

Appendix

Part 1 of 2:

I. Verbatim Comments from Workshops

II. Subcommittee Matrices

III. Reports from Comprehensive Plan Topic Subcommittees

IV. Surveys

Student Community Survey – Town of Clarkstown - 2008

Clarkstown Housing Needs Survey – GMRS – October, 2008

V. Studies

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

Environmental Resource Assessment – John Mickelson – November, 2008

Final Report - Citizens Advisory Board for Housing in the Town of Clarkstown – September, 2002

Recreation & Parks Master Plan – C.T. Male Associates - October, 2008

Town of Clarkstown Open Space Guidelines - Minutes of the Planning Board Meeting of March 22, 2000

*Priority Recommendations of the Clarkstown Open Space Citizen's
Advisory Committee – June 22, 2001*

*Report: Staff Advisory Committee on Clarkstown Open Space Acquisition
– January 12, 2006*

*Clarkstown Comprehensive Transportation Plan - Cambridge
Systematics, Inc with The RBA Group and Howard/Stein-Hudson
Associates - July, 2009*

*New City Hamlet Center Vision Plan – Behan Planning Associates, LLC
with Frederick P. Clark Associates, Inc. – February, 2007*

*Congers Lake Road Ad Hoc Committee Recommendations – June 20,
2007*

*Comments on Congers and Valley Cottage Overlay Districts Memo – Jay
A. Greenwell, PLS – March 28, 2009*

Town-wide Comprehensive Plan Kick-Off Meeting - October 25, 2007

Focus Session	Comment
Economic Dev.	Lack of vibrancy in downtown areas.
Economic Dev.	Needs shops, parking, trees, benches, fountains (street landscaping).
Economic Dev.	Solicit upscale shops.
Economic Dev.	Find alternative funding to place power lines underground
Economic Dev.	Establish BID.
Economic Dev.	Brain Drain-we need high paying jobs here.
Economic Dev.	Reasonable cost housing.
Economic Dev.	Availability of commercially zoned land.
Economic Dev.	Nanuet Mall redevelopment.
Economic Dev.	Benchmarking other Towns-are we competitive/"best practices"
Economic Dev.	Arts-bring artists to town.
Economic Dev.	Focus attention on hamlet centers.
Economic Dev.	Streamline permitting process in signage, etc.
Economic Dev.	Shovel ready sites.
Economic Dev.	Visual continuity.
Economic Dev.	Compare Ridgewood, NJ.
Economic Dev.	What type of industry do we go after? Tax base? Jobs? What is most important?
Economic Dev.	Need overall plan (e.g. consider increased truck traffic, more police etc.).
Economic Dev.	Plan future infrastructure.
Economic Dev.	Involve youth to attract them to return to live & work here.
Economic Dev.	Parking-not pretty-park behind bldgs., bring bldgs. to sidewalks & parking garage.
Economic Dev.	Need parking plan.
Economic Dev.	What size & type of businesses should we attract?
Economic Dev.	Maple Ave. good model of success (streetscaping)-businesses would want to be there/would attract investment.
Economic Dev.	Need staff/professional to attract businesses-pedestrian mall?/one-way streets.
Economic Dev.	Strong demographics.
Economic Dev.	Great location (near NYC) -wider sidewalks to increase pedestrian traffic - maintain sidewalks/weeds -clean up trash - graffiti on public bldgs./facilities.
Economic Dev.	Have pro-active plan for maintenance of areas - monitoring follow up on public \$ already invested (ROI) -spend \$ on public parks so they want to go there - zoning & code enforcement (private business should be required to keep up properties).
Economic Dev.	Streetscape -public art.
Economic Dev.	Subsidize local artists (fine arts).
Economic Dev.	Bureaucracy -speed up process -fill vacant space -need to be proactive to manage the process.
Economic Dev.	Dedicated staff to work w/businesses so they can thrive.
Economic Dev.	Market research needed to survey gaps in retail.
Env. Resources	Conservation
Env. Resources	Management - Pollution
Env. Resources	Why do we give up control of water mgmt & recovery of control?
Env. Resources	Building
Env. Resources	Flooding
Env. Resources	Development
Env. Resources	Commercial & Residential
Env. Resources	What plans are in place to address ongoing flooding?
Env. Resources	Corrective measures?
Env. Resources	Timeline?
Env. Resources	Ongoing monitoring of water flow.
Env. Resources	Monitor construction & its impact on water

Env. Resources	Project planning & review.
Env. Resources	Inter-agency cooperation.
Env. Resources	Hold off on building until flooding impact is known.
Env. Resources	Tree/Vegetation removal -air quality, habitat & water quality
Env. Resources	Jurisdiction -who governs what? County vs State control.
Env. Resources	Building moratorium until zoning is changed.
Env. Resources	Limit building/development matches resources.
Env. Resources	Climate changes.
Env. Resources	Energy issues -building codes, efficiency, energy cert., standards of usage, i.e....., water use. Points system for conservation.
Env. Resources	LEED vs Green Building Council
Env. Resources	Water run-off -where does it go after reservoirs are full?
Env. Resources	Additional reservoir storage.
Env. Resources	Jurisdiction coordination.
Env. Resources	Improvement coordination.
Env. Resources	Mining of quarries -influence zoning so those areas are locally controlled?
Env. Resources	Is energy use captured?
Env. Resources	Alternate energy generation?
Env. Resources	Thermal heat
Env. Resources	Wind power
Env. Resources	Geothermal
Env. Resources	Biofuel
Env. Resources	Composting - Capturing methane from Town supply
Env. Resources	Wetland protection/preservation.
Env. Resources	Individual energy generation (renewable energy).
Env. Resources	Consideration re: taxes on wetlands, other parcels (tax breaks).
Env. Resources	Can Town buy open spaces & protect them?
Env. Resources	Conservation
Env. Resources	Preservation rights.
Env. Resources	Give tax breaks for "green" usage - private or developers.
Env. Resources	Public buildings -green usage?
Env. Resources	Solar energy
Env. Resources	Energy expert to work on staff with homeowners, et al re: conservation.
Env. Resources	Ridgeline preservation
Env. Resources	Small vs large homes.
Env. Resources	Re-use/recycle water.
Env. Resources	Green construction/alteration of buildings (roofs).
Env. Resources	Resource accountable planning vs engineering patchwork.
Env. Resources	Improve planning prior to development i.e., check potential impact on area.
Env. Resources	Emphasis on the planning process.
Env. Resources	Hire a naturalist to identify our Town resources, habitats, geology, etc./advertising/promoting the Town.
Env. Resources	Educate the public.
Env. Resources	Wildlife protection.
Env. Resources	Leave some areas underdeveloped.
Env. Resources	Environmental advocate position on board: focus on best use of environment.
Env. Resources	Advocate should be visible; meet with parents/kids.
Env. Resources	Dumping problems. Homeowner & commercial issues.
Env. Resources	Be accountable for one's own trash's
Env. Resources	Property maintenance.
Env. Resources	Appropriate recycling & penalties.
Env. Resources	Flight plans/noise/pollution.

Env. Resources	Thruway noise.
Env. Resources	Publicize more about recycling. Need more education on recycling.
Env. Resources	Task force on global warming.
Env. Resources	What are global warming impacts?
Env. Resources	Task force on water use.
Env. Resources	Energy conservation in bldgs., esp. off hour use.
Env. Resources	What is the true mission of DEC? (Local)
Env. Resources	Tree removal/preservation.
Env. Resources	Can Town control tree removal by developers in new construction?
Env. Resources	Shade tree commission re-instatement.
Env. Resources	Determination of which trees are removed.
Health S & W	Emergency access for emergency vehicles
Health S & W	Recruitment retaining - vol. services, fire & ambulance.
Health S & W	Integration of all emergency services.
Health S & W	Update of code.
Health S & W	Enforcement of these codes.
Health S & W	Education of public to codes.
Health S & W	Education & prevention reference fire safety.
Health S & W	Evacuation plans -public bldgs., schools (Clarkstown So.) ingress & egress.
Health S & W	Adequate lighting & signage for streets.
Health S & W	Increase public transportation (safety concerns) sidewalks/shoulders -width of roadway.
Health S & W	Flooding concerns.
Health S & W	911 concerns - cell phone & correct address.
Health S & W	Increased traffic enforcement -proper signage (visibility).
Health S & W	Driver safety education.
Health S & W	Commercial vehicle concerns -recycle trucks.
Health S & W	Adequate medical services.
Hist. Cult. Res.	Identify the current cultural sites in the Town.
Hist. Cult. Res.	Status of Vanderbilt railroad station that is supposed to be moved to Bradlees shopping center.
Hist. Cult. Res.	Concern regarding Cropsey House being maintained as a cultural & historic site open to public.
Hist. Cult. Res.	Cultural resources have not been emphasized enough in Clarkstown.
Hist. Cult. Res.	Bring "Art in Public Places" Program to Clarkstown (County Plan) (1% of any public bonded project).
Hist. Cult. Res.	Public art is a stimulant to the community.
Hist. Cult. Res.	Better identification & accessibility to Town historic sites.
Hist. Cult. Res.	Restore historic plaques & sites in Town (Highway Dept.).
Hist. Cult. Res.	Plan should develop active Historic & Cultural assessment awareness.
Hist. Cult. Res.	Historical locations on map for education, business & public relations for Town.
Hist. Cult. Res.	Must develop inter-municipal historical coordination & districts.
Hist. Cult. Res.	Focus attention on maintaining historical sites in Valley Cottage -Storms Tavern in particular.
Hist. Cult. Res.	Document current historical site inventory in Town.
Hist. Cult. Res.	Maintain landscaping/cleanliness of historic sites.
Hist. Cult. Res.	Address the overall maintenance of abandoned cemeteries.
Hist. Cult. Res.	Participation for Historic Preservation in "Community Preservation Act" levy.
Hist. Cult. Res.	Create a strong Comprehensive Historic Preservation Law to preserve existing historic sites.
Hist. Cult. Res.	Publicize ground rules associated with Historic Preservation Law.

Hist. Cult. Res.	Emphasize that Historic Preservation & Open Space should go hand in hand in any Comprehensive Plan. Clear definitive statement of policy.
Housing	Affordable vs Senior Housing
Housing	Town builds - use open space.
Housing	Housing Authority.
Housing	Preference to residents ≤\$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.
Parks & Rec.	Acquire open space in Nyack - waterfront.
Parks & Rec.	Inter-town funds to buy land - waterfront.
Parks & Rec.	Peterson's Boatyard - acquire.
Parks & Rec.	Join with not for profit to acquire waterfront property.
Parks & Rec.	Hamlet Green in New City.
Parks & Rec.	Youth programs.
Parks & Rec.	Use pools year round.
Parks & Rec.	Dog parks.
Parks & Rec.	Bike lanes/trails.
Parks & Rec.	Mountain biking.
Parks & Rec.	Cooperation between the Town and State parks.
Parks & Rec.	Bike trail around Lake Deforest.
Parks & Rec.	Beach access at Town lakes.
Parks & Rec.	Maintenance at ladies bathrooms at Germonds pool.
Parks & Rec.	Adult swim lane at Congers Pool/Germonds Pool.
Parks & Rec.	Open pool up earlier - Lake Nanuet.
Parks & Rec.	Ice rink - covered.
Parks & Rec.	Trail way around Congers Lake.
Parks & Rec.	Long Path hiking trail of Rt. 9W.
Parks & Rec.	Map of hiking trails/bike paths -sent to residents.
Parks & Rec.	Cooperation between Town/State/County -maps of parks.
Parks & Rec.	Listing so parks -Town/State/County in Spring/Summer brochure.
Parks & Rec.	Deer problem.
Parks & Rec.	Publicize that we are looking for open space -contact civic associations.
Parks & Rec.	Identify a land that is tax delinquent -work with homeowners to use land.
Parks & Rec.	Purchase Joseph's House in Valley Cottage.
Parks & Rec.	Congers Community Center - rehabilitated.
Parks & Rec.	Suggestion boxes at centers.

Transportation	Plan for sidewalks and their connectivity to public areas.
Transportation	Commuter - maintain and expand lots.
Transportation	Keep the Clarkstown lots because they are free -make other lots free.
Transportation	Because of Metro North upgraded service - more need for parking.
Transportation	Bicycle storage at commuter lots.
Transportation	Bicycle path to public transportation.
Transportation	Safety of pedestrians.
Transportation	Safety of bicycle drivers.
Transportation	Pedestrian walkways @ major intersections.
Transportation	Re-evaluate bus ridership so buses are full.
Transportation	Consider future plans, i.e. -Tappan Zee Bridge light rail service.
Transportation	Consider future plans, i.e. - Tunnel Trans Hudson Express - Weehawkin to NYC with rail to Spring Valley.
Transportation	RC truck study - coordinate with Town.
Transportation	Expand hours of Mini Trans to accommodate expanded mass trans schedules.
Transportation	Truck traffic increase - Rts.. 9W and 303.
Transportation	Palisades Mall expansion possibility - impact on traffic.
Transportation	Communications with trucking companies on use of Town roads.
Transportation	West Shore Railways - right of ways.
Transportation	All airports including Stewart connectivity.
Transportation	Increased traffic -impact of transportation on the environment (alternate fuels).
Transportation	Equipment replacement of Town buses for modern, efficient and up to date (green).
Transportation	Bus connectivity to local shopping & other mass transit.
Transportation	Parking in rear of bldg. -more walker friendly.
Transportation	Sidewalks maintenance - who will maintain.
Transportation	100% school busing.
Transportation	Increase connecting bike & hiking trails.
Transportation	Create pathways & walkways where there are opportunities.
Transportation	Connect commuter lots to waterways.
Transportation	Create Rockland Lake lot to ferry or other mass transit.
Transportation	Consider more bus stops (Mini Trans).
Transportation	Future development planned around public transportation.
Transportation	Improve Clarkstown South High School entranced & exit.
Transportation	Preserve the Piermont Branch for future commuting needs.
Transportation	Train service in downtown areas.
Transportation	Bus shelter upgrades for looks & comfort (plus trains).
Transportation	Safe & convenient transit through Downtown New City & other hamlets for pedestrians.
Transportation	Reduce curb cuts for safer travel.
Transportation	Safer train crossings & elimination of some if possible.
Final	Unusual purchases require Town referendum.
Final	Clarkstown is part of world - recognize place in world.

Written Comments

To develop Bradlees & other areas.
Analyze the type of businesses we want to attract in different areas. Offer incentives to attract those
Large industry is interested in hospital and health care. Interested parties in local government should interface to
Crime problem in some neighborhoods, including my neighborhood round Geraldine Place, New City, where
What about volunteer housing! Affordable rentals, town houses, single family. In the Supervisor's Town speech
Interested in low income, disabled senior housing, 55+.
Concerned about use of our pools by other towns in exchange for golfing privileges.
Concerned re air traffic - 600 planes over Rockland in 2008.

Relative to "downtown business improvement centers", could each hamlet have a unique theme that attracts
Have a landscape company "adopt" the causeway. It has great, aesthetic, potential with magnificent, panoramic
Encourage innovation & vision. Plan not based on past but vision of future.
Light pollution -use down lights wherever possible. We are losing our night sky. Owls can't hunt, rodents
How much more development can this county/township realistically take? Concerned about taxes highway &
Avoid glorifying/providing for the automobile. Transportation modes will change. Acquire corridors for
Work with United Water to obtain canoe access to the Hackensack River just below the Lake Deforest Dam at

Nanuet/Spring Valley & Bardonia Hamlet Outreach Meeting - December 3, 2007

Focus Session	Comment
Economic Dev.	Concern about number of empty stores in Nanuet Mall. Afraid of it is being abandoned.
Economic Dev.	Afraid/concerned about possible uses for Nanuet Mall.
Economic Dev.	Pleased with Nanuet hamlet development but looking for possible upgrade of tenants.
Economic Dev.	Does Simon have a plan for the Nanuet Mall. If so, when will public be notified.
Economic Dev.	Can Town actively engage in some financial incentive to attract new business into Main Street & Route 59.
Economic Dev.	Ensure that any economic development plan for Nanuet incorporates pedestrian & bike needs.
Economic Dev.	Saratoga Associates was involved in New City revitalization plans. Will that effort be coordinated with this?
Economic Dev.	Look at Nanuet Mall for possible health & education use.
Economic Dev.	Can the Mall be used for possible senior & volunteer housing.
Env. Resources	Air traffic flight patterns may result in more noise - investigate this.
Env. Resources	Overall concerns regarding noise - trains, planes & automobiles.
Env. Resources	Impact of TZ Bridge Plan & Stewart Airport expansion on NYS Thruway in Town. Mass transportation upgrades triggered by these initiatives.
Env. Resources	Flooding impact of future development.
Env. Resources	Pascack Brook seems polluted. Look at studying Town streams with emphasis on Pascack Brook.
Env. Resources	Create conservation zone to protect open space, parkland and historical sites to balance ongoing economic development. Include in zoning law.
Env. Resources	Town and developers to create homeowners kit educating new homeowners about the impact of removing all existing trees/shrubs.
Env. Resources	Upkeep of Town, business and residential property needs enforcement.
Env. Resources	New improved fall Leaf and Recycling Pick-up Plan.
Health S & W	Create affordable housing for Town volunteers.
Health S & W	Secondary roads off Middletown Road in need of paving (Nanuet, Englewood, Palisades and Rockland Avenue etc. (5 dead end streets).
Health S & W	First street at Normandy Village needs paving.
Health S & W	Look at overpasses/underpasses to let emergency vehicles pass by train tracks without waiting.
Health S & W	Move utilities (especially power) underground in downtown areas so fire trucks can safely access buildings.
Health S & W	Add "Yield to Pedestrian" signs in downtown areas.
Health S & W	Improve sidewalks in Nanuet with high use by children (Church St. convent Rd. and parts of Middletown Rd.). Undertake a study for pedestrian safety in high density areas like Nanuet. Look at Route 59 also.
Hist. Cult. Res.	Encourage existing movie theatres in the Town to show artistic and independent films.
Hist. Cult. Res.	Designate Nanuet historical sites and provide markings to identify.
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.
Parks & Rec.	Any new development must include Parks & Recreation space.
Parks & Rec.	Lake Nanuet does not have enough sitting/picnic areas as well as parking. Cars spill into neighborhood.
Parks & Rec.	Keep Town parks & recreational facilities limited to Town residents.
Parks & Rec.	Look for opportunity to add park/open space in Nanuet if space becomes available.
Parks & Rec.	Study feasibility of trading access to Clarkstown Parks & Rec. in exchange for access to Bluehill for golf privileges for Clarkstown residents.
Transportation	Fully investigate paving streets in Nanuet and other areas.
Transportation	Pedestrian access and safety concerns throughout town.
Transportation	Make sure parking considerations for long term mass transportation railroad links are taken into account for Nanuet, West Nyack and Congers.
Transportation	Examine ways to lessen rush hour traffic. Different traffic patterns on Route 59 corridor in particular.
Final	If Town Acquires land for open space it should be at the prevailing market rate for the property - at the time of the sale.
Final	If Town buys open space it should be forever.
Final	As population increase, look for ways to conserve water use within the Town.

Written Comments

Lake Nanuet sidewalk is not maintained. The sidewalk is in decay. Overgrowth through fence - hanging branches. Debris - Lake Nanuet, Blauvelt & Clarkstown Estate.
Spring Brook Rd. has a problem with drugs, hoodlums, loud music and noise. Lengthy letter on file. Would like to see cameras on the street, better police presence throughout the day and night.
Moratorium on condos & townhouses especially in Nanuet. Tie density issue to number of bedrooms in a dwelling.
Nanuet Mall - make it a high end mall like the "Westchester" with stores not in Palisades or an "outlet" mall like the new Bergen Mall or NJ Garden Mall.
Old Bradlees Center - offer incentives to store owners and help get Stop & Shop in there or try and attract another type of store like Whole Foods. Something that is lacking in Rockland.
Open spaces - better maintenance of these areas.
A specific problem with Rt. 304 and Germonds Interchange. Turning left onto Germonds is problematic because light for oncoming traffic is not in sync. You assume that if your light goes red oncoming is red as well. Not the case there.
Ensure that sidewalks both existing and new meet safety guidelines.
Any new development residential/commercial should consider and address pedestrian traffic safety. *Sidewalks along Germonds going to Felix Festa Middle School.
Better promotion of Historical & Cultural resources.
Offer composting systems along with recycle bins to new homeowners.
Encourage the development and expansion of nature centers to educate residents.
I think you need to update the presentation as to the types of things you are looking for from us, i.e. mini questionnaire for each topic to get people in the right state of mind.
Scheduled reviews and upgrades of pool facilities.

Valley Cottage & Upper Nyack Outreach Meeting - January 10, 2008

Focus Session	Comment
Economic Deve.	Expansion of Economic zones.
Economic Deve.	Allow housing above existing commercial development.
Economic Deve.	Relocation of bus (Brega) to provide Open Space/Hamlet Center.
Economic Deve.	Alternate (high-end outlet) redevelopment of Nanuet Mall.
Economic Deve.	Destination shopping with amenities for children and adults.
Economic Deve.	Thru traffic interference with Valley Cottage Hamlet.
Economic Deve.	Tax incentive (Pilot programs to provide incentive for business).
Env. Resources	Responsible lighting practices (energy usage, aesthetics).
Env. Resources	Consider environment in total.
Env. Resources	Acquisition of open space for field use to avoid artificial turf.
Env. Resources	Water resources - protection, adequacy of supply, linkage of development to available water.
Env. Resources	Avoid desalination of Environmental resources.
Env. Resources	Require water conservation development/utilization of water regeneration.
Env. Resources	More local and regional control of water supply.
Env. Resources	Air traffic noise levels.
Env. Resources	Train noise levels.
Env. Resources	Tilcon noise levels.
Env. Resources	Tax incentive for energy upgrades/energy star.
Env. Resources	Building renovation/re-use vs. new construction.
Env. Resources	Plan for global warming re: drainage/flooding.
Env. Resources	Encourage/require LEED guidelines.
Env. Resources	On-site renewable energy.
Env. Resources	Dust generation (Tilcon) explore local regulation.
Health S & W	Nuclear Plant issues - safety/evacuation/terrorist attack.
Hist. Cult. Res.	Budget for historic property acquisition/protection.
Hist. Cult. Res.	Cemetery protection.
Hist. Cult. Res.	Valley Cottage historic properties - Storms Tavern, Mountainview Lodge, Valley Cottage Camp Ramah Buildings.
Hist. Cult. Res.	Encourage protection of historic locations by owners/incentives for owners.
Hist. Cult. Res.	Post information on Town website.
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.
Parks & Rec.	Park development in Valley Cottage - east side Route 303.
Parks & Rec.	Convert pool to year round - indoor.
Parks & Rec.	Trail connections between parks/general accessible walking trails.
Parks & Rec.	Free recreation options.
Parks & Rec.	Walking trail around Lake DeForest.
Parks & Rec.	Improved pedestrian routes.

Parks & Rec.	Shatemuc.
Transportation	Improved pedestrian routes - safety/connectivity Christian Herald Road.
Transportation	Route 303/Lake Road intersection - 6 corners.
Transportation	Cut-thru traffic from 6 corners on other nearby roads.
Transportation	Increase capacity (lanes) on Route 303.
Transportation	Review traffic calming measures.
Transportation	Truck routes/truck traffic on local roads.
Transportation	Route 59/Mountainview Ave. intersection and cut-thru traffic.
Transportation	Alternate toll collection for TZ Bridge.
Transportation	Town/Police coordinate on traffic enforcement.
Transportation	GPS/Map portrayal of street size.
Transportation	Railroad quiet zone status.
Transportation	Pedestrian Bicycle routes on 303/59/major roads to the mall.
Transportation	Train whistles policies/regulations.

Written Comments

Protection of steep slopes and wetlands through a new Town law.
Identification of local historic resources - survey.
TZ Bridge - be proactive in reviewing alternatives proposed by NYSDOT - NOW!
Provide for affordable/workforce housing in single-family sub divisions - new local law. Multi-family districts.
Work with NYSDOT and political representative on re-design of Lake Road and Route 303 intersection - make it pedestrian friendly.
Access local traffic from a volume/capacity perspective.
Transit oriented development at or near future stations as part of TZ Bridge alternatives.
A public awareness campaign on how to report street lights that are not working. Example on "Hyperlink" town website "street lights" when clicked it will bring you to the "O&R" website where the information about the defective street light can be entered.
Improve safety of ingress & egress to the Valley Cottage Library.
Develop affordable SST housing for seniors who can no longer afford to live in Clarkstown in their homes because they are on a fixed income. Like a SST retirement community. Ciro Guerra
Officials should read the Union of Concerned Scientists' book, The Consumer's Guide to Environmental Choices - Practical Advice from The Union of Concerned Scientists. It details, based on studies the most effective
We need to concentrate on environmental choices that will have the greatest impact. - Linda Rauer
Nothing should be considered in isolation. One needs to consider "all" the impacts of everything we do. Linda Rauer
Open Space must be <u>contiguous</u> for habitat preservation. Linda Rauer
Land use is everything - all of our topics this evening are about land use. Linda Rauer
We must <u>conserve</u> our environment. For example, conserving oil has a tremendous impact on moving toward energy self-sufficiency. Linda Rauer
Recycling should be mandatory - both residential and commercial - with large fines for violation. Linda Rauer

Congers & Rockland Lake Hamlet Outreach Meeting - January 24, 2008

Focus Session	Comment
Economic Dev.	Are there any economic development plans for Valley Cottage?
Economic Dev.	Are there plans to attract more ratable (tax paying) to Valley Cottage?
Economic Dev.	No re-zoning of industrial areas to accommodate housing.
Env. Resources	Is over-development taxing our resources?
Env. Resources	Are we considering measures to restrict further development?
Env. Resources	Any plans to improve water supply?
Env. Resources	Selling water to New Jersey when we need it.
Env. Resources	More consideration before trees are removed.
Env. Resources	Anyway to manage tree removal.
Env. Resources	Any Town/County wide effort to place utilities underground.
Env. Resources	Enforce bulk pick-up schedule.
Env. Resources	Keep track of signs to enforce pick-up.
Env. Resources	Use information on signs to aid in enforcement of pick up and fining.
Env. Resources	What can the Town do to facilitate the ambulance/fire departments in the development of their facility?
Env. Resources	Wetlands behind Stern development has a lot of garbage.
Env. Resources	Inspect problem due to swampy conditions in this area, particularly in the summer.
Env. Resources	Are any efforts underway to deal with odors from the Town dump in West Nyack.
Health S & W	Plans to improve safety in residential railroad crossings in Congers/Valley Cottage.
Health S & W	Quality of life (sound) issues around railroad.
Health S & W	Can there be increased police coverage on Rt. 303 between Lake Road to the Thruway with emphasis on truck traffic for speeding?
Hist. Cult. Res.	More cultural resources, music hall and live music area.
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.
Parks & Rec.	The Town should increase the number of softball fields.
Parks & Rec.	Improve quality of fields.
Parks & Rec.	Re-use fill from developments for fields.
Parks & Rec.	Comprehensive bike path connecting park to park throughout Town to get from place to place safely.
Parks & Rec.	Addressing poison ivy on sidewalks, especially around schools.
Parks & Rec.	Address litter along sidewalks throughout the Town.
Parks & Rec.	The Town should continue to acquire open space, once it's gone, it's gone.
Parks & Rec.	Continue and expand summer programs which are very successful, particularly kayaking.
Parks & Rec.	Continue downtown concert series in Congers. It is a good community gathering. Expand to other areas.
Transportation	Sidewalks, particularly in older neighborhoods, without them it is a safety issue (Massachusetts Ave.)
Transportation	Add sidewalks around Emerald St. and Sasson area. Safety concern for small children due to sharp turns.
Transportation	Enforce speeding regulations.
Transportation	Pedestrian crosswalks similar to those in Nyack on Lake Road, due to speeding.
Transportation	Add stoplight at Germonds/Demarest due to one-way in and out of Clarkstown South safety issue. Quick turning light due to heavy bus traffic.
Transportation	Light at Executive Park on Rt. 303 does not take into account traffic coming in and out of complex.
Transportation	Look to create right hand turn lane into A & P in Valley Cottage. People use should as turn lane now.

Written Comments

Flag lots should not be permitted!
Devalue property values on street!
Recycle gray water.
Set up grey water system.
More softball fields made with dirt not sand.
Redo sand fields with dirt.
There are many men and women who would like to play softball but there are not enough fields.
For what all the leagues pay to play on these fields and the taxes we pay, the fields should be better than what they are.
There are many 55 and over men and women who would like to have their own league to be able to play more competitively.
We consider overdevelopment in Clarkstown during the past 15 years to be the most pressing problem. We would like to see more open space preserved especially in Congers where we have been flooded with high density, housing on Rt. 9W and 303.
Development of bicycle paths throughout Clarkstown would benefit not only recreational users, but perhaps people who would like to hike to work/school. Using bicycles for transportation benefits health and the environment.
New City: Bradlees - What is going on? It is such an eyesore. Would like to see a "wholefoods" there instead of another supermarket. We now have to travel to Edgewater, New Jersey or Westchester to shop at Wholefoods.

Congers: Please replace trees on Lake Road which have been destroyed by cars.

Congers: We need striped crosswalks with those little men markers that they have in Nyack, Piermont and New Jersey towns.

Congers & New City: More turning lanes, especially at Lake Road and Rt. 303. It is difficult to turn left on Lake Road from Rt. 303 South.

Truck Traffic on Rt. 303. Trucks are not observing speed limits. We need a light on Hilltop to slow them down. It is a school bus stop!

New City Hamlet Outreach Meeting - February 4, 2008

Focus Session	Comment
Economic Dev.	Pedestrian access to shopping/retail.
Economic Dev.	Creation of public space within commercial/downtown areas to attract patrons.
Economic Dev.	Create cohesive New City hamlet area - Downtown - increased aesthetics and continuity.
Economic Dev.	Additional green space in hamlet center.
Economic Dev.	Avoid competition between hamlets - use individual hamlet strategies/identities.
Economic Dev.	Attract businesses to hamlet based on themes.
Economic Dev.	How will economic development efforts be funded.
Economic Dev.	Creation of business improvement district in New City.
Economic Dev.	Incentives for new or start-up businesses/major expansions to create jobs.
Economic Dev.	Leave green/open space at Bradlees Center.
Economic Dev.	Create character/appeal features to New City downtown. Lighting (energy efficient). Englewood, Greenwich as examples.
Economic Dev.	Partner with national retailers for New City.
Economic Dev.	Marketing plan to sell Clarkstown benefits to business.
Economic Dev.	Enhance traffic accessibility to hamlet areas.
Economic Dev.	Involve/inform affected residents about road widening/projects.
Economic Dev.	Decide what character of New city downtown is and gear a plan to that goal.
Economic Dev.	Publicize and maintain excitement re projects - Town Clerk E-mail newsletter.
Env. Resources	Increase recycling for business/commercial.
Env. Resources	Control deer population. Ability to maintain property/landscaping. Management strategy.
Env. Resources	Program to deal with abandoned gas stations. Old Route 304.
Env. Resources	Expedite environmental clean-up of contaminated/toxic sites.
Env. Resources	Zoning controls to separate industrial/commercial uses from residential uses.
Env. Resources	Carbon monoxide/exhaust emissions from increased traffic-air quality re: successful downtown development.
Env. Resources	Education re: non-deer attractive plantings and alternate control measures.
Env. Resources	Capacity of water/sewer infrastructure.
Env. Resources	Recycling and energy efficiency efforts/education.
Env. Resources	Noise studies - aircraft, traffic and increased density. Loud vehicles enforcement.
Env. Resources	Can apply LEED standards to building construct?
Env. Resources	Result of revised air traffic patterns and implementations - lessen impacts.
Env. Resources	Examine alternate transit systems to link areas - daily fare structure.
Env. Resources	Protect Bio-diversity - avoid fragmentation of habitat areas.
Env. Resources	Stream mapping/routing/inventory/control measures. Corridor protection.
General	Create Comprehensive "Brag Book" to get information out.
General	Create outreach for 20's and 30's age group.
Health S & W	Street lighting - process to evaluate/add/repair.
Health S & W	Sidewalks - pedestrian safety (New Hempstead Road and feeders).
Health S & W	Bicycle/foot patrols in downtown hamlets - increased traffic/code enforcement.
Health S & W	Leaf placement in streets - greater enforcement.
Health S & W	Water main breaks - health issues - age of piping.
Health S & W	Parking of heavy equipment/trucks in hamlet areas. Codes? Creation and enforcement.
Health S & W	Adequacy of fire/police/ambulance services for population.

