

DRAFT EXISTING CONDITIONS REPORT

Transit Oriented Planning for Nanuet (CGC41249)

Section 1. Introduction and Overview

Introduction

Transit Oriented Planning for Nanuet is a proposal for a transit-oriented development (TOD) plan for the Nanuet Hamlet Center in the Town of Clarkstown in New York State. For the purpose of this report, the TOD areas are defined as the area within a short (10 minute) walk of a transit stop or station, and we will approximate this area as being a circle that is centered on the transit stop with a ½ mile radius. For the basis of our analyses, the Nanuet TOD Area is located at the intersection of four 2010 Census Block Groups (360870113021, 360870113022, 360870113023, and 360870113032). The maps below (Figure 1) illustrate the TOD area as a dotted black circle, with the four census block groups are outlined in red.

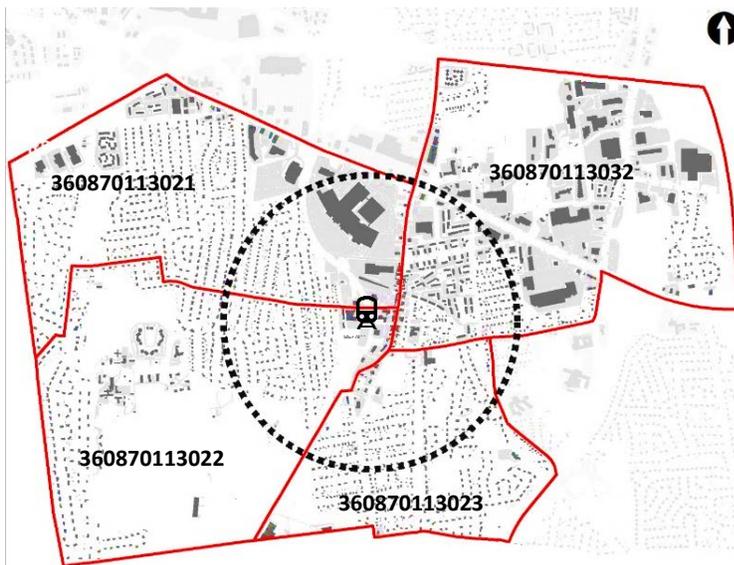


Figure 1: Nanuet TOD area (Black Dotted Circle) and associated Census Block Groups

Study Area Description

Located approximately 2 miles north of the New Jersey border, Nanuet has one of three Rockland County stations on New Jersey Transit's Pascack Valley Line.

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 ROW (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 corridor 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.

