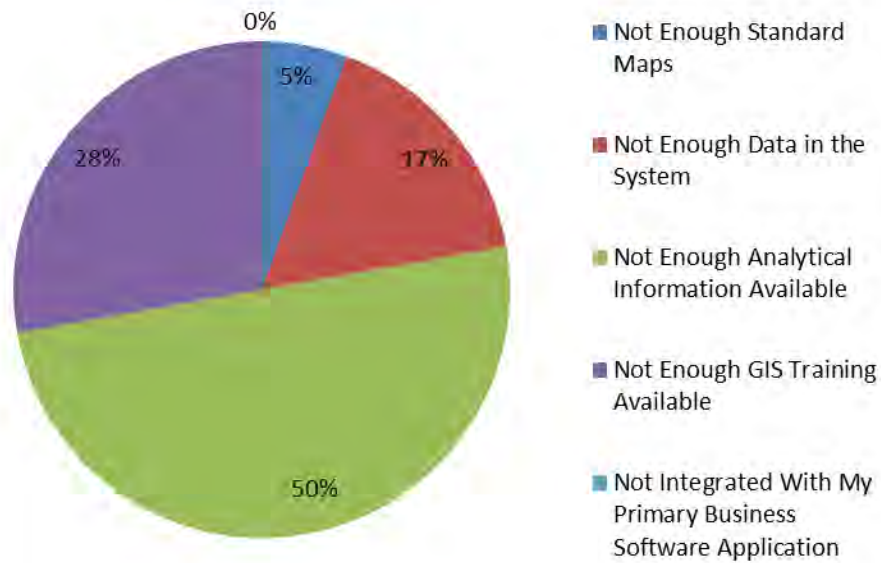
	Most Critical	More Critical	Critical	Less Critical	Least Critical
Not enough standard maps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough data in the system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough analytical information available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough GIS training available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not integrated with my primary business software application	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I have a GIS project(s) need or idea and I am describing it below:

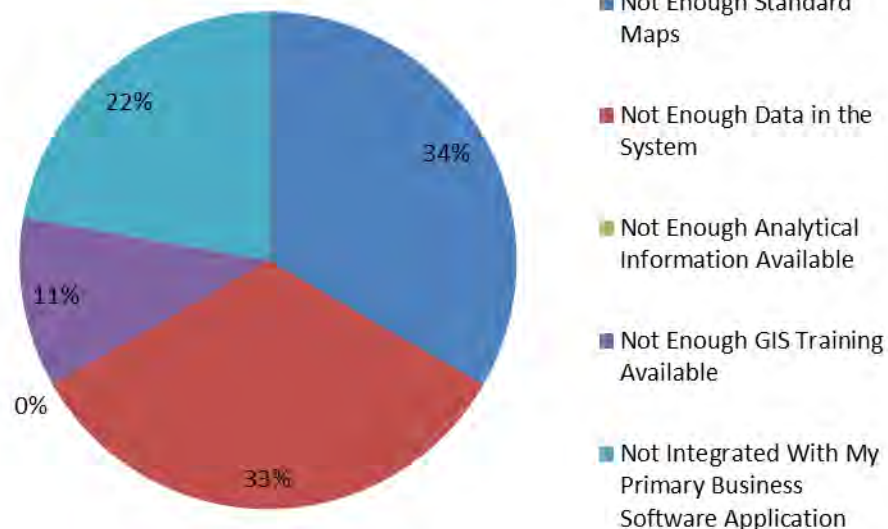
Most Critical



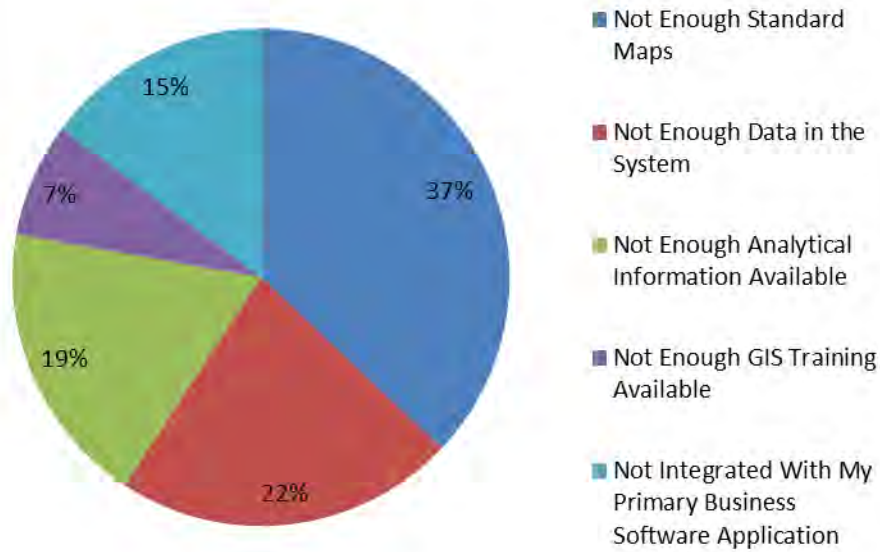
More Critical

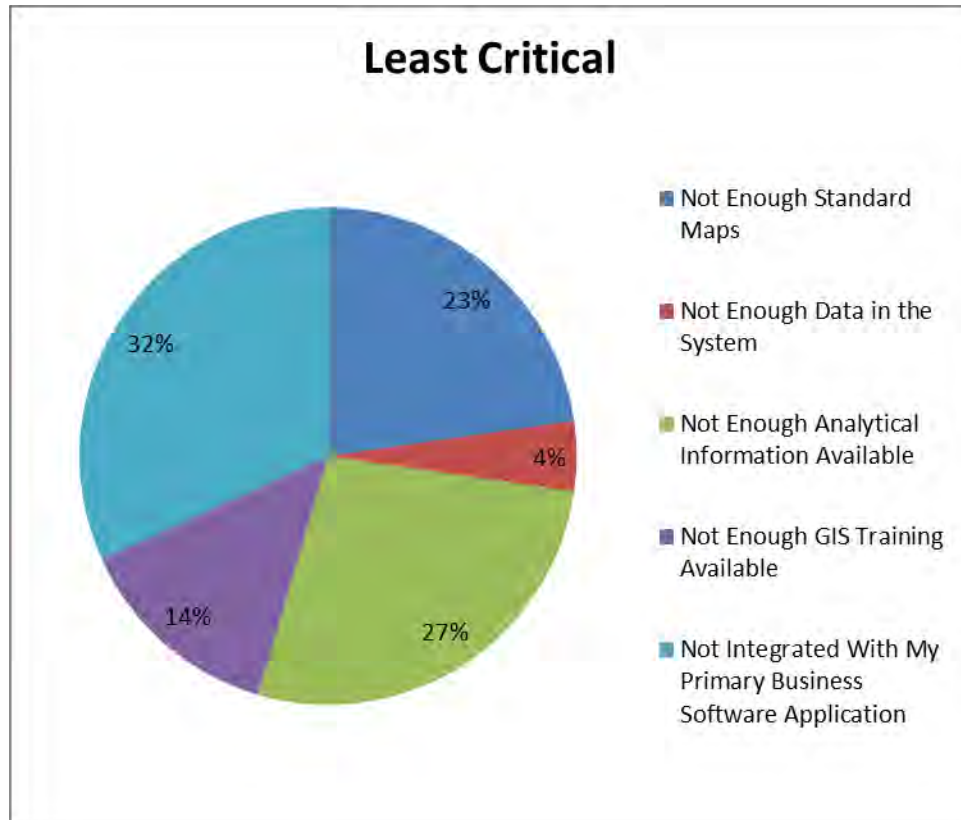


Critical



Less Critical





Appendix 7.3: GIS Strategic Plan Departmental Interview Results

Need ID	Identified Needs/Comments
AS1	I would like to integrate my older databases to become compatible with GIS technology.
AS2	I would like to use GIS data and imagery to find pools, decks, outbuildings, and additions that have been added or deleted between 2000 and 2016.
AS3	I would like to use GIS to look for landuse inconsistencies.
AS4	Is it possible to link digital subdivision and site plan maps to parcel boundaries in GIS?
AS5	Is it possible to use GIS on mobile devices to collect data in the field and upload later to a database?
AT1	Better imagery would be nice.
BU1	I would like to digitize my current files and link the information to tax parcel boundaries. This would include site plans, as-builts, subdivisions, permits, etc.
BU2	We need to convert our filing system from the old parcel ID to the new parcel ID.
EF1	I need access to Assessor 'Owner Address' data.
EF2	I would like a process in place that addresses funding multi-departmental GIS projects.
EF3	I would like to be able to use GIS to map and analyze complaints for my department. This capability was removed when the PublicStuff 311 complaint system was implemented.
EF4	I would like to better understand how GIS integration can help me manage inventory and infrastructure. Specifically, I would like to be able to keep track of lighting that the Town is responsible for.
EF5	I would like to digitize my current paper files and link the information to tax parcel boundaries. This would include site plans, as-builts, subdivisions, permits, etc.
EF6	I would like to map garbage districts.
EF7	I would like to map recycling districts.
EF8	I would like to see Residential and Commercial parcel data by district for Recycling, Sanitation, Water and Lighting districts.
EF9	I would like to see violation tracking coordinated with other departments.
EF10	It would be beneficial to convert our sewer to house connection information to digital format. Permits are currently on file in paper format.
EF11	The current complaint system does not allow my department to effectively manage work orders or look at older records.
EF12	The digital data submission code revision, which among other things, requires that site plans and as-builts be submitted digitally, needs to be approved by the Town Attorney and codified.
EF13	We need to continue with drainage mapping and data collection to satisfy our MS4 requirement.

HW1	I would like to be able to manage Town maintained street lights with asset management software.
HW2	Map plow routes and Deputy ownership of routes.
HW3	I would like to integrate Lucity and PublicStuff
HW4	I would like to develop additional data (trash can locations, bus shelters, street signs, yard waste districts, deputy districts, etc.)
HW5	Develop R.O.W. data layer that references street width from Rockland County Tax Map
HW6	Improve Permit system by allowing permit history to be recorded.
HW7	Access to complete subdivision and/or site plan applications.
HW8	Explore ways of collecting data in field using GPS technology.
HW9	Keep street and address information up-to-date in Lucity.
HW10	Link easements to site plans.
HW11	Develop a web application for complaints.
IC1	Can we incorporate Street View into iMap?
PL1	A data layer for Planning projects that includes status, year filed, project type, etc. would be useful.
PL2	Can a GIS analysis tool be made to estimate greenhouse emissions by parcel?
PL3	Consistently update the landuse layer.
PL4	Digitize Planning Minutes books and minutes.
PL5	Digitize ZBA information and link to tax parcel.
PL6	Flood zone and water rise projections?
PL7	In preparation for the 2020 Comprehensive Plan, is it possible to make or find emissions data?
PL8	Is it possible to use GIS to implement Project tracking in a documented, automated system?
PL9	More data from adjacent towns would be helpful.
PL10	Need to access site plans from iMap
PL11	Trainings to make basic maps.
PL12	We need transportation data -- traffic studies, ridership, sidewalks, bike lanes, lighting, striping, road furniture, accident data (auto and pedestrian).
PDD1	I would like a better data update process with NewWorld.
PDEM1	Attach posted speed limit to existing GIS street data.
PDEM2	GPS all street signs, telephone poles, street lights.
PDEM3	I would like to explore the possibility of integrating GIS into a mobile Emergency Management mobile application.
PDEM4	Rockland County GIS currently has an Emergency Map Application. Is it possible to integrate their application with data from DLAN and ICS?
PDEM5	Map stormwater flow direction.
PDEM6	Map Traffic Light Transfer Switches.
RP1	I would like standardized maps to use as handouts

RP2	The ability to bring up the current property owner information when using GIS to locate a property.
SU1	Can I see a map of drainage project locations?
SU2	Can the Town have web mapping at Town Hall meetings?

Appendix 7.4: Needs & Shared Solutions Matrix

Needs & Shared Solutions

P

 = Primary Solution

S

 = Secondary Solution

		Addresses & Locations	Integration with Regional & External Datasets	End User Data Maintenance	Standardized Data Relationships	Facility Management	Plan Objectives/Regulations & Implementation Tracking	Real Time Data Feeds	Secure Interdepartmental Information	Measuring Change	All-Purpose Situational Sharing Resource	Public Facing Applications	Mobile GIS	Document Storage	Document Retrieval	Paper Maps	Facilities & Program Location Evaluation & Selection	Demographics	Transit & Parking	Vehicle Routing	Walkability & Bikeability	Visualization	Natural Resources & the Environment	Commercial Off-the-Shelf	DEPARTMENT COMMENTS		
		Core Capabilities										Information Sharing & Collaboration					Decision Making Approaches					Int/Dep					
1-	Geographic Data Management																										
1	Improvements to stormwater and sewer data layers maintenance support						S						S		S	P									S	EF4, EF10, EF13, PDEM5 PL12	
2	Data layer(s) of bicycle, pedestrian, and automobile crash data	S					S		S				S		S									P		S	RP1
3	Data layer(s) of parks facilities and features & open space						S		S				S		S										S	P	AS3
4	Data layer(s) of land use						S					P		S		S											AS4, BU1, EF5, HW7 HW10, PL4, PL5 HW4, PDEM2
5	Data layer(s) from historical paper maps						S					P		S		S		S	S								HW4, PDEM1
6	Data layer(s) of telephone poles						S					S		S		P											PDEM2
7	Data layer(s) of posted speed limits						S					S				P											EF4, PDEM2, HW1, HW4
8	Data layer(s) of street signs						S					S				P											HW4, PDEM6
9	Data layer(s) of street lighting						S					S				P											PL9
10	Data layer(s) of Traffic Light Transfer Switches	S					S					S				P											EF1, HW9
11	Data layer(s) of surrounding municipalities					P						S															EF12
12	Development of more complete address validation resources, including address unit numbers and generation of mailing information	P												S											S	S	GISSPC
13	GIS Submission Code Revision											P															
14	Data schema & library of all Town maintained infrastructure			S		S						S		S	S	S	P				S						
2-	Field Mobility																										
1	Mobile technology for accessing Town GIS information in the field												S				P									S	AS5, EF4, EF10, EF13, PDEM1, PDEM2, PDEM3, PDEM4, HW1, HW4, HW8
2	Collection of geographic information in the field via mobile devices						S						S				P									S	AS5, EF4, EF10, EF13, PDEM1, PDEM2, PDEM3, PDEM4, HW1, HW4, HW8

Needs & Shared Solutions

P

= Primary Solution

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Needs & Shared Solutions

P = Primary Solution

s	= Secondary Solution
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[illegible]

Needs & Shared Solutions

P = Primary Solution

s	= Secondary Solution
---	----------------------

[illegible]

Appendix 7.4.1: Shared Solutions Matrix Table

Shared Solution	Description
Core capabilities	
Addresses and locations	Develop tools for finding a location based on many different inputs, integration of unit level address data, and address identification based on a in-field location.
Integration with regional and external data sets	Integrate best available public, commercial, or external partner regional data with Clarkstown's internally maintained data.
End user data maintenance	Implement appropriate ways to leverage end user knowledge in maintaining GIS data, while ensuring data integrity is maintained.
Standardized spatial relationships	Identify families of relationships and develop resources to share and apply these under multiple circumstances, including the relationships between who is served, where they are located, and how they access services.
Facility management	Implement capabilities to leverage structure level data for managing internal space, building maintenance activities, energy usage, and public safety pre-planning.
Plan objectives/regulations and implementation tracking	Develop methodologies and data models to capture the objectives of Town Comprehensive Plan and GIS Strategic Plan.
Real time data feeds	Develop tools for integrating real time data, from a variety of sources with the GIS (e.g. vehicle locations, stream gauges).
Secure interdepartmental sharing of analytical information	Access and utilize data from various systems to a central Town information resource. Develop methods to securely share or aggregate confidential data.
Measuring change	Model data and develop query tools so that both location and time can be captured and analyzed.
Information sharing and collaboration	
All-purpose situational awareness resource	Create staff resource to facilitate internal information sharing across departments and the region.
Service Oriented Architecture (SOA)	Library of GIS services linking GIS systems into existing business processes.
Public facing applications	Develop services to help residents and visitors to Clarkstown better access Town services and resources.
Mobile GIS	Develop solutions to leverage GIS in the field.
Document storage	Digitize existing paper documents into indexable storage format.
Document Retrieval	Integrate documents, memos, plans, and reports via mapping interface.
Paper maps	Share data via traditional paper maps and map books or the electronic equivalent.
Decision making approaches	
Facilities and program location evaluation and selection	Develop tools and data for evaluating locations of new facilities and programs.
Demographics	Develop solutions to provide demographic information to support the decision making process.
Transit and parking	Develop solutions that relate transit, parking, and land use together for analytical purposes.
Vehicle routing	Develop solutions to manage routing of field activities and optimize routes.

Walkability and bikeability	Develop solutions to measure walkability and bikeability, prioritize walking infrastructure improvements, design routes, and generate walking/biking service areas.
Visualization	Implement visualization resources to provide a qualitative view of Clarkstown, including oblique imagery (Pictometry), 360 degree street level imagery (Google Street View), 3D models, overhead aerial photos (orthophotography), etc.
Natural resources and the environment	Integrate key natural resource information and analysis into the GIS infrastructure.
Integration/Deployment	
Commercial Off-the-Shelf (COTS)	Use existing software solutions as standalone or integrated solutions for GIS software and applications.

Appendix 7.5: Needs & Return on Investment Matrix

Needs & Return on Investment

P = Primary Benefit

S = Secondary Benefit

DEPARTMENT COMMENTS																	
Transparency																	
Time Savings/Cost Reduction																	
Staff/Workflow Effectiveness																	
Staff/Workflow Effectiveness																	
Shared Services																	
Revenue Growth																	
Resource & Asset Management (Operations)																	
Resource & Asset Management (Capital Improvement)																	
Reporting																	
Regulatory Compliance																	
Reduce Risk																	
New Products & Services																	
Interdepartmental Communication																	
Design & Planning Capacity																	
Decision Making																	
Customer Service/Satisfaction																	
Analytic Capacity																	
1-	Geographic Data Management																
1	Improvements to stormwater and sewer data layers maintenance support	S	S	S	S			S	P	S	S	S	S	S	S	S	EF4, EF10, EF13, PDEM5, PL12
2	Data layer(s) of bicycle, pedestrian, and automobile crash data	P	S	S	S		S	S						S		S	RP1
3	Data layer(s) of parks facilities and features & open space		S	S			S				S	P		S		S	AS3
4	Data layer(s) of land use	S		P	S		S						S	S	S		AS4, BU1, EF5, HW7, HW10, PL4, PL5, HW4, PDEM2
5	Data layer(s) from historical paper maps		S	S		S							S	P	S	S	HW4, PDEM1
6	Data layer(s) of telephone poles		S	S			S				S	P		S	S		PDEM2
7	Data layer(s) of posted speed limits			S			S				S	P		S	S		EF4, PDEM2, HW1, HW4
8	Data layer(s) of street signs			S			S				S	P		S			HW4, PDEM6
9	Data layer(s) of street lighting		S				S				S	P		S	S		PL9
10	Data layer(s) of Traffic Light Transfer Switches										S	P		S	S		EF1, HW9
11	Data layer(s) of surrounding municipalities	S		P	S		S							S			EF12
12	Development of more complete address validation resources, including address unit numbers and generation of mailing information						S	S						S	S	P	GISSPC
13	GIS Submission Code Revision				S						S	S		S		P	
14	Data schema & library of all Town maintained infrastructure	S	S	S	S		S	S			S	P	S	S	S	S	
2-	Field Mobility																
1	Mobile technology for accessing Town GIS information in the field	S		S		S	P		S			S	S	S	S	S	AS5, EF4, EF10, EF13, PDEM1, PDEM2, PDEM3, PDEM4, HW1, HW4, HW8
2	Collection of geographic information in the field via mobile devices	S		S	S	S	S			S	S	P		S	S	S	AS5, EF4, EF10, EF13, PDEM1, PDEM2, PDEM3, PDEM4, HW1, HW4, HW8

Needs & Return on Investment

P = Primary Benefit

S = Secondary Benefit

		Analytic Capacity	Customer Service/Satisfaction	Decision Making	Design & Planning Capacity	Interdepartmental Communication	New Products & Services	Reduce Risk	Regulatory Compliance	Reporting	Resource & Asset Management (Capital Improvement)	Revenue Growth (Operations)	Shared Services	Staff/Workflow Effectiveness	Time Savings/Cost Reduction	Transparency	DEPARTMENT COMMENTS		
3-	Planning and Analysis																		
1	Analytical support for infrastructure capital improvement and maintenance plans	S		S	S				S	S			P		S	S	S	S	EF3
2	Repeatable business process for automated identification changes to structures to better enable Real Estate assessment adjustments	S				S			S					P		S		S	AS2
3	Analysis of parking and its relationship to land use	S		S	P				S							S			PL3, PL12
4	Analytical support for specific targeted planning efforts (i.e. Transit Oriented Development)	P			S	S			S	S						S		S	PL12
5	Analysis of transit ridership and demand for improved transportation and transit planning	S				P			S						S		S		PL12
6	Analysis of spatial relationships between the cost of Town services, private investment revenues, and land use	S		S	S				S					P	S	S			AS3
7	Analysis of business tax collection trends for identification of audit opportunities	S				S			S					P		S			GIS
8	Methodologies for measuring the success of walking or bicycling routes (i.e. network, safety, quality, destinations)	S	P		S	S			S							S			PL12
9	Support for facilities planning (measuring demand and identifying sites)	S			S	S			S				P			S	S		GIS
10	Analysis of program user data with geographic demographic profiles to identify and provide outreach to unserved or underserved communities	S	P		S	S			S	S						S	S		GIS
11	Analysis of most effective bus routing solutions	S				S			S					S		P			PL12
12	Analytical support for plans to repurpose facilities for large scale emergencies	S			S	S			S	P			S			S			GIS
13	Assignment of territories and field visits				S				S					S		S		P	EF6, EF7, EF8, HW2, HW4
14	Analysis of the geographic distribution of community needs and the relationship between these needs and access to public and private services	S	P		S	S			S	S						S	S		GIS
15	Demographic forecasting, understanding the likely future development mix and its impact on population, employment, and Town services	S	S	P		S			S	S					S	S	S		GIS
16	Methodologies to help integrate and analyze information relating to the Town's 2020 Comprehensive Plan	S	S	S	P				S		S					S	S		PL2, PL6, PL7

Needs & Return on Investment

P = Primary Benefit

S = Secondary Benefit

		Analytic Capacity	Customer Service/Satisfaction	Decision Making	Design & Planning	Interdepartmental Communication	New Products & Services	Reduce Risk	Regulatory Compliance	Reporting	Resource & Asset Management (Capital Improvement)	Revenue Growth (Operations)	Shared Services	Staff/Workflow Effectiveness	Time Savings/Cost Reduction	Transparency	DEPARTMENT COMMENTS	
4-	Municipal (In House) Use																	
1	Town wide, GIS based, application for all hazards analysis, collaboration, and resource planning	S		S	S	S	S	P					S		S	S	S	PDEM3
2	Comprehensive GIS dataset containing a wide breadth of diverse local, regional, and national demographic attributes	S		S	S	P	S								S	S	S	GIS
3	GIS based interface to store and retrieve documents and photos			S		S	S				S	S	S		S	P	S	GIS
4	Geographically organized information from land use regulations and plans	S		S	S		S									P		PL3
5	Hard copy (back up) maps specifically targeted at Fire Inspector and Police needs for use in the field			S				S	P									GIS
6	Access to utility data (power lines, gas lines, water lines, etc.)			S	P			S	S				S		S	S	S	GIS
7	Current sub census tract level demographics (daytime/nighttime population, employment, and commuting)	S		P	S			S							S	S		GIS
8	Town wide, GIS based, application for information dissemination, analysis, and collaboration	S		S	S	P							S		S	S	S	GIS
9	Pictometry (oblique) integration with all GIS visualization platforms	S		S									S	S	S	S	P	AT1, IC1
10	Depiction of energy usage in residential and commercial buildings	P			S			S										PL2, PL7
11	Depiction of the geographic distribution of program monies, inclusive of Town money, non-profits, and grants	S		P	S			S						S	S			GIS
12	Spatial information on building interiors and exteriors for Public Safety preplanning purposes			S	S			S	P							S		GIS
13	Regional base (streets, buildings, addresses, etc.) and emergency related data			S				S	P						S	S	S	HW5, PDEM4
14	Create process for multi-departmental GIS project funding			S	S	S						S	S	S	P			EF2
15	Technology resources for departmental users to publish their own project/event based maps		S	S	S	S	S	S				S	S		S	P	S	PL11, SU1

Needs & Return on Investment

P = Primary Benefit

S = Secondary Benefit

	Analytic Capacity	Customer Service/Satisfaction	Decision Making	Design & Planning Capacity	Interdepartmental Communication	New Products & Services	Reduce Risk	Regulatory Compliance	Reporting	Resource & Asset Management (Capital Improvement)	Revenue Growth (Operations)	Shared Services	Staff/Workforce Effectiveness	Time Savings/Cost Reduction	Transparency	DEPARTMENT COMMENTS	
5-	Public Engagement																
1	Publicly available all purpose information and promotion resource		P					S								S	GIS
2	Publicly available, mobile, location based information and promotion resource		P					S								S	GIS
3	Publicly available Zoning Map resource		P													S	GIS
4	Publicly available Official Map resource		P													S	GIS
5	Publicly available Ward Map resource		P													S	GIS
6	Resource to help the public better understand the distribution of financial outlays, both operating and capital		S					S								P	GIS
6-	Systems Integration and Support																
1	Customized COTS (iMap, Official, Ward, & Zoning Map Viewers, Planning Board Major Projects Viewer): GIS support and maintenance	S		S	S	P						S		S	S	S	PL10, PL11, HW10, HW11
2	Lucity: GIS support and maintenance of infrastructure, complaint, work order, and permit system	S	P		S			S	S	S	S	S	S	S	S	S	EF3, EF9, EF11, HW1, HW3
3	NewWorld Systems: GIS support and maintenance of Computer Aided Dispatch (CAD)/Redords Management System	S	S		S			P	S	S			S	S	S	S	PDD1
4	PAS32: GIS support of Assessor Property Assessment System	S	S		S			S	S				P	S	S	S	AS1
5	Pictometry: GIS support of imagery tools and software	S	S		S							S	S	S	S	P	GIS
6	GIS support for integration of departmental hardcopy information (site plans, as built, permits, violations, etc.) into GIS accessible digital database	S	S		S	S		S	S	S	S	S	P	S	S	S	AS4, BU1, EF5, HW7, PL4, PL5, PL10
7	GIS support for integration of departmental software and/or systems into/with GIS	S	S		S			S	S	S	S	S	S	S	S	P	BU2, EF3, PDEM3, HW3, PL1, PL8, SU2
8	GIS Training	S	S	S	S	S							S	P	S	S	HW6, PL11, RP2, SU1

Appendix 7.5.1: Return on Investment Matrix Table

Return on Investment	Description
Analytic Capacity	Identify trends and implications through qualitative and quantitative methods.
Customer Service/Satisfaction	Increased level of service and satisfaction can have value in the areas of economic, social, and political ROIs.
Decision Making	Faster access to relevant information creates a more reliable and accurate basis for decisions.
Design & Planning Capacity	Address development issues that have long-term implications for the community and the wider environment.
Interdepartmental Communication	Reduce costly errors by providing quick access to relevant information across departments.
New Products & Services	Provide previously unavailable benefit.
Reduce Risk	Understand risk exposure and methods to use data and analysis to lower existing or future risk.
Regulatory Compliance	Compliance with federal or state regulations or mandates can avoid financial penalty.
Reporting	Timely reporting of accurate and complete data from an infrastructure management solution can capture a larger portion of federal funding.
Resource & Asset Management (Capital Improvement)	Decision support tools model Capital Improvement Plans and Work Plans based on available budgets, potential activities, and current conditions of infrastructure.
Resource & Asset Management (Operations)	Proactive asset management reduces annual reactive incidents and lowers maintenance costs, keeping assets in good repair without impacting public safety or level of service.
Revenue Growth	Identify areas where revenue can be increased.
**Shared Services	Costs shared across departments reduces financial burden.
Staff/Workflow Effectiveness	Increased level of interpretation and communication or more valuable work product is a result of better and more accessible information.
Staff/Workflow Efficiency	Reduction in staff time and resources needed to conduct current operations and functions.
Time Savings/Cost Reduction	"Time is money". Eliminate redundant data collection, data creation, work requests, information requests, work flows, etc.
Transparency	Civic engagement as a service to the public fosters confidence and can reduce publically generated work requests for information.

**Shared Services in this instance refers to data, applications, etc. that can be used by more than one department.



Business & Economic Development Advisory Committee REPORT

Introduction

The Clarkstown Business & Economic Development Advisory Committee (“Committee”) was established on February 4, 2019. The Committee was formed and charged with the long term goal of developing a strategic, pro-growth economic plan for the town.

Supervisor Hoehmann established the committee in order for the town to be proactive in understanding and adapting to changes in the broader economy that will impact the town’s competitiveness today and into the future.

Clarkstown is Rockland County’s economic engine, accounting for sixty percent of the commercial rateables in Rockland County. The two major malls that call Clarkstown home account for at least 25% of the total sales tax collected countywide. From a tax assessment perspective, retail locations account for nearly \$44 million in real estate taxes for the Town of Clarkstown and the school districts within the town.

Although the discussion surrounding recent trends in retail was the spark that led to its creation, the **Committee’s** mission is to provide the town with a blueprint on how to attract new businesses, as well as how to retain existing ones by encouraging their expansion and growth.

The committee was asked to incorporate the following ideas into their approach in developing recommendations:

- Improving the way the town promotes and facilitates various approval processes for those seeking to do or expand business in Clarkstown;
- A comprehensive look at trends in the retail sector and how they inform the sustainability and long-term growth of retail in Clarkstown;
- The development of a marketing plan to reach emerging retailers who are looking for an ideal environment to shape their business spaces to attract consumers that live in the metropolitan area;
- The formulation of a framework for an economic development plan to be incorporated into the town’s Comprehensive Plan, which is set to begin work in 2020.

These broad subject areas served as the basis by which the committee arrived at its ultimate recommendations.

Membership

The Clarkstown Business & Economic Development roster is below. The membership represents a cross-section of individuals whose expertise and leadership made their inclusion in the committee essential to the task of developing a robust approach to economic development:

Chair—Howard Hellman, Chair, All Bright Electric

- Robert Alberty, Director of Finance, Town of Clarkstown
- Raja Amar, President, Portables Unlimited
- Kathleen Brennan, Aluf Plastics
- Donald Franchino, Councilman, Town of Clarkstown
- Mark Glasel, Associate Broker, Triforce Commercial Real Estate
- Walter Goldman, President, Goldkap Consulting Group/Business Expense Advisors
- Brion Hayman, President, Gateway Building Services
- Risa Hoag, President, Nanuet Chamber of Commerce
- Alice Lenna, New City Chamber of Commerce
- Rob Mayer, President of Autopro LLC
- Valerie Moldow, Nanuet Chamber of Commerce
- Albert T. Moroni, Chief of Staff, Town of Clarkstown
- Rene Rodriguez, President, New City Chamber of Commerce
- Al Samuels, President, Rockland Business Association
- Michael Shilale, Principal, Michael Shilale Architects, LLP
- Joe Simoes, Town Planner, Town of Clarkstown
- Phyllis Tucker, Director of Operations & Marketing, Rockland Economic Development Corporation

Subcommittee Structure

In addition to the meetings that were held for the entire membership of the Committee, the members met numerous times over the course of the past six (6) months as members of subcommittees.

Subcommittees were created to foster an environment where members could engage in the kind of focused discussion that would be necessary to produce recommendations that were tested and well developed before bringing them to the broader group for discussion.

The subcommittees that were developed and implemented were:

- Data & Analytics
- Retail, Hospitality & Entertainment
- Permitting & Business Processes

- Marketing & Communications

The **Data & Analytics** subcommittee was focused on identifying and outlining the significant trends that are currently defining **not only Clarkstown's** current and future business landscape, but those shaping all other aspects of the town. Understanding how important people (as employees and consumers) are to the success of local business, the Data & Analytics group examined the foundational attributes that make Clarkstown a strong marketplace for businesses today, while also exploring how changing demographic trends fit into existing zoning for residential and commercial properties.

Compiling and analyzing data is a critical aspect of formulating any successful plan. The same can be said for putting together an economic development plan that weighs the needs and desire of two key constituencies: businesses and the residents of the Town of Clarkstown. The goal is to not only make the environment for business more amenable, but to grow the residential base by which businesses can grow and thrive. In short, this group looked at the current zones that the town has and ways they can be changed to encourage smart growth and development for business and residents.

The **Retail, Hospitality & Entertainment** group examined how Clarkstown can position itself competitively as an ideal location for a retail sector that continually **reinvents itself to meet the ever shifting needs and tastes of today's consumers**. One pernicious trend is the concept that people wish to buy *experiences* over tangible things.

The town has been recently successful in partnering with developers with an eye toward recreating retail spaces to incorporate entertainment features and venues that will serve as a magnet for regional tourism. A key ingredient in sustaining growth in tourism is encouraging a hospitality sector that makes Clarkstown a destination to shop, play and stay.

For existing and potential businesses large and small it is important for the town make licensing and permitting as easy to understand and navigate as possible. It was with that goal in mind the **Permitting & Business Processes** subcommittee was formed. A major part of helping business thrive in Clarkstown is ensuring that legal requirements and the permitting process is easy to understand, reasonably predictable and has the flexibility to at times expedite processes for businesses looking to get started or seeking to renovate or expand quickly. Town offices and officials that interact with businesses need to view business owners and their agents as their customer.

Hot Retail Trends

- Showroom Stores
- E-Tailers' desire for limited brick and mortar
- Alternative store formats (i.e. **Macy's** Backstage and Nordstrom Rack)
- **Smaller, "independent"** retailers
- Customer Experience and Entertainment
- Mass Customization
- Highly Personalized Interactions
- Heightened focus on Corporate policies on Sustainability & Social Responsibility

How can Clarkstown aggressively position itself in the region as an ideal place to start a new business? The **Marketing & Communications** team focused on framing out a marketing, messaging and persuasion plan that will lure targeted businesses through the promotion of the positive attributes that Clarkstown has to further stimulate economic development. Developing the proper narrative requires understanding what makes the businesses we have successful and sharing those successes with entrepreneurs who are seeking the right home for their business.

As subcommittee members met and discussed their area of focus as a group, they were tasked with reporting their thoughts to the broader committee membership to serve as the basis of all of the recommendations contained in this report.

Recommendations

As the subcommittees reported to the larger group and pointed discussions occurred on what recommendations would be made to the Supervisor, a number of themes emerged. These thematic elements provide a dynamic blueprint for the emergence of not just an economic development *plan* but a course of *action*. These four elements can initially be viewed as sequential, but over time each element is essential to the strength of the other. These four areas are: information, communication, outreach and sustained effort.



Each of these four areas is critical and the committee put forth the following recommendations that fit into each area.

Information

The key to any successful plan is having the right information to make informed decisions. It applied not only to the committee's work, but as the foundation of key recommendations that have emanated from their work.

- **Continue gathering key, high-level demographic information to tell the “Clarkstown Story”**—What are the types of data that tell the Clarkstown story? With Census-level data as a base and the comprehensive plan as its mission, the town needs to continuously gather data that will set it apart from the communities in Rockland and the region as a place where people not only want to live, but create or grow a business.
- **Simplify how businesses can learn about and understand Clarkstown's laws and procedures**—Businesses should not have to dig through the town code and decipher what is and isn't allowed from a zoning, licensing and permitting perspective. The town should have a task force charged with examining how best to explain the procedures, timelines and costs associated with securing needed approvals so businesses can move at a reasonable speed towards their goals.
- **Digitize commonly used forms and allow for electronic submission when possible**—In this day and age, businesses and residents expect quick access to information and the ability to apply for government services with the ease they've come to expect with nearly every other aspect in their life.
- **Commercial Asset Identification**—Working within the scope of the town's GIS capabilities, the town should work toward not only gathering information on the commercial spaces it has available, but on spaces that could be potentially developed.
- **Filming Asset Identification and Development of Procedures**—The town is ideally situated within the boundaries set by the unionized professionals in New York's film industry for their industry's geographic standard. What this means is the town has the opportunity to significantly expand its relationship with film scouts and others who are constantly looking for locales that can provide the shot they are looking for and in a location that is easy to get to.
- **Exploring the applicability of establishing certain economic development agencies and programs**—A town of this size and importance to the region should explore the possibilities of establishing incentive programs and other district-level organizations to further enhance its ability to attract new businesses. A thorough examination of the applicability of establishing Business Improvement Districts and other agencies to support emerging sectors should be produced and contemplated.
- **Survey Research**—Town and local business leaders would each benefit greatly from partnering together to engage in various survey research, ranging from the

informal to more formal, scientific methods. Information, especially opinions, never remains static. Designing various methods and avenues by which the town can periodically engage local business leaders and residents on issues related to quality of life and the business environment would be valuable.

Communication

With the right information in hand, developing clear, concise and compelling messages are vitally important to the success of attracting and retaining businesses.

- **Completely redesigning the town's business website**—The current website needs a complete overhaul with the goal of creating a one stop shop for all businesses to learn about what makes Clarkstown a great place to do business. It needs to have visually engaging information displaying the **town's assets**, its laws and procedures and who its key partners are in ensuring that a new business can thrive here. It should provide easy access for completing forms online and simplifying the process of obtaining and submitting information.
- **Design a slogan and corresponding logo for Clarkstown's economic development effort**—This committee has discussed a few concepts in this regard, but the key thought is to take the initiative to brand the town in a way that, over time, elicits a recognition by people across the region and state. This is a wonderful opportunity **to unlock the creativity of the town's residents and business leaders** and put forward a positive, clear cutting image for the town.
- **Line up successful business owners and have them tell their story**—There are few things more compelling than a genuine, third-party endorsement. We need to listen to the stories of our business owners and entrepreneurs. **What has made them successful? How does being here make them successful? That's** the story that potential new business owners need to see, read and hear. These success stories should be told through a variety of media including the new website, television (on Clarkstown's channel) and on social media through testimonial videos and through press releases.
- **Educate residents of the town about the importance of having a robust local economy**—The more commercial rateables the town produces, the easier the tax burden is on the property taxpayer. Clarkstown residents are key partners in helping the town create the right narrative for business. The communications sub-committee should work with the town to develop ways to disseminate the information and recommendations by the overall committee to the residents so that it is viewed through an unbiased lens.
- **Speak the language of business**—The town needs to ensure that key departments, such as the Planning and Building Departments have personnel that can help guide business owners through various processes with a posture of openness and understanding to the needs of business, rather than emphasizing potential constraints.

- **Host quarterly business forums**—A significant part of any sustained communications effort is enabling a consistent venue for open discussion. The town, in partnership with local chambers of commerce and other business groups, needs to be a key facilitator for continued discussion. Meetings should be broadcast live on social media and recorded for Clarkstown’s television channel.

Outreach

Having a well-informed, persuasive message is half the battle. Those messages need to reach the right people in a variety of ways to make an impact.

- **Develop a marketing plan**—The town needs to promote itself across different kinds of media with a well-developed plan to reach sector-specific targets. The town needs to understand not only what methods might be employed to disseminate the message, but also the costs associated with those methods.
- **Utilize Social Media**—A free and effective start to engaging in some basic outreach efforts would be the establishment of a presence among the various social media outlets.
- **Develop an E-newsletter for local business**—The town should produce a business-focused e-newsletter to keep local businesses and entrepreneurs informed, highlight new and existing businesses and to encourage an ongoing dialogue.

Sustained Effort

All of the recommendations to this point cannot come to fruition without a sustained effort on the part of the town. To this end, the committee suggests the following:

- **Continue the work of the Clarkstown Business & Economic Development Advisory Committee**—The recommendations that the committee has made here are a blueprint. There is much work to be done and the committee feels that this group could be a real asset in helping guide the town toward accomplishing many of the goals described in this report.
- **Establish an Economic Development Office**—The committee feels strongly that the establishment of an Economic Development office is absolutely critical to the success of the town’s ability to attract and retain businesses.
- **Or, alternatively, hire a qualified consultant to carry out recommendations** —The town may consider seeking requests for proposals from qualified professionals or firms who have a proven track record in the realm of economic development.



Focus on: Taxes

- **Reexamine the Homestead/Non-Homestead Property Tax System**

It is well-known that the property tax burden for commercial and residential property owners is often cited as an obstacle for growth in the Hudson Valley region. For Clarkstown business owners, the property tax burden is more pronounced, as the Town long ago adopted the Homestead Tax Option for the assessment and collection of local property taxes. The proportion of property taxes paid between Homestead (i.e. residential) and Non-Homestead (i.e. commercial) properties is volatile, with Non-Homestead property taxpayers seeing their costs rise over time. In the past twelve (12) years, the Non-Homestead school tax rate has increased 46% and 35% for town taxes. There is also inequity between the two property classes when it comes to services. **Commercial properties do not have the ability to utilize the Town's refuse contract for garbage or bulk pick-up, for example.**

The committee feels very strongly that this current taxing regime needs to be thoroughly reexamined.

- **Increase the Percentage of Sales Tax Revenue Rockland County Shares with Clarkstown and other Municipalities**

Simply stated, for all of the economic activity that Clarkstown generates—which accounts for 25% of the sales tax receipts in the county—the share the town gets back from Rockland County is incredibly low. In fact, Rockland County shares much less of its sales tax when compared to other similar counties in the metropolitan region. Rockland County retains 93.7% of its sales tax revenue, as compared to other similar counties. Nassau County retains 82.4% of the sales tax revenue, Westchester County 73% and Orange County retains 73.6%.

The County of Rockland has the sole power to change the percentage of sales tax it shares. An increase in sales tax revenue sharing would provide Clarkstown with a much needed boost in revenues to help lower the property tax burden on the residents and businesses of Clarkstown. The committee will advocate with town officials to the County Executive and County Legislature for an increase of the sales tax revenue.



Focus on: Zoning

The committee gave a lot of thought to issues related to zoning and the pivotal role it plays in defining Clarkstown as not only a place to do business, but as a place to live. Proposing any changes in local zoning is always a thorny issue that few people would choose to rush into carelessly. However, the committee believes that the town can make **some surgical changes to its zoning that will benefit the town's economic environment, while also maintaining the town's wonderful quality of life.**

- **Review and Redefine business zones**—The current commercial zones are cumbersome for business development. They are also outdated, in light of the changing nature of how businesses utilize space. For example, a business that produces goods at a given site may not be able to sell their product on the premises, based upon existing zoning regulations. The town should work towards redesigning commercial zones that are modern, flexible and inviting to developers.
- **Streamline and Expedite the Land Use Approval Process**—The town should seek ways to streamline the land use approvals process and review existing timeframes and shorten them wherever possible. One example where **this could be accomplished involves the town’s Architectural & Historical Review Board (“AHRB”).** Currently, applicants must initially go to the Planning Board to receive preliminary approval and then wait for the AHRB to review and approve a project before going back to the Planning Board for final approval. Instead, preliminary and final approval should be done jointly. The town should also consider increasing the frequency of meetings to speed up the approval process without compromising the importance of a thorough review.
- **The Town should also look at modifying residential zones to meet the needs of two critical demographic groups: seniors and millennials—**The need for seniors to downsize and age in place in Rockland continues to increase while young professionals are seeking a place to grow a young family. This phenomenon is not only a town issue, but a regional one. If the town were to allow studio apartments as small as 450 square feet, the town would be producing an environment conducive for the development of affordable housing for those two key groups.
- **Look to the Nanuet Transit Oriented Development as a model**—The committee is excited by the potential that the Nanuet Transit Oriented Development represents for Clarkstown, and believes that a number of elements are transferrable to the other hamlet centers in Clarkstown.

Palisades Mall Expansion

The committee feels strongly that the strength of the **town’s economy and the** continued success of the Palisades Mall are intrinsically linked. The committee is hopeful that that it can serve as a powerful force in helping to facilitate a strategy between the town and the Palisades Mall that will enable the mall to leverage the space it has in a manner consistent with established law.

Throughout the pendency of the committee’s work, meetings were conducted and information exchanged that make it clear that the Palisades Mall is seeking to utilize the vacant space on the fourth floor and to potentially expand. Both goals are in **furtherance of the Mall’s mission to become more diverse in its offerings, especially** as it relates to expanding entertainment offerings to buttress existing retail.

We encourage and applaud these efforts.

Executive Summary

When you cultivate a stronger relationship with local business owners and business leaders the rest will follow. One overarching takeaway from this process was the need for the town to better facilitate and foster ongoing discussions with businesspeople in the town in order to capture what they feel makes Clarkstown a successful place to do business and what the town can do to make that experience better.

In the view of the committee, this requires a daily and strategically sustained approach to not only enhancing existing relationships, but being proactive in seeking opportunities that will attract new businesses, generating new rateables and jobs. Equally as important to relationship building is the design and implementation of an aggressive, but targeted marketing plan, especially as it relates to attracting dynamic, new retailers. In order to accomplish both, the town should either create an Office of Economic Development or contract with a dedicated consultant or firm for the same purpose.

With an economic development leader or team in place, Clarkstown can reach its true potential in creating sustainable economic development by taking a broader approach in attracting different kinds of businesses beyond retail. This will require zoning that is more flexible for business than it is today. The zones for business are both too narrowly defined (i.e. types of uses) while also being too numerous for potential entrepreneurs to understand and navigate.

For businesses to be successful, the town needs to reimagine and reshape the environment in which business can continue to thrive. A major piece of that is the importance of remaining a powerful magnet for consumers that are irresistible to **businesses of all kinds. The town's push for Transit Oriented Development in Nanuet is a great start, but allowing for the further development of reasonable density (such as studio apartments) in the town's hamlet centers** is an important way to attract young professionals.

The committee feels very strongly that it should continue to serve the town in an advisory role and help the town make the incremental steps necessary to achieve the larger goals to make Clarkstown a marketable entity for job creators.

2021 CLIMATE ACTION PLAN

*Local Actions for
Reducing Greenhouse
Gas Emissions*



Created for the
Town of Clarkstown

*Member of the New York State
Climate Smart Communities Program*

Prepared by Joshua D. Rotbert

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I. Introduction

Given widespread scientific consensus that greenhouse gas (GHG) emissions are contributing to significant global climate change, the Town of Clarkstown is joining an increasing number of local governments in New York State who are committed to addressing GHG emissions at the local level. Clarkstown recognizes the risk that climate change poses to communities throughout the region. This plan represents a first step toward the development of projects and policies that will work to reduce overall GHG emissions in the Town.

This report represents Clarkstown's initial steps towards improving air quality, lowering energy costs, enhancing transportation and accessibility, and reducing the community's carbon footprint—steps, which not only produce immediate positive impacts within the local environment, but will also come to benefit town residents in tangible social and economic ways for years to come. While the Town of Clarkstown cannot address the global scale of climate change alone, the policies and practices outlined in this plan can help local government work to reduce its contribution of harmful GHG emissions that emerge from a range of sources within the community.

Benefits of Climate Action Planning

- *Local job creation and economic development through the support of local businesses*
- *Improved public health/reduced health disparities*
- *Improved air quality and quality of life*
- *Opportunities to showcase and leverage local research and innovation related to climate mitigation and adaptation*
- *Reduced utility and operational costs for homes, businesses, and government*
- *Improved risk management and resilience to the impacts of climate change*
- *Diversified energy supply, providing greater resiliency and reliability*
- *Healthier, more comfortable homes*
- *Improved water quality and ecosystems*
- *A more educated and empowered population with the tools to take action at home, at work, and in their community*
- *Opportunities for leadership and recognition*

Why a Climate Action Plan?

Many cities, in both the US and around the world, are experiencing firsthand that the implementation of climate mitigation strategies, such as improving building energy efficiency and developing public transit, have a positive impact on both local and regional communities.

A variety of studies have shown that climate action leads to economic opportunity. In fact, 91 percent of the 110 global cities tracked by the Carbon Disclosure Project and the C40 Cities Climate Leadership Group state that the development of tangible climate action has created economic opportunities. This kind of action makes these communities more attractive for businesses, largely in the sectors related to energy efficiency and the development of non-motorized transportation infrastructure.

The strategies and actions outlined in this document seek to reduce Clarkstown's dependence on nonrenewable fossil fuels, prioritize sustainable uses of land and water, reduce waste, and prioritize the development of alternative transportation solutions. If implemented, these actions will not only work to reduce the Town's overall GHG emissions, but also enhance its economic vitality, resilience, and viability as a healthy, livable community.

In contrast to these benefits, there are also significant costs associated with inaction. These include, but are not limited to, increased utility expenses, reduced air quality due to ongoing fossil fuel combustion, increased abnormal weather and climate events, the potential costs imposed by future carbon-use regulations, as well as the economic cost of a continued dependence to fossil fuel sources given the potential of future economic and climatic instabilities.

In addition to reducing the Town's contribution to climate change (i.e. mitigation) it is important to recognize how climate change will continue to impact our community and how we will adapt (i.e. adaptation). This Climate Action Plan identifies the preliminary steps that the Town has taken to adequately respond to the future impacts of climate change, including the integration of climate adaptation into planning and decision making.

Call for Local Climate Action

In pursuit of advancing the benefits of this Climate Action Plan for community stakeholders, this plan addresses the direct impacts of climate change on lives of local community members. First and most importantly, the effects of climate change will have an immediate impact on the health, safety, and economic prosperity of Town residents.

Even with robust municipal wastewater and drainage infrastructure, Town residents in low-lying areas near local surface water bodies are particularly vulnerable to flooding and other

storm related damage in light of an increase in the frequency and severity of extreme weather events attributed to climate change. These weather events also bring with them the possibility of prolonged periods of extreme high and low temperatures, which significantly tax local power grids and emergency services. These factors, combined with the risks posed by wind, ice, and other external forces on the physical buildings and infrastructure of the Town, make climate change and the extreme weather events that follow a significant source of concern for Clarkstown residents.

In addition to ensuring the health and safety of local communities, ensuring effective steps are taken to reduce GHG emissions will provide a wealth of benefits to town residents. Beyond the immediate improvements in air quality and benefits to the local ecosystems, the focus of the directives outlined within this plan work to increase economic vitality and enact positive change in the quality of life of local residents. This positive shift begins with increased efficiency in energy consuming products and the adoption of renewable energy sources that will produce measurable energy savings on the individual scale. With a reduction in overall energy consumption, and the switch to cheaper, renewable energy sources, Clarkstown residents will reap the financial benefits of lower utility costs, through a reduction in overall energy expenditure. These new renewable energy sources also form the basis for the development of an entirely new industry, one whose need for a strong and reliable workforce provides additional economic benefits to town residents.

In accordance with the New York State Climate Smart Communities program, the Town of Clarkstown recognizes the adverse impacts and risks that climate change poses to our community. By choosing to act now—aided by the initiatives and actions identified in this Climate Action Plan—Clarkstown is taking a proactive leadership role in promoting sustainable practices aimed not just at addressing climate change, but in providing tangible and lasting benefits to its residents.

To develop feasible reduction and mitigation programs and policies, this Climate Action Plan identifies key areas for action within local government operations, as well as local community activities. It analyzes the major sources of emissions from four major focus areas, and sets objectives and strategies that both the Town and the community can eventually work toward to achieve tangible progress in mitigation efforts. These focus areas include:

- **Built Environment:** Relates to the efficiency standards required of local buildings and facilities within the Town, as a significant amount of local emissions are associated with energy use within residential, commercial, and industrial structures
- **Transportation:** Relates to the fuel efficiency of vehicular traffic associated with the Town, as well as policies that enable transit oriented development, as the largest share of emissions in the town appears to be as a result of vehicular traffic

- **Power Supply:** Relates to the development and incentivization of renewable energy sources through various projects and programs, as current consumption patterns rely heavily on fossil fuel sources
- **Environmental Conservation:** Relates to ongoing land management practices that seek to preserve natural ecosystems, as the resiliency of local communities is directly related to the health of the local environment

These focus areas were inspired by current mitigation projects and initiatives that the Town is currently implementing. Subsequent sections of this plan further identify these projects, as well as identify where future planning and development work may take place.

II. Membership within Climate Change Initiatives

Clarkstown's participation in a number of key state, regional, and national initiatives demonstrates the Town's commitment to the ongoing development more sustainable and resilient communities. The collaboration and partnerships forged from these initiatives work to foster policies, programs, and legislation that works to directly address both the effects of—and contributions to—future negative climate impacts.

New York Rising Community Reconstruction (NYRCR) Plan Participation

To further develop climate resiliency and adaptation throughout its communities, the Town of Clarkstown currently participates in the New York Rising Community Reconstruction (NYRCR) Program. The NYRCR is an initiative funded by the New York State Department of State that aids in the development of resilient and sustainable communities. As part of this New York Rising Program, the consulting firm AKRF, Inc. worked with the Town to develop a Plan, which identifies areas which are most vulnerable to storm damage and identify funding to address these issues.

The strategies developed within the NYRCR Plan consider many of the emergency, disaster recovery, long-term resiliency, and economic development needs that either remain unmet or that can be further strengthened. Although not every strategy presented in the NYRCR Plan has a specific corresponding project, the strategies remain important guides to developing additional resiliency measures to help strengthen the future of the community. To support these goals, this plan outlines the following strategies:

- Develop initiatives and financial assistance programs to better protect residents, businesses, and commercial centers from future storm damage and to allow them to recover more quickly;
- Ensure access to and improve resiliency of critical health and social service facilities and safe havens during and after storm events;
- Improve regional coordination with neighboring communities and local and state agencies for watershed management to better mitigate flooding and plan for future disasters;
- Improve stormwater infrastructure and drainage systems using green infrastructure practices where possible and cost-effective;
- Preserve open spaces and restore natural resources to better support flood mitigation;
- Promote resilience and flood management best practices through land-use planning, policy, and regulation;

- Provide education, outreach and implementation assistance regarding pre-storm preparedness (including proper maintenance of waterbodies and stormwater runoff mitigation on private properties), storm protection procedures and post-storm recovery initiatives to protect from future flooding; and
- Restore and protect critical infrastructure and transportation assets.

New York State Climate Smart Communities (CSC)

Climate Smart Communities (CSC) is a New York State program that supports local governments in leading their communities to reduce greenhouse gas emissions, adapt to the effects of climate change, and thrive in a green economy. The benefits of participating include leadership recognition, free technical assistance, and access to grants. Local governments participate by signing a voluntary pledge and using the CSC framework to guide progress toward creating attractive, healthy, and equitable places to live, work, and play.

As a registered community, Clarkstown has made a commitment to act by passing the CSC pledge—a concrete step in developing more local climate action. With information about more than 100 climate mitigation and adaptation actions, the CSC program is a valuable resource to the Town of Clarkstown, in its efforts to address climate change.

ICLEI – Local Governments for Sustainability

The Town of Clarkstown, along with more than 1,200 local governments, including over 600 in the United States, has joined ICLEI – Local Governments for Sustainability. International Council for Local Environmental Initiatives (ICLEI) is an association for local governments to share knowledge and successful strategies toward increasing local sustainability. Its members represent forward-thinking local governments who are working to make their communities more livable, prosperous, equitable, and environmentally sound. ICLEI provides a framework and methodology for local governments to identify and reduce greenhouse gas emissions, organized along Five Milestones:

- Conduct an inventory and forecast of local greenhouse gas emissions;
- Establish a greenhouse gas emissions reduction target;
- Develop a climate action plan for achieving the emissions reduction target;
- Implement the climate action plan;
- and, Monitor and report on progress

Clarkstown’s membership in this program lays out an important framework to direct future action. The policy recommendations found here have the potential to enhance the Town’s ability to be environmentally cognizant, while maintaining a firm commitment to economic prosperity.

Clean Cities Coalition

Funded through the United States Department of Energy, the primary mission of this network is to encourage private and public sector businesses to transition transportation fleets into using alternative fuels and alternative fuel vehicles. Its goal is also to inform all citizens of the benefits associated with implementing policies, practices and the usage of technologies that reduce regional greenhouse gas emissions. As a signatory on the Empire Clean Cities Coalition, the Town of Clarkstown is dedicated to supporting greenhouse gas emission reduction through the application of innovative technology.

III. Current Projects and Initiatives Overview

In support of ongoing mitigation efforts, this section outlines a range of current projects and initiatives, which demonstrate a clear potential to increase resiliency and sustainability within the Town of Clarkstown. Each project or initiative has also informed the development of one or more of the climate action focus areas with significance to the Town.

Developing these actions has been an ongoing process within the Town of Clarkstown's overall planning process, as highlighted by the Town's membership and involvement in the various climate change initiatives previously outlined. Town Planners, along with representatives from other Town Departments, first attended an initial training workshop held by the consulting firm of Vanasse Hangen Brustlin, Inc. (VHB). VHB is funded by the New York State Department of Environmental Conservation to help communities attain their goals as Climate Smart Communities. Planners participated in a series of workshops with VHB and have begun to identify ways to enhance sustainability and resiliency, and reduce overall GHG emissions through ongoing programs and policies.

Built Environment

The following projects and initiatives concern the planning and regulation of physical spaces within the Town of Clarkstown. Each example works to make current and future land uses more sustainable, and further enhance the resiliency of both public and private facilities.

Transit Oriented Development

Recent zoning changes to key sites in and around transit infrastructure within the Town of Clarkstown, would see compact development projects near the Nanuet train station. Overall project vision would see the transformation of a tired, rundown 38-acre section of Nanuet that encircles the train station, into a multi-family residential hub with ground-level commerce and walkable streets.

In line with the success of other regional TOD developments, project plans include: a new multimodal transit station on the existing line; mixed-use retail, office and workforce residential units; multi-use pedestrian paths; and walkable, pedestrian-friendly storefronts. Improved walkability in the neighborhood will provide new workforce housing on the commuter rail system, encourage public transit use with both the commuters and regional shoppers, create jobs and strengthen the economic base of both the downtown and the Shops at Nanuet.

Other Zoning Initiatives

Several of Clarkstown's zoning districts offer incentives to developers willing to build in a more sustainable fashion or mitigate impacts beyond minimum requirements. The Neighborhood Shopping, Commercial Office and Commercial Office Support zoning districts allow for an increase in buildable square footage if the developer agrees to mitigate stormwater runoff to an extent greater than currently required. The Neighborhood Shopping district also offers a development bonus to projects which obtain LEED certification. Similarly, the Transit Oriented Development and Hamlet Commercial zoning districts recently adopted within the Nanuet Hamlet Center offer additional bonus residential unit capacity for LEED Certified developments. These measures work to support and attract new developments in the town by providing a means by which developers can increase business potential through valuable environmental incentives. The passive economic benefits of LEED certification are also felt by local developers, who will see a significant increase in energy efficiency, leading to a reduction in energy costs over the long-term.