Hist. Cult. Res.	Hold regular scheduled cultural events/arts events to draw people to downtown centers. (Art in the park).
Hist. Cult. Res.	Add cultural programs/facilities/opportunities in downtown areas.
Hist. Cult. Res.	Construct facility for use of concerts/shows - Bergen Performance Center.
Hist. Cult. Res.	Increase tourism by using historical resources to draw people - revolutionary war.
Hist. Cult. Res.	Dutch Gardens - art in the garden.
Hist. Cult. Res.	Cultural/Arts space in Nanuet Mall - part of redevelopment Regional Arts Center.
Hist. Cult. Res.	Inventory/document historic resources - town wide. People and structures.
Hist. Cult. Res.	Reuse of existing buildings/sites vs. demolition and reconstruction.
Hist. Cult. Res.	Include relocation of Rockland Center for the Arts.
Hist. Cult. Res.	Preservation program/ordinance ambitious program including funding.
Hist. Cult. Res.	Create designation criteria.
Hist. Cult. Res.	Incorporate buildings into plan, consider owning.
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.
Parks & Rec.	Avoid fragmentation of open space/habitat areas.
Parks & Rec.	Add cultural programs in parks - create excitement.
Parks & Rec.	Publicize park locations.
Parks & Rec.	Preserve open space (Dellwood) - avoid overbuilding.
Parks & Rec.	Increase open space inventory.
Parks & Rec.	Try nature center and other programs to increase draw to parks.
Parks & Rec.	Aggressive evaluation of additional open space acquisition - contiguous parcels.
Parks & Rec.	Develop public golf course within Town.
Parks & Rec.	Create skate park or area for that use. Eliminate safety issues in parking lots.
Transportation	Involve/inform affected residents about road widenings/projects.
Transportation	Add bike paths, bike racks - downtown areas and parks.
Transportation	Emphasize transit for homebound, disabled.
Transportation	Climate change problems and transportation related impacts/initiatives.
Transportation	Address transportation friendly system - routes, publicity availability - may increase use. Post at stops.
Transportation	Replace municipal vehicles with efficient vehicles (hybrid etc.).
Transportation	Plans for high-speed train to Manhattan from Clarkstown.
Transportation	Coordinate transportation with the County and other Towns.
Transportation	Bike racks on buses.
Transportation	Re-open East Shore Rail Line for passenger service.
Transportation	Stop excess idling buses, trucks. (Emphasis on school buses.)
Transportation	Educate about enhanced service on Pascack Valley Line - Nanuet.

Written Comments

Streamlined government - shared services.
The intersection between the courthouse and Dunkin Donuts is absolutely insane, please fix it.
Downtown New City should be more pedestrian - attractive. Look at Ridgewood, New Jersey. It's clean, nice, has sidewalks. New city looks dumpy.
Please, starbucks!

<p>The area around Lake Deforest, Route 304, Davies Farm (orchard) and Ridge Road have been adversely affected by over-development including highway department facility, Tilcon, Cal-Mart etc. This area has a unique flavor.</p>
<p>Country and open space, woods and lake. We should restrict industrial development and expansion in this area of New City and protect the open spaces and rural character of this portion of the hamlet! We should restrict the use of land both open space, residential and most especially industrial, which is impacting the quality of life for existing residents when developed primarily for industrial use. (Tilcon) etc. and other corporations that move in and negatively impact the quality of life for the existing community.</p>
<p>We need to make New City a beautiful site where people want to gather, shop and eat. The infrastructure needs to be overhauled. This will bring new life and economic strength to our downtown- a benefit for us all, economically and for quality of life/community. That having been said, it appears that there is a plan already in place that some of us know about but most don't. We should all be informed about the progress being made. It is a good idea to ask for our brain-storming in-put and ideas, but most people here are uninformed! People seem not to know what is going on with regard to these topics. Perhaps a meeting to explain is in order.</p>
<p>A) I would like to clarify a point I made orally which you wrote down. I suggested some thought be given to bringing "businesses" into our hamlets to increase people traffic, to supplement resident traffic. To clarify "businesses", I do not mean shops and restaurants. I refer to "office work" type of businesses. The type of business that brings people who would then go to the shops and restaurants. B) The key is to supplement resident traffic. There is not sufficient resident traffic to keep hamlets prosperous no matter how pretty we make them and by increasing the source of people, increase the tax base. C) Several points were made by others related to this e.g. business zones, roads. They all go together.</p>
<p>I realize the purpose of the exercise is to establish a plan which will create a purpose for subsequent actions...however, the following must be clear. There must be a reason for action steps called for in the plan and "build it and they will come" is not a satisfactory reason (note - this seems to be the goal of the soon to start enhancement work to be performed in New City.</p>
<p>Under the heading of increasing people traffic, find something to sell to tourists. Could be history, culture. Further, push whatever we find to sell to tourists to residents to try to increase "pride in living in Clarkstown.</p>
<p>I would like to have a store in town where I can go to buy sewing thread and fabric. Now Joanne's has closed at the Palisades Mall leaving a gap in Clarkstown.</p>
<p>I would love to see a Trader Joe or Whole Foods in New City.</p>
<p>I would love to see an art store (i.e. Pearl Paint) in New City.</p>
<p>There have been business closings in downtown. Why are they failing? What can we do to help new businesses succeed.</p>
<p>How does this interface with the Behan Plan?</p>
<p>Events in public parks to get people to the park. (For example - concerts, art and shows).</p>
<p>Parking - Parking - Parking (Main Street)!</p>
<p>Houses on Main Street should get tickets for the unruly upkeep to discourage the visual mess. They are run down and they store items on the grounds which look terrible.</p>
<p>Stern preservation laws to protect the few sites left, regardless of owners permission.</p>
<p>I have seen teens and children running across Rt. 304; it seems unsafe. There is a need for safer crossings for children and elderly who need to walk to Main Street.</p>
<p>Arts Council - I would like to see this developed to help make decisions about public art, particularly since the Keep Rockland Beautiful wall murals created such controversy.</p>
<p>Skate Park (like Congers) for kids. Get them out of the parking lots where there are cars and dangers.</p>
<p>Congers and Nanuet look great (via sidewalks and lamp posts and clock) physically move to "fashion New City similarly.</p>
<p>This hub is eclectic but continued gradual efforts will foster and attract business and progress.</p>

Especially when there is a late "leaf fall", the highway department should have a 3rd, later leaf pick-up or collection.

Special consideration should be given to the "heavily treed" parts of town.

Two abandoned gas stations (off Rt. 304 - Texaco and on Main Street - diagonally across for St. Augustine's Church). De-contaminate and let public know of progress or lack there of.

I would like to see a turning lane added at the intersection of Lake Road and Route 303 (by the Mobile Gas Station) on the portion of the road heading into Congers. At the present it's only one lane and cars going straight usually make their own lane and pull around the cars that are turning left onto Route 303 make their own lane as well. On the opposite side of the road (heading away from Congers toward Rockland Lake) there are 2 lanes - one for going straight and/or turning left onto Rte. 303 and one for turning right onto Rte. 303.

West Nyack & Central Nyack/Nyack - February 21, 2008

Focus Session	Comment
Economic Dev.	Tax increases (30% over 5 years) may price people out of the area.
Economic Dev.	Ability to afford to live here.
Economic Dev.	Retirement-may not be able to remain in Town.
Economic Dev.	Youth may not be able to afford to return/remain in Town.
Economic Dev.	Maintain affordability.
Economic Dev.	Privatization of some services - mini-golf.
Economic Dev.	Encourage growth/new small businesses-"bring back downtown".
Economic Dev.	Avoid large business (Walmart).
Economic Dev.	Examine tax consequences of Comprehensive Plan goals and objectives.
Economic Dev.	Innovative strategies to balance economic and quality of life issues i.e. Nanuet SD acquisition at St. Agatha's.
Economic Dev.	Embargo commercial development on Route 304 from Bardonia Rd. to New City-avoid another Route 59.
Economic Dev.	Concentration of adult business vicinity Route 59 and Route 303 - does not exist in other hamlets.
Economic Dev.	Consider other studies which have been done - truck movement study.
Economic Dev.	Permit condition enforcement for new/existing business.
Economic Dev.	Traffic issues - commuter traffic thru residential areas (Doscher Ave.)
Env. Resources	Lighting on too long @ West Nyack Park.
Env. Resources	Fresh water supply - United Water NY vs. NJ.
Env. Resources	Dredge Lake DeForest to increase capacity.
Env. Resources	Additional construction reduces watershed.
Env. Resources	No construction in floodplains.
Env. Resources	Educate on how to reduce run-off, regulations on total impervious surface.
Env. Resources	Potential purchase of Lake Deforest to control water supply.
Env. Resources	Air quality issues to be considered with other development issues - commercial, residential and Town.
Env. Resources	Avoid /preclude development in/of wetlands.
Env. Resources	Need Environmental Review Board - answer to Town Board, advisory to Planning Board and others.
Env. Resources	Create environmental conservation zones.
Env. Resources	Consider higher design storms regarding flow capacities - 500 year vs. 100 year.
Env. Resources	Project for future conditions.
Env. Resources	Provide feedback on impact of drainage projects done by Town.
Env. Resources	Deal with O & R clear cut and require clean-up behind themselves.
Env. Resources	Investigate limiting tree removal.
Health S & W	Inform residents of their role in the event of need to enact EAP for Lake Deforest Dam.
Health S & W	Town to enforce that EAP is followed by United Water of NY.
Health S & W	Evaluate how flooding impacts ability to evacuate areas - Route 59/303, Old Mill Road. All east/west routes.
Health S & W	Odors from compost site, content of it/potential health issue?
Health S & W	Dust/dirt.
Health S & W	Raw sewage escaping system during flooding (Jeffrey Court, Old Mill Road and Strawtown Road).
Health S & W	Odor from transfer stations - Route 303 and Western Highway.

Focus Session	Comment
Health S & W	Issuance of special permits-reduce issuance or add additional standards for issuance.
Hist. Cult. Res.	Develop focal point for hamlet.
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.
Parks & Rec.	Cost of membership at parks (Lake Nanuet).
Parks & Rec.	Open space should be left in it's natural state (no lights).
Parks & Rec.	Rockland County Center for the Arts site (10 acres) - purchase for open space. Add to Buttermilk Falls.
Parks & Rec.	Development set aside percentage of parcel for open space.
Parks & Rec.	Town should be pro-active to approach sellers where parcel is adjacent to open space.
Parks & Rec.	No need for Lazy River @ Germonds Park.
Parks & Rec.	Add foul netting at Germonds fields to contain stray balls - keep kids from having to go into woods.
Parks & Rec.	Keep Town facilities (pools) for Town residents.
Parks & Rec.	Fees for development (environmental footprint) to be set aside for open space acquisition.
Parks & Rec.	Increase parkland percentage acreage.
Transportation	Improve intersection @ Route 59 ramp @ West Nyack Rd.
Transportation	Footpath/sidewalk - Nyack to Palisades Mall.
Transportation	Put commuter lots on high ground.
Transportation	Study actual usage of commuter lots - Route 303/59.
Transportation	Investigate CSX Bridge replacement.
Transportation	CSX cargo types on freight line.
Transportation	Put sidewalks on both sides of roads.
Transportation	Develop internal sidewalks @ Palisades Mall.
Transportation	Tappan Zee Bridge Corridor - (Town must be pro-active on these issues. Be involved in process).
Transportation	FAA flight path(s) - (Town must be pro-active on these issues. Be involved in process).
Transportation	Consider moratorium on large business on Western Highway pending traffic on Western Highway resolution.
Transportation	Traffic enforcement on Western Highway/West Nyack Road/Doscher Ave/Old Mill Road.
Transportation	Add e-mail - list service to inform of emergency and Town meetings/functions.
Transportation	Move commercial traffic from hamlet roads to highways (Western Highway/Sickletown/Old Mill).
Transportation	Eliminate short cutting.
Transportation	Sign enforcement.

Focus Session**Comment**

Transportation	Look at big picture to keep major traffic to major roads - inter-municipal coordination..
Transportation	Road cleanliness - litter/debris - Route 59/303/all.
Transportation	Innovative ways to foster hamlet pride/cleanliness.

Written Comments

Get after United Water about their Emergency Action Plan. What is our role? Who notifies the Town and then us?

Religious and Cultural Outreach Meeting - March 4, 2008

Focus Session	Comment
Economic Dev.	Have more transparency into plans for Nanuet Mall.
Economic Dev.	Incentives for lower skilled jobs (underutilization of this group.
Env. Resources	Sewer issues and flooding issues in Town.
Env. Resources	Infrastructure adequate to handle sewer (aging sewer systems)?
Env. Resources	Adequate passage of traffic on Route 59.
Env. Resources	Keep small green areas natural. Look strongly to keeping underdeveloped land natural (especially small areas).
Health S & W	Subsidized volunteer housing.
Health S & W	Determine rules relevant to emergency helicopter landing.
Health S & W	Volunteer police officers to form Community Watch with an emphasis on sex predators.
Health S & W	Snow removal. Plows blocking sidewalks create unsafe walking paths.
Hist. & Cult. Res.	Town sponsored amateur musical groups and artists/creative activities.
Hist. & Cult. Res.	Encourage special events through special events permit.
Hist. & Cult. Res.	Public/private partnerships for art, music and cultural events.
Hist. & Cult. Res.	Tighten linkage between Town and religious community.
Hist. & Cult. Res.	Religious willing to reach out to Town to offer space for Town events/programs.
Hist. & Cult. Res.	Town to provide special services programs at religious institutions.
Hist. & Cult. Res.	Look for mechanism to keep youth out of Palisades Mall.
Hist. & Cult. Res.	Expand recreation to more social events for youth.
Hist. & Cult. Res.	Parenting seminars at workshop centers promoted by Town.
Hist. & Cult. Res.	Look to "Day of Caring" in Clarkstown.
Hist. & Cult. Res.	Someone to talk to at Town to bounce questions off.
Hist. & Cult. Res.	Propaganda to push family values.
Hist. & Cult. Res.	Long term planning of large institutional land owners.
Hist. & Cult. Res.	Insight into the number of each congregation.
Housing	Safe affordable housing for young professional adults and/or rentals in desirable areas.
Transportation	Further expand and promote public mini-trans system.
Transportation	Connecting various parks with bike paths, paths etc.

Written Comments

The Town is limited in the available level of cultural resources.
There is not proper access to cultural resources unless you have car access - is very limited.
Proper emphasis is not placed on cultural resources. A greater public awareness campaign should be undertaken to promote the resources.
The Town can heighten awareness of cultural resources by developing a web list serve where residents who opt
The Town does not have enough cultural facilities.
There should be a strategy to bring in more arts as this leads to improved quality of life.
I understand that all agencies from towns to non-profits are under presser to provide more service with less income. I feel that a lot of these can be addressed if the town or agency sponsored a workshop on how to address these issues without costing the Town money.

Regarding Mr. Carey's letter of March 5, 2008 I have the following response to his questions, please note I am also the President/Cofounder of "The Friends of Rockland Lake and Hook Mountain, Inc." as I would also be answering on behalf of that group I will include my responses in one letter. 1. Does the town have the appropriate level of cultural resources? No, Clarkstown is limited in the available level of cultural resources. 2. Is there proper access to them? No, unless you have a car access is very limited. 3. Has there been proper emphasis placed upon them? No, a greater public awareness campaign should be undertaken to promote the resources. 4. What more can the town do to heighten awareness of them? The town should develop a web list serve where residents who opt in for the service can have monthly or quarterly event calendars sent to them. This will also be a benefit in the event of an emergency. 5. Are there enough cultural facilities in the town? No, as stated in 1 above. 6. Should there be a strategy to bring in more arts? Yes, as this leads to improved quality of life. 7. Are there any other issues that you would like to share that were not covered above? Yes, I understand that all agencies from towns to non-profits are under pressure to provide more service with less income. I feel that a lot of these issues can be addressed if the town or agency sponsored a workshop on how to address these issues without costing the town money. I would be willing to help lead this activity.

Final Town-wide Outreach Meeting - May 15, 2008

Focus Session	Comment
Economic Dev.	Pro-active & strategic approach compared to other successful communities.
Economic Dev.	Use automatic referenda as needed.
Economic Dev.	Seek out business that add character & uniqueness.
Economic Dev.	Have goods desired by local people closer to home.
Economic Dev.	Need mechanism for maintenance of revitalized area.
Economic Dev.	Need method of protecting local businesses.
Economic Dev.	Attract an art movie house to town.
Economic Dev.	Coordinate business with infrastructure.
Economic Dev.	Community gardens.
Env. Resources	500 year design storm for West Nyack.
Env. Resources	Regulate utility tree trimming.
Env. Resources	Pre-approval tree removal.
Env. Resources	Sub-station at So. Mountain/Little Tor Rd.
Env. Resources	Establish riparian set back.
Env. Resources	Riparian restoration on exist properties.
Env. Resources	Landscapers noise and equipment.
Env. Resources	Restrict/Review gas stations installations.
Env. Resources	Property rights vs development of wetlands/water sensitive areas.
Env. Resources	Compost facility - dust/odor.
Env. Resources	Rockland Center for Arts - if sold County should purchase.
Health S & W	Traffic, safety control of major railroad crossings.
Health S & W	Vehicle speed control.
Health S & W	Pedestrian safety - sidewalks.
Health S & W	Egress/Exit - Spring Valley Market Place.
Health S & W	Handicapped access - sidewalks
Health S & W	Handicapped access - sidewalks
Health S & W	Clarkstown South emergency Access.
Hist. Cult. Res.	Designation of historic roads and byways - South Mountain Road
Hist. Cult. Res.	Strategic approach/lessons learned around culture.
Hist. Cult. Res.	Historical marker design/size for readability.
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 <u>new</u> housing vs over development/density.
Housing	Balance housing and impacts on environment.
Parks & Rec.	Access to Hackensack River.
Parks & Rec.	Grandparent pass for grandchildren.
Transportation	FAA re-routing flights.
Transportation	Public Transportation to Stewart & all airports.
Transportation	Mini Trans - expand hours.
Transportation	Ensure emergency routes are flood free.
Transportation	Enforcement of traffic signs.
Transportation	Review of traffic patterns & current signage.

Written Comments

Is there a way to prohibit landowners of business properties from leaving their property vacant? 1- 2 years etc. If longer either fine them or confiscate the property. Examples - Bradlees shopping center, gas station on Old Rt. 304, Old Friendly's building, Old gas station site on Main St. & 2nd Ave., Rt. 304 gas station and the old house near Rt. 59 and 304 with gas station on east side.

Can the Main St./Congers Rd. intersection be rerouted through the Court House property? It would mean losing an old tree (which could also be hit by lightening anyway). It would also help to remove the female genitals that grossly adorns that courthouse area. If this could be done, a small mall could be made from current Chase Bank. This mall would have tables, benches etc. Landau Park could be relocated there in and current random park could be used for parking.
Perhaps have diagonal parking on Main Street instead of parallel parking.
Regulation (Town-wide) for people who live on corner properties. This regulation would specify that shrubs should no longer be higher than 3 feet so people who are driving can see what is approaching from the other street. Time for non-compliance.
All shrubs/trees should not obstruct street signs.
Uniform signs in hamlets - New City, no more lighted signs.
Attract Wal-Mart to Bradlees property to conserve gas from driving to malls etc.
Main Street in New City should be more family friendly. A method of parking your car and being able to walk with your family to shop in boutiques, have the feel of a town like for example, Palmer Ave. in Larchmont, where you could sit outside to eat weather permitting. Walk and shop with your children around you. Stop for ice cream or get a cup of coffee. Sidewalks with benches. Have that small town friendly feeling (Mom & Pop so to speak). Main Street now has no appeal to it. It should invite you to get out and enjoy local shops, not only big box stores not strip malls. Local old charm buildings that make you proud to be living here to raise your family.
Identify what might work given what has worked elsewhere and what has not worked here. Identify our workforce/buying profile. Identify our infrastructure -spaces & roads (Things to consider - Bradlees, Nanuet Mall and Rt. 303 Corridor. Determine needs of what I stated. Develop a plan to address those needs. Consider the impact of this development - consider the negatives.
Coordinate with other Towns & County.
Consider some way to practice evacuation plans and practice assembling then disbursing.
Have a special team work with Nanuet Mall's owners on plans for the future.
Promote the availability of peak (mid-day) hour service on Pascack Valley Line to attract seniors and youth.
Attract businesses with high paying jobs that appeal to and draw from our own workforce. Need corporate jobs so people can live and work here.
Rt. 59 - New Clarkstown Road & NYS Thruway Exit 14
Need the Town to take the lead voice for protecting our interests with the Palisades, Thruway and rail development.
Regarding recent death of teen on railroad tracks - we need to educate our children to not walk or play near train tracks (increased awareness of all ages).
Regarding Rt. 59 and New Clarkstown Road area - people are trying to walk from Old Forman Drive to Spring Valley Marketplace and are close to being hit by cars.
Preserving open space, specifically Cropsey's fields on Little Tor Rd. Keep as green/open space. Local residents should be directly informed and consulted before any changes are made to that open space.
Adopt a wetland designation that is more realistic than the state on 2.4 acre size (i.e. Much smaller).
Protection of headwaters of streams to help with flooding and recharging the aquifer.
Continue to work to reduce the amount of salt, used on roads to deal with ice and snow - brine is an improvement but still salt is an issue.
Implement a specific riparian corridor, dimension for all new development (at least 100 feet) and encourage replanting of riparian corridors that have all been cleared. This is essential to water protection and eco-system services.
Concerned about drainage/flood control on the Demarest Mill Stream along Germonds Road in West Nyack. Flooding at Demarest Mill Rd. (Clarkstown H.S.) and Jeffrey Court has already been addressed. The next step should be north between Demarest Mill Rd. and Bardonia Rd. Any work north of this location would greatly increase flooding to the homes of this area, which has historically undergone extensive flooding losses to our homes.

Something for parents with small children to do. Agrees with having an art cinema. A bulletin board for yard sales. Community garden.

Regulate noise from power mowers and equipment. Consider light pollution reductions (cost savings also). Use of permeable surfaces for parking lots.

Enforcement of codes and not granting zone variances. Zoning Board of Appeals is too lax.

Consider not increasing housing in Clarkstown to avoid congestion and cost of additional services.

Clarkstown South H.S. evacuation - need another route in and out all of the time.

Two parking lots were built on undeveloped land for commuters just east of Rt. 303 next to the Hub Shopping Center. They were then abandoned and the commuters moved to parking lot J west of the Palisades Mall. They should be un-paved and returned to wetlands. It would help the flooding in that 59 area.

Stop erecting macadam barriers on edge of properties. This prevents water from flowing off the road and when the macadam starts to break down it's very unsightly.

Letters and E-mailed Comments

Date

11/2/07	<p>With so many airlines, the old idea of a sound wall along the Thruway may need to happen. No new building permits for flood plains. Speed bumps going down hills near our children's school similar to those at Depew Ave. in Nyack would be most effective and on West Nyack Rd. by West Nyack Elem. School. A Comprehensive video system real time on our active routes throughout the Town for better response times. A private fund for all historic artifacts buildings monies raised by the business community or private donations. Bikes & walking paths in our parks, allow dogs too. No smoking in public parks where young kids gather. A cleaner, safer Town will bring economic development. Heavier fines for littering in the Town. The litter inside and out of the Palisades Center is gross. We should have a police force that has nametags not just shield I.D's. It makes one very uncomfortable to approach an officer for help, it is easier to recall a name and build a relationship. They already have the respect of the community, why hide their names? Increase random DWI DUI checkpoints.</p>
11/5/07	<p>Build a facility on Town property that could handle entertainment similar to what was done when the Theatre Go Round was in Nanuet and became a church for everyone in the community.</p>
11/30/07	<p>There are ruts, holes and man-hole covers that are too low. Cars bounce along, some swerve to avoid them and have come to near-misses with other cars. These accidents waiting to happen are located on Route 59 heading west, (Central Nyack/West Nyack areas) between McDonald's & Broome Blvd, Central Nyack.</p>
12/9/07	<p>As Clarkstown becomes more urbanized and more crowded, quality of life issues need to be addressed. The Town needs to be more pedestrian and bicycle friendly. In areas where sidewalks are available, they aren't shoveled, low-hanging tree branches aren't trimmed, and leaves are piled up forcing pedestrians into the street. Existing codes seem to be universally ignored and unenforced.</p>
12/9/07	<p>Create paths and footbridges (or replace the ones that have fallen down) through open space areas to make it easier for people to walk throughout the community. Commercial areas are, for the most part, ugly. Some of my family lives in Thousand Oaks, CA, a city with a similar population number, density and demographic mix to Clarkstown. The city is spotless, with attractive landscaping and little if any litter or graffiti. This is accomplished for about one third of the property taxes we pay. Revive commercial areas and provide more affordable housing by allowing apartments above strip mall stores. The parking is already there and not used at night and open space can be preserved. Update Nanuet Mall with movie theaters and new stores. It's parking lot would make a great place for a farm market.</p>
12/29/07	<p>Recycling program for the community's Christmas trees. I just read on lohud.com that Clarkstown is the only town in the County that does not participate in a Christmas tree recycling program. Would like to make a recommendation that a traffic light or a four way stop sign be placed at the intersection of Route 23 and Route 80. I cross the intersection often driving on Route 23 and it is extremely dangerous because the cars on 80 are going very fast.</p>

1/20/08	<p>My suggestion is to build a community park in Valley Cottage. In most of the other hamlets the Town has built wonderful parks, and in some there have been talk about refurbishing an existing park i.e. Lake Nanuet and a report back in the fall that the Town was considering redoing Germonds Park pool. You have a new community center in Nanuet, a center in Central Nyack, Zukor Park, Gilchrest Park in Congers. The Town has neglected the children of Valley Cottage. My kids will NEVER have the chance to utilize a park in Valley Cottage, but hopefully Valley Cottage will not be neglected as the Town moves forward. Before the Town considers sinking more money in parks that already exist, the Town should consider building a park/community center in Valley Cottage.</p>
1/22/08	<p>Nanuet continues to be pedestrian-unfriendly due to a lack of sidewalks. Several heavily traveled roads would benefit greatly from sidewalk installation, including: *Convent Road, from Fairview Ave. west to Green Hill Court (a distance of 285 meters) and from Caravella Lane west to the Venture Center (a distance of 145 meters). *South Middletown Road, from Church Street south to the Triangle. *The length of Smith Road. *Pascack Road, from the Pascack Tunnel south to Convent Road. *Ludvigh Road, from North Middletown Road northeast to Poplar Street. *West Clarkstown Road, from North Middletown Road west to the New City border. All of these roads pose major safety risks to pedestrians. As a runner and lifelong Nanuet resident, I have jogged these roads countless times and encountered many a close call with inattentive drivers. Aside from safety, sidewalks also encourage exercise, reduce exhaust-fume pollution (more sidewalk users means fewer drivers), and foster a sense of community by connecting neighborhoods within the hamlet.</p>
1/22/08	<p>In addition, the following roads in New City, West Nyack and Valley Cottage would become infinitely safer to pedestrians if sidewalks were in place: *Little Tor Road, from Germonds Road north to Old Middletown Road, and New Hempstead Road north to Saw Mill Road. *Strawtown Road, from Germonds Road north to McCarthy Way, and from St. John Episcopal Church north to Congers Road. *North Main Street, New City from the Post Office north to Dellwood Country Club. *The length of Old Route 304. *Old Mill Road, from Germonds Road to Kings Highway. If any of these are County roads, the County may apply for state and federal grants to pay for those sidewalks and the Town can build and maintain them. Former St. Agatha property in Nanuet, at which the Nanuet School District is developing athletic fields, my suggestion is to build an unpaved, cinder walking/exercise path around the perimeter of the property.</p>
1/30/08	<p>I believe you recently requested some input on plans for newly purchased open spaces throughout the Town. My suggestion...do little or nothing. We don't need a structure or formal park. Old fields and wooded lots are fine for the eye as they provide a sense of depth, contrast to surroundings and a change of pace to what we typically see on a daily basis. For example, why do we need to "suburbanize" the old Cropsey Farm? The beauty of this is in its rural characteristics - a farmhouse, an open pasture, an old orchard. Perhaps we should plant more trees and expand the orchard, or plant wildflowers so that the pasture remains visibly attractive. I don't see a need to augment this with paths, edifices, exercise stations, etc.</p>
2/6/08	<p>I would like to add another suggestion for the Comprehensive Plan. This is also under the Health, Safety and Welfare category, and also involves sidewalk installation. A sidewalk is needed on the north side of Germonds Road in New City from North Middletown Road to Broward Road. This short span encompasses two traffic lights: one at the intersection of Germonds and North Middletown, and the other at the PIP Exit 10 northbound ramps. It is hazardous trying to negotiate this stretch on foot with a large volume of traffic from three major thoroughfares (Germonds, N. Middletown, PIP) and a lack of shoulder space. The remainder of Germonds Rd. west of Route 304 already has sidewalks and is safer because of it.</p>

2/21/2008	1) Focus on preservation of contiguous open space, since this helps to ensure biodiversity and survival of flora and fauna. 2) Town should be able to contact known sellers of undeveloped land, especially if land is neighboring existing protected lands/open space - to help facilitate preservation of existing (and dwindling) contiguous open space. 3) Town could highlight productive use of open space use by providing links on the website and in newspapers to local environmental chapters and/or outdoor groups such as Hudson Valley orienteering, Appalachian Mountain Club events, geocaching in the area etc. 4) If Town is supporting local arts/cultural non-profits, these non-profits could give back by contributing to the enhancement of the Town's comprehensive plans. Many of these organizations have the inherent ability to enrich the environmental beauty of our county. For example, maintaining/building a nature park adjacent to the organization's property or within one of the existing parks nearby.
2/21/2008	5) Provision of town recreational/athletic opportunities to families on a sliding scale, that includes scholarships/fee waivers for families in need. Many families cannot afford current recreational programs. 6) Affordable hockey and figure skating opportunities at the Palisades Ice Rink for town youth (this was part of mall agreement - not just public skating) - free clinic days, local in-house leagues for kids. 7) More prominent, advanced AND immediate (day of) notice of public activities/meetings in local paper - including follow-up review of meetings for those who could not attend.
2/21/2008	I know the lake is governed by State park police but don't know if we have any input into how it is policed, since it is part of our county/town. As a frequent walker, runner, blader in the park, I would feel safer if police protection was primarily conducted using officers on bikes vs. cars for both health and safety reasons. I sometimes see officers on bikes, but more often in patrol cars.
2/21/2008	I was at the meeting tonight and had to leave early. I want to know as it relates to health, safety and welfare, what the Town is doing to protect the health, safety and welfare of it's residents on Klein Avenue and the surrounding areas as it relates to flooding. It doesn't take much rain for us to wind up having 5+ feet of water in our house and lose everything we have worked so hard for. We also then have to come home to mold infested homes and raw sewage in the area. This is not good for my family (as we have young children). It's also not exactly safe to be evacuated by boats in middle of the night and being taken to a mall that is located in the flood zone as some of our neighbors had to do. I hope this gets added to the topics discussed at tonight's meeting and to think before any work is done to stop the flooding around the Palisades Mall and Route 59 that can only make it worse for the residents in our neighborhood if there was a heavy rain again, we would get even more water than we did in the April 2007 storm.
2/21/2008	My thoughts are about water. Drinking water - who do I call when the water from my sink gets cloudy. Is there a system for reporting water issues? Stream water - I live on Demarest Mill Stream, West Nyack. I want to know the water toxicity levels and standards.
3/13/2008	Requesting a sidewalk be installed on Lake Road so that it would be possible to walk to Rockland Lake State Park.
3/17/08	I would love to see an off-leash dog area in Congers like the one at Kennedy Dells Park in New City. There seems to be plenty of space at both Kings Park and Congers Lake Memorial Park.