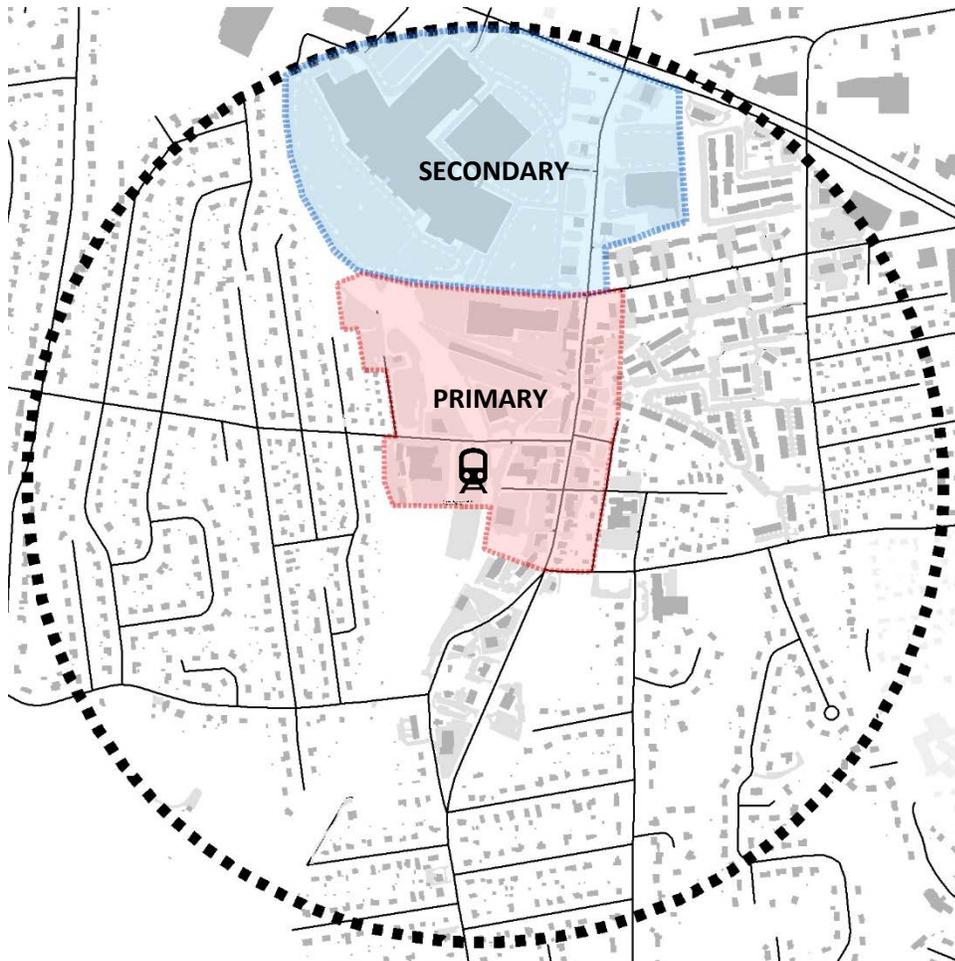


Figure 2: TOD area, Primary (Red) and Secondary (Blue) Study Areas

Primary Study Area

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.

Secondary Study Area

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.

Study Area History

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. 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 advent of the Erie Railroad in Rockland County in 1841. 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 and subsequent infrastructure expansion, the Town experienced an influx of business and industry. 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.

The Nanuet Hamlet Center has continued to grow and develop through the turn of the century. The Nanuet rail stop, located on the Pascack commuter rail line, offers access to New York City's Penn Station via a transfer in Secaucus, NJ. Ridership has continued to grow on the Pascack line, and infrastructure projects have been proposed which would offer a transfer-free ride on the Pascack 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 new shoppers from throughout the region.

¹ "IF YOU'RE THINKING OF LIVING IN: Nanuet" –NY Times
<http://www.nytimes.com/1989/05/07/realestate/if-you-re-thinking-of-living-in-nanuet.html>



Figure 3: Erie Railroad Station, Nanuet – 1909 (Left) and Nanuet Mall – 1969 (Right)

Study Area Natural Systems

The Nanuet TOD areas are located in a valley between housing to the West and the hamlet center to the East (Figure 4). 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.