Transportation

Projects and initiatives in this sector concern the planning and regulation of transportation infrastructure within the Town of Clarkstown. These projects have the potential to make current and future life more sustainable, by providing realistic transportation alternatives and development patterns to local residents.

Complete Streets Initiatives

A successful Complete Streets project involves the redevelopment of public space to better suit the needs of all forms of transportation and use cases. The development of the current Complete Streets initiative within the Town of Clarkstown, has emerged out of the 2010 Traffic Calming Program, which sought to redevelop streetscapes to be more bicycle and pedestrian friendly. Both programs utilize a set of established tools, to aid in the renewed design, engineering, and construction of public infrastructure that is simultaneously more resilient and sustainable. The following list sets forth a variety of the tools used to accomplish this:

- **Speed reduction/diversion of through-traffic:** travel lane narrowing, speed humps, turning traffic or through traffic prohibitions, pavement markings, curb extensions/neckdowns, curb installations, driver speed feedback sign, chicanes, roundabouts, neighborhood traffic circles, and the strategic use of trees/vegetation.
- **Walkability improvements:** sidewalks, curb ramps, crosswalks, shared use paths, side paths, and/or walkable shoulders. These are based on existing/projected future use and connections, and take into account user age and mobility requirements.

- **Bicycle improvements:** bike-able shoulders, shared lane markings/sharrows, shared use paths/side paths, or bike lanes.
- **Safety improvements:** curve warning improvements, road diets, turning lanes, striped shoulders, turn prohibitions to reduce vehicular or pedestrian conflicts, high crash location mitigation, etc. May be used in conjunction with walkability, bike improvement, and speed reduction tools such as intersection conversions to roundabouts.
- **Improved access to transit:** on-street bike racks, benches, shelters, way finding/signage.

Power Supply

The following projects and initiatives concern the supply and delivery of power to Town residents, businesses, and industry. Each example works increase energy diversity, using more efficient and reliable sources, through innovative delivery mechanisms.

Community Choice Aggregation (CCA)

Community Choice Aggregation (CCA) enables municipalities to join together to aggregate the buying power of residents, giving them more options in how they purchase electricity. By pooling local demand, municipalities can negotiate more favorable terms, designate preferred generation sources, and select a more preferable default energy service company for the community. This new service can often empower local municipalities to select 100% renewable electricity for their residents and small businesses, at a fixed and often lower price than they've historically paid for the same power.

Currently the Town of Clarkstown, along with other towns in the county participate in a CCA program, known as "Rockland Community Power." This program, and others like it, seek to launch and implement CCA programs in order to secure clean, less expensive electricity for residents and small businesses across NY State.

Solar Permitting Law

The adoption of this legislation aims to promote the accommodation of solar energy systems and equipment throughout the Town of Clarkstown. It assigns a variety of regulations to the development of these systems, to ensure their smooth and efficient operation within the Town. This legislation also specifies a variety of design and engineering guidelines, to both support the development of future projects, while minimizing the potential negative impacts of these projects.

Solar energy is an essential renewable energy resource, whose consumption can offset GHG emissions. Most importantly, energy generated from solar energy systems has the potential to be sold back into the grid, providing its users with an added fiscal benefit. The use of solar

energy generation equipment for the purpose of providing electricity and energy for heating and/or cooling is a priority within the Town's current and long-term sustainability goals.

Landfill Solar Field Project

The Landfill Solar Field project features a 2.3-megawatt system, which consists of roughly 4,300 solar panels on a 13-acre portion of a former landfill site. It was also the first megawatt-scale municipal Photovoltaic (PV) Array system to be constructed in New York State. As of 2017, it generates approximately 3 million-kilowatt hours annually, which is enough power to supply about 200 homes, and covers about one-third of the current electric needs for the Town of Clarkstown.

The solar project is a public/private partnership with OnForce Solar, who invested \$6 million to install, operate, and maintain the solar installation pursuant to a 20-year Power Purchase Agreement. In addition, OnForce Solar received a multi-million-dollar grant from NYSERDA through Governor Cuomo's NY-Sun initiative. Continuing current success, this particular solar array is expected to save local taxpayers as much as \$4 million over the next 30 years by



Figure 1 – Site Photo of the Onforce Solar Array in West Nyack

producing electricity to be sold back to the utility grid.

The Town had the assistance of the following agencies for this project: H2M Architects & Engineers, the Rockland County Solid Waste Management Authority, the New York State Energy Research and Development Authority (NYSERDA), the New York State Department of Environmental Conservation (NYSDEC), Orange and Rockland Utilities, Rockland County Trade Unions, and the New York Power Authority (NYPA).

Sourced from renewable solar energy, this project will continue to offset GHG emissions and reduce the Town's carbon footprint by eliminating dependence on fossil fuel utility sources, and continue to keep energy costs down for local residents.

Germonds Park Parking Lot Solar Canopies

One of the main public recreation facilities within the Town of Clarkstown, Germonds Park is home to a range of amenities. To accommodate the influx of visitors from throughout the region, this park is equipped with expansive parking lots. The Town is seeking grant funding for the construction of solar canopies within the Germonds Park parking lot to fully utilize an otherwise single-use open area.

These canopies will not only provide much needed shade for cars parked there during the day, but work to enhance renewable energy resources by providing additional solar energy generation capabilities to support the Town's growing energy needs. Funding for this project is being sought through NYSERDA's Net Zero Energy for Economic Development Program, which awards funds for the development of energy resources that put local communities on the path toward Net Zero GHG emissions.



Figure 2 – Design visualization of the Germonds Park parking lot depicting five rows of parking lot solar canopies in the initial construction phase

LED Street Light Program

The Town of Clarkstown has completed a \$2.9 million project to retrofit the bulk of active high-pressure sodium streetlights with energy-efficient light-emitting diodes, or LEDs. Cost savings from the eco-friendly project are expected to reach over \$10 million throughout the next decade, by reducing energy consumption through a substantial increase in efficiency and active lifetime expectancy. The implementation of this new energy-efficient streetlight system will reduce the town's energy bill by an estimated \$500,000 annually. In addition to enormous cost-savings, this project will work to reduce the Town's overall greenhouse gas emissions by nearly 1,000 metric tons of CO₂ equivalent (MTCO₂e) per year.



Figure 3 – Utility worker retrofitting existing streetlamps with next-generation LEDs

Electric Vehicle Charging Stations

With growing evidence that electric vehicles—powered by renewable energy sources—can substantially reduce GHG emissions, many communities are developing the infrastructure to support this change. The Town of Clarkstown has recently followed suit, by installing electric charging stations at Town Hall. Also, stations have been installed at the Palisades Center Mall and the Shops at Nanuet. These charging stations not only provide a benefit to electric vehicle owners, but provide a boost to local businesses. The average time required to fully charge an electric vehicle is around 30 minutes, and with these chargers located strategically near a key shopping and business center, those looking to recharge their car also have the opportunity to patronize local shops.



Figure 4 – EVgo electric vehicle recharging stations located near the Shops at Nanuet, along the I-95 corridor

Municipal Energy Audit

The Town of Clarkstown has made the overhaul of municipal energy expenditures a priority, from the purchase of updated energy efficient office equipment and appliances, to the acquisition of hybrid-electric and high-efficiency fleet vehicles. Actively monitoring energy usage in all Town facilities, municipal holdings have undergone a comprehensive energy audit in an effort to decrease waste and increase the efficiency of Town buildings and equipment. As a result of these studies, many municipal buildings and equipment have been retrofitted with a variety of new energy-saving technologies. In addition, there has been a concerted effort to purchase materials and products for future public infrastructure projects based on their energy efficiency and cost reduction potential.

Environmental Conservation

Open Space Acquisition

The Town of Clarkstown has adopted a set of Open Space Guidelines, that guide the acquisition of property aimed at protecting environmentally sensitive resources, farms, historic and cultural places, rivers and streams and watersheds. As of 2021, over 220 acres [11] have been protected, with additional open space land and resources throughout the Town continuing to be proposed and evaluated for acquisition into Clarkstown’s existing parks, recreation, and open space system.

These acquisitions are mainly intended to increase recreational spaces, protect valuable natural resources, maintain the semi-rural character of the Town, and to maintain and improve

a higher quality of life for local communities. This program also has the potential to offset some of the Town's GHG emissions. Large natural areas act as carbon sinks, absorbing atmospheric GHG and storing it in organic material. As a Town committed to reducing its impact on global climate change, maintaining a substantial and healthy stock of protected natural areas is essential. In addition to its effect on GHG emissions, Open Space areas are most often covered in pervious surfaces. This has the added benefit of making the Town more resilient to flooding and other extreme precipitation events, as an increase in pervious surfaces will enable excess water to be absorbed safely.

Tree Preservation

In line with efforts to maintain healthy Open Spaces, a 2006 Local Law was enacted to prevent the clear-cutting and indiscriminate removal of trees within the Town. The clear-cutting of trees contributes to flooding problems and other negative environmental impacts, from erosion, to noise and light pollution, to air quality. Trees also work to offset existing GHG emissions, and their removal constitutes an overall increase in harmful GHG emissions town-wide. The law provides for the replanting of trees identical or similar in type to the ones cut, and requires a permit to remove more than five at a time.

The Town of Clarkstown has a vital interest in the planting and preservation of trees within its territorial boundaries. Trees stabilize the soil on slopes, thereby preventing erosion, siltation and flooding—all significant concerns to local property owners. They also control water pollution, purify the air by generating oxygen, mitigate noise disruption and reduce residential energy consumption by providing shade. In performing these functions, trees not only work to offset some of the town's GHG emissions, but also contribute to an overall increase in property values.

The destruction and removal of trees also have substantial municipal costs beyond the direct costs of removal. The wanton removal of trees directly affects drainage control remediation efforts, impairs the value of all property, and has a deleterious effect on the health and general welfare of the citizens of Clarkstown. This law establishes standards for the protection of these valuable natural resources and provides a workable method of determining under what circumstances a tree may reasonably be removed.

Toward this end, the Town Board of the Town of Clarkstown has implemented these tree regulations for the following purposes:

- To preserve the semirural appearance of the Town by encouraging owners of existing homes, vacant lands and commercial parcels to save or replace mature tree species when developing;

- To control and regulate the indiscriminate removal, cutting and destruction of trees in order to regulate and prevent soil erosion, surface runoff and aesthetic blight;
- To preserve existing woodlands and maintain tree buffers;
- To promote air pollution mitigation;
- To preserve wildlife habitat and ecosystem protection;
- To serve as noise buffers, climate moderation, and foster energy conservation;
- And to safeguard the ability of woodlands and forests to offset some of the town's GHG emissions.

IV. Focus Areas and Goals

This section of the report provides information about how our community can potentially engage with additional climate-conscious policies and programs. The array of projects currently being implemented by the Town of Clarkstown have informed the development of many of the recommendations found below.

The goals and targets contained within this plan are based on common-sense approaches to emissions reductions. In response to the success of current Town projects and initiatives, and in an effort to address growing concerns regarding the detrimental effects of climate change, this Climate Action Plan (CAP) specifies action on four focus areas: *built environment; transportation; power delivery; and environmental conservation*. In addition to these focus areas, the CAP recommends the pursuit of ongoing outreach and education efforts that can help build awareness and increase community participation in the potential outcomes and goals of this plan.

Climate Action Plan Initial Framework and Goals

In developing this CAP, the Town of Clarkstown also referred to the New York State Climate Smart Communities (CSC) Climate Action Plan Template, along with the CSC Climate Action Planning Guide. Both documents were developed through the CSC Regional Coordinator Pilot Program, meant to assist local governments in developing strategic plans for reducing GHG emissions.

Using data from various sources, which include the New York State Energy Research and Development Authority's (NYSERDA) Cleaner Greener Communities Regional Level GHG Reporting Template, specific focus areas were identified to help coordinate action across four key governance sectors.

- **Built Environment**
- **Transportation**
- **Power Supply**
- **Environmental Conservation**

These four focus areas set out a framework for future documenting and coordinating efforts. This will potentially include work that can estimate the implementation timeframe, costs, and impacts of particular projects, as well as identify the potential leaders and partners associated with each solution.

Community GHG Inventory Assessment & Reduction Targets

This preliminary Climate Action Plan is a critical component of a comprehensive approach to reducing the Town of Clarkstown's total GHG emissions. The development of future GHG reduction targets is tied to specific projects and actions identified through future documenting and coordinating efforts within the four focus areas. Specific reduction targets and their associated timelines can only be developed after consideration of the Town's energy needs is completed in conjunction with an ongoing dialogue with relevant stakeholders and partners. It also requires that current emissions are measured and quantified, to both outline areas for improvement, but also to measure the success of future reduction actions.

Outlining the path towards developing GHG reduction goals are a variety of preliminary actions that can be undertaken by the Town:

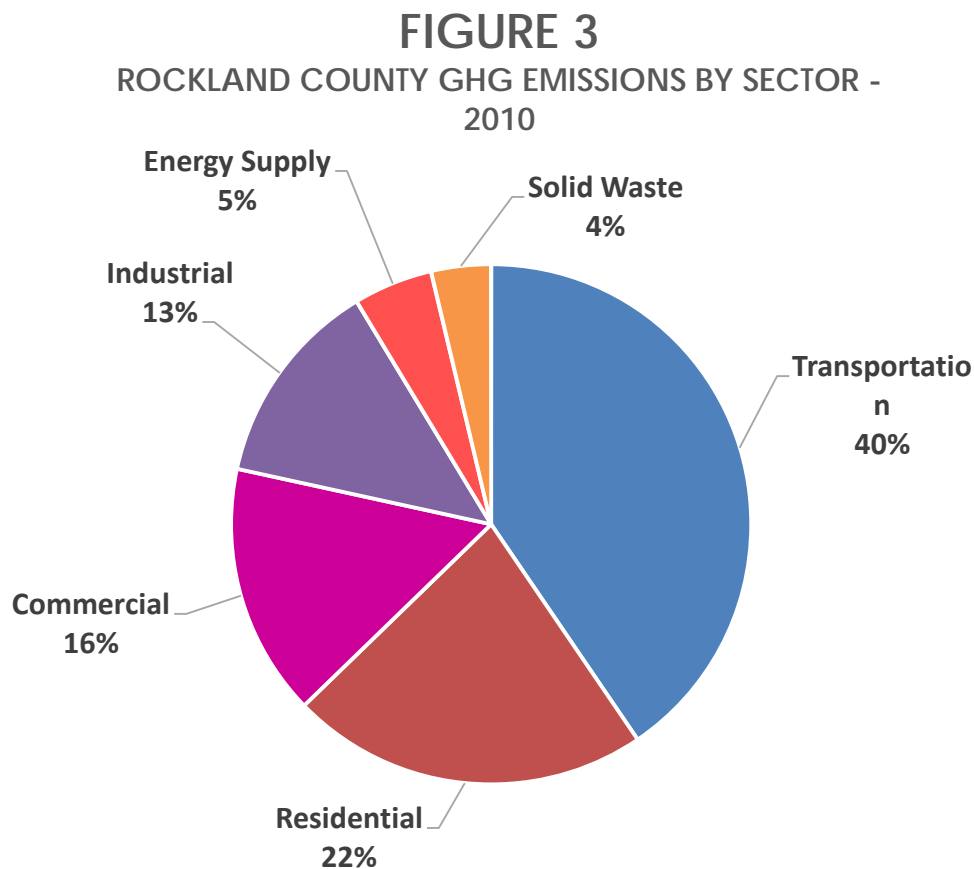
- An inventory of existing GHG emissions produced within the community
- Potential GHG reduction targets and timeframes developed with relevant stakeholders through means such as consensus building and cost/benefit analysis
- Sourcing/developing project proposals that seek to reduce, or mitigate, GHG emissions
- Local plans and policies that work to improve the strength and resiliency of local infrastructure, roads, power systems, and social services for vulnerable communities

Conducting a comprehensive community GHG inventory is the first, and most important component of this process. It identifies the specific sources of emissions from community activities and establishes a baseline from which future emissions reductions and progress can be measured. New York State conducted regional greenhouse gas (GHG) emissions inventories in 2010 to determine a baseline for future reduction efforts statewide. The GHG emissions for Rockland County were sourced from this regional GHG inventory, the data for which is listed in **Figure 2**.

FIGURE 2	
ROCKLAND COUNTY GHG EMISSIONS BY SECTOR - 2010	
GHG Emissions Sectors	Metric Tons of CO₂ Equivalent (MTCO₂e)
Transportation	1,383,329
Residential	760,408
Commercial	535,781
Industrial	441,962
Energy Supply	168,068
Solid Waste	127,214

Figure 3 shows the breakdown of GHG emissions by sector, and highlights the major sources of emissions within Rockland County. The built environment (combined totals from the residential, commercial and industrial sectors) is the County's largest source of GHG emissions, comprising approximately 51% of total 2010 community emissions. The GHG emissions in this category come from fossil fuels used in heating, cooling, and in powering lighting, appliances, and machinery. Improving the efficiency of buildings, and the electricity consuming products within them will significantly reduce their impact.

Transportation is another significant category, and accounts for 40% of GHG emissions in the County. Improving vehicle efficiency and reducing vehicle use through public transit, walking and cycling will also reduce transportation-related emissions. Although emissions directly related to solid waste appear low (4%), this number does not take into account the GHG emission impact of manufacturing and transporting the non-biodegradable materials that end up in our solid waste stream.



Source: New York State Energy Research and Development Authority (NYSERDA)

Climate Action Plan Focus Areas

In order to work toward developing GHG reduction goals, this Climate Action Plan identifies the most important GHG emissions sources as resulting from local government operations, industrial activity, as well as individual and community-wide activities within the Town of Clarkstown. Categorizing these sources within a specific set of focus areas, begins to outline a range of potential objectives and strategies that local government officials and community members can implement together to achieve measurable greenhouse gas reductions. To better ensure the success of this effort, a diverse range of sources have been targeted for improvement, based on their feasibility, cost, and reduction potential. While the policy options and strategies outlined have been chosen to reduce GHG emissions in Clarkstown, they also have the potential to provide tangible benefits to local residents.

Built Environment

Policy proposals in this area work to reduce GHG emissions from existing buildings, and ensure that new buildings meet the highest performance standards. The focus of these proposals is on advancements in the efficiency of lighting, HVAC, insulation, and other power consumption categories. These technological improvements play a central role in helping Clarkstown reach its GHG Emissions reduction targets. Although the initial cost of switching to more efficient appliances and fixtures is borne by local residents themselves, a return on this initial investment is recouped over time due to measurable reductions in energy cost and overall consumption. In addition, these newer technologies can be more durable, therefore saving valuable maintenance costs over the long term.

Transportation

The main policy goals in this sector seek to reduce the intensity of fuel consumption, improve vehicular efficiency, and reduce total GHG emissions from all vehicular traffic associated with the Town of Clarkstown. Policy options include promoting the purchase and use of vehicles with improved efficiency standards, capital investment in more efficient public transportation vehicles, and more efficient routing. In particular, electrification of transportation solutions in this sector holds great promise in both reducing GHG emissions, and reducing the petroleum dependency. Additional investments in public transit, commuter rail, and Transit Oriented Development plans appear to offer additional opportunities to reduce GHG emissions, while providing very significant co-benefits to local residents.

Power Delivery

Initiatives in this sector work to introduce zero- or low-carbon sources of power, such as renewable energy, while maintaining the current reliability standards of the electric grid. Policy

options include those that facilitate the decentralization of energy production through renewable energy technologies that utilize solar or wind energy. These policies, combined with capital investments in the improvement and maintenance of the current energy infrastructure (e.g. transmission and distribution network upgrading, energy storage and distribution) have the potential to further reduce GHG emissions. The most important current development with the Town of Clarkstown is associated with community choice aggregation—a program which gives a large number of consumers the choice of where to source their power. Introducing additional options for consumers to access renewable energy has the potential to shift overall power usage patterns in the town over the long term.

Environmental Conservation

The main objective of initiatives in this area work to improve land management in order to maximize the carbon uptake of trees, plants, and other vegetation. This sector is unique in that the passive preservation and improvement of natural carbon sinks work to offset the harmful effects of other GHG emission sources. In addition to their ability to offset GHG emissions, the preservation of a thriving natural ecosystem will also work to mitigate some of the harmful physical effects of a changing climate.

Reduction Feasibility

While further analysis is needed to determine exactly how much each of these sectors can contribute to overall reduction figures within each focus area category, it is clear that no single policy or focus area proposal can deliver on substantial emission reduction targets alone. A combination of policies and plans must be developed to ensure meaningful reduction across all categories. A diverse portfolio of policies will do much to reduce emissions from many different GHG sources throughout our economy at a far greater rate than one single area alone.

While continued improvements in energy efficiency technologies will not entirely mitigate the issue of GHG emissions, they do make appreciable progress towards achieving reasonable GHG reduction goals and moving towards eliminating current dependence on finite fossil-fuel resources. The Town of Clarkstown will need to continue to advance low-carbon energy supply-side policies and infrastructure investments, particularly focusing on policies that provide significant co-benefits to local residents in the form of economic development, job creation, quality of life amenities, and improved environmental conditions.

V. Directing Future Action

As a single municipality attempting to address a global problem, maximizing the more tangible and economic oriented benefits associated with GHG mitigation policies will be necessary to maintain public support for GHG reduction investments. Creating the clean energy economy requires clear public policies, significant public and private investment, and a comprehensive outline to guide future action.

To develop and achieve future GHG reduction goals, and reap the benefits from those changes, the Town of Clarkstown is now committed to a variety of future actions. Preliminary steps include the formation of committees and task forces to address key sustainability and resiliency topics, as well as political mobilization to further the enactment of these objectives.

This plan forms the basis for several new, forward-thinking planning and development goals currently being set out in the Town's most recent Comprehensive Plan update (2021). These include topics that address the four major sustainability and resiliency sectors previously outlined in this plan.

The first major area where future action will occur is in relation to the Town's built environment. Enacting cogent programs and policies, which regulate the efficiency standards of buildings and other facilities throughout the Town, is a major next step toward effective action. Developing policies that directly address GHG emissions from current Transportation modes in use throughout the Town is another key step. This includes the expansion of electric vehicle infrastructure, as well as changes to land use that would enable Transit Oriented Development to flourish. The energy needs of Town residents, businesses, and industries can also be met by the continued development and incentivization of renewable energy sources. Finally, ongoing land management efforts that seek to preserve natural ecosystems are a priority for the Town. Not only do these practices work to improve the quality of life for local residents—they can also have a significant impact in the Town's overall carbon footprint.

While the Town of Clarkstown has made definitive strides in addressing its contributions to climate change—the success of future projects and policies require that local government continue to work in partnership with other local municipalities to design regional solutions, and pursue other active and financially supportive partners in helping achieve common goals.

Covid-19 and NYC Metro Region Residential Sales Trends

A brief look at the geography and temporal patterns of home-buying in NYC and the surrounding metropolitan region prior to and during the pandemic.

Press coverage of 2020 NYC Metro real estate trends has been confusing and at times contradictory.

CONTEXT

Since March 2020, there has been considerable, sometimes conflicting, press coverage of the NYC metropolitan region ("NYC Metro") residential real estate market's performance in response to Covid-19, and reported NYC resident relocation to the surrounding suburbs.

Much of the coverage to date has relied upon a mix of qualitative information and observations obtained through interviews with real estate brokers, home buyers, moving companies and other industry stakeholders, as well as quantitative samples that describe activity in select NYC Metro markets and/or for select housing typologies.

To assess Covid-19's broader impact on the NYC Metro housing market, the NYC Department of City Planning ("DCP") analyzed geospatial and temporal patterns of home listings and sales data, prepared and provided by Zillow Group, Inc. ("Zillow"), to examine residential trends throughout the NYC Metro prior to and since the pandemic.

***New Yorkers Are Fleeing to the Suburbs:
'The Demand Is Insane'***

Yes, the suburbs are booming, but NY is not dead, real estate professionals insist

The Housing Market Around New York City Is Booming

Reports of NYC's real estate market crash have been greatly exaggerated

Home sales in the New York suburbs are past their pandemic peak

Real Estate
The Suburban Real Estate Boom Is Only Continuing

Shifts in urban and suburban real estate markets are happening nationally.

CONTEXT

Reports of city residents relocating to their suburbs in response to Covid-19 are not unique to NYC. In February 2021, Zillow released its [2020 Urban/Suburban Report](#), a housing market analysis exploring the pandemic's impact on real estate markets in cities and their suburbs. The report found that urban and suburban housing markets were generally performing in alignment through the end of 2020, but for a few select urban markets that were adversely impacted, including New York City and San Francisco.

Using Zillow's data, DCP performed a comparable analysis of residential inventory and sales trends by NYC Metro subregion in 2019 and 2020. For detailed definitions of the geographies and metrics covered in this report, please refer to the Appendix.

It is important to note that **this report does not capture rental activity or the effects of temporary relocations.** It provides a snapshot of the effects of Covid-19 on the NYC Metro's for-sale housing market and is **representative solely of the inventory posted on Zillow.** It therefore does not represent all housing inventory available for sale or reflect the overall distribution of housing in the NYC Metro.

2020 Urban/Suburban Market Report



NYC Metro Subregions



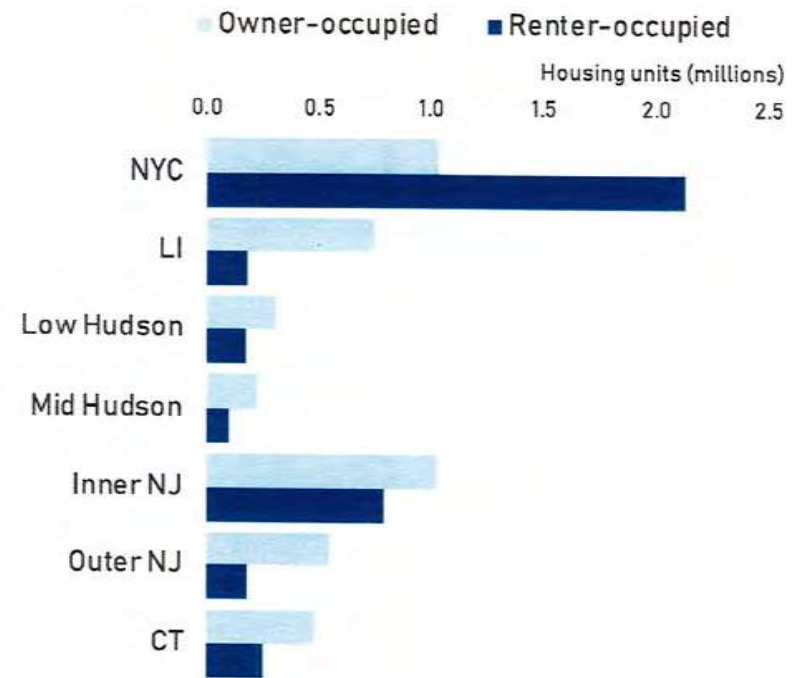
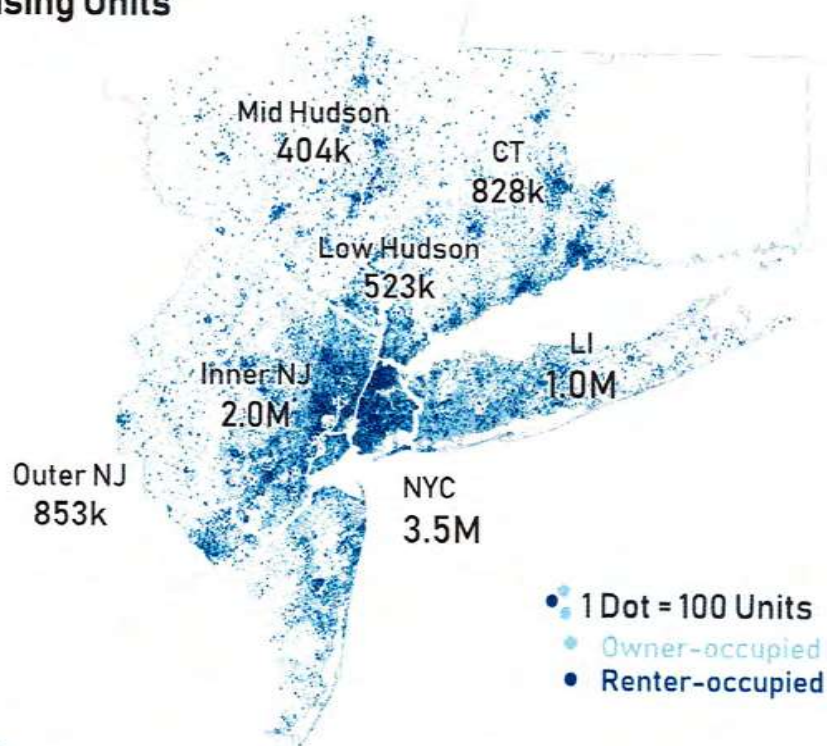
The NYC Metro represents the five NYC boroughs and surrounding 26 counties in New York, New Jersey, and Connecticut

Residential sales data capture a portion of market activity and are more representative of suburban locations.

CONTEXT

There is considerable variation within NYC Metro housing markets, and sales represent differing shares of each subregion's overall housing stock. In NYC, just one-third of homes are owner-occupied, whereas on Long Island 80% of the homes are owner-occupied. Therefore, home sales are more broadly representative of residential real estate activity on Long Island than in NYC. Furthermore, owner-occupied housing represents a variety of home typologies, including single-family homes, condominiums and co-operatives in multifamily buildings that can range from below-market rate to luxury. This diversity of housing stock can be found in areas throughout the NYC Metro.

Housing Units



An interconnected regional housing ecosystem ensures the vitality of both NYC and its surrounding suburbs.

CONTEXT

The availability of homes at different prices, types, and tenures (i.e., rent and own) is important for accommodating a range of NYC Metro residents' housing preferences, promoting the affordability of the region's housing stock, and supporting the NYC Metro's overall economic competitiveness by attracting and maintaining a diverse workforce. Despite the temporary effects of Covid-19, such as wide-scale remote work and office closures, NYC remains the region's economic engine and still holds the greatest concentration of NYC Metro jobs. NYC relies on a housing market that extends well beyond its physical boundaries as a city, sharing a dynamic exchange of residents with its suburbs who come to NYC to pursue access to economic opportunity and to use cultural and natural assets, as well as institutional and other services.

~1 Million

People live in the NYC Metro suburbs and work in NYC

~300,000

NYC residents work in jobs located in the suburbs

~155,000

People migrate between NYC and its suburbs each year



Key Insights: Residential sales trends in NYC and the NYC Metro suburbs since Covid-19

In 2020, more supply and softer demand has led to an unusual (and potentially temporary) reprieve in pressure on NYC's for-sale housing market.

NYC's housing market was under pressure for years prior to Covid-19, in part due to the city's disproportionate role in accommodating the NYC Metro's workforce growth*. While this recent slack offers a reprieve from pre-existing strain, it is important to note that sales represent a smaller portion of the city's diverse housing stock and its ability to house a dynamic population. It is also difficult to ascertain the lasting effects of this temporary disruption, particularly as central business districts remain closed or under-occupied.

Conversely, Covid-19 has exacerbated pressure on the housing market in the surrounding suburbs, further threatening the affordability of the NYC Metro region.

In the decade leading up to Covid-19, the NYC Metro suburbs were building less housing, especially in Connecticut, the Hudson Valley, and Long Island, and accommodating less of the NYC Metro's overall population, economic, and housing growth*. With less new construction, and now a decreasing supply of available housing for purchase, the NYC Metro suburbs are less well equipped to accommodate increases in demand that are in turn exacerbating regional housing pressures.

*DCP, [The Geography of Jobs Second Edition](#), 2019

In 2020, inventory was down nation-wide while prices were up. Total sales, however, were down in the NYC Metro, but not in the U.S. overall.

As documented in Zillow's [recent study of U.S. residential sales trends in 2020](#), U.S. inventory, or the number of homes available for purchase on Zillow, was significantly down throughout 2020 and even more so by the end of the year. Inventory was also down in the NYC Metro, but less than the U.S. overall. Median list prices were up in the NYC Metro, consistent with national trends, but total closed sales in 2020 were down. Zillow reported no significant shift in cumulative sales in 2020 versus 2019, despite accelerating sales by the year's end. This suggests that Covid-19 disproportionately negatively impacted sales activity in the NYC Metro as compared to the U.S. overall.



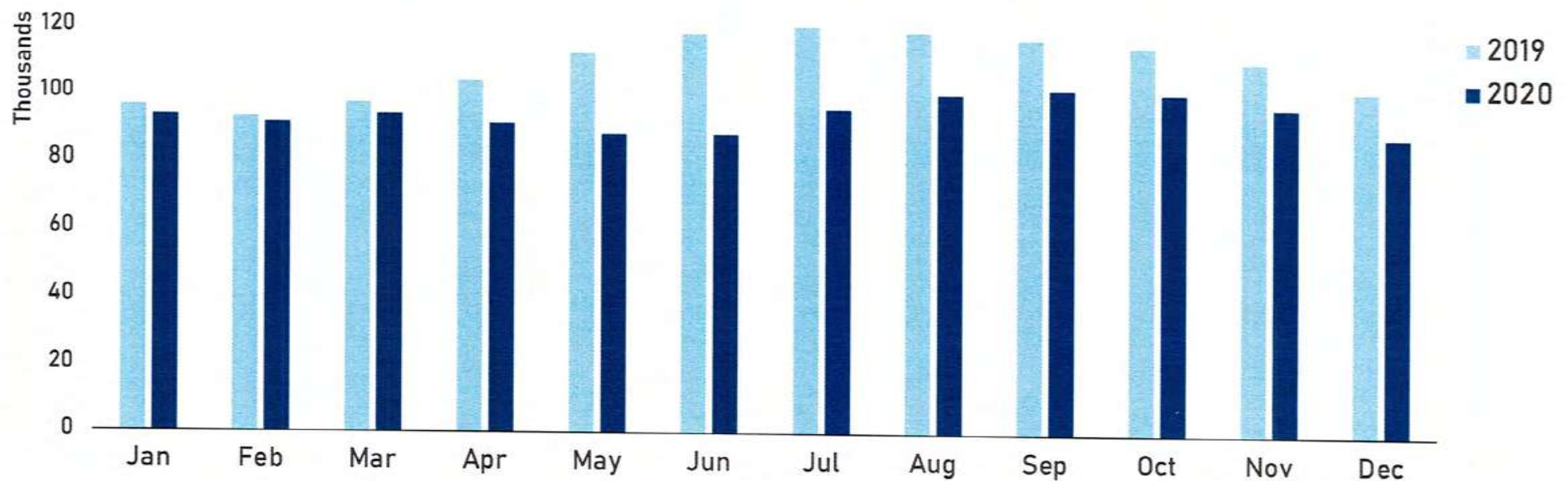
*Both years represent January through November, the most recently available data for home sales in 2020. Zillow estimates no significant shift in cumulative sales at the national level, however, precise numeric estimates were not available for the U.S. in total.

Source: Zillow, 2021; "How a Faster market Enabled More Home Sales in 2020, Despite Falling Inventory" <https://www.zillow.com/research/market-speed-sales-inventory-2020-28762/>

There were fewer homes available to buy in the NYC Metro throughout 2020, versus 2019.

According to Zillow, there was less inventory available, as represented by the number of homes listed for sale*, in the NYC Metro in each month of 2020 than in comparable months of 2019. NYC Metro inventory was lowest in June 2020, following roughly two months of State-issued restrictions on non-essential business activity. Inventory rebounded somewhat, as the gap between 2019 and 2020 lessened through the fall and winter, but inventory remained consistently below 2019 levels.

NYC Metro Inventory (For-sale Listings, thousands) by Month, 2019 vs. 2020



While NYC's inventory increased moderately since 2019, the more significant trend over the past two years was decreasing inventory in the surrounding suburbs.

There was a slight uptick in NYC's for-sale inventory leading up to and since the pandemic, with the city's inventory peaking in November 2020. However, the more observable patterns were the shifts in the for-sale inventory in the rest of the NYC Metro. The rest of the NYC Metro experienced more dramatic seasonal fluctuations in 2019 and less inventory overall when compared to pre-Covid-19 levels. December 2020 inventory was the lowest for the NYC Metro of any month in 2019 or 2020.

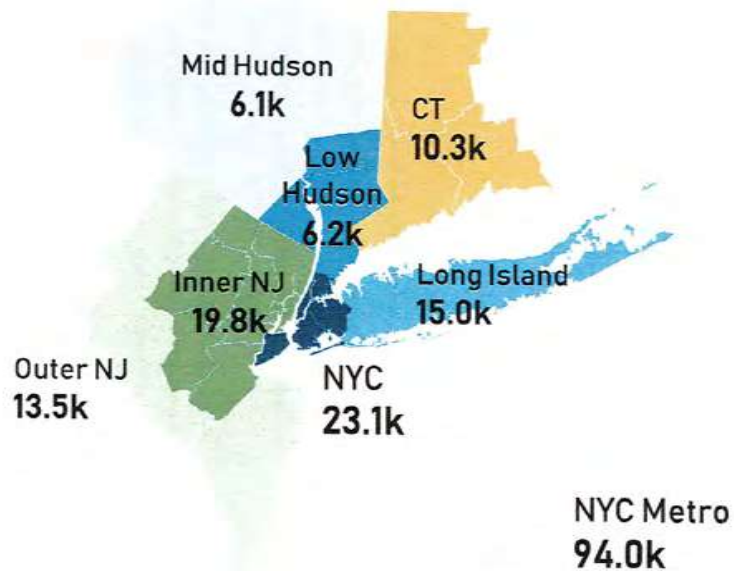
NYC Metro Inventory (For-sale Listings, thousands) in NYC vs. Rest of Metro, January 2019 to December 2020



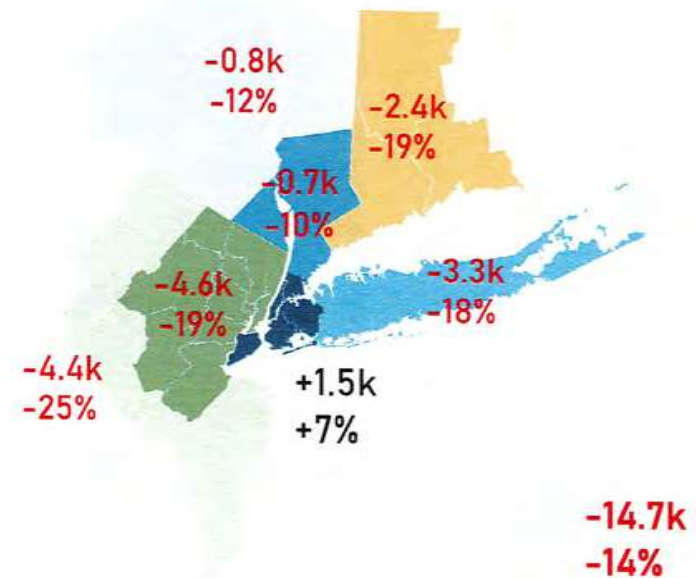
NYC had 7% more homes available for purchase, while there were 19% fewer homes available for purchase in the rest of the NYC Metro.

To adjust for seasonal fluctuations and monthly shifts, annual average inventory* illustrates how many homes were available for purchase on average during a given year. There was less inventory, or fewer homes listed for sale on Zillow, on average in 2020 than in 2019 everywhere but NYC. While inventory was down everywhere, by as much as 25% in Outer New Jersey, the Hudson Valley subregions experienced a slightly less drastic decline in inventory than other NYC Metro suburbs.

**Inventory (Listings, thousands) by NYC Metro Subregion
2020 Annual Average**



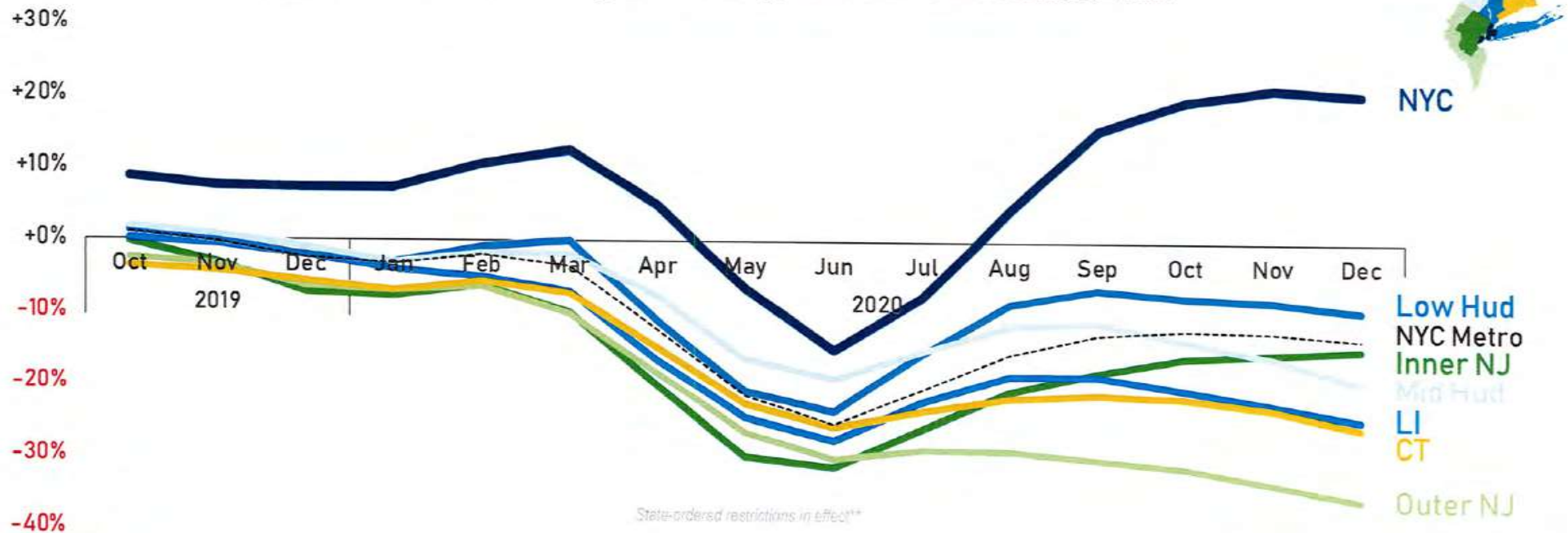
**Change in Inventory (Listings, thousands) and
Percent Change in Inventory, 2019 Avg. – 2020 Avg.**



Covid-19 exacerbated the trend of lessening inventory in areas outside of NYC, which experienced the opposite effect.

In months prior to the pandemic, inventory in most of the NYC Metro fell marginally below inventory levels in the prior year. Government-ordered business restrictions caused inventory to drop across the NYC Metro in the spring. As activity resumed in June, inventory grew in non-NYC subregions, when compared to their June lows, but still fell below pre-Covid-19 levels by the end of 2020. NYC had more homes listed for purchase in the months leading up to Covid-19, notably after the city's housing completions peaked following mid-decade gains in new construction*. Following spring declines, NYC inventory levels were even higher by December, but seemingly leveled off.

Year-on-Year Percent Change in Inventory, October 2019 to December 2020



There were fewer homes sold in 2020 throughout the NYC Metro, but NYC experienced the most significant decline in total sales.

Cumulative home sales, or the total number of homes sold in January through November* (the latest available data), were lower in 2020 than in 2019 for the NYC Metro overall. Southwest Connecticut is the only subregion where sales were higher, with more than 4,600 additional homes sold in 2020, an increase of 18%. Meanwhile, cumulative sales were down everywhere else in the NYC Metro in 2020, ranging from as much as 24% down in NYC** to 2% down in the Outer New Jersey and Mid Hudson Valley subregions.

Cumulative Home Sales, January through November (thousands)



	2019	2020	Net Change	% Change
NYC	45.2	34.3	-10.9	-24%
Long Island	38.0	34.2	-3.8	-10%
Low Hudson	14.5	13.3	-1.2	-8%
Mid Hudson	14.1	13.8	-0.3	-2%
Inner NJ	64.4	61.7	-2.7	-4%
Outer NJ	42.2	41.5	-0.7	-2%
CT	26.1	30.7	+4.6	+18%
NYC Metro	244.5	229.5	-15.0	-6%

*Home sales represent the most recent data available (i.e., through November 2020) due to lags in sales reporting.

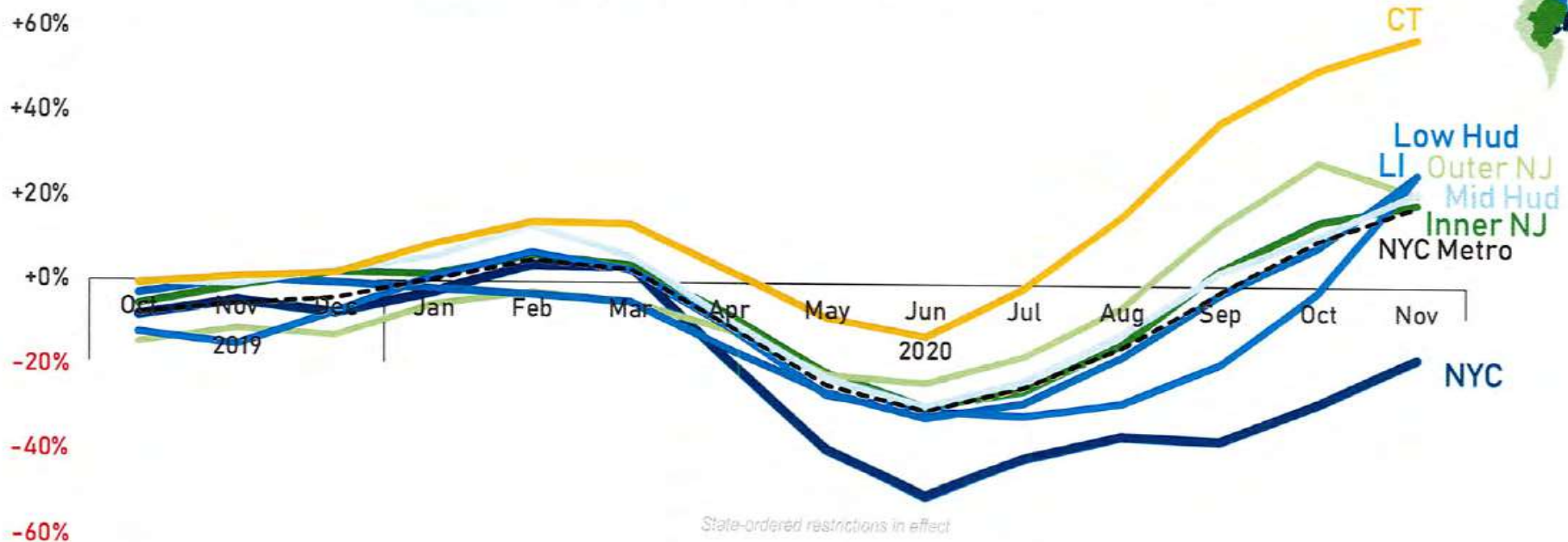
**According to Zillow, NYC sales transactions are typically longer than suburban counterparts and the national average. Therefore, declines may be due in part to extended lag.

Source: Zillow, 2021

Sales activity accelerated after economies reopened in the summer. By the year's end, sales were up everywhere over the previous year, except in NYC.

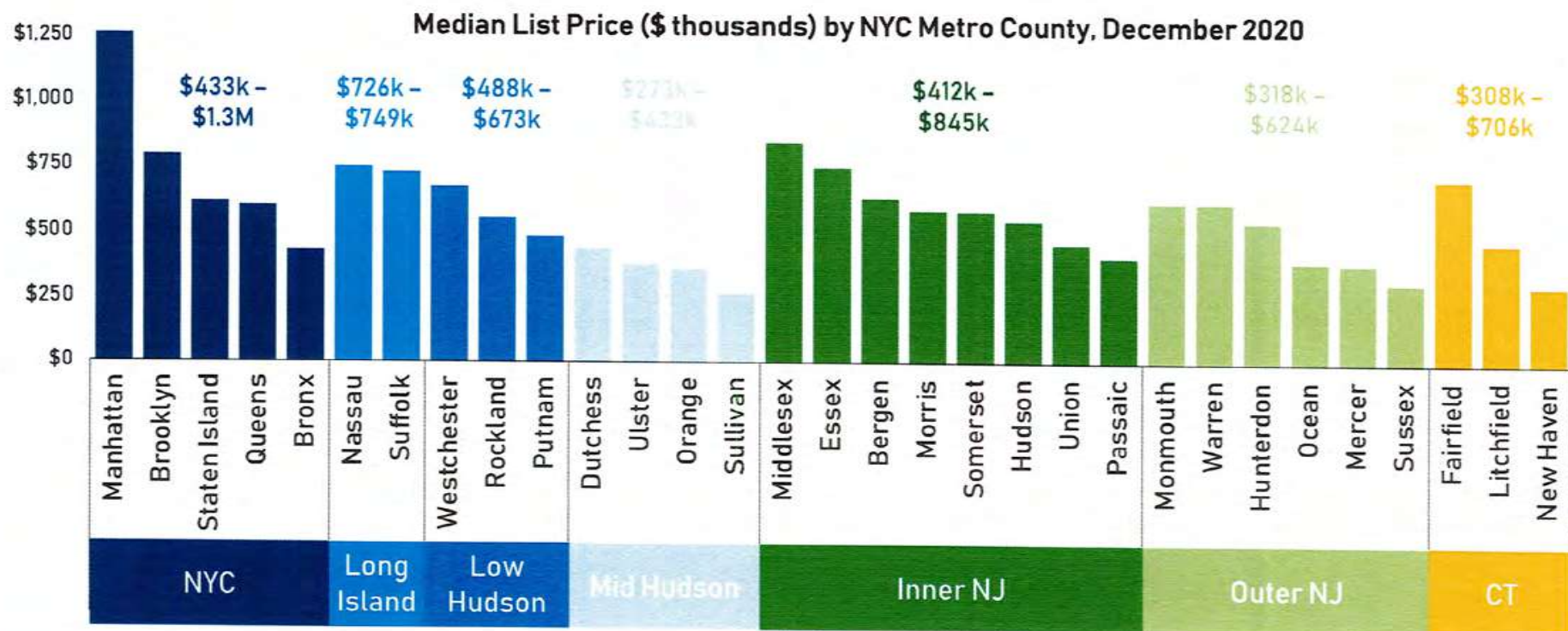
In the six months prior to Covid-19, monthly home sales first fell slightly below and then slightly above monthly home sales in the previous years (i.e., versus late 2018 and early 2019). This pattern was generally consistent across NYC Metro subregions. Pandemic-induced restrictions on real estate activity heavily affected sales region-wide in the spring and early summer. Sales increased as activity resumed in mid-June, most significantly in southwest Connecticut—the only subregion with more cumulative home sales in 2020. Outside of NYC, where sales remained down, home sales accelerated through the fall, but not enough in total to compensate for spring and summer declines.

Year-on-Year Percent Change in Home Sales, October 2019 to November 2020



Median list prices vary by location. Counties located furthest from the center of the NYC Metro commanded lower prices, upholding the premium on access to the core.

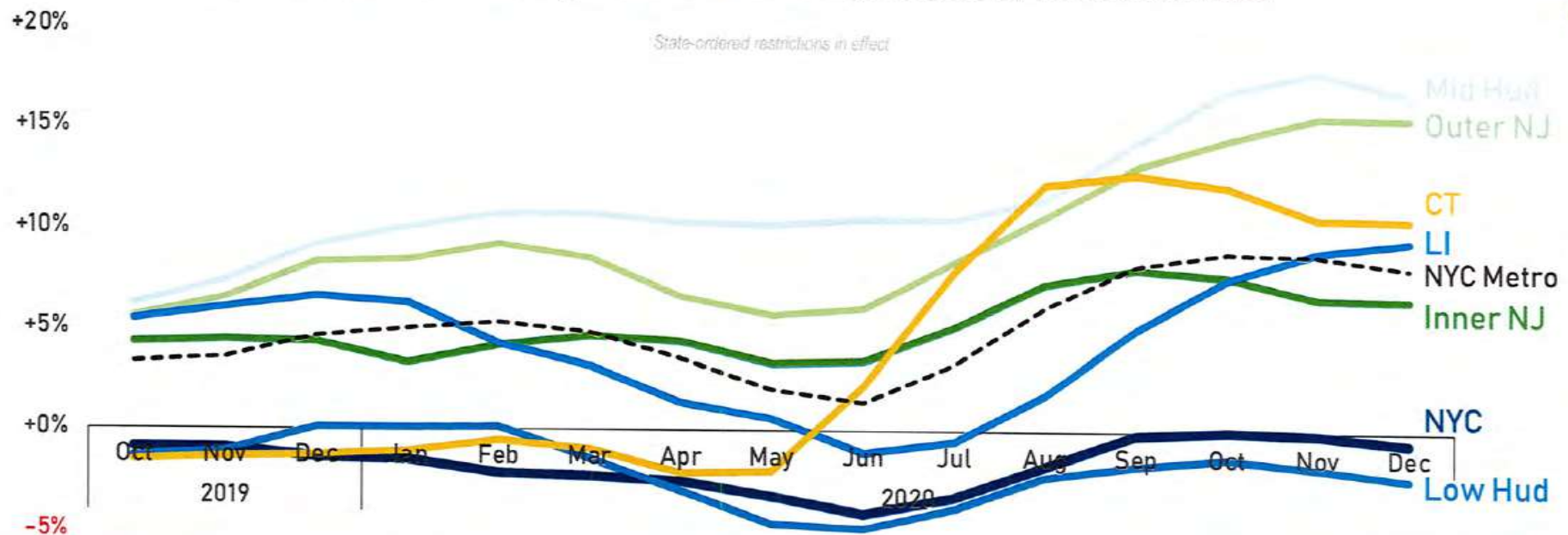
While median list prices represent the composition of inventory for sale in a given month (rather than general home values) and can vary throughout the year, the more significant variation is the observable difference across NYC Metro counties and subregions. As of December 2020, Manhattan inventory commanded the highest median list price, representing the dominance of luxury homes at the NYC Metro's center, and most urbanized area. Meanwhile counties further from the core*—be they rural like Sullivan County, NY and Sussex County, NJ, or suburban like New Haven County, CT—commanded lower median list prices.



Prior to Covid-19, NYC Metro prices were up over the previous year, or stable. Since the summer, list prices have increased in most parts of the NYC Metro.

By observing a weighted median list price* for each NYC Metro subregion, a few general patterns emerge. In the six months prior to Covid-19, prices were either higher or somewhat unchanged (e.g., NYC, Lower Hudson Valley, Connecticut) as compared to the previous year. During the spring, prices either dipped or remained unchanged — though consistently higher than 2019 prices. Since the summer, price growth accelerated but leveled off by December in most parts of the NYC Metro. Unlike other subregions, NYC and Lower Hudson Valley prices increased since the summer but remained slightly below 2019 through the end of the year.

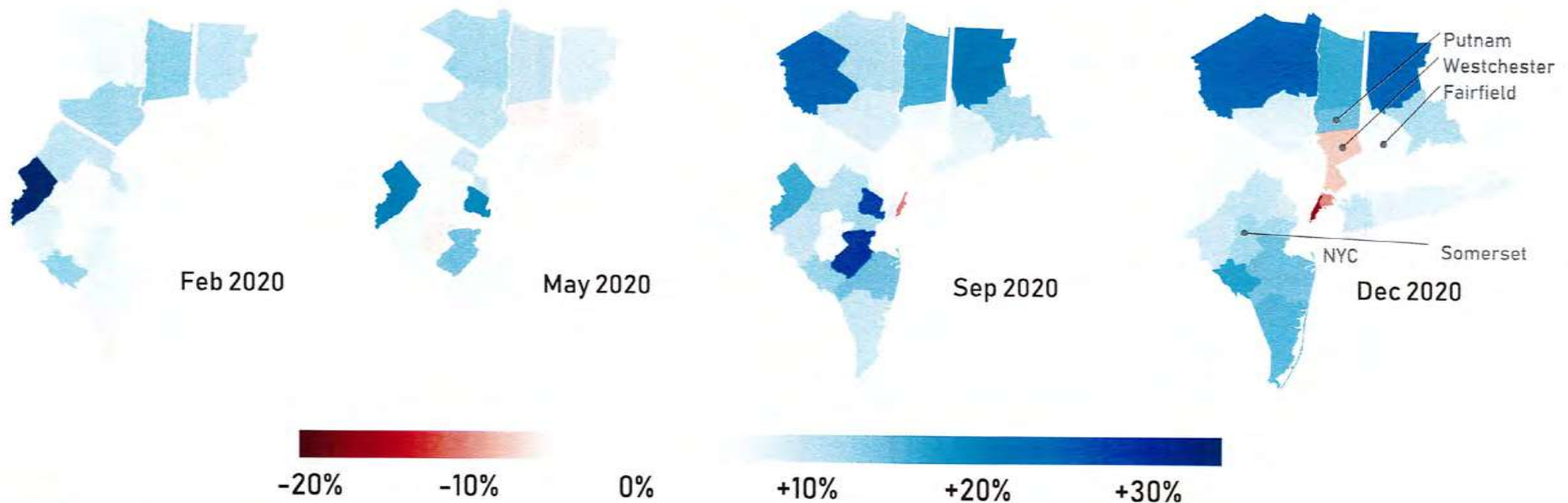
Year-on-Year Percent Change in Median List Price, October 2019 to December 2020



Some counties reversed their pre-pandemic price trends, from up to down or down to up over the previous year. In other counties, price growth simply accelerated.

There are three key trends distinguishing county-level behavior. First, NYC boroughs and Westchester County, NY switched from commanding higher median list prices year-on-year pre-Covid-19 (February 2020) to increasingly lower median list prices year-on-year since Covid-19. Second, counties like Putnam, NY, Fairfield, CT, and Somerset, NJ experienced the opposite shift, where prices were down year-on-year pre-Covid-19 and then up year-on-year after activity resumed in the summer. And lastly, other counties experienced higher prices (especially in rural New York and Connecticut counties) as the year progressed.