4/18/08	<p>Responding to your letter concerning area Historical Resources we offer the following for consideration. 1. There is a historical marker on Old Haverstraw road near Route 304 noting "Kings Highway and Long Clove" which we feel is mis-placed due to the inability for residents to safely stop or park and review the site. It is essentially inaccessible due to its location on a curved and dangerous portion of the roadway. We suggest this be moved and placed in an area where parking and safe access would be available. 2. Near Congers Lake Park on Gilchrest Road in Congers two very old and historical buildings were located there by the town some years ago. These buildings seem to lie dormant, are never opened for public view, nor has there been an attempt to enlighten the public on their historical significance. We think they should be maintained and opened periodically for public viewing and perhaps for our schools to utilize in conjunction with area history instruction. 3. We are not sure of the formal historical designation of the Church on the northeast corner of Lake and Old Haverstraw Road.</p> <p>If not already coded for historical status it certainly should be. There have been rumors at times of interest in this property for what could be commercial purposes, which would not be appropriate. Please investigate securing its historical preservation. Thank you for the opportunity to express our concerns on this most important topic.</p>
4/24/08	<p>I suggest pedestrian-controlled crosswalks like Nyack has on their Main St. In front of the Post Office and the Clarkstown Mall for sure, but at intervals all along the commercial section of Main Street as well.</p>
5/10/08	<p>Comments on comprehensive plan: energy, green building codes, water & trees. In the workshops I've attended, I heard discussion about a lot of issues, among them: over-development and storm water management, preservation of natural environment, but there were two other issues that came up but were less discussed. First was, a safe, sustainable water supply and second was global warming & energy issues. Over-development and drainage issues feel immediate to us all, in our backyards and in our basements. Yet it is these last two issues, and in particular, global warming, which may affect us all most profoundly. While these issues are the least immediate, the least visible, it seems to me that any plan that does not prepare for these factors is ill-prepared for the future.</p> <p>Climate change is likely to produce intense storms-and we can also expect more severe droughts. Planning for the impacts of climate change-more intense storms, with more severe flooding-as well as more severe droughts-this is one of the things we should be doing now, in this plan. It seems to me that there are many good reasons for avoiding desalinization, including health effects and expense. Desalinization is also extremely energy intensive, at a time when we should be cutting back dramatically on energy use. If we want to avoid desalinization, we have no choice but to reduce demand. Perhaps we'll need some kind of regional limits to development, in order not to exceed our resources. It is really an issue that needs to be addressed through a comprehensive regional water plan, but I believe there are things that could be done in this plan to address it.</p>

Our local plan could mandate water conservation in our new codes and require similar measures whenever homes change owners: *low flow or high efficiency fixtures *less turf and plantings that require less water *grey water reuse for non-potable uses *rainwater capture for outdoor use or non-potable uses. And of course, we also need to be doing whatever we can to minimize our own impact on global warming, to reduce our carbon footprint. We know by now that this is a problem that will not be resolved with many small steps. There are innovative models to work from; cities and towns that are already using solutions that would have sounded very far out just a few years ago. Could we require solar hot water systems, as some places have, in all new construction and major refurbishment- or that 10% of energy in newly constructed structures will be from renewable energy produced on site, as townships around England are doing already? I'm also wondering whether we couldn't build a mechanism into the plan to make it open-ended, so that the plan can evolve in a period in which things will be changing dramatically.

I'd like to suggest the USGBC LEED standards as the best mechanism to use, as a guideline which can be adjusted with time according to our needs. LEED standards are among the most widely accepted gold standard in the U.S. for sustainable planning. For example, we could have codes that stipulate Energy Star for all new construction within the shorter term, phase in minimum LEED standards more gradually, and then raise the requirements over time. This is basically the process that the Westchester task force seems to be recommending. As I understand it, LEED certification is expensive, but many towns are using the standards as checklists without requiring the actual certification process. LEED standards now cover not only new home and commercial construction, healthcare facilities schools, but also criteria for sustainable neighborhoods and standards to retrofit older structures.

LEED guidelines can be altered according to our local needs, assigning points, inserting or omitting criteria according to our local environment. But perhaps what strikes me as most important about LEED is that they use an integrated approach that addresses all of our most pressing issues: Water conservation - Preservation of open spaces and natural environment - Stormwater management - And most effectively, encouraging energy efficiency and use of renewable energy.

LEED includes but goes way beyond Energy star to encourage energy saving criteria like the following: smaller home size - proximity to public transportation and service - ultra efficient lighting, windows and building materials - onsite renewable energy - and in commercial spaces, preferential parking for hybrids and alternative fuel vehicles. And on water conservation, it gives points for: *low flow or high efficiency fixtures *less turf and plantings that require less water * grey water reuse for non-potable uses.

Finally, LEED's vision is not only to save energy or conserve water but to create communities that are more livable, better places to live and work. Walkable, healthier, communities, with a stronger sense of community. LEED for neighborhoods, for example, awards points for compact development with conservation of natural habitat and mixed use communities, which include affordable housing and in which services and stores are within walking distance or a very short drive. I would think the town would need a person on staff who can act as a clearinghouse for information, as well as reviewing plans and assisting homeowners, businesses and school districts in finding the information and the financial resources that are available. Perhaps there's someone already on staff, who could do this with more training. It might be a good idea for a few people on staff to go through not only ICLEI training, but also LEED training.

	<p>Finally, on a different topic: trees. Existing tree cutting ordinances appear to stipulate preserving OR replacing trees. Would like to see something in place that recognizes the difference between PRESERVING existing mature trees (and some new growth), habitat protection, and landscaping new grass and trees. There are so many solutions out there now. It's actually a very exciting time to be rethinking the Town's plan. I want to thank the Town for looking forward with this plan and for opening it up to the public.</p>
5/12/08	<p>I would like to see stricter laws on tree removal, which would include young trees under 12" diameter. I would like to see the town continue to put pressure on Orange and Rockland Utilities to reduce its tree and vegetation removal. We need preservation of wetlands under 12.5 acres! We need to see energy saving and water conservation incorporated into building codes!!! I would like to see at least the minimum LEED standards for all new development, both commercial and residential, and certainly of civic buildings. Most importantly, we need more open space preserved. We need to preserve what remaining natural habitat we have in order to insure a healthy environment for future generations of Clarkstown.</p>
05/13/08	<p>We at Beckerle Lumber suggest path on north side of Congers Lake be put towards Water Edge. Maybe on a board walk as to not unnecessarily destroy trees on embankment. The plans to create a nature path seem to entail the cutting of many of the trees on embankment behind lumber yard. This would open up a view of lumberyard more than lake. Putting the path on pilings (as it is on northeast section) all the way across would make for a beautiful nature walk with less unnecessary leveling of trees and having to re-plant and grade embankment. There are large elm trees, bird habitat and a much narrower strip of land than where the east lake side path was created along Congers Lake.</p>
	<p>We have expressed our concerns about this to the creators of the path design and they have repeatedly said that making the entire path of pilings as they will be in northeast section of path would be cost-prohibitive. This does not make sense to us. The point of the path is to highlight the nature of the lake for the public use. Not to devastate the tree line that the lake already has just to re-plant and re-grade a thin strip of woods opening up the entire lake view to our warehouses. Please re-visit design and path location before any clearing of tree line is done. We are aware project is not finalized. However, it seems design is somewhat set. Please re-visit and reconsider if project moves forward. Putting path on berm is not a good idea for creation of a nature path. A large fence would have to be built. Many trees would have to be planted. The view of the lake from Congers Memorial Park would become unsightly.</p>
05/13/08	<p>Make it easier/safer for residents to bike/walk around town. Designate spaces where neighbors can come together to start community gardens. Institute composting programs so that residents can bring their organic/compostable materials instead of having to toss them in the trash. Require green building codes (i.e. LEED standards). Hold green events in town to spread awareness, support and recognition for those who contribute to the greening of Rockland. Provide incentives/support to help make green choices more affordable. Organize local clean-ups more often.</p>
05/12/08	<p>I am writing to urge you to please pass the US Mayors Climate Protection Agreement tomorrow. This is an excellent step toward promoting a healthier environment for all. Please join other municipalities throughout the county and indeed throughout the country in taking positive action for our environment and for future generations.</p>
4/4/2008	<p>Sidewalks along Lake Road in Congers so that it would be possible to walk to Rockland Lake Park.</p>

5/15/2008	A hamlet vibrancy - re wider sidewalk. Putting in wider, concrete sidewalks at the same time the area is beautified by incorporating trees, flowering bushes etc. Residents must keep their properties neat and clean while the Town would be responsible for public areas. You might go to Ridgewood, NJ or Scardale, NY to see how they maintain a manicured community. Also regarding the building or replacing of sidewalks, the work will have to be prioritized. Walkways to school should be the first priority. Regarding homeowners keeping their properties tidy, there should be definite guidelines as to their responsibilities. For example, their property 3 feet from the edge of the sidewalk should be kept clear of weeds, poisonous plants and clean from garbage, litter and snow. Might employ neighborhood leaders (responsible for about a mile radius) who would report to Joel Espstein.
5/16/2008	Regarding the issue of traffic congestion on Congers Road in the mornings at the entrance to North H.S. (and afternoon?), that necessitates some vehicles to make u-turns in the Ambulance Corps driveway, could a Clarkstown police officer be stationed to direct traffic for a time-limited period each day to facilitate traffic control in and out of the school (as is done by the sheriff's department for the courthouse and county workers on New Hempstead Rd. at 5 pm.
5/21/2008	Economic Development - Wider sidewalks - at the intersection of Middletown Road and First Street in Nanuet, new lighting was installed. The new lamp posts actually make the sidewalk narrower, making it difficult for 2 people to walk side-by-side. Please consider this before making changes in New City. Perhaps a tax incentive to new businesses would attract new stores or businesses to move into New City.
5/21/2008	Economic Development - I have heard that a fountain is planned for Landau Park. It is already a lovely park area. The expense of a fountain is unnecessary. It would be a good idea to remove the "graffiti art" directly across the street from the park.
5/21/2008	Economic Development - Someone at the meeting mentioned that garage sale signs are no longer permitted in town. Garage sales are part of our suburban culture. Perhaps signs could be permitted if they are displayed for no more than 48 hours, removed within 4 hours of end of sale, and attached to public posts with string so there is no damage to property. A stiff fine would encourage compliance.
5/21/2008	Historic & Cultural Resources - I don't think the taxpayers should be burdened with a 1% being set aside for the arts.
5/21/2008	Housing - We need senior housing for longtime residents who would like to downsize but stay in their familiar surroundings. Perhaps seniors who are long time tax-paying residents could be given a tax break to make housing more affordable. Housing that is within-walking distance to town would be great. Perhaps the property on Shreiver Lane could be considered. Perhaps something similar to "The Views" on Route 45 in Pomona could be encouraged. I am opposed to "affordable" housing because most longtime residents are selling their homes at a good profit. They would not qualify for "affordable" housing.
5/21/2008	Grandparents classes, teen programs, scrap booking, computer classes, chess clubs, trips for adults etc. All these sound like good ideas, but they should be self supporting. We don't need to duplicate programs run by churches, schools, libraries, and senior centers. Raising taxes is never good for the community.
5/21/2008	The ideas for bike routes and paths and bicycle racks sound good, but I wonder if our culture can be changed as dramatically as required to encourage people to bike to school, work commuter lots etc. Good sidewalks on one side of the road would be great. We don't need to go overboard with sidewalks on both sides.

5/22/2008	<p>I want to strongly urge the committee to consider more biking paths. I see that a bike path around Lake DeForest is suggested and I am all in favor of that. I would like to have you make Rt. 304 from Congers Rd. to Rt. 9W a "share the road" route. As 9W is already a State designated bike route, the only way to get to this route from New City, via bike is on Rt. 304. Congers Rd. is too narrow, especially over the reservoir. So please make this portion of Rt. 304 a "Share the Road".</p>
6/2/2008	<p>On Sunday I went to the grand opening of the Nanuet Fields on Convent Rd. Beautiful facilities I'm sure my kids will love to play ball there. The HUGE issue is I live 1/2 mile away and I almost got hit by a car walking over there. There are no sidewalks on Pascack Road. What is it going to take to get sidewalks to the fields and to the exit 14 park and ride? I hope a kid does not have to die before something is done.</p>
10/6/2008	<p>Thanks for the opportunity to provide some small service to your goal of reviewing and revising Clarkstown's Comprehensive Plan. While my role on the Historic & Cultural Resources Sub Committee was not a major one, I think the Sub Committee approached its job purposefully and, by and large, effectively. The Sub Committee Chairperson's reports at the meeting for that purpose on Sept. 17, 2008 evidenced much of the effort that went into the project. While certainly there was not, nor should there have been expected to be, unanimity as to the conclusions, suggestions and recommendations, by and large the output indicated there had been some sincere consideration put into them.</p> <p>As I thought later about the meeting and the presentations, it was clear that each Sub Committee had indeed worked within its own topic silo. The presentations of the results did identify some cross topic commonalities, but not many. This probably should have been expected given that each Sub Committee, as directed, worked independently. That independence of effort imposed upon each Sub Committee the necessity of working within a framework of how each perceived the Town today in terms of its existing modes of development and its present assets and liabilities. That is not an unreasonable basis to underlay each Sub Committee's task, but it is not a particularly helpful one, unless the underlying assumption to be made is that the Town's Comprehensive Plan should be updated to continue to shape and manage the Town's future development such that it changes little, if at all, from the manner in which its development has been and is being managed today.</p> <p>Certainly, that is the most politically expedient approach, as it would dictate the least possible change. As change is always perceived as difficult, and often divisive, though inevitable it is hardly ever welcomed. To the contrary, it is most often actively resisted by those citizens most wedded to the status quo, or even the status quo of a yesteryear that no longer exists. While such groups are inevitably a small minority, they are always vocal, the stuff of newspaper headlines and the bane of elected politicians, regardless of party. It seems obvious to me that what is clearly missing in the effort to revise Clarkstown's Comprehensive Plan is a forecast of what changes Clarkstown should expect to occur in and around it that will affect its development over the next 10, 20 and 25 years, and a Vision of what Clarkstown should become in anticipation of those changes. That suggests that a few thoughtful, intelligent and civic minded people, with the help of some planning professionals, should closet themselves and come up with a Vision of Clarkstown in its future. This is not an easy task; predicting the future always proves very difficult to do and is almost always incorrect as to event, timing or sometimes both. But, without a Vision of what Clarkstown should become, in terms of best efforts to look ahead, any Revision of the Town's Comprehensive Plan will, by default, simply be a restatement of how to maintain it as it is, with little to no consideration of the changes, internal and external, that it will have to deal with in the years ahead. Continued below</p>

Without a goal or objective, a Vision for the future, it is difficult to impossible to assess the correctness or appropriateness of actions to be taken today. I'm afraid this was much in evidence in many of the various Sub Committee recommendations as they many more times than not dealt with tactical changes for improvements to the Town today rather than strategic changes that would prepare the Town for its future. Let me illustrate. Continue below

All but one of the Environmental Resources Sub Committee recommendations are tactical "fix it now" suggestions. The exception is the suggestion to "Determine areas to remain undeveloped where possible." This is an example of the underlying unquestioned mantra for saving open space. That mantra served Clarkstown reasonably well throughout most of its development from a semi rural to exurban to suburban community.

As a result, the Town now has an enviable amount of active and passive parkland in a County that is one third state parkland to start with! It seems very unlikely that mantra will continue to serve the Town in the future as inevitably population will expand and pressure will grow to increase the density of living accommodations in the "close in" areas to New York City. While Clarkstown was certainly not a "close in" community 50 years ago when the Tappan Zee Bridge opened, it is now. When the Tappan Zee Bridge is rebuilt, and subsequently gets a mass transit capability for a one seat ride into New York City, Clarkstown will become more "close in" than ever, Looking ahead, it would seem planning for the optimum development of presently undeveloped areas is what needs to be done, not necessarily maintaining them.

of tactical improvements to the Town as it exists today. Several of the suggestions won't hold up to logical examination, not so much in terms of their intrinsic merit, but in terms of the specifics of Clarkstown and the people who live here. For example, a network of bicycle paths to downtown areas and malls not only lacks feasibility, in a suburban community of increasingly middle age dwellers, there is likely to be little interest in them by more than a small minority of residents. The single strategic suggestion is that to "Study land use implications of proposed transportation infrastructure development, particularly mass transit stations".

In this case the Sub Committee was prescient in anticipating the Tappan Zee Bridge Study Groups recommendations! There will be mass transit across transit across the Thruway in Rockland, across the Tappan Zee Bridge and more than likely across the Westchester Expressway. The implications for the hamlet/village/town areas around the interchanges where the mass transit stations are most likely to be located are very significant, particularly when in the years ahead a one seat ride to New York City becomes a reality. It is obvious there will not be enough space to build acres and acres of black top parking lots. The most feasible other solution will be that of high rise parking structures, with some levels underground, and that kind of change in local land use will have to be anticipated and planned for now by both Clarkstown and Ramapo.

The Housing Sub Committee suggestions are, again, most tactical, but there are two of a strategic nature, although they are in part contradictory. It is a reasonable goal for the Town to try to plan for some amount of housing that will be, and remain, affordable for seniors wishing to give up maintaining their own homes, volunteers and just starting out young people, all of whom wish to stay in the community. It is very short sighted to then suggest to "amend zoning to preclude "high-rises". Some 40 or 50 years ago, when Clarkstown was "country" or "semi rural", high rise living units may well have been inappropriate. But it isn't 40 or 50 years ago. If housing is to be made feasible for the target need groups, economics today dictate it will have to be in the form of high rises.

The Town's Comprehensive Plan needs to face up to and make provision for such housing. Similarly, with effective mass transit running through the Town in the future, there will be both a need for and a demand for such housing appropriately sited within walking distance of mass transit hubs and within hamlets and villages that will provide needed retail shopping services. This kind of more intensive housing development, while quite different from Clarkstown's single family home development history, will become increasingly appropriate to its future. The nuclear family model of five decades ago is now a fraction of the type of new households created. If Clarkstown is to remain viable, it will need to accommodate itself to the changing models of household formation.

The Economic Development Sub Committee suggestions all deal with various tactics to make Clarkstown more attractive to businesses. Its last suggestion borders on the strategic, but doesn't develop any specifics. Taken as a whole, the suggestions continue the underlying assumption that Clarkstown needs to, and will benefit from, attracting more industry. Attracting industry, (read clean industry), to Clarkstown was a planning objective early in the Town's development. The thinking was that these kinds of industry would bring jobs, the people filling the jobs would live in the Town, and the businesses would help bear the burden of rising local taxes. And indeed, for a short while it worked that way, but the provisions of the Homestead Law upon the division of local taxes paid by homeowners and business soon modified the benefits.

In 2008 things are very different. The average price for a home in Clarkstown is now somewhere in the mid \$400K area, or more. All newhome construction is for much, much higher prices. The types of industries that can now be attracted to Clarkstown do not bring with them jobs that pay sufficiently high wages and salaries to permit their employees to buy those homes and live in Clarkstown. Looking ahead, that situation is likely to intensify as land for single home development gets scarce to the point of disappearing entirely. The question must then be asked whether continuing to plan to attract more such industry makes any sense at all. Or should the land now so zoned be rezoned for uses more consistent with the future needs of the Town. Much of the now industrial zoned land is alongside public transit served major road corridors. with appropriate road widening and buffering, those sites might be ideal candidates for the higher density housing the Town will require in the years ahead.

nature, save the first and last, and these rise to the level of strategic significance only because of the high cost to realize them. The first, the domed stadium, is certainly more a wish list dream than a reality. Cities with multi-million populations find they cannot afford to build and successfully financially operate domed, or even undomed, stadiums with major league tenants. It is more than unlikely that Clarkstown, with its limited present and future population, can afford to build and operate one, even a very small one. The ice rink suggestion is a feasible one, but on a broader basis than just Clarkstown. If the proposed study was to be conducted on a Rockland County level and included all the school districts, there will might be both the desire to build one and the capability to finance it and subsequently to operate it at a breakeven level.

The Health, Safety and Welfare Sub committee suggestions all have merit, and all are tactical in nature. All of them are worthy of inclusion even if the Town's Comprehensive Plan isn't revised at all. The Historic & Cultural Resources Sub Committee suggestions, like the others, are primarily tactical in nature, and all are appropriate for the Town's consideration. Two of them, however, while still tactical, would commit the Town to a reduction in tax income for one, and an increase in Town expenditures for the other. Providing partial real estate reductions for owners of designated historic properties as an offset to the imposition upon them of regulations governing the use, maintenance and alterations to such properties would be a new direction for the Town to take.

Such a change would require careful legal review before it was to be enacted. Helping support cultural activities is something the Town has done, on and off, for many years; but has done so ad hoc without benefit of guiding policy or definition of what it would consider a bona fide cultural organization. This also is an area that would require careful study and must pass legal muster before the Town embarks upon supporting its cultural organizations in a serious and consistent way.

There is that old saying that if you don't know where you are going, any road will get you there. Without a Vision for what Clarkstown is to be in the future, almost any suggestion to deal with a currently recognized problem, or to add a current benefit of some sort, will validly stand on its own merits. The larger question must be how do we decide what can and should be done today to realize the Vision for Clarkstown's future, and that first requires having a working concept of what that future is to be. Hope the above thoughts are of some use to you as you enter the next phase of the Comprehensive Plan review.

3/27/2009

Comprehensive Plan update that is now in the works. Another north Clarkstown property is now listed on the State Register of Historic Places. See attachment. The nomination of Contempora House to the NYS Register of Historic Places was just ratified by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation, acting in her capacity as State Historic Preservation Officer. If everything proceeds according to plan, the Keeper of the National Register will follow the state's lead with a National Register listing.

Contempora House is the only structure in North America designed by Weiner Werksatte-founder Josef Hoffmann. It was planned by modernist architect Paul Lester Weiner and was built around 1936 on South Mountain Road for Weiner's client, Alma Morgenthau (sister or President Franklin Delano Roosevelt's Secretary of the Treasury). Weiner married his client, by the way. Contempora House is adjacent to the western property line of Crow House, Henry Varnum Poor's self-built residence and studios, a property that was listed on the State and National Registers two years ago.

There are at least two more Register candidates nearby. To the immediate west there is "Brocken," the Mary Mowbray-Clarke House, a house whose oldest wing dates to the early 18th century. The Mowbray-Clarke property is now Town of Ramapo parkland. The Town intends to restore the entire structure. (There are now 129 contiguous, protected acres in the part of Ramapo that begins at the Clarkstown town line, and another large parcel we're working on, that will bring the total protected area in the Clarkstown part of Ramapo to something over 200 acres.)

To the southeast of Crow House and Contempora House lies the Town of Clarkstown's Charles B. Davenport Preserve. One of the houses in the Davenport Preserve-actually a cluster or compound of small buildings-was the home of Millia Davenport, a noted theatrical costume designer and an even more renowned historian of costume. (The Preserve is named for her father, Charles B. Davenport, a botanist, who introduced genetic studies to American science. The research institute he founded in Cold Spring Harbor thrives there to this day.) Like its neighbors, the Davenport Compound belongs on the National and State Registers. The OPRHP Historic Preservation Specialist for our part of the state agrees. As part of your Comprehensive Plan Update, these properties and a few others should be designated as an inter-municipal Open Space and Historic Preservation District. Doing so would help to protect a special part of the town. The area's open space needs more protection. Some of its open space values are visible. Less visible are its biodiversity values, yet it has probably one of the most diverse ecosystems in the town - if it is not the most diverse. It is also the least invasive-compromised.

The new district would also benefit the neighborhood's cottage industry. More than 30 better-established arts practitioners live along South Mountain Road near the properties that would form the new inter-municipal district. They are theatrical and TV directors, an award-winning Broadway composer, a classical composer, a sound designer, singers, writers, photographers, potters, including a world-famous ceramics designer, and a noted luthier. These residents continue the work that put the neighborhood on the map. Historically, all of this proposed inter-municipal Open Space and Historic Preservation District was part of a neighborhood that became a haven for artists who created-and continue to create-a large share of mainstream American culture, from the second decade of the 20th Century to the present.

Crow House and Brocken were gathering places for such neighbors as playwright Maxwell Anderson, sculptor and furniture-maker Carroll French, cartoonists Bill Mauldin and Milton Caniff, actor-director-producer John Houseman, novelist John Masters, painter Herbert Katzman, actress Edie Adams and her husband, comedian Ernie Kovacs, poet Amy Murray, fabric designer Ruth Reeves (original Radio City Music Hall hanging), actress Lotte Lenya and her husband, composer Kurt Weill.

The now-deceased former residents of Contempora House made it a defacto art gallery. In the house, the guest house, the pool terrace and the gardens, they placed works, often commissioned, of such contemporary American artists as Jennifer Bartlett, Ronald Bladen, Richard Good now, Red Grooms, Robert Grosvenor, Ellsworth Kelly, Alexander Liberman, Larry Rivers, Richard Serra, Sylvia Stone, Richard Van Buran, Andy Warhol and Neil Williver. Please consider this suggestion in your deliberations on the Comp Plan Update. I will, of course, be glad to sit down and discuss the topic with you or any committee that's doing the work.

Economic Development

Goal/Category/ Grouping	Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation
Keep quality companies and jobs in Clarkstown.	Develop and implement formal business plan for retention & expansion. Identify and red flag businesses needing assistance. Provide contacts for non-traditional financial aid. Strengthen bond between business community and Town; communicate on a regular basis, plan visitations. Make businesses aware of Town procedures, offerings, and resources.	Grow tax base. Create positive business environment.	Time. Staff growth costs.	Economic Development. Comm already operating in Town.	Set up business plan. Organize communication efforts.
		Prevent businesses from leaving Town. Create bond between Town and businesses.			Analyze all data available and form Database for immediate access to facilitate Analyses.
Identify the range of businesses in Town. Form database. Work with Chamber of Commerce etc. on this.		Anticipate and work with troubled businesses to prevent their leaving.			
Identify gaps in kinds of businesses not represented in Town. Target marketing efforts to accommodate new trends and future needs in attracting new business into Town.	Conduct survey, using RBA, C of C, Hudson Valley Business Journal, NYS resources, etc. to ascertain range of business presently functioning as well as gaps in desirable businesses. Search out, target upscale and high end businesses commensurate with demographics of Town.	Benefits of ongoing relationship.			
		Information gathering and information gank good resource for future planning.			Upgrade and extend range of website.
Reformulate, update, expand web site to inform presently existing businesses and to attract new business.	Work with Data Processing to ensure maximum use of latest techniques to design attractive web site.	Positive impression on possible new businesses' being attracted to modern, up-to-date marketing approach by Town.	Possible costs	Can be done in-house	Forulate Hand Book. Work with Town Data Processing Dept. and use their expertise to the maximum.
Design Handbook and make it available for distribution to existing businesses and possible new businesses.	Examine Handbooks of other similar communities available online or in hard copies. Design Handbook. List Town Resources.		Time and staff required.		

Create business friendly environment.	Contact and set up line of communication with funding sources for business community: IDA, REDC, Banks. Examine and plan for infrastructure upgrading.	Strengthens bond between businesses, agencies, Town. Creates good will. Improve appearance of Town.			Work with all other Town Departments to access their plans for similar goals.
	Examine possibility of organizing Incubators, Wireless setups. Streamline permitting processes. Examine zoning laws to ascertain amt. of commercial land available as well as protection for residential areas.	Eases difficulties of establishing new businesses in Town.	Time involved.	Much of this is already going on.	
	Set up Economic Development office to assist businesses.	Improve business community view of our interest in their welfare.	None		Access hamlet revitalization plans already completed or in the process.
Attract and retain high level workforce.	Provide housing. Add vibrancy to hamlet centers. Beautify hamlet centers: parks, fountains, benches, walkways, bike ways. Enforce littering, graffiti regulations. Continue cultural offerings. List Town resources.	Quality of life improved. Increase attractiveness for business and work force Health benefits.	Cost. Added code enforcement.	Seek grants. Incentivize - residents and businesses	
	Connect with local high schools and colleges to determine course offerings commensurate with business needs.	Workforce aware of Town's interest in keeping them here or in their moving here.			Connect with local schools and colleges to work together to achieve goals.
Increase community awareness of economic development process.	Publicize efforts and successes via web site, print and electronic media, Government direct mail.	Good public relations. Recognition by public of Town's listening to their suggestions and ideas.			Set up schedules, lines of communication, media outlets to avail ourselves of every opportunity to sell <u>CLARKSTOWN, A PLACE TO DO BUSINESS.</u>

Environmental Resources

Goal/Category/ Grouping	Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation
Adaptive Re-Use	Encourage building renovation/re-use over new construction.	Less materials use, more environmentally sensitive approach. Could result in the preservation of historic buildings.			Encourage building renovation/re-use over new construction.
Air Quality	Study the impact of increased development on the Town's air quality.	Allows for better understanding of development impact on air quality.	Cost.	Limit scope of study to areas with highest development/development potential.	Study the impact of increased development on the Town's air quality in the areas of the Town with highest development potential.
Development Management	Consider measures to restrict further development.	May protect environmentally sensitive areas from development. Could reduce/prevent increase in traffic/congestion.	Potential impact on tax revenue and job creation.	Use information from existing and future studies to find areas that should be left undeveloped or not be developed further.	Use information from existing and future studies to find areas that should be left undeveloped or not be developed further. Recommend zone changes or use other planning tools to restrict development in these areas.
	Improve coordination between departments and agencies.	May result in quicker project review time and/or more thorough project review.			Improve coordination between departments and agencies.
	Establish a moratorium on new building until zoning is changed.	Would protect environmentally sensitive areas from development. Could reduce/prevent increase in traffic/congestion.	Highly controversial - legal implications. Potential impact on tax revenue and job creation. Could deter future development after moratorium	Study feasibility of moratorium on new building.	Study feasibility of moratorium on new building.
	Establish zoning that gives local control of the mining of quarries.	Town would have power to better respond to issues regarding mining activities.	Legal implications - conflicts with current State Law.	Study feasibility.	Conduct an analysis of ways in which the Town may acquire more local control over mining activities.
	Restrict/review gas station installations.	Increased oversight on gas station siting. Possible environmental benefits.	Could deter development. Review process in place considers environmental impacts of gas station.	Examine was to increase oversight on gas station placement/environmental impacts.	Examine was to increase oversight on gas station placement/environmental impacts.
Energy	Require LEED or other "green" building designs.	Would reduce energy consumption. Could promote more "green" business/builders to locate in Clarkstown.	Could deter development.	Prioritize building types/areas that would benefit the Town most from "green" designs.	Require LEED or other "green" building designs for building types/areas that would benefit the Town most from such designs.
	Encourage LEED or other "green" building designs.	Could reduce energy consumption. Could promote more "green" business/builders to locate in Clarkstown.			Encourage LEED or other "green" building designs.
	Offer tax incentive for energy efficient buildings.	Could promote the building of, or retrofitting to, more environmentally sustainable buildings. Could promote more "green" business/builders to locate in Clarkstown.	May result in loss of tax revenue.	Prioritize building types/areas that would benefit the Town most from "green" designs.	Offer tax incentive for energy efficient design in building types/areas that would benefit the Town most from such designs.