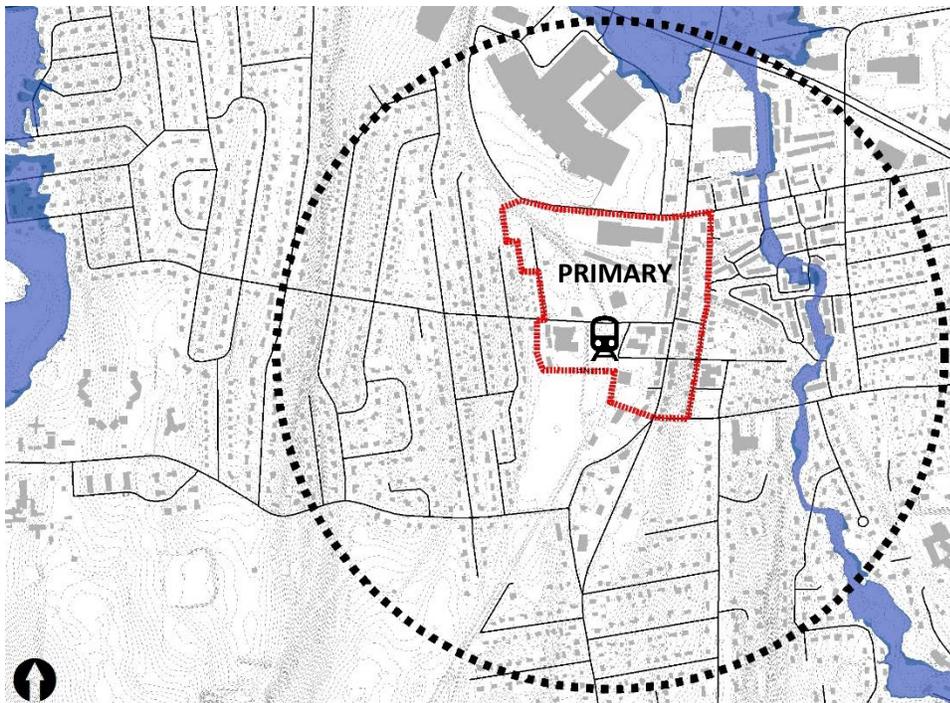


Figure 4: Relationship between built environment and topography and flood zones (with TOD area and Primary Study Area)

In particular, significant flooding in the area was reported in September of 1999 when Hurricane Floyd struck Rockland County. Located immediately adjacent to the 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 is being constructed at a new location 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 accommodate potential flooding.

Literature Review

The following local planning guides offer guidance to understanding the existing plans posed 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. From the comprehensive plan, the Nanuet Hamlet has the following vision statement:

“...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 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 and outline processes for building a healthier community.

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 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 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.

Section 2. Land Use and Urban Design

This section focuses on how the Town of Clarkstown's current zoning districts are applied across the study area.

Land Use

The following land uses are present in the study area²:

- HC: Hamlet Commercial (8,000 square feet minimum lot)
- CS: Community Shopping (10,000 square feet minimum lot)
- PO: Professional Office (30,000 square feet minimum lot)
- LIO: Light Industrial Office (100,000 square feet minimum lot)
- LO: Laboratory Office (200,000 square feet minimum lot)
- MF-1: Multifamily 4-8 units/acre. (40,000 square feet minimum lot) 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.
- MF-3: Multifamily 14-18 units/acre. (40,000 square feet minimum lot) The MF-3 district allows the most dense three-bedroom unit developments, ranging from 18.1 studios per acre to 12.1 three-bedroom units per acre.
- R-10: Medium High Density Residential (10,000 square feet minimum lot)
- R-15: Medium Density Residence (15,000 square feet minimum lot)
- RG-2: General Residence – Medium Density (40,000 square feet minimum lot). The RG-2 district allows for the densest development of studio, one-bedroom and two-bedroom units, at 21.8 units per acre, 17.4 units per acre and 14.5 units per acre respectively. However, this district only allows for 10.9 three-bedroom units per acre which is less dense than an MF-3 district.
- RS: Regional Shopping (20,000 square feet minimum lot)

² From Town of Clarkstown Zoning Map. http://town.clarkstown.ny.us/PDF/Town_Zoning_Map.pdf