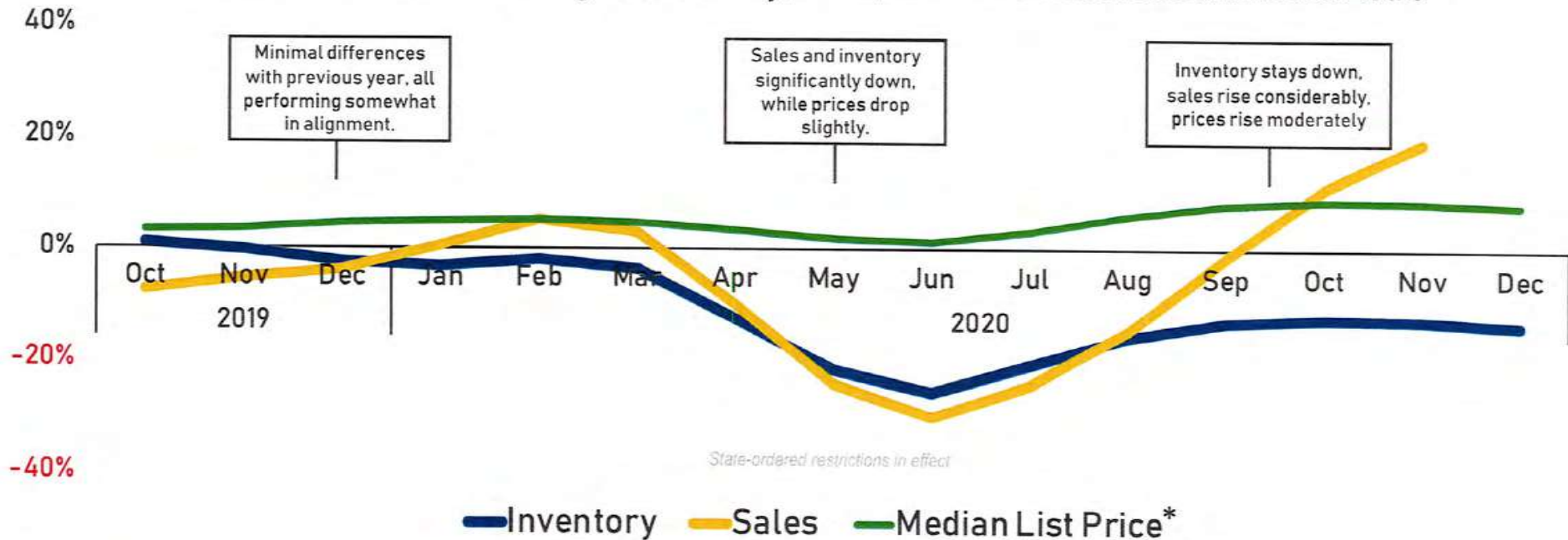
Year-on-Year Percent Change in Median List Price, Select Months by NYC Metro County



The confluence of depressed inventory with increasing demand and higher prices suggests a troubling direction for NYC Metro housing availability and affordability.

As documented in DCP's 2019 [The Geography of Jobs Second Edition](#), the NYC Metro was building less new housing in the decade after the 2008 recession than in the years prior. So, even before Covid-19, lagging new construction and a mismatch between housing and job growth had exerted pressure on the NYC Metro's housing availability and affordability. Since the pandemic, the NYC Metro has seen home sales (a proxy for demand) accelerate, higher list prices, and inventory (a proxy for supply) remain down. This suggests that Covid-19 has exacerbated pre-existing pressure on the NYC Metro's housing market and represents a troubling pattern should inventory not keep pace.

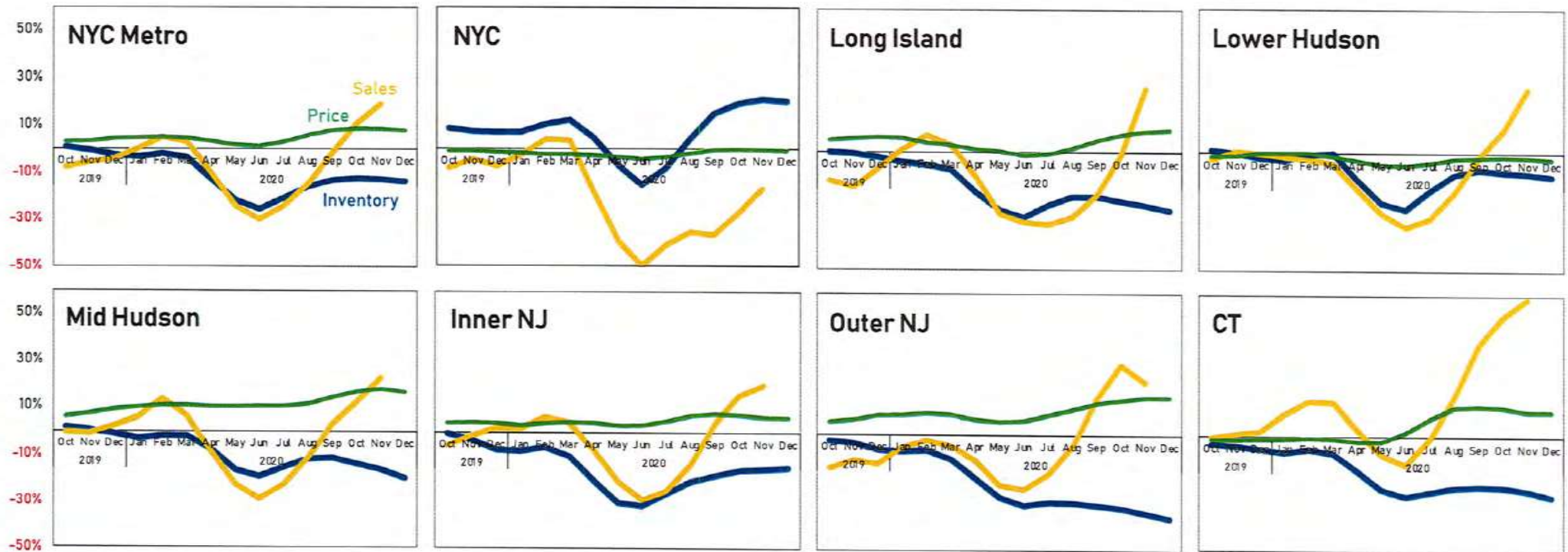
Year-on-Year Percent Change in Inventory, Sales, and Median List Price in the NYC Metro



Everywhere but NYC, sales and prices were up (or stable) while inventory remained down, suggesting increased pressure on suburban NYC Metro housing markets.

Comparing the three indicators by NYC Metro subregion underscores the pressure on the suburban markets outside of NYC to accommodate the demand for housing in the NYC Metro. By the end of 2020 in non-NYC subregions, the growth of sales (i.e., a proxy for demand) accelerated, prices were higher (or stable in the Lower Hudson Valley), and inventory was down year-on-year. In NYC, however, there is greater flexibility to accommodate demand, with stable prices and increased inventory.

Year-on-Year Percent Change in Inventory, Sales, and Median List Price* by NYC Metro Subregion



Implications of NYC Metro residential sales trends pre- and since Covid-19

- Covid-19 catalyzed divergent residential sales trends in NYC and its suburbs, yet it is difficult to determine the lasting effects of this extraordinary disruption. In NYC, some of the market's softening reflects the impact on housing located close to central business districts, which contain not only offices but also major cultural institutions and other attractions that are currently closed or under-occupied. These closures have triggered a relaxation, likely temporary, of the considerable pressure on the limited supply of centrally located housing in NYC that was so evident in the years prior to Covid-19. However, demand and prices remain strong in other NYC locations, and long-term challenges of housing a diverse and growing population remain—the pandemic has further underscored the importance of the City's ongoing commitment to promoting housing equity, availability, and affordability.
- NYC disproportionately supplies a range of housing options for the region, including rental housing, housing that accommodates smaller households, and housing for different household configurations, like roommates or other non-family arrangements. NYC Metro suburban markets also make important contributions to the region's housing supply, but many have done less in recent years to accommodate the housing needs of a diverse and growing region. With the increased pressures that Covid-19 has placed on demand, shrinking inventory and rising prices are a warning sign that suburban areas are falling further behind in their efforts to support the NYC Metro's housing needs.
- The vitality of the NYC Metro is dependent upon the symbiotic relationship between NYC and its suburbs. Covid-19 further emphasizes that for the NYC Metro to continue to prosper, the suburbs must also flexibly and equitably accommodate housing demand. Failure to do so threatens a prosperous and equitable future for all NYC Metro residents.



An aerial photograph of a city, likely New York City, showing a dense urban landscape with numerous buildings and streets. A large, prominent building is visible in the lower right quadrant of the image.

Acknowledgements

New York City Department of City Planning

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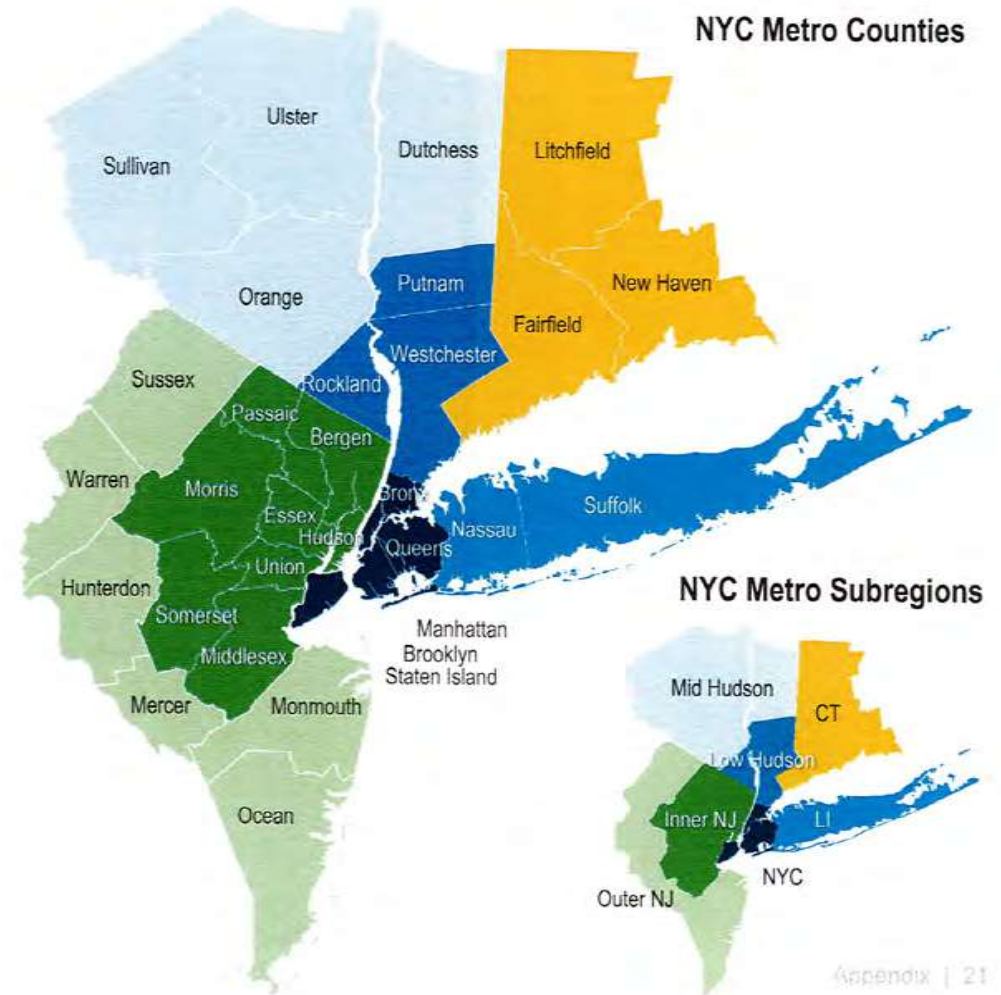
Treh Manhertz, Economist, Economic Research, Zillow, Inc.

Alexander Casey, Senior Manager, Economic Research, Zillow Inc.

Appendix | Geographies

The NYC metropolitan region, or the “NYC Metro”, represents New York City (“NYC”) and the 26 surrounding counties in portions of New York, northern New Jersey, and southwest Connecticut. This definition of the region is a generally accepted modification of the U.S. Census Bureau combined statistical area (CSA) for New York-Newark-Bridgeport, however, this study excludes select counties in western Pennsylvania. The NYC Metro roughly represents the NYC commuter shed and does not represent a regulatory or other jurisdictional boundary. The “subregion” geography defined in this brief represents aggregations of U.S. counties, and, apart from NYC, similarly do not represent jurisdictional boundaries. Counties and subregions discussed in this research brief are defined and referred to as follows, seen on the map to the right.

- **NYC** – Bronx, Brooklyn (Kings County), Manhattan (New York County), Queens, and Staten Island (Richmond County) boroughs
- **Long Island (“LI”)** – Nassau and Suffolk counties
- **Lower Hudson Valley (“Low Hudson”)** – Putnam, Rockland, and Westchester counties
- **Mid Hudson Valley (“Mid Hudson”)** – Dutchess, Orange, Sullivan, and Ulster counties
- **Inner New Jersey (“Inner NJ”)** – Bergen, Essex, Hudson, Morris, Middlesex, Passaic, Somerset, and Union counties. “Inner” refers to those counties closest to the center of the region, particularly as it relates to the commuter shed.
- **Outer New Jersey (“Outer NJ”)** – Hunterdon, Mercer, Monmouth, Ocean, Sussex, and Warren counties. “Outer” refers to areas furthest from the center of the region, with more limited commuter transit access to the center.
- **Southwest Connecticut (“Connecticut” or “CT”)** – Fairfield, Litchfield, and New Haven counties.



Appendix | Definition of Terms and Methodology Notes

- **Inventory:** The count of unique homes listed for sale on Zillow.com in the indicated month. For-sale listings reported in a given month can be carried over from previous months. For-sale listings remain in inventory until those listings are removed or the status is changed (e.g., from “for sale” to “sale pending”). Inventory includes a mix of single-family houses, condominiums, and co-operative units.
- **Sales:** The count of arm’s length transactions on unique housing units that closed in the indicated month. Sales data lag inventory and price data in this brief by one month. Completed sales may lag purchase or pending activity due to the length of time between pending and closing. Changes in status (i.e., to “sold”) are also reliant upon the owner of the listing making that adjustment on Zillow’s website, and therefore might not reflect the actual date or month of completed transactions.
- **Median List Price:** The median price of homes listed for sale (inventory) on Zillow.com in the indicated month by the indicated geography. In this research brief, those geographies include County, Subregion, and Metro Region. Median list price is a metric that mostly reflects the composition of homes for sale at a moment in time and may be subject to distortions due to low inventory volume. Therefore, it can fluctuate more dramatically and may not point to true home value changes within markets.

Median list price data for counties were provided to DCP by Zillow. However, medians cannot be aggregated to report subregional and regional totals, and therefore DCP estimated figures for these composite geographies. The estimated figures are intended to illustrate trends and are for comparison purposes only. Exact figures may not reflect the true median for composite geographies.

DCP estimated subregional and regional median list price in each month using an average of counties’ median list prices weighted by each county’s share of the subregion’s (or region’s) inventory. The most reliable data are, however, the county-level figures as calculated by Zillow. The table on the following page shares the year-on-year percentage change in median list price for each NYC Metro county. That table most accurately reflects the list price shifts within NYC Metro subregions.

Appendix | Methodology Notes (cont'd)

Year-on-Year Percent Change in Median List Price by NYC Metro County

		2019						2020											
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
NYC	Bronx								-1%	-2%	-2%	-2%	-2%	-2%	-3%	-5%	-10%		
	Brooklyn	-1%	-2%	-2%	-2%	-2%	-1%	-1%	-3%	-4%	-3%	-1%							
	Manhattan								-3%	-5%	-7%	-8%	-11%	-13%	-14%	-17%			
	Queens																		
	Staten Island											-1%	-2%	-2%	-3%	-3%			
Long Island	Nassau				+5%	+8%	+8%							+8%	+10%	+10%			
	Suffolk	+8%	+8%	+8%	+7%					-2%	-2%			+7%	+8%	+9%			
Low Hud	Putnam	-5%	-6%	-5%	-6%	-5%	-6%	-5%	-5%	-2%	-1%		+7%	+11%	+13%	+15%			
	Rockland	-2%																	
	Westchester							-2%	-4%	-5%	-5%	-4%	-5%	-5%	-6%	-8%			
Mid Hud	Dutchess		+7%	+10%	+12%	+13%	+12%	+11%	+10%	+11%	+12%	+13%	+16%	+19%	+19%	+16%			
	Orange	+7%	+9%	+12%	+13%	+12%	+11%	+10%	+11%	+9%	+8%	+7%	+9%	+11%	+11%	+8%			
	Sullivan			+6%															
	Ulster	+10%	+7%			+7%	+9%	+11%	+12%	+10%	+9%	+9%	+11%	+15%	+21%	+26%			
Inner NJ	Bergen	+8%	+7%	+6%	+8%	+7%	+7%	+8%	+17%	+19%	+23%	+26%	+30%	+29%	+27%	+25%	+9%		
	Essex					+7%	+11%	+17%	+19%	+23%	+26%	+30%	+29%	+27%	+25%	+9%			
	Hudson	-3%	-4%	-3%	-1%			-2%	-4%	-3%									
	Middlesex	+5%	+6%	+7%	+7%	+8%	+9%	+12%	+15%	+17%	+22%	+27%	+30%	+31%	+30%	+15%			
	Morris																		
	Passaic	+8%	+9%	+9%	+10%	+10%	+10%	+10%	+10%	+9%	+9%	+9%	+7%	+8%					
	Somerset	-2%	-2%	-3%	-4%	-4%	-4%	-5%	-5%	-4%									
	Union	+8%	+6%																
	Hunterdon			+6%	+8%	+8%	+8%	+7%	+7%	+7%	+7%	+11%	+12%	+13%	+12%	+12%			
Outer NJ	Mercer	+14%	+14%	+12%	+12%	+13%	+13%	+9%											
	Monmouth			+3%	+7%	+7%	+8%	+8%	+6%	+7%	+10%	+13%	+15%	+15%	+15%	+15%			
	Ocean			+5%	+6%	+7%	+6%	+13%	+14%	+13%	+6%	+7%	+11%	+14%	+16%	+16%			
	Sussex	+9%	+8%	+8%	+9%	+10%	+10%	+7%	+8%	+7%	+9%	+9%	+6%						
	Warren	+14%	+20%	+26%	+30%	+35%	+34%	+29%	+21%	+14%	+13%	+14%	+17%	+18%	+17%	+7%			
CT	Fairfield	-4%	-4%	-5%	-5%	-4%	-4%	-5%	-5%										
	Litchfield	+7%	+8%	+8%	+9%	+10%	+10%	+9%	+8%	+11%	+16%	+19%	+22%	+22%	+23%	+25%			
	New Haven	-3%	-3%	-1%	-7%			-1%				+7%	+10%	+12%	+13%	+11%			

Covid-19 closures

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EASI Updated Reports and Analysis Professional Complete Report

City Name: Clarkstown town, Rockland, NY

City Code: 3615968

County Name: Rockland, NY

State Name: New York

CBSA Name: New York-Newark-Jersey City, NY-NJ-PA

Dominant Profile: Median Income Profile

Description	Value	% Total	EASI Score	EASI Rank
				of 41193
Square Miles	38.475240	N/A	E	36,446
Population Density	2,291.2	N/A	A	4,748

POPULATION BY YEAR

Population (4/1/1990)	81,056	91.9	C	19,982
Population (4/1/2000)	82,392	93.5	D+	25,997
Population (4/1/2010)	84,187	95.5	D-	30,419
Population (1/1/2020)	88,155	100.0	C	20,597
Population (1/1/2025)	90,327	102.5	A-	6,128
Population Growth (2020/2010)	4.71	N/A	B+	10,781
Population Forecast (2025/2020)	2.46	N/A	A-	6,148

HOUSEHOLDS BY YEAR

Households (4/1/1990)	25,945	84.0	D+	25,919
Households (4/1/2000)	27,802	90.0	D-	31,632
Households (4/1/2010)	29,234	94.7	E+	34,943
Households (1/1/2020)	30,885	100.0	E	36,107
Households (1/1/2025)	31,641	102.4	E	35,784
Households Growth (2020/2010)	5.65	N/A	B	11,465
Households Forecast (2025/2020)	2.45	N/A	B+	9,837

GENERAL FAMILY AND POPULATION TOTALS

Population (1/1/2020)	88,155	100.0	C	20,597
Family Population	76,934	87.3	B+	8,867
Non-Family Population	9,915	11.2	E+	34,313
Total Group Quarters Population	1,306	1.5	B+	10,403

HOUSEHOLDS BY FAMILY TYPE

Households (1/1/2020)	30,885	100.0	E	36,107
Total Families	22,801	73.8	D	27,478
Total Non Family Households	8,084	26.2	E+	34,022

FAMILIES BY FAMILY TYPE

Total Families	22,801	100.0	D	27,478
Total Married Families	18,732	82.2	C+	18,827
Total Other Families	4,069	17.8	D-	30,515

MARRIED FAMILIES BY FAMILY TYPE

Total Married Families	18,732	100.0 C+	18,827
Married Families Children Under 18	7,865	42.0 B+	10,062
Married Families No Children Under 18	10,867	58.0 C-	22,903

OTHER FAMILIES BY FAMILY TYPE

Total Other Families	4,069	100.0 D-	30,515
Male Householder, No Wife Present	1,013	24.9 E	37,950
Female Householder, No Husband Present	3,056	75.1 C-	23,374

OTHER MALE FAMILIES BY FAMILY TYPE

Male Householder, No Wife Present	1,013	100.0 E	37,950
Male Householder, No Wife Present with Children Under 18	482	47.6 E	38,398
Male Householder, No Wife Present with No Children Under 18	531	52.4 D-	30,719

OTHER FEMALE FAMILIES BY FAMILY TYPE

Female Householder, No Husband Present	3,056	100.0 C-	23,374
Female Householder, No Husband Present with Children Under 18	1,537	50.3 D	27,976
Female Householder, No Husband Present with No Children Under 18	1,519	49.7 B-	14,570

NON FAMILY HOUSEHOLDS BY GENDER

Total Non Family Households	8,084	100.0 E+	34,022
Non Family Male Householder, People Under 18 Present	33	0.4 D+	27,283
Non Family Male Householder, No People Under 18 Present	3,288	40.7 E	37,446
Non Family Female Householder, People Under 18 Present	15	0.2 B	13,727
Non Family Female Householder, No People Under 18 Present	4,748	58.7 C-	24,058

DETAILED POPULATION CHARACTERISTICS

Urban	88,155	100.0 A+	2,154
Rural	0	0.0 E-	39,040

Gender

Male	42,928	48.7 D-	31,440
Female	45,227	51.3 B+	9,754

Poverty

Population, In Poverty	5,367	6.1 E	35,746
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Veterans

Population, Veterans	2,683	3.0 E	38,104
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Age

Median Age	44.6	N/A C+	18,580
Aged 0 to 5 Years	5,112	5.8 D+	27,183
Aged 6 to 11 Years	6,554	7.4 C+	17,551
Aged 12 to 17 Years	7,249	8.2 B-	14,410
Aged 18 to 24 Years	5,787	6.6 C	21,182
Aged 25 to 34 Years	9,095	10.3 D+	24,790
Aged 35 to 44 Years	10,730	12.2 B-	14,510
Aged 45 to 54 Years	11,901	13.5 B-	14,128
Aged 55 to 64 Years	13,807	15.7 C+	16,581
Aged 65 to 74 Years	10,785	12.2 C	21,180
Aged 75 to 84 Years	5,142	5.8 C+	17,841

Aged 85 Years and Older	1,993	2.3 B-	15,698
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Male Population By Age

Median Age	42.6	N/A C	21,624
Aged 0 to 5 Years	2,630	6.1 D+	26,477
Aged 6 to 11 Years	3,371	7.9 C+	17,269
Aged 12 to 17 Years	3,723	8.7 B-	14,439
Aged 18 to 24 Years	3,172	7.4 C+	18,344
Aged 25 to 34 Years	4,712	11.0 C-	23,363
Aged 35 to 44 Years	5,072	11.8 C	20,492
Aged 45 to 54 Years	5,771	13.4 C+	18,309
Aged 55 to 64 Years	6,507	15.2 C	21,662
Aged 65 to 74 Years	4,990	11.6 C-	23,871
Aged 75 to 84 Years	2,274	5.3 C	20,370
Aged 85 Years and Older	706	1.6 C	19,256

Female Population By Age

Median Age	46.3	N/A B-	16,248
Aged 0 to 5 Years	2,482	5.5 D+	26,838
Aged 6 to 11 Years	3,183	7.0 C+	18,280
Aged 12 to 17 Years	3,526	7.8 B-	15,051
Aged 18 to 24 Years	2,615	5.8 C-	23,517
Aged 25 to 34 Years	4,383	9.7 D+	25,202
Aged 35 to 44 Years	5,658	12.5 B+	9,982
Aged 45 to 54 Years	6,130	13.6 B+	10,442
Aged 55 to 64 Years	7,300	16.1 B	11,478
Aged 65 to 74 Years	5,795	12.8 C+	17,497
Aged 75 to 84 Years	2,868	6.3 B-	15,346
Aged 85 Years and Older	1,287	2.8 B-	13,984

POPULATION BY RACE

White Alone	61,008	69.2 E+	34,827
Black Alone	9,450	10.7 A-	5,568
Asian Alone	9,524	10.8 A+	1,333
American Indian and Alaska Native Alone	218	0.2 D	28,186
Other Race Alone	4,614	5.2 A	5,447
Two or More Races	3,341	3.8 A-	7,888

POPULATION BY ETHNICITY

Hispanic	12,284	13.9 A	5,417
White Non-Hispanic	54,813	62.2 E+	34,173

Median Age by Race

White Median Age	48.4	N/A B	12,628
Black Median Age	38.8	N/A B	11,383
Asian Median Age	43.6	N/A B+	9,735
American Indian and Alaska Native Median Age	27.2	N/A D	29,896
Other Race Median Age	28.4	N/A B-	15,968
Two or More Races Median Age	24.2	N/A B-	14,619

Median Age by Ethnicity

Hispanic Median Age	31.4	N/A B+	10,619
White Non Hispanic Median Age	50.2	N/A B	11,051

Marital Status (Pop 15+)

Males Never Married	11,524	13.1 B-	14,740
Males Married	20,747	23.5 C+	17,511
Males Widowed	1,135	1.3 C+	18,615
Males Divorced	1,709	1.9 E	37,955
Females Never Married	10,253	11.6 B+	9,343
Females Married	21,281	24.1 B-	13,852
Females Widowed	3,284	3.7 C-	22,650
Females Divorced	3,035	3.4 D-	30,551

Males Currently Married (Pop 15+)

Males Married	20,747	100.0 C+	17,511
Males Married and Together	19,164	92.4 C	19,237
Males Married and Separated	601	2.9 B-	14,762
Males Married and Absent	982	4.7 B	11,337

Females Currently Married (Pop 15+)

Females Married	21,281	100.0 B-	13,852
Females Married and Together	19,852	93.3 B-	14,835
Females Married and Separated	723	3.4 B-	15,818
Females Married and Absent	706	3.3 B-	15,744

Primary Language (Pop 5+)

Speaks English	58,202	66.0 E	38,022
Speaks Spanish	8,274	9.4 A	5,415
Speaks Other Indo-European Languages	11,862	13.5 A+	834
Speaks Asian or Pacific Island Language	5,055	5.7 A+	1,441
Speaks Other Language	638	0.7 A-	5,987

Citizenship

Native	69,417	78.7 E-	39,294
Foreign Born - Naturalized	13,282	15.1 A+	797
Foreign Born - Not a Citizen	5,456	6.2 A	4,699

Group Quarters

Total Group Quarters	1,306	100.0 B+	10,403
Institutional Group Quarters	791	60.6 B+	9,657
Non-Institutional Group Quarters	515	39.4 A-	6,226

DETAILED HOUSEHOLD CHARACTERISTICS

Household, Average Size	2.81	N/A A	4,541
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HOUSEHOLDS BY RACE

White	23,327	75.5 E+	35,349
Black	2,966	9.6 A-	5,768
Asian	2,779	9.0 A+	1,432
American Indian and Alaska Native	51	0.2 D	28,336
Other Race	1,034	3.3 A-	6,316
Two or More Races	728	2.4 B+	10,306

HOUSEHOLDS BY ETHNICITY

Hispanic	2,965	9.6 A-	5,817
White Non-Hispanic	21,644	70.1 E+	34,858

Household by Age of Head

Median Age	57.1	N/A B	11,395
Aged Under 25 Years	292	0.9 E	38,314
Aged 25 to 34 Years	2,455	7.9 E	36,914
Aged 35 to 44 Years	4,279	13.9 D-	32,501
Aged 45 to 54 Years	6,894	22.3 C+	17,870
Aged 55 to 64 Years	7,117	23.0 D+	26,867
Aged 65 to 74 Years	5,562	18.0 C	19,962
Aged 75 to 84 Years	3,283	10.6 B-	15,614
Aged 85 Years and Over	1,003	3.2 D+	25,470

Household by Size

Median Size	2.9	N/A A	5,484
1 Person	6,660	21.6 E+	33,146
2 Person	9,701	31.4 E+	35,450
3 Person	5,081	16.5 C-	22,878
4 Person	4,866	15.8 B+	8,931
5 Person	2,381	7.7 B	12,912
6 Person	1,400	4.5 A	3,803
7 or More Person	796	2.6 A-	7,257

Household by Vehicles

Median Vehicles	2.4	N/A C-	23,040
No Vehicles	1,655	5.4 C+	19,142
1 Vehicle	7,983	25.8 D	28,135
2 Vehicles	13,664	44.2 C+	18,470
3 Vehicles	5,046	16.3 D-	30,336
4+ Vehicles	2,537	8.2 D+	25,928

HOUSING UNITS BY OCCUPANCY

Total Units	32,167	100.0 E	37,810
Occupied Units	30,885	96.0 E	36,107
Vacant Units	1,282	4.0 E-	39,292

HOUSING UNITS BY TENURE

Housing, Occupied Units	30,885	100.0 E	36,107
Housing, Owner Occupied	24,041	77.8 D	28,940
Housing, Renter Occupied	6,844	22.2 D+	26,000

HOUSING UNITS BY VACANCY TYPE

Housing, Vacant Units	1,282	100.0 E-	39,292
Housing, Vacant Units For Rent	469	36.6 D	27,705
Housing, Vacant Units Rented, Not Occupied	18	1.4 C	20,309
Housing, Vacant Units For Sale	204	15.9 E	36,167
Housing, Vacant Units Sold, Not Occupied	69	5.4 D	27,964
Housing, Vacant Units Seasonal, Recreational, or Occasional Use	176	13.7 E+	33,180
Housing, Vacant Units For Migrant Workers	0	0.0 C-	22,897
Housing, Vacant Units Vacant Other	346	27.0 E-	38,744

OCCUPIED HOUSING STRUCTURES

Housing, Occupied Units	30,885	100.0 E	36,107
Housing, Occupied Structure with 1 Unit Detached	20,694	67.0 E+	34,315
Housing, Occupied Structure with 1 Unit Attached	2,774	9.0 A	3,761

Housing, Occupied Structure with 2 Units	1,415	4.6 B+	8,506
Housing, Occupied Structure with 3-4 Units	2,077	6.7 A-	5,588
Housing, Occupied Structure with 5-9 Units	2,279	7.4 A	4,340
Housing, Occupied Structure with 10-19 Units	575	1.9 B	11,535
Housing, Occupied Structure with 20-49 Units	208	0.7 B-	13,954
Housing, Occupied Structure with 50+ Units	623	2.0 A-	6,301
Housing, Occupied Structure Trailer	240	0.8 E+	34,670
Housing, Occupied Structure Other	0	0.0 C-	22,690

OWNER OCCUPIED HOUSEHOLDS BY MORTGAGE

Housing, Owner Occupied	24,041	100.0 D	28,940
Housing, Owner Households, With Mortgage Any	16,292	67.8 B-	14,426
Housing, Owner Households, With No Mortgage	7,749	32.2 E+	33,076

OWNER OCCUPIED HOUSEHOLDS BY HOME VALUE

Housing, Owner Occupied	24,041	100.0 D	28,940
Housing, Median Value Owner Households (\$)	458,417	N/A A+	1,429
Housing, Owner Households Valued Less than \$10,000	19	0.1 D	28,452
Housing, Owner Households Valued \$10,000-\$14,999	6	0.0 D+	27,050
Housing, Owner Households Valued \$15,000-\$19,999	20	0.1 D+	25,787
Housing, Owner Households Valued \$20,000-\$24,999	9	0.0 D+	26,295
Housing, Owner Households Valued \$25,000-\$29,999	0	0.0 E+	32,971
Housing, Owner Households Valued \$30,000-\$34,999	59	0.2 D+	25,070
Housing, Owner Households Valued \$35,000-\$39,999	18	0.1 C-	22,711
Housing, Owner Households Valued \$40,000-\$49,999	80	0.3 D	29,612
Housing, Owner Households Valued \$50,000-\$59,999	60	0.2 D-	32,251
Housing, Owner Households Valued \$60,000-\$69,999	25	0.1 E+	33,197
Housing, Owner Households Valued \$70,000-\$79,999	49	0.2 E+	34,142
Housing, Owner Households Valued \$80,000-\$89,999	22	0.1 E+	35,620
Housing, Owner Households Valued \$90,000-\$99,999	18	0.1 E+	34,642
Housing, Owner Households Valued \$100,000-\$124,999	9	0.0 E-	39,357
Housing, Owner Households Valued \$125,000-\$149,999	94	0.4 E	37,380
Housing, Owner Households Valued \$150,000-\$174,999	227	0.9 E	38,188
Housing, Owner Households Valued \$175,000-\$199,999	233	1.0 E+	34,386
Housing, Owner Households Valued \$200,000-\$249,999	902	3.8 D-	30,850
Housing, Owner Households Valued \$250,000-\$299,999	948	3.9 D+	24,973
Housing, Owner Households Valued \$300,000-\$399,999	5,659	23.5 A	2,839
Housing, Owner Households Valued \$400,000-\$499,999	6,100	25.4 A+	525
Housing, Owner Households Valued \$500,000-\$749,999	7,306	30.4 A+	871
Housing, Owner Households Valued \$750,000-\$999,999	1,682	7.0 A+	2,104
Housing, Owner Households Valued More than \$1,000,000	496	2.1 A-	7,069

RENTER OCCUPIED HOUSEHOLDS BY RENT VALUE

Housing, Renter Occupied	6,844	100.0 D+	26,000
Housing, Median Rent (\$)	1,353	N/A A+	1,400
Housing, Rent less than \$250	132	1.9 D+	26,995
Housing, Rent \$250-\$499	234	3.4 E+	35,314
Housing, Rent \$500-\$749	626	9.1 D-	30,703
Housing, Rent \$750-\$999	453	6.6 C+	18,542
Housing, Rent \$1,000-\$1,249	1,251	18.3 A-	5,600
Housing, Rent \$1,250-\$1,499	1,450	21.2 A+	2,492
Housing, Rent \$1,500-\$1,999	1,346	19.7 A+	1,911
Housing, Rent \$2,000+	1,100	16.1 A+	1,469
Housing, No Cash Rent	252	3.7 E+	34,672

HOUSING UNITS BY YEAR BUILD

Total Housing Units	32,167	100.0 E	37,810
Housing, Median Year Built	1973	N/A C-	24,333
Housing, Built 2010 or Later	4,500	14.0 C-	24,713
Housing, Built 2000 to 2009	1,066	3.3 E	36,474
Housing, Built 1990 to 1999	2,657	8.3 D-	31,639
Housing, Built 1980 to 1989	3,753	11.7 C-	22,545
Housing, Built 1970 to 1979	6,660	20.7 B-	14,802
Housing, Built 1960 to 1969	6,117	19.0 A-	5,906
Housing, Built 1950 to 1959	4,375	13.6 B	12,400
Housing, Built 1940 to 1949	896	2.8 D	29,442
Housing, Built 1939 or Earlier	2,143	6.7 D-	32,062

Year Moved In

Median Year Moved In	2005	N/A C	19,938
Year Moved in 2010 or Later	16,447	53.3 E+	32,983
Year Moved in 2000 to 2009	4,671	15.1 E	36,505
Year Moved in 1990 to 1999	4,121	13.3 C-	22,911
Year Moved in 1980 to 1989	2,641	8.6 B-	16,209
Year Moved in 1970 to 1979	1,954	6.3 C+	17,171
Year Moved in 1969 or Earlier	1,051	3.4 C+	17,562

HOUSEHOLDS BY TYPE OF HEATING FUEL USED

Home Heating Fuel: Utility gas	26,871	87.0 A	3,973
Home Heating Fuel: Bottled, tank, or LP gas	319	1.0 E	36,182
Home Heating Fuel: Electricity	2,795	9.0 E+	34,151
Home Heating Fuel: Fuel oil, kerosene, etc.	631	2.0 C	20,691
Home Heating Fuel: Coal or coke	0	0.0 C-	23,792
Home Heating Fuel: Wood	143	0.5 D-	32,287
Home Heating Fuel: Solar energy	0	0.0 C	21,964
Home Heating Fuel: Other fuel	73	0.2 C	21,871
Home Heating Fuel: No fuel used	53	0.2 B	12,084

DETAILED INCOME CHARACTERISTICS

Total Personal Income (\$)	5,196,470,175	N/A A+	2,017
Total Household Income (\$)	5,138,053,659	N/A A+	2,058
Median Household Income (\$)	134,987	N/A A+	1,307
Average Household Income (\$)	166,361	N/A A+	1,378
Per Capita Household Income (\$)	58,947	N/A A+	2,017
Household High Income Average (\$)	332,029	N/A B-	13,966

Households By Income

Less than \$15,000	901	2.9 E	37,870
\$15,000 to \$24,999	928	3.0 E	38,174
\$25,000 to \$34,999	1,235	4.0 E	37,830
\$35,000 to \$49,999	1,921	6.2 E-	38,629
\$50,000 to \$74,999	2,987	9.7 E-	39,308
\$75,000 to \$99,999	2,981	9.7 E	37,789
\$100,000 to \$124,999	3,131	10.1 D	27,849
\$125,000 to \$149,999	3,401	11.0 B+	9,475
\$150,000 to \$199,999	4,447	14.4 A	3,068
\$200,000 and Over	8,953	29.0 A+	1,580

DETAILED EMPLOYMENT CHARACTERISTICS**Labor Force Characteristics (Pop 16+)**

Employment Potential	71,657	100.0 C	19,884
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Civilian Total	42,610	59.5 B	10,999
Civilian Males	22,026	30.7 B-	15,562
Civilian Females	20,584	28.7 B+	8,339
Armed Forces Male	76	0.1 B+	8,797
Armed Forces Female	0	0.0 C-	22,384
Unemployed Male	786	1.1 C	19,760
Unemployed Female	732	1.0 C+	16,480
Not in the Labor Force Male	12,291	17.2 D+	26,220
Not in the Labor Force Female	15,162	21.2 D+	27,408

Industry (Pop 16+)

Total Civilian Employment	42,610	100.0 B	10,999
Employment, Agriculture, Forestry, Fishing and Hunting	9	0.0 E+	33,958
Employment, Mining, Quarrying and Oil and Gas Extraction	10	0.0 B-	16,296
Employment, Construction	2,022	4.7 D	27,630
Employment, Manufacturing	2,354	5.5 D-	31,825
Employment, Wholesale Trade	1,287	3.0 B	12,521
Employment, Retail Trade(Pop 16+)	4,063	9.5 C	21,024
Employment, Transportation and Warehousing	1,611	3.8 C+	18,853
Employment, Utilities	451	1.1 B-	14,357
Employment, Information	1,395	3.3 A	3,780
Employment, Finance and Insurance	2,362	5.5 A-	7,155
Employment, Real Estate and Rental and Leasing	733	1.7 B+	10,646
Employment, Professional, Scientific, and Technical Services	3,704	8.7 A	4,128
Employment, Management of Companies and Enterprises	53	0.1 A	3,445
Employment, Administrative and Support and Waste Mgt. Services	1,397	3.3 B-	15,192
Employment, Educational Services	6,003	14.1 A	3,518
Employment, Health Care and Social Assistance	8,014	18.8 A	3,874
Employment, Arts, Entertainment, and Recreation	1,058	2.5 B+	9,178
Employment, Accommodation and Food Services, etc.	2,107	4.9 C	19,781
Employment, Other Services	1,683	3.9 C	21,391
Employment, Public Administration	2,294	5.4 B	11,923

Occupation (Pop 16+)

Management, Business, and Financial Operations	8,191	19.2 A-	7,423
Professional and Related	13,655	32.0 A+	2,115
Service	6,731	15.8 C+	18,611
Sales and Office	9,290	21.8 B	11,275
Farming, Fishing, and Forestry	0	0.0 E+	34,571
Construction, Extraction, and Maintenance	2,373	5.6 E+	33,311
Production, Transportation, and Material Moving	2,370	5.6 E	37,246

General Employment Characteristics (Pop 16+)

Total Civilian Potential	42,610	100.0 B	10,999
White Collar	31,136	73.1 A	2,964
Blue Collar	4,743	11.1 E	37,757
Private for-Profit Wage and Salary Workers, Employee	25,277	59.3 C+	18,387
Private for-Profit Wage and Salary Workers, Self	2,011	4.7 B	11,410
Private Not-for-Profit Wage and Salary Workers	4,773	11.2 A-	7,606
Self-Employed Workers in Own Not Incorporated Business	2,222	5.2 D+	25,340
Unpaid Family Workers	30	0.1 B	11,938
Local Government Workers	5,169	12.1 A	4,150
State Government Workers	2,221	5.2 B-	14,448
Federal Government Workers	907	2.1 B-	14,734

Transportation to Work (Empl 16+)

Car, Truck, Van	35,851	84.1 C+	17,179
Car, Truck, Van to Work Alone	31,132	73.1 C+	19,014
Car, Truck, Van to Work Carpool	4,719	11.1 B	11,807
Public Transportation	3,778	8.9 A+	1,145
Bus or Trolley Bus	2,412	5.7 A+	911
Streetcar or Trolley Car	0	0.0 C	21,244
Subway or Elevated	201	0.5 A+	1,944
Railroad	1,085	2.5 A+	1,209
Ferry	80	0.2 A+	500
Taxi	93	0.2 A+	1,881
Motorcycle	27	0.1 B	11,502
Bicycle	24	0.1 B	11,012
Walked	800	1.9 C	19,948
Other Transportation	148	0.3 C	20,395

Travel Time to Work (Empl 16+)

Less than 15 Min	9,591	22.5 C	20,868
15-29 Min	11,697	27.5 C	21,587
30-59 Min	12,042	28.3 B	13,149
60-89 Min	4,650	10.9 A	3,877
90+ Min	2,741	6.4 A	2,889
Work at Home	1,889	4.4 C	19,232

DETAILED EDUCATION CHARACTERISTICS**Education Enrollment (Pop 3+)**

Education, Enrolled School (Pop 3+)	22,651	26.5 C+	17,002
Education Male, Enrolled School (Pop 3+)	11,352	13.3 C+	16,593
Education Female, Enrolled School (Pop 3+)	11,299	13.2 C+	18,242
Enrolled Public School	17,054	19.9 D+	25,815
Enrolled Private School	5,597	6.5 A	5,026
Enrolled Public Preprimary	684	0.8 C-	23,024
Enrolled Private Preprimary	1,227	1.4 A	4,221
Enrolled Public Kindergarten	826	1.0 C-	23,876
Enrolled Private Kindergarten	60	0.1 B	13,648
Enrolled Public Grades 1-4	3,848	4.5 C	21,921
Enrolled Private Grades 1-4	439	0.5 B-	14,966
Enrolled Public Grades 5-8	3,963	4.6 C-	22,698
Enrolled Private Grades 5-8	485	0.6 B-	14,060
Enrolled Public Grades 9-12	4,123	4.8 C	21,906
Enrolled Private Grades 9-12	562	0.7 B+	10,958
Enrolled Public Undergraduate College	3,354	3.9 B	13,707
Enrolled Private Undergraduate College	1,460	1.7 A	5,482
Enrolled Public Graduate or Professional School	256	0.3 C-	22,691
Enrolled Private Graduate or Professional School	1,364	1.6 A+	1,369
Not Enrolled in School	62,951	73.5 C-	23,268

Education Attainment (Pop 25+)

Less Than High School	5,347	8.4 D+	25,302
High School	11,945	18.8 E	37,237
Some College	9,757	15.4 E+	35,083
Associate's Degree	5,661	8.9 C	21,327
Bachelor's Degree	15,933	25.1 A	4,769

Master's Degree	10,702	16.9 A+	1,888
Professional Degree	2,586	4.1 A+	2,577
Doctorate Degree	1,522	2.4 A	3,830

DETAILED FAMILY CHARACTERISTICS**Families By Size**

Median Size	3.59	N/A A	4,677
1 Person	0	0.0 C	20,597
2 Person	8,492	37.2 E+	34,203
3 Person	4,953	21.7 C	21,657
4 Person	4,825	21.2 B+	8,606
5 Person	2,354	10.3 B	13,057
6 Person	1,390	6.1 A	3,810
7 or More Person	787	3.5 A-	7,348

Families By Age

Median Age	55.9	N/A B+	9,668
Aged Under 25 Years	141	0.6 E+	35,290
Aged 25 to 34 Years	1,661	7.3 E	36,885
Aged 35 to 44 Years	3,635	15.9 D	27,738
Aged 45 to 54 Years	5,465	24.0 B	11,036
Aged 55 to 64 Years	5,403	23.7 C+	17,411
Aged 65 to 74 Years	4,320	18.9 B+	9,797
Aged 75 Years and Over	2,176	9.5 C+	17,504

Family Income Characteristics

Total Family Income(\$)	4,406,543,145	N/A A+	1,780
Median Income (\$)	162,385	N/A A+	1,306
Average Income (\$)	193,261	N/A A+	1,377
Per Capita Income (\$)	57,277	N/A A+	2,154
High Income Average (\$)	332,445	N/A B	13,507

Families By Income

Less than \$15,000	463	2.0 E+	34,741
\$15,000 to \$24,999	414	1.8 E	36,037
\$25,000 to \$34,999	663	2.9 D-	30,753
\$35,000 to \$49,999	971	4.3 E+	35,247
\$50,000 to \$74,999	1,574	6.9 E-	38,713
\$75,000 to \$99,999	1,619	7.1 E-	38,497
\$100,000 to \$124,999	1,945	8.5 E+	34,091
\$125,000 to \$149,999	2,811	12.3 B	12,256
\$150,000 to \$199,999	3,798	16.7 A	4,154
\$200,000 and Over	8,543	37.5 A+	1,460

DETAILED NON-FAMILY CHARACTERISTICS**Non-Families By Size**

Median Size	1.61	N/A C+	19,011
1 Person	6,660	82.4 E+	33,146
2 Person	1,209	15.0 D-	30,820
3 Person	128	1.6 C-	24,145
4 Person	41	0.5 C	19,818
5 Person	27	0.3 B+	9,445
6 Person	10	0.1 A-	5,887
7 or More Person	9	0.1 A	4,319

Non-Families By Age

Median Age	61.0	N/A B	13,246
Aged Under 25 Years	151	1.9 E+	34,923
Aged 25 to 34 Years	794	9.8 D+	27,180
Aged 35 to 44 Years	644	8.0 D-	32,713
Aged 45 to 54 Years	1,429	17.7 D	29,557
Aged 55 to 64 Years	1,714	21.2 E+	33,118
Aged 65 to 74 Years	1,242	15.4 E+	33,998
Aged 75 Years and Over	2,110	26.1 C	20,130

Non-Family Income Characteristics

Total Income (\$)	731,510,514	N/A B+	9,182
Median Income (\$)	77,845	N/A A+	1,948
Average Income (\$)	90,489	N/A A+	2,199
Per Capita Income (\$)	73,778	N/A A+	2,128
High Income Average (\$)	323,356	N/A B+	9,054

Non-Families By Income

Less than \$15,000	438	5.4 E	36,449
\$15,000 to \$24,999	514	6.4 E	36,566
\$25,000 to \$34,999	572	7.1 E+	35,178
\$35,000 to \$49,999	950	11.8 D-	32,732
\$50,000 to \$74,999	1,413	17.5 D	27,751
\$75,000 to \$99,999	1,362	16.8 B-	15,545
\$100,000 to \$124,999	1,186	14.7 A-	5,878
\$125,000 to \$149,999	590	7.3 A-	6,227
\$150,000 to \$199,999	649	8.0 A	2,971
\$200,000 and Over	410	5.1 A	5,157

RETAIL SALES (\$000)

Total Retail Sales (including Food Services)	2,855,155	100.0 A	3,982
Motor Vehicles Store Sales	769,262	26.9 A	3,093
Home Furnishings Store Sales	84,102	2.9 A+	1,811
Electrical and Appliances Store Sales	81,262	2.8 A+	1,216
Building Materials and Garden Store Sales	253,351	8.9 A	4,149
Food and Beverage Store Sales	227,364	8.0 A-	8,085
Health and Personal Care Store Sales	218,517	7.7 A	2,931
Gasoline Stations Store Sales	40,268	1.4 C	20,062
Clothing and Accessories Store Sales	272,036	9.5 A+	844
Sporting Goods Store Sales	48,045	1.7 A+	2,244
General Merchandise Store Sales	401,830	14.1 A	2,892
Miscellaneous Store Sales	64,380	2.3 A	3,665
Nonstore Purchases Sales	117,151	4.1 A-	7,469
Food Services	277,587	9.7 A	4,606

COST OF LIVING

All Items - CPI (1982-84)	268.5	N/A A+	852
Apparel CPI	127.2	N/A C+	17,659
Education and Communications CPI	142.5	N/A A	2,825
Food and Beverages CPI	260.5	N/A A+	1,795
Other Goods and Services CPI	420.2	N/A B	12,568
Housing CPI	291.5	N/A A+	1,051
Medical Care CPI	476.4	N/A D-	30,312
Recreation CPI	123.0	N/A A-	7,807

Transportation CPI	214.2	N/A A+	1,435
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EMPLOYMENT CHARACTERISTICS

Employees, Total (by Place of Work)	39,832	100.0 A-	6,939
Establishments, Total (by Place of Work)	3,069	7.7 B	12,043

Employees by Industry (Major)

FORESTRY, FISHING, HUNTING, AND AGRICULTURE SUPPORT	2	0.0 B+	9,409
MINING	30	0.1 A-	6,667
UTILITIES	300	0.8 A	3,889
CONSTRUCTION	2,216	5.6 A-	7,339
MANUFACTURING	1,149	2.9 C+	17,548
WHOLESALE TRADE	1,440	3.6 B+	9,023
RETAIL TRADE	7,592	19.1 A	4,237
TRANSPORTATION & WAREHOUSING	617	1.5 B	12,640
INFORMATION	1,272	3.2 A+	2,623
FINANCE & INSURANCE	1,163	2.9 A-	7,261
REAL ESTATE & RENTAL & LEASING	597	1.5 A	5,254
PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES	2,425	6.1 A	3,567
MANAGEMENT OF COMPANIES & ENTERPRISES	305	0.8 A	4,324
ADMIN, SUPPORT, WASTE MGT, REMEDIATION SERVICES	2,797	7.0 A	3,638
EDUCATIONAL SERVICES	1,471	3.7 A+	2,406
HEALTH CARE AND SOCIAL ASSISTANCE	10,006	25.1 A	3,728
ARTS, ENTERTAINMENT & RECREATION	1,166	2.9 A	2,959
ACCOMMODATION & FOOD SERVICES	4,016	10.1 A-	6,997
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1,268	3.2 B	11,597

Establishments by Industry (Major)

FORESTRY, FISHING, HUNTING, AND AGRICULTURE SUPPORT	1	0.0 B+	9,368
MINING	1	0.0 A-	7,742
UTILITIES	2	0.1 B+	8,732
CONSTRUCTION	227	7.4 C+	17,669
MANUFACTURING	64	2.1 C-	24,054
WHOLESALE TRADE	177	5.8 B	11,194
RETAIL TRADE	498	16.2 B	11,488
TRANSPORTATION & WAREHOUSING	39	1.3 C-	22,302
INFORMATION	73	2.4 A-	7,358
FINANCE & INSURANCE	170	5.5 B	11,844
REAL ESTATE & RENTAL & LEASING	147	4.8 A-	6,986
PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES	481	15.7 A	3,730
MANAGEMENT OF COMPANIES & ENTERPRISES	9	0.3 A-	7,109
ADMIN, SUPPORT, WASTE MGT, REMEDIATION SERVICES	173	5.6 B+	9,012
EDUCATIONAL SERVICES	52	1.7 A-	5,699
HEALTH CARE AND SOCIAL ASSISTANCE	328	10.7 B+	10,769
ARTS, ENTERTAINMENT & RECREATION	85	2.8 A-	6,739
ACCOMMODATION & FOOD SERVICES	267	8.7 B	11,490
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	275	9.0 B-	15,286

STANDARD OCCUPATION CLASSIFICATIONS

SOC: All Occupations	44,316.35	N/A A-	6,286
SOC: Management Occupations	1,929.98	N/A A-	6,991
SOC: Business And Financial Operations Occupations	1,620.96	N/A A-	6,224
SOC: Computer And Mathematical Science Occupations	836.24	N/A A	5,104
SOC: Architecture And Engineering Occupations	350.41	N/A B+	10,757
SOC: Life, Physical, And Social Science Occupations	235.17	N/A A	4,877
SOC: Community And Social Services Occupations	860.42	N/A A	3,312

SOC: Legal Occupations	298.57	N/A A+	2,414
SOC: Education, Training, And Library Occupations	3,907.29	N/A A	2,976
SOC: Arts, Design, Entertainment, Sports, And Media Occupations	590.88	N/A A	4,136
SOC: Healthcare Practitioners And Technical Occupations	3,716.50	N/A A	3,601
SOC: Healthcare Support Occupations	2,038.55	N/A A	4,012
SOC: Protective Service Occupations	694.12	N/A A+	2,078
SOC: Food Preparation And Serving Related Occupations	4,176.51	N/A A-	6,337
SOC: Building And Grounds Cleaning And Maintenance Occupations	1,357.98	N/A A-	5,623
SOC: Personal Care And Service Occupations	3,072.87	N/A A+	2,558
SOC: Sales And Related Occupations	5,998.23	N/A A	4,437
SOC: Office And Administrative Support Occupations	5,766.12	N/A A-	6,455
SOC: Farming, Fishing, And Forestry Occupations	19.19	N/A C	19,761
SOC: Construction And Extraction Occupations	1,719.03	N/A A-	8,100
SOC: Installation, Maintenance, And Repair Occupations	1,479.60	N/A B+	9,408
SOC: Production Occupations	1,363.28	N/A B-	15,246
SOC: Transportation And Material Moving Occupations	2,284.45	N/A B	11,148

CONSUMER EXPENDITURES (\$000)

Total Annual Expenditures	2,608,789.0	N/A A-	7,234
Food	314,112.5	N/A B-	16,050
Food at home	167,389.1	N/A D+	24,784
Cereals and bakery products	21,215.4	N/A D+	26,462
Dairy products	16,488.1	N/A D	29,316
Fruits and vegetables	33,746.4	N/A C+	17,990
Nonalcoholic beverages	15,325.5	N/A D-	31,105
Food prep (consumed out of town)	2,578.1	N/A A-	7,170
Food away from home	148,093.1	N/A A-	7,771
Food on out-of-town trips	17,283.6	N/A A	4,146
Alcoholic beverages	27,446.3	N/A A	5,307
Housing	820,373.4	N/A B+	8,365
Household operations	70,600.2	N/A A	3,870
Housekeeping services	10,547.7	N/A A+	2,218
Household furnishings and equip	84,313.4	N/A B	12,253
Household textiles	4,182.7	N/A D+	25,978
Furniture	21,462.8	N/A B+	10,324
Floor coverings	1,194.0	N/A A-	6,164
Major appliances	12,825.2	N/A B	11,202
Small appliances	1,585.0	N/A C	19,788
Miscellaneous household equip	39,545.5	N/A B	13,493
Apparel and services	84,770.9	N/A A	3,701
Men and boys	20,052.1	N/A A	3,288
Men, 16 and over	16,806.8	N/A A	2,977
Boys, 2 to 15	3,370.5	N/A B	11,316
Women's and girls	34,534.4	N/A A	3,787
Women, 16 and over	29,508.4	N/A A	3,506
Girls 2 to 15	5,252.3	N/A A-	5,573
Children under 2	2,679.0	N/A E+	33,464
Footwear	15,660.7	N/A B+	9,508
Other apparel products and services	11,850.1	N/A A+	2,077
Transportation	395,361.4	N/A B	12,799
Vehicle purchases (net outlay)	163,536.1	N/A B	11,806
Gasoline and motor oil	76,735.4	N/A D	27,516
Other vehicle expenses	111,054.8	N/A C+	18,176
Public transportation	44,901.1	N/A A+	2,355
Health Care	182,307.3	N/A D	28,928
Health insurance	124,474.0	N/A D	28,503
Medical services	35,371.3	N/A D+	25,355

Drugs	16,455.1	N/A E+	33,292
Medical supplies	6,485.2	N/A D	28,444
Entertainment	133,981.6	N/A B-	14,597
Fees and admissions	42,043.7	N/A A	2,894
Television, radios, sound equip	37,245.5	N/A D+	24,754
Pets, toys, and playground equip	31,004.1	N/A D	27,921
Other entertainment supplies	24,245.5	N/A D	29,127
Personal care products, services	31,688.9	N/A A-	7,621
Reading	3,960.7	N/A D	29,432
Education	80,570.5	N/A A+	2,030
Tobacco products, supplies	9,850.2	N/A E	38,004
Cash contributions	89,817.7	N/A A	4,115
Personal insurance and pensions	388,657.1	N/A A	2,912

EASI DEMOGRAPHIC PROFILES

Above Average Education	186	N/A A+	1,753
Apartments (20 or more units)	157	N/A A-	7,488
Available Renting Units	65	N/A D	27,806
Pre-School Profile	68	N/A D+	27,188
Below Average Education	77	N/A D+	25,334
Blue Collar Profile	17	N/A E	37,692
Born in America	9	N/A E-	39,340
Expensive Homes	193	N/A A+	1,441
Few Teens	70	N/A D+	26,776
House for Sale	24	N/A E	36,251
In the Armed Forces	124	N/A B+	10,344
Large Families	165	N/A A	4,010
Long Time Residents	115	N/A C+	17,508
Lots of Cars	63	N/A D	29,758
Median Age Profile	110	N/A C+	18,580
Median Income Profile	194	N/A A+	1,235
No Cars	107	N/A C+	19,155
Not in Labor Force Profile	70	N/A D	28,621
Old and Rich Households	186	N/A A	2,883
Old Homes	44	N/A D-	32,131
New Homes	80	N/A C-	24,716
Recent Movers	40	N/A D-	32,955
Retired Workers Profile	116	N/A C+	16,711
Service Employment Profile	110	N/A C+	18,537
Subway or Bus to Work	194	N/A A+	1,235
Trailer Park City	32	N/A E+	34,603
Unattached and Available	88	N/A D+	26,360
Unemployed Workers Profile	112	N/A C+	17,667
Very Asian	193	N/A A+	1,441
Wealthiest Asian Households	195	N/A A+	1,030
Wealthiest Black Households	190	N/A A+	2,059
Wealthiest Families	134	N/A B	13,594
Wealthiest Hispanic Households	188	N/A A+	2,471
Wealthiest Households	132	N/A B-	14,005
Wealthiest Non-Family Households	156	N/A B+	9,062
Wealthiest White Households	124	N/A B-	15,653
Very Spanish	174	N/A A	5,355
Work at Home	107	N/A C+	19,154
Young and Rich Households	59	N/A E	37,990

EASI SALES POTENTIALS

Culture Index	188	N/A A+	829
Amusement Index	168	N/A A+	385
Restaurant Index	170	N/A A+	2,706
Medical Index	173	N/A A+	445
Religion Index	101	N/A C	20,391
Education Index	166	N/A A-	7,002
Bargain Seekers Market	36	N/A E	37,791
Higher Priced Product Market	153	N/A A-	6,240
Luxury Priced Product Market	192	N/A A+	1,647
Mortality Index (All Causes)	114	N/A C+	16,647

EASI QUALITY OF LIFE

EASI Quality of Life Index (US Avg=100)	84	N/A C+	19,159
EASI Daytime Population	92,591	105.0 A-	7,751

Crime

EASI Total Crime Index (US Avg=100; A=High)	56	N/A E	36,073
Murder Index (US Avg=100; A=High)	62	N/A E+	34,765
Forcible Rape Index (US Avg=100; A=High)	50	N/A E-	38,823
Forcible Robbery Index (US Avg=100; A=High)	72	N/A E+	34,884
Aggravated Assault Index (US Avg=100; A=High)	65	N/A E+	33,011
Burglary Index (US Avg=100; A=High)	31	N/A E-	39,916
Larceny Index (US Avg=100; A=High)	70	N/A C	20,259
Motor Vehicle Theft Index (US Avg=100; A=High)	55	N/A D	27,465

Weather

EASI Weather Index (US Avg=100)	12	N/A E	36,972
Earthquake Movements (Land Movement Probability) Index	0.10	N/A A-	7,621
Annual Maximum Average Temperature (Degrees)	58	N/A D	29,397
Annual Minimum Average Temperature (Degrees)	37	N/A B+	9,690
Annual Average Temperature (Degrees)	47.4	N/A D-	30,394
Annual Heating Degree Days (Tot Degrees < 65)	6,894	N/A B+	10,698
Annual Cooling Degree Days (Tot Degrees > 65)	507	N/A D-	31,538
Percent of Possible Sunshine	52	N/A D-	31,501
Mean Sky Cover (Sunrise to Sunset - Out of 10)	7	N/A A-	7,695
Mean Number of Days Clear (Out of 365 Days)	69	N/A E+	34,797
Mean Number of Days Rain (Out of 365 Days)	135	N/A B+	9,235
Mean Number of Days Snow (Of 365 Days)	15	N/A B+	8,750
Average Annual Precipitation (Total Inches)	36	N/A C	21,734
Average Annual Snowfall (Total Inches)	63	N/A A-	6,045

Footnotes:

EASI Rank: based on the concentration of the variable with a '1' being the highest rank and the number of areas in a geography being the lowest rank.