	Establish a methane collection system at the Town compost facility.	Could generate funding for the Town through sale of methane. May reduce odors.	Cost.	Conduct a cost-benefit analysis of project prior to decision to implement.	Conduct a cost-benefit analysis of the establishment of a methane collection system at the Town compost facility. Implement if analysis proves this decision economically and/or environmentally viable.
	Hire an energy expert as a resource for homeowners	Could promote the building of, or retrofitting to, more environmentally sustainable buildings. May prevent the construction of energy-inefficient structures.	Cost.	Seek a volunteer/pro-bono consultant.	Hire an energy expert as a resource for homeowners. Seek a volunteer/pro-bono consultant.
	Provide citizens with information regarding the Town's energy consumption patterns and conservation efforts.	Could promote energy conservation. Would increase resident awareness of Town conservation efforts.			Provide citizens with information regarding the Town's energy consumption patterns and conservation efforts.
	Explore geothermal energy options.	May lead to new renewable energy sources for the Town.	Cost - very expensive.	Conduct an analysis of these renewable energy sources and their individual limitations to seek out areas of compatibility within the Town.	Explore these renewable energy sources. Conduct an analysis of these renewable energy sources and their individual limitations to seek out areas of compatibility within the Town.
	Explore wind energy options.	May lead to new renewable energy sources for the Town.	Difficulty in placement of windmills. Cost-very expensive. Negative interaction with birds.		
	Explore Biofuel energy options.	May lead to new renewable energy sources for the Town.	Requires services/businesses to support Biofuel.		
	Explore solar energy options.	May lead to new renewable energy sources for the Town.			
	Promote/explore individual energy generation.	May lead to new renewable energy sources for the Town.	Could promote residential nuisances (noise/visual impact).		
			Regulate energy generation activities.	Promote/explore regulated individual energy generation.	
Flood Control	Consider higher design standards regarding flow capacities - 500 year vs. 100 year.	Could reduce damage during a flood event.	Could deter/raise the cost of new construction.	Conduct a study to explore what the effect of such increased design standards would have had during previous flood events.	Conduct a study to explore what the effect of such increased design standards would have had during previous flood events. Recommend the enactment of new standards using study
	Provide information on previous flood events and impact of drainage projects done by Town.	Would increase resident awareness of flood prone areas. Could reduce damage during a flood event.			Provide information on previous flood events and impact of drainage projects done by Town.
	Plan corrective measures for flooding problems and establish a timeline; get feedback from residents.	Could reduce damage during a flood event. Would provide the Town with more information regarding flood events.			Plan corrective measures for flooding problems and establish a timeline; get feedback from residents.
	Consider the impacts of climate change on the Town's flood problems.	Could lead better preparation for flood events. Could lead to discovery of additional flood prone areas.	Controversial - climate change debate.		Consider the impacts of climate change on the Town's flood problems.
Flora & Fauna	Instate a strategy to control deer population.	Could decrease incidence of vehicle/deer accidents and deer related property damage.	Controversial - animal rights issues.	Explore non-lethal control options.	Instate a strategy to control deer population. Explore non-lethal control options.

	Educate residents about non-deer attractive planting and alternate control measures.	Could reduce deer related property damage.			Educate residents about non-deer attractive planting and alternate control measures.
	Monitor/regulate the trimming of trees by utility companies.	Could prevent excessive or poorly managed cutting practices from occurring.	May require additional enforcement resources.		Monitor/regulate the trimming of trees by utility companies.
	Re-instate the Shade Tree Commission.	Could further regulate and provide additional oversight of tree removal activities.	Excessive? - Tree Law Preservation Act already enacted.	Analyze the provisions of the Shade Tree Commission compared to the Tree Preservation Law to determine feasibility.	Analyze the provisions of the Shade Tree Commission compared to the Tree Preservation Law to determine the feasibility of re-instating the Shade Tree Commission.
	Increased Town regulation over the removal of trees.	Could further regulate and provide additional oversight of tree removal activities.	Excessive? - Tree Law Preservation Act already enacted.	Review tree Preservation Law to determine if additional regulations are required.	Increased Town regulation over the removal of trees. Review tree Preservation Law to determine if additional regulations are required.
	Explore systems/policies to prevent habitat segmentation.	Could reduce development through sensitive wildlife areas and in areas that serve as habitat linkages.	Could deter development. Legal implications.	Use findings of Biodiversity Study to prioritize the most sensitive habitat areas.	Using findings of Biodiversity Study, prioritize the most sensitive habitat areas and apply policies to protect these areas.
	Create a kit educating new homeowners about the impact of removing all existing trees/shrubs.	Could reduce the instances of illegal/irresponsible tree removal.			Create a kit educating new homeowners about the impact of removing all existing trees/shrubs.
Infrastructure Capacity	Assess capacity of water/sewer infrastructure and the effects of future development upon this capacity	Ability to better assess impact of development upon water/sewer capacity.			Conduct study of current sewer/water capacity and merge his with current development studies
Land Use	Separate industrial/commercial uses from residential.	Possible reduction in resident exposure to pollutants. Possible reduction in heavy traffic levels through residential areas.	Possible increase in vehicle trips per day.	Separate commercial/industrial uses from residential areas on a sliding scale based on intensity.	Separate commercial/industrial uses from residential areas on a sliding scale based on intensity.
Noise and Dust	Analyze noise pollution from various sources throughout the town.	Better understanding of extent, sources, and patterns of noise pollution within the town.			Conduct town-wide noise pollution study and analysis.
	Enforce restriction of loud vehicles.	Less noise pollution.			Increase enforcement of restriction of loud vehicles.
	Explore future FAA plan to increase air traffic over Rockland.	Better understanding of possible future sources of noise pollution. Ability to take preemptive action against noise pollution.			Explore future FAA plan to increase air traffic over Rockland.
	Construct sound wall along Thruway.	Reduction in noise pollution within areas adjacent to Thruway.	Right-of-way issues. Impact of construction on traffic.	Seek out areas along the Thruway that would benefit the most from a sound wall.	Seek out areas along the Thruway that would benefit the most from a sound wall.
	Explore dust generation around mining facilities.	Better understanding of air quality around mining facilities.			Conduct a study of dust conditions around Town mining
Pollution	Form program to deal with abandoned gas stations.	Opportunity to remediate contaminated sites. Polluted sites made more desirable for development.	Cost - Legal issues finding those responsible for clean-up.	Seek grant funding for clean-up activities.	Seek grant funding for the remediation of old gas station sites.

	Expedite environmental cleanup of contaminated sites.	Opportunity to remediate contaminated sites. Polluted sites made more desirable for development.	Cost - Legal issues finding those responsible for clean-up.	Seek grant funding for clean-up activities.	See grant funding for the remediation of contaminated sites.
	Enforce bulk pick up schedule.	Less unsightly bulk waste on streets. Better compliance with law.			Enforce bulk pick up schedule.
	Address both commercial and residential dumping problems.	Reduction in pollution. More appealing Town. Reduction in possible stream disruption.			Address both commercial and residential dumping problems.
	Increase fines for littering.	Reduction in pollution throughout Town.			Increase fines for littering.
	Examine/reduce odor issues at Town compost facility.	Reduction/elimination of odor issues around compost facility.			Conduct study of odor issues and mediation measures around Town compost facility.
Recycling	Improve fall leaf and recycling program.	Improved fall leaf and recycling program.			Improve fall leaf and recycling program.
	Offer composting systems along with recycling bins to new homeowners.	Less organic/yard waste exported off of residential sites.	Possible issues with odor/unsightliness associated with composting.	Develop standards for residential compost systems.	Offer composting systems along with recycling bins to new homeowners. Develop standards for these systems.
	Make residential and commercial recycling mandatory, enforce with fines.	Increase in recycling.	Legal issues.		Make residential and commercial recycling mandatory, enforce with fines.
	Develop recycling program for Christmas trees.	More efficient disposal of Christmas trees. More environmentally sound than dump disposal.			Develop recycling program for Christmas Trees.
Resource Conservation	Increase business and commercial recycling.	More environmentally sound than dumping waste.			Increase business and commercial recycling.
	Educate residents and businesses about recycling and energy efficiency.	Possible increase in recycling and reduction in energy use.			Educate residents and businesses about recycling and energy efficiency.
	Form environmental review board which answers to the town board and advises boards such as the planning board.	Increased environmental oversight on development.	Tedious - could unnecessarily slow development review process.	Analyze current environmental review process to determine feasibility of creating Environmental Review Board.	Analyze current environmental review process to determine feasibility of creating Environmental Review Board.
	Limit development to match available resources.	More sustainable development.	Will limit development.	Focus development constraints on the most sensitive environmental areas.	Limit development; focus development constraints on the most sensitive environmental areas.
	Create conservation zones to protect sensitive environmental areas.	Less development in environmentally sensitive areas.	Legal issues - takings.	Conduct gap-analysis of current protection areas/measures.	Conduct gap-analysis of current protection areas/measures. Create conservation zones to protect these under-protected sensitive environmental areas.
	Create preservation rights.				
	Protect steep slopes and wetlands with new Town laws.	Increased protection for steep slopes and wetlands. Possible increased water quality, hill stabilization.	Laws in place already.	Review current wetland and steep slope regulations.	Examine current wetland and steep slope regulations to see if more protection could be afforded these areas.

	Encourage responsible lighting practices.	Reduction in energy use and unwanted nighttime lighting.			Encourage responsible lighting practices.
	Appoint an environmental advocate to the [Town?] Board	Increased environmental oversight on development.	Town Board members are elected - not appointed.	Provide increased environmental consultation to the Town Board.	Provide increased environmental consultation to the Town Board.
	Use open space acquisitions as sports fields to avoid the use of artificial turf.	More athletic fields/recreation space.	Development in open space area.	Develop open space areas only as a last resort.	Develop open space areas only as a last resort. Consider other areas for use as athletic fields before open space lands.
	Have officials read the Union of Concerned Scientists' book, "The Consumer's Guide Practical Choices - Practical Advice from the Union on Concerned Scientists."	Increased environmental awareness.			Have officials read the Union of Concerned Scientists' book, "The Consumer's Guide Practical Choices - Practical Advice from the Union on Concerned Scientists."
	Work to make contiguous open space purchases.	More robust areas of open space. Better habitat linkages.			Work to make contiguous open space purchases.
Visual Resources	Examine timed municipal lighting systems. (Ensure they are not on at inappropriate times (Ex. West Nyack Park).	Reduction in energy use and unwanted nighttime lighting.			Examine timed municipal lighting systems. (Ensure they are not on at inappropriate times (Ex. West Nyack Park).
	Examine light pollution sources throughout the Town - install "down lights" wherever possible.	Reduction in light pollution.			Examine light pollution sources throughout the Town. Establish revised lighting guidelines to ensure appropriate lighting is installed
	Develop a Town/County wide program to place utilities underground.	Improved streetscape - more attractive to businesses/pedestrians.	Cost.	Place utilities underground in areas that would benefit most from improved streetscape (ex hamlet centers)	Place utilities underground in areas that would benefit most from improved streetscape (ex hamlet centers). Educate land owners on benefits of buried utilities.
			Land acquisition.	Educate land owners on benefits of buried utilities.	
	Preserve the ridgeline viewshed.	Protection of unique and defining Town viewshed.			Preserve the ridgeline viewshed.
	Enforce property maintenance.	Reduction in violations. Safer more cleanly properties.			Enforce property maintenance.
Water Resources	Map/study Town streams - install control measures to protect these corridors.	Increased awareness of stream locations/functions within Town. Better stream quality through protective			Map/study Town streams - install control measures to protect these corridors.
	Dredge Lake DeForest to increase capacity.	Increased water capacity. Increase in drinking water reserve.	Habitat disruption during and after process. Legal issues - United Water ownership. Drinking supply disruption. Increased water turbidity and possible release of sediment contaminants during process.	Study feasibility of dredging Lake DeForest. Severe implications exist with this action.	Study feasibility of dredging Lake DeForest. Severe implications exist with this action.
	Educate residents on run-off reduction programs.	Possible improvement in stream/water quality.			Educate residents on run-off reduction programs.
	Limit/Ban construction on floodplains.	Possible reduction in flood damage.	Impact on development potential of Town land.	Seek additional restrictions in only the most flood-prone areas.	Limit/ban construction in the most flood-prone areas of Town.

	Avoid development in wetlands.	Increase in water quality, run-off control.			Avoid development in wetlands.
	Regulate total impervious surface amounts.	Improvement in run-off control, decrease flood potential. Increase in water quality.	May discourage development.	Offer incentives	Create incentives to encourage developers to reduce impervious surfaces on projects.
	Acquire more local/regional control of water supply.	More local control of water supply.	Legal issues - acquisition problems.		Examine ways to acquire more local region control of water supply.
	Purchase Lake DeForest to control water supply.	Increased control of water supply.	Cost of purchase from United Water.	Study feasibility.	Study the feasibility of the purchase of Lake DeForest.
	Recycle gray water.	Decrease in water use.			Recycle gray water.
	Monitor the impact of development on water quality.	Improved understanding of impact of development on water quality. More informed decision making ability.			Monitor the impact of development on water quality.
	Plan for additional water storage.	Increased preparedness for water shortage event.			Plan for additional water storage.
	Create a task force on water use/issues.	Better understanding of water issues throughout Town. Increased preparedness for water related event.			Create a task force on water use/issues.
	Institute water conservation/re-use requirements.	Decrease in water use.			Institute water conservation/re-use requirements.
	Establish a riparian setback and restore this on existing properties.	Possible reduction in flood damage. Possible increase in water quality/bank stability.	Legal issues.	Analyze the benefits of establishing and restoring a riparian setback.	Analyze the benefits of establishing and restoring a riparian setback.
	Publicize system for reporting water issues.	Increased awareness of water issues.			Publicize system for reporting water issues.

Health Safety & Welfare

Goal/Category/ Grouping	Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation
Police Services	Ensure Police access, traffic control and other emergency actions through Police Department review of site plans.	Provides for public safety, protection of property and lives.	Delay of approval process.	Establish quality control for site approval process with specific target dates.	Review of Site Approval process and creation of quality control mechanism to prevent delays.
	Ensure adequate attention to emergency evacuations and emergency evacuation routes during Police Department review of site plans.	Provides for public safety and enhances emergency responses.	Delay of approval process.	Establish quality control for site approval process with specific target dates.	Review of Site Approval process and creation of quality control mechanism to prevent delays.
	Ensure continuing accuracy and efficiency of the e-911 system through proper address location and inclusion of non traditional phone services and cellular systems.	Provides current and accurate addresses for emergency responses and enhanced law enforcement.	Additional staff and technology resources required to secure information from public and update information.	None	Propose Public Education and Outreach campaign to encourage residents to provide current information.
Code Development	Ensure that Town Building and Fire Codes reflect current zoning and land usage.	Ensures 'best practices' procedures for land use and improves enforcement efforts.	Additional staff and technology resources required.	None	Establish statutory time limits for comprehensive review of Building and Fire Codes.
Emergency Volunteer Services	Ensure access for emergency vehicles through site plan reviews.	Provides access to Fire and Medical Services in time of emergency.	Delay of Approval process.	Establish quality control for site approval process with specific target dates.	Review of Site Approval process to involve volunteer emergency services and creation of quality control.
	Remove or modify existing impediments to emergency vehicles such as overhead utility lines and train crossings.	Provides access to Fire and Medical Services in time of emergency.	Financial cost, engineering feasibility and securing cooperation from utility and rail companies.	None	Coordinate with County to develop automated notification system.
	Create zoning that encourages income adjusted housing for Emergency Services Volunteers.	Provides incentive to encourage recruitment and retention of emergency service volunteers.	Possible abuse and control problems. Loss of some property tax revenue.	Create strict zoning eligibility requirements and regular enforcement efforts.	Review of current zoning codes via Comprehensive Planning Process.
	Create zoning that provides incentives to current homeowners for providing income adjusted housing for Emergency Service Volunteers.	Provides incentive to encourage recruitment and retention of Emergency Service Volunteers.	Possible abuse and control problems. Loss of some property tax revenue.	Create strict zoning eligibility requirements and regular enforcement efforts.	Review of current zoning codes via Comprehensive Planning Process and implement recommendations.
Environmental	Develop zoning and code regulations requiring the reduction and elimination of flooding and drainage problems resulting from new construction.	Reduces publicly funded projects to mitigate flood problems caused by new construction. Improves water quality and quality of life.	Additional costs for construction of residential and commercial property.	None	Review of current zoning codes via Comprehensive Planning Process and implement recommendations.

	Develop zoning and code regulations to restrict commercial truck traffic and parking in residential neighborhoods.	Reduces pollution and improves quality of life	Rerouting of truck traffic and compliance with state and federal laws.	None	Review of current zoning codes via Comprehensive Planning Process and implement recommendations.
	Develop zoning and code regulations to restrict odors, sounds and other negative impacts of non residential entities upon residential areas.	Reduces pollution and improves quality of life	Impact on current approved uses and compliance with state and federal laws.	None	Review of current zoning codes via Comprehensive Planning Process and implement recommendations.
Pedestrian/Bicycle Safety	Zone for and ensure the planning and construction of sidewalks and or bicycle paths to ensure safety.	Reduces pollution, improves quality of life, protects safety and encourages good health habits.	Additional costs incurred by private and public sector.	None	Review of and implement recommendations of transportation consultant.
	Zone for and ensure adequate street lighting for pedestrian and bicycle safety.	Improves public safety and encourages use of pedestrian and bicycle pathways.	Additional costs incurred by private and public sector.	None	Expand purview of Town's Special Lighting District based upon sidewalk and pathway recommendations.
	Zone for and ensure proper and adequate pedestrian and bicycle signage such as Pedestrian Crossing, Yield to Pedestrian etc.	Improves public safety and encourages use of pedestrian and bicycle pathways.	Additional costs incurred by private and public sector.	None	Review of current zoning codes via Comprehensive Planning Process and implement recommendations.

Historic & Cultural Resources

Goal/Category/ Grouping	Action	Positive Impacts (Benifits)	Negative Impacts	Mitigation	Recommendation
Ensure continued preservation and maintenance of historical sites	Formulate and recommend local laws for Town Board consideration to help safeguard these properties.	Safeguard historic resources for future generations. Prevent loss of historic sites through tougher preservation laws.	Restrict rights of designated home owners. Increased restrictions could lower the property value for homeowners and make it harder to sell these properties.	Create some way of financially compensating owners of designated historic property. (See next goal).	Approve law recommended by Historic Review Board. Include a provision to compensate owners of designated historic property.
Compensate owners of historical structures to help alleviate new restrictions on historical sites	Create monetary incentives to offset the restrictions imposed on historic home owners by Town historic designation. Provide a real estate tax reduction by reducing the historical properties' assessed value by a to-be-determined percentage so that each owner receives the same relative financial consideration for accepting the imposition of historical property restrictions. As the Town sets each property's assessed valuation, the resulting tax reduction would apply to all the real estate based taxes; Town, County, School District, Library District and Special Benefit District.	Some form of financial compensation will minimize the financial impact that the increased restrictions imposed by the new law will have on designated historic properties. This could help in getting existing historical homeowners to support the new law. Historic homeowners that support the new legislation will lead to better preservation. The law, with compensation, could ultimately lead to an increase in value of these historic properties as seen in some Westchester towns. This would thereby help safeguarding these homes for future generations.	This would lower town tax revenues for the impacted historic locations. This burden would be passed on to the other town residents.	The Town could seek County, State or Federal grants to fund this instead of direct tax relief. Look at other municipalities who have done this already.	Include owner compensation as part of the new Preservation Law.
Maintain all publicly owned or abandoned historical sites	Ensure proper maintenance is in the town budget	Improves overall Town appearance. Brings attention to town's significant historic past. Improves safety and avoids potential injuries.	Increased cost in equipment and manpower. No offsetting revenue.	Look for grants. Look for business support from landscapers in exchange for Advertising, similar to what was done as you enter New City.	Include in town budget if work is to be done in house. If outsourcing to local businesses, ensure that program is managed by Town personnel.
Identify and list all Clarkstown historic sites	Work with Town Clerk to identify when each historic site was designated by town board.	Provides clear documentation of all Clarkstown historic inventory. Provides a tool for accurately identifying all sites on County GIS map. This will be used for educating	None	N/A	Complete list of sites and display on County GIS map.
Map the Clarkstown historic sites on the County GIS	Work with county to ensure that all Clarkstown historic sites are added to the County GIS map.	Makes it available for Town departments to know which sites are historic. The GIS maps can be incorporated into the inter-departmental process flows so that a flag will go up anytime there is a request to do work of any kind at a historic site.	None	N/A	Implement and upgrade workflows in the Town to incorporate this information into daily processes.

Develop summary history for each designated site for the plaques placed on each site	Coordination between the Historical Review Board and the County Historical Society	Educating Town residents about the the historical significance of each designated site. Can be used on website for easy access.	Time involved to research and create summarized histories.	Engage local schools to develop descriptions and pictures to support this effort.	Implement using student volunteers to save costs.
Develop standardization method for historical marker designation	Coordination between the Historical Review Board and the County Historical Society	Easily identifiable markers will increase residents awareness of the significant history that surrounds them in Clarkstown.	Cost of materials and time to im	See if grants are available for r	Implement
Access to historical sites while not compromising their surrounding area	Coordination between the Department of Traffic and the Health, Safety and Welfare Department.	Provides residents with greater access to historic sites. Increase knowledge in town regarding our history. Reduces safety risks along busy roads.	Cost. Increased foot traffic could have an impact on surrounding neighbors. There could be safety issues since some historic sites are along busy roads.	Parking could be set back from road if possible to lessen safety risks.	Provide for in Town budget.
Communication, Promotion and Education of Historic Sites.	Post historical significance on Town website with drill-down capability on map. Create literature to be available from the town clerk's office. Share a Power Point version of this information to local schools so they can include in their curriculum. Update this information through the Historical Review Board. School involvement for photography of historic sites.	By using various media outlets and devices to reach Town residents, it increases the likelihood of residents seeing this information.	There will be some mailing costs and other development costs.	Use students to offset costs.	Implement
Help preserve and support cultural activities within the town.	Create a significant provision within each annual town expense budget to provide supportive financial grants to significant ongoing cultural organizations operating in the town.	Provide funding required to maintain and preserve Town cultural activities/organizations. Improves quality of life within town.	Cost	Develop cultural sponsorship programs that clearly outline procedures for receiving Town grants.	Provide for in town budget.
Increase cultural awareness	Help by providing directional signage on major roads to facilitate where to find the organizations. Post sites on town website.	Makes it available for town departments to know cultural sites. Can improve inter-departmental coordination relative to cultural sites.	Cost	N/A	Complete list of sites and display on County GIS map.
Identify and list all Clarkstown cultural sites	Locate all sites on map with descriptions.	Provides clear documentation of all clarkstown cultural inventory. Provides a tool for accurately identifying all sites on county GIS map used for educating residents.	None	N/A	Complete list of sites and display on county GIS map.
Map the cultural sites on the county GIS	Coordination between the Historical Review Board, Town Clerk and the Planning Department.	Makes it available for town departments to know which sites are cultural. Can improve inter-departmental coordination relative to cultural sites.	None	N/A	Implement and upgrade workflows in the town to incorporate this information into daily processes.

Encourage arts and cultural events for the town	Adopt an "Arts in Public Places" program where 1% of any town project gets set aside for the arts. Create budget provision to help culture centers to provide town wide cultural events.	Provides working capital to actively support cultural organizations within the Town. Would increase cultural events for town residents (mainly in downtown areas). Increased foot traffic for downtown businesses.	Increased costs for firms doing business within Town could hurt their margins.	Look to cap below 1% on larger initiatives. May want to lower % if seen as a major burden to those doing business with the Town.	
Increased Town focus and communication of cultural organizations to plan activities and needs.	Designate one town board member as a liaison to the town's cultural organizations.	Increased focus on cultural issues strikes a proper balance relative to quality of life.	Increased workload for town board	None	
Develop summary history for each cultural organization	Coordination with various cultural community centers	Educating town residents about the the cultural significance of each designated site. Can be used on website for easy access.	Time involved to research and create summarized histories.	Engage local schools to develop descriptions and pictures to support this effort.	Implement using student volunteers to save costs.
Increase communication and cooperation between the town and the religious community	Designate one town board member as a liaison to the town's religious organizations or some other forum to encourage and foster communication between the town board and religious groups .	There are many synergies that could be realized between the town and religious groups. Concerts, Carnivals, Community meetings, etc.	Could be perceived favoritism if not administered correctly.	Implement	

Housing

Goal/Category/ Grouping	Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation
Affordable Housing for Volunteers, Senior Citizens and Younger Persons & Other Specialized Housing	Permit apartments over stores.	Provide volunteer service workers, senior citizens and younger persons and general population with more affordable housing options.	Increased traffic congestion.	Promote public transit alternatives. Permit apartments over business in hamlet centers where pedestrian infrastructure is strongest.	Permit apartments over stores in hamlet centers. Promote public transit in these areas. Require energy efficient designs and establish architectural guidelines for these uses.
			Increased energy consumption.	Require energy efficient designs.	
			Change in neighborhood character.	Establish architectural guidelines for these apartments.	
	Enact legislation to set aside certain portion of property for volunteers, youth and senior citizens.	Provide volunteer service workers, senior citizens and younger persons affordable housing options.	Legal implications.		Enact legislation to set aside certain portion of property for volunteers, youth and senior citizens.
	Maintain an inventory of affordable housing.	Enable efficient search of available affordable housing.			Maintain an inventory of affordable housing in manner that is currently being provided for senior housing.
	Monitor affordable housing units to ensure conformance with code.	Provides oversight into building code violations, excess tenancy in affordable housing units.			Monitor affordable housing units to ensure conformance with code.
	Look at possibility of providing tax breaks to volunteer emergency service worker's families. Monitor this activity.	Provides volunteer service worker's with incentives to stay in Town.			Look at possibility of providing tax breaks to volunteer emergency service worker's families. Monitor this activity.
	Keep track of large institutional properties to see if they can be used to meet affordable housing needs.	Provides insight into possible affordable housing development areas.			Keep track of large institutional properties to see if they can be used to meet affordable housing needs.
	Investigate a building moratorium Town- wide to stop overcrowding with the exception of new affordable	Focuses development on affordable housing.	Discourages economic development within Town.	Focus building restrictions on target areas.	Focus building restrictions on target areas. Thoroughly study consider legal implications of such decision.
			Legal implications of enacting moratoria.	Do not enact.	
	Permit accessory apartments to meet affordable housing needs.	Provide volunteer service workers, senior citizens, younger persons and general population affordable housing options.	Increased traffic congestion.	Promote public transit alternatives. Permit accessory apartments only in those areas which have the transportation infrastructure to handle the increased demand.	Permit accessory apartments only in those areas which have the transportation infrastructure to handle the increased demand.. Promote public transit in these areas. Require energy efficient designs and establish architectural guidelines for these uses.
			Increased energy consumption.	Require energy efficient designs.	
			Change in neighborhood character.	Establish architectural guidelines for these apartments.	

Development Management	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	Provides school funding on a per project basis, with direct relationship to increased demand to be placed on school infrastructure.	May discourage development.		
	Consider allowing multi-family housing on any parcel with a minimum area requirement.	Provides additional housing options	Increased traffic congestion.	Loosen sitting regulations on multi-family development only in areas with proper transportation infrastructure. Promote public transit alternatives in these areas.	Loosen sitting regulations on multi-family development only in areas with proper transportation infrastructure. Promote public transit alternatives in these areas. Permit multi-family density developments in new areas with the requirement that energy efficient designs be employed. Establish architectural guidelines for these housing types.
Increased energy consumption.			Permit multi-family density developments in new areas with the requirement that energy efficient designs be		
Change in neighborhood character.			Establish architectural guidelines for these housing types.		
	Balance density with infrastructure capacity.	Ensures growth does not exceed beyond infrastructural/environmental carrying capacity.	Legal implications - Could lead to development restrictions in some areas.	Base development restrictions (zoning) on the infrastructural/environmental capacity of individual areas.	Balance density with infrastructure capacity by basing development restrictions (zoning) on the infrastructural/environmental capacity of individual areas.
	Place restrictions on residential construction immediately adjacent to railroad lines.	Increased safety around rail lines. Reduction in residents affected by noise pollution.	Would reduce development opportunities within Town.	Conduct analysis of impacts associated with residential proximity to rail lines. Determine means of increasing safety, reducing noise near lines. Remove development potential only in those places that cannot be mediated by alternate means.	Place restrictions on residential construction immediately adjacent to railroad lines. Conduct analysis of impacts associated with residential proximity to rail lines. Determine means of increasing safety, reducing noise near lines. Remove development potential only in those places that cannot be mediated by alternate means.
	Do not enact any building moratorium.	Allows for development in all applicable areas.	No additional constraints placed on development in environmentally constrained or infrastructural burdened areas. Legal implication of moratoria.	Base development restrictions (zoning) on the infrastructural/environmental capacity of individual areas. Moratoria usually too prohibitive.	Base development restrictions (zoning) on the infrastructural/environmental capacity of individual areas. Moratoria usually too prohibitive.
	Limit the granting of variances.	Less deviation from zoning code may help to preserve	Legal Implications	Grant variances based on strict interpretation of variance law.	Grant variances based on strict interpretation of variance law.
Neighborhood Preservation and Improvement	Address the issue of abandoned homes.	Would mediate the issues associated with dangerous and unsightly structures.			Address the issue of abandoned homes.
	Restrict the development of residential construction which is too large, and not in keeping with the character of the neighborhood.	Would preserve neighborhood characted, prevent increased burden on neighborhood infrastructue.	Legal implications of increasing restrictions.		