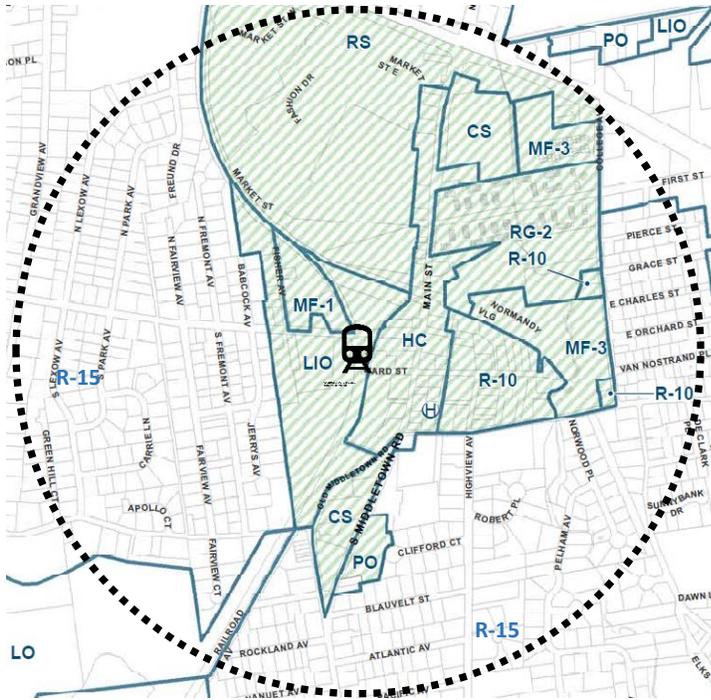


Figure 5: Clarkstown Zoning Map with TOD area overlay -- http://town.clarkstown.ny.us/PDF/Town_Zoning_Map.pdf

The map above shows that the study area is a mix of residential, commercial, retail and office uses. 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. 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.

Buildout Analysis

Estimates of maximum residential and commercial development were created, based on the existing set of land uses in the TOD Area. The estimates were created under the assumption that land is fully developed under existing zoning districts. The bulk requirements from the Clarkstown zoning code were

included into the analysis, including: yards (setbacks), buffers (non-buildable area), parking spaces, parking area.

Table 1: Hamlet Center Existing Conditions - Buildout Analysis

Zoning District	Number of parcels	Parcel area	Floor area	Parking spaces	Parking area
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>	<i>51</i>	<i>1,155,099</i>	<i>496,067</i>	<i>1,520</i>	<i>608,400</i>

While the zoning districts in the study area are very specific with regards to use, they are very vague with regards to form and design. The following urban design elements were derived based on zoning codes, requirements and restrictions in Clarkstown.

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 \$150M 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 of Nanuet has ample parking area (approximately 1.5M square feet) and includes a multi-bay bus stop with four shelters and a dedicated bus lane. 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 with access to a train station 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 Nanuet train station is a key destination within the TOD area. The station is unique as the rails and infrastructure is owned by the Metropolitan Transportation Authority’s (MTA) Metro-North Commuter Railroad (Metro-North), and the transit service is operated by New Jersey Transit (NJ Transit). The urban form adjacent the train station is predominantly comprised of parking uses. The following parking facilities are present:

- **Nanuet Rail Station Lot 1 (Clarkstown Lot).** 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.
- **Nanuet Rail Station Lot 2 (County Lot).** 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.
- **Nanuet Rail Station Lot 3 (MTA Lot).** The Nanuet Metro-North Railroad / NJ Transit 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.

Table 2: TOD Area - Transit Station Parking Assets

Parking Asset	Spaces	Utilization	ADA	Cost	Residential	Commercial	Industrial
Nanuet Rail Station Lot 1 (Clarkstown Lot)	332	85%	TBD	Free	50%	35%	NA
Nanuet Rail Station Lot 2 (County Lot)	229	60%	12	Free	50%	35%	NA
Nanuet Rail Station Lot 3 (MTA Lot)	235	21%	0	\$2.75	50%	35%	NA

The above table compares the three parking assets (Table 2). 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.

It is important to note that of the 796 available parking spaces adjacent to the train station, only 235 required payment (MTA lot). Per the above utilization data, approximately 30% of the available parking stock is significantly underutilized.

Building Form Requirements

Clarkstown's building form requirements prevent the construction of any tall structures. Regional Shopping allows for the tallest structures, of 55 feet, while Hamlet Commercial requires the lowest building height, of 28 feet.

Setback Requirements

Setbacks differ between residential, commercial, retail and industrial uses, but all have minimum requirements. Residential setbacks are 30 feet, Commercial doesn't have a setback requirement, Professional Office requires 35 feet, while Light Industrial Office requires 80 feet. Shopping requires 30 to 40 feet while Laboratory Office requires 100 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.