EASI Score: arranges the EASI Rank into a quintile frequency distribution ranging from 'A' (the highest concentration group and top 20%) through 'E' (the lowest concentration group and bottom 20%).

'(US Avg=100)' indicates an index value that has a range of 0 (low) to 200 (high).

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All estimates are as of 1/1/2020 unless otherwise stated.

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VI. Town Board Resolutions



(51-2019)
Concerning the Title and Duties of the Special Board

WHEREAS, the Town Board of the Town of Clarkstown adopted Resolution No. 598-2009 on December 15, 2009 to reconstitute the composition of the Special Board to carry out the objectives of the Comprehensive Plan, as amended by Resolution Nos. 273-2010, 316-2012, 116-2013, 260-2014, 121-2016, 362-2018 and 448-2018, adopted on May 18, 2010, July 10, 2012, June 10, 2014, March 8, 2016, June 26, 2018 and August 21, 2018, respectively, and

WHEREAS, the Town Board wishes that, in addition to implementing the Comprehensive Plan, the Special Board, heretofore known as the Comprehensive Plan Implementation Special Board, review and update the Comprehensive Plan;

NOW, THEREFORE, be it

RESOLVED, that henceforth the Special Board will be known as the Comprehensive Plan Special Board and that, in addition to implementing the Comprehensive Plan, the Board will review and update the Comprehensive Plan, and be it

FURTHER RESOLVED, that the members of the Comprehensive Plan Special Board, who all serve without compensation, shall continue to be as follows:

George Hoehmann, Chairman
 Jose Simoes, Vice Chairman
 Shirley Thormann
 Rudolph Yacyshyn
 Dennis Letson
 Charles Maneri
 Thomas M. Mascola (or designee)
 James Creighton
 William Withington
 Daniel Caprara
 Gilbert J. Heim

Secretary to the Board:
 Catherine Cirrone

Dated: January 22, 2019

TB 01-22-19 TA RES Concerning Comp Plan Special Bd-kh

LK

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Peter Bradley, Councilman
SECONDER:	Donald Franchino, Councilman
AYES:	Hoehmann, Borelli, Bradley, Franchino, Carroll



(84-2020)
**Concerning the Title and Duties of the Comprehensive Plan Implementation
 Special Board**

WHEREAS, the Town Board of the Town of Clarkstown adopted Resolution No. 598-2009 on December 15, 2009 to reconstitute the composition of the Comprehensive Plan Implementation Special Board to carry out the objectives of the Comprehensive Plan, as amended by Resolution Nos. 273-2010, 316-2012, 116-2013, 260-2014, 121-2016, 362-2018, 448-2018, and 51-2019, adopted on May 18, 2010, July 10, 2012, June 10, 2014, March 8, 2016, June 26, 2018, August 21, 2018, and January 22, 2019, respectively;

NOW, THEREFORE, be it

RESOLVED, that the members of the Comprehensive Plan Implementation Special Board, who all serve without compensation, shall be as follows:

George Hoehmann, Chairman
 Jose Simoes, Vice Chairman
 Rudolph Yacyshyn
 Dennis Letson
 Charles Maneri
 Leslie Kahn (or designee)
 James Creighton
 William Withington
 Daniel Caprara
 Gilbert J. Heim

Secretary to the Board:
 Victoria Dauksza

Dated: February 11, 2020

TB 02-11-20 TA RES Concerning Comp Plan Implementation Special Bd-sk

LK

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Donald Franchino, Councilman
SECONDER:	Michael Graziano, Councilman
AYES:	Hoehmann, Borelli, Graziano, Franchino, Carroll



(136-2020)

Comprehensive Plan Update – SEQRA Accepting of Draft Scoping Document

WHEREAS, the Town of Clarkstown's Comprehensive Plan was adopted by the Town Board on November 24, 2009 by Resolution No. 582-2009, and

WHEREAS, over ten years have passed since the adoption of the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Special Board, consisting of ten members and authorized by the Town Board on February 11, 2020 by Resolution No. 84-2020, have been meeting regularly to prepare for the Comprehensive Plan update, and

WHEREAS, under the provisions of New York State Town Law §272(a)(8), the "town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations," and

WHEREAS, the update of the Comprehensive Plan will be prepared as a Generic Environmental Impact Statement (GEIS) pursuant to the aforementioned State Law and State Environmental Quality Review Act ("SEQRA"), and

WHEREAS, the Planning Department has prepared the Draft Scoping Document structured upon the goals and objectives adopted under the current Comprehensive Plan, and

WHEREAS, the proposed Scope for Comprehensive Plan Update includes potential impacts to land use, community services, infrastructure, traffic, parking and community character, and

WHEREAS, the adoption a municipality's land use plan is classified as a Type I action under 6 NYCRR Part 617.4 (b)(1), and

WHEREAS, the Town Board is Lead Agency under the provisions of the SEQRA, as it is the only involved agency that can undertake the passage of the proposed legislation, and

THEREFORE BE IT RESOLVED that the Town Board issues a Positive Declaration under the provisions of SEQRA for the Comprehensive Plan Update.

THEREFORE BE IT FURTHER RESOLVED that the Town Board directs the Planning Department to distribute the Draft Scoping Document to all interested or involved agencies, and establishes a public comment period to receive comments on the Scoping Document, through the months of May and June of 2020, during which residents will be asked to participate in teleconferences and to submit comments via the Town's website and other various means of communication.

LK

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael Graziano, Councilman
SECONDER:	Patrick Carroll, Councilman
AYES:	Hoehmann, Borelli, Graziano, Franchino, Carroll



(236-2020)

Comprehensive Plan Update - SEQRA Acceptance of Final Scoping Document

WHEREAS, the Town of Clarkstown's Comprehensive Plan was adopted by the Town Board on November 24, 2009 by Resolution No. 582-2009, and

WHEREAS, over ten years have passed since the adoption of the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Special Board, consisting of ten members and authorized by Resolution No. 84-2020 has been meeting regularly to prepare for the Comprehensive Plan update, and

WHEREAS, under the provisions of New York State Town Law §272-a(8), the "town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations," and

WHEREAS, the update of the Comprehensive Plan will be prepared as a Generic Environmental Impact Statement (GEIS) pursuant to the aforementioned State Law and State Environmental Quality Review Act ("SEQRA"), and

WHEREAS, the Planning Department has prepared the Draft Scoping Document structured upon the goals and objectives adopted under the current Comprehensive Plan, and

WHEREAS, the proposed Scope for Comprehensive Plan Update includes potential impacts to land use, community services, infrastructure, traffic, parking and community character, and

WHEREAS, the adoption a municipality's land use plan is classified as a Type I action under 6 NYCRR Part 617.4 (b)(1), and

WHEREAS, the Town Board is Lead Agency under the provisions of the SEQRA, as it is the only involved agency that can undertake the passage of the proposed legislation, and

WHEREAS, the Town Board issued a Positive Declaration under the provisions of SEQRA for the Comprehensive Plan Update, and

WHEREAS, the Town Board directed the Planning Department to distribute the Draft Scoping Document to all interested or involved agencies, and established a public comment period to receive comments on the Scoping Document, through the months of May and June of 2020, during which residents were asked to participate in four teleconferences held on June 4th, June 11th, June 15th and June 22nd, 2020 and submit comments via the Town's website and other various means of communication, and

WHEREAS, the Planning Department received hundreds of comments via phone and Facebook Live at the four TeleTown Hall Comprehensive Plan teleconferences, and via mail, email and the Comprehensive Plan Update website, which will be addressed within the framework of the Comprehensive Plan Update, and

WHEREAS, the Rockland County Planning Department provided comments on the Draft Scoping Document in a letter dated May 13, 2020, which have been addressed in the Final Scoping Document, and

WHEREAS, the Planning Board reviewed and accepted the Draft Scoping Document at their regular meeting of June 10, 2020, and

WHEREAS, the Rockland County Sewer Department provided comments on the Draft Scoping Document in a letter dated June 23, 2020, which did not require changes to the Scoping Document, and

THEREFORE BE IT RESOLVED that the Town Board accepts the Final Scoping Document of the Draft Generic Environmental Impact Statement for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future.

LK

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael Graziano, Councilman
SECONDER:	Frank Borelli, Councilman
AYES:	Hoehmann, Borelli, Graziano, Franchino, Carroll

Attachments

1. Comp Plan 2020 - Final Scoping Document

NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)**FINAL SCOPING OUTLINE****For a Draft Generic Environmental Impact Statement (DGEIS)****FOR****Comprehensive Plan 2020 Update: Focused on the Future****Town of Clarkstown, Rockland County, NY**

SEQR Classification: Type 1

Lead Agency: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Applicant: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Draft Document Prepared: April 15, 2020

Draft Scoping Document Accepted: April 21, 2020

Final Document Prepared: July 6, 2020

Final Scoping Document Accepted: July 30, 2020

Comment Period: May thru June 2020

Comments to be submitted to:

Joe Simoes, Principal Planner
Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956
845-639-2070
CompPlan2020@clarkstown.org

1.0 Introduction

This Scoping Outline is intended to serve as the foundation for the identification of all potentially significant adverse environmental impacts associated with the proposed action and possible mitigation measures thereto. It is also intended to eliminate consideration of any impacts that are irrelevant or non-significant.

2.0 Description of the Proposed Action.

The Comprehensive Plan 2020 Update will revise the Town's current Comprehensive Plan, which was adopted in 2009, to reflect the changes in land use goals and priorities that have arisen over the past 10 years as the Town and region continue to change. As was done for the 2009 Plan, this updated Plan will be structured as a Generic Environmental Impact Statement (GEIS) as permitted by New York State Town Law §272(a)(8) and the provisions of SEQRA. The Comprehensive Plan update will revise the current 2009 Comprehensive Plan document, and thus remain structured around the seven topic chapters of Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Recreation, Parks & Open Space and Transportation. However, it is possible that as development of the updated Plan continues, new topic chapters may be added. The goals and objectives of the currently adopted Plan will be examined, and the update will illustrate the work that has gone into realizing these goals, and the progress that has been made on each one so far. As the Town receives input from the community throughout the upcoming public participation period, some goals and objectives will be revised and/or expanded upon, new goals will be added, and some be removed if necessary. Since the updated plan will also be structured as a GEIS, the plan will then study the impacts associated with the new goals and objectives, and provide suggested mitigation for any adverse impacts foreseen.

3.0 Potential Significant Environmental Impacts

1. Impact on Land
2. Impact on Water
3. Impact on Air
4. Impact on Plants and Animals
5. Impact on Aesthetic Resources
6. Impact of Open Space and Recreation
7. Impact on Transportation
8. Impact on the Use and Conservation of Energy
9. Noise and Odor Impact
10. Impact on Public Health
11. Impact on Growth & Character of Community or Neighborhood
12. Unavoidable Adverse Impacts
13. Irreversible and Irretrievable Commitment of Resources

4.0 General Scoping Considerations

Unless otherwise directed by this Scoping Document, the provisions of 6 NYCRR 617.10 apply to the content of the DGEIS and are incorporated by reference.

The DGEIS will assemble relevant and material facts, evaluate reasonable alternatives, and be analytic but not encyclopedic. The DGEIS will address only those potential significant adverse environmental impacts that can be reasonably anticipated and/or have been identified in the scoping process. The DGEIS should not contain more detail than is appropriate considering the nature and magnitude of the proposed action and the significance of its potential impacts. Highly technical material will be summarized and, if it must be included in its entirety, will be referenced in the statement and included in an appendix.

5.0 DGEIS Contents

The DGEIS will identify the existing environmental conditions, potential impacts of the action, and proposed mitigation measures as appropriate for each of the major issues identified in this Scoping Document.

- I. Executive Summary
- II. Background
 - A. History of Clarkstown's Comprehensive (Master) Planning
 - B. Studies, Research, and Analysis Performed
 - C. Subcommittees of the Special Board
 - D. Public Participation Process
 - E. State Environmental Quality Review Act
- III. History of Land Use
- IV. Vision Statement (Proposed Action)
- V. Comprehensive Plan Goals & Objectives
 - A. Economic Development
 - B. Environmental Resources
 - C. Health, Safety & Welfare
 - D. Historic & Cultural Resources
 - E. Housing
 - F. Recreation, Parks & Open Space
 - G. Transportation
- VI. Implementation

- A. Policy Changes
- B. Critical Environmental Area Designation
- C. Infrastructure Improvements
- D. Town Official Map Changes
- E. Inter-Municipal Agreements
- F. Zoning Text Amendments
- G. Land Use Changes
- VII. Evaluation of Potential Impacts of Goals & Objectives
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- VIII. Analysis of Alternatives
 - A. No update to Comprehensive Plan
 - B. Adoption of Committee Recommendations & Plans Independently of Each Other
- IX. Conclusion
- X. Appendix

The appendices will include a list of all underlying studies and reports relied upon in preparing the DGEIS, technical exhibits and studies background information relevant to the proposed action such as the adopted Scoping Document and other relevant SEQR documents, and relevant correspondence.

6.0 Distribution to Interested/Involved Agencies:

A copy of this document will be sent to the following:

INVOLVED AGENCIES

Clarkstown Town Board

INTERESTED AGENCIES

Clarkstown Architectural Historic Review Board
 Clarkstown Building Department
 Clarkstown Department of Engineering and Facilities Management
 Clarkstown Highway Department
 Clarkstown Planning Board
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Congers/Valley Cottage Volunteer Ambulance Corps
 Nanuet Community Ambulance Corps
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 East Ramapo Central School District
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 Town of Orangetown Town Board
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New York State Department of Environmental Conservation, Region 3
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 New York State Thruway Authority

Palisades Interstate Park Commission

Federal Emergency Management Agency

U.S. Army Corps of Engineers

Orange & Rockland Utilities, Inc.
 Suez Water

RESOLUTION ADOPTED AT TOWN BOARD MEETING JANUARY 26, 2021
RESOLUTION NO. (49- 2021)



Comprehensive Plan Update – SEQRA Acceptance of Amended Final Scoping Document

WHEREAS, the Town of Clarkstown's Comprehensive Plan was adopted by the Town Board on November 24, 2009 by Resolution No. 582-2009, and

WHEREAS, over ten years have passed since the adoption of the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Special Board, consisting of ten members and authorized by Town Board Resolution No. 84-2020 on February 11, 2020, has been meeting regularly to prepare for the Comprehensive Plan update, and

WHEREAS, under the provisions of New York State Town Law §272-a(8), the "town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations," and

WHEREAS, the update of the Comprehensive Plan will be prepared as a Generic Environmental Impact Statement (GEIS) pursuant to the aforementioned State Law and State Environmental Quality Review Act ("SEQRA"), and

WHEREAS, the Planning Department has prepared the Draft Scoping Document structured upon the goals and objectives adopted under the current Comprehensive Plan, and

WHEREAS, the proposed Scope for Comprehensive Plan Update includes potential impacts to land use, community services, infrastructure, traffic, parking and community character, and

WHEREAS, the adoption a municipality's land use plan is classified as a Type I action under 6 NYCRR Part 617.4 (b)(1), and

WHEREAS, the Town Board is Lead Agency under the provisions of the SEQRA, as it is the only involved agency that can undertake the passage of the proposed legislation, and

WHEREAS, the Town Board issued a Positive Declaration under the provisions of SEQRA for the Comprehensive Plan Update, and

WHEREAS, the Town Board directed the Planning Department to distribute the Draft Scoping Document to all interested or involved agencies, and established a public comment period to receive comments on the Scoping Document, through the months of May and June of 2020, during which residents were asked to participate in four teleconferences held on June 4th, June 11th, June 15th and June 22nd, 2020 and submit comments via the Town's website and other various means of communication, and

WHEREAS, the Planning Department received hundreds of comments via phone and Facebook Live at the four TeleTown Hall Comprehensive Plan teleconferences, and via mail, email and the Comprehensive Plan Update website, which will be addressed within the framework of the Comprehensive Plan Update, and

WHEREAS, the Rockland County Planning Department provided comments on the Draft Scoping

Document in a letter dated May 13, 2020, which have been addressed in the Final Scoping Document, and

WHEREAS, the Planning Board reviewed and accepted the Draft Scoping Document at their regular meeting of June 10, 2020, and

WHEREAS, the Rockland County Sewer Department provided comments on the Draft Scoping Document in a letter dated June 23, 2020, which did not require changes to the Scoping Document, and

WHEREAS, the Town Board accepted the Final Scoping Document of the Draft Generic Environmental Impact Statement for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future on July 30, 2020, and

WHEREAS, the Comprehensive Plan Update was originally structured to cover issues of sustainability and resiliency within the existing Environmental Resources section of the Plan, and

WHEREAS, based upon the public comments received it was decided to create a new section in the Comprehensive Plan titled, Sustainability and Resiliency, to more thoroughly cover this topic and better organize its associated goals and objectives, and

WHEREAS, after further review of the goals & objectives of the Comprehensive Plan, both existing and proposed, it was determined that the Records and Asset Management Information System currently under development by the Town's GIS Coordinator will serve as a means to accomplish some of the Goals of the Comprehensive Plan, and

WHEREAS, neither the Sustainability and Resiliency section nor the Records and Asset Management Information System were included in the adopted Final Scoping Document, and

WHEREAS, an Amended Final Scoping Document has been prepared and provided to the Town Board which includes the aforementioned new sections, and

THEREFORE BE IT RESOLVED that the Town Board accepts the Amended Final Scoping Document of the Draft Generic Environmental Impact Statement for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future.

LK

Attachments

1. Comp Plan 2020 - Amended Final Scoping Document

NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

FINAL SCOPING OUTLINE

For a Draft Generic Environmental Impact Statement (DGEIS)

FOR

Comprehensive Plan 2020 Update: Focused on the Future

Town of Clarkstown, Rockland County, NY

SEQR Classification: Type 1

Lead Agency: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Applicant: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Draft Document Prepared: April 15, 2020

Draft Scoping Document Accepted: April 21, 2020

Final Document Prepared: July 6, 2020

Final Scoping Document Accepted: July 30, 2020

Amended Final Scoping Document Accepted:

Comment Period: May thru June 2020

Comments to be submitted to:

Joe Simoes, Principal Planner
Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956
845-639-2070
CompPlan2020@clarkstown.org

1.0 Introduction

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 - A. Policy Changes
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New York State Department of Environmental Conservation, Region 3
 New York State Department of Transportation, Region 8
 New York State Thruway Authority

Palisades Interstate Park Commission

Federal Emergency Management Agency

U.S. Army Corps of Engineers

Orange & Rockland Utilities, Inc.
 Suez Water



Amending Resolution No. 84-2020 Comprehensive Plan Implementation Special Board

WHEREAS, the Town Board of the Town of Clarkstown adopted Resolution No. 598-2009 on December 15, 2009 to reconstitute the composition of the Special Board to carry out the objectives of the Comprehensive Plan, as amended by Resolution Nos. 273-2010, 316-2012, 116-2013, 260-2014, 121-2016, 362-2018, 448-2018, 51-2019, and 84-2020, adopted on May 18, 2010, July 10, 2012, June 10, 2014, March 8, 2016, June 26, 2018, August 21, 2018, January 22, 2019, and February 11, 2020 respectively, and

WHEREAS, the Town Board wishes to remove Dennis Letson as a voting member of the Comprehensive Plan Implementation Special Board and add Christopher Wagner as a voting member, and

WHEREAS, the Town Board wishes to appoint Jeffrey Gilles as a voting member of the Comprehensive Plan Implementation Special Board;

NOW, THEREFORE, be it

RESOLVED, that the composition of the special board shall be as follows:

George Hoehmann, Chairman
Jose Simoes, Vice Chairman
Rudolph Yacyshyn
Christopher Wagner
Charles Maneri
Leslie Kahn (or designee)
James Creighton
William Withington
Daniel Caprara
Gilbert J. Heim
Jeffrey Gilles

Secretary to the Board:
Victoria Dauksza

Dated: February 9, 2021

TB 02-09-21 TA RES Amend Comp Plan Special Bd - sk

LK



**Clarkstown
NY**

**Resolution
(159-2021)**



**Comprehensive Plan Update/DGEIS
Acceptance of Document, Distribution under the Provisions of SEQRA and Setting of a Public Hearing**

Information

Department: Town Attorney
Category: SEQRA

Sponsors:

Attachments

Printout

Body

WHEREAS, the Town of Clarkstown's Comprehensive Plan was adopted by the Town Board on November 24, 2009 by Resolution No. 582-2009, and

WHEREAS, over ten years have passed since the adoption of the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Special Board, consisting of ten members and authorized by Resolution No. 84-2020 has been meeting regularly to prepare for the Comprehensive Plan update, and

WHEREAS, under the provisions of New York State Town Law §272(a)(8), the "town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations," and

WHEREAS, the Town Board directed the Comprehensive Plan Special Board to update the Comprehensive Plan as a Generic Environmental Impact Statement (GEIS) pursuant to the aforementioned State Law and State Environmental Quality Review Act ("SEQRA"), and

WHEREAS, the adoption a municipality's land use plan is classified as a Type I action under 6 NYCRR Part 617.4 (b)(1), and

WHEREAS, the Town Board is Lead Agency under the provisions of the SEQRA, as it is the only involved agency that can undertake the passage of the proposed legislation, and

WHEREAS, the Town Board issued a Positive Declaration under the provisions of SEQRA for the Comprehensive Plan Update, and

WHEREAS, the Planning Department prepared the Draft Scoping Document structured upon the goals and objectives adopted under the current Comprehensive Plan, and

WHEREAS, the proposed Scope for Comprehensive Plan Update included potential impacts to land use, community services, infrastructure, traffic, parking and community character, and

WHEREAS, the Town Board directed the Planning Department to distribute the Draft Scoping Document to all interested or involved agencies, and established a public comment period to receive comments on the Scoping Document, through the months of May and June of 2020, during which residents were asked to participate in four teleconferences held on June 4th, June 11th, June 15th and June 22nd, 2020 and submit comments via the Town's website and other various means of communication until the end of 2020, and

WHEREAS, the Planning Department received hundreds of comments via phone and Facebook Live at the four TeleTown Hall Comprehensive Plan teleconferences, and via mail, email and the Comprehensive Plan Update website, which will be addressed within the framework of the Comprehensive Plan Update, and

WHEREAS, the Rockland County Planning Department provided comments on the Draft Scoping Document in a letter dated May 13, 2020, which have been addressed in the Final Scoping Document, and

WHEREAS, the Planning Board reviewed and accepted the Draft Scoping Document at their regular meeting of June 10, 2020, and

WHEREAS, the Rockland County Sewer Department provided comments on the Draft Scoping Document in a letter dated June 23, 2020, which did not require changes to the Scoping Document, and

WHEREAS, the Town Board accepted the Final Scoping Document of the Draft Generic Environmental Impact Statement (DGEIS) for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future on July 30, 2020, and

WHEREAS, the Comprehensive Plan Update was originally structured to cover issues of sustainability and resiliency within the existing Environmental Resources section of the Plan, and

WHEREAS, based upon the public comments received it was decided to create a new section in the Comprehensive Plan titled, Sustainability and Resiliency, to more thoroughly cover this topic and better organize its associated goals and objectives, and

WHEREAS, after further review of the goals & objectives of the Comprehensive Plan, both existing and proposed, it was determined that the Records and Asset Management Information System currently under development by the Town's GIS Coordinator will serve as a means to accomplish some of the Goals of the Comprehensive Plan, and

WHEREAS, neither the Sustainability and Resiliency section nor the Records and Asset Management Information System were included in the adopted Final Scoping Document, and

WHEREAS, an Amended Final Scoping Document was prepared and provided to the Town Board which includes the aforementioned new sections, and

WHEREAS, that the Town Board accepted the Amended Final Scoping Document of the Draft Generic Environmental Impact Statement for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future on January 26, 2021 by Resolution No. 49-2021, and

WHEREAS, the Special Board, consistent with Section 272-A(6)(b) of the Town Law, conducted several town-wide mailings, held five teleconferences and created a public outreach website in order to assure full opportunity for citizen participation in the preparation of the Comprehensive Plan Update, which resulted in the collection of over 700 comments, and

WHEREAS, the Special Board has prepared a Draft Comprehensive Plan Update in the form of a Draft GEIS, copies of which have been provided to the Town Board.

THEREFORE BE IT RESOLVED, that the Draft Comprehensive Plan Update/DGEIS is hereby accepted and deemed complete, and be it


FURTHER RESOLVED, that the Planning Department is hereby directed to file, distribute and publish the "Notice of Completion" in accordance with 6 NYCRR Part 617.12(b)(1) and 617.12(c), and be it

FURTHER RESOLVED, that the Planning Department is hereby directed to distribute the Draft Comprehensive Plan Update/DGEIS to the Rockland County Planning Department, the Town of Clarkstown Planning Board and other interested agencies, as identified in the Final Amended Scoping Document, in accordance with NYCRR 617(b) and 617.12(b)(1), and other municipalities and governmental bodies as may be required by section 239-l and 239-m of the General Municipal Law and other applicable provision of the law, and to post the document on the Town's Comprehensive Plan Update website, and be it

FURTHER RESOLVED, that a public hearing pursuant to Section 272-a of the Town Law and 6 NYCRR 617.9(a)(4)(ii), shall be held at the Auditorium/Room 301 of the Town Hall of the Town of Clarkstown, at 10 Maple Avenue, New City, Rockland County, New York, in the Town of Clarkstown, and/or via telephone, on June 1, 2021, at 7:00 p.m., and public comments on the Draft Comprehensive Plan/DGEIS will be accepted for at least 10 days following the public hearing, and be it

FURTHER RESOLVED that the Town Attorney prepare notice of such statutory hearing and that the Town Clerk cause the same to be published no less than 14 days in advance of the public hearing date in the newspaper of general circulation and posted in the manner provided by 6 NYCRR 617.12(c) and file proof thereof in the Office of the Town Clerk.

Meeting History

Apr 20, 2021 7:00 PM		Town Board	Regular Meeting	 Draft
RESULT:	ADOPTED [UNANIMOUS]			
MOVER:	George Hoehmann, Supervisor			
SECONDER:	Frank Borelli, Councilman			
AYES:	George Hoehmann, Frank Borelli, Michael Graziano, Donald Franchino, Patrick Carroll			



Comprehensive Plan Update Final GEIS Acceptance of Document & Distribution Under The Provisions of SEQRA

WHEREAS, the Town of Clarkstown's Comprehensive Plan was adopted by the Town Board on November 24, 2009 by Resolution No. 582-2009, and

WHEREAS, over ten years have passed since the adoption of the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Special Board, consisting of ten members and authorized by Resolution No. 84-2020 has been meeting regularly to prepare for the Comprehensive Plan update, and

WHEREAS, under the provisions of New York State Town Law §272(a)(8), the "town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations," and

WHEREAS, the Town Board directed the Comprehensive Plan Special Board to update the Comprehensive Plan as a Generic Environmental Impact Statement (GEIS) pursuant to the aforementioned State Law and State Environmental Quality Review Act ("SEQRA"), and

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WHEREAS, the Planning Department prepared the Draft Scoping Document structured upon the goals and objectives adopted under the current Comprehensive Plan, and

WHEREAS, the proposed Scope for Comprehensive Plan Update included potential impacts to land use, community services, infrastructure, traffic, parking and community character, and

WHEREAS, the Town Board directed the Planning Department to distribute the Draft Scoping Document to all interested or involved agencies, and established a public comment period to receive comments on the Scoping Document, through the months of May and June of 2020, during which residents were asked to participate in four teleconferences held on June 4th, June 11th, June 15th and June 22nd, 2020 and submit comments via the Town's website and other various means of communication until the end of 2020, and

WHEREAS, the Planning Department received hundreds of comments via phone and Facebook Live at the four TeleTown Hall Comprehensive Plan teleconferences, and via mail, email and the Comprehensive Plan Update website, which will be addressed within the framework of the Comprehensive Plan Update, and

WHEREAS, the Rockland County Planning Department provided comments on the Draft

Scoping Document in a letter dated May 13, 2020, which have been addressed in the Final Scoping Document, and

WHEREAS, the Planning Board reviewed and accepted the Draft Scoping Document at their regular meeting of June 10, 2020, and

WHEREAS, the Rockland County Sewer Department provided comments on the Draft Scoping Document in a letter dated June 23, 2020, which did not require changes to the Scoping Document, and

WHEREAS, the Town Board accepted the Final Scoping Document of the Draft Generic Environmental Impact Statement (DGEIS) for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future on July 30, 2020, and

WHEREAS, the Comprehensive Plan Update was originally structured to cover issues of sustainability and resiliency within the existing Environmental Resources section of the Plan, and

WHEREAS, based upon the public comments received it was decided to create a new section in the Comprehensive Plan titled, Sustainability and Resiliency, to more thoroughly cover this topic and better organize its associated goals and objectives, and

WHEREAS, after further review of the goals & objectives of the Comprehensive Plan, both existing and proposed, it was determined that the Records and Asset Management Information System currently under development by the Town's GIS Coordinator will serve as a means to accomplish some of the Goals of the Comprehensive Plan, and

WHEREAS, neither the Sustainability and Resiliency section nor the Records and Asset Management Information System were included in the adopted Final Scoping Document, and

WHEREAS, an Amended Final Scoping Document was prepared and provided to the Town Board which includes the aforementioned new sections, and

WHEREAS, that the Town Board accepted the Amended Final Scoping Document of the Draft Generic Environmental Impact Statement for the Clarkstown Comprehensive Plan 2020 Update: Focused on the Future on January 26, 2021 by Resolution No. 49-2021, and

WHEREAS, the Special Board, consistent with Section 272-A(6)(b) of the Town Law, conducted several town-wide mailings, held five teleconferences and created a public outreach website in order to assure full opportunity for citizen participation in the preparation of the Comprehensive Plan Update, which resulted in the collection of over 700 comments, and

WHEREAS, the Special Board prepared a Draft Comprehensive Plan Update in the form of a Draft GEIS, copies of which were provided to the Town Board, and

WHEREAS, the Draft Comprehensive Plan Update/DGEIS was deemed complete and accepted on April 20, 2021, and

WHEREAS, the Planning Department filed, distributed and published the "Notice of Completion" in accordance with 6 NYCRR Part 617.12(b)(1) and 617.12(c), and

WHEREAS, the Planning Department distributed the Draft Comprehensive Plan Update/DGEIS to the Rockland County Planning Department, the Town of Clarkstown Planning Board and other interested agencies, as identified in the Final Amended Scoping Document, in accordance with NYCRR 617(b) and 617.12(b)(1), and other municipalities and governmental bodies as may be required by section 239-l and 239-m of the General Municipal Law and other applicable provision of the law, and to post the document on the Town's Comprehensive Plan Update website, and

TB August 10, 2021ACCEPTANCE OF DOCUMENT COMPREHENSIVE PLAN UPDATE FINAL
GEIS

WHEREAS, a public hearing pursuant to Section 272-a of the Town Law and 6 NYCRR 617.9(a)(4)(ii), was held at the Auditorium of the Town Hall of the Town of Clarkstown, at 10 Maple Avenue, New City, Rockland County, New York, in the Town of Clarkstown, on June 1, 2021, at 7:00 p.m., and public comments on the Draft Comprehensive Plan/DGEIS were accepted for 21 days following the public hearing, and

WHEREAS, the Special Board has prepared a Draft Final Comprehensive Plan Update in the form of a Final GEIS, copies of which have been provided to the Town Board, and

WHEREAS, comments on the Draft Comprehensive Plan Update/DGEIS were received and addressed individually in the FGEIS (and Draft Final Comprehensive Plan Update) and changes were made to the document as appropriate, and

THEREFORE BE IT RESOLVED, that the FGEIS is hereby deemed complete and accepted, and be it

FURTHER RESOLVED, that the Planning Department is hereby directed to file, distribute and publish the "Notice of Completion" in accordance with 6 NYCRR Part 617.12(b)(1) and 617.12(c), and be it

FURTHER RESOLVED, that the Planning Department is hereby directed to distribute the FGEIS (and Draft Final Comprehensive Plan Update) to the Rockland County Planning Department, the Town of Clarkstown Planning Board and other interested agencies, as identified in the Final Amended Scoping Document, in accordance with NYCRR 617(b) and 617.12(b)(1), and other municipalities and governmental bodies as may be required by section 239-l and 239-m of the General Municipal Law and other applicable provision of the law, and to post the document on the Town's Comprehensive Plan Update website, and be it

FURTHER RESOLVED, that the Town Board will afford agencies and the public a time period not less than 10 calendar days in which to consider the FGEIS before issuing its written findings statement.

LK

VII. Scoping Document

NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

FINAL SCOPING OUTLINE

For a Draft Generic Environmental Impact Statement (DGEIS)

FOR

Comprehensive Plan 2020 Update: Focused on the Future

Town of Clarkstown, Rockland County, NY

SEQR Classification: Type 1

Lead Agency: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Applicant: Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Draft Document Prepared: April 15, 2020

Draft Scoping Document Accepted: April 21, 2020

Final Document Prepared: July 6, 2020

Final Scoping Document Accepted: July 30, 2020

Amended Final Scoping Document Accepted: January 26, 2021

Comment Period: May thru June 2020

Comments to be submitted to:

Joe Simoes, Principal Planner
Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956
845-639-2070
CompPlan2020@clarkstown.org

1.0 Introduction

This Scoping Outline is intended to serve as the foundation for the identification of all potentially significant adverse environmental impacts associated with the proposed action and possible mitigation measures thereto. It is also intended to eliminate consideration of any impacts that are irrelevant or non-significant.

2.0 Description of the Proposed Action.

The Comprehensive Plan 2020 Update will revise the Town's current Comprehensive Plan, which was adopted in 2009, to reflect the changes in land use goals and priorities that have arisen over the past 10 years as the Town and region continue to change. As was done for the 2009 Plan, this updated Plan will be structured as a Generic Environmental Impact Statement (GEIS) as permitted by New York State Town Law §272(a)(8) and the provisions of SEQRA. The Comprehensive Plan update will revise the current 2009 Comprehensive Plan document, and thus remain structured around the seven topic chapters of Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Recreation, Parks & Open Space and Transportation. However, it is possible that as development of the updated Plan continues, new topic chapters may be added. The goals and objectives of the currently adopted Plan will be examined, and the update will illustrate the work that has gone into realizing these goals, and the progress that has been made on each one so far. As the Town receives input from the community throughout the upcoming public participation period, some goals and objectives will be revised and/or expanded upon, new goals will be added, and some be removed if necessary. Since the updated plan will also be structured as a GEIS, the plan will then study the impacts associated with the new goals and objectives, and provide suggested mitigation for any adverse impacts foreseen.

3.0 Potential Significant Environmental Impacts

1. Impact on Land
2. Impact on Water
3. Impact on Air
4. Impact on Plants and Animals
5. Impact on Aesthetic Resources
6. Impact of Open Space and Recreation
7. Impact on Transportation
8. Impact on the Use and Conservation of Energy
9. Noise and Odor Impact
10. Impact on Public Health
11. Impact on Growth & Character of Community or Neighborhood
12. Unavoidable Adverse Impacts
13. Irreversible and Irretrievable Commitment of Resources

4.0 General Scoping Considerations

Unless otherwise directed by this Scoping Document, the provisions of 6 NYCRR 617.10 apply to the content of the DGEIS and are incorporated by reference.

The DGEIS will assemble relevant and material facts, evaluate reasonable alternatives, and be analytic but not encyclopedic. The DGEIS will address only those potential significant adverse environmental impacts that can be reasonably anticipated and/or have been identified in the scoping process. The DGEIS should not contain more detail than is appropriate considering the nature and magnitude of the proposed action and the significance of its potential impacts. Highly technical material will be summarized and, if it must be included in its entirety, will be referenced in the statement and included in an appendix.

5.0 DGEIS Contents

The DGEIS will identify the existing environmental conditions, potential impacts of the action, and proposed mitigation measures as appropriate for each of the major issues identified in this Scoping Document.

- I. Executive Summary
- II. Background
 - A. History of Clarkstown's Comprehensive (Master) Planning
 - B. Studies, Research, and Analysis Performed
 - C. Subcommittees of the Special Board
 - D. Public Participation Process
 - E. State Environmental Quality Review Act
- III. History of Land Use
- IV. Vision Statement (Proposed Action)
- V. Comprehensive Plan Goals & Objectives
 - A. Economic Development
 - B. Environmental Resources
 - C. Health, Safety & Welfare
 - D. Historic & Cultural Resources
 - E. Housing
 - F. Recreation, Parks & Open Space
 - G. Transportation
 - H. Sustainability & Resiliency

- VI. Implementation
 - A. Policy Changes
 - B. Critical Environmental Area Designation
 - C. Infrastructure Improvements
 - D. Town Official Map Changes
 - E. Inter-Municipal Agreements
 - F. Zoning Text Amendments
 - G. Land Use Changes
 - H. Records and Asset Management Information System
- VII. Evaluation of Potential Impacts of Goals & Objectives
 - A. Impact on Land
 - B. Impact on Water
 - C. Impact on Air
 - D. Impact on Plants and Animals
 - E. Impact on Aesthetic Resources
 - F. Impact of Open Space and Recreation
 - G. Impact on Transportation
 - H. Impact on the Use and Conservation of Energy
 - I. Noise and Odor Impact
 - J. Impact on Public Health
 - K. Impact on Growth & Character of Community or Neighborhood
 - L. Unavoidable Adverse Impacts
 - M. Irreversible and Irretrievable Commitment of Resources
- VIII. Analysis of Alternatives
 - A. No update to Comprehensive Plan
 - B. Adoption of Committee Recommendations & Plans Independently of Each Other
- IX. Conclusion
- X. Appendix

The appendices will include a list of all underlying studies and reports relied upon in preparing the DGEIS, technical exhibits and studies background information relevant to the proposed action such as the adopted Scoping Document and other relevant SEQR documents, and relevant correspondence.

6.0 Distribution to Interested/Involved Agencies:

A copy of this document will be sent to the following:

INVOLVED AGENCIES

Clarkstown Town Board

INTERESTED AGENCIES

Clarkstown Architectural Historic Review Board
Clarkstown Building Department
Clarkstown Department of Engineering and Facilities Management
Clarkstown Highway Department
Clarkstown Planning Board
Clarkstown Police Department
Clarkstown Town Attorney
Clarkstown Town Clerk
Clarkstown Zoning Board of Appeals

Rockland Lake Fire District
Nanuet Fire District
Valley Cottage Fire District
Central Nyack Fire District
Congers Fire District
Hillcrest Fire District
New City Fire District
East Spring Valley Fire District
West Nyack Fire District
Nyack Joint Fire District

Congers/Valley Cottage Volunteer Ambulance Corps
Nanuet Community Ambulance Corps
New City Volunteer Ambulance and Paramedic
Nyack Community Ambulance Corps
Spring Hill Ambulance Corps

Clarkstown Central School District
East Ramapo Central School District
Nanuet Union Free School District
Nyack Union Free School District

Nanuet Public Library
New City Library
West Nyack Free Library
Valley Cottage Library

Town of Haverstraw Town Board

Town of Orangetown Town Board
Town of Ramapo Town Board

Village of Chestnut Ridge Village Board
Village of Haverstraw Village Board
Village of New Square Village Board
Village of Nyack Village Board
Village of South Nyack Village Board
Village of Spring Valley Village Board
Village of Upper Nyack Village Board

Rockland County Department of Economic Development and Tourism
Rockland County Department of General Services
Rockland County Department of Health
Rockland County Department of Highways
Rockland County Department of Planning
Rockland County Department of Public Transportation
Rockland County Department of Economic Development and Tourism
Rockland County Division of Environmental Resources
Rockland County Drainage Agency
Rockland County Executive
Rockland County Office of Fire and Emergency Services
Rockland County Legislature
Rockland County Planning Board
Rockland County Sewer District #1

New York State Department of Environmental Conservation, Region 3
New York State Department of Transportation, Region 8
New York State Thruway Authority

Palisades Interstate Park Commission

Federal Emergency Management Agency

U.S. Army Corps of Engineers

Orange & Rockland Utilities, Inc.
Suez Water

**VIII. Public Hearing Minutes of Town Board
Meeting on the Draft Comprehensive
Plan Update/DGEIS**

STATE OF NEW YORK : COUNTY OF ROCKLAND

TOWN OF CLARKSTOWN : TOWN BOARD

- - - - - X

Special Presentation: The Town Board
will receive input/comments from the
public regarding the Draft Comprehensive
Plan and the Draft Generic Environmental
Impact Statement

- - - - - X

Town of Clarkstown

Town Hall

10 Maple Avenue

New City, New York

June 1, 2021

7:09 p.m.

BEFORE:

GEORGE HOEHMANN, SUPERVISOR

FRANK BORELLI, COUNCILMAN

MICHAEL GRAZIANO, COUNCILMAN

DONALD FRANCHINO, COUNCILMAN

PATRICK CARROLL, COUNCILMAN

LESLIE KAHN, TOWN ATTORNEY

JUSTIN SWEET, TOWN CLERK

ROCKLAND & ORANGE REPORTING

2 Congers Road, Suite 2

New City, New York 10956

(845) 634-4200

1 Proceedings

2
3 SUPERVISOR HOEHMANN: Good evening. The
4 special Town Board meeting for the
5 comprehensive plan for June 1st is called to
6 order. I ask everyone to please rise for the
7 salute to the flag. I'm going to ask
8 Councilman Borelli to lead us in the Pledge.

9 (Whereupon, the Pledge of Allegiance was
10 recited.)

11 SUPERVISOR HOEHMANN: I'm going do ask
12 our Town Clerk to please call the roll.

13 THE CLERK: Supervisor Hoehmann?

14 SUPERVISOR HOEHMANN: Present.

15 THE CLERK: Councilman Borelli?

16 COUNCILMAN BORELLI: Present.

17 THE CLERK: Councilman Carroll?

18 COUNCILMAN CARROLL: Present.

19 THE CLERK: Councilman Franchino?

20 COUNCILMAN FRANCHINO: Present.

21 THE CLERK: Councilman Graziano? We
22 have a quorum.

23 SUPERVISOR HOEHMANN: Thank you. I know
24 Councilman Graziano is going to be joining
25 us. So let the record reflect that right

1 Proceedings

2 now, we have four of the five Council
3 Members, but Councilman Graziano will be
4 joining us shortly on the line.

5 So again, just a quick notice that we
6 read at all of our Town Board meetings. The
7 pandemic has created many challenges for all
8 of us, including our government, and across
9 the state is conducting public meetings. We
10 appreciate your understanding and cooperation
11 as we navigate through these difficult times.
12 The Town is utilizing multiple technologies
13 to provide the public with access to
14 participate in all public meetings.

15 Technology is not always perfect, and we
16 may experience occasional issues that are
17 beyond our control during the meeting. If
18 you experience a dropped call, audio issue,
19 or busy signal, please hang up and try
20 dialing back at either (845)639-2150, that's
21 (845)639-2150, or (845)207-0875,
22 (845)207-0875. The minutes for this meeting
23 will be posted on the Town's website for
24 additional reference.

25 If you have any questions that were not

1 Proceedings

2 addressed during the meeting, please feel
3 free to contact my office at (845)639-2050,
4 (845)639-2050. In the event you are having
5 difficulty hearing and using the
6 teleconference option, please join the
7 webinar where the audio may be clearer. And
8 if you are on the line, please press zero so
9 you can ask a question or comment.

10 And what I'd like to do at this time is
11 just outline the order of business for this
12 evening. We do have a court stenographer
13 that's present to take down verbatim comments
14 because this is our, our special presentation
15 where we will be taking public comment on the
16 comprehensive plan, and the Town Board will
17 not be entertaining other information at this
18 meeting. This is really for the purpose of
19 the comprehensive plan, to take public
20 comment. That's why this special meeting was
21 arranged.

22 We will be acknowledging public comment
23 in general. There will be a presentation
24 from our Town Planner on the comprehensive
25 plan and the efforts that they've worked to

1 Proceedings

2 date, and what is changing in the
3 comprehensive plan. And then we'll open it
4 up for public comment.

5 I do want to recognize that Councilman
6 Graziano is on the call and has joined us.
7 And at this point, I'm going to turn it over
8 to our Town Planner to make his presentation,
9 after which we will take public comment.

10 MR. SIMOES: Thank you, Supervisor, for
11 that introduction. I'll try to speak as
12 loudly as possible for everyone here and
13 listening at home. So I'll jump right into
14 it. As was mentioned, this is a meeting of
15 the Town Board.

16 SUPERVISOR HOEHMANN: Just, Mr. Simoes,
17 for the record, people that are on the
18 webinar will be able to see these slides?

19 MR. SIMOES: Correct. They are -- they
20 can see this at home, yes.

21 SUPERVISOR HOEHMANN: Right. So if
22 you're on the webinar at this point, you can
23 view the slides that the folks in the
24 auditorium are seeing. Thank you,
25 Mr. Simoes.

1 Proceedings

2 MR. SIMOES: That's correct. So we
3 will, we will be accepting comments on the
4 draft comprehensive plan update. But really,
5 almost more importantly, is the draft generic
6 environmental impact statement. I'll go into
7 it later in the presentation. But our
8 comprehensive plan is both a comprehensive
9 plan and an environmental impact statement.

10 It's not typically done that way. It is
11 a section of town code that allows us to do
12 that. There's maybe 50 municipalities in the
13 state. We found it's the most efficient way
14 to analyze the potential impacts of the plan
15 is to do it in concert with developing a
16 plan.

17 So let's, let's start with just some
18 background. The comprehensive plan was
19 adopted in 2009. As I mentioned, it's
20 structured as a generic environmental impact
21 statement. We actually received two awards
22 for that plan, one in 2011 from Pace
23 University Land Use Law Center, and 2012 from
24 the New York Planning Federation. So as I
25 mentioned, it's a bit unique that it's an

1 Proceedings

2 environmental impact statement. And I think
3 that's the reason why these two organizations
4 recognized our work in 2009.

5 Just to step back a little bit, the Town
6 has been doing master plans, as they were
7 called in the past, since the 50s and 60s,
8 and have done updates throughout the years.
9 In 2009, we pretty much did an overhaul in
10 terms of developing our comprehensive plan.

11 So the Board, the Town Board established
12 a comprehensive plan special board. So a
13 cross section of Town staff, different
14 municipal boards, land use boards, and
15 citizens who helped us develop that original
16 plan. And they were also tasked with
17 implementing the goals of the plan. And now
18 they're helping us develop the update.

19 So, public outreach. We developed a
20 dedicated website called Comp Plan 2020 that
21 was specifically designed to gather input
22 from the public. There were seven
23 interactive maps that people could go on and
24 actually drop a pin on a geographic location
25 and give us a comment. They could also just

1 Proceedings

2 send a generic comment, you know, a general
3 comment to the, to the email that's shown
4 here, Comp Plan 2020 at Clarkstown dot org.

5 We had Facebook sessions in conjunction
6 with, similar to this tele town sessions on
7 various, various dates throughout, in June.
8 So you'll -- here listed are the four dates
9 we had in June. I -- basically, we did a
10 reverse call to every phone number that we
11 had in the town by the Board. I think I sat
12 in earlier with each one of the Council
13 Members here, and we, and we got questions
14 and comments from people. Everything was
15 recorded. And then we compiled all of that
16 information, all the comments we received.

17 I also received comments by mail.
18 People came in person and dropped off
19 letters. We even had phone calls where we
20 would just record exactly what they wanted to
21 put in as a comment. We had an E-newsletter
22 and town-wide mailings announcing each one
23 these teleconference workshops. And it was
24 that, that same format that the Supervisor
25 often uses, where we basically call out, and

1 Proceedings

2 if you want to stay on the line, you stay on
3 the line, and you provide comments.

4 We received over 700 comments. And I
5 think they were -- there's a whole chart in
6 the plan itself, that thousands of people
7 participated. I think, you know, given that
8 we were in the midst of doing this, doing
9 this in the midst of Covid, we were concerned
10 about participation. And I think we had more
11 participation than ever between the website
12 and the calls home.

13 And a lot of people, you know, I'm
14 excited about the comp plan. Or maybe people
15 were just captive audiences and had nothing
16 better to do than pick up the phone and find
17 out about the comp plan. But we got a lot,
18 you know, I think we got a lot of
19 participation this year and last year because
20 of this.

21 So every comment was reviewed,
22 categorized, and addressed. Sometimes the
23 comments were already in the current plan.
24 Sometimes they proposed a change in the plan.
25 Or we made a note that a comment wasn't

1 Proceedings

2 applicable, but sent it to the right
3 department to deal with. Maybe it was a
4 property maintenance issue. Or some of the
5 comments were about how to implement the
6 plan. So that was duly noted as well.

7 So the original plan had seven goals and
8 objectives. And as I said, it was an
9 overhaul. It was a very comprehensive
10 comprehensive plan. We dealt with economic
11 development; environmental resources; health,
12 safety, and welfare; historic and cultural
13 resources; housing; recreation, parks, and
14 open space; and transportation. And those
15 were the original seven themes. And we
16 thought at that time, what more could we
17 cover? But we found another category to put
18 in here, and that was sustainability and
19 resiliency, and I'll explain that a little
20 further on in the presentation.

21 So goals and objectives. Some of them,
22 like I said, they were goals that we just
23 continued. Some of them, we made tweaks to
24 the text. We actually changed the goals
25 outright. Sometimes we moved goals. We

1 Proceedings

2 moved some of the goals that were
3 environmental, for example, to resiliency and
4 sustainability. Or we removed a goal. We
5 accomplished the goal, we took it out of the
6 plan, or we had a brand new goal.

7 So I'm not going to go through each one
8 the these. I'm going to try to speed
9 through. I'll just kind of point out we had
10 several goals that were continuing. You'll
11 see here, see them here on the screen for
12 economic development. I'm going to really
13 highlight the ones we're changing or we're
14 adding.

15 So we had quite a few continuing goals
16 for economic development. We had some text
17 changes dealing with a couple of the goals.
18 You know, expanding commercial and industrial
19 developments in areas that are best served by
20 the Town's existing infrastructure. You
21 know, recognizing the Palisades Mall
22 referendum. And then we really need to look
23 at parking requirements, not just with Covid,
24 but just emerging technologies.

25 And also working to ensure that a

1 Proceedings

2 variety of housing options exist within the
3 town. We have spent a good past ten years
4 really looking at senior housing. We heard
5 from a lot of folks saying what about
6 millennial housing, what about the younger
7 folks? So that recognizes, you know, that
8 comment. We changed the goal of economic, of
9 continuing our economic development office to
10 recognize that now we have an office of
11 intergovernmental relations that does that
12 job of attracting new businesses and
13 assisting businesses already established in
14 the community.

15 And these are some of the new goals.

16 And we heard quite a lot from folks about
17 this first new goal of looking at new zoning
18 to permit housing in underutilized retail
19 areas, and other ways to reuse and repurpose
20 vacant or underutilized commercial spaces.
21 Retail has, was going down before Covid. It
22 went down even further with Covid. A lot of
23 people were saying what's going to happen
24 with these spaces? So, you know, it can't --
25 we have to do something with underutilized

1 Proceedings

2 retail. Housing is a potential idea. But
3 there's other, other, other uses.

4 And that is embodied in the next goal,
5 accommodating new and upcoming commercial and
6 industrial uses. Hi-tech, data centers,
7 biotechnology. We saw a lot of our
8 pharmaceutical biotech in our town expand,
9 actually, during Covid for obvious reasons.

10 The film industry. I was just hearing a
11 report as I was driving in about how the
12 Hudson Valley is becoming the new Hollywood.
13 There's a lot of demand for film, for filming
14 in the Hudson Valley. We should take
15 advantage of that.

16 Satellite offices. It's a whole
17 different atmosphere out there. A different,
18 different workplace with Covid, and even
19 before. Consumer trends, delivery and pickup
20 services. And then, you know, the impact of
21 Covid just in general.

22 And then another idea that came out was
23 implementing transfer and development rights.
24 What that means is taking development from
25 one part of the town, from one area and

1 Proceedings

2 putting it in another. And the map on the
3 screen shows an example where you have
4 somebody who owns two pieces of property, one
5 next to a residential area, one in an
6 established industrial area.

7 What if we take -- they could be, they
8 could build in one area. And then that
9 industrial area near the residential area, we
10 could have them shift that, move that
11 development potential over to an area that's
12 farther away from residents and already
13 developed. And then that area becomes green
14 space and protected. So even though this is
15 more of a, it's a mechanism, it's something
16 we really have to study. So it was a, it's a
17 new goal of the economic development section.

18 Environmental resources. A lot of the
19 goals, original goals of the environmental
20 resources are remaining or continuing. There
21 are just a few here on the screen. I guess
22 that I won't go through all of them.
23 Everyone can kind of take a look and read
24 them. You know, I'll just mention, you know,
25 wetland open space protection, critical

1 Proceedings

2 environmental areas. These are areas we've
3 worked on, we're going to continue to work
4 on.

5 We made some text changes, protecting
6 and conserving both the sources and supply of
7 potable water and natural features that adds
8 water quality. We have done quite a lot of
9 work with our storm water consortium. And we
10 want to -- we have referenced in this section
11 of the plan to the Rockland County task force
12 on water resources management and a lot of
13 work they did that we want to try to
14 implement in the town.

15 Another text change is dealing with
16 required storm water management to an higher
17 extent than is currently applicable where
18 development is proposed in watersheds with
19 experienced flooding. We have, we have
20 actually passed legislation that reduces
21 storm water runoff by ten percent. So that
22 recognizes that. And again, our work with
23 the storm water consortium.

24 We actually have enacted limits on total
25 development coverage in almost all of our

1 Proceedings

2 zoning districts. There are just a handful
3 of zoning districts that do not have limits
4 on development coverage. And that's why
5 we've changed this goal to recognize that we
6 need to continue to enact those limits.

7 We have changed continue to enforce
8 regulations controlling dust and other
9 airborne pollutants due to operations within
10 the town to recognize that we really need to
11 work with the Department of Environmental
12 Conservation regarding air emissions.

13 We have an original goal of detailing
14 flora and fauna surveys. During development
15 of, even during the reviews of development
16 proposals, this takes it a step further and
17 actually recognizes we also have to worry not
18 only of the species that are at risk, but
19 invasives. There are quite a few invasives
20 that even, that we have to work with, that we
21 have to deal with. I know our Department of
22 Engineering clears out invasives, invasive
23 plants out of our parks on a regular basis.
24 So it's something we have to, we have to look
25 out, look out for.

1 Proceedings

2 We reworded protecting the views of
3 wooded and natural areas to protecting the
4 actual wooded and natural areas. Hindsight,
5 we really want to protect the woods, not just
6 how they work. So it kind of recognizes that
7 we want to be able to protect wooded and
8 natural areas from the removal, from their
9 removal.

10 Implementing design standards for future
11 commercial construction we've changed to
12 implement design standards for future
13 construction. We took out commercial
14 essentially to broaden it, saying it doesn't
15 matter whether it's commercial or
16 residential. We need design standards for
17 all types of development.

18 We received quite a few comments from
19 people, you know, issues about noise, dust,
20 and odor, but also light pollution. So
21 you'll see that in a few of these goals.
22 We've added light pollution as something we
23 have to be on the lookout. We have to, you
24 know, maybe create a stronger legislation to
25 control for light pollution in the town and

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2 review it more thoroughly as developments
3 come in.

4 Again, this is another section where we
5 added light pollution in addition to noise,
6 dust, and odors that we have to see about
7 mitigating light pollution. And we moved
8 implementing programs for environmentally
9 sound building design. We've moved that to
10 that new section I mentioned, sustainability
11 and resiliency.

12 And again, in terms of managing and
13 removing, we want to manage and remove
14 invasive flora species, both terrestrial and
15 aquatic. Again, I mentioned our Department
16 of Engineering deals with this on a daily
17 basis. And we've made it a goal in the plan.