	Consider zoning on smaller area basis, hamlet /neighborhood.	Would preserve neighborhood characted, prevent increased burden on neighborhood infrastructue.	Overzoning could create unnessasary restriction, limiting potential for development or becoming exclusionary.		
Code Enforcement	Ensure proper signage (street numbering) is on homes.	Increased compliance with code. Improved response for emergency services.	May require additional personnel to enforce code.	Hire additional code enforcement personnel if necessary.	Ensure proper signage (street numbering) is on homes. Hire additional code enforcement personnel if necessary.
	Ensure Certificate of Occupancy not issued until all outstanding issues resolved.		May require additional personnel to enforce code.	Hire additional code enforcement personnel if necessary.	Ensure Certificate of Occupancy not issued until all outstanding issues resolved. Hire additional code enforcement personnel if necessary.
	Investigate the use of motels/hotels as permanent residences.	Ensures compliance with code.	May require additional personnel to enforce code.	Hire additional code enforcement personnel if necessary.	Investigate the use of motels/hotels as permanent residences. Hire additional code enforcement personnel if necessary.
	Plan to deal with "blight" if foreclosures increase.	Pro-active measure would address the potential threat of blight.	Difficult to detrmine extent of foreclosures in future.	Hire additional code enforcement personnel if necessary.	Hire additional code enforcement personnel if necessary.
	Enforce fire and safety codes	Ensures compliance with code.	May require additional personnel to enforce code.	Hire additional code enforcement personnel if necessary.	Enforce fire and safety codes. Hire additional code enforcement personnel if necessary.
	Investigate and remove illegal multi-family apartments.	Would increase compliance with law and reslove safety issues with illegal apartments.	Difficult to find illegal apartments. Would require re-allocation of resources to further investigate. May require additional personnel to enforce code.	Focus on target areas for such investigation. Hire additional code enforcement personnel if necessary.	Investigate and remove illegal multi-family apartments. Focus on target areas. Hire additional code enforcement personnel if necessary.
	Enforce the illegal placement of commercial equipment, boats, junk cars and sheds in residential areas.	Would decrease negative affect on neighborhood character.	May require additional personnel to enforce code.	Hire additional code enforcement personnel if necessary.	Enforce the illegal placement of commercial equipment, boats, junk cars and sheds in residential areas. Hire additional code enforcement personnel if necessary.
Environmental Conservation	Balance development with environmental resources.	More sustainable development.	Will limit development.	Focus development constraints on the most sensitive environmental areas.	Limit development; focus development constraints on the most sensitive environmental areas.
	Require LEED or other "green" building designs.	Would reduce energy consumption. Could promote more "green" business/builders to locate in Clarkstown.	Could deter development.	Prioritize building types/areas that would benefit the Town most from "green" designs.	Require LEED or other "green" building designs for building types/areas that would benefit the Town most from such designs.

Parks and Recreation

Goal/Category/ Grouping	Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation
Provide a walkable community	More sidewalks to get to the center of the hamlet	Encourages Walking Safer Walking Encourages outside cafes	Not enough room on street for them (street not wide enough) Expensive	Apply for State and Federal Grants	Add more sidewalks to get to the center of the hamlet and apply for grants
	Connect hamlets to each other	Encourages Walking Exercise	Expensive	Apply for State and Federal Grants	Connect hamlets together by sidewalks and apply for grants
Provide hiking/biking trails	Provide a trail around Congers Lake	Excellent health benefit	Expensive Impacts Neighbors	Apply for State and Federal Grants	Provide trail around Congers lake and apply for grants
	Provide a trail around Lake DeForest	Excellent health benefit	We do not own it Expensive Who would maintain	See if United Water may assist on this	Provide trail around Lake Deforest and see if United Water will assist
	Convert rails to trail - develop empty rail beds	Excellent health benefit Clean up these areas Connect to other towns	Expensive Trails are by peoples' houses	Grant money available for this Inform public of past practice	Convert rails to trail and apply for state and federal grants
	Connect town/county/state parks via trails, walkways	Excellent health benefit Makes trails longer	Private property may not be able to connect Non-residents using town property	Master Plan will look at available areas Acquire easements on private property	Work with County and State agencies to identify land opportunities
Preserve Open Space	Acquire land along Hudson River	We do not have any river area Protect steep slopes	Expensive Any for sale?	Work with preservation groups	Acquire if reasonable land becomes available by working with preservation groups
	Preserve High Tor Mountain	Preserve more open space Make hiking trail connection of Clarkstown and State land	Cost Is any available	Work with preservation groups	Acquire if reasonable land becomes available by working with preservation groups
	Acquire land along top of Hess Rd. - Long Path	Build upon additional Open Space	Cost	Work with preservation groups	Build upon additional Open Space by working with preservation groups
	Acquire Schriever Lane property	Protect wet lands	Cost	Partner with County and State	Build upon additional Open Space by working with preservation groups
	Acquire Greenburg property		Cost	Partner with County and State	Build upon additional Open Space by working with preservation groups
	Acquire remainder of Blake property	Acquire more open space	Cost	Work with preservation groups	Acquire remainder of Blake property by working with preservation groups
	Acquire land adjacent to Seton Village	Could be used to benefit senior center Adds to the open space the Nanuet School Dist. bought	Cost What will be done with the property	School District might be interested in helping	Acquire land adjacent to Seton Village maybe by working with Nanuet School District
	Acquire property along Congers Lake	Enlarge Park property Expand Trails	Cost Nothing available at moment	Work with preservation groups, seek out grants for water access	Acquire property along Congers Lake seek grants
	Acquire any land adjacent to schools	Add buffer zone May enlarge play fields	Nothing available at moment Cost	School District might help	Acquire any land adjacent to schools, maybe the school district will help with expenses

Aquire concervation easement	Marydell - Nyack	Good location property value, connection of trails	Cost	Preservation groups	Aquire access for Marydell - Nyack property, seek presevation
	Weinberger - Nyack - West Hook Mt.	Get the Long Path off 9W	We really don't need it	Easement available by Mr. Weinberger	Acquire easement
Open Space - Flooding purposes	Pascack Brook	Reduces flooding	Cost Nothing available at moment	Maybe grant money	Acquire if reasonable land becomes available by working with preservation groups
Create a Master Plan	Solicity bids for a Master Plan for Recreation and Parks	See where the Town should go to 5-10-15 years		Completed	Completed
Facilities wanted	Domed facility like Ramapo's	Year round use Revenue Multi-park league use Multi sport	Cost Location	Estimate revenue generated by Dome (see other facilities for their revenue cost)	Conduct a feasibility study and site assessment
	Indoor Pool	Year round use All ages Exercise multi programs	Year Round Expenses Full time staff needed	Contracts from swim teams, competitors, etc. for revenue	Conduct a feasibility study and site assessment
	Indoor Ice/Roller Rink	Year round use Revenue flow	Cost, staff, utilities	contracts with organizations	Conduct a feasibility study and site assessment
	Golf Course	Town Golf Course	Cost - available land	Negotitate with Town Board	Conduct a feasibility study and site assessment
	Football Field/Lacrosse	Need - because school district charges so much	Cost - no land available Every league wants one	No revenue except for tournatments and adult league and non resident teams Contract groups for support financial and public support	Conduct a feasibility study and site assessment
	90ft. Baseball Field	More fields which are needed	Cost Available land	Tournaments for revenue	Conduct a 90 baseball field
	60ft. Baseball Field	Nyack area needed	No land available Cost	School District property	Conduct a feasibility study and site assessment
	Turf Fields	Year round use All day use Multi-sports We already have a field	Cost School District has two already	Support of organizations and public	Conduct a feasibility study and site assessment
	Theatre for Concerts	Good venue Cultural programs	Where would we put it Limited amount of use	Funds may be available through grants Cultural groups for involvement	Conduct a feasibility study and site assessment
	Remote Control Car Track	Hobbie	Limit group of people will benefit from it while being paid for by all residents	Provide land for them to build	Provide land and let club build their own course
	Dog Parks	Local Close to home	Local Law 6 - No dogs allowed in Town Parks County has two parks in County - Hard to maintain		Encourage residents to use County Dog Parks
	Teen Center	Kids feel an ownership to it Place for teens to go	Would only be used on a part time basis If we built it would teen actually come		Conduct a feasibility study and site assessment
	More Spray Parks through out the town	People love them Accessible to non-swimmers No fee to residents	Expensive - cost to build and water recirculation of water or not		Put by a community center if land is available

	More Tennis Courts - varying surfaces	Town only owns two	Cost Location School has over 30		Conduct a feasibility study and site assessment
	Outdoor Volleyball Courts	Fun activity - we don't have any	Not a major sport or interest		Conduct a feasibility study and site assessment
	Go-Cart Course	Fun activity - could be a revenue source	Liability issues Limited season Location		Conduct a feasibility study and site assessment
	BMX Track	Health benefit Fun activity	Liability issues Location/Park land available	Do not Staff Limited maintenance costs	Conduct a feasibility study and site assessment
Park Improvements	Replace woodchips at playgrounds with poured rubber	Safer Easier maintenance Does not have to be added to each year After initial cost much cheaper	Expensive	Less Injuries	Do a playground surface as we update each playground
	Expand Lake Nanuet Playground	Could accommodate more people	Two playgrounds already there - not many people use it at the same time		Conduct a feasibility study and site assessment
	Add netting behind Germonds Field #1	Safety Less lost balls	Cost	Maybe have little leagues help pay for this	Add netting where needed and get Little Leagues to help fund
	Add a weight room upstairs at Central Nyack CC	Larger Room Service more people at one time	Giving up courtyard Cost	Community Delvelopment Grant	Conduct a feasibility study and site assessment
	Parking needed at Central Nyack CC	Only on street parking	Need to wait until property becomes available		If location and price is right consider it
Program Ideas	Open Pools earlier in the year and earlier in the day	More people serviced	Are lifeguards available Cost for staff and chemicals		Maybe open one pool earlier in the season Consult Aquatic Director for recommendation
	Programs with the Palisades Ice Rink	Wider public informed by Town advertising it	Private Organization No control over program - no say in matter	Work closely with private organization	Consider each class first
	First Aid/CPR classes for the public	Provide wider access to these	Prived by Libraries and Red Cross		Want to see if it is really needed
	Social Mixers	Gets residents out and socializing with neighbors	People are so busy - would anyone take advantage of it	Good advertising	Try pool parties at Congers Pool in the Summer of 2009
	Driver Safety classes	Makes for safer drives reduces liability on insurance	No staff can teach AARP already does this for seniors Private companies do this		Offer driving classes if we can find someone to teach them.
	Grandparent classes	Gets grandparents out together to discuss grandchildren			Offer one or two classes to start with
	Computer classes/ internet cafes	Offer senior classes Good socialization	Most people know how to use a computer Location	Offer in Community Center	Offer computer classes during down time at community centers
	Have Community Center open on Sundays	Wider Access	Staff available Budget concerns		Have one center open on Sunday
	Easter Egg Hunt	Lots of kids can get involved	Over quickly, not everyone happy Goose poop Cost of staff and eggs	Get sponsors Dog Patrol	offer on a small scale

	Scrapebooking	Good hobby	Offered in past - Residents not interested Private business		Offer more instructional programs
	Track and Field/running programs	Health benefit Life time skill	Outdoor - weather related No facility of our own Pearl River offers program	Use school facility	We offer a one day event - wait and see if more people request
	Teen Programs	Get kids/teens involved in positive program	They do not want to be involved	Form a Teen Committee	Form a committee with school district students and see what they would want
	More Outdoor Movies	Free family events We already do two in summer	Fees	Get sponsors	Offer drive in movie at Germonds - in Fall
	Trips for Adults - plays,museums, etc.	More cultural events for adults	People can do this on their own Purchase tickets - left over		Join other recreation departments in offering these programs
	Chess Club	Learn lifetime skill Already offered at Pascack Community Center	None		Make available at all centers if volunteers available
	Organized hikes/bird watching	Healthy event County offer program Supervisor's Walk	None		continue to advertise County hikes and list our hiking trails in brochure
	Camping like Croton Point	Lifetime skills Whole family involved	No facility available	one or two over night stay on a temporary basis	Possibly expand overnight camping at Congers Lake
	Farm demo's at Cropsey/Community Garden	Education aspect Healthy Food	Maintain it - who would pay County or Town	Master Plan being done in Fall 2008	See results of Master Plan

Transportation

Goal Category Grouping	Action	Positive Impacts (Benefits)	Negative Impact	Mitigation	Recommendation
Airports	Create connectivity between Clarkstown and all area airports	Promotes public transportation	Increases desirability to live in area for regular airport commuters.	Planning is needed to control increased growth.	This may already exist. Awaiting Transportation RFP results
Bicycles	Create network of bicycle paths to commuter lots.	Promotes public transportation and reduces automobile traffic within a mile +/- of the commuter lot.	Cost to construct bicycle paths and possible easement purchases to accomplish goal.		Determine feasibility. Weigh cost to purchase necessary easements needed.
	Create network of bicycle paths to downtown areas.	Reduces automobile traffic within a mile +/- of downtown areas.	Cost to construct bicycle paths and possible easement purchases to accomplish goal.		Determine feasibility. Weigh cost to purchase necessary easements needed.
	Install bicycle racks in downtown areas, commuter lots and public parks.	Reduces automobile traffic within a mile +/- of mentioned areas.	Taking the time to research funding opportunities. Maintenance and replacement of racks.	RC Dept. of Public Transportation has a program for bicycle storage at commuter lots.	RC Dept. of Public Transportation has a program for bicycle storage at commuter lots; check for possible additional funding opportunities.
Commuter Lots	Connect commuter lots to waterways.	Seasonal alternative to public transportation needs.	Cost to support a public bus that will travel from a commuter lot to the waterway dock.	Check for available funding.	Determine feasibility. Weigh cost to purchase necessary easements needed.
	Keep parking free in Clarkstown.	At this time, the NYS DOT is willing to reimburse Clarkstown for maintenance.	Will perpetuate increased growth.	Planning is needed to control increased growth.	No action as this time.
	Accommodate long term parking.	Already exists.	Will perpetuate increased growth.	Planning is needed to control increased growth.	No action as this time.
	Put lots on high ground.	Don't understand reasoning for this question.	Purchase of land.	Possibly improve drainage of existing lowland lots.	Consider removing this issue from the Matrix
Environmental	Stop excessive idling buses, trucks (emphasis on school buses).	Reduce air pollution	There is already a law in effect on this matter.	Enforcement	Enforcement
Environmental-FAA flight path(s)	Town must be pro-active on these issues and be involved in the process.	Reduces air pollution	Increased noise and air pollution.	Keep current with FAA flight path information.	No action as this time; the proposed increase is not over Clarkstown.
Environmental-Road cleanliness	Litter/debris control on Route 59/303/all.	Cleaner, more-desirable neighborhoods.	Cost for litter removal. Cost of enforcement personnel to determine offenders.	Promote volunteerism to offset expense to Town.	Promote volunteerism to offset expense to Town. Determine the source of litter (open recycle trucks, non-tarped trucks).
Environmental	Replace municipal vehicles with efficient vehicles (hybrid etc).	Reduce air pollution	Initial cost to purchase is typically more expensive; maintenance may be more costly.		The Town is purchasing fuel-efficient vehicles.
Pedestrians-Safety	Make Town safer for pedestrians.	Less pedestrian accidents.	Feasibility study of necessity-cost.	Look for funding for pedestrian safety programs.	Note: The traffic lights have pedestrian crossing lights; two of the state roads have pedestrian crossing countdown light to warn pedestrians when the light will change.

	Walkways @ major intersections.	Not sure of the question. Does this mean flyover walkways?	Cost for a flyover walkway.	It is our understanding that pedestrians tend to not use flyover walkways and choose to cross at the street level.	Check to see how many major intersections in Clarkstown don't have designated crosswalk pavement markings and proper signage.
	Safe and convenient transit through downtown New City and other hamlets for pedestrians.	Promotes more foot traffic.	Cost to install walkways.	Determine existing sidewalks in downtown New City and other hamlets; check street lighting for safety.	Waiting for Transportation RFP and study.
	Pedestrian and bicycle routes on Route 303/59/major roads to the mall	Reduce car traffic.	Cost to obtain easements.		Determine feasibility through Transportation study. Discuss with NYS DOT.
Planning	Parking in rear of building-more walker friendly				
	Increase connecting bike and hiking trails.	Promotes physical activity	Funding? Availability of land?		Waiting for Transportation RFP and study.
	Create pathways and walkways where there are	More pedestrian friendly.	Funding? Availability of land?		Waiting for Transportation RFP and study.
	Involve/inform affected resident about road widening/projects.	Open communications.	Cost for mailings and administrative cost.	Send announcements to area newspapers, cable companies and local radio stations. Utilize Rockland County Radio	DEC and Highway Departments need to address.
	Consider moratorium on large business on Western Highway pending traffic on Western Highway resolution	No comments from Transportation	Planning input needed.		Consider removing this issue from the Matrix as it is "area specific".
Public Transportation	Re-evaluate bus ridership so buses are full	More efficient.	Already in existence.	Already in existence.	Mini-Trans and RC Dept. of Public Transportation regularly evaluates ridership for that reason.
	Expand hours of Mini Trans to accommodate expanded mass trans schedules	More accommodating to the public.	Already in existence.	Already in existence.	Mini-Trans regularly evaluates transportation needs to recommends to the Town Board when adjustments are needed.
	Equipment replacement of Town buses for modern, efficient and up to date (green).	More efficient.	Already in compliance.	Already in compliance.	Equipment is updated using the Federal standards.
	Bus connectivity to local shopping and other mass transit.	More efficient.	Already in existence.	Already in existence.	This is the main purpose of the Clarkstown Mini-Trans.
	Create a Rockland Lake lot to ferry or other mass transit.	Addresses convenience to commuters.	Cost and feasibility.	Get NYS Palisades Interstate Park Commission to build and maintain.	Lots are owned by the NYS Palisades Interstate Park Commission. See what the Transportation study produces.
	Consider more bus stops (Mini-Trans).	Addresses convenience to commuters.	Already in existence.	Already in existence.	Rockland County determines the bus stops in Clarkstown. Mini-Trans buses stop at any safe location when flagged down.
	Plan future development around public transportation.	Addresses convenience to commuters.	Cost and feasibility.	Research similar transportation hub communities.	See the results of the Comprehensive Study.

	Emphasize transit for homebound, disabled.	Addresses convenience for disabled.	Already in existence.	Already in existence.	All buses are wheelchair equipped. Possibly educating the public of this service is needed.
	Bike racks on buses.	Addresses convenience for bicyclists. Already exists in an under-compartment on all TZ Express busses and the #91 Bus Route. With the 2009 bus purchases a total of 15 busses will have racks.	Already exists on Rockland County Department of Public Transportation buses. Does not exist on Clarkstown Mini-Buses.	Look for funding to install bike racks on buses.	Check other bus companies for bike rack/storage compartments on their buses.
Railroads	Consider Tappan Zee Bridge light rail.	Reduce vehicle traffic.	Demand for increased development.	Planning is needed to control increased growth.	Light rail (trolley cars) was already shot down by the NYS DOT, according to Orrin Getz.
	Weehawken to NYC with rail to Spring Valley. West Shore Railways-right of ways. Re-open West Shore Rail Line for passenger service.	More transit options for commuters.	Any lines running on the Pascack line will increase conjection at the Nanuet Railroad Station.	Planning is need to control conjection.	
	Tunnel Trans Hudson Express	More transit options for commuters.	Cost-Not built yet (only in the planning stages)		
	Preserve the Piermont Branch for future commuting needs.	More transit options for commuters.	Need funding.	Funding not identified.	Note: Rail lines would no longer be available as that line has been developed in certain areas. Possibly available for bike paths.
	Provide train service in downtown areas.	More transit options for commuters.	Cost-Necessity-Feasibility		
	Safer train crossings and elimination of some crossings if possible.	Safer crossing equate to less accidents. Fewer crossings equate to less backup of traffic	Construction of better crossing equipment at each crossing. Construction of train crossing with overhead roadway.	Funding for both.	The County is working with CSX to improve crossing equipment. The only reconstruction of a crossing is
	Create quiet zones.	Fewer train whistle blowing	None	Warning signs posted.	The County I working with CSX to create "Quiet Zones" through safer crossing equipment, which will lessen the need to blow the train
	Plans for high-speed train to Manhattan from Clarkstown.	More transit options for commuters.	Cost, space for tracks and stations.	Federal funding	
	Investigate CSX Bridge replacement.	Less flooding in West Nyack.	Getting CSX's cooperation and funding for the project.	Getting CSX to agree to concept.	Remove from Matrix as this is a localized request for West Nyack.
School Busing	100% school busing	Convenient for walkers. Less of a need for school sidewalks and related maintenance.	Cost to schools.	Funding.	Keep in communication with schools on this matter
Sidewalks	Plan for sidewalk and their connectivity to public areas.	Convenient for walkers.	Funding? Availability of land? 45 miles of sidewalks are currently maintained by the Highway Department.	Revert maintenance and snow removal to all homeowners and businesses.	Waiting for Transportation RFP and study.
	Wider sidewalks in downtown hamlet areas.	Don't understand reasoning for this question.	Funding. Obtaining land.		Determine where there are narrow sidewalks in the downtown areas.

	More sidewalk maintenance.		Funding?		Maintenance is determined by the Town Board.
	Reduce curb cuts for safer travel.	Pedestrians don't have to cope with as many driveway approaches and oncoming traffic when walking.	Reduces availability to enter commercial areas for vehicles; may cause congestion at business area entrances.		Planning input needed.
	Provide sidewalks in older neighborhoods for safety.	Less pedestrians have to walk in the street.	Funding? Availability of land without condemning private property for Town use.		Waiting for Transportation RFP and study.
	Build sidewalks on both sides of the road.	Convenient for walkers.	Funding? Survey area resident (not everyone wants sidewalks). Who will maintain? Availability of land?		Waiting for Transportation RFP and study.
Traffic	Study Palisades Mall expansion's impact on traffic.	Expansion-more revenue	Planning input needed.		Waiting for Transportation RFP and study.
	Study the impact of increased traffic and expansion on the environment.	Preserve suburban community.	Lessen economic and residential growth.	Good Planning Practices.	Need input from Planning.
	Examine ways to reduce rush hour traffic. Different traffic patterns on Route 59 Corridor in particular.				Waiting for Transportation RFP and study. NYS DOT involvement needed.
	Increase capacity (lanes) on Route 303.	Move more traffic through.	NYS DOT input needed.		Waiting for Transportation RFP and study. NYS DOT involvement needed.
	Review traffic calming measures.	Slow down speeding cars.	Increase rear-end accidents. Cost to evaluate and implement traffic calming devices.	Funding	Waiting for Transportation RFP and study. All methods would have to conform with the Manual of Uniform Traffic Control Devices.
	Provide alternate toll collection methods to TZ Bridge.	Reduce backup traffic on the bridge.	Expense to NYS Thruway Authority to implement.	Funding	NYS Thruway Authority input needed.
	Town/Police should coordinate on traffic enforcement.	Reduce traffic infractions.	More police.		Police input needed.
	Enforce speeding regulations.	Reduce traffic infractions.	More police.		Police input needed.
Traffic-TZ Bridge Corridor	Town must be pro-active on TZB issues and be involved in the process.	Involvement reduces the possibility of the bridge corridor creating more traffic through Clarkstown.	None		Supervisor's input needed.
Truck Traffic	Keep major traffic to major roads. Examine inter-municipal coordination.	Lessen truck traffic on secondary roads.	Possibly more police enforcement is needed. There are already signs with weight limits posted throughout Clarkstown.		RC Truck Traffic Study results needed.
	Mitigate truck traffic increase-Rts. 9W and 303.				RC Truck Traffic Study results needed.
	Communicate with trucking companies on use of Town roads.	Reduction of truck traffic on secondary roads.			Seek grant money for education.
	Mitigate truck routes/truck traffic on local roads.	Reduction of truck traffic on secondary roads.	Possibly more police enforcement is needed. There are already signs with weight limits posted throughout Clarkstown.		RC Truck Traffic Study results needed. Town Board Resolution 99-2001 of 1/23/01 addressed many town road truck weight limit issues.

Economic Development

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 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 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.

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 a town 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.

> **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.

Environmental Resources

The environmental diversity of the Town of Clarkstown is one of the features which add to the attractiveness of the Town as a residential community, as well as adding to the draw for commercial and business development. This diversity should be protected and enhanced within the framework of the Comprehensive Plan, so that the balanced development of the Town will continue.

Through a series of public hamlet meetings, residents raised a number of concern for the future development of the Town, among these are adaptive re-use of existing building and sites, air quality, managing and controlling future development, energy and energy conservation, flooding and flood control, flora and fauna, capacity of existing infrastructure for both future development and stormwater run-off, noise and dust, pollution, recycling, general resource conservation, visual resources, and water resources.

These general concerns, and more specific considerations are the basis for this report and recommendations to address the environmental issues of future land use within the Town.

Existing Conditions

Land Resources

Soils within the town vary extensively, ranging from deep well drained loam soils to glacial tills. Overall, there are 43 different soil types present within the Town, with Wethersfield, Wethersfield-Urban Land Complex, Cheshire-Urban Land Complex and Holyoke-Rock Outcrop Complex being the most prevalent. However, much of the soils are Hydrologic Group C and D soils with lower permeability rates, severely impacting infiltration capacity. Development on these types of soils has resulted in higher runoff rates due to development and the increases in impervious coverage. The complex designations indicate the prevalent soil in the complex, with approximately 50 to 60% of the soil being the classified soils and the remaining being a mix of other soils or soils and rock outcrop formations.

Underlying bedrock geology is composed mainly of

The Holyoke-Rock Outcrop Complex and Chatfield-Rock Outcrop Complex soils, totaling 2969 acres, are found generally on the hillside areas on the east and north sides of the Town, along the Palisades Ridge and Hook Mountain. A small area (19 acres) of Chatfield soil is located on the east side of Lake DeForest. These soils are shallow soils over bedrock formations, with 15% to 30% rock outcrop depending on the slope of the formation. These soils are characterized by moderate to severe surface run-off and erosion potential.

Cliffs are generally not found within the unincorporated portions of the Town, being found on the east side of Town, more within the boundaries of the Village of Upper Nyack.

Unique landforms within the Town include the steep slopes and ridgeline of the eastern

and northern parts of the Town. These have sensitive characteristics from the standpoint of soil erosion, rock outcrops and visual impacts from within and outside of the Town.

Ridgelines and steep slope areas are predominant around the east and north sides of the town, part of the Palisades Ridge formation. These areas are minimally developed, and in some areas the Town has already acquired several parcels under its open space initiative to preclude development in these areas. However, there are still several parcels capable of development, and with increasing development pressure these should be carefully analyzed to avoid severe impacts to both the view shed and soils.

While the early development of Clarkstown was heavily agricultural, most of these uses have ceased over the period of development as a predominantly residential area. The last of the major farms, Smith Farm, has been subdivided and is now being developed residentially. There are now only a handful of farm operations still active in the Town, and these have been partially affected by development also.

Soil erosion and resultant sedimentation of receiving waterbodies has and continues to be a major concern for the Town of Clarkstown. While the major source of sediment has traditionally been from active construction sites, erosion of soils is a naturally occurring phenomenon and additional soils are eroded from stream banks due to increases in storm run-off. These factors all contribute to lessened water quality levels, reduced stream and wetlands functionality, and increased potential for flooding.

Water Resources

The Town is crisscrossed with a number of streams and rivers, which generally flow to the south and discharge into the Town of Orangetown or Town of Ramapo. The major streams are the Hackensack River, the Naurausan Brook and the Pascack Brook. These ultimately discharge into Newark Bay, demonstrating the large scale area both affecting and affected by drainage originating in the Town of Clarkstown. The Town is enrolled in the FEMA flood damage prevention program, and many of the Town's streams and rivers have been analyzed for flood plain mapping. Studies by the Center for Watershed Protection indicate that impervious coverage is directly related to impacts on streams and resultant stream degradation. The Rockland County Health Department has performed some measurement of impervious coverage within the Towns based on aerial photography, and indicates that many streams in the County are impacted based on impervious cover percentages.

Several major lakes and ponds exist within the Town, including Rockland, Swartout and Congers Lakes and Lakes Lucille and DeForest. Of the five, Congers Lake and Lakes Lucille and DeForest are manmade impoundments, the latter being owned by United Water and representing a major water supply source for Rockland County.

Wetlands are distributed throughout the Town of Clarkstown, and are regulated by the Army Corps of Engineers and the NYS DEC. Federal wetlands account for approximately 974 acres, with state wetlands accounting for approximately 447 acres. There is significant overlap of these two jurisdictions. In addition, the federal wetland areas were indicated on mappings from high altitude aerial photographs, the exact delineation of federal wetlands must be performed in the field to establish final

boundaries. Due to these issues, the total extents of wetlands are approximate as shown on the various mappings available. Stringency of wetland regulations varies between the State and the Army Corps, with the state being more rigorous. Army Corps rules include nationwide permit provisions which allow filling of wetlands to limited degrees based on information provided by the applicant. In some cases, it has been found that the applicant(s) have exceeded the limits established under the Nationwide Permit provisions, and wetlands have been filled to extents which would require individual permits and a much greater degree of review.

Drainage and flooding were two of the most frequently raised issues during the hamlet meetings held to solicit community input for the plan. There are several areas within the Town which experience varying levels of flooding during severe storm events. The Town has taken aggressive steps to reduce both the occurrence and severity of flooding, establishing the Drainage Task Force and accelerating a number of projects which had been scheduled for completion. Major among these are the Kill vonBeaste, Demarest Mill Creek Phase II, Jerry's Ave, Nanuet Railroad Culvert Crossing to name a few by way of example. Pending projects include the Hackensack River Improvement, Elk's Drive, Cranford Drive, and the completion of the Jerry's Ave detention pond. Presently, the FEMA flood maps are being revised by that agency, and the Town is continuing efforts to complete drainage projects. In addition, the Town has joined with the other Towns in Rockland County, and together the five Towns have involved the County and its Drainage Agency in undertaking a County-wide drainage study to provide a coordinated effort to reduce flooding.

Groundwater issues have existed within the Town for some time, manifesting in the form of bleed-out, saturated yards, and basement infiltration. In many cases, the soils in the Town are subject to "perched" water during various months of the year. Soils within the Town are generally of hydrologic class C or D, indicating lower permeability, which can exacerbate the types of problems experienced by residents. These issues are serious on a limited scale, and generally are the responsibility of the home- or building owner to resolve. For the purposes of the Comprehensive Plan, groundwater resources should be preserved or enhanced. Much of the public drinking water supply comes from wells, and there are also many private water supply wells. In addition, preserving a more natural hydrologic cycle will serve to reduce run-off and drainage issues.