Parking Requirements

Medium-high- and high-density residential districts do not require minimum parking spots, while Regional Shopping districts have specific minimum parking requirements for numerous uses, from 75 for fast food restaurants, to 150 for movie theatres. Hamlet Commercial requires at least 1,000 parking spots, while retail districts require 200, Professional Offices requires 150 and Manufacturing/Light Industrial requires 500.

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. Sidewalks are wide and there are no setback, buffer, or parking requirements to create a barrier for pedestrian activity. Buildings are mixed-use, with second floor residential or commercial space, and dwelling unit densities are relatively high.

The HC zoning has mostly achieved its goals, but additional steps can be taken to further beautify the district and induce transit uses and pedestrian activities therein. For example, consistent design

³ Clarkstown, NY zoning codes, ecode360 (<http://ecode360.com/search/CL0028?query=HC>)

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 interventions must be closely coordinated with local businesses (through a strong business improvement district, for example). A key element is ensuring that standards could incorporate existing small-scale parks (such as the Rose Garden, or rail ROW adjacent plots) and connect them 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 could achieve this plan's TOD development goals.

Section 3. 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.

Pedestrian Network

The Nanuet hamlet center has good bones to build upon, but needs support with zoning and infrastructure. With the exception of a few blocks of South Middleton Ave / Main Street sidewalks, curbs, crosswalks and pedestrian signals are missing or substandard across Nanuet's street network.

Numerous physical barriers exist (a lack of something can also constitute a barrier) in Nanuet and the TOD Area aims to maximize 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 crosswalks, 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.

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

⁴Ewing, R. and R. Cervero, 2010. Travel and the built environment: a meta-analysis. *Journal of the American Planning Association*, vol. 76.

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 must 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.

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, C and D. These public bus services grant resident access to crucial retail amenities and connectivity to train stations.

Commuter Bus Service

One commuter bus service operates within Nanuet's TOD Area. COACH USA runs Routes 11T, 11AT, 20, 20T, 49, 49J, mostly with connections to the Shops at Nanuet. The TAPPAN ZEEExpress is also an important transit service, with connections to multiple train stations (Suffern, 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 New Jersey Transit's (with a Metro North partnership) Pascack Valley Line. This line grants riders access to all stops between Hoboken, New Jersey and Spring Valley, New York, with an important transfer point at Secaucus Junction, where passengers can transfer to New York bound trains. 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 for if they are unable to use the municipal, fixed-route bus service.

Automobile Access

The highway system, which surrounds most of the residential areas, has put Nanuet within easy commuting distance of both New York City and northern New Jersey.

⁵ 2014 ACS, 5 year estimate

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.

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. For example, 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 (Rockland Plaza, Spring Valley Marketplace, and within the Nanuet Hamlet Center). To solve this problem they suggested shifting parking to the rear of buildings, creating angular parking and improving walking and bicycling infrastructure. Other solutions include a shuttle bus that connects the Hamlet Commercial District to less walkable parking lots and mixed-use development that would improve pedestrian access.

Future Development Plans and Projects

The following area projects may have significant impacts on the study area’s transportation system.

New NY 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 open to operate across the new bridge. At present approximately \$91 million have been raised for this bus rapid transit project. If implemented, it would provide an additional, and important, transit service to Clarkstown, and possibly Nanuet⁶. Whether or not it would provide direct access to Nanuet’s TOD Area is unknown.

Pfizer Pearl River Campus Redevelopment

The Pfizer Pearl River Campus (401 N Middletown Rd) is located approximately 1.5 miles from the Nanuet NJ Transit 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 up 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

⁶<http://www.newnybridge.com/mttf/>

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 good help on its success in creating a vibrant urban environment that attracts businesses.

The Nanuet rail 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.

Section 5. Demographics

Key demographic information describes the residents that live in Nanuet’s TOD Area, which constitutes a ½ mile buffer 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 demand for Nanuet’s train service. Educational Attainment, Employment Status, Employment Industries, Annual Household Income, Poverty Rate and Age are useful and significant demographic information points if properly used. Comparing the residents of Nanuet’s TOD Area to residents of New York State creates a more comprehensive understanding of the existing conditions around Nanuet’s train station.