18 Moving on to health, safety, and
19 welfare. These goals were continuing.
20 Providing efficient service of, provision of
21 emergency services and instituting zoning
22 that reduces flooding issues. We brought in
23 the goal of ensuring the Town building and
24 fire codes are current and enforced, to
25 ensure that zoning, building, and fire codes

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2 are current and enforced, and ensure that the
3 conditions of site subdivision landscape and
4 tree preservation plans are also enforced.

5 We changed the goal of continuing to
6 develop zoning and building regulations that
7 reduce or restrict odors, noise, commercial
8 traffic, and other negative environmental
9 impacts on residential areas. We received a
10 lot of comments supporting this goal. And we
11 broadened that to deal with roadway issues,
12 implement roadway changes as well. It's not
13 just the building, buildings that become an
14 issue. It's also traffic, which also add to
15 odors, sound, light pollution, again,
16 commercial traffic, and other negative
17 impacts. So it recognizes that it's just not
18 building, it's traffic that's a problem that
19 we have to address.

20 We moved the goal of encouraging income
21 adjusted housing for emergency service
22 volunteers to the housing section because it
23 has to do with housing. We made some, we
24 added some information on creating an
25 inventory of historic resources and improving

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2 the maintenance of publicly owned historic
3 properties, looking at some of our recent
4 acquisitions. And we've changed this goal to
5 expand upon legislation.

6 So we've already enacted legislation to
7 ensure historic properties are not destroyed.
8 We want to expand upon that legislation. And
9 we removed this goal of developing zoning
10 that encourages and protects the safety of
11 pedestrian and bicycle traffic because it's
12 thoroughly covered in the transportation
13 section of the plan.

14 So, historic and cultural resources.
15 Again, so this is recognizing a name change.
16 We've gone from the Historic Review Board to
17 the Architectural Historic Review Board.
18 Essentially, the goal stays, is remaining the
19 same. This -- the goal here is to
20 communicate, promote, and educate Clarkstown
21 residents on historical and cultural
22 resources within the town. So historic, that
23 covers historic ribbing and cultural
24 resources.

25 Moving on to housing. We received

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2 comments that supported the goal of having
3 apartments over businesses, particularly in
4 hamlet centers, having it set aside for
5 workforce and volunteer housing. And in
6 particular, expanding initiatives to
7 safeguard neighborhoods from inappropriately
8 scaled development. That was a big, a goal
9 that a lot of folks supported.

10 We changed the goal of creating a
11 comprehensive database of affordable housing
12 units, potential affordable housing units to
13 the Town creating an inventory of existing
14 residentially zoned institutional properties.
15 And this was recognized in the first plan.
16 Really, those are the large tracts of land
17 that are left in the town. And if the Town,
18 the Town would get involved in actually
19 acquiring those properties, which we actually
20 have in the past few years.

21 Plan for and develop additional
22 subsidized affordable units for seniors was
23 expanded to recognize that we need to have
24 housing for all income levels, lifestyles,
25 and levels of care, not just independent

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2 living. Not just, you know, subsidized -- we
3 need a range, and we heard from a lot of
4 folks about this comment. And create a
5 mechanism to provide tax relief for volunteer
6 emergency service personnel was moved to
7 health, safety, and welfare. And again, we
8 had a section on creating environmentally
9 sound building design. That moved over to
10 sustainability and resiliency.

11 Some of the continuing goals for parks
12 and rec, you can see here, really deal with
13 expanding a lot of our parks and providing
14 facilities, new facilities or renovating
15 facilities we have in existence. We've
16 recognized in our inter and intra town trails
17 the New York-New Jersey Trail Conference.

18 We have some goal removals here. We
19 have upgraded the pool at Germonds, the
20 playground at Zukor Park, and we completed
21 the trail around Congers Lake. And looking
22 at the priorities for the next few years, the
23 Town is not looking at creating a regulation
24 sized ice rink. Instead, the Town, we
25 received a lot of comments. I never realized

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2 how popular pickleball was until we had these
3 calls. So pickleball courts was probably
4 mentioned in every call that we had.

5 Continuing to upgrade the equipment and
6 infrastructure at all of our town parks to
7 make them safe. In the height of Covid, we
8 had a lot of senior programs. We heard from
9 a lot of folks that wanted to keep those
10 going. And then lastly, construct a fixed
11 performance area for town concerts and
12 events. I believe we're looking at that at
13 Germonds Park.

14 Transportation. A lot of transportation
15 goals were slightly tweaked, but pretty much
16 the same. Try to reduce air pollution
17 related to motorized traffic.

18 What you'll see is we basically added
19 Complete Streets program to each one of these
20 goals. And Complete Streets means looking at
21 a roadway not just for vehicular traffic, but
22 to have it function for all people of all
23 ages and abilities, and all modes of
24 transportation. So whether we're talking
25 about walking, or biking, or pushing a

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2 stroller, or taking a bus or a car, you know,
3 whether you're young or you're disabled, or
4 you need help crossing a street, that you can
5 get from Point A to Point B. And we
6 worked -- we had a task force. I know
7 Councilman Borelli has headed up our Complete
8 Streets task force, have worked for a year,
9 for a few years now. So each one of these
10 goals, like I said, are staying pretty much
11 the same. What we're doing is implementing
12 Complete Streets, looking at everything
13 holistically.

14 So I'm going to just speed through
15 these. Again, you know, walking
16 environments, cycling environment, different
17 transportation options in our hamlet centers,
18 and creating a mixed use development that
19 allows for walking and biking, and are well
20 served by public transportation. That really
21 speaks to our Nanuet transit oriented
22 development zoning.

23 We had to recognize some changes of
24 names. Tappan Zee Bridge is now the Governor
25 Mario M. Cuomo Bridge.

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2 And we are working towards, towards --
3 we are working with our local municipal
4 planning organization, our MPO, NYMTC,
5 New York Metropolitan Transportation Council.
6 They had given us a grant for \$850,000 to
7 actually study Route 303 and Route 304. So
8 this recognizes that, that work that
9 hopefully will happen and kick off relatively
10 soon.

11 Again, Complete Streets and how that
12 will help lower vehicle crashes and minimize
13 conflicts between travel modes.

14 And lastly, the new section that we have
15 is sustainability and resiliency. It's
16 structured around four overarching goals.
17 Create a town committee on sustainability and
18 resiliency.

19 Develop programs to reduce greenhouse
20 gas emissions, we already have. We've done
21 quite a lot to do, to reduce our greenhouse
22 gas emissions, between our LED street
23 lighting and environmentally sound building
24 design, which was built into our code.

25 Mini-Trans, you know, I think we're the

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2 only town that actually has a public
3 transportation system, a public
4 transportation that we offer. We have
5 electric vehicle charging legislation. And
6 we also have one here right in Town Hall, and
7 two sites that have developed so far at the
8 two major malls.

9 SUPERVISOR HOEHMANN: And Exit 14.

10 MR. SIMOES: Oh, there's another one.
11 Okay. Power supply, the solar landfill, 2.5
12 megawatts, correct?

13 SUPERVISOR HOEHMANN: 2.36.

14 MR. SIMOES: 2.36 megawatts that we
15 generate from our solar landfill. And just
16 recently, we started the Community Choice
17 Aggregation. And in terms of environmental
18 conservation open space acquisition, well
19 over 200 acres that we've acquired since the
20 program started.

21 The third goal is to develop programs to
22 educate Clarkstown residents on issues of
23 sustainability and resiliency.

24 And lastly, to increase the town's
25 resiliency to the effects of climate change.

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2 So dealing with creating micro grids,
3 renewable energy, energy storage. We do have
4 a tree fund that people pay into. We plant,
5 we plant trees extensively throughout the
6 town. Flood mitigation projects, whether
7 it's Klein Avenue, Cranford Drive, or West
8 Nyack, drought protection and water
9 conservation.

10 So, how do we, how do we make all this
11 happen? We have an implementation section in
12 the original plan. It's a lot of the same
13 mechanisms we used the first time around,
14 between policy changes or using the State
15 Environmental Quality Review Act to designate
16 critical environmental areas, investing in
17 our infrastructure, making changes on our
18 official app, working with other towns on
19 agreements. And they're kind of the meat and
20 potatoes of any comp plan is changes to our
21 zoning and land use changes.

22 And we've added here records and asset
23 management information systems. A lot of
24 information was being asked from the Town
25 during Covid. We had, we had a, we had a lot

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2 at our fingertips. We could do more to
3 provide the town and, you know, residents,
4 businesses with information via our website.
5 And that will require an investment on the
6 Town's part, on the software that pulls that
7 data and provides it to the public. And also
8 to all the departments so they can
9 communicate with each other more effectively
10 and efficiently. So that's that, a new way
11 of implementing the goals here in the plan.

12 So as I mentioned in the beginning, this
13 is not only a comp plan, but a generic
14 environmental impact statement. So there is
15 a potential for impact with any of these
16 changes that we're looking to accomplish.
17 The list of potential impacts are here.
18 Land, water, air, plants and animals,
19 esthetic resources, open space and
20 recreation, transportation, energy, noise and
21 odor, public health, growth and community
22 character. There are unavoidable adverse
23 impacts and irreversible and irretrievable
24 commitment of resources.

25 The plan goes through each one of these

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2 impacts, potential impacts. And as I said,
3 kind of the beauty of having a comp plan and
4 environmental impact statement is that
5 particular goals of the plan mitigate other
6 goals in the plan. So when we're saying we
7 want to provide more housing, that has an
8 impact, right. It uses up, it uses up water,
9 it uses up energy.

10 And what we have is in another part of
11 the comp plan is the resiliency section and
12 sustainability section. Or even in the
13 environmental section, where we're talking
14 about trying to make buildings more energy
15 efficient, or make transportation more
16 efficient, or conserve, conserve water. That
17 helps to mitigate the potential impacts of a
18 particular goal.

19 So every goal, the potential impact of
20 every goal was analyzed and matched up with
21 another goal in the plan that mitigates, that
22 mitigates that. So it kind of goes, it's
23 circular. But we wanted to be sure that
24 everything was encapsulated in the plan, just
25 like we did the first time.

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2 So again, this is generic. So I want
3 to, I want to emphasize that. What that
4 means is nothing is site specific, right.
5 There's ways, there's two environmental
6 levels here. When you're, when it's generic,
7 we're talking in broad conceptual terms and
8 goals for the Town of what we want to study
9 and what we want to do.

10 The site specific is when we get into
11 the nuts and bolts of the particular change
12 we made, or the infrastructure improvement
13 that we do when we, you know, if we widen a
14 roadway, what is the particular environmental
15 impact of widening a road. Or building, you
16 know, or allowing a particular size of a
17 building, or a particular use. Those site
18 specific environmental impact statements or
19 impact analysis has to happen as we know
20 exactly what's going to get developed, or
21 what's going to be changed.

22 So again, this is kind of in broad
23 terms. So it's built into the plan as to how
24 we would address potential impacts. But the
25 specifics of it, you know, how much, how much

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2 water usage we're going to have for a
3 particular development, that happens when we
4 actually have a development. Or when we
5 actually make a zone change that adds
6 whatever, whatever, you know, whatever to the
7 town in terms of potential impact, that's
8 when we study it.

9 And I just want to emphasize, it's the
10 same way we did it with the first comp plan.
11 We had particular goals. Then we did the
12 legislation. And then we went down into that
13 legislation, did the specific impacts of that
14 legislation, analyzed that, and then the Town
15 knew exactly what, you know, what the impacts
16 were and how they would be mitigated.

17 So with that said, the next steps here,
18 we're here tonight to get comment. And I
19 just want to mention, it's not -- if there's
20 a question to clarify something, that's fine.
21 It really shouldn't be too much of an
22 exchange. We just, we get the comment. And
23 every comment that is being, that's going to
24 be given to us tonight, it has to be
25 cataloged and answered specifically.

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2 So if anyone were to look up their
3 comment -- and I received about ten, ten
4 emails and letters. So that's also, that
5 will also be here in the final plan. Every
6 comment will be categorized and a specific
7 answer given back.

8 So people have given us 700 comments.
9 They've been giving us comments on how to
10 develop the plan. Now, you know, they should
11 be able to see in the plan -- we have, like I
12 said, a massive database that points to where
13 we put a particular comment or how we
14 addressed it. We -- any comments now will
15 have a specific answer. You know, we
16 answered your comment on Page 17 of the
17 document. We changed this word, or added a
18 sentence. We'll drill down that, that
19 thoroughly on every comment that we received.
20 So it's important to get every comment and to
21 get the person's name and address. So the
22 court stenographer is here to pick that up.

23 If we conclude tonight, the Board, the
24 Town Board will be able to close the public
25 hearing and provide at least another ten days

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2 for comment. So people can go on the
3 website, and they can look at the document.
4 They can make comments through the website.
5 Really via the email here, which is Comp Plan
6 2020 at Clarkstown dot org. And like I said,
7 it will be addressed in the final document,
8 which then the Board will adopt. And you
9 know, they'd be able to adopt a findings
10 statement that I prepare, looking at all the
11 impacts of potential mitigation. And then
12 adopt the plan. And then we move on from
13 there in terms of implementing it.

14 SUPERVISOR HOEHMANN: So, Mr. Simoes, I
15 want to thank you for your efforts. And I do
16 want to just again, going in kind of the
17 direction that you're talking about, so
18 tonight is not about zone changes or site
19 specific properties. Tonight is about taking
20 public comment. And the comp plan itself is
21 really the underpinning of our zoning,
22 correct?

23 MR. SIMOES: Correct.

24 SUPERVISOR HOEHMANN: So essentially,
25 the comprehensive plan document becomes

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2 something that municipalities are supposed to
3 do every ten years. We're pretty close to
4 our ten-year mark on this. We're about 11
5 years. We're going into our 12th year now.

6 So presumably, within the next few
7 months, we'll be able to adopt what our final
8 comprehensive plan is. And then based upon
9 that, if there's a zone change that's
10 proposed or contemplated, or a developer
11 comes in and says gee, Town, I would like to
12 do X on this location, it has to be something
13 that would generally be consistent with the
14 comprehensive plan. And that's why there's
15 all this public outreach and, you know, very
16 proud of that.

17 We have a lot of, lot of folks who have
18 been talking about concerns about could we
19 really get to more public participation. And
20 I would argue that we have more public
21 participation in this comprehensive plan than
22 we did on the plan that we adopted in 2009,
23 and we were very proud of that. It was
24 award-winning.

25 But thousands of people participated

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2 through the various webinars. 700 comments.

3 It's a significant amount of public input
4 that's taken place.

5 So tonight is really a benchmark in time
6 where we're really able to get comment from
7 the public. And that's really what tonight
8 is about. Not a dialogue, not a back and
9 forth, because it has to be specific what the
10 public comment is. And then essentially,
11 that gets addressed. Every specific comment.
12 And we'll leave a period of time for people
13 to continue to make comment where they can,
14 where they can write in and submit additional
15 information.

16 And we'll tell you, I received many of
17 those ten comments as well that were
18 submitted. There was one resident who sent a
19 very detailed letter. About three pages,
20 Joe. And with a lot of points. And that
21 will be categorized, and it will be looked
22 at, and to see if there's anything that, you
23 know, how that would be addressed.

24 So tonight is really making sure that
25 we're giving the public the opportunity to

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2 comment on the document and offer additional
3 information one last time. And then for
4 another period of time. And at that point,
5 the Town Board, if we choose to close the
6 public hearing tonight, if we believe we've
7 heard from folks, you know, in the meeting,
8 we could close it tonight, leave the period
9 open for public comment, you know, written
10 comment submitted to the Town. And then
11 ultimately, after additional work is done, we
12 would bring this back for final adoption at a
13 future Town Board meeting somewhere out.

14 Joe?

15 MR. SIMOES: That's right. I just want
16 to add a couple things. Like I said, we have
17 received comments from the public. We also
18 have received comments from the County
19 Planning Department. By and far, mostly
20 formatting, or sentence structures, or just
21 adding, clarifying and adding information.

22 I was, you know, even though there were
23 35 comments, I appreciate their comments
24 because they were very thorough. They go
25 through. They missed, you know, they pointed

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2 out that I missed a period somewhere at the
3 end of a sentence, and that's fine.

4 We also had the Town Planning Board also
5 review this. They only had one comment,
6 really, for the Town Board, and I'll mention
7 it because, you know, there might be some
8 folks who are concerned with some of the
9 goals, particular with residential
10 development.

11 They recommended that we use the same
12 approach that we have in the past with any
13 type of zoning changes that deal with
14 residential, to have, to consider a cap.
15 Which we have, I think the last three pieces
16 of legislation dealing with senior housing
17 and Nanuet TOD, the Town did that. And
18 frankly, it makes my life a little easier
19 when I do an environmental analysis to know
20 what the number is. So that was the, that
21 was the one, one suggestion the Planning
22 Board had. And I would say, I would support
23 having some kind of reference to that in the
24 plan.

25 Other than that, I just want to mention

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2 we did the last time, and I'd like to do it
3 again, is for folks who are giving us
4 comments, if they send an email, I get their
5 email. But if they're here tonight and this
6 is the only way they're going to, the only
7 forum that they're going to provide their
8 comments, to please send, provide their email
9 on the sign in sheet. Or just email us
10 somehow so that we can email them and say
11 hey, the final plan is here, you know, take a
12 look at it.

13 So we emailed every email that we
14 received from those 700 comments. We did
15 email them again. And I did receive comments
16 from folks saying thank you, I saw my
17 comment, I saw that you added it. Or they
18 said, you know, I know you considered
19 pickleball, but what about tennis courts.

20 So we did get, we did get that feedback
21 again from folks. And I don't want to keep
22 that, keep that going. So please provide
23 your email, if possible.

24 SUPERVISOR HOEHMANN: I'm going to just
25 ask if there's any comments from the Town

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2 Board before we get to the public? Pat,
3 Frank?

4 COUNCILMAN BORELLI: I just want to
5 compliment the Planning Department and all
6 the people that put a lot of hours into this.
7 It's obviously well done. And I'm sure we'll
8 win another award. You know, the Supervisor
9 was on the first committee. He wasn't on
10 this one, so maybe not.

11 But I do want to thank everybody who
12 worked hard to put this together. It's
13 important to have a foundation for our zoning
14 because it's really what protects our town
15 from being used in a disadvantaged way to
16 our, to benefit to our public. So thank you.

17 COUNCILMAN CARROLL: And I just echo
18 Councilman Borelli. There's some silver
19 linings of everyone being stuck at home for
20 the last year and a half or so. The fact
21 that we had such participation virtually on
22 the webinars for the comprehensive plan
23 review I think was one of those silver
24 linings. There's a lot of input. And I look
25 forward to hearing more tonight. I think we

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2 all need to have a voice to be heard in order
3 to fully have a plan that we can all look
4 forward to in the future of Clarkstown. So I
5 look forward to hearing from you. And thank
6 you, Joe, and your people.

7 SUPERVISOR HOEHMANN: And I know
8 Councilman Graziano and Councilman Franchino
9 are on the line. Would either like to offer
10 comment?

11 COUNCILMAN FRANCHINO: (inaudible) hear
12 me. Again, I want to thank Joe. That was an
13 excellent presentation. I'm excited for the
14 future of the Town of Clarkstown, and look
15 forward to the comp plan and the impact.
16 Your team did an excellent job and touched on
17 all the topics that I think people in the
18 town are look for. So thank you again.

19 SUPERVISOR HOEHMANN: And Council
20 Graziano?

21 COUNCILMAN GRAZIANO: Basically, the
22 same thing. Joe did an excellent job. This
23 must be a tremendous amount of work, the time
24 you put into it. And I think that it
25 benefits all of Clarkstown. Save the

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2 changes. And I thank Joe and his team,
3 really, for a good plan going forward. So
4 thank you.

5 SUPERVISOR HOEHMANN: Thank you. So at
6 this point, we're going to open up for public
7 comment. And if there's anybody that's on
8 the line, please press zero to get in the
9 queue to offer your public comment. And
10 we'll start with Mr. Samuels. You wanted to
11 make a comment from the RBA. If you come
12 forward and just offer your name and address
13 for the record.

14 MR. SAMUELS: Thank you, Supervisor. My
15 name is Al Samuels. I'm president and CEO of
16 the Rockland Business Association. And I
17 also have some comments to make that come
18 from the fact that I have served on the
19 Governor's Regional Economic Development
20 Council since its inception 11 years ago. I
21 served on the executive committee.

22 I first want to say, Joe Simoes, you
23 made a comment at the beginning of your
24 presentation that this is a very
25 comprehensive comprehensive report. I

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2 support that. I've been reading
3 comprehensive reports for over three decades.
4 I will tell you this is one of the better
5 ones.

6 And not to put any pressure on any of
7 you, but it will also be the first
8 comprehensive report coming from a town in
9 Rockland post Covid. You have the
10 opportunity to set a standard for your
11 colleagues in the other towns, and to provide
12 them with a guide. And I think that this can
13 do that. I'm very impressed with this.

14 As a result, I only have two comments to
15 add at the end other than this. My interest
16 is economic development, of course. And I am
17 very happy to see that you are continuing
18 your economic development department. I will
19 comment that Clarkstown was the first
20 township in Rockland County to create such a
21 department. Orangetown followed. So it's
22 something that we in the RBA have perhaps
23 been advancing for a decade or more. And I'm
24 happy to say that 40 percent of our townships
25 now do this. And maybe your colleagues will

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2 follow in the other three.

3 Something that we had added in
4 opportunities that were given to us by the
5 Supervisor. I had the privilege of serving
6 on the 2008 strategy report team. He honored
7 me by allowing me to be on his transition
8 team relative to economic development, among
9 other things. But also the council or task
10 force that he created more recently that made
11 certain recommendations, not the least of
12 which was that there should be a, an
13 elimination of the prohibitions for the
14 Palisades Center for expansion.

15 You approached all of these things in a
16 reasonable manner. You covered the bases to
17 allow full public support. We take note of
18 that. It gives credibility to what is being
19 presented and what I hope will be passed.

20 We're very pleased to see that you're
21 looking to provide for mixed use development
22 in areas of Clarkstown. One of the things
23 that came across in the Regional Council is
24 that mixed use developments are a way
25 forward. And that Clarkstown is embracing

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2 that, we're happen to see that. We think
3 that it provides great opportunity at both
4 Palisades Center and Shops at Nanuet, as well
5 as other properties which are also willing,
6 you know, to take a look at for this purpose.

7 So all of it is positive. Two things
8 that, I won't say concern me, but probably
9 the most difficult infrastructure issue that
10 we have in Rockland is water. And
11 development anywhere has to be considered in
12 terms of where we get our water, how do we
13 get our hour, how will we get our water as we
14 move forward, and to protect against running
15 out of enough water to provide. One of the
16 benefits you have is that you're coming out
17 first with this plan. I think that you have
18 a reasonable approach to it. But,
19 Mr. Simoes, in terms of the things that you
20 should be looking at, and I know you are, I
21 think the issue of water is very critical.

22 And then the other that I might mention
23 is that we have seen that programs or
24 processes where people can exchange
25 properties. You have to make sure that

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2 they're rock solid in terms of preventing
3 against unintended consequences of any
4 developer, groups of developers, individual
5 or other organizations can prostitute the
6 process to create density. And I know that
7 you want to protect against that. And I do
8 recommend it.

9 Those are my only two recommendations,
10 and I think it's a terrific project. Thank
11 you.

12 SUPERVISOR HOEHMANN: Thank you. Thank
13 you for your comment. So, Town Attorney,
14 just some clarification. So we're taking
15 public comment. Typically, we limit to three
16 minutes. Is that the recommendation here?

17 MS. KAHN: I think this is a, we're
18 considering this a public hearing and taking
19 public comment. So I would --

20 SUPERVISOR HOEHMANN: No limit?

21 MS. KAHN: No limit.

22 SUPERVISOR HOEHMANN: Okay. All right.
23 So we're treating this as a public hearing,
24 so there -- we'll leave it, not the
25 three-minute limit, but I'm going to ask

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2 folks to try and be concise. We have a lot
3 of folks here. If there's anyone on the line
4 that wishes to comment, please press zero.

5 Is there anyone else wishing to speak on
6 the comprehensive plan? Yes, please come
7 forward and just identify yourself for the
8 record. Please give your name and address so
9 our court stenographer can take it down.

10 MS. KING: I wrote it down already.

11 SUPERVISOR HOEHMANN: And an email would
12 be great, if you could just --

13 MS. KING: Didn't I give that to you?

14 SUPERVISOR HOEHMANN: What's that? Oh,
15 great. For the stenographer, she needs a
16 name and address.

17 MS. KING: The name and address is on
18 there as well.

19 COUNCILMAN BORELLI: For the
20 stenographer, she can't see it.

21 MS. KING: Oh. My name is Emily King.
22 I am a lifelong resident. Address is 80 Saw
23 Mill Road, New City. I am now the Democratic
24 Committee person for Election District 37.
25 And I have three comments.

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2 Basically reaffirming Mr. Samuels in
3 terms of water being probably the -- going
4 forward for all of Rockland County, all of
5 Clarkstown for the next 20 years, that's
6 going to be a pivotal issue. Not just how
7 much, will we have enough, but the quality of
8 water, what's in it and how it gets there.

9 And that leads to the question of
10 enforcement of code. I've been watching for
11 a few years now. And it seems like
12 Clarkstown has a reputation for a place where
13 you can just go ahead and do what you want,
14 and then get a permit. And maybe get the
15 permit and maybe not. And maybe be called on
16 it. And maybe go to court. And maybe get
17 fined.

18 Or maybe do what we call a civil
19 compromise. Which is an insidious thing.
20 Because if it only costs you X amount to take
21 down a hundred trees, then, you know, it's
22 worth it because your property value went up
23 by X amount.

24 We need to establish a reputation for
25 place where you cannot break the code. From

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2 the get go. Not pay for it afterwards like a
3 naughty child who didn't ask Mom. You know.

4 It's too easy to decide that your
5 mountainside needs to be a lawn, as we have
6 seen in New City on the corner of Central
7 Highway and South Mountain Road. Yes, we're
8 going after him now, and we're dealing with
9 engineers and stuff like that. But it should
10 never have happened in the first place.
11 People go ahead and do it because they think
12 they can get away with it. And we need to
13 change that.

14 In terms of open land use, I grew up
15 right next to Davenport Preserve. My parents
16 helped found it in a way, you know, make sure
17 that it happened. The people there were
18 their lifelong friends. They passed away,
19 left their property. Davenport Preserve is a
20 nature preserve, not a park.

21 If you -- if I may, if I could read this
22 without my glasses. The premises shall
23 forever be held to the original agreement.
24 The premises shall forever be held as a
25 nature preserve for scientific, educational

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2 and esthetic purposes, including public
3 recreational activities, which are compatible
4 with a primary intent, and shall be kept
5 entirely in its natural state for the benefit
6 of the people of the United States, the state
7 of New York, including all surrounding
8 property owners.

9 And it allows for trails. And it was
10 very nice that they put in for making trails.
11 But what I would like to say is I think it
12 would be really good if not just as a
13 hearing, but if we would create, for example,
14 we are friends of Davenport Preserve. We
15 know Davenport Preserve like the back of our
16 hands. We've walked through it all of our
17 lives.

18 There's five or six families, that we
19 would like to be included in the process of
20 where those trails are going to go. We don't
21 want them to be mountain bike trails. We
22 don't want them to be ATV trails. You know,
23 if people want to go and look and see where
24 the birds are, and the deer, and the coyotes,
25 and the foxes, great. But the land is there

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2 for the animals.

3 And we were talking about preserving
4 fauna as well as flora. There are a lot of
5 scary invasive plants. It would be nice to
6 be able to go through with people who know
7 what the native plants are, and what the
8 invasive species are. And say that patch,
9 that scary thing called devil's walkingstick,
10 that's got to go. You know, so that we can
11 collaborate rather than just come to a
12 hearing and say this is that.

13 And we'd like the formation of a
14 committee to include the people around it who
15 really know about that area. And I'm sure
16 there are other areas of interest in
17 Rockland County, in Clarkstown that would
18 have a similar kind of neighborhood interest.
19 So a neighborhood committee that is involved
20 in the development of, of what should be
21 public access. It belongs to Clarkstown.
22 Happy to have people come visit. But it
23 needs to be in on a scale and keeping with
24 the founders' ideas, and what the native
25 fauna and flora require.

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2 That's basically -- oh, in terms of
3 water. And I listened to Ramapo's CP. And
4 they had decided to divide Ramapo into wards.
5 And the ward that they started with was the
6 one that's continuous with New City. Which
7 has a lot of open land. And they would like
8 to develop it in a large scale.

9 We -- that watershed is our watershed.
10 That's where our water starts. It starts in
11 those swamps on Route 202 in the, in the
12 wetlands behind Concklins. We share that.
13 You can't just decide that that's Ramapo and
14 has nothing to do with us. So we'd also like
15 to see some sort of coordination maybe
16 through Rockland County.

17 But we can't just say, you know, this is
18 New Jersey, this is New York, and never the
19 twain shall meet. It's, it's really
20 important that we collaborate and influence
21 Ramapo, because they didn't seem to care what
22 anybody said in their meeting. They had a
23 lot of very articulate people talking about
24 water, talking about development. And in the
25 end, they just went well, we're just going to

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2 move on. And it was shocking. So I hope
3 that you guys can take that into
4 consideration.

5 I think the consequences of code
6 infringement is something we seriously need
7 to change here. We can't just keep
8 postponing, you know, somebody shows up for a
9 case, doesn't show up for a case, and it gets
10 postponed for another month, and another six
11 months, and, you know, another three years.
12 You know, we don't have time for that. The
13 water here is not drinkable. And nobody
14 wants to talk about that. But you know,
15 it's -- if we can protect the sources, it's
16 better than trying to talk a international
17 corporation into filtering it better. Thank
18 you very much.

19 SUPERVISOR HOEHMANN: Thank you for your
20 comment. Just going to wait to see who is on
21 the sign in list. We'll try to go down the
22 line.

23 MS. BALDASARE: Thank you, Emily.

24 SUPERVISOR HOEHMANN: Again, if there's
25 anyone on the line wishing to speak, please

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2 press zero. So in the audience, Mr. Samuels,
3 you were first. Mr. Gillespie, you're next.
4 Would you like to come forward? Ms. King,
5 you were third. I apologize, Mr. Gillespie.
6 We took you out of order. After that will be
7 Zeeba Rasheed.

8 MR. GILLESPIE: No, thank you,
9 Mr. Hoehmann. I was just look for a
10 clarification. Mr. Simoes's presentation had
11 answered that. Thank you.

12 SUPERVISOR HOEHMANN: Okay. Now, so
13 just for the record, you live at 29 Highview
14 Avenue, Nanuet, correct?

15 MR. GILLESPIE: That is correct, sir.

16 SUPERVISOR HOEHMANN: Great, thank you.
17 Zeeba Rasheed is next.

18 MS. RASHEED: Yes, hi. Hello, everyone.
19 My name is Zeeba Rasheed, and I'm a real
20 estate developer, asset manager. My interest
21 in Rockland County is doing part of the
22 comprehensive plan. And I'm an
23 environmentally sustainable developer, so
24 I've -- I hope to fit in very well.

25 I -- regarding Emily's comments about

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2 code enforcements, I've had a residential
3 property under contract a few months ago. I
4 couldn't close. I still cannot close because
5 I have encroachment problems from the
6 neighbors. And because they have owned the
7 property for hundreds of years, and they can
8 come over the property and use it as they
9 please. So we are facing that situation.

10 My third comment is regarding the TDR.
11 TDR, transfer development rights. We would
12 like to know a little bit more about them,
13 and how do you intend to create the different
14 transfers. Usually in New York City, it's
15 the air rights. That's what we call TDRs.
16 But here it's, I guess it's created for,
17 because of the low density. But I'm
18 interested to know more about it. Thank you.

19 SUPERVISOR HOEHMANN: And just for the
20 record, you didn't put an address. So what's
21 your address?

22 MS. RASHEED: Right now it's 440 East
23 79th Street, New York City.

24 SUPERVISOR HOEHMANN: Great, thank you.

25 MS. RASHEED: Thank you.

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2 SUPERVISOR HOEHMANN: Okay, Jacqui

3 Drechsler is next. And then Dolores

4 Baldasare would be after that. And if

5 there's anyone on the line wishing to speak,

6 please press zero.

7 MS. DRECHSLER: Hi there. I'm Jacqui

8 Drechsler at 116 Sierra Vista Lane in Valley

9 Cottage. And I do, I would like to put my

10 sister's name on the list at some point, but

11 it's not here to do it.

12 So it is a comprehensive plan. And

13 Mr. Simoes, you're rather brilliant. It's so

14 comprehensive that I haven't really gotten

15 through it. And so I'm very concerned that

16 you're considering possibly closing this out

17 tonight.

18 If you've had 700 people that sent in

19 comments originally, and thousands of people

20 that seem to be active with this, I

21 personally would ask that the comment period

22 be open not for ten days after you close it

23 potentially tonight, but for 30 days.

24 Because I'd like to know where all of those

25 thousands of people are that may want to

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2 comment. They're certainly not here.

3 I just believe that this needs to be
4 open a little bit more. It's, it's an
5 incredibly detailed long plan. And I need
6 more time with it. I certainly do. I do
7 appreciate that some of the comments that my
8 sister made and I made were addressed to some
9 degree. But you know, tonight's been -- it's
10 just a little concerning.

11 So I think it's on Page 90 of your plan.
12 And it might be on your transportation. It's
13 all about air quality and cutting down on
14 vehicular traffic so that there's not as much
15 air pollution, not as much light pollution,
16 not as much runoff coming from roads,
17 roadways and parking lots.

18 And yet, when you think about all of the
19 development that's going on here in
20 Rockland County, the potential for all of the
21 development and all of the housing units,
22 call it what you will, senior assisted, over
23 55, most of those people will be having cars.
24 They're not taking Mini-Trans. They're
25 probably still working and commuting.

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2 So you're talking, say, I don't even
3 know the actual number of all the units that
4 you're thinking of putting into this town.
5 Is it 800, is it 1600? There's, like, ten
6 different, ten different projects, right?
7 About ten different projects. I don't know
8 the total number for all of those things.
9 But then you can double that with cars. And
10 I don't see how that contributes to lowering
11 the air pollution that's specifically from
12 vehicles that you say that you address in
13 this plan.

14 So that's one question I have. And
15 maybe there's something I'm not seeing. But
16 that's something that concerns me a lot,
17 especially -- I was on an air quality
18 commission with the DEC. And it was back in
19 2016 up in Albany. And the DEC is changing
20 their air quality emissions and standards.
21 But I don't see how we're really doing enough
22 on that here in this county.

23 I'm concerned about this traffic study,
24 that you got a grant for 850,000 to study
25 traffic on 303 and 304. And I hope to God

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2 it's not to allow more trucks, to widen the
3 roads to allow more trucks, because it's
4 already feeling like we're on the Thruway.

5 And I know my sister was instrumental in
6 getting trucks off of Oak Tree Road and
7 decoupling the big tandem tractor-trailer
8 trucks coming through Rockland County many,
9 many years ago. And we really need to make
10 sure that we have less trucks on our roads.

11 So I hope that that study isn't about
12 widening these roads to allow for more
13 traffic.

14 Okay. So interestingly enough, the
15 other day I read an article by Rick
16 Tannenbaum, who you all know because he
17 usually does come to meetings. And it was on
18 the possibility of warehouses coming to a
19 town near you. And warehouses are known for
20 huge, huge amounts of emissions. And your
21 comprehensive plan does not take this
22 possibility into account.

23 We're talking massive emissions from
24 diesel because it's not likely that we're
25 moving to these, you know, huge trucks are

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2 going to be electric. I know they're
3 starting to think about it. But this is a
4 very serious issue because this kind of
5 pollution gets deep into the lungs. It
6 really affects children and elderly people,
7 anybody who has asthma or any other lung or
8 heart problem.

9 So maybe, you know, I think it's under
10 the Rockland Business Journal, under the
11 commercial section, was this article by Rick
12 Tannenbaum. And it's just something I think
13 that you might need to address to make sure
14 that there are going to be some very
15 stringent standards if, should this be
16 happening in the future.

17 So I do have a few other comments here.
18 I'm very concerned about the transportation
19 issues in Rockland. I know that we have the
20 Mini-Trans. I'm concerned about all of the
21 quote, seniors, end quote, who, you know,
22 these, these communities are not walking
23 communities. They're not, you know, in like
24 big repurposed buildings where there's
25 shopping, and there's dining, and there's

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2 living, and there's green space.

3 So these people are going to be maybe,
4 if they're not driving to the store, then
5 they'll be using Mini-Trans to the store. So
6 you know, it's going to be another hit on the
7 resources of Clarkstown. Which, you know, we
8 need to accommodate people.

9 But that is -- and the other biggest
10 thing, of course, is the water issue. And
11 you know, my sister and I have gone to many,
12 many meetings through ROSA up at Ramapo. And
13 you know, you know that we are big water
14 fighters and conservationists. Do you all
15 know that about us? Yeah. Okay.

16 So this is, like, one of the most
17 important issues facing our future as a
18 county. We all have to work together. We do
19 not want to go back to the possibility of
20 desalinated water here in Rockland County,
21 okay.

22 And we are paying the highest water
23 rates. We have water that we can't drink.
24 And we have a lot of people who are going to
25 be flushing, and showering, and

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2 dishwasher-ing and, you know, it's huge.

3 Laundry. It's a huge amount of resources
4 that we, we need to conserve.

5 So this lady who spoke before me had,
6 you know, some very strong thoughts about
7 that. And I applaud her for saying what she
8 said. Then there's the land use issues here.
9 So she's talking about a land use issue in
10 New City. I'm talking about a land use issue
11 in Valley Cottage, the same thing.

12 If there aren't laws that can be truly,
13 that truly hold people accountable, and
14 everything is I'm going to do this and then
15 I'll pay a fine later, if I even get a fine,
16 that is not setting a good example for all of
17 the other people who would like to, you know,
18 get away with that. There are so many people
19 in Rockland County who do follow the rules.
20 And it takes years and years for them to get
21 approvals to do certain things.

22 So I think there needs to be some
23 equity, you know, parity on, on zoning and on
24 who is allowed to do what. And you cut down
25 a hundred trees and so what, big deal. It's

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2 a big deal.

3 So I would love it if, I would love it
4 if you would somehow be planning for housing
5 for our volunteers. Our county survives
6 because of our volunteers, our EMTs, our
7 firemen, our mental health workers. Mental
8 health workers don't get paid enough to be
9 working here in this county.

10 We need to have some assisted housing
11 for them, okay. I really feel this is a
12 priority. I know that in Orangeburg, they
13 have Homes for Heroes. Well, I feel that our
14 volunteers are our heroes, and we need to be
15 doing something for them to keep them here
16 and to be, to be getting more talented people
17 to come to Rockland. So maybe that works for
18 apartments over businesses. I don't know.

19 I'm a little concerned about the fact
20 that we say that there's sustainable
21 building, but I don't see it. I don't see
22 permeable paving, and I don't see green
23 fruits. I don't see, I don't see anything
24 that leads me to think that any developer in
25 Rockland County is doing any sort of

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2 sustainable building. If there is someone
3 who is doing it, I would love to take a tour,
4 so.

5 On that note, there are more comments I
6 would like to make. However, I'm going to
7 leave time for other people to speak. I will
8 send in written comments as well. It might
9 not be in the order that I said tonight.

10 But I do hope that you're not going to
11 close this out tonight. And that if you are
12 closing it out, that you will extend this for
13 at least 30 days. You know what, there are
14 people who are here tonight who only just
15 knew about the meeting tonight, okay.

16 Because we're not all on the web, looking at
17 every thing that's coming up in our town.
18 And people need more time. This is a huge
19 document to digest.

20 I do appreciate the work that went into
21 it. I do appreciate the fact that you did
22 reference people's comments, although not by
23 name. And I do hope that we will have more
24 time to add into it. Thank you very much.

25 SUPERVISOR HOEHMANN: Thank you for your

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2 comment. And Dolores Baldasare?

3 MS. BALDASARE: Jacqui, I mostly echo --

4 SUPERVISOR HOEHMANN: Sorry. If you
5 could just please come up, state your name
6 and address.

7 MS. BALDASARE: I was going to yield to
8 you.

9 SUPERVISOR HOEHMANN: That's --

10 MS. BALDASARE: Yeah, sorry about that.
11 My name is Dolores Baldasare. I'm a
12 Rockland County resident.

13 SUPERVISOR HOEHMANN: Just, if you could
14 give your address for the record.

15 MS. BALDASARE: Oh. 252 Treetop Circle,
16 Nanuet, New York. I've been here, up here
17 for 20 years. I was going to say very, very
18 brief things. I'm being very
19 uncharacteristic tonight.

20 Number one, I'm mostly pleased with what
21 I've heard and the little that I've read. So
22 that's a great thing. Number two, I'm
23 planning to be brief. And number three, for
24 a place that's so conservation conscious, I'm
25 freezing. I really, I echo much of --

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2 SUPERVISOR HOEHMANN: I'm going to
3 deviate once with just a comment. So we're
4 looking, we're looking at all of our systems
5 in the building. This has nothing to do to
6 the comprehensive plan. And people will know
7 that it's quite a bit of money. But
8 eventually, we're going to have a plan to, a
9 project to fix the heating and cooling,
10 because you come here sometimes and staff are
11 wearing jackets in the office. Again, this
12 has nothing to do with comprehensive plan.
13 I'm taking a little privilege and just
14 commenting it is cold tonight.

15 MS. BALDASARE: Yeah. I wasn't
16 intending to be snarky. That was more humor
17 than anything.

18 And I would just want to say that I
19 support very much what Emily, and Jacqui, and
20 I think Zeeba got up to say. And I think to
21 be brief, while I have the floor, I would
22 just want to urge that while I hear economic
23 development and I do understand its value, we
24 are at a point in our, in this climate
25 catastrophe where even as late as today, I

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2 think it was the BBC, it was -- you know, I
3 was listening to it on radio, so I didn't
4 read it. But it was something to the effect
5 of while I wasn't expecting the temperature
6 to increase, go by 1.5 degrees in even my
7 lifetime, there is a 40 percent chance it's
8 going to happen in the next five or ten
9 years.

10 Please, I implore anybody everywhere,
11 not just in this county, all over this globe
12 to get real with it. And that has got to be
13 the focus over economic development, over
14 money. It's a big deal. And it sounds like
15 that is very much being taken into
16 consideration.

17 SUPERVISOR HOEHMANN: Thank for your
18 time. Al Osterlitz is next. Is there anyone
19 else in the audience wishing to speak? So
20 we'll put the, we'll put the sign in sheet
21 back down, and if you can come up and sign
22 in.

23 MR. OSTERLITZ: Al Osterlitz, New City.
24 My comment is basically about recreation.
25 And the lack of recreation in Ward Four that

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2 I see in the plan coming up. There's lots of
3 things that have happened within the last few
4 months on West Clarkstown Road in particular.
5 The transfer of ownership of multiple
6 properties, and the development of another
7 property, or redevelopment of another
8 property on West Clarkstown Road.

9 West Clarkstown Road is not in
10 Clarkstown School District proper. It's in
11 East Ramapo School District. The facilities
12 in East Ramapo School District as far as
13 recreation are really, I'll use a Yiddish
14 term, a shanda. It's, it's disgusting.

15 There's one park on Pascack which needs
16 to be upgraded to a facility, a modern
17 facility that accommodates everybody. Plus
18 there's more that needs doing in the East
19 Ramapo village, East Ramapo School District
20 to bring it on par with the rest of
21 Clarkstown. You go into Germonds Park, you
22 go over to Zukor, the Clarkstown area of
23 Zukor, you go over to the lakes, Congers Lake
24 and see what's over there, and it's 21st
25 century. You go back into East Ramapo

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2 section of Clarkstown, we're in the 1950s.

3 Basically, that's my, my comments and my
4 upset with this plan, that it doesn't show
5 enough for recreation in that area of
6 Clarkstown.

7 SUPERVISOR HOEHMANN: Thank you for your
8 comment. Before we get to the folks in the
9 audience, there is one person on the line
10 that we'll take on. And if there's anyone
11 else on the line, please press zero. I'm
12 going to bring Mr. John Errico live. You
13 have a comment about sound, the sound
14 barrier. Mr. Errico, go ahead.

15 MR. ERRICO: Hi, everybody. (inaudible)
16 to speak tonight. I just wanted to speak.
17 There was an issue that a couple of my West
18 Nyack residents had a meeting within the last
19 week about my property bumped up against 59
20 on Foxwood Road in West Nyack. And my
21 property is the first backyard that does not
22 have a sound barrier. And the (inaudible)
23 behind me is they, they had this project
24 better they built a sound barrier. And so my
25 only, my only thought is they probably just

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2 ran out of money and time, for there's no
3 reason to stop where they did.

4 And so many of my residents and I are
5 very tired of being woken up in the middle of
6 the night because of truck noises that are so
7 close, and can be minimized by extending the
8 sound barrier. Which, from my understanding
9 is, the Town, the State comes in and does a
10 project that creates a disturbance, then they
11 come to that town and they should also fix
12 the problem. And for the last 25 years,
13 there has been no initiative to try and
14 continue this law. I have spoken, I've
15 called the department (inaudible) and I was
16 basically laughed at and said that this would
17 never be something that would be continued
18 again, basically for lack of funding.

19 But you know, speaking of all of the,
20 what's going on with the mall and the
21 increase in traffic, and also maybe the
22 federal infrastructure bill that is, that is
23 being pushed, you know, so many of my West
24 Nyack neighbors feel that there should be
25 this project to continue that sound barrier

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2 along 59. And basically, you know, having
3 all of our kids stop being woken up every
4 night from these loud truck noises that are
5 only going to increase in the future. Thank
6 you.

7 SUPERVISOR HOEHMANN: Great. And if you
8 could just give your address for the record.

9 MR. ERRICO: Sure. John Errico, and I
10 live at 146 Foxwood Road in West Nyack.

11 SUPERVISOR HOEHMANN: Great, thank you.
12 And we're taking your comments under the
13 comprehensive plan. But I'd ask you to call
14 my office at 639-2050. I know that in the
15 past, I think back in 2016 or 2017, we did
16 have a meeting with the New York State DOT
17 concerning expansion of the sound barrier
18 throughout the entirety of the Thruway in
19 Clarkstown. And they told us no, that they
20 didn't have available funding. The sound
21 barrier, it would be something that would be
22 on state property and funded by the State.
23 So we'll have a follow up. And I do agree
24 with you, if there's federal infrastructure
25 dollars, or through the American Rescue Plan,

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2 we do anticipate there might be some dollars,
3 hopefully the State will reconsider this.
4 And I'm happy to follow up with you and any
5 of your neighbors about it. But we have
6 requested in the past. But it's, I think
7 twice since I've been supervisor in last five
8 years. And both times, the DOT has said no,
9 that they didn't have available funding.
10 Hopefully that will change. But thank you,
11 and please call my office. I'm happy to,
12 happy to follow further with you as well.

13 Okay. We'll go to -- if there's anyone
14 else on the line that wants to speak, please
15 press zero. I'm going to ask Jacqueline to
16 please come forward. And then followed --
17 Jocelyn, I'm sorry. And then followed by
18 Roberto Johnson. Is there anyone else in the
19 audience wishing to speak? Okay. And if you
20 could just again state your name and address
21 for the record.

22 MS. DeCRESCENZO: Hello. My name is
23 Jocelyn DeCrescenzo, and I live at 116 Sierra
24 Vista Lane in Valley Cottage, New York. And
25 I really appreciate being able to speak here

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2 tonight on these different subjects.

3 Mr. Simoes, the work that was done is
4 pretty tremendous. It's kind of staggering.
5 Unlike my sister, I haven't actually been
6 able to read through most of it, or any of
7 it, actually. But I do understand that
8 things seem to be zig zagging in a slightly
9 different direction now, which makes me
10 really happy.

11 Even listening to Mr. Samuels before, I
12 was kind of shocked by his approach to water
13 and to development here. It seems to be a
14 little bit different than it has been in the
15 past. And that was, you know, really a nice
16 things to hear, unless I misunderstood. I
17 might have misunderstood that. I don't know.
18 I hope I didn't.

19 And you know, actually, speaking of the
20 DOT, since you've been talking about the
21 New York State DOT and how the DOT has
22 actually said no to the chairman, to the
23 Supervisor Hoehmann twice on this issue,
24 actually I have said no twice to the New York
25 State DOT. Once as part of the coalition to

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2 end the expansion of Route 303. The New York
3 State DOT wanted to make 303 from New Jersey
4 all the way to wherever it ends, I guess by
5 9W, they wanted to make it an eight-lane
6 highway in both -- an eight-lane highway,
7 four lanes in each direction, and taking
8 property by eminent domain.

9 And I was so glad I had an opportunity
10 to be on that because I learned a lot about
11 the New York State DOT and what their aim is.
12 Their goal is faster trucks, more trucks,
13 bigger trucks. Faster cars, more cars,
14 bigger cars. So this doesn't really jive
15 with Clarkstown's idea of being a safe,
16 gentle place that's forested and safe for
17 children to grow up in.

18 The other thing that I said no to the
19 DOT on when I was living in Orangetown, which
20 was at about the same time, was the matter of
21 tandem trailers sort of barreling through
22 Orangetown at all hours of the day or night,
23 especially when children were coming on and
24 off their school buses. And so there was an
25 agreement that the New York State DOT made

1 Proceedings

2 that tandem trailers coming either across the
3 Tappan Zee Bridge -- now the Mario M. Cuomo
4 Bridge, unfortunately -- that they would have
5 to decouple in Nyack. They'd have to
6 uncouple themselves, and not be able to
7 rampage through the villages here. Because
8 now I know all about turning radius and mud
9 flaps and all sorts of things I never wanted
10 to know. But I know about it.

11 So I'd like to know what that 850,000 is
12 going to go for, and if that is actually
13 being given to the Town of Clarkstown by the
14 New York State DOT. I'd like to know where
15 the funding is coming from for that and for
16 what purpose.

17 I'd also like to get on to the subject
18 of water, which is terribly important.
19 Without clean potable water, we have nothing.
20 Without our aquifers being safe, we have
21 nothing.

22 Rockland County is a really unique and
23 special place. It's not, you know, talking
24 about the general DEIS, there is nothing
25 general about Rockland County. And there's

1 Proceedings

2 nothing general about our water. We have a
3 very specific supply. We were cut out of all
4 the water possibilities many, many years ago.
5 And the only water we have is from Lake
6 DeForest and a few other sources.

7 And so the cleanliness and quality of
8 our water is probably one of the most
9 important issues that we face. And we can't
10 have it be sucked up. I mean, literally
11 sucked up from our aquifers and wells into
12 housing developments that are enormous, that
13 are, you know, privately owned, basically,
14 that don't take into account people who might
15 need housing like our EMTs and people who
16 help other people in times of need.

17 So I'm really concerned about that. My
18 sister and I and a huge amount of people,
19 actually, turned out for the PSC meetings.
20 There were over 1,600 people who came to that
21 one night to make their comments about Suez
22 and the desalination process that Suez
23 misleadingly wanted the PSC to grant them the
24 right to do.

25 Now, we're still paying for a failed

1 Proceedings

2 desalination plant on, in Haverstraw Bay.

3 And we have, we paid the highest water rates
4 anywhere I think in the country, actually.

5 Not just New York State, but in the country.

6 And we have the lousiest service and the
7 lousiest water.

8 And I'm very concerned about that.

9 Whatever Suez says they'll sign off on gets
10 done. And that's just not right. We have
11 limited resources here. And they need to be
12 shared carefully with us. They can't just be
13 sucked up like that. It's just, it's really
14 not fair. And that pisses me off, quite
15 frankly.

16 The other aspect that I want to talk
17 about tonight briefly is the matter of the
18 trees on, on West Hook. And the destruction
19 that took place there without any oversight
20 from the Town of Clarkstown, who owns that
21 property. And it's as somebody said before,
22 it was like a naughty child doing something
23 knowing they're going to get into trouble,
24 but thinking oh, it's okay, I'll pay the
25 price a little bit later, it won't be so bad.

1 Proceedings

2 And it is so bad. Because our trees are
3 what sequester carbon and help us with all
4 the atmospheric pollution from our vehicles
5 that is only getting worse and worse.

6 Rockland County has the highest asthmatic
7 rate, I think -- well, I'm not sure where,
8 exactly. I don't know the statistics. But
9 we have a very bad problem in Rockland County
10 with our air quality.

11 So I think we have to be really, really
12 careful about how we allocate resources, and
13 where they're allocated, and for what reason.
14 And we only have this one county. If we chip
15 away at it as much as it has been done, it's
16 no longer going to be Rockland County. It's
17 just going to be one big strip mall with a
18 lot of apartment buildings. And that's the
19 really sad thing to think about.

20 I would like to be able to put in
21 comments. I don't know if ten days is enough
22 for me to be able to look through the work
23 that has been done so diligently. I need
24 more time than that. And I'm sure there are
25 other people who also would need more time.

1 Proceedings

2 It's a very difficult subject to understand.

3 There's so many levels of complexity.

4 So I would like more time. I think, you
5 know, having 30 extra days from now would be
6 a wonderful thing. That would give me time
7 to really appreciate what's been, the work
8 that's been undertaken, and to maybe ask some
9 questions in a timeframe that's good for me.
10 So I'd appreciate that. Thank you so much.

11 SUPERVISOR HOEHMANN: Thank you for your
12 comment. Mr. Johnson, you're next.

13 MR. JOHNSON: Hey, everyone. So, Joe, I
14 just want to thank --

15 SUPERVISOR HOEHMANN: So I'm sorry,
16 Mr. Johnson. I'm sorry. Just for the
17 record. We know who you are, but we do have
18 a court stenographer. So just your name and
19 your address.

20 MR. JOHNSON: Oh, yeah. Yeah. So I'm
21 Roberto Johnson.

22 MS. KING: And you're a lot taller than
23 we are.

24 MR. JOHNSON: Can you hear me now?

25 SUPERVISOR HOEHMANN: Yes.

1 Proceedings

2 MR. JOHNSON: I live at 97 West Burda
3 Place, New City. I'm actually right up there
4 by West Clarkstown. And West Clarkstown is
5 one of my concerns. And I think I'll just
6 try to jump in with the comprehensive plan,
7 some of the suggestions that Joe was asking
8 for.

9 And I kind of chime in with what
10 everyone else said. I think a lot of people
11 already mentioned the real big concerns.
12 Water is a big concern. Traffic is a big
13 concern.

14 I love trees. I have giant trees on my
15 property. I refuse to cut them down. The
16 neighbors complain. I have a gumball
17 machine, a gumball tree, and it sheds all the
18 time.

19 But, Joe, just a couple of questions. I
20 mean, just a couple of notes. I did read the
21 plan online. But I got a little confused
22 because, you know, I knew, I knew it was a
23 work in progress. A working document, so to
24 speak. And so I was trying to figure out
25 what I should take from the information that

1 Proceedings

2 I was able to read.

3 But with regard to development limits on
4 some areas, I would ask that we could look at
5 when we say some areas, that there just be a
6 standard for the whole town. Because there
7 are just so many different small
8 neighborhoods or regions of Clarkstown that I
9 think -- I know there are some areas that are
10 more, have more water, have, you know, more
11 forest area. And there are some areas that,
12 like I heard the gentleman who called, who
13 spoke online and said that he was having
14 issues on 59 with his backyard and the sound
15 barriers. So I would just say that when we
16 look at areas, that we look at those areas
17 with the same understanding that no area is
18 more, I guess valuable than another area, or
19 gets more consideration than another area.

20 And the reason why I mentioned that is
21 because where I live, up there on, near West
22 Clarkstown Road, West Burda actually -- at
23 the north end of West Burda is West
24 Clarkstown Road. And at the, I should say
25 the west area, the west part of -- the east

1 Proceedings

2 part of West Burda is, is crossed by West
3 Clarkstown Road. And then the east -- down
4 the end is West Clarkstown Road.

5 So West Clarkstown Road is in a C, runs
6 in a C. And basically, West Burda is between
7 both. Both ends. And so I deal with the
8 traffic issue. And I deal with the issue of
9 garbage because people use my road, my street
10 to get down to the Palisades Parkway.

11 So I'm going to be very interested in
12 the traffic study. And I would hope that
13 that could be an open process. I know I had
14 a recent meeting not too long ago with my
15 councilperson and some other people. And we
16 talked about that actual study being done.
17 And I would think that we could have some
18 town residents be part of that. I know
19 sometimes it's just you put a little mat down
20 across the road and you count the axles that
21 go over it. But I don't think that's
22 sufficient if that's the plan. I don't know
23 how a traffic study is done, but I'd love to
24 be a part of that.

25 The other issue would be for me, would

1 Proceedings

2 be the idea you mentioned, the sustainability
3 and resiliency. And you mentioned about the
4 impact. And part of the impact obviously is
5 the impact, you know, goes to many different
6 areas.

7 But the area that I'm concerned about is
8 the character of the community. And I think
9 that what we should also be mindful of is
10 that there's a certain sense that within a
11 town, there's community equity, because it's
12 the people who live in the town who actually
13 make the town a vibrant place.

14 And so when developers look at a place
15 to develop, they most -- and if I were a
16 developer, I know I would, I would look for a
17 place that looks like it's vibrant, that
18 there are hardworking people. There are
19 people who are, in essence, have a large
20 stake in the community. And you know, that
21 makes it more prosperous for a developer,
22 particularly someone building housing
23 because, you know, if they're going to get
24 market value for their rentals, they're
25 obviously going to need to have a place

1 Proceedings

2 that's safe. They're going to have to --
3 there's going to have to be a place that, you
4 know, has wide open spaces, that has
5 convenience. And renters, you know, they're
6 going to want that.

7 But I am concerned about the density
8 issue. And so the idea of rental properties
9 is one thing. But right now in Clarkstown,
10 we have an issue with illegal rentals. And
11 that's one of the main issues in my
12 particular neck of New City.

13 And those illegal rentals cause an awful
14 lot of pain because a lot of our residents
15 are cleaning up the trash that is being
16 tossed. And I don't know who is doing it.
17 But there are a lot of people who, in
18 essence, don't come out, and we all try to
19 get together as neighbors, and come out and
20 do a little cleaning.

21 And that gets me to the point of code
22 enforcement. With the, with the
23 comprehensive plan, I came in a little late.
24 I don't know if there's going to be some
25 money allocated for more enforcement and more

1 Proceedings

2 stringent fines. I mean, at the end of the
3 day, I don't see an impact now.

4 This is an issue that I personally have
5 been dealing with for three years. There has
6 been some movement. I did call the Town
7 Attorney. And I did, you know, get some
8 action in terms of getting people to clean up
9 their yards and that sort of thing.

10 But I found that the code enforcement
11 office is very small. And you know, it takes
12 a while for them to get around to your
13 complaint. The system that is in place is
14 kind of, I don't know, it's hard for people
15 who might not be fundamentally savvy when it
16 comes to the digital age.