Potable water supply is also one of the most raised issues at the various hamlet meetings. Water supply in the Town comes from a combination of surface waters from Lake DeForest and numerous wells throughout the Town. The lake is the most visible and publicly known supply source, and has been a point of contention for various citizen groups. The complaints center on two specific issues, the first being that water is released downstream, including during those periods of time when the reservoir is very low and the County Health Department has implemented water conservation measures. The second issue relates to the automatic lowering of the bascule gates of the dam, which is intended to prevent excessive loads on the dam structure in the event of large rainfall and excess storage volume within the reservoir. In this case, there seems to be a direct correlation between the lowering of the gates and downstream flooding in the West Nyack area, particularly Klein Avenue and West Nyack Roads. The problem is compounded by the restriction of the river by the CSX railroad bridge upstream of NYS

Route 59, where the 100 year floodplain elevation increases by approximately 1.5 feet from the downstream to upstream faces of that bridge.

Air Resources

Air quality within the Town has been impacted by various uses and is somewhat dependant upon the individual perspective which is employed to evaluate it. The three major factors contributing to air quality are dust, vehicle emissions, and industrial processes.

Dust can be attributed to construction site activities in many instances, and is also a complaint leveled against the Tilcon mining sites within the Town. Construction activities are governed by the preparation and implementation of erosion and sediment control plans, which include provisions for dust control.

The Town, and in fact the entire county, is in a non-attainment zone with regard to air quality. This designation is listed by the US EPA in 'Currently Designated Nonattainment Areas for All Criteria Pollutants' citing all of Rockland County on the basis of 8-hr ozone and particulate matter of 2.5.

Plants and Animals

The Town has undertaken an extensive biodiversity study as a part of this comprehensive plan effort, performed by John Mickelson, Ecological and Geospatial Consultant. Mr. Mickelson's study encompassed many elements, including hydrology, slopes, habitat potential, potential for animal and plant species, and recommendations for areas to be protected based on potential for existence of various plant or animal species.

Flora

The Michelson study indicates that relatively small areas of undisturbed vegetative communities remain in the Town due to development and conversion of natural woodland or grassland areas to residential uses. The study describes three general terrestrial groups, those being:

Forest, consisting of upland oak forest areas and forested wetlands comprised of a variety of deciduous varieties. The former are, as a result of development, limited to the outer fringe of the Town, while the latter are found in several large wetland areas which have remained more undisturbed or have been protected through the development review process. These areas currently contain high quality mature second growth hardwood with good size and age diversity observed. However, two concerns for the future of these areas are development and growth of invasive species and the uncontrolled deer population which will consume the lower successive plants necessary to the long term viability of these areas.

Grass and Shrub, composed of former farm, pasture and orchard areas formerly common to the rural and agricultural character of the Town. Intact grass and shrub areas are now limited to approximately 60 acres in five total parcels within the Town.

The loss of these areas over time has undoubtedly reduced the populations of grassland birds and reptiles dependant on this habitat. Maintenance of these areas can serve to improve both the vegetative community and its habitat value.

Crest, Ledge, Talus and Cliff areas, existing on the easterly and southerly perimeters of the Town along the Palisades Ridge formation. This area holds the highest potential for rare and endangered plant species, and has been designated as important by several agencies or organizations which are listed in the Michelson report.

Michelson also describes five aquatic habitat types, some of which are described above, and others that are particular more for habitat than vegetation:

Forested Swamp, described above as forested wetland, containing a variety of vegetation types, and being the predominant wetland type within the Town.

Scrub/Shrub Swamp, generally thought to be an early stage of forested swamp lacking woody canopy species of plants. Varied and numerous shrub species can be found, as well as herbs and ferns.

Emergent Marsh, characterized by low growing (1 to 3 meter heights) grass, herb and other plant species. These habitats can be found at the edges of forested or scrub/shrub wetlands, and can be found as independent areas such as the “Celery Farm” area in Congers.

Lakes and Ponds are a self-explanatory habitat area. Significant to those in Clarkstown is the high algae and aquatic vegetation growth found in many of the lakes due to nutrient enrichment. This is directly attributable to the run-off of excess fertilizers used in the suburban landscape.

Rivers, Streams and Riparian Zones. Streams and Rivers are also a simple habitat area to envision, following the course of defined streams through the Town. Not as easy to envision are the riparian corridors as a whole, which include both the waterbody and the area adjacent to it. These riparian areas provide valuable functions for water quality and protection of the natural stream-side floral and faunal communities.

The complete description of the floral and vegetative communities found or described can be found in the Environmental Resource Assessment prepared by Mr. Michelson, attached hereto as Appendix “?”. It is evident from that assessment that the development of the Town over the last 50 plus years has had a dramatic effect on the natural plant communities which once predominated the landscape.

Fauna

Mammal populations within the Town are those that prefer access to a range of habitats and conditions, such as forest, forest edge and open fields. While there is little information on direct population counts, it is generally thought that these populations are relegated to the remaining undisturbed habitat areas around the perimeter of the Town. Some smaller of more adaptive species can be found within urban or edge habitats, such as squirrel, raccoons, and deer. While potential habitat for black bear and bobcat exist in the Town, it is not thought that breeding populations exist.

Data from several sources indicate that over 250 different birds species can be found in Rockland County. Based on Michelson's assessment of habitat, he concludes that a majority could be present in Clarkstown. Of these, approximately 75 potential species are listed by the National and State Audobon Society as declining rapidly with small populations or limited range, or are declining or rare. Loss of habitat is one of the leading causes for the decline of these species.

Reptiles and amphibians are present in the Town, but the diversity of species is the lowest in the county. Habitat for most of these species are intact moist forest, field or wetland areas. These areas have been impacted by the development of the Town, by a combination of habitat loss, degradation of water quality by urban stormwater run-off, and changes in hydrologic patterns. Protection and improvement of available habitat would be essential to these species.

Surveys by NYSDEC indicate 20 different species of fish within lakes and ponds within the Town. Rare or endangered species have not been encountered over the past 30 years, and the potential for their existence in the Town is low. Threats to remaining fish populations include sedimentation of ponds and lakes, high "flash" storm flows, and nutrient enrichment of waterbodies which can lead to eutrophication of ponds and lakes.

Aesthetic Resources

As the old saying goes, "beauty is in the eye of the beholder". For this reason it is difficult to determine what aesthetic characteristics of the Town might be most important to the diverse resident and business population which currently make up the Town overall. In addition, there are differing views on the aesthetic characteristics of the Town that are dependant on the length of time that the individual may have been living in Clarkstown. However, if the environmental elements are the yardstick for determination of aesthetic value, the task is simplified.

Views of the Town, from both within its borders and as viewed from surrounding areas are an integral part of the aesthetic value of Clarkstown. There are many areas of the Town which provide views of the surrounding Palisades Ridge. Lake DeForest, Rockland Lake and Congers Lake are also major aesthetic elements adding to the attractiveness of the area. Views from several local roadways (i.e. the Central Highway overlook) provide wonderful views of the valley area of the Town, which from this vantage still appears to be a heavily natural wooded suburban area. In addition, there are scenic views from the several major roadways (PIP, NYS Thruway, Routes 59, 303 and 9W) which look toward the Ridge, cross the Hackensack River, or merely provide a general view of the forested areas or fauna that make up the local landscape.

Enhancing the rural nature of the area and the ability to experience the tranquil nature of it are the large acreage of parklands under the control of the State, County and Town.

The Long Path, a hiking trail extending from the George Washington Bridge to Albany, passes through the eastern part of Town, generally following the Palisades Ridge. This trail offers many views of the areas within Clarkstown, as well as spectacular views of the Hudson River.

However, the aesthetics of the Town of Clarkstown are not limited to the natural features or the views within or out of the town boundaries. The development of the Town, initially as a rural farming community or a summer retreat from the proximate urban area and subsequently as a suburban residential and business community over the past 50 plus years has produced a wide variety of community and neighborhood character. There are a number of historic sites and structures in the Town which document the architecture of the early Clarkstown, such as the Fitch House, Storms Tavern and others. There are also many roadways which began as wagon paths, and still retain the fieldstone walls and stone culverts of the 1800's.

Finally, the various hamlet centers, New City, Congers, Valley Cottage, West Nyack, Central Nyack, and Nanuet, all possess unique combinations of building style and businesses which add to the diverse nature of the Town.

Clarkstown has taken a lead position in protection of natural and aesthetic resources with its Open Space program and with zoning bulk reductions for wetlands and watercourse areas as well as steep slopes.

Critical Environmental Areas

Critical Environmental Areas are specific areas having "exceptional or unique character" covering specific benefits or characteristics (6NYCRR Part 617.14(g)). Designation of critical environmental areas must follow a detailed process of boundary identification, public notice, public hearing and notification to the NYSDEC and other review or regulatory agencies. To date the Town has not designated any CEA's.

The benefit of designating Critical Environmental Area is to strengthen the SEQRA review of projects, which requires that the potential impact of a proposed action on the particular characteristics of the CEA must be specifically evaluated in the review of that proposed action..

Energy

Anecdotally, energy consumption has increased over time. However, current residential energy usage figures provided by Orange & Rockland for the period January 2007 to October 2008 show that energy usage is similar over this period. The pattern seems to be higher usage of electric during peak winter and summer periods, most likely due to more lighting during winter and more air conditioning use during summer. For commercial electric consumption, the peak use occurs from June to September, with lesser use during the period of February to May.

What is not anecdotal is that current construction generally includes higher amperage services than were installed in previous years, and that this construction also incorporates more amenities such as central air conditioning, more appliances and similar features. It is also fact that Orange & Rockland is currently looking at upgrading or adding several transmission facilities in the Town to provide adequate service for the level of demand for electricity.

Gas usage follows a similar pattern for use, where both commercial and residential use is higher during winter months. This is most likely attributable to heating.

Quality of Life

Quality of life issues causes the greatest concern for residents in any area, but because of their very subjective nature are also the hardest to regulate or control.

Generally, noise issues relate to residential uses abutting commercial or other business uses, where the commercial use noise level is affecting the residential use. The Town has a noise ordinance in place to limit both intensities and times of noise over certain limits. Board applications are reviewed for potential noise impacts, and in the past have employed screening or buffers to prevent impact beyond the subject lot. However, noise studies have not been employed to a large extent due to the numerous variables (screening, wind direction, other atmospheric conditions) which affect noise propagation and measurement, and make such studies somewhat inaccurate in representing the actual conditions which may have led to a complaint or concern.

Dust complaints have also been addressed by the Town's enactment of soil and erosion control ordinances, which mirror the requirements set by the NYSDEC with regard to "fugitive" dust from construction sites. In addition, the Town Board has hired a consultant to evaluate dust generation from the mining and stone processing operations at the West Nyack quarry site. Again, it is difficult to measure direct contributions to dust generation, as it requires both upwind and downwind sampling to definitively isolate the source. For the most part, evaluations of dust issues are best handled on an inspection basis for fugitive dust from construction activities and on an individual complaint basis for other causes.

Odor again is a very subjective issue, and one for which it is difficult to establish parameters. The potential range of odors which might be encountered is far too wide to try and establish criteria, and odors do not make up a large number of complaints received by the Town. However, there are a number of land uses which do have the potential to generate significant odors, such as garbage transfer, composting, vehicle repair and several others. These uses impact different areas depending on climatic conditions such as wind direction.

Recommendations

Land Resources

The various landforms in the Town add to its' rural setting and attractive character. In particular, the Palisades Ridge is important to the viewshed both from within the Town and from the Hudson River and points east. Protection of this area should be a priority for the next Master Plan, and a definition of ridgeline should be created and codified. Protections of the ridgeline should be implemented, including prohibition on the removal of wooded areas which would create an interruption of the appearance of the ridgeline,

and the construction of buildings or other structures which would change the appearance of the ridgeline.

Michelson's work has laid a firm foundation to define the ridgeline area, and can be seen visually on Figures 15 (Steep Slopes) and 21 (Elevation Zones) of his report. Using these exhibits, it can be seen that the ridgeline is defined by that point at which the steep slope of the embankment flattens to form the more level area at the top of the ridge.

Using these two figures, we recommend that the ridgeline be defined as:

That area where the slope below the point is over 40%, and the slope above the point is less than 15%, and including the area from that point to an elevation 20 feet lower.

Protection of existing soils should also be a focus of the Town's efforts in the future. To that end, we recommend that the Town continue enforcement of sediment and erosion control measures, both during and after construction. If needed, ordinances could be revised to lower thresholds for mandatory erosion controls, or to increase penalties for violations of those ordinances.

Water Resources

Protection of water resources should be a priority of the Comprehensive Plan for the future. As the entire Town and County rely on surface and well water for water supply, and that the water cycle is wholly consumptive, it is imperative to protect and conserve both the sources of potable water and the natural features which add to water quality. In order to protect water resources there are several elements which should be incorporated into any new or re-development projects subject to municipal review:

To promote reduction in surface run-off and provide greater area for stormwater infiltration, the Town should enact limits on total development coverage for all zoning districts. This will increase stormwater infiltration, increase well water supplies, and reduce total run-off to wetlands and watercourses.

Where development is proposed in watersheds which experience flooding that impacts life or property, the reviewing Board should be authorized to require stormwater management to a higher extent than the currently applicable "no net increase" in stormwater flow from the development.

Stream corridors should be protected from encroachment by adjacent development to maintain the natural buffers and shading of waters. This will serve to improve aquatic habitat by reducing the removal of shading vegetation and reduce stream warming detrimental to aquatic life. Corridor protection widths should be established based on the size and importance of the stream, and may vary between 25 and 100 feet in width. Within these areas, development should be limited, and natural areas should be maintained. Where existing watercourses have been impacted, re-development projects should be required to improve stream corridors by the installation of buffer areas or improvement of the stream area by plantings and other best management practices.

Finally, the Town should enact a wetland protection ordinance (subject to the procedures required by State Law) to protect existing wetland areas from filling or other degradation

which impacts the natural function of those wetlands in detaining run-off and providing water quality benefits.

Air Resources

The predominant cause for reduced air quality in the Town of Clarkstown is vehicle traffic in and through the Town on major highways (NYS Thruway, NYS Routes 59, 9W, etc. There is little the Town can do to affect the level of traffic on these roadways beside encouraging local use of mass transportation. However, this Board can recommend to the Town Board that they lobby for air quality monitoring in the Town and County.

Another cause for concern is the generation of dust and other airborne pollutants due to operations within the Town. These include general construction activities and the exposure of soils to wind erosion, and the mining and crushing operations of the Town's two mining sites. To address these causes, the Town should continue to enforce proper erosion control measures as required under Town Code Chapter 249A, and continue to monitor the Tilcon operations and work with that company to improve process methods to reduce generated dust.

Plants and Animals

Preservation of habitat and potential habitat areas is critical to the continued viability of several plant and animal species within the Town, as well as the ability of those habitat areas to support transient migratory bird species.

Protection of land and water resources as indicated above will provide some protections to those habitat areas.

The Town should continue its open space acquisition program, to protect more sensitive areas and to expand the existing protected areas such as passive parkland.

Further, Board reviews of development proposals should include more detailed flora and fauna surveys of properties which might contain species of concern.

Aesthetic Resources

The preservation of the suburban and remaining rural character of the Town should be a priority for the future development of the Town of Clarkstown. The rich heritage of the past should be melded with future development.

Views of wooded and natural areas from within and without the Town should be protected from the wanton removal of vegetation or other native materials which add to the character of the area. Clarkstown should not risk experiencing the replacement of hillside woodland areas with the "McMansion" views now existing on the Pomona hillside viewed from the Palisades Parkway. The Town's open space acquisition program has and can continue to be used to help in this effort, as can additional protections for sensitive areas, such as more stringent reductions in bulk area for slopes and wetlands and watercourses.

The views from, and the Long Path itself, should also be carefully protected, to maintain the underlying purpose of that trail, celebrating the rich natural resource diversity which the area and particularly the Town has to offer. Where possible the various Town land use Boards should be empowered to secure easements for the permanent location of the trail away from roadways and other less than ideal trail locations.

A sense of community is a part of what has made the Town of Clarkstown what it exists as now. This community character adds to the attractiveness of the town to potential new residents and businesses, and should be developed for the future. This would include maintaining density of existing developed residential areas, or where increasing density is warranted (i.e. active adult or volunteer housing) maintaining the appearance of that surrounding density or screening the new development to lessen its different appearance in the surrounding area.

Commercial development can also add to the aesthetic nature of the Town and still achieve the needs of business or industrial interests. Recently the Town has attracted several commercial projects which have utilized materials which are over and above typical commercial construction, resulting in projects which add to and elevate the style level of the major highway locations they are located on. The recently opened Lowes Home Improvement Center is an example of how the Town and developer can work cooperatively to set a new standard for appearance of such facilities. To this end, the Town should implement design standards to be employed for future commercial construction.

Critical Environmental Areas

The designation of critical environmental areas in Clarkstown may provide benefit above those which may be achieved by zoning and land use regulations alone. While the latter apply directly to a particular parcel proposed for development, the former can establish a framework for more detailed review of the potential development impact on areas which are not closely proximate to the development. For example, the area of the Hackensack River in West Nyack is prone to chronic flooding due to high storm intensity. If the Hackensack River area were designated as a critical environmental area, any development in the Hackensack River Basin would be subject to a more extensive review of potential impacts on stormwater contributions to that area under the provisions of SEQRA. This would assure that cumulative impacts of development over a wider area would be evaluated, and would allow the Town to implement additional regulations to avoid the exacerbation of existing conditions.

Similarly, the designation of the Palisades Ridge would raise the level of review for any proposed project affecting the characteristics of the Ridge, adding a level of protection to the existing views, important vegetation and habitat areas which are detailed in the Environmental Resource Assessment.

Major wetland areas might also benefit from the additional designation, allowing more detailed review of water quality and habitat impacts.

Energy

While current construction is more energy efficient than construction during the period of rapid growth in the Town (c. 1960 to 1980) the total usage of energy could be reduced through adoption of current Energy Star or LEED .

The Town has already established the Clarkstown Energy Committee to review and make recommendations on new technologies and other methods to improve energy efficiency and reduction of “carbon footprint”. Additionally, Town Code has been amended to require energy star construction compliance for residential construction.

Higher standards, such as LEED, for could be imposed on new construction. In addition, LEED standards are also available for overall site development, addressing stormwater and other issues.

Beyond these, there is little the town can do from a land use perspective. Other methodologies should be pursued by the Town, with the Energy Committee as the lead group, such as public education to encourage additional energy efficiency efforts.

Quality of Life

Noise issues should be dealt with on an individual basis in a similar manner to how they are presently. Board reviews of potential noise generating uses can require noise studies to establish baseline conditions, with subsequent studies to determine actual impacts after the proposed facility is in full operation. This does necessitate also establishing what the range of additional mitigation measures might be prior to the final approval of such a project. For existing facilities, or those over which the Town does not exercise Board review, noise complaints can be evaluated under the Town’s noise ordinance. If needed, Consultants can be retained to perform necessary studies.

Dust concerns should continue to be addressed under the provisions of the Town’s soil and erosion control ordinances. Penalties for failure to conform to the ordinance requirements could be strengthened to provide a greater incentive for compliance. Similarly to noise issues, consultants may be retained by the Town as needed to evaluate individual situations.

Odors are generally too varied and transitional to establish hard parameters or standards for review. It is best to treat odor issues when they are raised via complaint. Further, the Rockland County Health Department currently addresses issues related to air quality including odors, and that agency should continue to investigate odor issues and determine whether the particular situation investigated rises to the level of nuisance which would mandate corrective actions.

Health, Safety and Welfare Subcommittee

Submitted to Special Board for
Comprehensive Plan
12/08

INTRODUCTION:

This final report is a result of the efforts of the members of the Subcommittee on Health, Safety and Welfare of the Special Board for the Comprehensive Plan. The Subcommittee also served as the Emergency Service Volunteer Task Force established by Supervisor Gromack in January 2007.

The sub-committee met nine times during the period of 12/17/07 to October 7, 2008. The original list of invitees included representatives from the following organizations:

Clarkstown Police Department

Volunteer Ambulance Corps serving Clarkstown (5)

Congers
Nanuet
New City
Nyack
Spring Hill

Volunteer Fire Districts serving Clarkstown (10)

Rockland Lake	Nanuet
Valley Cottage	Central Nyack
Congers	Molestone
New City	East Spring Valley
West Nyack	Nyack Joint

Typical attendance at a sub-committee meeting would include approximately 10-12 participants representing a fair cross section of emergency service providers.

The members of the sub-committee were:

Kenneth Seltman	Nick Rusiecki
Frank Voce	Peter Winterbourne
William McDowell	Fred Rogorsh
Bill Hughes	Capt. Bob Mahon (CPD)
Nancy Fuchs	John Coyle
Regina Jacobsen	Andrew Gioseffi
Dan Ulrich	

In addition to participants, from time to time, the sub-committee invited 'guests' to speak on particular subjects. Such guests included Town Attorneys to discuss legal issues specifically around 'volunteer housing', the Town's grant writer to discuss funding potential funds for equipment etc.

During one sub-committee meeting, Mr. John Politis from the Town of Colonie Emergency Medical Services addressed the group regarding the consolidation of volunteer ambulance services and the specific concerns raised by paid/volunteer corps.

EXISTING CONDITIONS:

Many of the issues raised and discussed during the sub-committee meetings were not directly related to questions regarding land use but rather the status of volunteer emergency services within the town and some of the critical issues those services and Town government must address on an immediate and long term basis.

The increase in and aging of our residential population, demands on volunteers for on going and intensive training, economic pressures facing potential volunteers and their families, expanding role of service providers, increased expectations of 'consumers' of such services and a general 'falling off' of active volunteers combine into a 'perfect storm' scenario.

These issues and other non land use issues will be addressed in future meetings of the Volunteer Emergency Services Task Force throughout 2009.

Therefore this report will focus on those land use issues that are directly related to the Comprehensive Plan and were discussed either at the sub-committee meetings or at Town Wide or Hamlet Meetings.

I. Ensuring the Provision of Emergency Services.

The commercial and residential growth and development in the Town has created specific situations where the provision of Police, Fire, Ambulance and other emergency services may be hampered or delayed via obstructions or inaccurate address information.

II. Ensuring that Town Building and Fire Codes are Current and Enforced.

Commercial and residential growth may outpace Building and Fire Coded and may require increased enforcement efforts to protect resident safety.

III. Creating Zoning to Encourage Income Adjusted Housing for Emergency Service Volunteers.

The median cost of at market housing in Clarkstown negatively impacts on volunteerism. This decreases the number of eligible volunteers and creates ‘staff’ shortages. Staff shortages threaten the existence of volunteer services.

IV. Developing Zoning Regulations that Reduce and Eliminate Potential Drainage or Flood Problems Resulting from New Construction.

New commercial and residential construction, by its very nature, will if left unchecked create conditions that either exacerbate existing or create new drainage and flooding concerns.

The cost to the Town and the tax payer of addressing and resolving those concerns after construction to protect the property and safety of residents is far more than the cost of addressing those concerns through preventative measures at the time of construction.

V. Developing Zoning Regulations that Reduce or Restrict Odors, Sounds, Commercial Traffic and other Negative Environmental Impact on Residential Areas.

The proximity of certain non residential and residential zones can produce conditions where the negative impacts of specific commercial activities have direct impacts on the quality of life in residential areas.

VI. Developing Zoning that Encourages and Protects the Safety of Pedestrian and Bicycle Traffic.

The Town and the public have a vested interest (health, environmental, quality of life, sense of community) in discouraging vehicular traffic and encouraging increased walking and bike riding.

To effectively encourage pedestrian and bicycle traffic, sidewalks, paths and proper street lighting should be planned for in a ‘connectivity’ mode and encouraged or required in site pan reviews and zoning regulations.

MITIGATION:

Two specific 'Existing Conditions' are topics addressed by other sub-committees of the Special Board. Volunteer housing is discussed in the report from the housing sub-committee and side walks and bicycle paths are discussed in the report from the transportation sub-committee.

The Health, Safety and Welfare Committee agrees with and supports the recommendations of those committees on these topics.

The other 'existing conditions' identified in this report have been detailed in the sub committee Matrix previously submitted to the Special Board.

Historical & Cultural Resources

Introduction:

Insuring the preservation of Clarkstown's historical heritage and encouraging and enhancing its not-for-profit cultural resources in a manner consistent with the Town's current status, future growth and available resources is the focus of the Historical and Cultural subcommittee's recommendations for the Comprehensive Plan. These serve as a tangible reminder of the Town's significant past and recognize the cultural vibrancy today and into the future. Clarkstown's historical sites connect us to the active and important role the Town and its citizens played in our country's early history. Its not-for-profit cultural organizations embody the cultural activism and contribution of its citizens today.

Preserving Clarkstown's historical sites is, in a sense, a national responsibility in consideration of the important events of the Revolutionary War that took place within its boundaries. To better appreciate their significance, attached to this report is a Narrative written by Rockland County Historian Thomas X. Casey titled "A Brief History of Rockland County".

Historical, Cultural & Religious Sub-Committee Scope of Work:

The creation of a Comprehensive Plan is a daunting task. This task was made even more demanding when the Special Board decided to follow the format of an Environmental Impact Study (EIS) in developing this plan. The good news is that the resulting Comprehensive Plan will be the most detailed and comprehensive plan in the Town's history. The challenge is that the EIS format dictates that the Special Board: gathers data across diverse functional areas, analyzes the data, and develops recommendations based on those analyses. To address this workload problem, the Special Board decided to establish seven functional sub-committees. This section of the Comprehensive Plan focuses on the Historical and Cultural Resources sub-committee. This committee is comprised of the following members:

Christopher Carey – Sub-Committee Chairman

Robert Knight – Town Historian & Chair of the Clarkstown Historical Review Board

Joe Simoes – Town Planner

Shirley Thormann – Chair of the Clarkstown Planning Board

George Hoehmann – Member

David Kirschtel - Member

Alan Koss – Member

Steven Marsh – Member

Robert Zeiss - Member

The scope of work addressed by the Historical & Cultural Resources sub-committee included attending the two Town-wide and five hamlet outreach meetings where resident's verbatim comments were collected. The sub-committee used the verbatim comments as the starting point for ultimately developing the recommendations found in

this document. In addition to the verbatim comments, the sub-committee worked closely with the Clarkstown Historical Review Board. The Historical Review Board and the Town Attorney's office are in the process of creating a new Historical Preservation law that will be discussed further in the recommendations sections of this document.

In addition to public outreach, the sub-committee also sent surveys to the County Historical and Cultural societies asking for their input. Their responses were added to the verbatim comments and were included in the analysis. Letters were also sent to the religious institutions within Clarkstown asking for their input. Written responses from the religious institutions were included in the verbatim comments and a special face-to-face meeting between the sub-committee members and the religious institutions was held so that this group's concerns could be heard directly.

Historical, Cultural and Religious Resources Existing Conditions:

There are currently thirty-one sites in Clarkstown that have been designated by the Clarkstown Town Board as historic. The list of those sites appears below:

#	Site Name	Address
1	John William Hill House	597 West Nyack Road
2	Coe Homestead	370 South Mountain Road
3	Haramus Tallman House	62 Germonds Road
4	Henry Varnum Poor House	92 South Mountain Road
5	Solon House	224 Phillips Hill Road
6	Cushner House	233 Brewery Road
7	John Van Houten House	225 Germonds Road
8	Melvin Knapp House	200 Brewery Road
9	Blauvelt-Secor House	19 Phillips Hill Road
10	Smith-Gilchrest House	18 Gilchrest Road
11	Mount Moor Cemetery	5 Cemetery Lane
12	Bardon Farm	42 Demarest Mill Road
13	Jacob Blauvelt House	20 Zukor Road
14	Blenker-Vanderbilt-Duffy Barn	107 South Little Tor Road
15	Dutch Garden	1 South Main Street
16	Roberts Farmhouse	1 Roberts Road (526 North Little Tor Road)
17	DePew House	101 Old Route 304
18	James Blauvelt House	59 Phillips Hill Road (47 Phillips Hill Road)
19	Martinus Hogencamp Cemetery	163 South Little Tor Road
20		3-36 Germonds Road
21	Germonds Road Cemetery	254 Germonds Road
22		2 Carriage Lane
23	John Storms House	407 Storms Road (408A Storms Road)
24		91 Old Mill Road
25	Joseph Turnure House and Barn	285 Old Mill Road (345A Old Mill Road)
26	Schueler-Paul House	60 Gilchrest Road
27	Ice House No. 3	Rockland Lake State Park
28	Johannes Snedecker Farmhouse	79 Snedecker Avenue (74 Endicott Street)
29	J. Stephens House (Teaberryport House)	312 Strawtown Road
30	Major John Smith Barn	62 Germonds Road (62 West Germonds Road)
31	Blenker-Vanderbilt-Duffy House	111 South Little Tor Road

The Rockland County Historical Society has performed an analysis of the potential historic sites within the County. The Rockland County Historical Society identified 299 potential historic sites within Clarkstown. The thirty one designated sites were included in this list of 299 potential sites.

Recommendations:

After hearing and gathering all the input from everyone who participated in the outreach meetings it has become clear how important our historical and cultural resources are to the community. We have developed the acronym PRIDE as our approach to understanding the recommendations put forth in the Comprehensive plan for historical and cultural resources. The acronym PRIDE developed from P for Preservation, Protecting and Partnering, R for Restoration, I for Identification, D for Designation and Documentation and E for Education.

Preservation, Protecting and Partnering

When historic sites are destroyed we lose a vital link to our past. These sites help establish our character and identity. The Town must ensure continued preservation and maintenance to safeguard these historical resources for future generations.

Appropriate legislation must be enacted to ensure subsequent owners of those properties in private hands are not destroyed, or so renovated as to lose their historic status. To do so, the Town should consider providing compensation to such property owners in recognition of the impingement upon their property designation as a historical imposes. This can reasonably be accomplished through the mechanism of a reduction in the property's assessed valuation which would provide the owner with a reduction in the real property valued taxes.

Restoration

The Town should establish a plan to improve the maintenance of all publicly owned historic and abandoned cemeteries within the Town if so designated as a historic site. The Town should consider adopting a vacant and abandoned buildings ordinance where the Town can condemn the property and resell it in an effort to have it restored. The Town should identify a department within the Town that has the responsibility to maintain these properties and ensure that they have an adequate annual budget to carry out this responsibility. The Town should create partner programs to help finance needed restorations and improvements such as matching grants or low interest loans for financing historic designated sites.

Identify

The Town's Historical Review Board needs to continue to identify and maintain a current up-to-date inventory of historic resources. The list should be cross referenced with the County Historical Society's list of 299 potential historical sites in Clarkstown. The list should also be compared with the State and Federal governments list to ensure inclusion and accuracy. The Historical Review Board needs to develop a formal nomination process with agreed upon standards for presentation to the Town Board for official

designation as a historic site. To be considered for preservation, a property needs to have historical significance of the site itself, the people and/or events that lived or occurred there or its architectural significance.