Age Cohorts

Town of Clarkstown

TOD Area Blockgroups

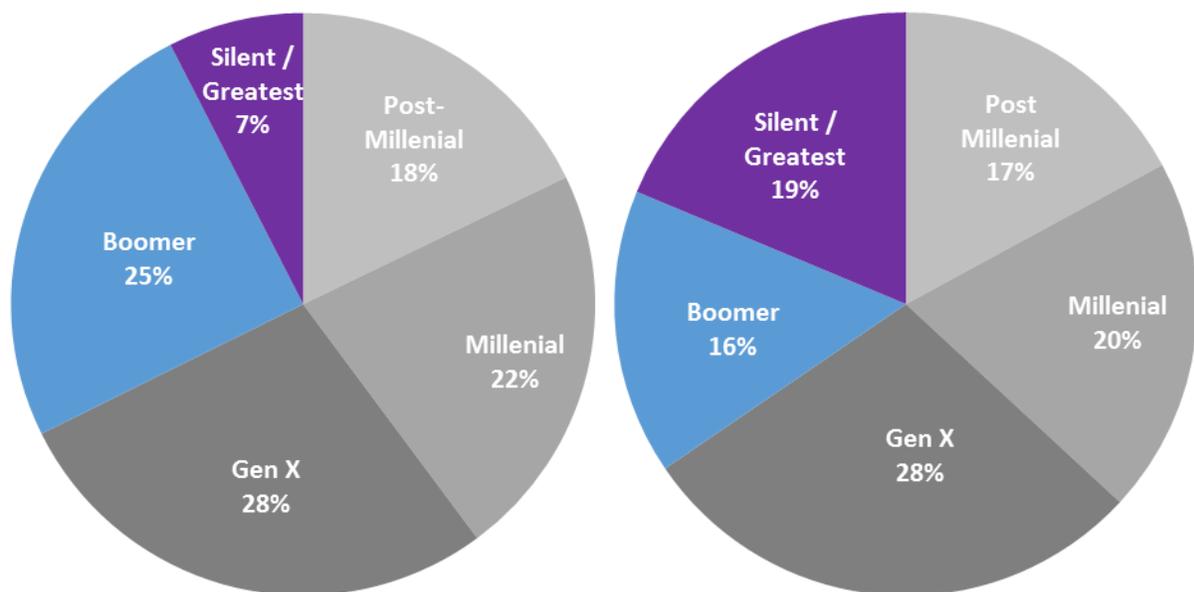


Figure 6: Age Cohorts, Town of Clarkstown & TOD Area (source: 2014 ACS 5-year estimate)

⁷<http://www.lohud.com/story/news/local/rockland/orangetown/2015/12/01/pfizer-campus-millennials/76604922/>

Approximate Age Cohorts (2014)

Post Millennial	0 to 14	Baby Boomers	50 to 69
Millennial	15 to 34	Silent Generation	70 to 84
Generation X	35 to 49	Greatest Generation	85 and up

Age is an important demographic point 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.

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 6).