17 And then I wanted to mention the, this
18 issue that I have with West Clarkstown Road.
19 It's a county road. But we're constantly
20 getting the buck passed when it comes to the
21 County's obligation to be a little more
22 forceful.

23 Residents in my area had a meeting with
24 Sheriff Falco. Sheriff Falco explained that
25 it's a holistic, it's a holistic obligation,

1 Proceedings

2 you know, County, Town, and others. And I
3 think that we need to have the Town really
4 get some movement on taking care of West
5 Clarkstown Road. Because it's too small.
6 It's too much traffic. It's -- the area is
7 getting dense.

8 And I, for one, will try to comment more
9 online. I don't want to take up too much
10 more time. But I also want to echo what
11 everybody else said. I don't think it would
12 be fair to vote tonight, or to close the
13 matter tonight because I don't see the entire
14 quorum.

15 SUPERVISOR HOEHMANN: They're online.

16 MR. JOHNSON: Oh, no, I get that. But I
17 think that, you know, we also have a quorum
18 in terms of the residents, you know what I
19 mean. And you can obviously tell that, you
20 know, it's a difficult time. People are
21 still coming out of the pandemic. And I
22 think a little extra time for those who are
23 assembled, you know, maybe we can go back,
24 talk to our neighbors, get them to, you know,
25 pay attention and give a little more extra

1 Proceedings

2 effort in this area.

3 And then one last thing about the water.

4 I personally would like to see a notation. I
5 do read my monthly mailers from the Town,
6 whatever I get. You know, George, I got more
7 pictures of you on my refrigerator than I
8 need to talk about.

9 But in any event, the, the idea of water
10 testing, you know, maybe a mailer could go to
11 the residents because I contacted the
12 Department of Health. And the Department of
13 Health gave me instructions. And I got my
14 water tested free because I mean, I guess
15 last year somewhere, there was an issue with
16 one of the wells. I think there were, like,
17 nine wells that service Clarkstown. So one
18 of the wells had some kind of problem with
19 it. And I was personally concerned.

20 So I called the Department of Health.
21 They led me to Suez. Suez came out. They
22 took my water and they tested it. And they
23 sent me the results. And I think, you know,
24 maybe more residents should have, you know,
25 should be aware of that. So that's it.

1 Proceedings

2 SUPERVISOR HOEHMANN: We'll put in the
3 news this week. Thank you. Is there anyone
4 else wishing to comment? Is there anyone
5 else online wishing to comment?

6 So again, the purpose of tonight was
7 really to get public comment. Joe, just for
8 clarification, the plan's been out for about
9 30 days?

10 MR. SIMOES: The plan was adopted
11 April 20th, and it's been out since, since
12 then.

13 SUPERVISOR HOEHMANN: A month and a
14 half. It's been out for public review for a
15 month and a half?

16 MR. SIMOES: It's been out for public
17 review for approximately about a month.
18 Yeah. So it was adopted in a public hearing
19 on April 20th, distributed within --

20 SUPERVISOR HOEHMANN: Today is June 1st.

21 MR. SIMOES: Yeah. Distributed within a
22 few days after April 20th. So I can, I can
23 confidently say we've had it out for at least
24 30 days.

25 SUPERVISOR HOEHMANN: So a minimum, a

1 Proceedings

2 minimum of 30 days. So the plan tonight was
3 to take public comment, and if we had a crush
4 of public comment, to continue. But, you
5 know, I think the point is that we would have
6 a public comment period that would still
7 continue. We were talking about ten days.
8 So I'm open to extending that. But I don't
9 think there's a need to, you know, prolong
10 this to another date for a public hearing
11 because there's been ample time for people to
12 review, and we'll give ample time for people
13 to comment. Do other Members of the Board
14 feel this way?

15 COUNCILMAN BORELLI: I'd go a little
16 longer, like you mentioned. Maybe two weeks
17 or ten days.

18 COUNCILMAN CARROLL: I mean, as long as
19 there's an ability for people to review and
20 submit written comment, which actually might
21 be more effective, talking about a
22 comprehensive comprehensive plan. You know,
23 a couple weeks, even three weeks if needed.

24 COUNCILMAN BORELLI: Yeah, sure.

25 COUNCILMAN CARROLL: I think that should

1 Proceedings

2 be sufficient.

3 SUPERVISOR HOEHMANN: Don, Pat, what do
4 you guys think? I'm sorry, Don and Mike?

5 COUNCILMAN FRANCHINO: If you extend it
6 out two weeks, if you're going to go two
7 weeks, it might go right to the end of the
8 month. And that's the end of the public
9 comment period.

10 SUPERVISOR HOEHMANN: Yeah. Today is
11 June 1st. So how about what Pat was saying,
12 three weeks? So put it out to June.

13 COUNCILMAN FRANCHINO: Okay.

14 SUPERVISOR HOEHMANN: What do you think,
15 Mike Graziano, Councilman Graziano? He was
16 on, I could see.

17 All right, so three weeks. We think
18 that's sufficient time to put out, you know,
19 obviously I think we want to make sure that
20 we get as much comment before we're going to
21 get into the summer months, because Joe, you
22 have ample work that's going to have to take
23 place with the comments. Everything that was
24 commented tonight, every comment, you have to
25 go through and categorize. It is a good bit

1 Proceedings

2 of work that's going to take place from this
3 tonight.

4 MR. SIMOES: Correct.

5 SUPERVISOR HOEHMANN: So if people are
6 okay with that, what I can then do is I'll
7 entertain a motion to close the public
8 hearing and extend the public comment for
9 three weeks.

10 COUNCILMAN BORELLI: I'll make the
11 motion.

12 SUPERVISOR HOEHMANN: Joe?

13 MR. SIMOES: I'll just have a comment
14 afterwards.

15 SUPERVISOR HOEHMANN: Sure. So motion
16 by Councilman Borelli, seconded by Councilman
17 Carroll. All those in favor, signify by
18 saying aye?

19 (Response of aye was given.)

20 SUPERVISOR HOEHMANN: Opposed? Motion
21 carries by a vote. Okay. Joe, you had a
22 comment.

23 MR. SIMOES: So just to be clear, so
24 until June 22nd.

25 SUPERVISOR HOEHMANN: June 22nd we'll

1 Proceedings

2 close the public comment.

3 MR. SIMOES: Close, close of, close of

4 day, right?

5 SUPERVISOR HOEHMANN: Close of --

6 5:00 p.m., June --

7 MR. SIMOES: 5:00 p.m., June 22nd.

8 SUPERVISOR HOEHMANN: Or can we just

9 clarify, if somebody mails something in, it's

10 postmarked, right?

11 MR. SIMOES: That's fine. That's fine.

12 SUPERVISOR HOEHMANN: Right. Three,

13 three weeks for public comment.

14 MR. SIMOES: Correct.

15 SUPERVISOR HOEHMANN: Keeping in mind

16 it's been out for over 30 days. People have

17 commented in that 30-day period. We've got a

18 bunch of comments.

19 MR. SIMOES: That's correct.

20 SUPERVISOR HOEHMANN: Okay.

21 MR. SIMOES: I wanted to -- and I said I

22 didn't want to, an exchange back and forth,

23 but I heard a few questions that I -- I did

24 want to answer one question or inquiry about

25 the Route 304, 303 study.

1 Proceedings

2 SUPERVISOR HOEHMANN: I was going to ask
3 you to do that.

4 MR. SIMOES: Yeah, so that \$850,000 that
5 I mentioned is an earmark from the New York
6 Metropolitan Transportation Council, NYMTC,
7 that does all the transportation studies of
8 all the state roads in the region. And that
9 will be structured the same as the 303
10 sustainable development study. So if you've
11 gone down Route 303 in Orangetown and you've
12 seen what they've kind of, they reconstructed
13 the road there to try to make it really more,
14 more safe for the driver and also for just
15 people kind of walking or accessing. They
16 have, you know, a nice, nice medians and
17 such.

18 That original study was supposed to
19 extend into Clarkstown all the way to 9W.
20 And it stopped at the border. So we're
21 looking to have that same, that same study
22 and treatment kind of continue up 303. It's
23 not just a, you know, let's just widen the
24 road, four lanes. That's not, that's not
25 what the project is about. It's to take that

1 Proceedings

2 same concept of reconstructing the road and
3 make it safer, extend that up 303, and to do
4 the same thing on 304.

5 We went to the state. There was a rash
6 of pedestrian fatalities on 304. I remember
7 304 just in, just in a few years. And we
8 pointed it out to the State. And something
9 really needs to be done on 304. So both
10 those roads are being done.

11 Route 59 has just concluded. I went on,
12 there was a seminar or a webinar just last
13 week. The work they've been doing over 59,
14 we want to take what they did in Ramapo a
15 step further and actually have modeling of
16 the road. Not just sketches and what may or
17 may not happen, but actually a model so we
18 can really study what should be done and what
19 can be done.

20 SUPERVISOR HOEHMANN: And just to
21 amplify that, we've -- this has been a
22 significant issue. We partnered with
23 Assemblyman Zebrowski. We pushed hard. And
24 we were able to get the State to finally,
25 once and for all, actually agree with some

1 Proceedings

2 funding. It's been pushed off because of
3 Covid. But really, there's been significant
4 safety issues.

5 And you know, this entire Town Board
6 supports the State really doing something
7 with both of these roadways because, you
8 know, we've had far too many people -- I
9 think we've had 11 fatalities between the two
10 highways since 2015. It's been a problem.
11 It's just kind of been ignored by the State.

12 And so the first step is getting NYMTC
13 to provide the funding for the studies. And
14 the studies will move to capital projects.
15 And capital projects lead to funding. So
16 it's something that's, you know, probably
17 going to take a lengthy period of time.

18 But this is not money that's given to
19 the Town of Clarkstown. NYMTC is earmarking
20 this. They'll do a study. And it's
21 something that my administration's been
22 working with our Assemblyman to try and
23 effectuate since the last series of
24 fatalities that took place in 2018. So
25 that's, that's kind of where the study is.

1 Proceedings

2 And hopefully, there will be some significant
3 findings from it that will help improvement
4 with safety, as well as improvement with
5 drainage and what have you.

6 So, Joe, nothing else to clarify? That
7 was the only comment? Okay, great.

8 So I want thank everybody for their
9 public comment. I want to thank everybody
10 for their participation. And we'll put word
11 out as the process moves forward. Public
12 comment is open for another three weeks. And
13 I'll entertain a motion to close the public
14 hearing. Close the meeting, rather. Close?

15 Moved by Councilman Carroll, seconded by
16 Councilman Borelli. All those in favor,
17 signify by saying aye?

18 (Response of aye was given.)

19 SUPERVISOR HOEHMANN: Opposed? Motion
20 carries. Thank you, everybody. Have a greet
21 evening.

22 (Time noted: 8:56 p.m.)

23
24 oOo
25

1 Proceedings

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3 THE FOREGOING IS CERTIFIED to be a true
4 and correct transcription of the original
5 stenographic minutes to the best of my ability.
6
7

8 _____
Jennifer L. Johnson
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IX. Correspondence on the Draft Comprehensive Plan Update/DGEIS



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] 2021 Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>
To: Tori Dauksza <t.dauksza@clarkstown.org>
Cc: James Creighton <j.creighton@clarkstown.org>

Mon, Apr 26, 2021 at 9:40 AM

----- Forwarded message -----

From: **Thomas Reilly** <thomasreilly823@gmail.com>
Date: Fri, Apr 23, 2021 at 11:29 PM
Subject: [CompPlan2020] 2021 Comprehensive Plan
To: <compplan2020@clarkstown.org>

Hi,

I'm a new resident to Clarkstown; my wife and I bought our first house in Congers late 2020.

Looking at the plan is very exciting. I think the focus on developing mixed use is extremely important. There's a clear shortage of housing when values rise as high as they've gotten. The economic benefits of bringing in new residents, especially young professionals who will spend a good portion of their money, is something that often goes unsung. I love hearing about building up local 'downtowns' with a focus on walkability and transport.

One personal recommendation: don't sleep on the Congers downtown. I see a lot of potential there if we could just get some more residents!

Keep up the good work!
-Tom



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Clarkstown Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Thu, Apr 29, 2021 at 8:14 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Mona Parker** <mona.parker50@gmail.com>

Date: Thu, Apr 29, 2021, 7:08 PM

Subject: [CompPlan2020] Clarkstown Comprehensive Plan

To: <compplan2020@clarkstown.org>

Good evening,

I have started to review the plan. As a tennis enthusiast, I am disappointed that there is no discussion of upgrading and ideally adding to the two town tennis courts that are currently available in Congers. There are really no public options for tennis players in the town. Further, the high school tennis courts are often not available to the public on weekends, even during the summer months.

While pickle ball courts will certainly be a welcome addition, there remains a large and vibrant tennis community in the town. We are often forced to travel outside the county to play.

I do hope you consider my request. I would be happy to answer any questions you may have.

Regards,

Mona Parker



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] 2021 Town of Clarkstown Comprehensive Plan Update & Draft Generic Environmental Impact Statement (DGEIS)

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, May 10, 2021

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: 'nancyhughes95@yahoo.com' via compplan2020 <compplan2020@clarkstown.org>

Date: Sat, May 8, 2021 at 8:04 AM

Subject: [CompPlan2020] 2021 Town of Clarkstown Comprehensive Plan Update & Draft Generic Environmental Impact Statement (DGEIS)

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Cc: Supervisor@Clarkstown.org <supervisor@clarkstown.org>

My comment is as follows:

Clarkstown seems to have subsidized senior housing, assisted living, and Atria. Where, oh where, is affordable unsubsidized senior housing - particularly of the fact that 31,727 people are over the age of 55, representing 36% of the Town population.

Atria can be eliminated as affordable unsubsidized senior housing, since their rental rates are exorbitant: a 344-389 sq. ft. studio starts at \$6,095; a 536-6 ft. 1 bedroom starts at \$6,695; and only one 762-927 sq. ft. two bedroom starts at \$8,795.

Schimp Farm's property has been proposed as senior housing and it seems to be taking years to get a shovel in the ground.

Please consider the senior population when plans for Clarkstown are finalized.

Nancy Hughes
15 Braemar Court
New City, NY 10956



Joe Simoes

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Recreation and Parks office move.

1 message

Jose Simoes <j.simoes@clarkstown.org>

Wed, May 12, 2021 at 3:50 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Erwin R** <erwinryno@hotmail.com>

Date: Wed, May 12, 2021 at 3:40 PM

Subject: [CompPlan2020] Recreation and Parks office move.

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

I like to suggest the recreation and parks office be moved to the Germonds pool area. It would be a central location for ALL Clarkstown residence. And since we have to renew our pool passes every year and drive a long way, it should be central for everyone. I come from the corner of West Nyack and it's a long way to travel.

The office can also service the pool entrance at the same time and the zukor office can become another class room facility for more senior activity.

Sent from Mail for Windows 10

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] zoning update

1 message

Jose Simoes <j.simoes@clarkstown.org>

Fri, May 14, 2021 at 9:37 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **J&L AUTO & TIRE** <jlautotire@gmail.com>

Date: Fri, May 14, 2021, 9:29 AM

Subject: [CompPlan2020] zoning update

To: <compplan2020@clarkstown.org>

I would like for the town to consider zoning modifications on two parcels of land in central nyack. 65.7-3-73 also known as 70 route 59 to multi use and 65.7-3-75 to commercial shopping. These parcels would conform to present uses in the area.

--
Louis Lanicci
Gina Holding Corp
(845)353-2883



Tori Dauksza <t.dauksza@clarkstown.org>

Re: [CompPlan2020] Graduate Student Video Essay on Rockland's Food System

1 message

Jose Simoes <j.simoes@clarkstown.org>

Sat, May 15, 2021 at 12:45 PM

To: sabrina tenteromano <sabrina.tenteromano@gmail.com>

Cc: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

Hi Sabrina,

Several parts of the Comprehensive Plan discuss the importance of continuing our Open Space acquisition program. Farmland protection is part of the Open Space program. The Town contributed to the acquisition of Cropsey Farm in order to ensure that the farming operation there would continue. We also acquired the Traphagen property (which is surrounded by Germonds Park) and worked with the Farm Alliance to conduct farming there. We tried it for a year with the farmer living on site but we had upkeep issues with the house and ended the contract after a year. We are working on restoring the houses there and work with Heritage of West Nyack on bringing farming to that location. Rockland Country Day School is another acquisition that came with an organic garden that used to be run by the school there. We're working to have the buildings rented and potentially bring back farming in that location (hopefully with Cornell Cooperative).

All of these initiatives will help with agritourism, air quality and food sovereignty as you have mentioned, along with educating our residents about the Town's history.

If this information isn't already highlighted in the Comprehensive Plan, we will look to add it in the final document.

Joe

On Fri, May 14, 2021, 1:45 PM sabrina tenteromano <sabrina.tenteromano@gmail.com> wrote:

Ok, thank you, I appreciate you reaching out to him! I do have some specific questions about planning that, with respect to the supervisor, I think would be better answered by you, especially since you are working on developing the Comprehensive Town Plan update.

Can you perhaps share your thoughts on the viability of expanding current agricultural sites or reviving former sites (under the ownership of the Town or ones that can be purchased by the Town) and integrating this into the Comprehensive Town Plan? Do you see a connection between agriculture and community benefits in Clarkstown? Can this be expanded on in the Comprehensive Town Plan update to generate revenue, create agritourism jobs, improve air quality (currently D rated), and food sovereignty?

I really appreciate your expertise on this.

Cheers,
Sabrina

On Fri, May 14, 2021 at 1:29 PM Jose Simoes <j.simoes@clarkstown.org> wrote:

Hi Sabrina

That sounds very interesting. Unfortunately I won't be able to meet you this weekend. However, I will reach out to the Town Supervisor's office. I think he is more knowledgeable on this topic than myself. I will see if he is open to an interview.

Joe Simoes

On Fri, May 14, 2021, 12:47 PM sabrina tenteromano <sabrina.tenteromano@gmail.com> wrote:

Hi Mr. Simoes,

7/28/202

Town of Clarkstown Mail - Re: [CompPlan2020] Graduate Student Video Essay on Rockland's Food System

I am a Rockland resident pursuing a Masters of Science in Sustainability at City College. I am creating a video essay on Rockland's food system and would love the opportunity to interview you about the County's agrarian history, modern utility, and future in Rockland from a planning perspective. I'm interested in conveying through an ethnographic approach that leveraging our County's agricultural history and potential for expanded agritourism can bring substantial community benefits. I'm also interviewing Cropsey and Dr. Davies farms.

Do you have some time to speak, on video if you're comfortable, this weekend? I'm happy to meet locally—perhaps right in New City at Kevin Landau Park?—, or set up a Zoom call that can be recorded. Whatever works best for you.

Very much looking forward to your reply!

Cheers,
Sabrina

TOWN OF CLARKSTOWN
DEPARTMENT OF PLANNING

JOSE C. SIMOES, Principal Planner
JAMES CREIGHTON, Senior Planner
10 MAPLE AVENUE
NEW CITY, NEW YORK 10956-5099
(845) 639-2070
(845) 639-2071 (fax)
planning@clarkstown.org



TOWN OF CLARKSTOWN
PLANNING BOARD

GILBERT J. HEIM, Chairman
RUDOLPH J. YACYSHYN, Vice Chairman
PETER E. STREITMAN, Member
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PHILLIP DEGAETANO, Member
DOUGLAS B. KATZ, Member
EDWARD BERTOLINO, Member

May 14, 2021

The Town Board
10 Maple Avenue
New City, NY 10956

RECEIVED
JUN 22 2021
TOWN PLANNING DEPT.

Re: TB Referral - Comprehensive Plan Update

Dear Supervisor Hochmann and the Honorable Town Board:

At the May 13, 2021 meeting the Comprehensive Plan update was discussed by the Planning Board. The Planning Board expressed concern regarding the possibility for unrestricted residential development associated with the goal of permitting apartments over businesses in the hamlet centers and the expansion of residential uses in areas that are currently zoned for retail uses.

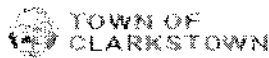
The Planning Board recommends that any future legislation allowing this type of housing include a unit cap in an effort to avoid overburdening local resources and the local school districts.

Thank you for the opportunity to review and comment on the Comprehensive Plan Update.

Sincerely,

Edward J. Guardaro
Acting Chairman

cc: Town Attorney
Town Clerk
Planning Board



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: RC Planning Dept. GML Review-Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, May 25, 2021 at 11:34 AM

To: Tori Dauksza <t.dauksza@clarkstown.org>

See attached. Now we don't need to scan it.

----- Forwarded message -----

From: **Kathleen Houlahan** <k.houlahan@clarkstown.org>

Date: Tue, May 25, 2021 at 11:16 AM

Subject: RC Planning Dept. GML Review-Comprehensive Plan

To: Jose Simoes <j.simoes@clarkstown.org>

Joe--

I got the attached in the mail yesterday. Since I noticed Paul was not directly copied into it, I forwarded it to him this morning just to make sure he saw it. He asked if you had seen it. I assume you have, but, as with Paul, just want to make sure.

Kathleen

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**RC Planning GML Review.pdf**

7260K



Rockland County

Ed Day, Rockland County Executive

DEPARTMENT OF PLANNING

Dr. Robert L. Yeager Health Center

50 Sanatorium Road, Building T

Pomona, New York 10970

Phone: (845) 364-3434 Fax: (845) 364-3435

Douglas J. Schuetz

Acting Commissioner

Arlene R. Miller

Deputy Commissioner

May 20, 2021

Clarkstown Town Board

10 Maple Avenue

New City, NY 10956

Tax Data:

Re: GENERAL MUNICIPAL LAW REVIEW: Section 239 L and M

Map Date:

Date Review Received: 4/23/2021

Item: *TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)*

Update to the 2009 Town Comprehensive Plan. The Plan also serves as a Draft Generic Environmental Impact Statement.

Throughout the Town

Reason for Referral:

County and State highways, parks, and facilities; County streams; Long Path Hiking Trail. Towns of Haverstraw, Orangetown, & Ramapo; Villages of Chestnut Ridge, Haverstraw, New Square, Nyack, South Nyack, Spring Valley, and Upper Nyack

The County of Rockland Department of Planning has reviewed the above item. Acting under the terms of the above GML powers and those vested by the County of Rockland Charter, I, the Commissioner of Planning, hereby:

****Recommend the following modifications***

As noted in the Vision Statement, the update to Clarkstown's 2009 Comprehensive Plan works to address the evolving needs of the Town which have arisen since the Plan was originally published. The Plan is aptly titled Focused on the Future, as it serves as a vision for the Town, acknowledging the past and offering direction for the future. Our department concurs, and applauds the Town for undertaking an update of this vital land use document. The goal of the Comprehensive Plan is to develop and enhance existing planning guidelines across a range of eight themes: economic development; environmental resources; health, safety, and welfare; historic and cultural resources; housing; recreation, parks, and open space; transportation; and the newly developed sustainability and resiliency. These topics are addressed in Section V of the draft document.

In addition to the Comprehensive Plan update, the document is structured as a Draft Generic Environmental Impact Statement (DGEIS). As an on-going interested party for the State Environmental Quality Review Act (SEQRA) process, our department has reviewed the DGEIS together with our NYS General Municipal Law (GML) review of the Comprehensive Plan. Our SEQRA comments are incorporated with the GML conditions below:

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

- 1 Within the Background section of the Plan, it is noted that a Special Board was created to prepare the 2009 Plan (page 8). After its adoption, the Board was retained to implement the Plan's goals and objectives. The Special Board was also tasked with managing this update to the 2009 Comprehensive Plan. It should be stated in this section if the Board will continue to carry out the goals of the update after its adoption, or if the Board will be dissolved.
- 2 On pages 8-9, different studies that were used by the Special Board during the creation of the 2009 Plan are listed. One of them is the unadopted 2001 Comprehensive Plan for Rockland County titled "River to Ridge: A Plan for the 21st Century." In 2011, the County officially adopted a Plan titled "Rockland Tomorrow: Rockland County Comprehensive Plan." The list of studies and reports available for the Comprehensive Plan Update should be updated to include this Plan.
- 3 Starting on page 11, and continuing throughout the document, when referring to something that is found in the Appendix, the Plan will state "See Appendix" in parenthesis. However, the Appendix is currently 2,335 pages, and is broken up into ten sections, three of which are reserved for future correspondence and public hearing minutes related to the adoption of the Plan. As this is a very long document, the references to the Appendix in the main body of the document should also refer to a specific section or page to help readers navigate to the correct page with ease. In addition, in the Table of Contents for the Appendix, it would be beneficial to state what page each section begins on. It may also be helpful to give the page number for each of the studies found in Section V, as many of these documents are very long and are what comprise a majority of the Appendix.
- 4 The first full paragraph on page 21 should include a reference to Chart 2, as that is where the information being discussed originates.
- 5 Section V covers the goals and objectives for the eight central topics of the Plan. Subsection a) details information on economic development within the Town (beginning on page 20). Of the ten goals listed at the end, only five are actually discussed in the body of the subsection. Each of the goals and/or objectives should be further explained within the subsection so that more information can be provided as to what they are and why they are important enough to the Town to be considered a goal of the Plan. For example, one of the goals not discussed is to "Implement new programs and continue those already in place to beautify the Town, making it an attractive place in which to live and conduct business." More information should be provided within the body of the Economic Development subsection that details programs that are already in place to preserve and enhance the beauty of the Town. Examples of potential new programs should also be included to help guide the future of the beautification of the Town in relation to economic development.

This comment is also true for the seven additional central topics covered in Section V. While we encourage the Town to continue to develop goals such as the establishment of stream protection corridors (found in the goals for the Water Resources portion of the Environmental Resources subsection), it is important to establish the meaning behind each one and detail their importance in the main body.

- 6 A major topic discussed within the body of the Economic Development subsection is Route 303, found on page 22. However, no goal/objective is established for this roadway. Two of the studies prepared for the Town recommended that Route 303 be considered for infrastructure improvements, as it is a prime area for commercial and industrial development. The Town has further considered designating the area as "the Congers Corporate Corridor," to increase recognition. Without listing these ideas as a goal, it signifies the Town is not serious in considering the Route 303 corridor as an area for economic development. By establishing a goal dedicated to the Route 303 area, it will ensure that future consideration and attention is given towards providing methods to improve the area and increase recognition of the development opportunities offered. The Town should consider implementing an overlay zone, similar to the Route 303 Overlay Zoning District established by the Town of Orangetown. This overlay zone was designed to promote safety and control traffic, protect and buffer the viewshed of the natural areas, preserve the nearby parks and open space, promote the economic viability and commercial development of the Route 303 corridor, and protect the surrounding residential areas. By creating something similar, the Town will help to establish the economic viability of the area while preserving the aesthetic resources of the corridor.

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

7 The last goal of the Economic Development subsection (found on page 26) is the potential implementation of a transfer of development rights program. Within this goal, it is mentioned that this program could increase development in targeted areas, while decreasing density in areas selected for conservation. It should be clarified if this program will only be permitted in certain non-residential zoning districts, or if it will be allowed throughout the entire Town.

8 The Route 59 corridor is the major retail hub of the Town and County. Given that the establishments within this corridor have developed over time, there is no cohesive theme relating the stores or strip malls to each other; rather they have developed in a hodgepodge style. Since this corridor is highly visible to Clarkstown residents, other County residents, and non-County residents, a recommendation for façade and streetscape improvements should be included that could enhance the appearance of this corridor. The Town should also consider creating a Route 59 Overlay zone, similar to the one mentioned above for Route 303.

9 On page 44, Figure 14 has a symbol for "Scrub/Shrub Swamp" that is very similar to the color used for lakes and streams. It is very difficult to distinguish between the two features on the map. A different color should be used to represent this swamp feature so it can be more easily seen.

10 The goal at the bottom of page 49 for Water Resources is to require stormwater management to a higher extent than is currently applicable. The paragraph detailing this goal states that the Town now requires this. Therefore, the heading for this goal should be updated to state that the Town will "Continue to require stormwater management to a higher extent than is currently applicable where development is proposed in watersheds that experience flooding."

11 One of the goals of the Aesthetic Resources portion of the Environmental Resources subsection (found on page 55) is to "Implement design standards for future construction." It is mentioned in the body of the subsection that the Town is looking to add design standards for the MF zoning district by adapting those already in place for the Hamlet Center districts. Additional design standards for other areas within the Town must also be considered. Protection for the aesthetics of the major lakes, which are mentioned throughout this subsection and the document, could be implemented. This could be achieved through the creation of an overlay district or the implementation of height and/or bulk restrictions. The Palisades Ridge is also a great aesthetic resource for the Town. The use of earth-toned building materials could be recommended so that residential structures blend in with the scenic backdrop of this area. A ridgeline protection ordinance should also be considered.

12 On pages 47 and 55, the Environmental Resources subsection promotes the creation of Critical Environmental Areas to further protect certain locations within the Town. We support the Town's effort to create such Areas, as this will require more stringent review of any development through the SEQRA process. The Town should consider taking this protection a step further, by establishing Environmentally Sensitive Sites or Features, similar to the provision of the same name, found in Article XIX of the Village of Piermont Zoning Code. This Village law establishes additional protection for water resources, wetlands, floodways, ridgelines, rock outcroppings, and steep slopes within the Village; the entirety of which is designated as a Critical Environmental Area. Methods to protect these features include buffers, lot area deductions, and additional bulk regulations.

13 On page 58, it is noted that a Comprehensive Transportation Plan was created as part of the 2009 Plan, with portions of the study reflected in the Transportation section of the Plan. As this was part of the Comprehensive Plan, it should be stated whether this document is also receiving an update at this time.

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

14 In the paragraph on Mixed Use Hamlet Center Zoning in the Housing subsection on page 70, it is noted that more needs to be done in the Hamlet Center, Neighborhood Shopping, and Transit Oriented Development (TOD) zones as little development has occurred since they were established. We encourage the Town to pursue methods to develop these areas, however little is said on how this will be achieved. Several goals for the Housing subsection could be applied to help with the advancement of these areas. By adopting zoning that requires a certain percentage of new units be set aside for people in the workforce or volunteers, this will encourage more people to buy or rent in the area who might not otherwise be able to afford to live in these zones. While apartments over businesses are already permitted in most areas mentioned above, expanding this concept, and potentially altering the code that regulates them, may make these types of units more desirable to construct and subsequently buy/rent. This section must be expanded upon to state how the Town will modify these zoning districts, or if additional studies are required to better understand the best methods to develop these areas.

15 Found at the bottom of page 71, the first goal of the Housing Subsection is to "Permit apartments over businesses." Allowing this mixed-use is beneficial for the Town as it can increase density to meet the housing needs of the Town in areas that are already able to handle a larger capacity of people. The Hamlet Centers are specifically called out for this type of development. However, apartments are already permitted over businesses in the Hamlet Centers, as well as the other zones mentioned in the subsection – Neighborhood Shopping and the Transit Oriented Development zones (except TOD 1). Therefore, this goal should be altered to specifically focus on the need for additional enforcement of the regulation of these units.

16 Another goal of the Housing subsection on page 72 is to "Adopt zoning that requires a set aside of new units for workforce and volunteer housing." Within this goal, it specifies the development of appropriate housing for seniors and volunteer emergency service workers. As the following goal is directed specifically toward senior housing, it is likely the "housing for seniors" was an error and should be related to housing for people in the workforce. This must be clarified.

17 On page 75, it is stated that the Town is continuing to look for locations to construct a new multi-use, domed sports and recreational facility and a permanent area for concerts and events. It should be clarified if the Town is looking to construct these at existing park or recreation areas or if other locations are also being considered. It is mentioned previously in the Plan that, in addition to the Town's commitment to acquiring and preserving open space, vacant land is becoming scarce. If the Town is considering locations beyond existing parkland/recreation facilities, it should place existing underutilized areas at the forefront for this development rather than the use of vacant land.

18 The discussion related to bicycle facilities on pages 82 notes that there is currently no network of bicycle routes and that the bicycle facilities that do exist are primarily within the eastern portion of Town. The goal on page 90 states the Town will work with the State and County to incorporate bicycle facilities into their road design and construction. It should be clarified if the goal is to create a connected network, or if the inclusion of additional facilities will provide more, unconnected, locations for cyclists throughout the Town.

19 Within the Transportation subsection on page 82, Complete Streets is mentioned. At the end of the paragraph, it is mentioned that the Complete Streets Committee created criteria for selected projects and ranked over 700 road segments to produce a prioritized list for use when considering roadway upgrades. The criteria used to select projects, as well as the prioritized list should be included as part of this section (or included in the Appendix if necessary).

20 Figures 25 and 26 (pages 85 and 86) are referenced at the end of the Complete Streets paragraph, and illustrate the Complete Streets project selection by road segment and road length. The legends include a road segment score and road length score, respectively. It is never explained as to what these scores mean, or how they were calculated. An explanation should be provided in the context of the paragraph on Complete Streets.

21 On page 88, a goal of the Transportation subsection is to implement a Complete Streets Program. It is noted in the body of the subsection that this Program has already been started. The goal needs to be updated to state that the Town wishes to further the implementation of the Program.

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

22 The Complete Streets Program is the basis for several other goals in this subsection. We encourage the Town to pursue this objective, as Complete Streets are designed to prioritize safety and access for all who use the roadway. They often include traffic calming methods, wider sidewalks, attractive streetscapes, and dedicated bike and/or bus lanes, where appropriate. Two figures (Figures 25 and 26) are provided that illustrate the 700 roadways that are targeted for potential road upgrades in line with the Program. As previously mentioned, it is unclear from the maps which roadways are higher priority, and where the Town actually wishes to make these upgrades. The Plan should include specific locations that are targeted for the Complete Streets Program.

23 As noted above, the Complete Streets Program is a running theme among the goals of the Transportation subsection. The two goals related to public transportation services (pages 88 and 90) reference utilizing the Program for future transit planning. It should be further explained how the Program will be applied. Methods can include providing dedicated bus lanes on certain major roadways, adding additional transit stops, ensuring there are bus pullouts, or giving signal priority to transit.

24 The goal to create a walking environment in the Transportation subsection (page 90) specifically mentions the Hamlet Centers. However, within the body of the subsection, it is mentioned that connectivity between hamlets or residential areas and denser commercial districts are lacking. The goal should be updated to incorporate providing this connection so people living in the residential and hamlet areas can more easily access the commercial centers by foot.

25 On page 93, LEED is used for the first time. This should be spelled out and the terminology explained so that readers understand what LEED certification involves.

26 The paragraph on Transit Oriented Development (TOD), found on pages 93-94, seems out of place within the Sustainability & Resiliency subsection. While TOD can encourage sustainable development, this paragraph only explains what the plans for the TOD zoning are, rather than how they can contribute to sustainability. The description provided seems like it would better fit into the Economic Development and/or Housing subsections. More information must be provided as to how the TOD zoning will help the sustainability and resiliency efforts of the Town.

27 Similarly, the Complete Streets Initiative portion of the Sustainability & Resiliency subsection (page 94) does not go into detail on how it will aid in the sustainability efforts of the Town. The paragraph gives a good description of improvements that could be made as part of the Initiative, of which the Transportation subsection is currently lacking. The information provided should be included in the Transportation subsection, and more information provided as to how the stated methods actually contribute to a more resilient and sustainable Town.

28 On page 96, electric vehicle charging stations are briefly discussed, including the notation that charging stations were installed at the Palisades Center, the Shops at Nanuet, and Town Hall. In the Impact on Air portion of Section VII (pages 122-124), the mitigation method for the "air pollution associated with vehicles" includes the use of hybrid-electric or other alternative-fuel engines. As hybrid vehicles become more prevalent, and as the Town is promoting their use, a goal of the Sustainability & Resiliency subsection should be for the increase in charging station locations throughout the Town. Other Town-owned facilities should be considered for electric vehicle charging stations, such as community centers, libraries, schools, and municipal parking lots. In addition, charging stations could be a provision Planning Board members may wish to request during the site plan review of larger developments where people will spend longer times, such as new hotels and alterations to shopping centers/strip malls.

29 In 2018, the County created an All-Hazard Mitigation Plan (HMP), which was adopted by the Town. The HMP identified drought, flooding, severe storms, winter storms, and wildfire as high risks for Clarkstown. The Water Resources portion of the Environmental Resources subsection (pages 31-38) addresses flooding. Flooding is also discussed on pages 97-98 in terms of resiliency, as well as severe storms. Information on how the Town can/will mitigate drought, winter storms, and wildfire risks should also be included in the Sustainability & Resiliency subsection so that all high hazard risks established in the HMP are addressed.

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

30 On page 102, the Land Use Changes portion of the Implementation section mentions amendments to the Town's RS and MRS zoning districts. This is not mentioned in the Goals and Objectives section. If the Town wishes to amend these two zones to accommodate new commercial and residential development, it should be discussed within the Economic Development and Housing subsections of the Plan.

31 In the Impact on Water portion of Section VII (pages 110-121), the mitigation proposed for several impacts involves participating in the development of the County Comprehensive Plan. While the County Plan was in development at the time the 2009 Town Plan was adopted, it was adopted in 2011. There is currently no endeavor to update or create a new County Plan at this time. The reference to the development of the County Comprehensive Plan must be removed or edited to allude to any future updates to the plan.

32 In the Impact on Air portion of Section VII (pages 122-124), the mitigation method for the "air pollution associated with vehicles" includes the use of hybrid-electric or other alternative-fuel engines. This idea should be presented in the Sustainability & Resiliency subsection, and possibly the Transportation subsection. It should be stated what vehicles the Town is referring to when mentioning these types of engines. Will this be for public transportation, Town-owned vehicles, or will the Town encourage residents to purchase hybrid-electric vehicles?

33 A header or footer should be included on each page to notate the chapter/subsection of the Plan so it is easier to locate the different topics and issues that are discussed.

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

34 Listed below are typographical, punctuation, format, and update errors that we observed while reviewing the document:

Page 8, first paragraph, third full sentence – remove the word "have" between "since" and "implemented."

Page 10, first paragraph in section c), last sentence – this should indicate it is the 2009 Comprehensive Plan.

Page 13, third paragraph, first sentence - remove the word "the" between "of" and "both."

Page 14, last paragraph, fifth sentence -- add the word "in" between "Railroad" and "about."

Page 15, last paragraph, second sentence – "Rockland State Park" should be corrected to "Rockland Lake State Park."

Page 15, last paragraph, last sentence – Route 9W is a U.S. Route, not a State Route.

Page 22, last paragraph, third sentence – this states the Nanuet Mall was redeveloped in 2003. This should be corrected to 2013.

Page 22, last paragraph, fourth sentence – correct "Palisades Center more" to "Palisades Center Mall"

Pag 27, first paragraph, first sentence - add an "s" to the end of the word "attract.

Two pages are listed as 67. The page that begins with subsection e) Housing should be page 68, with all subsequent pages corrected.

Page 69, first paragraph, penultimate sentence - "increased" should be changed to "increasing."

Page 71, first full paragraph, fifth sentence – add the word "and" between "21 units per acre" and "to allow."

Page 71, last paragraph, second sentence - remove the word "is" between "Clarkstown" and "makes."

Page 77, third paragraph, first sentence – the period after "programs" is colored red. This should be corrected to black to match the rest of the document.

Page 78, first full paragraph, third sentence – "allow more a more" should be corrected to remove the first "more."

Page 78, second full paragraph, first sentence – correct "trials" to "trails."

Page 82, last paragraph, last sentence – a period is missing at the end of the last sentence.

Page 88, second paragraph, second sentence – remove "of" between "in" and "all."

The Transportation subsection includes a section on Land Use followed by one on Quality of Life. The Goals and Objectives portion orders it as Quality of Life followed by Land Use. The Goals and Objectives portion should reverse the ordering, so that the goals maintain the same order as the main body of the subsection, or vice versa.

Page 99, second full paragraph, second sentence – remove the first or last alternative/s from "alternative transportation alternatives."


Page 101, Inter-Municipal Agreements paragraph, last sentence – add the words "as with" between "such" and "the."

Starting with the first mitigation method on page 112 – add the word "as" between "such" and "rain." This must be

TOWN OF CLARKSTOWN - COMPREHENSIVE PLAN UPDATE (C-3073T)

applied to several of the mitigation methods within the Impact on Water portion.

Page 145, first paragraph, last sentence – "2000 Plan" should be corrected to "2009 Plan."



Douglas J. Schuetz
Acting Commissioner of Planning

cc: Supervisor George Hoehmann, Clarkstown
New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Thruway Authority
Palisades Interstate Park Commission
Rockland County Department of Health
Rockland County Department of Highways
Rockland County Department of Public Transportation
Rockland County Division of Environmental Resources
Rockland County Drainage Agency
Rockland County Office of Fire and Emergency Services
Rockland County Sewer District #1

Towns of Haverstraw, Orangetown, & Ramapo
Villages of Chestnut Ridge, Haverstraw,
New Square, Nyack, Spring Valley,
South Nyack, and Upper Nyack

Attention Kathleen Houlihan, Town Attorney's Office
Justin Sweet, Town Clerk
Clarkstown Planning Board, Attention Joe Simoes

**NYS General Municipal Law Section 239 requires a vote of a 'majority plus one' of your agency to act contrary to the above findings.*

The review undertaken by the Rockland County Planning Department is pursuant to, and follows the mandates of Article 12-B of the New York General Municipal Law. Under Article 12-B the County of Rockland does not render opinions, nor does it make determinations, whether the item reviewed implicates the Religious Land Use and Institutionalized Persons Act. The Rockland County Planning Department defers to the municipality forwarding the item reviewed to render such opinions and make such determinations if appropriate under the circumstances.

In this respect, municipalities are advised that under the Religious Land Use and Institutionalized Persons Act, the preemptive force of any provision of the Act may be avoided (1) by changing a policy or practice that may result in a substantial burden on religious exercise, (2) by retaining a policy or practice and exempting the substantially burdened religious exercise, (3) by providing exemptions from a policy or practice for applications that substantially burden religious exercise, or (4) by any other means that eliminates the substantial burden.

Proponents of projects are advised to apply for variances, special permits or exceptions, hardship approval or other relief.

Pursuant to New York State General Municipal Law §239-m(6), the referring body shall file a report of final action it has taken with the Rockland County Department of Planning within thirty (30) days after final action. A referring body which acts contrary to a recommendation of modification or disapproval of a proposed action shall set forth the reasons for the contrary action in such report.



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Follow up to 2021 Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Thu, May 27, 2021 at 3:39 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Martha Snider** <msnider2121@gmail.com>

Date: Thu, May 27, 2021 at 2:42 PM

Subject: [CompPlan2020] Follow up to 2021 Comprehensive Plan

To: <compplan2020@clarkstown.org>

Thank you for listening to the long-term and newer residents of Clarkstown. In order for Clarkstown to continue to thrive we have to both retain our current residents, and find ways to entice people to want to move to our area. I am happy to see that you have incorporated my comments about MRS zoning for residential use into the updated draft plan. Hopefully we can move forward quickly from the past year as I am looking to move back to Clarkstown when more housing options become available.

Warm regards,

- Martha Snider

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

May 28, 2021

Joe Simoes, Principal Town Planner
Town of Clarkstown
10 Maple Ave
New City, NY 10956

RECEIVED
JUN 21 2021
TOWN PLANNING DEPT.

Re: Letter of Support for Town of Clarkstown Comprehensive Plan

Dear Mr. Simoes,

We are collectively writing this letter to communicate our strong support for the Town of Clarkstown's Comprehensive Plan.

We invested in Clarkstown based on the benefits that the Palisades Center provides, including its location adjacent to the Interstate. It is promising to see the Town's Comprehensive Plan specifically highlight the need to analyze and modify Major Regional Shopping zoning districts to permit residential living units. Major retail centers worldwide have already started implementing this new trend and businesses within those centers are experiencing greater prosperity.

Giving the Palisades Center every necessary tool to revitalize following the pandemic is important to us and the people we employ.

Congratulations to you and the Town of Clarkstown's Planning Board on your forward-thinking leadership. We look forward to seeing the recommendations come to fruition and continuing to contribute to the Town of Clarkstown's economic base for many years to come.

Sincerely,

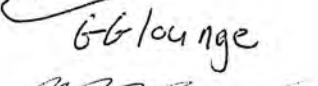


Backstage


Johnny Rockets



Dunkin'


Diesel RX


DRUGS


66 lounge

Time 2 Clothes


Color me mine


Frank D. Morris
Nomad
Martial Arts

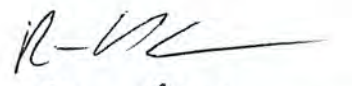
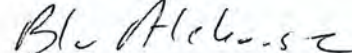

Glow Golf

Palisades News


Gust et

Hyge Room


Tony
(Brite Menard)


R-V

Bl. House

RECEIVED
JUN 21 2021
TOWN PLANNING DEPT.

June 16, 2021

Joe Simoes, Principal Town Planner
Town of Clarkstown
10 Maple Ave
New City, NY 10956

Re: Letter of Support for Town of Clarkstown Comprehensive Plan

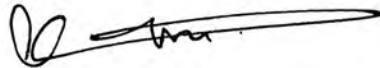
Dear Mr. Simoes,

We are joining our fellow Palisades Center tenants to express our support for the Town of Clarkstown's Comprehensive Plan.

Please find our signatures below.

Sincerely,

Via Rom



Perforoma



Dan Silva

Peter Palacy

Sonhee Kang

(Social Media)

Eve Oye (Sports Fan)

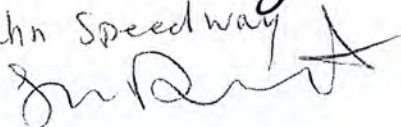
Luz Altiza ALTERNATIVE.



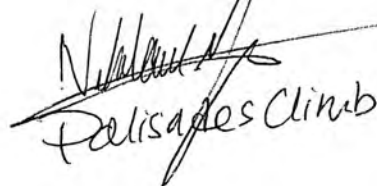
Kids for less.

La 7

Autobahn Speedway



D. Minto
Caribbean Quirine



Palisades Climber



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Fri, May 28, 2021 at 1:23 PM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **'ltdrt16' via compplan2020** <compplan2020@clarkstown.org>

Date: Fri, May 28, 2021, 12:21 PM

Subject: [CompPlan2020] Comprehensive Plan

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

To Whom It May concern,

I appreciate you considering my original comment on the Comprehensive Plan regarding the state of retail and giving retail venues the opportunity to full evolve. I believe this is the right direction for the future of Clarkstown and I look forward to following the progress.

Respectfully Submitted, Roy Tschudy



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments/concern on the Comprehensive Plan Update

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 1, 2021 at 8:16 AM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: <bbp487@gmail.com>

Date: Mon, May 31, 2021 at 10:36 PM

Subject: [CompPlan2020] Comments/concern on the Comprehensive Plan Update

To: <compplan2020@clarkstown.org>, <g.hoehmann@clarkstown.org>

Dear Mr. Simeos and Mr. Hoehmann,

Please find my comments and concerns attached.

If you cannot open the document, please let me know and I will resend it. I can be reached at this email or by cell 845-641-3929.

Thank you,

Barbara Pfingst

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Letter of Concern - Comprehensive Plan Update 5-31-2021.pdf**

142K

May 31, 2021

Town of Clarkstown
10 Maple Avenue
New City, New York

Dear George Hochmann and Joe Simoes:

This past month we saw several *90-degree days in May*. As a longtime Clarkstown resident, I am greatly concerned about Climate Change, destruction of our forests, pollution, overdevelopment and its impact on Rockland County and our quality of life. Given that the master plan is currently being updated, I would like to address several of these issues.

The Comprehensive Plan Update states that, economically, Clarkstown is “business friendly in every sense of the term.” I take offense to this for several reasons. Clearly, the Town is less friendly to the residents in “every sense of the word,” because tax paying residents are prioritized below businesses, as evidenced by the overdevelopment of our community. The local wildlife and open spaces are prioritized lower still, as evidenced by the destruction of green and open spaces in favor of business and housing development. I would like to see the value of open spaces prioritized. It will be the only thing that saves us from continuing and worsening climate change.

Town Code and Comprehensive Plan Update regarding Trees and Green Spaces

The removal/reduction of so many green spaces in our area concerns me greatly. In our Town Code it says when a swath of land is cleared, there should be no fewer than 17 trees per acre, however a fully grown acre of forest may contain 5,500 trees! (See: https://www.fs.fed.us/ne/newtown_square/publications/resource_bulletins/pdfs/scanned/OCR/ne_rb124.pdf). Our Town Code and Master Plan leave tremendous room for deforestation and barely any for restoration efforts.

We need to update our Town Code to include a greater number of trees replanted when land is cleared; seventeen trees is an incredibly low number. There is nothing in the Code about the quality of the trees after two years, which means the trees may die without legislative oversight, leaving less vegetation overall. Additionally, the Town Code must include protection for low-lying vegetation, as it is often overlooked.

For example, several years ago when a large section of forest was removed overnight across the street from the Palisades Mall, residents like me were shocked. As I understand it, the company, Tilcon, was fined and they replanted a few trees, but the forest never grew back to its original condition. I miss the beauty that once stood there. They were not tasked in reforesting the area back to its original condition. This situation and numerous others leave us with fewer and fewer natural resources to enjoy in Rockland County. There are countless other examples of this

happening all over Rockland County, such as West Hook Mountain in Valley Cottage (<https://www.rocklandtimes.com/2021/04/08/advocates-stumped-town-opens-criminal-investigation/>); and Congers (<https://dailyvoice.com/new-york/clarkstown/schools/tree-removal-at-school-upsets-congers-residents/594769/>) to name but a few.

The webpage of the Clarkstown Zoning Board Projects reveals a dizzying array of new buildings and rezoning projects. It is evident that Clarkstown is focused on increasing business but does not place the same focus on sustainable environmental solutions. For greed, we are overdeveloping the land for parking lots, businesses, and homes, leaving nothing for nature.

Once the trees and low-lying vegetation are gone, there is nothing helping them to grow back to their original condition without appropriate legislative measures. You can make a difference by updating the Town Code to reflect a higher priority for our vanishing green resources and create contiguous spaces for wildlife to roam throughout Clarkstown. You can make a difference in the Comprehensive Plan Update by prioritizing green and open spaces over businesses and housing.

In addition to prioritizing the remaining green spaces, mitigate the damage already done by planting more trees and shrubbery in parking lots, in and around buildings, and highways. While solar panel canopies over parking lots is a great idea, do not allow that to be where we stop. Continue to reestablish a new forest of trees and greenery in reimagined spaces. Require new construction to include plans with green spaces incorporated in and around the building and utilize green building codes already in existence. This would increase the desirability of those locations and lessen our environmental impact.

I did not see in the Comprehensive Plan Update the hotter zones of our area. For example, cities radiate more heat than urban and farm areas. What about Clarkstown and Rockland County, as a whole? I suspect that we have many hotspots around shopping centers and in towns that need to be addressed in the Plan Update by reestablishing a greater green presence to avoid hotspots and the negative consequences they bring to our animal populations and environment.

Roadways, Traffic, and Overbuilding in Congers

My family and I live in Congers, which is earmarked as an industrial/office space location. The Town has succeeded in making this area more commercialized since we moved here in 2002, and sadly we have experienced a loss in our quality of life. Lots of green spaces have been permanently altered and/or removed to make way for industrial parks. I cannot drive down Route 303 without encountering a great many 18-wheelers, construction vehicles, and *lots* of traffic. Air, noise, and light pollution has greatly increased. Although there is mention about quality of life in the Comprehensive Plan, I have great concerns since “in every sense of the word” you are prioritizing businesses over the residents, and the residents over the green spaces.

There may have been a traffic study conducted on Route 303, however nothing to date has changed and the traffic situation has deteriorated since. Will Route 303 be widened? If so, will

more trees and plants have to go? If Route 303 is widened, it will mitigate the traffic, but not the pollution. How will you hold business owners accountable for the pollution they create? Will you require trucks to be hybrid or electric, as well? Our Plan must be more environmentally sustainable going forward and not shortsightedly accommodate developers and businesses.

In Congers, two area restaurants, Restaurant X and Kennelly's have both been sold to developers. This will bring more traffic, noise, and pollution to our already crowded hamlet. At the former Restaurant X site, the Town has already preliminarily approved plans to build multifamily homes on the 5.3 acres of land. The Clarkstown Planning Board has also given the green light to build senior housing on the 1.3-acre site. Whatever surrounding greenery will be demolished with the buildings, yet you can make a difference. Require builders to create sustainable housing that includes plants and trees in and around its structure(s); mitigate waste and environmental damage by requiring the developers to incorporate green building designs; and replant more than just seventeen trees after the property is rebuilt. These elements will reduce some environmental damage as opposed to constructing traditional buildings with vegetatively sparse lots. (See: <https://newschoolarch.edu/blog/10-benefits-of-green-building/>).

Empty Buildings

There are many empty buildings in Rockland County, yet we continue to build and overbuild. The Comprehensive Plan addressed empty buildings but lacked details. We have many empty stores in both the Palisades and Nanuet Mall, not to mention the nearby industrial parks. The Plan states these will be reconsidered for rezoning, however there is nothing about readapting the land and buildings to include more green spaces. Please make Clarkstown more friendly to native plants and animal species by reusing existing buildings and retrofitting them to be more environmentally sustainable, whatever their use. (Please see: <https://biofriendlyplanet.com/green-ideas/eco-friendly/design/why-green-building-may-be-a-key-to-affordable-housing/>).

Multiuse Domed Sport and Recreation Facility

The Comprehensive Plan did not state where the Sport and Recreation Facility would be built, nor the building size. My suggestion is to use part of the land/buildings where the Palisades or Nanuet Mall resides, since there are empty buildings on the property. There are other options, as many empty stores on Route 59 are already situated close to highways and public transportation and parking structures already exist. Building the Recreation Facility on already developed land would help preserve other green spaces in Rockland. The Master Plan must require this future building to incorporate green spaces and ecological building materials in its plan.

Parks

Because of the greater number of homes and senior housing being built, we need more parks for people to enjoy. For example, Congers Lake is becoming more and more crowded as additional people move into the area. The Plan suggest that there will be more bicycling and walking paths,

but it seems they will be built along highways. Will Clarkstown increase the number tree and green-lined walking paths to accommodate the greater number of residents in search of a forested area to walk?

Where will the new Pickleball Courts be built? The Comprehensive Plan did not state the location, nor what kind of building would be required. Regardless, the courts can be placed inside one of the many the empty buildings that sit idle throughout Clarkstown or on adjacent developed property, as opposed to breaking new ground.

Recycling

Lastly, the issue of recycling needs to be addressed. Recycling is not a sustainable option for the environment. (See: <https://www.npr.org/2020/09/11/897692090/how-big-oil-misled-the-public-into-believing-plastic-would-be-recycled>). Clarkstown therefore, must take responsible action in reducing our overall waste. Our Comprehensive Plan must include alternatives to recycling, such as reduction and elimination of non-biodegradable waste. For example, the elimination of plastic bags was a good start but does not go far enough. We must encourage our residents and business owners to move toward sustainable options. As a resident, I would welcome greater choices for purchasing and disposing products that are biodegradable. Businesses, likewise, need to create alternatives for single-use and non-recyclable items.

Conclusion

The Comprehensive Plan Update is quite detailed, and I appreciate being made aware of the multifaceted approaches to the future of Clarkstown. Green space needs to be our top priority, especially if we wish to preserve this beautiful county for our children and grandchildren. The Haudenosaunee people remind us to think ahead Seven Generations. We must consider the force of our human impact if we want to avoid a future full of 90-degree days.

We have lost much of our beautiful county to overdevelopment, seen a loss of wildlife and bird populations, brought more traffic and pollution to our area. We are promised jobs and lower taxes, in lieu of green spaces, but this is type of mentality not sustainable. We are at a critical juncture and face serious consequences if we do not change our priorities to focus on the environment. You have the Comprehensive Plan Update and are poised to recreate Clarkstown in a new image. Put the needs of the environment above short-sighted profit margins and become a shining example of sustainability, not only for our lifetime but for the lifetimes of generations yet to come.

Sincerely,



Barbara Pfingst



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: 2021 Comprehensive Plan Update

2 messages

Jose Simoes <j.simoes@clarkstown.org>

Thu, Jun 10, 2021 at 10:43 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **LaFiandra, Joseph** <LaFiandJ@co.rockland.ny.us>

Date: Thu, Jun 10, 2021, 10:36 AM

Subject: 2021 Comprehensive Plan Update

To: j.simoes <j.simoes@clarkstown.org>

Cc: Stacey Lakis <s.lakis@clarkstown.org>

Dear Joe:

Attached please find an Acrobat file of the District's comments on the 2021 Comprehensive Plan Update DGEIS.

Please reply if you have any questions.

Yours truly,

Joseph LaFiandra

Engineer II

Rockland County Sewer District No. 1

 Comprehensive Plan 2020 -3.pdf
291K

Stacey Lakis <s.lakis@clarkstown.org>

Thu, Jun 10, 2021 at 11:19 AM

To: Tori Dauksza <t.dauksza@clarkstown.org>

[Quoted text hidden]

 Comprehensive Plan 2020 -3.pdf
291K

ROCKLAND COUNTY SEWER DISTRICT NO. 1

4 Route 340
Orangeburg, New York 10962
Phone: (845) 365-6111 Fax: (845) 365-6686
RCSD@co.rockland.ny.us

George Hoehmann
Chairman

Michael R. Saber, P.E.
Executive Director

June 1, 2021

Mr. Joe Simoes
Town of Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956

Re: Draft Generic Environmental Impact Statement (DGEIS)
Adoption of the 2021 Comprehensive Plan Update

Dear Mr. Simoes:

Our office has received and reviewed the 2021 Comprehensive Plan Update DGEIS from your department. We thank you for the opportunity to comment on the DGEIS. Our comments are as follows:


1. The DGEIS states that implementation of the Comprehensive Plan will involve zoning text amendments and land use changes. The DGEIS acknowledges that the achievement of specific goals and objectives will result in decreased sewerage capacity, which would be mitigated by coordination with the District. Sections 502A and 1317 of the Rockland County *Sewer Use Law* as last amended in 2010 provide a mechanism by which reduced sewerage capacity resulting from zoning amendments and land use changes can be mitigated:
 - a. For zoning amendments and land use changes that would result in sewer units above that in which development by right under the original zoning regulations would result, an impact fee will be required in accordance with Sections 502A and 1317 of the Rockland County *Sewer Use Law* as last amended in 2010.
 - b. If a land use approval [i.e., by the Town Board, Planning Board, or Zoning Board of Appeals (ZBA)] or a building permit will result in additional sewer units because of zoning amendments and land use changes, the applicant will have to submit a check payable to Rockland County Sewer District No. 1 for the impact fee, which is currently one thousand eight hundred fifty dollars (\$1,850.00) per additional unit, within thirty (30) days of approval.
 - c. If the use or occupancy of a property exceeds the number of units for which a project sponsor applied, or in which development by right under the original zoning regulations would result, the owner will have to pay an impact fee.
 - d. We request that payment of impact fees be made to the District before structures are connected to the sewerage system.