Designation and Documentation

Designated sites should each have a brief summary history of its significance and when such designation was adopted. This information can be used to display on the Town web-site or the plaques placed at each site. Historic sites should be placed on the County GIS and the Town Zoning maps and included in the Town website with drill-down capabilities so that residents can access those summaries. The GIS map should be used to develop integrated work flow processes between and among departments in the Town that automatically sends a trigger to the Historical Review Board anytime a permit of any kind is requested for a designated historic site. The Historical Review Board, with the consultation of the Town Board, should develop a standardization method for historical marker designation. We want to ensure that decisions made about these historical sites are based upon the best information available. Preservation planning will be integrated throughout all the other necessary departments within the Town to ensure that no significant site is destroyed through lack of information. Applications for permits that in any way alter the identified structures would need sign off by the Historical Review Board.

Education

The Town should create a plan to Communicate, Promote and Educate its residents of the Historic and Cultural resources within the Town. For tech savvy residents, the Town's website should provide detailed historical descriptions of designated sites throughout the Town. In the same manner, the Town's website should provide a listing of all the Town's not-for-profit cultural organizations. Both should have drilldown capability to provide more detailed information. For non computer users the Town should maintain a registry of historical sites and not-for-profit cultural organizations available at the Town Clerk's office. The Historical Review Board should create a Power Point slide show to share with schools to educate students about our history. The dissemination of information is a critical component of the overall strategy to educate our residents about the historical and cultural resources available to them.

The Town should enact legislation to create an "Arts in Public Places" program similar to that of the County whereby 1% of all Town capital project expenditures, up to a to be determined reasonable limit, would be set aside to finance the creation and placement of public art. The Town should create an Arts Council responsive to the Town Board to advise it in providing operating funding to the Town's not-for-profit- arts organization.

Mitigation:

Preservation of our valuable historical resources and support for current not-for-profit cultural organizations should be a shared responsibility between the public and private sectors of our community. A very modest investment of capital dollars and annual operating dollars will yield a great return in civic pride, maintenance of the Town's historical importance as well as providing education to the community as a whole.

The Town needs to review the effectiveness of the current laws and implement or strengthen or impose new laws to ensure the preservation of designated sites. The town needs to consider monetary incentives to help offset any new restrictions imposed on historic homes owners. The Town should amend current law to provide some financial relief to owners of historical property by uniformly applied reduction in their property's assessed valuation in a to be determined amount sufficient to compensate them for the preservation restrictions imposed upon their property.

The Town needs to design guidelines to assist the planning and zoning boards to ensure that any changes to designated historical building and/or new building are compatible with the architectural character and scale of the area. The Town should implement as policy that the Historical Review Board provide approval of existing and newly identified sites for recording on the County GIS to ensure appropriateness of designation and safekeeping of these assets.

The Town should develop policy and procedures to guide it in the restoration and re-use of the historical property that it may acquire, that may have been abandoned or whose ownership is unknown. A program of Town business partnership should be created that would provide financial incentives to encourage the rehabilitation of such historical sites that are in need of restoration and subsequent maintenance. In conjunction with local area banks, the Town should give consideration to a program of Town guaranteed low interest loans for restoration and repair of historical properties in private ownership.

As it has for the purposes of making major entrances to the Town's several hamlets, the Town should partner with local landscapers to plant and maintain its historical properties with appropriate signage to recognize the landscaper's contribution.

The town needs to create an inventory of the condition of every identified historical property and evaluate its structural integrity to ensure its preservation.

The town should encourage its local historical societies to make efforts to provide their knowledge to local school districts for incorporation into the school curriculum.

The Town needs to seek grants from the State and Local governments where applicable.

The PRIDE initiative will ensure that the Town's significant historical resources and cultural activities will be preserved, enhanced, and supported for the benefit and enjoyment of present and future generations. The initiative will be managed in conjunction with the goals, policies, procedures and priorities contained in the approved and adopted Comprehensive Plan. The PRIDE concept should be integrated with other planning subcommittee recommendations into the all encompassing Comprehensive Plan, which will govern the activities of Town departments, and influence the nature and direction of the Town's public and private development for years to come.

Attachment

Rockland County is the smallest county in New York State outside the five boroughs of New York City. It is bounded by the Hudson River on the east, the State of New Jersey on the south and the Ramapo Mountains to the north and west. Although the county consists of only 176 square miles, it is a land rich in history.

To a newcomer, Rockland County may appear to be border-to-border housing developments built over the last 40 years, but its historical roots go back almost 400 years – over 10,000 years, if you include Native American history. Records indicate that the first residents were the Indians of the Delaware or Lenni Lenape nation, who were scattered throughout the county in small tribes.

Henry Hudson is credited as the first European to set eyes on what would become Rockland. In 1609, Hudson, an Englishman under commission to the Dutch East India Company sailed up the river, which would one day bear his name. He anchored in both the Tappan Zee and the widest point in the river, off what is now known as Haverstraw. He mistakenly assumed that he had found the legendary "Northwest Passage" to India, and he continued his voyage upstream to Albany before he realized his mistake and headed for home.

Early attempts to settle the county by the Dutch were generally unsuccessful, and in 1664 they handed over the territory to the English. Yet the Dutch did leave a legacy in place names like Duhderberg, Sparkill and High Tor, as well as a small collection of unique sandstone houses.

In 1686, the Duke of York, later to become King James II of England, established the county system and designated our area Orange County. That county included all of present day Rockland and part of what is now Orange County. In the same year, the town of Orangetown was created which encompassed all of modern Rockland County. The precinct of Haverstraw was established in 1719 when it was separated from Orangetown and permitted to hold its own meetings and elect its own officers. Haverstraw was made a town in 1788, and included the present towns of Clarkstown, Ramapo and Stony Point. Clarkstown and Ramapo became towns in 1791, and it was not until 1865 that Stony Point became a town.

The first half of the 18th Century saw much of the land cleared, homes built, grist and saw mills erected on the numerous small creeks, and general stores opened at Haverstraw and Tappan Slote, present day Piermont. Because of the lack of roads, travel was largely confined to sloops, which made regular trips up and down the river. In 1700, the DeWint House, which still stands, was built in Tappan and later served as George Washington's headquarters.

In 1691, the first County Courthouse was built in Tappan, but by 1737, the residents of the northern part of the county (modern Orange County), were complaining about the difficulty of attending the county court of Tappan. The

Ramapo Mountains were a formidable barrier. As a result of their demands, sessions of the County Court were alternated between Goshen and Tappan. In 1773, a second county courthouse was built in Goshen. In 1774, the county seat was moved to New City, but in some ways this location was even more inaccessible. At least Tappan could be reached by the river, while access to New City was limited to the poor roads.

By the 1770s, the movement to separate what is now Rockland from greater Orange County was in full swing – a process that was completed in February 1798.

Revolutionary Rockland

During the American Revolution, Rockland became an important crossroads – a vital link between the Northern and Southern colonies, and a scene of conflict and treason.

On July 4, 1774, the people of Orangetown gathered in Yoast Mabie's House to adopt a series of resolutions that contained the seeds of the great principles which would be later embodied in the Declaration of Independence. The fact that both the Orangetown Resolutions and the Declaration of Independence were adopted on July 4 was a fortuitous coincidence.

There were American fortifications at Sidman's Fort at Suffern, a blockhouse at Palisades, and larger forts at Stony Point, Bear Mountain and Fort Montgomery. Entire armies and vital supplies passed through Rockland on their way to war. The King's Ferry in Stony Point and Dobb's ferry in Palisades linked New York and the southern colonies with New England. King's Ferry was used by Washington's Continental Army many times, and in 1781 it carried the French allies on their way to the final battle at Yorktown. In 1775, Dobbs Ferry, run by Molly Sneden, a Tory, carried Martha Washington on her way to Massachusetts to visit her husband.

Two important battles took place in the county – the capture by the British of Fort Clinton at Bear Mountain in October 1777 and the victorious attack by General "Mad Anthony" Wayne's army on the British fort at Stony Point in July 1779. There were several small battles in the county when British landing parties attempted to come ashore at Nyack and Haverstraw, only to be beaten back by the local militia.

Rockland County also became famous for the treasonable plot by Benedict Arnold to sell the plans for the fortifications at West Point to the British. His co-conspirator, British Major John Andre, was captured in Tarrytown on his way back to the British lines with the plans. Andre was taken to Tappan where he was tried, found guilty and hanged.

Rockland was also the site of the first formal recognition of the new nation by the British. On May 5, 1783, General Washington received the British Commander, Sir Guy Carleton, at the DeWint House to discuss the terms of the peace treaty. On May 7, Sir Guy received Washington aboard his vessel *Perserverance*. On this day, the King's Navy fired its first salute to the flag of the United States of America.

After seven years of war, Rockland County was in a sad state; having been ravaged by British troops, Tories and just plain outlaws. Homes had to be rebuilt and farms restored.

In this period after the war, there were four townships in the old Orange County; Goshen and Cornwall to the north, and Haverstraw and Orangetown to the south. Since Haverstraw and Orangetown had born the brunt of the war, the Supervisors at their annual meetings in 1779 and 1780 voted to decrease the taxes in these towns and increase them in Goshen and Cornwall. This stimulated a movement among northern towns for a separation.

In 1793, residents of the northern towns who wanted a county seat in Goshen began discussions with a group of residents in the Newburgh area. Newburgh was then part of Ulster County and its citizens had to travel 30 miles north to conduct official business. Finally all parties interested in dividing the county came together and the New York Legislature created Rockland County, while also realigning the borders of northern Orange and Ulster Counties. Rockland officially became a county on February 23, 1798.

The Road to Modernization

In the national census of 1800, the total population of the newly created County of Rockland was 6,353.

The town of Ramapo, or Hempstead as it was known until 1829, had the largest number of residents at 1,931. Clarkstown was next with a population of 1,806 followed by Orangetown with 1,337. Haverstraw, which included Stony Point, had 1,229 residents. By this time, Native Americans had virtually disappeared from the county. Slavery existed in a diminished form until 1828.

Improvements in transportation set the pace for development in the first half of the 19th century. Roads were primitive and transporting products from the western end of the county to the Hudson River was very difficult. After legislative approval, it took 17 years to complete the Nyack Turnpike, which connected Nyack to Suffern, where the Orange Turnpike provided the inland route to Albany. Present day Route 59 roughly follows the path of the Nyack Turnpike.

In 1827, steamboat travel debuted from Nyack to New York City, attracting competition from steamboats later built at Haverstraw and Tappan. To facilitate steamboat traffic from Tappan Landing, a road was built over the marshes to the

end of a 500-foot pier, which within a few years became the terminus of the Erie Railroad. Eleazor Lord planned a railroad through the Ramapo Pass to serve New York's southern tier of counties. Work began in 1838, and the 484 miles of track to Dunkirk on Lake Erie were completed in 1851, making it the second-longest railroad in the world. The President of the United States, Millard Fillmore, and the Secretary of State, Daniel Webster, along with a score of national and state officials, boarded the train at the Piermont Pier for the first trip.

Although agriculture remained dominant in Rockland County well into the 20th Century, industry saw a gradual growth. Quarries in and around Nyack and in other parts of the county provided stone for many structures outside Rockland as well as in it. Building stone from local quarries went into the old Capitol at Albany, the old Trinity Church in New York, and the first building at Rutgers College.

Large deposits of clay in the Hudson River brought about the beginning of brick manufacturing in Haverstraw in 1771. Haverstraw became the brick-making center of the east in 1817 when James Wood discovered that coal dust could be mixed with clay, reducing the price of the bricks. In 1852, a fresh impetus was added to the industry by Richard VerValen's invention of the automatic brick machine. The new machine tempered the clay, pressed the malleable clay into molds, and produced bricks of uniform size. For the next 75 years, North Rockland was the source of building materials for the colossal growth of New York City. At one time, the Town of Haverstraw had over 42 brickyards. In January 1906, an entire area, undermined by tunneling below the surface, was engulfed in a landslide of clay, which took 20 lives and destroyed part of the business district. The use of steel and concrete in construction, rather than brick, contributed to the decline of the industry, and the depression of the 1930s struck the final blow.

In Post Revolutionary Rockland, manufacturing was varied. Because of the proximity of iron mines, numerous metal products were made – plows, hoes, railings, nails, machinery, even cannon-balls. Rockland factories made shoes, straw hats, silk and cotton cloth, sulfur matches, and pianos.

Foremost among Rockland's early industries was J.G. Pierson and Brothers, a large-scale nail manufacturer whose overwhelming success spurred the settlement and development of western Ramapo. While reliable transportation was important to manufacturers such as Pierson, even more essential was water for steam and timber for fuel. The Ramapo Pass offered a plentiful combination of both. For this reason, Pierson relocated his operations in 1795 from New York City to a site along the Orange Turnpike at the base of Torne Mountain.

Pierson immediately set to work on a 120-foot dam across the Ramapo River. By 1813, his Ramapo Works was producing a million pounds of nails annually. The addition of a cotton mill in 1814 nearly doubled the size of the Works, which in

1822 were incorporated under the name "Ramapo Manufacturing Company." With the passing of the Pierson brothers, the Ramapo Works effectively shut down after 1850. During its heyday, however, the Pierson nail factory was a powerful economic stimulus to the region because of its links to existing agricultural and commercial trade.

In the process, Ramapo developed into an agricultural marketplace and a locale for manufacturing innovations. For over a half century, the only school in the county was in Tappan, which was established by the Tappan Reformed Church. The first schoolhouse was built there in 1711 and was used as a school until 1860. The next mention of a school in Rockland County is in the Town of Haverstraw Highway Commissioner's report in 1796. Schooling in the late 18th and early 19th Century in Rockland County was done in the home or by private schoolmasters in their houses or their pupils' homes. As compulsory education spread, 34 school districts were established in the county by 1829. They were organized on the general concept that a three-mile-square area with a centrally located school would allow five year olds and older to walk to school.

By the middle of the 19th Century, matters of public interest began to receive attention. Debating societies were formed in Haverstraw, Nyack and Nanuet. Halls and "opera houses" were built. Newspapers were established in Nyack and Haverstraw, and a fire in Haverstraw in 1854 brought about the formation of the first volunteer fire company.

Religion also played a prominent part in Rockland's history. The earliest Dutch Reformed churches, and later the Presbyterian churches, laid the groundwork for other Protestant denominations to flourish in the county. The first Roman Catholic Church in Rockland was St. Peter's Church in Haverstraw which opened in 1847. Haverstraw was also the site of the congregation of the Sons of Jacob, which completed and dedicated its first temple in 1889.

As in the American Revolution, the men and women of Rockland have served in all of America's wars. During the war of 1812, Rockland turned out more soldiers in proportion than any other county in the state. Four Union generals and four Medal of Honor recipients lived in Rockland. One of the best kept secrets in the history of the county was the movement of over a million troops through Camp Shanks in Orangetown in World War II.

20th Century Changes

The dawn of the 20th Century saw the beginnings of the decline in the number of farms in Rockland and the gradual rise in industry. For example, the California Perfume Company was founded in Suffern in 1897. Today it's a major cosmetics company known as Avon.

By the 1920s, Rockland County became home to many artists, writers and stage celebrities. Henry Varnum Poor, the painter and muralist; Maxwell Anderson, the playwright; and Kurt Weil, the composer, all lived on South Mountain Road in

New City. Edward Hopper, the world-renowned artist, lived in the county as did actresses Helen Hayes and Katherine Cornell and memorable actor Burgess Meredith.

By 1950, there were fewer than 150 farms left in Rockland. Today that number has been reduced to a handful. In the 1950s, homes were built at a rate of more than a thousand a year. Much of this growth was due to the opening of the Tappan Zee Bridge in 1955 and the completion of the Palisades Interstate Parkway and the Thruway during the same decade. Rockland's rural character was changed forever.

Among Rockland County's current qualities are its rich history, its economic scope, its unparalleled parkland and its diversity of population. With these extensive attributes Rockland County is primed for the challenges of the new Century.

Housing

Executive Summary

Introduction:

As part of the Comprehensive Plan the Special Board created a housing subcommittee to follow up on the work of the Clarkstown Advisory Board for Housing that completed a detailed report in 2002. The housing subcommittee is comprised of the following members who bring a particular expertise to the committee:

George Hoehmann*, Chair of the Housing Subcommittee, Member of Special Board and of the Clarkstown Planning Board

Shirley Thormann*, Chair of the Clarkstown Planning Board

Barry Schoenhaut* Educator and statistician

Roberta Bangs, Licensed Real Estate Broker

Barbara Hess, Architect Certified in Green Building Design

Jay Theise, Contractor and Developer

Frank Hutton, Firefighter

Joe Simoes, Town Planner

The scope of work engaged upon by the committee included a review of the 2002 housing study, the development and analysis of a student survey with over 1,400 responses from high school juniors and seniors in the Clarkstown Central, Nanuet, East Ramapo, Nyack School Districts, and the Rockland Country Day School; a phone survey of six hundred Clarkstown residents was commissioned and completed in August 2008. In addition all public comments from the numerous comprehensive plan meetings were received, evaluated and categorized for recommendation. Additionally, the AAR law was reviewed and the impacts evaluated thus far as these relate to over 55 age housing. In short, the work of the committee verified that the conditions that existed in 2002 as outlined in the housing report are as relevant today as they were at the time. This is to say that affordable and workforce housing are a serious unmet need for the town. Similarly, affordable senior housing is already a serious situation that requires attention. Given the fact that the so called “baby-boomer” generation is retiring over the next ten to fifteen years the prognosis will go from bad to worse. All of the aforementioned materials are referenced in the footnotes and are found as part of the Appendix to the Comprehensive Plan.

Existing Housing Conditions:

The Town of Clarkstown was founded on March 18, 1791, home to approximately three hundred and fifty people at the time consisting of distant farms and large tracts of undeveloped land. In 2008 Clarkstown is a mature well developed community with approximately ninety percent of our land area already developed. The Town is comprised of eight hamlets: Bardonia, Central Nyack, Congers, Nanuet, New City, Rockland, Valley Cottage, and West Nyack and home to a portion of two Villages, Upper Nyack and Spring Valley. According to the most recent available figures as of 2006, Clarkstown has a population of 81,430 people residing in 27,152 householdsⁱ. These numbers reflect a slight decrease in population and households from those reported in the 2000 census. Perhaps one reason for the decline was the impact of the zoning changes implemented in

1999 taking full effect whereby two family homes were eliminated. Another likely factor is the rising home values and increased cost of living that significantly impacts all of the residents of the region. According to the Greater Hudson Valley Multiple Listing Service the median home value in Clarkstown as of September 2002 was \$350,000.00ⁱⁱ today according to MLS it is \$480,000.00ⁱⁱⁱ. Despite the dramatic increase in home values these also reflect a drop from a high point of \$525,000.00 for the same period in 2007.^{iv} This last figure indicates that Clarkstown, like the region experienced a dramatic increase in home values that has begun to drop due to the overall economics of the time. It further demonstrates that housing values outpaced income resulting in a housing gap especially as it relates to moderate income people and seniors. Despite the recent drop in population and households as reported between 2000 and 2006 the population and need for additional housing are both projected to rise by 2010. According to the US Census Bureau, American Community Survey of 2006, Clarkstown is expected to have a 1.7% growth in population by 2010 growing to 82,812 people.^v Further, the estimated growth figures for required housing stock in the town reflect a projected 10% growth in housing demand to 29,875 to meet population demand by 2012.^{vi} The Clarkstown Town Board, as a part of the Comprehensive Plan, commissioned a detailed Economic Development study that further illustrates these figures and is covered in detail in another section of the Comprehensive Plan. As mentioned previously, approximately ninety percent of the land area of the Town that is suitable for building has been developed. Consequently, Clarkstown and its residents must look to carefully evaluate our existing housing inventories to make appropriate decisions concerning future development and more importantly re-development of existing properties. Further still according to United States Census Bureau in 1994 thirty percent of the population was born during the “baby-boomer” years with the first of these reaching retirement age in 2011.^{vii} This large portion of the population will commence retirement from 2011 through 2029. Thus, the critical need for affordable senior housing will only grow in the coming twenty years. The residential zoning for the Town reflects a typical suburban approach with industrial zoned areas, a variety of commercially zoned areas and residentially zoned areas. The residential zoning is primarily single family zoning ranging from R-10 (10,000 square foot lots) to four acre zoning known as R-160 (160,000 square foot lots). In addition the Town has designated areas whereby multi family zoning exists ranging from MF to MF 3, which allows for increased density found in condominium complexes and Townhouse style developments. Finally, in 2007 the Town Board adopted a floating zone that will allow for the development of over 55 age housing approved by special permit if certain preconditions are met. The purpose of the AAR zoning is to serve the needs of the ever growing elderly population, within the total economic spectrum, that exists in Clarkstown by creating a floating zone that will allow the development of up to 800 units across the town.

Recommendations:

A review of all relevant studies reflects that Clarkstown is expected to be a growing community that requires a greater number of housing units to meet the needs of its ever changing population. In short, as housing values stabilize, the gap that existed in 2002 still exists and is expected to grow requiring a multifaceted approach to address, seniors,

workforce volunteers and affordable housing for the current and future residents of town. The need for affordable senior housing is most striking as reflected in the 2002 and 2008 surveys. According to the Town Senior Citizen Coordinator approximately 400 residents are currently on a waiting list for affordable rental housing for Squadron Gardens, Monterrey Gardens and Middlewood Village. These three subsidized senior housing developments provide 318 total units with less than twenty openings per year.^{viii} Thus, additional subsidized-affordable units for seniors remain a pressing and unmet need. This coupled with the increasingly aging population, merits serious consideration for aggressive action. Special attention must also be given to redevelopment of existing parcels to allow for additional units to target specific needs. Downtown hamlet centers will play a significant role with mixed use zoning and overlay districts, where increased density is best supported to meet particular housing needs. Incentives for developers and public private partnerships are called for to meet the needs of seniors, workforce, and volunteer emergency services personnel. The news is not all bleak, as well regulated accessory apartments would appear to meet some of the needs for younger members of the workforce, while at the same time providing seniors with the ability to remain in place in their homes for additional years to come. The 2002 Housing Report indicated that the overwhelming number of respondents reported that they planned to retire in their homes or already had “retired” in their own homes. These figures were verified by the work of the housing subcommittee and indicate that one possible solution is accessory apartments. This symbiotic intergenerational relationship that could be forged between seniors who are long time residents residing in single family homes and young people who would rent an “accessory apartment” appear to possibly address the needs of both groups as outlined in the 2008 surveys as well. Namely, older long time residents would be allowed to rent an “accessory apartment” that is well regulated and inspected annually. These apartments would increase the available housing rental stock, possibly providing some affordable rental units to single working persons and volunteers to stave off the cost that the Town would incur if a paid emergency service force became necessary. However, accessory apartments will address only a portion of the need and must be well regulated to insure that long time owners remain in place and the neighborhood is not adversely affected. Further still, incentives including tax breaks and creating housing options are recorded in the 2008 surveys as demonstrating a significantly increased likelihood of young people volunteering as emergency service personnel.^{ix} It would appear that increased housing options provided in overlay districts via mixed use zoning address a portion of the need especially as it relates to young people and emergency service volunteers. The downtown areas are best suited to handle the increased density as these already have public transportation routes and would address some of the concerns raised by increasing density. However, the increased density must maintain the neighborhood character as outlined in the numerous public meetings. Specifically, high rise buildings were universally decried as inappropriate for Clarkstown.

The ever growing need for more affordable housing would appear to suggest that the Town take more aggressive steps in addressing this pressing need by the creation of a database of existing affordable units. A well maintained and monitored database will assist the town in providing residents the opportunity to be made aware of existing affordable rental options to meet housing needs. In addition the Town should maintain

an inventory of existing institutional properties to ascertain if any of these might become available for future residential development. Recently, the Town witnessed the closure of the St. Agatha's property in Nanuet which was eventually acquired by the Nanuet School District and an outdoor environmental education center. Clarkstown is home to several large not-for-profits and corporations with campus settings some of which have large areas of undeveloped land. These should be monitored closely to determine if any of these properties might someday meet such a need.

Given this great need for increased affordable workforce housing as well as for seniors and volunteers the Town should adopt zoning that requires a set aside of new units for workforce and volunteer housing. Recently, the Village of Spring Valley adopted a local law that requires an affordable housing set aside for all new units. Similarly, New York City is considering a new affordable housing approach to create set asides of affordable units within market rate developments. However, this must be placed in context, since 2000 a total of 495 new residential units have been developed within the Town of Clarkstown annualized resulting in 62 new units per year.^x Were the Town to adopt a minimum number set aside for all new development or an equivalent payment to an affordable housing fund it would enable the Town to develop appropriate housing options for seniors and volunteer emergency service workers. Depending upon the method utilized this might only result in a few new homes per year becoming available. Lastly, given that the Town already has a database of nearly four hundred seniors seeking affordable housing that cannot be addressed by market rate housing that will come to pass through the AAR floating zone, efforts should be made to create an affordable housing fund that would be used to create another subsidized housing opportunity. One additional option is to use Town owned property to reduce the cost perhaps in partnership with a private developer to create a development similar to Middlewood Village to address the ever increasing demand for subsidized housing. The unmet needs and the voluminous data indicate a worsening of the situation as it relates to affordable senior housing, the Town should seriously consider a public-private partnership perhaps utilizing public owned land to create another subsidized senior citizen housing complex, another Middlewood. Consideration of these measures may stem the tide in addressing a portion of this most pressing need.

Finally, it is important to realize that despite the need only appropriate development should be considered. This is to say that high rise style buildings are considered inappropriate, as is development along rail corridors. During the course of public comment numerous comments were made regarding rail corridor safety and the prohibition of new development immediately adjacent to railroad lines. While we have many urgent needs, development to address these needs must be targeted, measured and related to the character with the existing neighborhoods.

Mitigation:

Given the extent and depth of study of the manifold issues related to housing it is important that any future zoning decisions be made in such a manner as to address the ever growing need for affordable workforce housing for seniors and for volunteer

emergency service workers. To that end, the environmental impacts of the aforementioned recommendations are obvious and achievable. Namely, all new density that is considered must be balanced against infrastructure capacity and in a manner that environmental impacts such as traffic congestion, energy and water consumption are mitigated by design standards and location. While accessory apartments are an option, these must be well regulated and routinely inspected to insure compliance with all applicable laws and to reduce the adverse impact upon the larger community. It is believed that by enacting a well regulated law for accessory apartments that many illegal apartments that already exist will be regularized or eliminated as enunciated in public comment during the information gathering period of the comprehensive plan. In point of fact limited number of accessory apartments directly tied to need along with proper oversight and enforcement is enough mitigation to address the impacts of additional traffic and congestion that accessory apartments would generate as it is presumed a number of illegal apartments would be regularized and a further number eliminated.

The mitigation necessary for the proposed density that would be allowed by creating mixed-use zoning in hamlet centers and overlay districts includes stringent standards that implements energy efficient features and reduced parking requirements. In such a manner units created in down town areas are already near transportation routes and would allow for fewer vehicles and reduced energy and water consumption. Additionally, decreasing impervious surfaces in new development and redevelopment will assist in water management issues. Economic assistance in the form of tax breaks for active emergency service workers will mitigate the need for some new units. Overall, the pressing needs for more affordable units must be considered and created in a manner that respects the integrity of the community. Finally, while much of the Town area, reportedly ninety-percent is built out, many of the recommended new units will be achieved by redevelopment of existing parcels. Thus, a reconsideration of permission of certain uses in particular zones should be evaluated. Additionally, the requirement to build to LEED and Energy Star standards and the strenuous encouragement of developers to incorporate new technologies such as geothermal and solar should be required. These types of technologies and higher standards that LEED and Energy Star requires will reduce operating costs of the new affordable units and better manage our resources overall lessening the impact that new and redevelopment will have upon the environment within Clarkstown. This last step is appropriate mitigation that will assist in preserving Clarkstown well into the future.

ⁱ U.S Census Bureau; Cornell Institute for Social and Economics Research; 2006 American Community Survey; EASI Demographics, as found on page 1.5 of the Saratoga and Associates Report on Economic Inventory, October, 2008.

ⁱⁱ Citizens Advisory Board for Housing Final Report, page ii.

ⁱⁱⁱ Greater Hudson Valley Multiple Listing Services, Market Statistics Report, October 2008 for Town of Clarkstown reflective of home sales in Clarkstown 1/1/08-9/30/08.

^{iv} Greater Hudson Valley Multiple Listing Services, Market Statistics Report, October 2008 for Town of Clarkstown reflective of home sales in Clarkstown 1/1/08-9/30/08.

^v As reported on page 1.5 of the Economic Development Study, completed by Saratoga and Associates, October 2008.

^{vi} As reported on page 1.8 of the Economic Development Study, completed by Saratoga and Associates, October, 2008.

^{vii} US Census Bureau, Population Projection Report, July 8, 2008.

^{viii} As reported by Rudolph Daimonte, Clarkstown Senior Citizens Coordinator November, 2008.

^{ix} Student Community Survey Tabulated Results Questions 14 & 18.

^x As reported on page 5.10 of the Economic Development Study, completed by Saratoga and Associates, October, 2008.



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:



C.T. MALE ASSOCIATES, P.C.

50 Century Hill Drive, P.O. Box 727
Latham, New York 12110
518.786.7400 FAX 518.786.7299
www.ctmale.com

CTM Project No. 08.8269

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C.T. MALE ASSOCIATES, P.C.

TOWN OF CLARKSTOWN 2008 RECREATION AND PARKS MASTER PLAN

TOWN BOARD

Alexander J. Gromack, Supervisor
John R. Maloney, Deputy Supervisor
Ralph F. Mandia
Shirley Lasker
Frank Borelli

PARKS BOARD & RECREATION COMMISSION

Rudy Damonti, Chairman
Brian Tesseyman, Vice Chairman
Ann Costello, Secretary
Paul Schofield, Deputy Town Attorney
Phillip Degaetano
Scott W. Milich
Dr. Sylvester Almiron
John J. O'Connell

Jo Anne Pedersen, Recreation & Parks Superintendent

October 2008

C.T. Male Associates, P.C.
Engineers, Architects, Environmental Scientists, Planners
50 Century Hill Drive
Latham, New York, 12210
www.ctmale.com

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APPENDICES

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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

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 Town Trails Planning Committee should be instituted to develop a trails master plan.

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 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-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/lacross/football)
3. Construct a new kayak launch at West Nyack Park
4. Construct a new walking trail around Congers Lake
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 north of the park for additional parking and possible expansion of the ball fields.
- Zukor Road 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 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.

Town of Clarkstown Comprehensive Plan
Comprehensive Transportation Plan

subcommittee
report

prepared for

Town of Clarkstown Planning Department

prepared by

Cambridge Systematics, Inc.

with

The RBA Group
Howard/Stein-Hudson Associates

report

Town of Clarkstown Comprehensive Transportation Plan

Subcommittee Report

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Cambridge Systematics, Inc.
33 East 33rd Street, Suite 804
New York, NY 10016

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date

November 6, 2008

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A. 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, ten long-term goals create a framework with which the Town of Clarkstown can guide policy decisions in the coming decades. The goals are listed below in the following sections:

- Roadway Network
- Public Transportation
- Sidewalk & Pedestrian Facilities
- Bicycle Facilities
- Quality of Life
- Land Use

A.1 ROADWAY NETWORK

The roadway network in Clarkstown is straining to keep pace with growth in the region, including automobile, truck, bus, and non-motorized 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 Interstate 287, which traverses the Hudson River via the Tappan Zee Bridge, and the Palisades Interstate Parkway. Other highways in Clarkstown include U.S. Route 9 West (9W) and State Routes 59, 303, and 304. Thirteen roads are maintained by the Rockland County Highway Department, acting primarily as local collector routes for 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 22 locations with a high number of vehicle crashes.