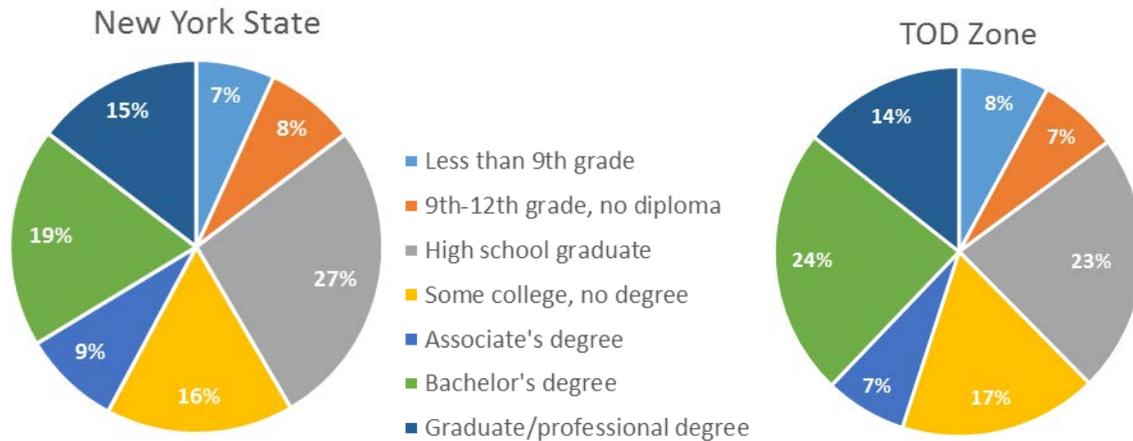


Figure 7: Educational Attainment, New York State & TOD Area (source: 2014 ACS 5-year estimate)

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.

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 blockgroups are wealthier than New York State households.

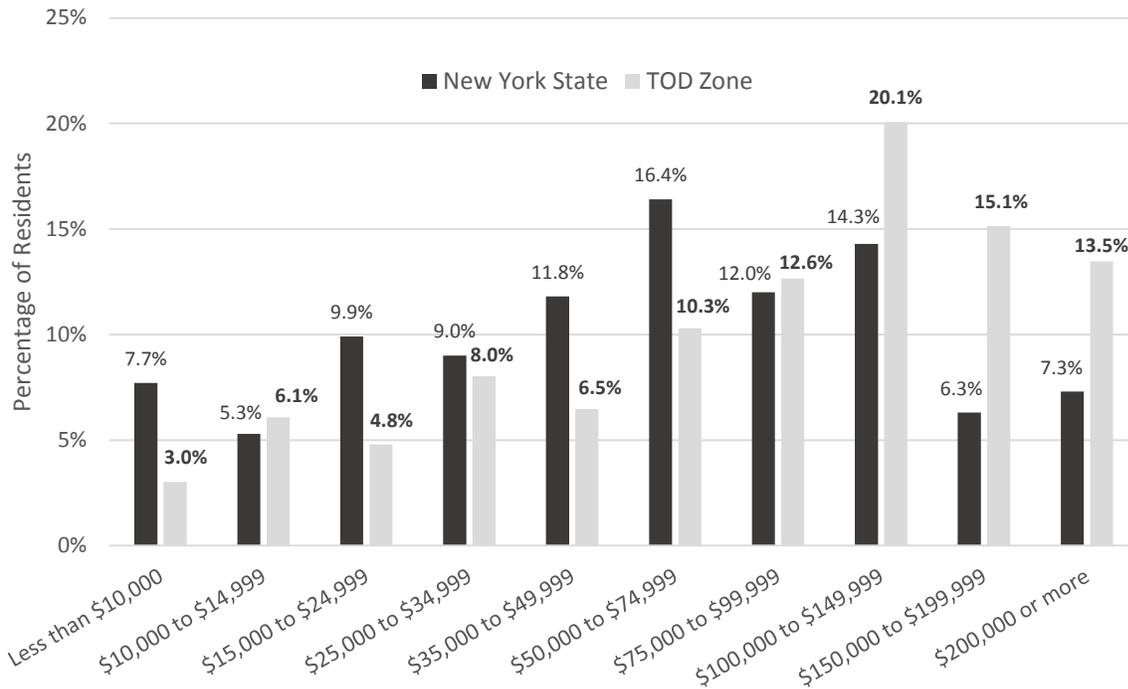


Figure 8: Annual Household Income, New York State & TOD Area (source: 2014 ACS 5-year estimate)

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.