- e. We request that the Town Board, Planning Board, ZBA or Building Department notify the District upon approval of applications that require payment of impact fees.
2. For the record, the United States Environmental Protection Agency (EPA) has designated certain lots in the Town of Clarkstown as Environmentally Sensitive Areas (ESAs). If a lot that is an ESA, was subdivided from an ESA lot, or merged with an ESA lot applies to connect to public sewers, the following requirements shall apply:
 - a. Prior to connecting any building to sanitary sewers, the developer must obtain a waiver of the EPA's grant condition, which restricts sewer connections from ESA lots. Any sewer application for these parcels cannot be approved until the EPA and New York State Department of Environmental Conservation (DEC) approve the waiver.
 - b. An ESA waiver request must be submitted to this office **along with the correct number of plans and narratives** as indicated below. The District cannot forward an ESA waiver request to the EPA and DEC until **four (4)** copies of the information outlined below are submitted to this office:
 - i. **PROJECT PLANS:** Please provide a detailed site plan of the existing and proposed topography, drainage, soils, etc., and other features of the site.
 - ii. **ESA BOUNDARY DELINEATION:** Please provide a precise delineation of the ESA boundary on the same scale as the aforementioned site plan. Also, provide a brief written report that delineates the boundaries of both the wetland and the 100-year flood plain boundaries.
 - iii. **EROSION AND SEDIMENTATION CONTROL (E&SC) PLANS:** Please provide a complete erosion and sediment control plan for the entire site to protect the ESA wetland and floodplain both during and after construction (include standard notes and details).
 - iv. **ESA CHARACTERIZATION AND EVALUATION:** Please describe the current wetland features of the ESA wetland areas on the site in terms of the following parameters: acreage, flora, fauna, wildlife habitat, soils, rock, flood control, and the surrounding setting. Please also evaluate the wetland values in accordance with the latest available U.S. Army Corps of Engineers Wetland Evaluation Manual. Also, please quantify the floodplain characteristics and evaluate the effects of your project on it.
 - v. **EFFECTS OF MODIFICATIONS:** Please explain how the proposed site disturbances would affect the site features and values discussed in response to Item 4 above.
 - vi. **ESA MITIGATION:** Please provide a detailed narrative discussion of your proposed mitigation plan in order to comply with the standards for waiver approval listed below. As necessary, the plan should include the creation of new wetland acreage of, at a minimum, equal size and value to that which would be lost.
 - vii. **STANDARDS FOR WAIVER APPROVAL:** The standards applied by the EPA and DEC for ESA Waiver Approval are similar to the DEC standards for a Freshwater Wetland Permit. There will be a sufficient demonstration of:

- (1) no net loss of wetland acreage or wetland values;
 - (2) no reasonable non-wetland alternate locations existing on the site for this development;
 - (3) minimization of loss of wetland and wetland values;
 - (4) mitigation of any loss of wetland acreage or wetland values;
 - (5) no appreciable increase in turbidity or sedimentation in the wetland or any watercourses above background levels; and
 - (6) no net increase in downstream flooding during storm events.
- c. *The Procedural Rules for Working on Rockland County Sewer District No. 1 Sewers* impose a fee of three hundred fifty dollars (\$350.00) to process an application for an ESA waiver.
- d. Once the above requirements have been met, our office will forward the required information to the EPA and DEC. It should be noted that three (3) of the four (4) sets as requested above are required for EPA and DEC purposes.
3. The DGEIS states that the Comprehensive Plan Update recommends zoning amendments to the non-residential RS and MRS Districts, and to promote a mix of residential, business and retail uses in the Town's hamlet centers. For non-residential projects or the non-residential use of a property, Rockland County Sewer District No. 1's "Commercial/Non-residential Wastewater Questionnaire" and the County Planning Information Certification (attached) must be submitted to and approved by this office before any sewage is discharged into the District's sewerage system. **The owner must sign the wastewater questionnaire.**
4. We request that the Town notify the District upon adoption of the 2021 Comprehensive Plan Update and provide us with a hardcopy of the zoning map and Town Code when they are updated.

Please inform us of any further developments regarding the Comprehensive Plan Update, and of any zoning text amendments and land use changes. If you have any questions, please contact this office at 845-365-6111.

Very truly yours,



Joseph LaFiandra
Engineer II

Attachments

cc: M. Saber M. Dolphin D. Gregory J. Roth
Arlene Miller – Rockland County Department of Planning
Elizabeth Mello, P.E. – Rockland County Department of Health

File: Town of Clarkstown Zoning
Impact Fees
Reader



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comp Plan comments after Last night's session

3 messages

Jose Simoes <j.simoes@clarkstown.org>

Wed, Jun 2, 2021 at 3:31 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **sabrina tenteromano** <sabrina.tenteromano@gmail.com>

Date: Wed, Jun 2, 2021 at 1:06 PM

Subject: [CompPlan2020] Comp Plan comments after Last night's session

To: <compplan2020@clarkstown.org>

Hi Joe and Supervisor Hoehmann!

I have some thoughts and questions as a result of listening in on the Town Hall last night.

Will the Town consider offering discounts in the bidding process to companies/builders/developers that propose sustainable building solutions and circular components for development projects? For instance, designing in organic gardens at the senior housing project at Shimpf's or net zero building design at the three story strip mall going up on Main St?

Does the plan add a goal to pass legislation that limits the use of gasoline leaf blowers during summer months?

When might we see the effects of Complete Streets? You mention problems, like environmental impacts, arising in the process of *solving* other problems or goals of the Plan. What about single *solutions* solving *multiple* problems? This saves money and time and often generates more resilient, sustainable solutions. For instance, Complete Streets represents the opportunity to solve speeding, recreation, safety *and* pollution and biodiversity issues with the addition of sidewalks that contain pollinators planted on the road side.

What is the legality of zone changes? Supervisor Hoehmann mentioned he was surprised the Town has not gotten sued yet when talking about Shimpf's getting senior housing. In the spirit of full transparency I hope you can share what this means.

Thank you!
Sabrina Tenteromano



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org

Jose Simoes <j.simoes@clarkstown.org>

Wed, Jun 2, 2021 at 4:04 PM

To: sabrina tenteromano <sabrina.tenteromano@gmail.com>

Cc: George Hoehmann <g.hoehmann@clarkstown.org>

Bcc: t.dauksza@clarkstown.org

Hi Sabrina,

We will ultimately address your comments within the Final Comprehensive Plan, but I just wanted to clarify a few things. The development of private property, such as Schimpf's or the strip mall you reference does not involve a bidding process on the part of the Town. The Town puts out bid requests for its own public projects (like replacing the roof of Town Hall for example). The Town can incentivize private development to be more sustainable by providing more density, for example, or we can simply require a higher standard for development, like retaining stormwater greater than net zero (which we do require, by 10 percent, by the way).

We received a great number of public comments about noise and air pollution, some related to power equipment. Limitations on gas powered equipment could be considered by the Town, but the specifics of any legislation would have to be hammered out in the future.

I agree that Complete Streets has the potential to solve a great deal of problems, but it still involves committing resources and some disruption of the natural environment. The Comp Plan recognizes that even a sidewalk could result in an impact, by adding more concrete to the Town and removing grass, trees and shrubs to have them constructed. As with all things, we have to weigh the benefits versus the costs and the pros usually outweigh the cons when it comes to Complete Streets, but we still have to recognize the cons. That being said, the Town has an extensive roadway network. We need to prioritize what should be worked on first to get the most bang for our buck. It's going to take time.

I'm not sure what you mean by the "legality of zone changes." In general zone changes are legal if they are in conformance with the Comprehensive Plan. Schimpf Farm did not require a zone change. It required approval from our Planning Board and consequently it meets a Comprehensive Plan goal of providing senior housing. I can't speak for the Supervisor, but I can say that developers are apt to sue municipalities for excessive delays for projects they have the legal right to build.

Sorry for the long-winded explanation.

Thank you for your comments.

Joe Simoes

[Quoted text hidden]

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 29, 2021 at 9:41 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **sabrina tenteromano** <sabrina.tenteromano@gmail.com>

Date: Wed, Jun 2, 2021 at 5:12 PM

Subject: Re: [CompPlan2020] Comp Plan comments after Last night's session

To: Jose Simoes <j.simoes@clarkstown.org>

Cc: George Hoehmann <g.hoehmann@clarkstown.org>

Thank you for your response!

My only follow up is re sidewalks and concrete: there are alternatives to high carbon concrete as I'm sure you know and just across the water, Hastings is the latest to adopt low embodied carbon concrete rules. Cutting away turf grass in favor of low embodied carbon sidewalks with pollinators seems like it would offer greater environmental benefits than impacts. Of course it requires formal analysis like anything else.

Speaking of analysis, I was glad to hear about the funding for the study that will include 304!

Thanks,
Sabrina

[Quoted text hidden]

[Quoted text hidden]



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Palisades Mall Concern

1 message

Jose Simoes <j.simoes@clarkstown.org>

Thu, Jun 3, 2021 at 10:19 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Roxanne Watson** <RxWatson@hotmail.com>

Date: Wed, Jun 2, 2021 at 4:41 PM

Subject: [CompPlan2020] Palisades Mall Concern

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Hello it's Roxanne Watson resident of Clarkstown. I am really disappointed that I was not able to attend the meeting for the concerns at the Palisades Center due to illness. This will be my first missed meeting so I want to add my two cents as a frequent patron of the mall as a shopper and representative of a non-profit.

I appreciate you considering my original comment on the Comprehensive Plan regarding the state of retail and giving retail venues the opportunity to full evolve. I believe this is the right direction for the future of Clarkstown and I look forward to following the progress.

Thank You Roxanne Watson

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments on Comp Plan Update

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 14, 2021 at 11:52 AM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Laura** <lkmb@optonline.net>

Date: Mon, Jun 14, 2021, 11:40 AM

Subject: [CompPlan2020] Comments on Comp Plan Update

To: <compplan2020@clarkstown.org>

Joe--

Please see the attachment for my comments on the draft Comp Plan Update.

Thanks for providing this extended comment period, and for always being open and accessible to Clarkstown residents.

Sincerely,

Laura Bidon
New City, NY



Comp Plan Comments 6.21.pdf

160K

June 14th, 2021

Mr. Joe Simoes, Principal Planner
Town of Clarkstown Planning Department
10 Maple Avenue
New City, New York 10956

Sent via E-Mail

RE: Comprehensive Plan Update

Dear Mr. Simoes:

Thank you for the extended period to provide comment on the draft Comprehensive Plan Update and DGEIS, and for keeping this project on target during an extraordinarily difficult year. Kudos to you and your team!

My comments and questions are as follows:

- 1) It would be helpful for the public to know who served on the Special Board for the Comp Plan, as well as who served on the various sub-committees, to ensure a fair representation of community interests (if this is included in the draft, I apologize for having missed it);
- 2) Two of the continuing goals outlined in the Plan address the need to “preserve the suburban and remaining semi-rural character of the Town”, and to “preserve neighborhoods by expanding initiatives to safeguard neighborhoods from inappropriately scaled development.”

I appreciate the Town’s ongoing commitment to those goals. However, several of the Town’s current zoning codes and practices seem to be inconsistent with those stated goals, and continue to allow over-scaled development to encroach on our single-family neighborhoods. In particular, I would like to see the following issues addressed in the Comprehensive Plan, or in subsequent code amendments and policy changes:

- a) **Non-Residential Uses Permitted “By Right” in Residential Zones** -- Currently there are a number of non-residential uses that are “permitted by right” in our residential districts, even though the proposed use may not be in alignment with needs identified in the Comp Plan (e.g., the Plan doesn’t anticipate a need for new schools, yet schools are “permitted by right” in residential zones). Developing special use/permit conditions for non-residential uses in residential zones would give the Town more discretion in the review and approval process, and help to align non-residential development more closely with identified community needs;
- b) **Non-Residential Uses Limited to State and County Roads** – I appreciate the intent of the current code which limits non-residential uses in residential zones to State and County Roads. However, it has had the negative effect of over-burdening our county roads—many of which are secondary/connector roads (e.g., West Clarkstown Road). What will be the Town-wide implications if these connector roads become further clogged with density and traffic?

- c) **Merging Adjacent Lots for Development** – In some cases, prospective developers are purchasing adjacent residential properties and bundling them into one property for non-residential development purposes. This leads directly to over-scaled development, as the resulting lot is at least twice the size of surrounding lots and is developed as such; this practice of merging adjoining lots for non-residential development should be disallowed in residentially-zoned areas;
- d) **Bulk Specifications vs. Over-Scaled Development** – What is the Town’s definition of “inappropriately scaled” development? Is a project considered to be appropriately scaled just because it meets code specifications? Many recently proposed developments seem to be out of scale to the surrounding neighborhood, even though they meet all code and bulk use requirements. “One size fits all” specifications do not adequately account for the context of the surrounding neighborhood. Appropriate scale should be defined for each project in the context of the specific neighborhood where it will be located. A building height of 35’, for example, might be within scale in one community, but not in another, based on the surrounding area. Guidelines that require proportionality to surrounding areas, rather than “one size fits all” specifications for height, density, building and lot coverage would offer better protection against inappropriately scaled development;
- e) **Public Participation in Visioning Our Communities** -- There are several areas in our Town that appear ripe for development: 1) the West Clarkstown Road corridor; 2) North Main Street in New City; and 3) the Town-owned property at the former Rockland Country Day School in Congers.

Will development in these areas occur in a piecemeal fashion, guided primarily by private interests, or can we envision cohesive plans for our neighborhoods--plans developed in partnership with residents and developers who are willing to engage in a collaborative and inclusive planning process? By the time projects reach the public hearing phase of the planning process, they appear to be “done deals.” I encourage the Town to foster public/private collaborations that seek a more broad-based input to the planning process. This will help the Town achieve a more cohesive community design, one that is geographically balanced and meets the diverse needs and desires of its residents.

Thank you again for this opportunity to provide comment, and your commitment to goals and initiatives that will more adequately preserve the character of our residential neighborhoods.

Sincerely,

Laura Bidon
30 West Clarkstown Road
New City, New York 10956

Steering Committee Member
CUPON Clarkstown of Bardonia, Congers, New City, Valley Cottage, and West Nyack



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: Comp Plan Letter

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 8:46 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **John Lyon** <LyonJ@co.rockland.ny.us>

Date: Fri, Jun 18, 2021 at 1:08 PM

Subject: Comp Plan Letter

To: j.simoes <j.simoes@clarkstown.org>

Cc: Rosa, Guillermo <RosaG@co.rockland.ny.us>, Rivera, Melanie <RiveraMe@co.rockland.ny.us>

Good afternoon Joe,

Please see the attached letter from Deputy County Executive Guillermo Rosa regarding the Comprehensive Plan.

Have a great weekend!

Warmest regards,

John

John Lyon

Director of Strategic Communications

Rockland County Executive Ed Day

11 New Hempstead Road

New City, NY

O: 845-638-5645

C: 845-248-7748



7/28/2021

Town of Clarkstown Mail - Fwd: Comp Plan Letter



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org



Town of Clarkstown Comp Plan - Letter of Support.pdf
382K



Rockland County

Ed Day, Rockland County Executive

OFFICE OF THE COUNTY EXECUTIVE

11 New Hempstead Road
New City, New York 10956
Phone: (845) 638-5122 Fax: (845) 638-5856
Email: rosag@co.rockland.ny.us

J. Guillermo Rosa
Deputy County Executive

June 18, 2021

Joe Simoes, Principal Town Planner
Town of Clarkstown
10 Maple Ave
New City, NY 10956

Re: Rockland County letter of Support for Town of Clarkstown Comprehensive Plan

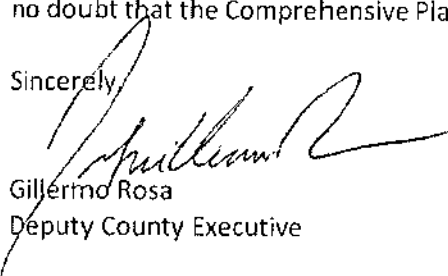
On behalf of the County of Rockland, I am pleased to submit this letter of support for the Town of Clarkstown's Comprehensive Plan. As the county seat and the second largest town in the county, the Town of Clarkstown is the most prominent business center in Rockland, and as such, the proposed updates to its Comprehensive Plan capitalize on this potential and responsibly consider expected future growth.

The first goal listed is economic development which demonstrates the overarching need to foster a healthy economy towards the maintenance and enhancement of the excellent quality of life in the town and county. The plan's objectives align with the county's economic development mission which is to serve as a catalyst for economic diversity, growth, and prosperity for the county through innovative planning and policy interventions.

The proposed goals of the Comprehensive Plan reflect the evolving nature of land use, transportation and business which will help the town achieve its tremendous potential for sustainable economic development. Reimagining commercial districts, corridors and town and hamlet centers will make them more attractive to business, permit greater flexibility to be able to accommodate new and appropriate contextual uses and encourage employment opportunities and quality housing options. Implementing such progressive measures will result in an outcome that will deliver a broad range of equitable social and environmental benefits at both the municipal and county level.

The Town of Clarkstown has a well-documented history of planning for the future and has done an extremely thorough job creating and presenting this plan while allowing for ample public comment. I have no doubt that the Comprehensive Plan will help the Town remain vibrant in a rapidly changing landscape.

Sincerely,


Guillermo Rosa
Deputy County Executive



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 10:36 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Kathy Schwarz** <katherine.schwarz54@gmail.com>

Date: Fri, Jun 18, 2021 at 8:53 PM

Subject: [CompPlan2020] Comments

To: <compplan2020@clarkstown.org>

Please see my comments attached.
Katherine Schwarz

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Clarkstown compplan final comments.docx**

22K

Comments on the 2021 Comprehensive Plan for Clarkstown From an Environmental Perspective

Transportation

The Transportation component of the Clarkstown Comprehensive Plan of 2009 was prepared by Cambridge Systematics. It correctly recognized that “congestion creates slower travel times for motorists to and from major destinations in Clarkstown.” It correctly recognized that the goal was for Clarkstown to “align transportation with land use changes to create sustainable travel and development patterns, while minimizing congestion and maximizing safety.” It correctly recognized that “while much of Clarkstown’s land is currently developed, redevelopment continues that will create changes in demand for the local transportation network.” For mitigation solutions for “increased traffic congestion/decreased roadway capacity” it repeated over and over again to “promote public transit alternatives” – meaning walking, biking and public transit.

And what has happened since 2009? From 2010-2018, the population of Clarkstown grew 2% and all indications are that it is continuing to grow. Population density is now 2461 people/square mile. (This is greater than, for instance, the city of Binghamton, NY). We know that in the county overall (some statistics are not gathered for Clarkstown alone) there are 217,439 licensed drivers and 202,196 registered vehicles, which would come to about 1 car for every licensed driver. From the Appendix of the 2021 Comprehensive Plan, a survey from 2006 showed that an overwhelming majority of people in Clarkstown own their own homes, over 50% of those homes have 4 bedrooms and most households have at least 1 car. If a more detailed survey had been done then or a new study were done today it would probably show that many of those people in their 4-bedroom homes have 1, 2, or maybe even 3 cars per household. We also know that data probably wasn’t yet available for Cambridge Systematics to consider the source of greenhouse gas emissions in the county, but this data was compiled by ICF International for NYSDERDA in 2012 and the estimate was that 44.2% of Clarkstown’s CO₂ emissions are coming from the transportation sector, probably a large percentage of that was coming from cars. (It was 52.6% for Rockland County as a whole.) This makes it more critical now, over 12 years after 2009, to have included some efforts to discourage people from driving and encourage people to walk, bike, **and** take public transportation. There is discussion in the new plan about the Complete Streets initiative, which does offer suggestions on how to make Clarkstown safer for those walking and biking, but there is no mention that the streets would be safer if we improved public transit and decreased the number of cars on the roads.

What did Clarkstown do between 2009 and 2021? Instead of following the guidance of their own consultants, they actually cut service for their Mini-Trans. The town also did not follow the guidance of their own Comprehensive Plan to “seek creative funding for bus infrastructure that is part of regional developments” and, in order to “change...neighborhood character” to “build [that] consensus through outreach and education programs.” Instead, the town reduced the service, (cut it in half) angering many who relied on that service to get to their jobs, and encouraging more cars on the road.

The 2021 plan now uses the term “sustainable travel options” which is vague. Utilizing the term “sustainable” is the politically correct thing to do today, but without any specifics, it can be useless. Assuming it means encouraging cars to be electric, which would be an improvement and would certainly help with the air pollutants, electric cars will still not help with the congestion. The 2021 Comprehensive Plan draws attention to the charging stations that have been installed at the Palisades and the Nanuet malls, but says nothing about switching to electric buses for their Mini-Trans service. And, whenever there are more cars on the road, there is more congestion, slowing down the buses, which further discourages people from taking those buses, providing further justification for reduction in services. It is a vicious cycle.

Regarding the CO₂ emissions, in June of 2019 New York State passed legislation, the Climate Leadership and Community Protection Act, which among other things, encourages the transition to electric vehicles. It encourages putting our monies into charging stations for electric cars, which makes sense, but only recognizing the need for electric cars and charging stations makes more for rural areas than for suburban areas like Clarkstown (or Rockland). We in densely populated, highly congested suburban areas should put the bulk of monies into building better public transit systems. If existing rebates lure higher income people into buying electric cars, they will be selling their gasoline-operated cars to lower income people who, despite the rebates, still could not afford the electric cars, and we would end up with *more* cars on the road and fewer people on the buses, which would justify cutting bus service even more – again the vicious circle.

The 2021 plan does mention the importance of lobbying for improved air quality and for the monitoring air quality. Good data on air quality would have been essential for the planning process itself. For this 2021 Plan, 2010 data was used for the county. This data has undoubtedly changed in the last 10 years. And, there also needs to be lobbying for *several* monitoring stations or, perhaps the moving of the current monitoring station. The current sole air quality monitoring device for the County is in the middle of Conklin Orchards, where it likely doesn’t pick up the pollution coming from where most of the traffic is, for instance in Nanuet or West Nyack, near Route 59 and the Thruway. The American Lung Association rated air quality in Rockland County (not specifically Clarkstown) with a grade of D. And this did not include particulates. The 2021 plan does estimate that “approximately 1/3 of air pollution comes from motorized travel.”

Specifically addressing buses and other larger vehicles, on July 14, 2020, Governor Cuomo announced a Memorandum of Understanding that New York State would be working toward 100% of all new medium- and heavy-duty vehicle sales (buses and trucks) being zero emission vehicles by 2050 with an interim target of 30% by 2030, making money available through the VW settlement to accomplish these goals. Clarkstown could be taking advantage of this offer by upgrading their Mini-trans buses to electric and installing the charging infrastructure. Additional money would still be needed for improved routes, schedules, and signage and for **marketing** of all of the improvements, including perhaps incentives to encourage people to ride the buses (or disincentives for the driving of cars, which, perhaps, could help fund these improvements.) Without the commitment of the town to these additional improvements to the existing public transit system, it is certain it would fail. And we’d end up with more congestion, greater need for the widening of roadways, more paved over open spaces to make way for parking lots

and causing more storm run-off, plus greater inequity, as poorer people would still be stuck on the ever-deteriorating bus system.

It would make better sense for there to be more discussion with Rockland County about ***improving Transport of Rockland service in Clarkstown***, but this didn't appear in the Comprehensive Plan either. Perhaps, instead of Clarkstown Mini-trans service and TOR buses both going electric with separate charging stations and fleets, we could eliminate Mini-trans service altogether and just improve service and begin to build a new fleet of electric TOR buses. Along with that, there could be more offerings of alternatives to owning a car, such as car rental services, better taxi or Uber services, a service to allow for ride sharing or bringing Zip-Car into Clarkstown (or the County).

Overall, especially with transportation issues, closer cooperation with the county is necessary for that suggestion to "seek creative funding for bus infrastructure that is part of *regional* developments." In other words, it makes sense for the different towns together with the County government to seek monies from the State through the Congestion Mitigation and Air Quality Improvement Program and/or the VW settlement money, for funding the building of infrastructure to convert the bus fleet to all electric and to actually consolidate TOR with Clarkstown's Mini-trans and together work on improving the routes, scheduling, signage and marketing. Just now, there is additional money available from NYSERDA for "Advancing Clean Transportation in Disadvantaged Communities." All the more reason to work with the County Transportation Department to encourage them to apply for such money.

In the long-term, more and more cars on the road is not a sustainable transportation plan. And, the current public transit system is virtually a segregated system. Improving public transit and encouraging more people to use it could help to build a more equitable county altogether.

Regarding school buses, there was not a word in the Comprehensive Plan on requiring a gradual conversion of the school bus fleet to electric buses.

Development/Zoning Overall (which relates to transportation, too):

Almost all new construction mentioned in the 2021 plan would be for commercial or business use, and seems to be along the Route 303 or 304 corridors. And all new housing mentioned in the Plan would be above businesses and for "emergency service workers" with the exception of new housing for seniors. (It is unclear where the senior housing would be.) Throughout the plan there is mention that nothing should "conflict with residential uses". So that implies no further development in residential areas. Viewing this with an environmental lens, there *should be* consideration of changing zoning in those residential areas to allow single family homes be converted to dual family homes. More dense living is more environmentally sustainable and would help justify better public transit. And, wherever the senior housing would be located, public transit would be needed, too.

The Plan calls for requiring solar panels on all new construction, just on "Town Land." Why not require it on all new construction and encourage that it be installed on existing buildings and housing? This would ultimately increase the value of those buildings/houses. One or 2 people who live in 4-bedroom houses

with their 1, 2 or 3+ cars in the driveway or in their garage have a much higher environmental impact than those living in apartments above businesses and using public transit.

The plan mentions the solar farm in West Nyack creating enough electricity to serve 1/3 of Clarkstown, but also mentions it serves 200 homes. This must be inaccurate because there are more than 600 homes in Clarkstown.

Mention is made of putting solar canopies above parking areas. There are environmental benefits of this solution, but there might be bigger benefits if there could be smaller paved parking areas altogether. The Stormwater Commission acknowledged that there is a serious problem with stormwater runoff in Clarkstown and it also came up with suggestions about mitigating this problem. What was not mentioned by the Commission (or at least not in the Plan) was the possibility of fewer paved parking lots, or smaller paved parking lots (with or without solar panels above them) allowing more of that stormwater to be absorbed into the ground. Those smaller parking areas would require better public transit services to and from those areas.

Environmental Education:

The plan includes 1 paragraph about increasing environmental education, which is greatly needed. The plan is rather vague about details. It does not specify for whom, where, on what topics, or how to go about doing this. And the separate Climate Report doesn't mention environmental education at all.

Clearly, the question of who needs environmental education should include students of all ages in all the schools, but also the general public and all town employees, too. It should include the **urgency that there is an environmental crisis and that all have to step up to the plate and be involved**. It could begin with a new survey of young people (the only survey of young people was in the Appendix and was done in 2008.) High School students could be trained to do the educating of the adults. But also, the plan had no suggestion as to how the town could partner with existing organizations for this – Cornell Cooperative Extension, Sierra Club, Rockland Water Coalition, Rockland Farm Alliance, Keep Rockland Beautiful, etc. who are already doing some environmental education. Nor did they explore what is already going on in New City Library – an environmental education program on Learning to Live More Sustainably called Pare Down/Cheer Up. There is urgent need for environmental education about the need for paring down on the driving, to encourage less traffic, less pollutants, less contribution to GHG emissions, and what about environmental education on paring down on the meat consumption, etc, etc.

How about some consideration of environmental justice? From the results of the Saratoga Associates study in the plan's Appendix (2006): The study showed that 13% of the population of Clarkstown were "extremely low income." Might that statistic have changed since 2006? One would think it would be important to incorporate an update of this information for the current plan and to work environmental justice into all aspects of the plan (including transportation).

A few other ideas:

Encourage Street Banking: <https://www.streetbank.com/splash?locale=en>

Encourage neighborhoods to share cars, tools, yard equipment, toys, gardens, a compost piles, etc.

And one more idea: Explore inviting an indoor farm (hydroponic or aquaponic) into some of the empty space in the Palisades Mall.

Thank you for considering my suggestions,

Katherine Schwarz, MS, MPH



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comprehensive Plan Comments

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 10:53 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Jennifer McPhee** <jemcphee@optonline.net>

Date: Sat, Jun 19, 2021 at 1:23 PM

Subject: [CompPlan2020] Comprehensive Plan Comments

To: <compplan2020@clarkstown.org>

Please see attached file regarding my comments on the comprehensive plan.

Regards,

Jennifer McPhee

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Comprehensive Plan Comments - J. McPhee.pdf**

114K

June 19, 2021

To the Comprehensive Plan Committee, Joe Simoes and the Planning Department,

Thank you for the opportunity to comment on the Comp Plan Update and thank you for all your hard work in putting this together. Below are my comments/concerns regarding the new Comprehensive Plan. Some of my comments address the actual proposals in the new plan however, I'm more concerned about how the town plans to protect our community while working to achieve these goals. There are serious holes in the town's codes, procedures and approval processes that need to be addressed and fixed before any of this becomes a reality.

1. While I agree with many of the suggestions, I feel that our town code allows for development that is inappropriate and out of scale for our single-family neighborhoods. Our codes need to be reviewed and changed to prevent further destruction of these areas.
2. Although it is thought that we need to grow to survive, the amount of growth you are allowing is not sustainable. Our roads are already overcrowded, and our resources (especially water) are already being threatened. I do not see the town taking this into account and looking at the big picture when approving/proposing these new high-density developments and commercial projects.
3. It is mentioned in the plan that there is a desire for a fixed performance area in the town of Clarkstown, thus somebody has proposed building an amphitheater at Germonds Park. I have been on all the comprehensive plan calls and have attended countless town meetings and workshops and I have never heard of a single request for this. Pickle Ball yes, Fixed performance space, no. We are trying to keep the towns expenses down, so that we can decrease taxes or at least remain stable, so that young families can afford to buy homes in our town. How does building this help in that regard? It is just another expense that the town will have to 1) Build and 2) Maintain. This is a definite NO in my opinion. You are also proposing to build it right next to two historical homes. I guess there is no preserving Historical Areas in Clarkstown anymore, as proven with the green light on Schimpfs Farm development.
4. You talk about making our town more walkable and new projects need to factor in sidewalks. Who is going to maintain these sidewalks? Mow or water the grass areas that are sometimes established between the curb and the sidewalk? The new sidewalks on 304 are great, yet half the areas are not being mowed and I see either a town or county truck coming out and watering the grass. Additionally, in the winter these sidewalks need to be plowed. Who is doing that? More expenses added to the town and passed on to the residents. Think about all the money that is now spent when Main Street in New City needs to be plowed after a snowstorm. Due to someone's brilliant idea that we need cutouts for parking along Main Street, these cutouts now need to be shoveled out by hand because the plows cannot get in there. Whose pockets are we lining? Certainly not the residents of Clarkstown.
5. The town needs to review and adjust the procedures for approving new projects in Clarkstown. From experience, it appears that the Planning Board approves projects and only then hands it off to the AHRB for review and approval. However, some of the aspects that are approved at the Planning Board reviews really need to be reviewed and approved by the AHRB. For

example, Schimpf Farm. The Planning Board approved 7 buildings, 3 stories high plus a club house. At the AHRB meeting, they were surprised to see such a project approved based on the density and height of the buildings and even though the code says that the AHRB has a say over the inappropriateness and mass bulking of a development, citizens were told that their "hands were tied" because the Planning Board approved the project. One member of the AHRB seemed to stand with the community, but then a vote was conveniently done while that member was not in attendance. There is a serious problem with how the boards approve projects and interact with each other and if you plan on all this future development to be reviewed and approved in this manner, I fear for Clarkstown.

6. All the boards need to take a BIG Picture view of the projects they approve. On its own a residential complex on North Main Street with 50 units may be fine, however, then they approve another 5 projects just like that on the same road. Another example is West Clarkstown Road. It is a 2 lane "country road" but with all the planned and in some cases approved projects, this road needs to be the new Rt. 59.
7. All land use board members should be required to visit the sites that they are making decisions on. There should be multiple visits that should possibly involve the public as well so we can point out our concerns face to face. How can smart decisions be made based on a paper site plan and mocked up computer generated designs? The AHRB members seems to follow this practice and I think it should be made mandatory.
8. The town needs to enforce and follow its own codes. What is the point of having codes when the boards just grant variances or override concerns? Who is going to be held responsible? I cannot get behind some of these new proposals, because I've already seen how they have been manipulated by developers at the expense of the community.
9. These workshop and comprehensive plan committees need "real people" on them, not the developers and politicians who are basically making decisions that best meet their needs, not the publics. I find it funny that Clarkstown is now pushing and allowing a huge amount of senior housing. Strange that one of the largest and inappropriate developments, Schimpf Farm, is being proposed by a developer and architect who sat on the Housing Committee back and recommended that we need senior housing. Once again, lining their own pockets at the community's expense.
10. This comment is straight from the comprehensive plan draft. Yet the Supervisor and all the land use boards have given the green light to the Schimpf Farm project, an inappropriately scaled, high density development in a residential neighborhood that is already saddled with huge traffic problems. What is the point of these comments and goals if the town does not follow through on them? If the issue is the town's codes, then fix the town codes.

Expand initiatives to safeguard neighborhoods from inappropriately scaled development. Development whose density or bulk far exceeds those of surrounding established residential neighborhoods will be discouraged. Through strict interpretation of zoning laws and outreach and education for officials and developers, the Town can protect its neighborhoods from the environmental and aesthetic damage out-of-scale development can cause. In addition, the Town will require supplemental landscaping, increased buffers and the installation of fencing or other screening to protect neighborhood cohesiveness and mitigate nuisance.

So what initiatives are you proposing? As stated previously, variances are given even when there is clear opposition and reasons for not granting. Comments from the county are overridden, even when the comments are valid. What guarantees do we have that the town will actually stand behind these initiatives?

11. All vacancies for board positions in the town should be published and made public. All committees' positions should be published and made public. We need fresh ideas and new perspectives.
12. I think the town should hold off and thoroughly investigate the concept of the transferring of development rights program. While it sounds like a win-win, we have found that if not properly vetted and implemented correctly, changes of this magnitude can be manipulated and misused.
13. More time and work should be put into sustainability. Outside agencies should be used and their findings should be made public.

Regards,

Jennifer McPhee
34 Colgate Drive
Bardonia, NY 10954

Steering Committee Member:

CUPON Clarkstown of Bardonia, Congers, New City, Valley Cottage, and West Nyack



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 11:41 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Scott Milich** <swmilich@yahoo.com>

Date: Mon, Jun 21, 2021 at 11:37 AM

Subject: Comprehensive Plan

To: <j.simoes@clarkstown.org>, <compplan2020@clarkstown.org>

During the Clarkstown Comp Plan 2020 comment period, I left comments regarding the need for housing options for millennials, Gen Z and older adults coupled with the Major Regional Shopping Centers need to reinvent and reengineer themselves to keep up with the changing nature of retail. As seen throughout the country, incorporating market rate multifamily housing, hospitality and medical to large shopping centers such as the Palisades Center Mall and the Shops at Nanuet will help to revive and stabilizing the properties; positioning them for long term success.

As I read through the 2021 Comprehensive Plan Update, I was very pleased to see in several areas that my comments and those similar to mine were taken seriously and in one way or another mentioned in the plan update; thank you for that. As stated in section VI Implementation; g) Land Use Changes, "Flexible new zoning" for MRS is crucial, housing should be allowed; as well as, medical. I believe their ability to be a real mixed use property is the key to their success and the overall success of the Town and County.

Again, thank you for all of your hard work and efforts managing this entire comprehensive planning process.

Sincerely,
Scott Milich
New City

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Palisades Center

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 1:01 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: 'Thomas Hinzman' via compplan2020 <compplan2020@clarkstown.org>

Date: Mon, Jun 21, 2021 at 12:53 PM

Subject: [CompPlan2020] Palisades Center

To: <compplan2020@clarkstown.org>

Dear Mr. Simoes,

I wanted to submit a comment on the Economic Development section of your comprehensive plan. I believe that changing zoning so our larger retail centers can add housing will help fill the empty space and bring some vibrancy back to those locations. It will also draw young families and new businesses that will help in keeping our economy healthy.

Thank you for your consideration.

Sincerely,

Thomas L. Hinzman

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Clarkstown Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Mon, Jun 21, 2021 at 3:51 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Carlos Martinez** <cmartinez@bridgesrc.org>

Date: Mon, Jun 21, 2021 at 3:18 PM

Subject: [CompPlan2020] Clarkstown Plan

To: <compplan2020@clarkstown.org>

Dear Mr. Simoes,

I'm once again writing in support of both residential and/or hotel space at the Palisades Center. As the CEO of a business within Palisades Center, I have a first-hand account for the need. Residential space for the next generation and a hotel space for Palisades Center's customers and travelers to our county, will grow our economy here in Rockland. The benefits - construction and permanent jobs, generating revenue for the Town, creating a true live/work/shop/play community -- far outweigh any negatives (if any). I truly believe it's time that we think about our retail spaces and help them evolve!

I appreciate you taking the time, Thank you

Sincerely,

Carlos Martinez, LMSW
CEO/Executive Director

Rockland Independent Living Center, Inc. dba BRIDGES

2290 Palisades Center Drive, West Nyack NY 10994

(p) 845-624-1366 - (f) 845-213-6122

www.BRIDGESRC.org

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--

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments on 2021 Town of Clarkstown Comprehensive Plan Update & DGEIS

3 messages

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 9:18 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: 'Gale Pisha' via compplan2020 <compplan2020@clarkstown.org>

Date: Mon, Jun 21, 2021 at 4:43 PM

Subject: [CompPlan2020] Comments on 2021 Town of Clarkstown Comprehensive Plan Update & DGEIS

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Thanks to Supervisor Hoehmann, Joe Simoes, Principal Town Planner, and the Clarkstown Town Board for keeping the public involved in the 2021 Update of the Clarkstown Comprehensive Plan.

While some of the goals of this Draft Generic Environmental Impact Statement are more general than I expected, I think **the plan to form a Town Sustainability and Resiliency Committee to recommend specific actions should definitely be implemented.**

The committee should review and consider specific recommendations made by residents during the development of the 2021 Update. For example, for the goal to "Protect and conserve both the sources and supply of potable water and the natural features which add to water quality" (p. 2), specific recommendations in addition to limiting impervious pavement, acquiring more open space, and requiring stormwater runoff management for new development could include requiring water neutral building practices for new construction and discouraging the use of lawn fertilizers and lawn watering.

The only goals of the 2021 Update that I strongly oppose are those of replacing the soccer field at Zukor Park with artificial turf and constructing a domed sports facility which will also use artificial turf.

Last November, Rockland residents were informed by Suez Water New York that levels of PFOA, one of a family of PFAS chemicals, exceeded New York's Maximum Contaminant Level of 10 parts per trillion in some of the wells which feed into our water supply. Since then, the public has learned a lot more about these "forever chemicals," which have serious health impacts on humans, particularly pregnant women, infants and children. See <https://www.ewg.org/areas-focus/toxic-chemicals/pfas-chemicals>.

Studies have shown that **PFAS chemicals are used in the manufacture of artificial turf.** See <https://www.ewg.org/news-insights/news/new-studies-show-pfas-artificial-grass-blades-and-backing>. Since the soccer field at Zukor Park and presumably the sports facility would be used extensively by children, Clarkstown should strongly consider the health effects from exposure of children to this product through physical contact and breathing the toxic fumes.

A related concern with artificial turf is that it is **not maintenance-free**, as some people assume. Washing it utilizes herbicides and pesticides, which can run off into the water supply along with other toxic chemicals used in artificial turf's production as the turf degrades over time. Because it heats up with exposure to sunlight, it must be wet down so people can walk on it during hot weather. Water for washing and cooling the turf could be better used to water a drought-resistant species of grass, which sequesters carbon dioxide and releases oxygen. See <https://sustainablecrossmoor.org/artificial-grass/> for more details.

In fact, the goal cited above of protecting our potable water will be threatened by installing artificial turf. Therefore, **I urge Clarkstown to reconsider the plan to install any artificial turf; we should be avoiding its use in general and avoiding exposure to it, especially by children.**

Thank you for considering my comments on the DGEIS.

Gale Pisha

Nanuet



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org

Jose Simoes <j.simoes@clarkstown.org>
To: **Tori Dauksza** <t.dauksza@clarkstown.org>

Tue, Jun 22, 2021 at 2:13 PM

[Quoted text hidden]

Tori Dauksza <t.dauksza@clarkstown.org>
To: **Jose Simoes** <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 2:13 PM

Joe ignore my other email. I have it right here, my mistake.

Tori

[Quoted text hidden]

--
Victoria Dauksza
Principal Clerk Typist
Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956

Tel.: 845-639-2069
Fax: 845-639-2071





Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Additional comment on 2021 Update on Clarkstown Comprehensive Plan DGEIS

3 messages

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 11:53 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: 'Gale Pisha' via compplan2020 <compplan2020@clarkstown.org>

Date: Tue, Jun 22, 2021 at 11:52 AM

Subject: [CompPlan2020] Additional comment on 2021 Update on Clarkstown Comprehensive Plan DGEIS

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Yesterday I submitted a comment regarding the dangers of using artificial turf, which will expose residents, especially children, to toxic chemicals and impact our water quality.

Today I would like to submit an additional comment regarding water conservation. **I would like to see Clarkstown take more aggressive action than is currently specified in the Plan to promote water conservation** through discouraging lawn watering, promoting indoor water conservation and requiring new construction to be water neutral in many ways, not just with water-saving fixtures, which are already required for new construction by New York State. Ideally, Clarkstown would even limit construction of new houses and businesses, especially in the vicinity of Lake Deforest.

We have a limited supply of water in Rockland, some of it coming from Lake DeForest Reservoir and the rest from wells. Clarkstown surrounds this reservoir, including upstream of the reservoir. Whatever the Town can do to protect the safe yield of the reservoir will help us avoid the need for an expensive new water supply source in the future.

Land in the town that slopes toward the reservoir provides runoff and recharge to the reservoir which, in turn, makes up the safe yield of the reservoir. Any wells that are located in this area will intercept ground water that otherwise would flow into the reservoir and thus reduce its safe yield. These wells provide water to the homes and businesses of Clarkstown, which is converted to wastewater and discharged to the Hudson River, taking it out of our watershed.

In the summer these wells also are used to irrigate the lawns of these homes and businesses. Irrigation is estimated to be 90% consumptive; only about 10% recharges the aquifer flowing into the reservoir. **It would be in Clarkstown's best interest to implement an aggressive indoor and outdoor conservation program that is within its legal authority to protect the safe yield of the reservoir.**

Sincerely,

Gale Pisha
Nanuet

Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org

7/28/2021

Town of Clarkstown Mail - Fwd: [CompPlan2020] Additional comment on 2021 Update on Clarkstown Comprehensive Plan DGEIS

Tori Dauksza <t.dauksza@clarkstown.org>
To: Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 2:10 PM

Hey Joe,

I don't have a first comment from Gale Pisha. In this email she references an email from yesterday 6/21 re: artificial turf.
Can you double check?

Thanks,
Tori

[Quoted text hidden]

--

Victoria Dauksza
Principal Clerk Typist
Clarkstown Planning Department
10 Maple Avenue
New City, NY 10956

Tel.: 845-639-2069

Fax: 845-639-2071



Jose Simoes <j.simoes@clarkstown.org>
To: Tori Dauksza <t.dauksza@clarkstown.org>

Tue, Jun 22, 2021 at 2:14 PM

I just resent it to you now.

[Quoted text hidden]



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: {Planning} Letter Endorsing Housing in MRS Zone-

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 10:14 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Steven Yassky** <syassky@rocklandrealty.com>

Date: Tue, Jun 22, 2021 at 9:56 AM

Subject: {Planning} Letter Endorsing Housing in MRS Zone-

To: Jose C. Simoes - Town of Clarkstown (planning@clarkstown.org) <planning@clarkstown.org>

Attached please find a letter endorsing the inclusion of residential development in the MRS zone. Also having a hard copy hand delivered to your office later today. Any questions, please call-

Take care.

Steven M. Yassky, President



Commercial Real Estate Services ◀

106 Airport Executive Park ◀ Nanuet, NY 10954

Phone: 845.356.2400 ext 102 Cell: 845.641.0490

Fax: 845.356.8235

www.rocklandrealty.com**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Simoes-master plan 2021.pdf**

32K

Steven Yassky
212 Kuyper Drive
Upper Nyack, NY 10960

June 21, 2021

Jose C. Simoes
Principal Planner
Town of Clarkstown
10 Maple Avenue
New City, NY 10956

Re: Town of Clarkstown Comprehensive Plan 2020

Dear Mr. Simoes:

I am writing this letter to support the inclusion of residential development in the Town of Clarkstown's revised MRS Zones. I have been a resident of Clarkstown my whole life, currently living in Upper Nyack. My extensive background in real estate and vested interest in economic growth within our County, all contribute to favoring this change:

- Real estate owner and broker for over 37 years
- Former board member of Rockland Economic Development Corp for over 20 years
- Owner and developer of Airport Executive Park in Nanuet, Nanuet Commons, and redevelopment of Extra Space Storage in West Nyack

Under your guidance, Clarkstown has been progressive in many of their planning policies in recent years. I have seen the positive benefits of other zoning amendments created to accommodate changing uses by businesses, a new TOD Zone in Nanuet to attract commuters, and the development of downtown areas to retain young people in Rockland County.

It is time we look at how the retail market is changing throughout the country. This past year's pandemic has accelerated the need to diversify Clarkstown's major mall sites into lifestyle centers that include shopping, healthcare, dining, housing, hotels, and more. The inclusion of housing in our MRS Zones will help retain our youth, firm up our tax base, and stabilize these properties for years to come.

It is important to note, that the impact of traffic should be minimal, if at all, since the site and road improvements to handle these retail centers were designed to handle much greater volume. My partners and I strongly ask for Clarkstown to allow housing as part of their modification to the MRS Zone. Any questions, please feel free to call me at 845-356-2400 ext 102 or on my cell at 845-641-0490.

Thank you for your time and consideration in this matter.

Sincerely,


Steven Yassky



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Tilcon Letter/comments for Clarkstown Rezoning Master Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 10:16 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **'Benson, Josh (Tilcon New York)' via compplan2020** <compplan2020@clarkstown.org>

Date: Tue, Jun 22, 2021 at 9:52 AM

Subject: [CompPlan2020] Tilcon Letter/comments for Clarkstown Rezoning Master Plan

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Please include. Please call with any questions

Joshua S Benson**Vice President****Government Relations/ Public Relations****Tilcon New York Inc.**

A CRH COMPANY

9 Entin Road

Parsippany, NJ 07054

M 973-418-7795

E jbenson@tilconny.comwww.tilconny.com**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

7/28/2021

Town of Clarkstown Mail - Fwd: [CompPlan2020] Tilcon Letter/comments for Clarkstown Rezoning Master Plan

Microsoft Word Document - The contents of this email are confidential and intended only for the individual named.



Tilcon comment letter to Clarkstown.docx

135K



TILCON NEW YORK INC.

PHONE: 973-366-7741 • 9 ENTIN ROAD • PARSIPPANY, NEW JERSEY 07054

June 22, 2021

Town of Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

RE: Tilcon NY Inc.
Comments on Town of Clarkstown Comprehensive Plan Update

Dear Town Board Members:

Please accept this letter on behalf of Tilcon NY Inc. ("Tilcon") on the Town Comprehensive Plan Update and Draft Generic Environmental Impact Statement.

As the Town is aware, for decades Tilcon has and continues to operate two mining operations in the Town of Clarkstown, known as the Haverstraw Quarry and the West Nyack Quarry, respectively. Tilcon's mining operations provide high quality construction aggregate that is used in the local and regional area for the construction of roads, bridges, highways, related infrastructure projects, and in residential, commercial and industrial development projects, among other uses.

The Haverstraw Quarry and West Nyack Quarry operate pursuant to mining permits issued by the New York State Department of Environmental Conservation ("DEC") under the New York State Mined Land Reclamation Law. Both operations are subject to numerous operating conditions in their DEC mining permits which regulate the operations and ensure the protection of the environment and surrounding areas. For example, both permits contain operating conditions that requires Tilcon to minimize dust generated by the mining operations and to prevent visible dust from leaving the mining properties. While we are aware that that are certain general statements in the Comprehensive Plan regarding alleged dust impacts from Tilcon's mining operations, please note that Tilcon takes great efforts to utilize best management practices to control dust at its mining operations to satisfy the conditions in its DEC mining permit. Tilcon takes great pride in its environmental compliance record and in being a good neighbor. If there are alleged issues with respect to dust, or any operational issue, we ask that they be brought to our attention so that they can be reviewed and responded to.

We have reviewed the Comprehensive Plan Update and offer the following comments.

The Comprehensive Plan does not recognize the importance of the geologic deposits found in the Town and the need to preserve these resources for future needs of governmental infrastructure projects, highway projects, and commercial and residential developments. The Comprehensive Plan should



TILCON NEW YORK INC.

PHONE: 973-366-7741 • 9 ENTIN ROAD • PARSIPPANY, NEW JERSEY 07054

recognize that the Town contains important geologic sources that are available to meet the present and future demand for aggregate resources both locally and regionally.

The Town Board should consider the following in the Comprehensive Plan:

- The Town should allow for zoning that allows the extraction of aggregate resources in the Town to meet local and regional demand for aggregate resources.
- Construction aggregate is an essential raw material for any construction project. Aggregate is used to build, repair and maintain highways, bridges, dams, and bank abutments; in bituminous and ready mix concrete products; for flood control; ice control during winter driving conditions and in residential and commercial developments.
- There exists a continuing need for this resource that the Town should recognize in the Comprehensive Plan. Planning for future supplies is vital for the local economy.
- Tilcon's mining operations are an important contributor to the local economy. This economic contribution goes well beyond just direct employment of local residents. Companies supply goods and services to Tilcon's operations use local stores, restaurants and other local amenities. Real estate, highway use tax, fuel tax and sales taxes from these operations are a major portion of local, county and state government income.
- Location of aggregate resources is a function of geology, not political boundaries. Appropriate aggregate reserves are only found in locations determined by the geology. So, while other uses subject to zoning may be located in areas of the town using traditional planning tools, planning for the use of aggregate resources to meet the community's future need for aggregate must take into account where the resource is located.
- If other development is allowed in the areas where quality sand, gravel and stone resources are geologically located, the resources will be built over and made unavailable for future generations.
- Importantly, distance from source to end use is a crucial factor in determining cost to the purchaser, including municipalities whose financial ability to meet increased costs is limited. It has been found that on average the price of the material will approximately double for each additional 20 miles construction aggregate has to be trucked. This is especially important for local governments and their highway departments who have strict budgetary constraints. This is another reason why the Comprehensive Plan should recognize and protect its sources of local aggregate.
- Aggregate resources are non-renewable. Local supplies are being depleted. Municipal planning dictates that future reserves should be set aside to meet future needs of the municipal users and to promote regional development. This is consistent with sustainable and smart planning. The availability of reasonably priced aggregate products for towns, villages and Rockland County and its residents is directly dependent on local sources of aggregates.



TILCON NEW YORK INC.

PHONE: 973-366-7741 • 9 ENTIN ROAD • PARSIPPANY, NEW JERSEY 07054

We urge the Town to consider the above and to incorporate the planning for preserving future mineral reserves in the Town into the Town Comprehensive Plan, which can serve as the basis for future zoning decisions in the Town, which will be necessary to protect the Town and regions' aggregate resources and ensure that those resources continue to be available for use in future infrastructure projects, such as road, highway and bridge construction, and residential, commercial and industrial development projects. We are happy to discuss this further and provide any information that the Town requires to provide for this planning.

Please include this letter in the record of the Town's Comprehensive Plan Update.



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments on 2021 Town of Clarkstown Comprehensive Plan Update & DGEIS

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 1:41 PM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Margie Turrin** <mkt@ldeo.columbia.edu>

Date: Tue, Jun 22, 2021 at 1:38 PM

Subject: [CompPlan2020] Comments on 2021 Town of Clarkstown Comprehensive Plan Update & DGEIS

To: <compplan2020@clarkstown.org>

Thank you for gathering community input on the Proposed Comprehensive Plan. The plan has some incredibly solid pieces and is obviously brought forward from lots of thought and input. I am attaching a few key considerations that I feel should be strengthened or included.

Best Margie Turrin

--

Margie Turrin
Director of Educational Field Programs
Lamont-Doherty Earth Observatory of Columbia University
61 Route 9W, Palisades NY 10964
(o) 845-365-8494 (c) 845-729-8535
Pronouns: She/Her/Hers

--



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org

 Comments Margie Turrin.docx
155K

Margie Turrin
2 Preakness Lane
New City NY 10956
845-729-8535

Comments on the Clarkstown Comprehensive Plan
6/20/21

Thank you for the opportunity to comment on this plan. I think the goals and objectives of the plan are strong and forward thinking on many levels and offer some strong guidelines to planning, building community, protecting our resources and assets, and establishing a sustainable future for our residents. With this solid footing in mind I suggest some additions for inclusion and some areas that seem to fall outside those goals.

I want to begin with a focus on areas in the plan where water use and protection should be further incorporated and strengthened.

Water use and protection has been the focus of countywide attention for many years, most especially since the proposed desalination plant by Suez Water, the subsequent PSC decision overturning this plan and the 2014 establishment of the **Rockland County Task Force on Water Resources Management**. The towns and villages are an important part of Rockland's water use and planning and this should be identified and incorporated into this plan. Water is a shared resource and actively incorporating water best practices into the Town planning will benefit both members of the Town and all of Rockland. I applaud the note on page 36 of the plan that "groundwater resources will be preserved or enhanced" and on page 38 that the responsible use of this crucial resource is vital to the community. Additional discussion of impervious surface reduction is noted both in the context of flooding and water infiltration on site. However, ending this section with a note that Clarkstown is a member of the Stormwater Consortium, while important, does not include any real specifics about how to better protect our resources and plan with water conservation in mind. I suggest several inclusions:

WaterSense: As chair of the Water Conservation Committee I wanted to remind the Town that in 2016 they became a *WaterSense Partner*, joining the County and many other communities in Rockland to be part of this EPA program dedicated to water conservation and education. WaterSense provides resources and guidance on a wide array of water conservation measures that fit directly into the planning process and should at minimum be cited as a guidance resource for the Town in their planning decisions. From residential properties, to business and industry, to improved operations to new development, there are myriad opportunities for WaterSense practices and resources to be used as a guide. **Including that Clarkstown is a WaterSense partner and will incorporate WaterSense into regular communications and programming with the residents will strengthen the plan.**

County Water Conservation Plan: I note that the only mention of Water Conservation in the plan is on page 38 where it mentions it in relation to drought and stormwater management. Drought and storms are two extreme situations that do not encompass the need for comprehensive water conservation! A Water Conservation Plan for Rockland County was accepted by the County Legislature on March 3, 2020, in resolution 97 of 2020 and subsequently signed by the County Executive which addresses water conservation through a comprehensive approach. The plan has 20 key elements, all of which are important and have a role in Clarkstown's planning, with several that should be incorporated directly into your planning blueprint. All of the items highlighted here should be included in the Sustainability section of the Comprehensive Plan, but additionally I would encourage adding the County Water Task Force as a listed partner and Water Conservation highlighted as a partnership program.

- **Item #12: Water Conservation for Variances for New Development:** tie land use of subdivision code variances to measures documented in a water conservation plan prepared by the developer (pg. 58 of the plan)
- **Item #16: Time of Sale Plumbing Standards:** adopt a retrofit-on-resale ordinance that either requires the buyer or the seller of a property to replace inefficient plumbing fixtures upon sale (pg. 68 of the plan)
- **Item #18: Require Water Conservation Practices in New Development:** establish requirements for new construction to include water efficiency standards for indoor and outdoor water use (pg. 72 of the plan)
- **Item #20: Green Building Codes and Ordinances Related to Water Conservation:** implement green building codes related to water conservation, efficiency and management (pg. 77 of the plan)

In addition, I noted that **Education** plays into several other sections of the Comprehensive Plan including the **Historic & Cultural Resources section (pg. 67)**. Water education is critical for its protection and conservation. The following items are directly related to education and can become part of a partnership program:

- **Item #3: Sustainable Landscaping Education Program**
- **Item #4: Water Awareness Events**
- **Item #5: Water Conservation Education Program**

Furthermore there are **incentive programs** that work both to build recognition for businesses and residents in the community. I will not recite the full Water Conservation Plan here but linking and leveraging through naming and connecting to this important document will benefit both the Town and the broader community of Rockland. The Water Conservation Committee will commit to working alongside you to bring this to life.

Other items to note in the plan

Environmental Resources:

Wetland Protection Ordinance (pg 50). It is indeed a high priority to establish a wetland protection ordinance. This is critical in protecting water quality and water function in the Town. This should be a high priority for action.

Plants & Animals:

As noted, in the 2009 Comprehensive Plan John Mickelson completed an extensive biodiversity study. A summation of some of the findings is included, but it appears an update to the Tree Preservation Law and invasive species removal are the two outcomes of this work. These are both important steps but are baseline in the planning process. Consider habitat protection in relationship with the rich bird species noted in the study, with 75 of the 250 noted to be considered by the State Audubon Society to be on decline related to loss of habitat (pg. 45). Protecting existing habitat is critical for their continued presence. **Continued work in educating community members** of the environmental resources that exist in our parks and opened areas should be prioritized for inclusion. This will help with ongoing support for both **acquisition of open space to preserve natural habitats and establishing habitat corridors**, as well as with **work to designate critical environmental areas in Clarkstown**. Both of these measures benefit from strong community support for their adoption. Protecting our environmental resources is time sensitive. Once they are gone, they cannot be recovered.

Recreation, Parks & Open Space:

Zukor Park: I spent over a decade as an assistant soccer coach with Clarkstown Soccer Club and I recognize the challenges of trying to improve the use of the Zukor Park playing fields. The fields are constructed in a wet area adjacent to a stream where the soil drains poorly. Additionally the field was graded badly not allowing for proper drainage. While I can see the goal of trying to build in additional use time for the field I am adamantly opposed to installing artificial turf for several reasons.

- Artificial turf has been tied to an increase in sports injuries as it does not offer the same 'give' or response to the placement of a foot or body weight. ACL and other sports injuries for soccer players are high as noted in this study published in 2019 by the University Hospitals Sports Medicine Institute found athletes were 58% more likely to sustain injuries on artificial turf than real turf – specifically of 953 injuries, 585 were on synthetic turf. A medical journal study published in 2019 cited that artificial turf is an important risk factor for specific knee injuries, in some cases increasing the injuries at 2.94 times the rate as natural surfaces. Female athletes and adolescents as they grow are at even higher risk for ACL and knee related injuries. This has become a real concern in the youth sports community.