Poverty Rate

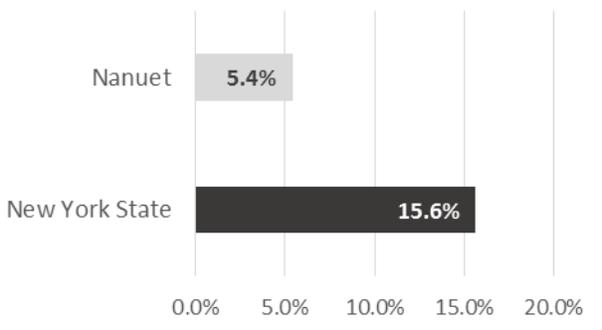


Figure 9: Poverty Rate, Nanuet & New York State (source: 2014 ACS 5-year estimate)

Another important component of household income 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 New York State’s poverty rate.

Employment Status

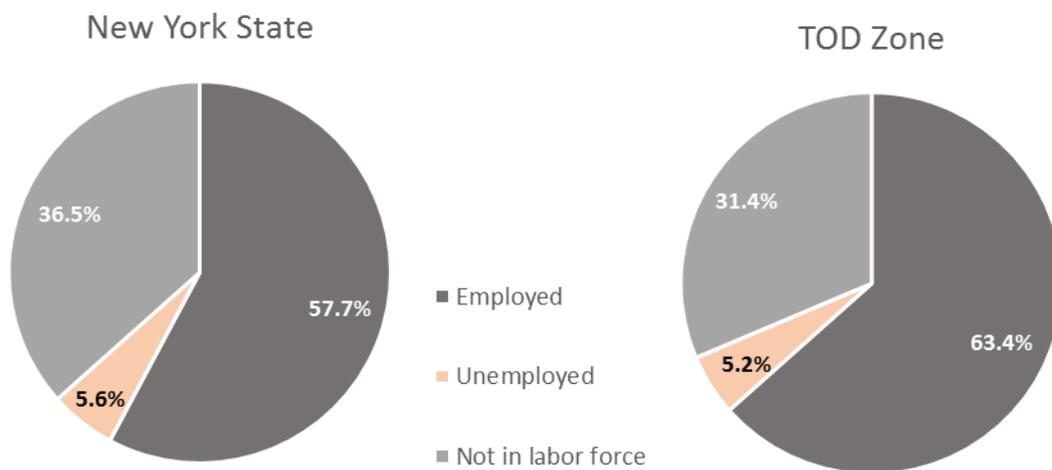


Figure 10: Employment Status, New York State & TOD Area (source: 2014 ACS 5-year estimate)

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.

Employment Industries

Table 3: Employment Industries, New York State & TOD Area (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%

⁸ United States Census Bureau - <https://www.census.gov/hhes/www/poverty/about/overview/measure.html>

Industry	NYS	TOD Area
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.

TASK DESCRIPTION

The Contractor shall conduct basic research, mapping, and analysis of the areas inside the Town of Clarkstown located within an approximate 1/4 mile radius of the Nanuet Train Station; focusing 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. This area will be identified as the "Preliminary TOD Plan Boundary Area".

The Contractor shall prepare a draft Existing Conditions Report to compile the results of this analysis.

The Contractor shall include in the draft Existing Conditions Report an understanding of the Preliminary TOD Plan Boundary Area and any constraints or opportunities presented by the existing physical, regulatory, market, and socio-economic situation.

Additionally, the Contractor shall include in the draft Existing Conditions Report, a Preliminary TOD Plan Boundary Area Map, and other maps, tables, charts and narrative that draw from existing data sources that shall include, but not limited to:

- Current U.S. Census data;
- Current local and New York State socio-economic data including but not limited to education attainment, income levels, unemployment and employer types;

- Physical layout documented through available aerial imagery, Geographic Information System(GIS) and parcel data;
- Existing zoning and land use maps;
- Literature review of existing comprehensive plans, public transportation plans and other local planning documents to consider potential relevancy, impacts or amendments needed; and
- Field investigations, as required by gaps in existing data (e.g. land use and building conditions and vacancy inventory).

While the Preliminary TOD Plan Boundary Area is fairly constrained, and will remain the focus of the transit-oriented development plan and design concepts for this effort, areas just beyond the preliminary study area will be acknowledged for contextual planning purposes.