- Skin abrasions are much more of an issue with artificial turf as the material used is rough and abrasive, generating opened wounds when athletes fall on the material.
- There are other health related risks with artificial turf. The materials have been linked to health issues in the inhalation of small particles and materials and are associated with PFOA and PFAS chemicals.
- Heat is another consideration with artificial fields. Grasses actually cool the area and keep the field at a lower temperature for players, where artificial turf is associated with heat stress in players, especially in the summer months. Instead of reducing heat it increases the temperature of the playing area.

Indoor Domed Playing Fields: The entire discussion above applies equally to the development of indoor playing fields with artificial turf.

Sustainability: Built Environment

Zoning Initiatives that Encourage Environmentally Sound Building Design: this is a place where the water conservation items discussed at the top of the document (#12, #16, #18 and #20) should be included. The discussion here is around LEED certification, but WaterSense development is also a critical factor in sustainable design. Planning with water use at its heart in order to create new development that is self-sustaining in water use and reuse is important. Working with planners and builders who focus on incorporating WaterSense design in their work is critical for sustainability.

Develop programs to educate Clarkstown residents on issues of sustainability and resilience: This is an important goal and one that will have long reaching effects. Partnering with groups already involved in doing this in the County will build a broader network of outreach. Again linking with the Water Conservation Plan is critically important.



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comprehensive Plan Comments

1 message

Jose Simoes <j.simoes@clarkstown.org>

Wed, Jun 23, 2021 at 9:26 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Darwin Keung** <darwin.keung@gmail.com>

Date: Wed, Jun 23, 2021 at 12:00 AM

Subject: [CompPlan2020] Comprehensive Plan Comments

To: <compplan2020@clarkstown.org>

Hello,

As a lifelong Clarkstown resident who grew up here, I would love to see more bike lanes and signage for connecting our town with public transit options for kids and families to get around. A bike lane from Zukor Park to Main Street and Downtown New City would be great to see.

Thank you,
Darwin

--

Darwin Keung

Policy Analyst | Tri-State Transportation Campaign

MPH in Environmental Health Policy | Columbia University Mailman School of Public Health

LinkedIn | (845) 553-4537 | he/him

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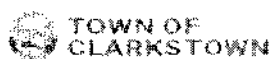
**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: Submission for DGEIS review

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 2:15 PM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Deb Munitz** <debsmusings@gmail.com>

Date: Tue, Jun 22, 2021 at 2:11 PM

Subject: Submission for DGEIS review

To: Jose Simoes <j.simoes@clarkstown.org>

Cc: George Hoehmann <g.hoehmann@clarkstown.org>

Good afternoon,

Here is my rushed review. I want to compliment you on all the hard work. Unfortunately there have been several other major land use reviews to address that were related to more problematic applications.

I am asking for you to consider extending the review time but a lot of my comments I think will be addressed when you consider zoning changes to implement the DGEIS.

Please let me know yo got this. I am out of the country on vacation and I don't know who else to submit this to so please route it as necessary.

Best wishes,

Deborah Munitz

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Clarkstown Comp Plan 2021-06-22 Munitz Comments.pdf**

59K

June 22, 2021

To: Planning Board of Town of Clarkstown

From: Deborah Munitz, 5 Rose Hill Road, Montebello, NY

Re: Comments/question on Clarkstown Comp Plan

I am a board member of ROSA 4 Rockland and have been advocating for sustainable planning in Rockland County for over a decade with a particular emphasis on water protection and planning. The following comments are from me personally as there wasn't enough time to organize comments on behalf of ROSA. I can speak for ROSA in asking that Clarkstown consider an extension to the comment period for the DGEIS. The DGEIS documentation is very substantial and three weeks' time from the time of the presentation/hearing is not sufficient for volunteers like me to review the Update DGEIS (156 pages) and its Appendix (2335 pages). To do a proper review also requires reference to the prior Town of Clarkstown 2009 Plan as well (169 pages). If one spends 5 days a week reviewing the documentation its hundreds of pages a day of materials to review.

When considering an extension, please consider creating an additional appendix that contains the local laws that were passed to meet the objectives of the Comprehensive Plan that are referenced in the initial pages of the appendix.

Some comments may already be addressed in recent local laws, and I did not have time to check my comments against existing legislation and all the appendix documents that were included. Additionally, I did not have time to cross reference the impact section with other sections.

Overall, this document is reflective of a lot of work and consideration and is a good representation of the Town's aspirations.

1. First goal to change zoning to expand commercial and industrial development without conflicting with residential uses should be expanded to state that new zoning will not conflict with environmental goals such as protecting remaining forested areas, affecting water supply quantity and quality, and not substantial increasing water demand. For example, a data center is a commercial and industrial use that is environmentally impactful to water supply and does not generate a lot of local jobs; this type of commercial expansion may not be suitable in Rockland County where we are constrained to the water supply within the Rockland County borders.
2. The goal of reusing existing built retail space for residential can serve the purpose of decreasing the pressure to rezone residential areas where there are still trees. Perhaps that objective should be added to that goal.

3. Under environmental resource goals, limits on total development coverage should be expanded to consider limits on land disturbance. Too many land use projects rely on substantial clear cutting of land and the replacement of mature trees with small saplings. This Rockland County wide problem should be addressed.
4. Under environmental resource goals several goals from 2009 that had not been addressed were repeated. Is there a reason these objectives had not been address since 2009? For instance, enacting a wetland ordinance or stream protection ordinances? (Consider reviewing the Village of Montebello ordinances.)
5. Add to environmental resource goals the objective of tracking water demand projections for all applications that are going through planning, zoning board and Town Board rezoning and special permit reviews.

Rockland County needs a way to figure out where we are with respect to water supply and the annual reports submitted by Suez only account for current demand. The potential demand based on full development under existing zoning, approved projects that are not yet built and on any increases beyond that which can be built under existing zoning due to rezoning or zoning variances needs to be calculated to form a basis for future planning reviews. Clarkstown must do its part and should consider lobbying for this accounting function to be addressed by the Rockland County Department of Health across all Towns in Rockland.

This water demand tracking should be tracked so that approved projects can be tallied separately from those in consideration. Included in the tracking should be a listing of projects submitted to Clarkstown from adjoining municipalities as well.

6. The DGEIS environmental objective should include reviewing existing zoning ordonnances to make sure that there is built in variability that relates to areas in Clarkstown. Building heights that are taller affect community character less when closer to commercial areas versus in the more rural areas of town. The planning board should consider better ways to build in adjustments to zoning to preserve community character. For example, the zoning for active senior housing creates larger disparities with existing zoning as you go north creating concerns like that for Buckley Farms. Requiring more substantial zoning buffers to maintain a buffer of trees would help to address disparate zoning and maintain community character.
7. In the health and safety section, Clarkstown should consider setting a good planning precedent where it requires that all planning applications be reviewed by local fire companies and that the fire departments are given escrowed funds to help pay for professionals to support their review efforts. Fire department review is more than minimum fire code and often reveals a different level of concern and recommendations.
8. Recreation: Should speak with Town of Ramapo concerning the disastrous waste of money that was its ice rink.

9. No mention of light pollution. Need to establish standards for commercial development regarding leaving lights on after sunset. Create standards for turning off unused lights and standards for window shades to mitigate the introduction of commercial uses (including houses of worship and private schools) introducing new lighting styles into residential neighborhoods. Building mounted lighting should be regulated to ensure all lighting faces down and does not cause visual glare to roadways.
10. Groundwater resource discussion should be expanded to include some analysis of how basements can affect groundwater flow in commercial and multifamily developments where the ground is significantly dug up and made into subterranean impervious surfaces. The Town should consider getting an opinion from a hydrogeologist regarding whether there are recommendations on ways to adjust zoning codes to ensure less impact on groundwater flow.
11. No discussion anywhere regarding consideration of where vertical parking should be considered to ensure that commercial area remained more vegetated and include usable open space/patio areas for workers and visitors to use. We need to end the cycle of turning commercial areas into parking lots. This topic should be considered and thoughts as to how to incentivize the development of new developments with publicly accessible patios and parks where parking lots would generally be included.
12. The Town should consider a study of noise throughout the various rural areas of the Town near vacant lots to establish a baseline of natural bird song and levels of noise. The loss of mature trees leads to a loss of bird habitat that affects the community character in a way that residents can't easily articulate before the planning board but is important and should be considered.
13. There was no reference that I could find to the need to include more car charging stations and incorporating this into new development. The high-speed charging stations in Nanuet are instrumental in the Town but it's a large number in only 1 area. Requirements for requiring charging stations in large existing lots and in all new lots should be considered.
14. There was no discussion of cell service towers or boxes on light poles. This is a common concern when introduced into residential areas and there should be a discussion as to how such applications will be considered.
15. There is no discussion of battery storage trailer installations. The Town of Ramapo has already had two applications. This is something that is a new technology that has positive and negative impacts that should be considered in advance. This should be considered. The positive benefit is regional at the expense of people in the area or the environment. There should be standards for screening and locating such installations. One such installation was approved on top of the primary aquifer on Dieltz road, and a key concern was what would

happen if the batteries leaked or there was a fire since you don't want certain fire-fighting chemicals used in that area.

16. Has the Town reviewed all zoning codes for how they relate to fire codes and considered a guide to the zoning board when considering variances? This is a problem in Ramapo where setbacks get reduced in way that do not violate fire code but cause fire safety situations where insufficient clearance is left to even be able to put up rescue ladders or where 3 story buildings are considered on streets with electric utility poles that get in the way of aerial apparatus trucks. The recent spring valley fire revealed problems with fire flow that were not adequately planned for. How will the Town make sure similar problems don't occur in the future?



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Public Comment

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 2:49 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **jacqui drechsler** <jacquiflute456@gmail.com>

Date: Tue, Jun 22, 2021 at 2:36 PM

Subject: [CompPlan2020] Public Comment

To: <compplan2020@clarkstown.org>

To the Clarkstown Board, Planning Board and Zoning Board.

Thank you for having extended the public comment period and we do hope that comments we made in person before the Board earlier this month are on the record.

We also thank you incorporating a few of our comments from August 2020 regarding the Comprehensive Plan.

Although it seems that Clarkstown has moved forward in some ways, we are concerned about moving backwards. On water conservation and on over development of Clarkstown.

Many of the 10-15 projects before the Town are very large complexes that will strain the natural resources of Clarkstown and even of Rockland County itself.

Just because something can be done - does not mean it should be done.

Water conservation is of utmost importance and we do not believe that Clarkstown is doing enough to educate and inform citizens as well as builders and landscapers of the need to conserve water.

Furthermore, just because Suez must sign off on its willingness to serve letters, doesn't mean that we won't run out of water. And then what? Desalination?

Clarkstown continues to Pave Paradise with impermeable parking lots instead of permeable paving in it's eagerness to please developers and bring in "rateables."

Part of the problem is zoning. Changing zoning to accommodate developers.

To not be strong against people and companies who flout the rules.

To not enforce fines. When zoning is changed to accommodate more "housing" whether "senior", 55+ etc, it creates more pollution as well. Fine particulate matter, emissions from trucking during construction, emissions from concrete, emissions from all of the cars of all the people who will be living in this housing. Please refer to page 90 of your draft plan. This does not align with the concepts of conservation and sustainability.

This kind of over development (over scaled buildings) does not enhance the quality of life for residents, does not fit in with the character of neighborhoods and is gravely concerning that developers are not encouraged or mandated to build in a forward thinking manner to consider climate change, resiliency or sustainability.

We must do more to protect our woods and watershed. Please ensure that there is a superior and strong water conservation plan for now and for future generations.

We have a great concern regarding "Accommodating New Industrial/Commercial Ventures in your New Goals section. We know that developers want to create "storage companies" and we are also very concerned about big block warehouse with diesel fuel pollution. Please do not set a precedent.

We also have a major concern about artificial turf and the PFA's and toxins associated with artificial turf. We suggest no artificial turf in Clarkstown as the tuft contains PFA's, PFOA's and other toxins that inevitably will make their way into our water system. These PFA's and PFOA's are "forever chemicals." Turf used in public places such as Clarkstown Parks

expose children and pregnant women to toxic fumes. Furthermore, carbon sequestering and drought resistant grasses (ie, zoya) is a much more sustainable alternative.

We are also concerned about the lack of a real - put into action public transportation plan in the draft.

We do wish there was more time to comment and do hope that Clarkstown will take more into account, the information and thoughts from the very many citizen scientists and environmental advocates that Clarkstown is able to tap into.

Thank you very much,
jacquelyn drechsler and
jocelyn DeCrescenzo
116 Sierra Vista Lane
Valley Cottage, NY



Joe Simoes
Principal Town Planner
P: 845-639-2067
F: 845-639-2071
E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] FW: Comments on Draft Pan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 2:50 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Charles Thomas** <CThomas@bnerealestate.com>

Date: Tue, Jun 22, 2021 at 2:44 PM

Subject: [CompPlan2020] FW: Comments on Draft Pan

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

We are developers who have created several very successful age restricted communities including Pearl River. WE would offer the following comments with respect to your draft plan

Is there a definition that defines senior housing as different from age restricted housing?

We concur with Mr. Gillies comment to encourage more market rate and rental age restricted (55+) multifamily dwellings at higher densities. 30 per acre.

Age restricted (55+) should include rental properties not just condominiums.

Age restricted (55+) are as indicated, empty nesters. With no school age children the municipalities have another ratable with multifamily rental properties

Bedroom counts should be market driven. Most empty nesters want 2 bedrooms for office/guest room. One bedrooms are not preferred. As seen in the last year telecommuting is on the rise. 2 bedrooms will be in greater demand. People work into their 60's.

Additionally, the 2 Bedrooms should be larger than 1,200 sf (closer to 1,500 sf), most of the senior renters are coming from larger homes and want larger spaces.

Thank you,

Charles Thomas, Jr. PE, PP



16 Microlab Road, Ste A

7/28/2021

Town of Clarkstown Mail - Fwd: [CompPlan2020] FW: Comments on Draft Pan

Livingston, NJ 07039

Office: 973-488-6411 (direct)

Cell: 973-879-5232

E-mail: Cthomas@BNErealestate.com



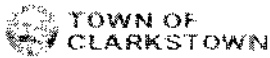
Joe Simoes

Principal Town Planner

P: 845-639-2067

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E: j.simoes@clarkstown.org



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments on Clarkstown 2021 Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 4:01 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Terri Thal** <info@west-branch.org>

Date: Tue, Jun 22, 2021 at 4:00 PM

Subject: [CompPlan2020] Comments on Clarkstown 2021 Comprehensive Plan

To: <compplan2020@clarkstown.org>

Please see attached.

--

Terri Thal, MPA, Treasurer**West Branch Conservation Association***Rockland County's land trust, protecting
land, waterways, biodiversity and the
community's history and culture*

8 Lake Road

New City, NY 10956

845 634-3231 // info@west-branch.org

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**Joe Simoes**

Principal Town Planner

P: 845-639-2067

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E: j.simoes@clarkstown.org

WB_Clarkstown_Comp_Plan_6-2021.doc
64K

June 21, 2021

Joe Simoes, Principal Planner
Planning Department
Town of Clarkstown
10 Maple Avenue
New City, NY 10956

Mr. Simoes:

There are some omissions in the draft Clarkstown Comprehensive Plan that limit its effectiveness.

Stream Protection

Increased building in Clarkstown has affected its streams; over the years, runoff from construction has dumped large amounts of debris into them. We are especially concerned about Crum Creek and West Branch, the streams that run into Lake Lucille and become the headwaters of the Hackensack River.

Stream buffers protect the land adjacent to the streams from flooding, the streams themselves from degradation, and the habitat that lives near the streams from extinction. Clarkstown residents have built too close to too many streams. We urge you to set buffers for new construction at 100 feet on both sides of the streams.

Water Conservation

Clarkstown should take measures to avoid water shortages; we recommend that the new Comprehensive Plan include water conservation as a consideration in planning and in allowing new construction; and that it regulates certain water use and promotes water-saving measures.

- Lawn watering is a major factor in creating water shortages. Clarkstown should limit it to avoid them. Some steps that we recommend incorporating into the Comprehensive Plan are:
 - . Establish lawn watering schedules. Ways to implement this are described in "Water Conservation Measure 19" of Rockland County's "Comprehensive Water Conservation and Implementation Plan" of March 3, 2020. They include: allowing private irrigation to be set by address on a limited schedule of once or twice a week; not allowing outdoor irrigation when it's raining; limiting the length of time any user can water a lawn.
 - . Prohibit runoff from properties during irrigation.
- Give temporary exemptions by application and permit to allow for newly-planted grass, sod, vegetable gardens.
- . Promote reduced lawn area and use of native plants.
- . Promote self-administered residential indoor water audits.

- Develop green building codes and ordinances related to water conservation, as described in “Water Conservation Measure 20” of the County’s 2020 document. These should include modifying Clarkstown’s building code to incorporate recommendations in the US EPA’s Sustainable Design and Green Building Toolkit for Local Governments, which is a detailed guide that takes user through an assessment, then offers guidance on addressing water reduction, innovative plumbing systems, wastewater treatment, water-efficient landscaping and irrigation.
- Remove requirements for paved driveways and encourage use of pervious pavement in both residential and commercial development.

Climate Control

As weather becomes more unstable, power outages are anticipated to happen more frequently. Clarkstown’s Comprehensive Plan should address this. Suggested measures include:

- Absorb flooding via plantings and other nature-based features.
- Encourage or require green infrastructure in all new construction beyond the minimum stormwater requirements.
- Upgrade the Town building code to the NYStretch Energy Code 2020, which requires energy-efficient building design in new construction and substantive renovation.

Watershed Protection

Both the Ramapo/Mahwah watershed and the Hackensack watershed should be protected from development. Clarkstown should lead in creating and participating in a Watershed Council comprising the five towns and County government that makes recommendations and, as possible, establishes rules related to water resources, aquifer protection, and water quality.

Open Space Program & Historic Preservation

- Clarkstown has been a leader in obtaining and maintaining open space. Recently, though, it appears to promulgate building senior housing on areas that should be parkland or open space. It should consider obtaining property on South Mountain Road and elsewhere that adjoins already-existing open space and will mitigate some of the damage that apparently will be done by extensive building in next-door Ramapo.
- Davenport Preserve is the only property in Clarkstown that comprises undeveloped land and has a restrictive covenant designed to allow it to remain that. The house that belonged to Zipporah “Zippy” Fleisher and her husband Walter and the house and studios that belonged to Millia Davenport have been neglected by Clarkstown and allowed to fall into disrepair. Although the 1976 gift of land to Clarkstown did not mandate upkeep of the buildings, several years ago, West Branch’s then-president Martus Granirer was told by a representative of the U.S. National Register of Historic Places that if Millia Davenport’s buildings were repaired properly and maintained, they would be eligible for a listing on that Register. They should be repaired and turned into a small museum. The Fleisher house could be rented for public events.

- There are several property easements in Clarkstown. Some now are held by West Branch Conservation Association and some by Skyview Acres Land Trust (SALT); others are held by not-for-profit organizations such as the Trust for Public Land. Although the land held through the easements is neither owned nor managed by Clarkstown, it might be useful for Clarkstown to have a registry of these—consideration could be given to their existence when the Town is considering whether to acquire open space; if the parcel is near or adjacent to land held as an easement, a larger piece of open space would be created.
- Incorporate protection of aquifer recharge as one of the goals of Clarkstown's open space protection program.

PFAS Chemicals

New York State has limited the amount of PFAS chemicals found in drinking water to a Maximum Contaminant Level (MCL) of 10 parts per trillion. Those chemicals, found in larger amounts in Rockland's water, have been linked to many adverse health outcomes, including kidney and testicular cancer, thyroid problems, liver disease, decreased fertility, and developmental problems. They are found in everyday products such as artificial turf, fabric protectors, waterproofed clothing and shoes, certain nonstick pans, sunscreen, mascaras, some dental floss, sneakers, swimwear, takeout food containers, and other consumer products.

The draft of Clarkstown's 2021 Update of its Comprehensive Plan calls for using artificial turf on the soccer field at Zukor Park and at a proposed domed sports facility. This product should not be used; a drought-resistant species of grass could be used on the soccer field. The domed sports facility, which would bring heavy traffic and noise to its neighborhood, should not be built. If it is, then drought-resistant grass could be used there, too.

We look forward to your incorporation of these recommendations into the 2021 Town of Clarkstown Comprehensive Plan Update.

Cordially,


Terri Thal
Treasurer



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: comments on the draft comprehensive plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 4:18 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **p kurtz** <pkurtz9@gmail.com>

Date: Tue, Jun 22, 2021 at 4:14 PM

Subject: comments on the draft comprehensive plan

To: Joe Simoes <j.simoes@clarkstown.org>, <compplan2020@clarkstown.org>

Thank you for the opportunity to comment on the Draft Comprehensive Plan.

Thank you for your consideration of the attached comments,

Peggy Kurtz

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Clarkstown Comprehensive Plan Comments on Draft - Peggy Kurtz.pdf**

490K

Peggy Kurtz
220 Foss Drive
Upper Nyack

Comments on DRAFT Clarkstown Comprehensive Plan

June 22, 2021

GENERAL COMMENTS

I want to start by mentioning a few specific points in the Draft Plan that are particularly welcome, such as the emphasis on Smart Growth, the commitment to establish a Sustainability Committee, and the commitment to establish more Critical Environmental Areas.

Some of my comments below are similar to what I submitted in August because **I'm asking for the final Comprehensive Plan to address these goals more explicitly and more clearly.**

As I wrote in August, there are three environmental issues that will profoundly shape our future. **On all three issues, there are actions that must be taken at the town level.**

The Comprehensive Plan should be the first step to confronting all three:

- **The climate crisis.** According to a report by the UN International Panel on Climate Change, the next ten years or less are critical years to change course in order to avoid runaway irreversible climate change. The town has already done a lot in terms of renewable energy and planning for resilience. Given the scope of the challenge, much more will be needed. This is the major challenge of our time and it will impact everything. **The plan should be much more forthright and more specific.**
- A very serious crisis of **biodiversity**. As with climate change, the impacts will be profound. We can't solve this crisis, but it is our responsibility to address it. The plan should be more specific.
- We must plan for **limited water resources in Rockland County**, which will be affected by possible extended drought and by rapid population growth and development in Rockland and in Orange County. My hope is that Clarkstown will lead on these issues and will model best practices. **The draft plan mentions both water conservation and water quality, but only in very general terms.**

WATER ISSUES: Water Conservation, Watershed Protection and Water Quality

Water Conservation

Rockland faces water shortages in coming years, which could be exacerbated by extended droughts due to climate change and which will surely be exacerbated by residential and commercial development that pushes the limits of our resources.

In March of 2020, Rockland County adopted an official Water Conservation Plan. Due to home rule, many of the initiatives in the plan will depend on the municipalities for implementation. **I urge the Town to do more to incorporate the goals in the Conservation Plan into the town plan.**

With close to one fourth of the County's population, Clarkstown has an essential role to play in conserving our water resources. In fact, Suez's Conservation Plan cites a study that shows that peak summer water use increases more in Clarkstown (and in Orangetown) than in the other towns¹. Given the fact that peak summer use is a key driver of demand and of the potential for need for new water supply, **the town has a responsibility to set summer water conservation as a key goal.**

Even if the town does not feel it is appropriate to include the specifics of implementation, the goals could nonetheless be much more specific than those currently included.

Goal: Consider water conservation as a goal in all public decisions.

Water Conservation Regulations and Incentives

1. **Work to establish tracking for projected water demand for all new construction proposals.** In a county which faces potential water shortages, it is essential to review water demand as new projects are reviewed. The town should work with the county to establish a coherent, continuously updated system that will inform decisions at the town level.

¹ Water Conservation Plan, BLACK & VEATCH PROJECT NO. 190485, PREPARED FOR SUEZ Water New York Inc., APRIL 29, 2016, page 20 and others.

2. **Review projected water demand as one of the criteria in the review process for all new projects.** Rockland County has limited water supply. The County needs a water budget and a strict tracking system.
3. **Encourage less water intensive development.** We should not be approving, let alone encouraging, water intensive new projects or industries. Note that the draft plan mentions water efficient fixtures as an offset. Water efficient **indoor** fixtures (which meet WaterSense standards) are already required by the state building code for all new construction. However, more efficient processes, cooling systems, and outdoor irrigation systems could make a measurable difference in reducing demand. The plan could include more specifics.
4. **Establish tax benefits for new construction that meets WaterSense *Home* standards.** (WaterSense Certified Homes go beyond installation of WaterSense fixtures.)
5. **Establish protection of critical aquifer recharge areas as one of the goals of an open space protection program.**
6. **Incentivize green building practices (for water and energy) in new construction, such as those encouraged or required in advanced building codes such as LEED standards.**
7. **Encourage recharge of aquifers and reduce stormwater runoff by discouraging impervious surfaces.** Consider revising requirements for impervious driveways to encourage pervious paving and consider reducing space requirements for commercial parking spaces.
8. **Pass a ‘water waste’ ordinance and use public education to promote it.** ‘Water waste’ ordinances typically include:
 - a. Outdoor irrigation is prohibited when it is raining.
 - b. Handheld hoses used for lawn and landscape irrigation, vehicle washing, and other tasks must be equipped with an automatic shutoff nozzle.
 - c. Prohibit runoff from properties during irrigation
 - d. Prohibit hose washing of driveways, sidewalks, and patios
9. **Encourage rainwater harvesting with tax incentives.**
10. **Help to distribute rain barrels from Cornell Cooperative Extension of Rockland.**
11. **Reduce lawn watering, which is one of the key drivers of peak water demand.**
 - a. Require moisture and rain sensors on any new irrigation systems.
 - b. Discourage in-ground automated irrigation systems in new construction. Consider banning automated lawn watering systems in new construction.
 - c. Require that all automated systems be checked annually for leaks and needed adjustments. Provide information on how to perform a do it yourself irrigation system audit.

- d. Establish lawn watering schedules. Recommendations for lawn watering restrictions are recommended in the County's new Water Conservation Plan.
 - e. Incentivize reduced lawn area and native plantings in new construction.
 - f. Use educational programming and resources to encourage reduction of lawn in favor of native flowers or food gardens.
12. **Encourage self-administered residential indoor water audits through educational programs.** Provide template online.

Watershed Protection

Rockland will need watershed protection plans. This seems particularly urgent for the Ramapo/Mahwah watershed, where rampant development in Ramapo and Orange County threatens the adequacy and water quality of our shared watershed. We will also need a watershed protection for the Hackensack watershed.

- 1. Work with the County Water Task Force and with other municipalities to create a shared watershed protection plan and an ongoing Watershed Council to address development beyond our water resources, protection of aquifers, and water quality issues.

Water Quality Protection

- 1. In order to protect the water quality of local streams and groundwater, ensure that the town is using less harmful alternatives to 'road salt', the minimum effective quantity of road salt or the least harmful effective type of road salt.
- 2. **Establish a program to actively discourage homeowners and landscapers from overuse of fertilizers and other lawn chemicals.**
- 3. **Focus on education about lawn chemicals for homes around the reservoir and its tributaries.** Consider creating a zone around Lake DeForest in which lawn chemicals would be banned. Establish a wide buffer zone for the reservoir, in which vegetation cannot be cleared unnecessarily.
- 4. Take a closer look at possible runoff from French Farms composting facility into the reservoir in order to avoid the growth of bacteria and algae.

CLIMATE MITIGATION & ADAPTATION

The Sustainability Committee could become an important forum to craft a policy on climate adaptation and mitigation. In order to get public input and secure public acceptance, I suggest that the Sustainability Committee include representatives from different sectors in the community. I hope that this committee will develop an actionable Climate Action Plan.

Adaptation

In recent years our area has been struck by flooding, extreme wind, and severe storms in which power was knocked out for large parts of the community for hours, days and sometimes weeks.

1. Establish micro-grid renewable energy-powered centers, perhaps distributed in Clarkstown community centers, which could provide energy, heating, and cooling in emergencies.
2. Consider working with local partners, such as schools and houses of worship to obtain grants to establish other micro-grids and emergency centers.
3. Plan for future severe storms, with appropriate plantings and other nature-based features to help absorb flooding.
4. Encourage and incentivize green infrastructure beyond minimum stormwater requirements in all new construction.
5. Remove requirements for paved driveways and incentivize pervious pavement.
6. Reduce requirements for parking lots in commercial development.
7. Protect water resources in the face of projected extended drought (as well as projected extreme precipitation). See recommendations above.

MITIGATION

1. **Participate in New York State programs that guide and assist communities through the process of mitigating their carbon footprint and increasing climate resilience: Climate Smart Communities and Clean Energy Communities.**
2. **Develop a much more detailed Climate Action Plan, that lays out a roadmap for action.**
3. Encourage the transition to renewable energy, electric vehicles, and sustainable electric heating. The town can promote these strategies through educational programs and tax breaks for:
 - a. installation of renewable energy
 - b. residential electric vehicle charging stations,

- c. sustainable electric heating and cooling, such as air source heat pumps and geothermal installations
- 4. Require air source heat pumps in all new construction instead of furnaces powered by natural gas plus air conditioning².
- 5. Promote sustainable building design - i.e., design that minimizes impact on environment. Consider tax breaks for sustainably designed new homes, such as Energy Star construction – and higher tax breaks for LEED certification or National Institute of Building Sciences Whole Building Design certification.
- 6. Require certification in one of the building performance codes listed above for new construction over a certain size.
- 7. **Upgrade the town building code to the NYStretch Energy Code 2020 in order to require more energy efficient building design in new construction and substantial renovation.**
- 8. Launch an energy and water initiative for town buildings, including community and pool centers. Apply for funding for energy and water audits. Audits plus energy efficiency retrofits will save taxpayers' money and could be a first step toward renewable energy installation.
- 9. Install renewable energy to power town buildings and community centers.
- 10. Encourage backyard composting of leaves and of food. Use educational programming to teach composting of food and leaves. Set up annual dates to distribute discounted and secure food composting units from CCE.
- 11. Encourage mulching of leaves in the fall in programs such as Bedford's Leave Leaves on the Lawn. This would also cut costs for leaf collection.
- 12. Discourage illegal idling. Very few people are aware that idling beyond three minutes is illegal in Rockland County. Use public education and reminders at key spots, such as schools during pick up time, to make people aware of the law and of the harm that idling does to our air quality. Use spot enforcement to telegraph the message.
- 13. Use public education to encourage vegetable gardens.
- 14. Consider creating community gardens in areas that have less access to back yards.

PROTECTION OF TREES AND NATURAL HABITAT

- a. Adopt a tighter tree preservation/landscape ordinance that more strictly *limits* disturbance to or clearing of existing trees and vegetation and requires replacement of trees with native and climate resistant trees.

² <https://www.sfchronicle.com/business/article/SF-bans-natural-gas-in-new-city-buildings-may-14984899.php>

- b. Extend protection to younger trees. (If only mature trees are preserved, then we are losing younger trees that would have become mature trees.)
- c. Extend protection to non-native trees and secondary growth.
- d. Ensure effectiveness of the tree ordinance with higher financial penalties and with **stronger enforcement**.
- e. Incentivize the planting of **new**, native and climate change-resistant (drought resistant and deeper rooted) trees during construction so that we can **restore** the canopy as much as possible.
- f. Establish an online set of recommendations to residents in regard to native, climate resistant trees. Consider establishing a tree commission that could advise residents and better inform plantings by the town.
- g. Street trees can be one measure to relieve extreme heat. Set targets to plant climate resilient street trees for shade and aesthetics and apply for funding to make this possible. Develop a street tree maintenance plan relying on local volunteers or Rockland Conservation & Service Corps.
- h. Incentivize clustered development in new construction, in a way that maximizes retention of natural habitat, including trees and brush, instead of lawn.

HABITAT PRESERVATION

We are on the brink of a very serious crisis of declining biodiversity and species extinction. Up to 1 million species are facing extinction, many within just decades³. Other species are declining dramatically, too. Habitat destruction is among the leading causes. Among many other impacts, many scientists see climate change and species extinction as among the key drivers of the recent increase in pandemics and epidemics⁴.

As with the climate crisis, we cannot solve this problem in Clarkstown, but the only responsible course is to desist from practices that are driving species extinction. Clarkstown has been a leader on environmental issues of all kinds. Clarkstown can set the pace for Rockland by adopting cutting edge practices to preserve habitat.

I have suggested some solutions under other headings. I hope the Comprehensive Plan will address this in ways that draw on best practices from other communities that are in the forefront on environmental protection. Many of the land use decisions that further the decline in biodiversity are made at the town level.

³ UN Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES), 2019

⁴ <https://www.caryinstitute.org/news-insights/feature/how-stop-next-pandemic>

We must establish guidelines such that Planning Board decisions and Zoning Board variances will be seen in the framework of the larger picture, of the **cumulative** impact of their decisions. It's not enough to include the right language in the comprehensive plan. It's got to be enforced and carried out by the Planning and Zoning Boards.

OPEN SPACE PROGRAM

Part of the special draw of our area is the beauty of the remaining natural areas and historic buildings. Once gone, we have lost something that cannot be recovered. Preservation of natural areas (in addition to parks used for recreation) provides a multitude of benefits: critical preservation of habitat for wildlife, watershed protection, enhanced quality of life for residents, recreation, cleaner air, carbon storage, help in absorbing stormwater, and finally, enhancing property values.

1. Prioritize an **active** open space program to preserve habitat.
2. Rockland faces serious water issues. **Prioritize protection of critical areas for aquifer recharge.**

TRANSPORTATION

According to data compiled for the Regional Greenhouse Gas Emissions Inventory⁵, 44% of our carbon footprint in this region is from transportation.

Accordingly, it is important to address greenhouse gas emissions from transportation and promote better health by promoting public transportation, electric vehicles, walking and biking.

1. Proactively plan electric vehicle infrastructure and vigorously promote maps with information about electric vehicles and charging stations.

⁵ Mid-Hudson Regional Greenhouse Gas Emissions Inventory, Prepared for NYSDERDA by ICF International, 2012.

2. Increase the use of mini-vans or other smaller alternatives to large buses in order to establish a more useful network of public transit.
3. Consider consolidating and merging with County fleets.
4. **Convert to an electric bus fleet, using funding currently available from the state.**
5. Install bike racks at critical locations, such as shopping areas, parks and transit hubs. Request bike racks at state and county parks.
6. Establish more bike lanes on critical arteries.
7. Require complete streets strategies.
8. Require review of complete streets checklist with any new development over a certain size.
9. Plant street trees to make walking and biking more attractive.
10. **Incentivize mixed use development with small businesses included in any major new development.** The best way to get people out of their cars is to put more things they need and want within easy and attractive walking distance. No one wants to walk on Route 59, no matter how wide the sidewalk, but they will walk if stores are close enough and on side streets.

RECREATION AND PARKS

I strongly oppose the construction of a domed stadium - and the use of artificial turf. I oppose both on the grounds of unnecessary expenditure, given all of the athletic fields already available at schools, and I also oppose both on environmental grounds. Artificial turf and its backing contain PFAS and other harmful chemicals, some of them carcinogenic⁶. Artificial turf would expose children to these chemicals, which apparently are more likely to off gas in hot weather. Chemicals from the turf would also leach into our groundwater. This makes no sense, to knowingly expose ourselves to a non-essential use of PFAS.

LIGHT POLLUTION

Light pollution leads to energy waste, disruption of sleep and disruption of animal ecology. Declining numbers of lightning bugs are partly ascribed to light pollution and amphibians are also affected by light pollution.

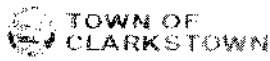
1. Consider reducing or turning off lights on streets where the residents do not welcome the light and it is not needed for public safety. This could also reduce municipal costs.

⁶ <https://www.ehhi.org/turf.php>

2. Use public education to discourage use of floodlights on private property, in favor of lower wattage or lights on motion sensors.
3. Require motion sensors on any floodlights in new construction.

NOISE POLLUTION

1. Consider much stronger ordinances to limit noise pollution, including for leaf blowers and other landscaping equipment.
2. Consider a ban on **the least necessary** use of **gas-powered** leaf blowers, over the winter and summer months, as was recently passed in Upper Nyack. There are no leaves on the lawn in the summer and winter.



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: Comments on the Clarkstown Comprehensive Plan Update--from Legislator Harriet Cornell

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 7:10 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **Harriet Cornell** <cornellh@optonline.net>

Date: Tue, Jun 22, 2021, 4:53 PM

Subject: Comments on the Clarkstown Comprehensive Plan Update--from Legislator Harriet Cornell

To: Jose Simoes <j.simoes@clarkstown.org>

Cc: Incalcaterra, Laura <incalcaL@co.rockland.ny.us>, Lauren Mayerhoff <lmayerhoff@co.rockland.ny.us>, Patricie Drake <drakep@co.rockland.ny.us>

Dear Joe:

Attached are comments submitted for your consideration , as you and your team evaluate the best changes or additions to Clarkstown's Comprehensive Plan. I appreciate the opportunity to share ideas which may be helpful in your decision-making and which may also be helpful county-wide.

Best regards,

Harriet

Harriet Cornell

Chairwoman, Environmental Committee

Rockland County Legislature

845-638-5100 (o)

845-634-3304 (h)

**Comments for Clarkstown Comprehensive Plan update -final.pdf**

321K

The Legislature of Rockland County



HARRIET D. CORNELL

Legislator – District 10

Chair – Environmental Committee
Chair – Rockland Water Task Force
Chair – Special Committee on Transit

Public Safety Committee
Economic Development Committee
Budget & Finance Committee

June 22, 2021

Comments on Draft Clarkstown Comprehensive Plan Update

By Legislator Harriet Cornell

A comprehensive plan is an important guiding document that presents an opportunity to set goals and objectives which safeguard the economic, social, and ecological well-being of the municipality through thoughtful planning. It is important that all key resources as well as challenges are considered and addressed for both short and long-range visions of the future. It is equally important to consider the context of the municipality in its geographic and regional setting, namely, its synergy with the rest of the County of Rockland. Clarkstown has modeled this important perspective in prior planning decisions which is encouraging, because many of my comments relate to Clarkstown's place in the larger context of the County.

Watershed protection, water conservation, and water quality issues should play major part in the updated Comprehensive Plan. WATER is a vital resource for the Town as well as the whole County and I request that greater consideration be given to the topic in the Comprehensive Plan. In my comments below, I stress the link between the protection of precious natural resources and economic consequences and offer some specific recommendations for action.

As the originator of the legislation creating Rockland's Task Force on Water Resources Management¹, with a membership that includes government and community members, I offered Water Conservation as an alternate solution to the Public Service Commission in place of the proposed desalination plant which was widely opposed. The precept was that Rockland County had the will and capability to plan its own water future. With funding awarded to the Task Force from the State of New York, Rockland now has a series of options for water conservation, which can be selected by towns, schools, businesses, et al.

I have linked below the **Comprehensive Water Conservation and Implementation Plan**², adopted by the County of Rockland on March 3, 2020³ and urge Clarkstown planners to include it in your updated Comprehensive Plan. I suggest that the Town include a goal to collaborate with the County Task Force on Water Resources Management as an implementation partner for the Rockland County Comprehensive Water Conservation and Implementation Plan.

¹ A link to Rockland County website of the Water Task Force: <http://rocklandgov.com/departments/planning/task-force-on-water-resources-management/>

² Link to the County Website PDF file of the County Water Conservation Plan: http://rocklandgov.com/files/2416/0331/9060/RocklandCo_CompWaterConsPlan-Final_v2.pdf

³ See Rockland County Resolution 97 of 2020 accepting the County Comprehensive Water Conservation and Implementation Plan.

Water Quality & Watershed Protection:

The Town of Clarkstown is the home of a large part of the County's overall drinking water supply. Lake DeForest has been experiencing issues with water quality and algae blooms for some time. As a result, Suez-NY, the drinking water provider, is forced to pump water from lower elevations of the Lake that contain higher contents of manganese that must be then removed at a great cost, including the cost of byproduct removal. This represents millions of dollars every year in higher operational costs for the water provider, which is then passed down to water users throughout the County. This is but one example of the direct link between water quality issues and economic consequences to all residents of the County.

Recommendations:

- Include a goal of assessing and establishing **Critical Environmental Areas (CEAs)** as set out by the SEQRA process and recommended by the 2009 version of the Town's Comprehensive Plan. Not one CEA has been designated in the town as of yet. Specific action steps for the implementation of this goal should be included, such as the designation of a board or commission that may take up the task of getting started and creating a list of criteria for the selection of priority choices. A specific target number of CEAs could be included as an aspirational goal to get the process started. Only 4 CEAs have been designated in all of Rockland County to date⁴. The Town has an opportunity to distinguish itself and lead in an effort in which it should be joined by other municipalities.
- **Work with the County Water Task Force** and with other municipalities to create a shared watershed protection plan and an ongoing Watershed Council to address development beyond our water resources, protection of aquifers, and water quality issues.
- Include as one of the goals the participation in the State's DOH and DEC's **Drinking Water Source Protection Program (DWSP2)**⁵ and any associated assessments and protective actions. This initiative will most certainly be connected to grant funding in the future and would offer a vehicle to specific action for protection of Lake DeForest and its tributaries. Planning to conduct an assessment would be the first step toward grant funds for specific projects. The admirable effort demonstrated by the Town planning staff and community in developing the updated Comprehensive Plan demonstrates the full capability for the Source Water Protection effort in which the County Water Task Force would prove to be a willing and active partner.
- **Enact source-water protection Rules and Regulations (R&R), in accordance with the provisions of chapter 45 of the Consolidated Laws (Public Health Law).** The Rules and Regulations must protect the drinking water resources located in the town, including public drinking water wells as well as natural or artificial reservoirs and their tributaries inside and outside of the Town's borders, from the currently known sources of contamination and pollution. The R&R should be regularly updated. These R&R should be duly included in the 10 CRR-NY 139 (Official Compilation of Codes, Rules and Regulations of the State of New York under Title 10/Department of Health)⁶
- Related to the R&R, or alternatively through inclusion in overlay zoning districts and/or ordinances, create **specific protective buffers around wetlands, rivers and streams** to protect drinking water resources from land uses that could disturb or contaminate them during or after construction. Further, create **protected groundwater recharge zones**. Meaningful goals and strategies for these steps must be set out to assure implementation success.
- Similarly, through R&R or other ordinance or zoning strategies, create and implement specific **guidelines and/or restrictions for construction on steep slopes**, particularly in flood-prone areas and/or areas adjacent to water sources.
- In order to protect the water quality of local streams and groundwater, ensure that the town is using the **minimum effective quantity of road salt** and the least harmful effective type of road salt.
- Establish a program to actively discourage homeowners and landscapers from overuse of **fertilizers and other lawn chemicals**. Put special emphasis on education program for homes around the reservoir.

⁴ NYS DEC Webpage designated to CEAs, including a list of all existing CEAs in Rockland County:

<https://www.dec.ny.gov/permits/6184.html>

⁵ A link to NYS DEC website with DWSP2 Program information: <https://www.dec.ny.gov/chemical/115250.html>

⁶ A link to Rockland County existing Rules and Regulations noted in 10 CRR-NY Title 10:

[https://govt.westlaw.com/nycrr/Browse/Home/NewYork/NewYorkCodesRulesandRegulations?guid=I0fa72d80b65611ddb903a4af59fec65a&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/nycrr/Browse/Home/NewYork/NewYorkCodesRulesandRegulations?guid=I0fa72d80b65611ddb903a4af59fec65a&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default))

- The Town is further encouraged to refer to the **County Comprehensive Plan - Rockland Tomorrow**, adopted March 1, 2011, in order to couch its decisions in a regional perspective.

Drinking Water Conservation:

As previously mentioned, in 2010, the County's major water provider raised the specter of the County "running out of water" by 2015 and the apparent "need" for a new water supply source. By 2015, this scenario did not come to pass. However, the proposed new source, a desalination plant, highlighted the dire economic consequences in absence of conservation. The proposed desalination plant would have come at an exorbitant cost to the ratepayers, as well as other ecological impacts. Needless to say, Rockland County residents already pay the highest for potable water in all of New York State. A public backlash and a re-examination of "the need" for this particular solution have led to further conversations with the water company's regulator, the Public Service Commission.

I have personally pushed back on behalf of Rockland residents, and brought WATER CONSERVATION on the table, along with a combination of other incremental solutions. Once the issue of "need" and feasibility were properly re-examined, it became apparent that water conservation is a superior solution, which comes in feasibility comparison at a much lower cost to all of us in Rockland than any proposed "new source." I have advocated for Rockland to take control of our water future, but it is now up to us to spring into action and collaborate on water conservation.

Recommendations:

- **Join the Rockland Water Task Force as a partner in the implementation** of the above-mentioned Rockland County Comprehensive Water Conservation and Implementation Plan.
 - **Designate a Town representative** to join the County Task Force's Water Conservation Committee.
 - The conservation plan includes 20 water conservation measures/strategies to help conserve our limited drinking water resources and prevent or delay the need for new water supplies – work with the Task Force on identifying the best strategies to be employed by the Town.
- Include specific **demand-side water conservation goals that go beyond** the current requirements of national and state laws.
 - For example, while WaterSense fixture standards are now required by the State Building Code for new construction, include the same requirements for all retrofits and conduct an audit program in municipal buildings to replace old fixtures with new water efficient ones. Pass a procurement resolution to only purchase WaterSense efficient fixtures for any replacements in municipal buildings. **Lead by example** and work with the Task Force to encourage other partners to do the same.

Climate Change and Flooding:

In the last few decades, the County has seen an increase in flooding and superstorms that result in great damage and cost in every respect, including cost to human health and life. Climate resiliency and adaptability are a necessary part of planning for the future. The Comprehensive Plan must include specific goals pertaining to enhancement resiliency, sustainable design and development, and preservation of areas at high risk of recurrent flooding events (even if not yet included on FEMA Maps) and thus unsuitable for development.

Open Space Program:

The Town of Clarkstown contains areas of great natural beauty, important natural resources and habitats, historic areas and buildings and other features that should be protected to enhance environmental protection for sensitive lands, for the overall human as well as economic health and well-being of the Town residents. In 2019, I sponsored **county legislation to include an Open Space Acquisition and Preservation Program**⁷ in the 2020 County Capital Budget with an estimated project cost of \$30 million which is designed to provide all necessary protections.

Recommendation:

- **Re-prioritize the open space program** to preserve and protect the existing ecological and cultural treasures of the Town

⁷ See Resolution 406 of 2019 adopted September 3, 2019, signed by the County Executive on September 24, 2019.

- **Collaborate with the County** on the Open Space program, see a link to County page with further information on the program and process of nominations for acquisition:
<http://rocklandgov.com/departments/environmental-resources/open-space-acquisition-program/>
- Utilize the open space program to protect **aquifer recharge zones**

In Summary:

I encourage the Town to include specific goals and objectives that deal with the Climate Change issues to enhance adaptability and resiliency, Source Water Watershed Protection, specific water quality goals, and demand-side water conservation goals and strategies. In addition, I urge the Town to reassert efforts to **acquire Open Spaces** for conservation and preservation. I suggest that the Town include a goal to collaborate with the Rockland Task Force on Water Resources Management as an implementation partner to the Rockland County Comprehensive Water Conservation and Implementation Plan.

Finally, I urge your attention to the comments and recommendations submitted by Peggy Kurtz, Margie Turrin and Gale Pisha--all active and knowledgeable environmental advocates in the community and beyond.

As a Clarkstown resident since the summer of 1958, I am grateful for the opportunity to present comments for your consideration. Thank you for the opportunity.

Best regards,
Harriet Cornell



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: Marianne Brancatelli Comp Plan Comments

1 message

Jose Simoes <j.simoes@clarkstown.org>

Thu, Jun 24, 2021 at 10:19 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Jose Simoes** <j.simoes@clarkstown.org>

Date: Thu, Jun 24, 2021 at 10:13 AM

Subject: Marianne Brancatelli Comp Plan Comments

To: <compplan2020@clarkstown.org>

See attached

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**Phone Conversation with Marianne Brancatelli.docx**

34K

**TOWN OF CLARKSTOWN
PLANNING DEPARTMENT**

10 Maple Avenue
New City, NY 10956
(845)639-2070 FAX (845) 639-2071

TELEPHONE CONVERSATION RECORD

Project: 2021 Comprehensive Plan Update/Draft Generic Environmental Impact Statement

**Initiated
by: MB**

Planning Representative: Joe Simoes

Conversation With: Marianne Brancatelli

DATE: 6/22/21

TIME: 9:10 AM

1. The trend of developing warehouses is concerning. Warehouses bring trucks, which, in turn, bring traffic and pollution which could negatively affect residences.
2. With additional redevelopment being proposed for the Palisades Center, more vehicle traffic will be generated which will create noise. A sound barrier should be constructed along Route 59 to mitigate this impact.
3. Truck traffic generated by commercial businesses on Western Highway and the industrial complex in West Nyack owned by Onyx needs to be directed to Route 303.
4. Developments should be designed to include a mix of both senior citizens and young adults. Smaller starter homes should be built to accommodate seniors who are downsizing and young adults who are starting to work and cannot afford and do not need larger, more expensive homes designed for families.



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comprehensive Plan

1 message

Jose Simoes <j.simoes@clarkstown.org>

Tue, Jun 22, 2021 at 7:12 PM

To: Tori Dauksza <t.dauksza@clarkstown.org>, James Creighton <j.creighton@clarkstown.org>

----- Forwarded message -----

From: **RH RHN** <misterjay@hotmail.com>

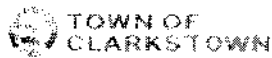
Date: Tue, Jun 22, 2021, 5:20 PM

Subject: [CompPlan2020] Comprehensive Plan

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

As a town resident, I would like to see the town of Clarkstown preserve its quite suburban character. This can be done by placing a high priority on regulating DENSITY. Earlier town planners seemed to have understood that less density was the reason for suburbs, and strict zoning codes were assuredly their method for maintaining land space. In my area, West Burda Place & West Clarkstown Road, most of the lots are designated R-22 which basically means that for 42 years since my home was built, every acre of land comprised a minimum of two wood framed houses. If you calculate the average family size, 3.15 people according to census numbers for 2020, one acre of land has been the standard accommodation for six to eight people. Yet recent commercial developers in my residential community have proposed apartment units that would push density rates to 16 persons per acre. This will cause an enormous amount of QUALITY OF LIFE issue if the town does not figure out a course of action to limit this type of building density.

Roberto Johnson



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Comments from Joanna Galdone 234 Phillips Hill Rd New City NY

1 message

Jose Simoes <j.simoes@clarkstown.org>

Wed, Jun 23, 2021 at 9:26 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: **Joanna Galdone** <jcgaldone@gmail.com>

Date: Tue, Jun 22, 2021 at 9:35 PM

Subject: [CompPlan2020] Comments from Joanna Galdone 234 Phillips Hill Rd New City NY

To: <compplan2020@clarkstown.org>



Joe Simoes

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org



COMMENTS ON THE CLARKSTOWN MASTER PLAN.docx

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COMMENTS ON THE CLARKSTOWN MASTER PLAN

Joanna Galdone 234 Phillips Hill Road New City NY 10956

June 22, 2021

I am a member of the County Park Commission and the County EMC. I write these comments concerning Clarkstown's environmental resources as a private citizen.

I would like the Town to actively continue open space acquisition. Whatever parcels are left that can be saved from development should be considered. They are all critical since their inventory has dwindled so drastically.

Any parcel of open space has the important potential to provide vital habitat.

Stream protection corridors should be created. Crum Creek runs through my property as well as through properties up and down stream. Some of the properties are maintained with no buffer zone along the stream, adding to storm water run-off from lawn areas.

The Town should make the Hackensack Watershed a Critical Environmental Area. This vital water resource must be protected.

Senior Housing should not be created on parcels of open/undeveloped land. That the town seeks to preserve open space while at the same time endorses senior housing on untouched land is contradictory!

I endorse the removal of invasive flora from as much land in the town as possible. However, as someone who is very involved with the removal of invasive plants from my own property, I can safely say that it is not an easy task. The best management practices for the land and habitat preservation should be employed.

The routes for the trails at Davenport Preserve should be carefully plotted to avoid having the routes interfere with sensitive land/flora. Add Phillips Hill Road to the town's list of Historic Roadways. This roadway is a pre-Revolutionary roadway which in part follows Crum Creek. There is the site of an old blacksmith shop on my property just

above Crum Creek as well as the foundation of a barn. A nearby sandstone house is from the 1600's. The sharp turn just north of my property was made for horse and buggies- not fast-moving cars, as numerous accidents have proved!

If our tree preservation law protects only large trees, where will the successive suburban forests of the future come from?! We must enact management practices that include the protecting of seedlings and saplings- both from deer and from developers.

Identify on town open space maps those parcels of land that are protected by private land trust/s. For example, my 5.2 acre parcel as well as the +8 acre parcel across Phillips Hill Road comprise Crum Creek Preserve. Both parcels provide habitat protection for flora/fauna as well as flood plain and stream corridor protection. There are a number of other protected parcels on the town.

Deer management in the town is critical for protection of our native landscape, as well homeowner's plantings. I try to maintain the majority of my property in its natural state, nurturing many indigenous plants. I spend much time and effort in the way of fencing and sprayed deterrents to protect this small bit of our natural heritage.

Finally, I have witnessed so much loss here of our natural world. I would like to acknowledge some species that are no longer seen in my area:

Yellow-bellied sapsucker, Veery, Nighthawk, Whippoorwill, Yellow/Black-billed cuckoos, Eastern box turtle, Black snake, Wood turtle, Eel, Sucker, Fringed gentian, Pink/yellow lady slipper, Wood Betony, leopard frog, several salamander species



Tori Dauksza <t.dauksza@clarkstown.org>

Fwd: [CompPlan2020] Draft Comprehensive Plan Comments

1 message

Jose Simoes <j.simoes@clarkstown.org>

Wed, Jun 23, 2021 at 9:26 AM

To: James Creighton <j.creighton@clarkstown.org>, Tori Dauksza <t.dauksza@clarkstown.org>

----- Forwarded message -----

From: 'D Ramz' via compplan2020 <compplan2020@clarkstown.org>

Date: Tue, Jun 22, 2021 at 11:01 PM

Subject: [CompPlan2020] Draft Comprehensive Plan Comments

To: compplan2020@clarkstown.org <compplan2020@clarkstown.org>

Dear Mr. Simoes,

Please see attached for my Comprehensive Plan comments.

Sincerely,

David Ramirez, R.A.

Nanuet, New York

**Joe Simoes**

Principal Town Planner

P: 845-639-2067

F: 845-639-2071

E: j.simoes@clarkstown.org

**DR Comp Plan Comments 6.22.21.pdf**

115K

June 22, 2021

Sent Via Email

Joe Simoes, Principal Planner
Planning Department
Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Re: Comprehensive Plan Comments

Dear Mr. Simoes,

Thank you for the opportunity to comment on the Draft Comprehensive Plan Update (Comp Plan.) Please include these comments in the Comp Plan, and I request that they be read out loud at the next Public Meeting that the Town will have regarding the Comp Plan. My comments are as follows:

1. The Comp Plan lists a set of goals and objectives that require a little more clarity to detail as to when these will be accomplished. A general schedule detailing the process length for these goals, with expected target end-dates should be included to ensure that they are addressed in a timely manner. The schedule should encompass a period of time until the next Update or new Comp Plan is expected.
2. Under a) Economic Development Goals, The Comp Plan goal on page 55 states : "Preserve the suburban and remaining semi-rural character of the Town." This requires additional detail as to how this will be accomplished. In addition, Zoning Laws need to be enacted to actually preserve existing residential areas and not allow increase of density of any type.

Preventing over-developement in single-family zones, will help preserve the "suburban and remaining semi-rural character of the Town" as a byproduct. I feel that the Town should modify it's code to prohibit the adjoining of residential zoning lots. Developers are circumventing bulk table requirements by creating larger lots in order to build large out of scale projects that destroy the "suburban and remaining semi-rural character of the Town." Allowing this activity contradicts the Town's goal of preservation. This prohibition is enforced by other municipalities NY State and would cost nothing to implement.

Also, the Comp Plan states: "Where Increasing density is warranted (i.e. active adult or volunteer housing,) enhancing the appearance or screening of the new development to lessen the impact of the surrounding area." This is not preserving the suburban and remaining semi-rural character of the Town. This is contributing to its disappearance. Increasing density in Single-family zones should not be warranted.

3. Goals and Objectives stated in the plan seem to be contrary to projects that have been presented, entertained and in some cases approved by the land use boards this past year. Specifically, projects that overdevelop single-family zoned areas with construction other than

single-family buildings have been or may yet be approved that destroy the suburban and rural character of the Town.

Q. Why wasn't a limited moratorium for the benefit of the Town's residents implemented this past year? A moratorium is in fact recommended by NY State whenever a Comprehensive Plan is considered for change or update. Especially a moratorium on permits and construction in Single-family zones to prevent what has happened in the case Schimpf Farm, or is currently being proposed on other properties around the town, which are destroying the suburban and semi-rural character of these neighborhoods.

I was told by the Town back in June of last year that a moratorium would take too long to approve (around 6 months), yet here we are a year later, and a flurry of over development type projects that are blatantly out of scale with the surrounding neighborhoods, are being proposed and heard at the T.A.C. and Planning Board with a Comprehensive Plan still in the Draft stages.

The Comp Plan should require the Town enact an automatic moratorium prior to the next New Comprehensive Plan or update to the existing one. In addition, the review of every land-use project submitted should be reviewed and required to ensure that it conforms with The Goals and Objectives in the Comprehensive Plan as well.

4. Under b) Environmental Resources.

A goal is stated that the Town will: "Continue the acquisition of open space to preserve natural habitats." This goal conflicts with the Town's intention to explore the possibility of developing the Rockland Country Day School Property. The goal refers to figure 18 in the draft, which appears to indicate that the Rockland Country Day School Property is an "Edge/Adjacency Parcel." If it's important enough to indicate that it's an "Edge/Adjacency Parcel," in an environmentally sensitive area, then it's important enough to be, and should be preserved, not developed.

5. The Town should have a goal to include the need for Affordable and Senior housing in areas that are convenient to their "use," such as hamlet centers and or zones outside of but adjacent to the Single family zones, closer to, or within hamlet centers that will service them.
6. I understand that the answers to public comments will be provided in the Final Plan Update to be approved by the Town Board. Why is the public not being given the courtesy of responses in the draft form of the Plan? This is not giving anyone an opportunity to have a discourse about responses the Town gives. I urge the Town to allow the public a chance to view the Town's responses to their comments with a second chance to comment before the Town Board's final vote on approving the Comprehensive Plan.

Thank you.

Sincerely,

David Ramirez, R.A.

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Nanuet, New York 10954

Steering Committee Member:

CUPON Clarkstown of Bardonia, Congers, New City, Valley Cottage, and West Nyack