Townwide Roadway Network Goals:

Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 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, 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.

A.2 PUBLIC TRANSPORTATION SERVICES

Transit services operating within the Town of Clarkstown serve an important function for the entire population. 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, and commercial centers are expected to expand along Route 59 and Interstate 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 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.

A.3 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 in New City, Nanuet and Congers. 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 that limit accessibility. At some locations cracks, uneven surfaces, and raised sections of sidewalk pose major impediments and safety hazards. The lack of curb ramps, except at major intersections, limited access to crosswalks and creates a barrier for those using assistive devices. Paths are generally free from obstructions; however some utility poles limit the clear path of travel, making sidewalks inaccessible for those using assistive mobility devices.

Townwide Sidewalk & Pedestrian Facilities Goal:

Create a walking environment that is accessible, safe, and enjoyable. 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 changes related to Clarkstown's demographics and economic structure.

A.4 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 are also 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 specific points of trip origin and destination to one another throughout Clarkstown. 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.

Townwide Bicycle Facilities Goal:

Create a cycling environment that is accessible, safe, and enjoyable. Cycling is already 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.

A.5 QUALITY OF LIFE

Over half 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. The Town is committed to preserving the natural resources that are essential to this way 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 non-motorized 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. Street lighting is a focus of these efforts, to maintain the rural environment.

A.6 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 Interstate 287 and Route 59 near the southern side of the Town, and along State Route 304 near the hamlet of New City. Major commercial centers to the south include Spring Valley Marketplace, Nanuet Mall, Rockland Plaza, and Palisades Center Mall. Informal analysis suggests that about half 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:

Integrate complete streets design and policy in Clarkstown Hamlet Center overlays. Clarkstown has been innovative in enhancing local land use and design regulations to create neighborhoods of more dense business and residential activity. These centers present the challenge of balancing spatial needs for walking, cycling, public transportation, on-street and lot parking, driving and deliveries.

Create diverse mixed-use development areas that allow for walking, 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 is currently occupied, development continues that may create changes in and demand for the local transportation network.

B. Resolution Strategies

Based on an analysis of Clarkstown's long-term transportation goals and the current infrastructure gaps to achieving those goals, the following strategies lay out a guide for future projects. 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.

B.1 ROADWAY NETWORK

Strategies for achieving goals in Clarkstown's roadway network target three main issues: traffic congestion, intersections with high crash occurrences, and truck routing. Identified congestion corridors - based on both existing and predicted traffic due to population growth and planned developments - exist on the entire stretch of State Route 59, and State Routes 303, 304, and North Middletown Road near the Route 59 corridor, and New Hempstead Road/Congers Road in New City.

Traffic congestion suggestions include creating access management programs along the congested corridors that alleviate traffic at driveways, and adjusting signal timing for an efficient, moderated flow of traffic. Another strategy, also addressed in the public transportation section, is to find opportunities to increase transit ridership, reducing the number of automobiles on the road. Similarly, land use strategies that reduce suburban sprawl with a mix of shopping, work and housing opportunities, as well as transit access, can encourage less dependence on car use.

Critical crash locations, most located along congested corridors, can be addressed through systematic study followed by design treatments that account for specific environmental conditions.

B.2 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 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 should also investigate a fixed bus stop system on the MiniTrans and TOR bus routes.

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 Route 59 corridor with potential 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 State Route 303 and State Route 304, adding ITS services for minute-by-minute updates and bus locations, and creating robust data collection to aid in service planning.

B.3 SIDEWALK AND PEDESTRIAN FACILITIES

Given the extent of streets without sidewalks in the Town of Clarkstown, the 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 ½ mile of an above-average pedestrian traffic generator (transit stop, library), serves a population using walking as a primary form of transportation (children), or completes and/or expands existing sidewalks.

B.4 BICYCLE FACILITIES

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. Recreational facilities are not only an amenity for leisure activity, as they often 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 plan safe and comfortable trips.

B.5 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.

B.6 LAND USE

Land use strategies focus on encouraging moderately dense, smart growth or transit-oriented development (TOD). Town code that facilitates non-automobile travel are found in Clarkstown's burgeoning 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, opportunities to include the cost of developing transportation infrastructure, as well as costs of congestion and pollution due to additions in automobile use, should be explored.

C. 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, and for future site-specific recommendations, is to account for consequences in a way that minimizes unwanted effects and/or channels the results back into progress in the Town's

goals for its transportation assets. The following sections describe briefly the key potential physical and social effects of the strategies above.

C.1 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 may also 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.

C.2 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, which should be considered regarding noise pollution. 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 serving buses requires additional land and can create local nuisances such as noise, odors and increased access traffic. Finally, the addition of a “hamlet circulator” involves new vehicles and planning, requiring a substantial amount of time.

C.3 SIDEWALK AND PEDESTRIAN FACILITIES

Sidewalks and curbs channel storm water in the roadway that used to runoff into the soil. While solutions adequately deal with this, it adds to the cost of installing sidewalk. Other physical impacts including 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 therefore appose sidewalks because they suggest urban levels of foot traffic, noise and concrete.

C.4 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 above should be considered.

C.5 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.

C.6 LAND USE

The impacts of the land use recommendations to create more dense, 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 transit-oriented development encourage trips by transit and walking, the density of attractive destinations can also increase automobile trips, leading to environmental impacts described in the Traffic section. There can also 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.

D. Proposed Mitigation

The impacts above may lead to additional strategies to direct the consequences into positive changes in the transportation network and related infrastructure. The mitigation steps below prepare a start to addressing these concerns.

D.1 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 catch issues before they are 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.

D.2 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.

D.3 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 bridges the gap between the benefits of a safe and walkable community and minimizes the stigma that sidewalks may hold for some residents.

D.4 BICYCLE FACILITIES

For stormwater and environmental mitigation solutions, see the above paragraph. Consensus building through outreach and education programs publicizes the benefits of a safe and walkable community and minimizes negative connotations that bicycle use may hold for some residents.

D.5 QUALITY OF LIFE

Possible mitigation strategies are addressed in the preceding paragraphs.

D.6 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 should also incorporate and take into account the preservation of local open spaces to enhance local social interactivity.



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:								Total
11	15	16	17	18	19	No Response		
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:				Total
10th	11th	12th		
4	732	648		1384
0.3%	52.9%	46.8%		100.0%

3.-4. In which hamlet do you currently reside?								Total
Bardonia	Central Nyack	Congers	Nanuet	New City	Rockland Lake	Valley Cottage	West Nyack	
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?				Total
Single Family	Multi-family	Apartment		
1202	122	56		1380
87.1%	8.8%	4.1%		100.0%

6. Does your family own or rent your current home?			Total
Own	Rent		
1245	138		1383
90.0%	10.0%		100.0%

7. How many bedrooms are in your current residence?					Total
1	2	3	4 or more		
12	73	390	911		1386
0.9%	5.3%	28.1%	65.7%		100.0%

8. How long have you lived in Clarkstown?				Total
Up to 5 years	6 to 10 years	11 or more		
183	301	842		1326
13.8%	22.7%	63.5%		100.0%

9. Do you expect to attend college?			Total
Yes	No		
1351	32		1383
97.7%	2.3%		100.0%

10. If no, will you remain in Clarkstown?			Total
Yes	No		
173	382		555
31.2%	68.8%		100.0%

11. If yes, would you remain in/return to Clarkstown after graduation?			Total
Yes	No		
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 Clarksitside 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

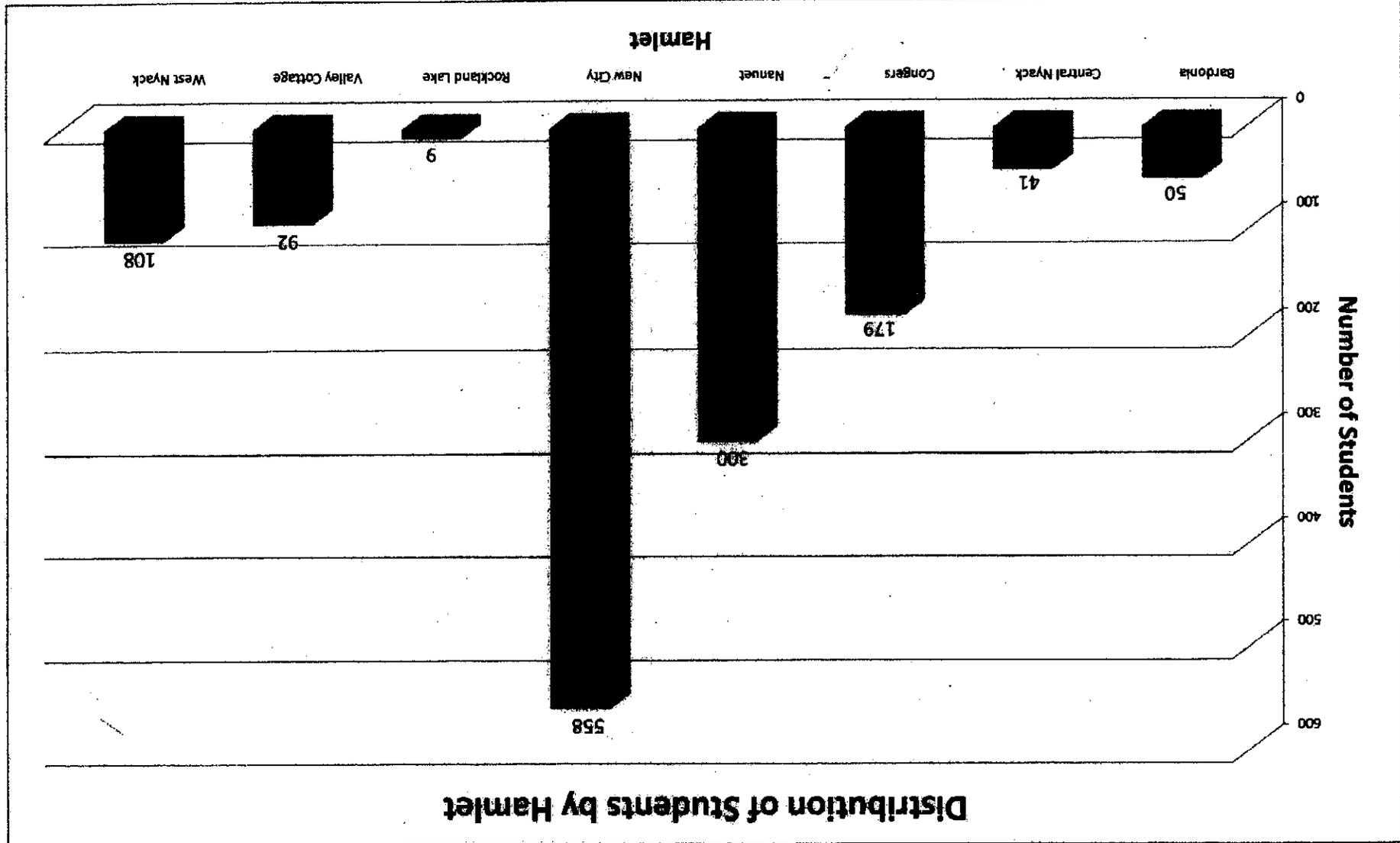
Student +
housing

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

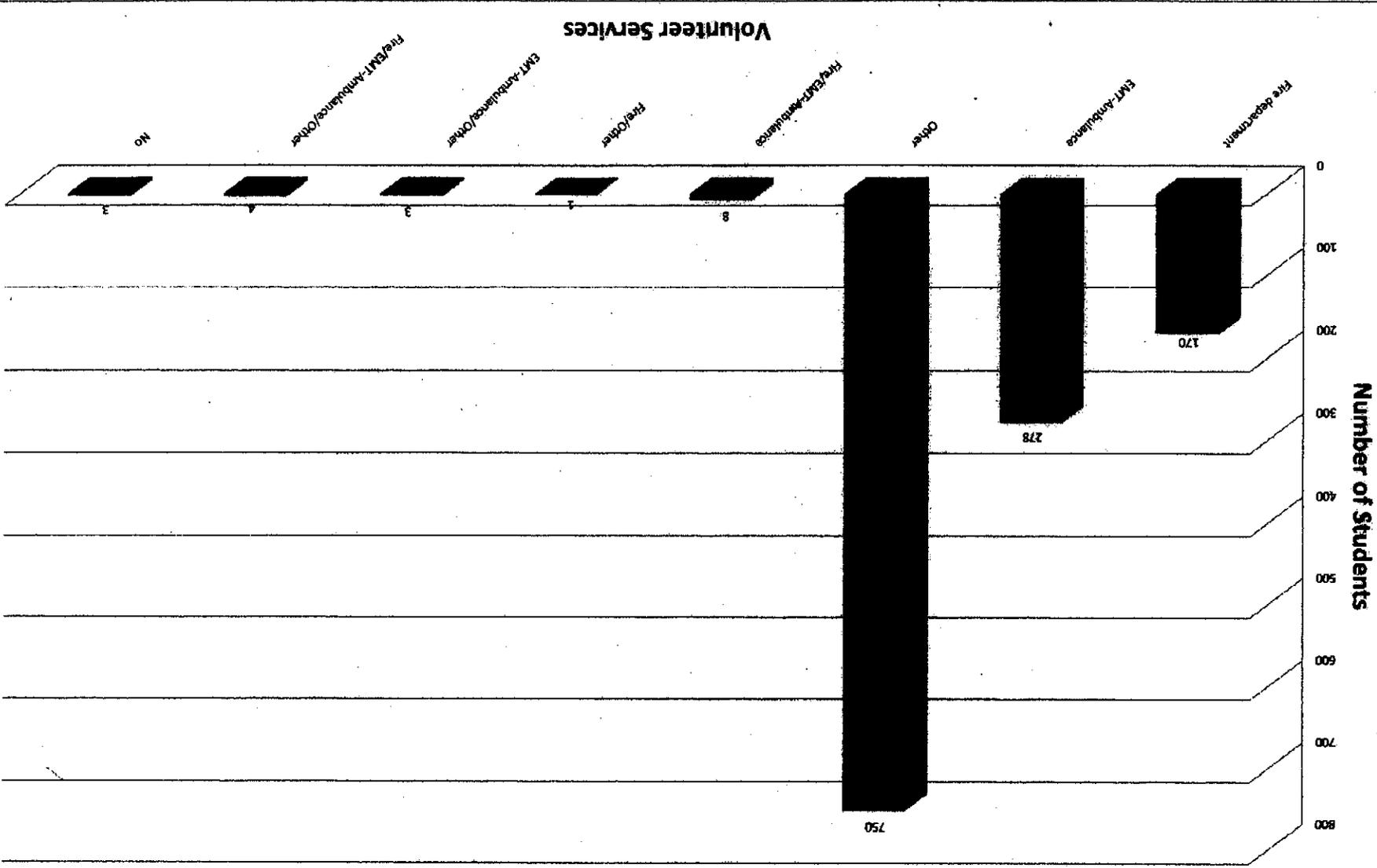
Hamlet	Total	Family	Own
Bardonia	47	10	37
		21%	79%
New City	533	106	427
		20%	80%
Central Nyack	38	7	31
		18%	82%
Rockland Lake	3	1	2
		33%	67%
Congers	174	49	125
		28%	72%
Valley Cottage	85	24	61
		28%	72%
Nanuet	299	78	221
		26%	74%
West Nyack	102	29	73
		28%	72%
Hamlet not specified	69	14	55
		20%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

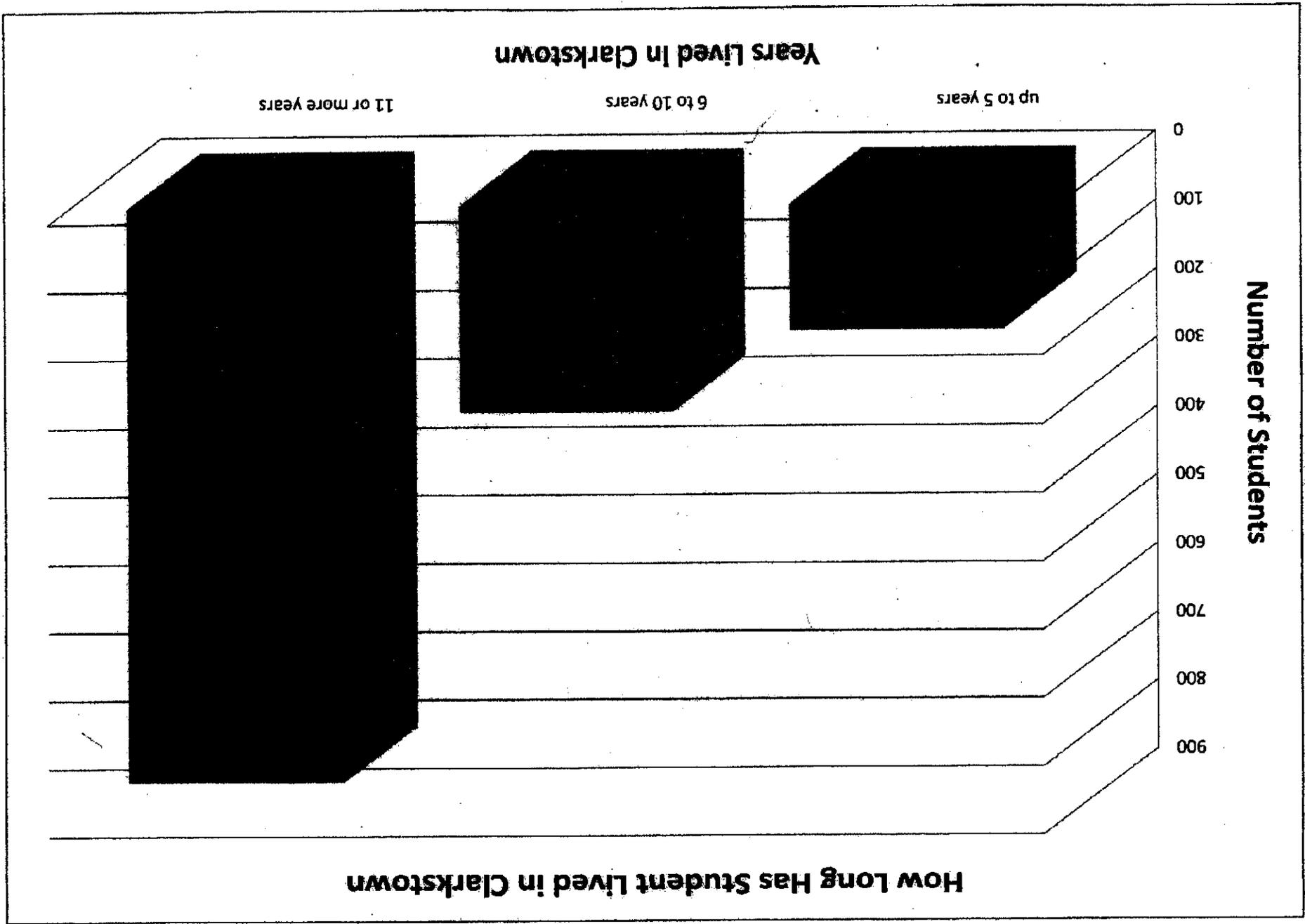
14. - Would you consider living in a studio or one bedroom "accessory apartment"?

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%



Volunteer Services Students Would Consider Joining





How Long Has Student Lived in Clarkstown

Years Lived in Clarkstown

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. Agithus 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 buisnesses

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 loosing rockland countys 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 love her.

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 isnt what it used to be.
reduce taxes for price. It 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 then 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 payed 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 to 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

congors 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 congors 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

to 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.

To 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

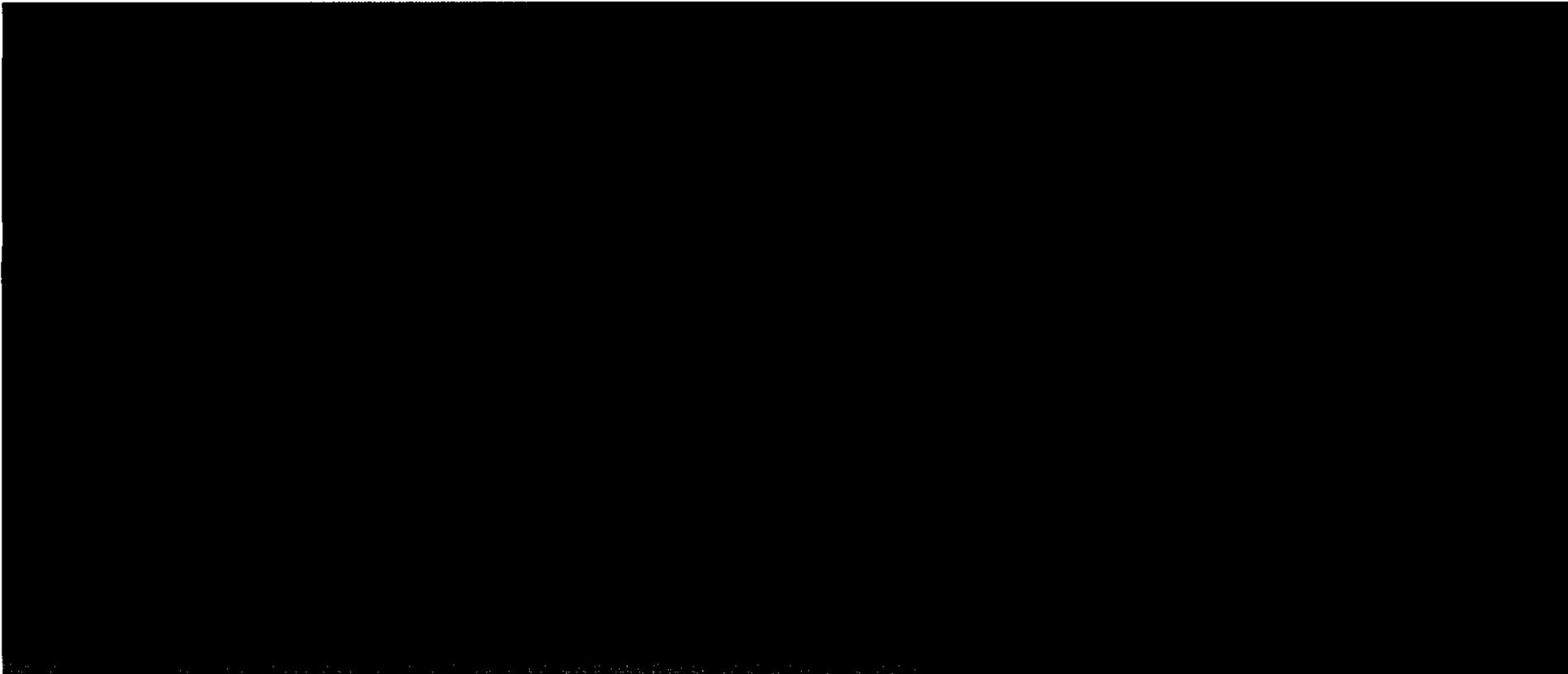
preserve more forestland

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

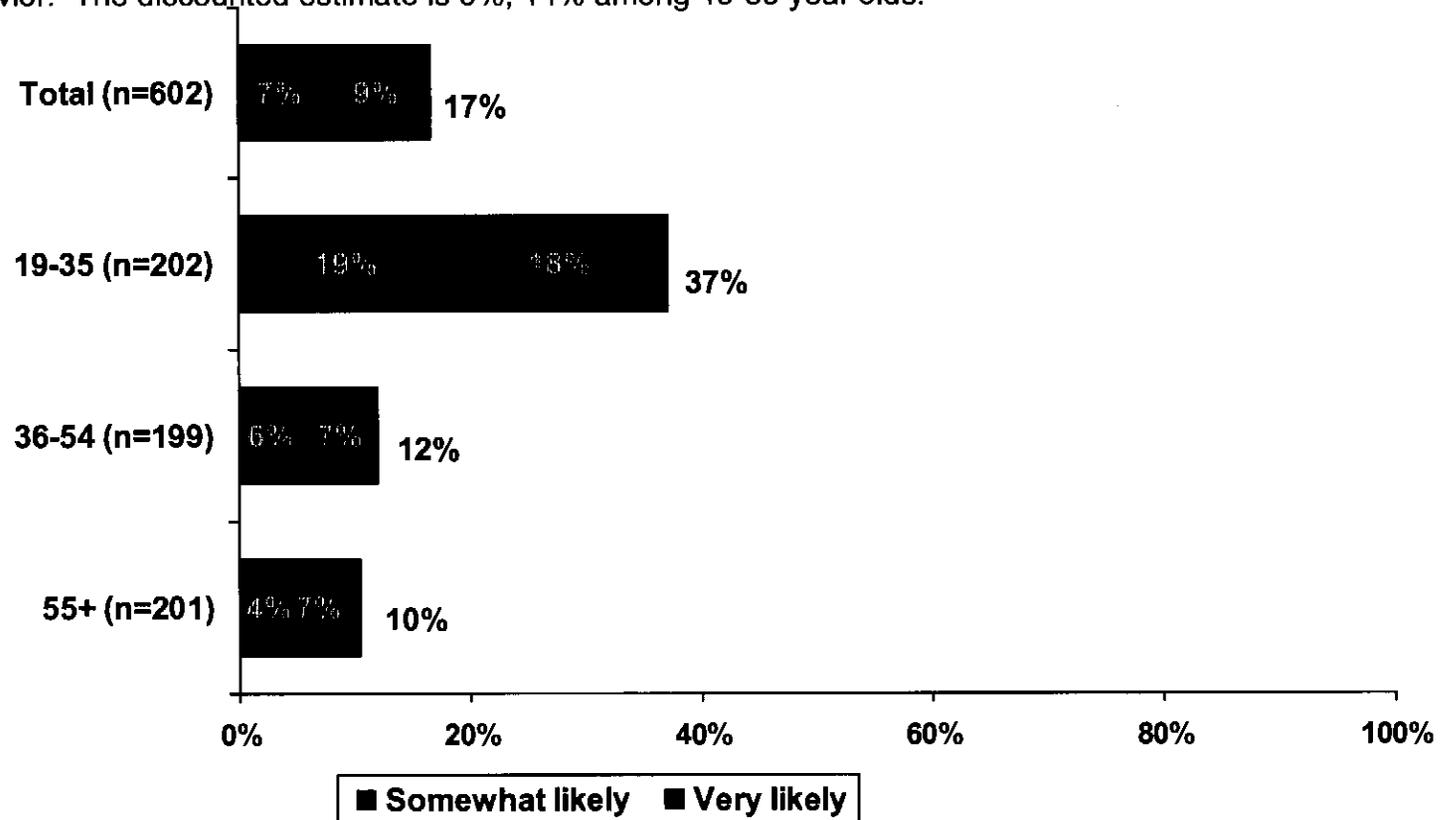
- It appears as if Clarkstown's proposed housing plans could mitigate the migration of residents to other towns and counties. Dedicated volunteer housing and retirement housing both generate interest among residents.
- The desire to purchase rather than rent will be a barrier with which to deal. Consideration 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.



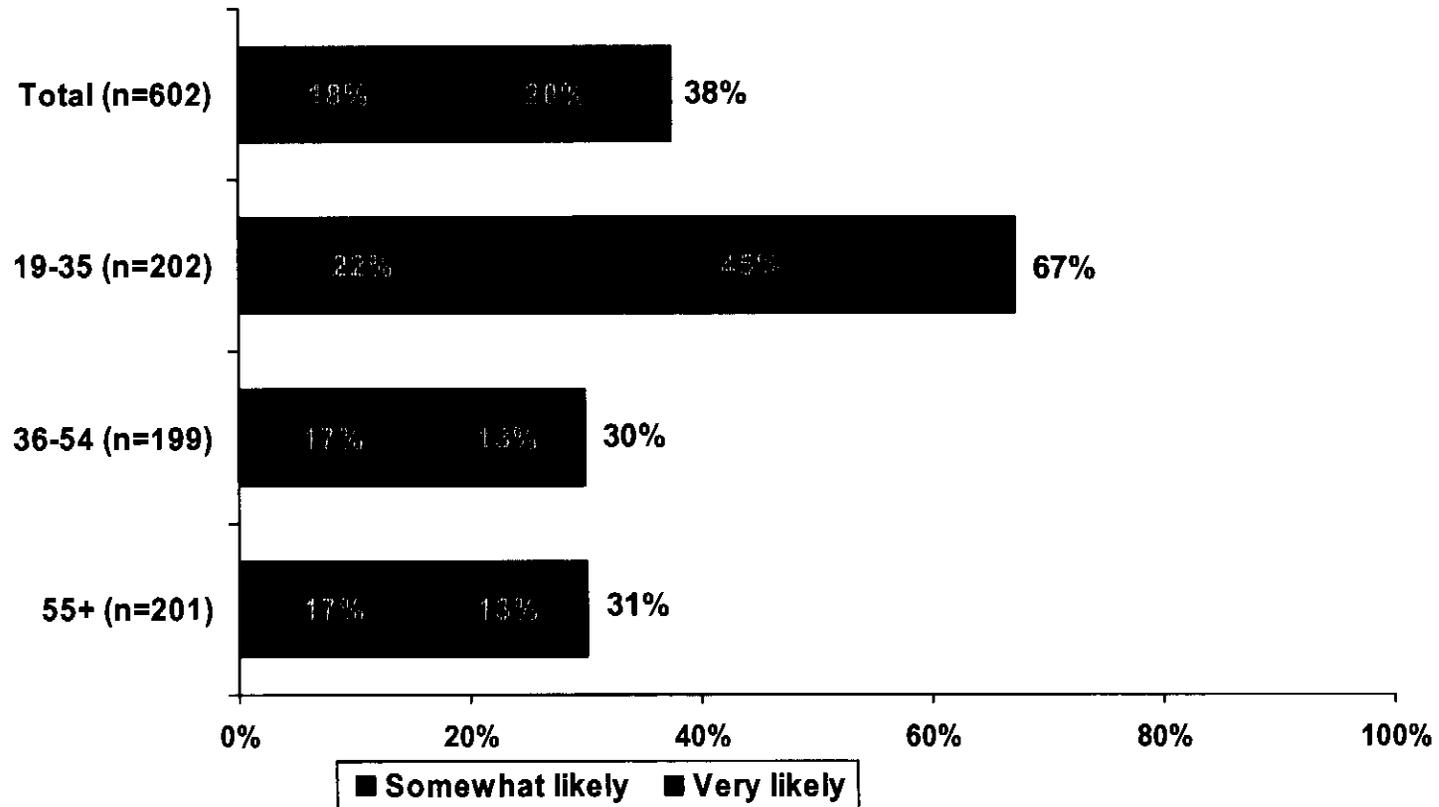
*Rating on a 4- point scale

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

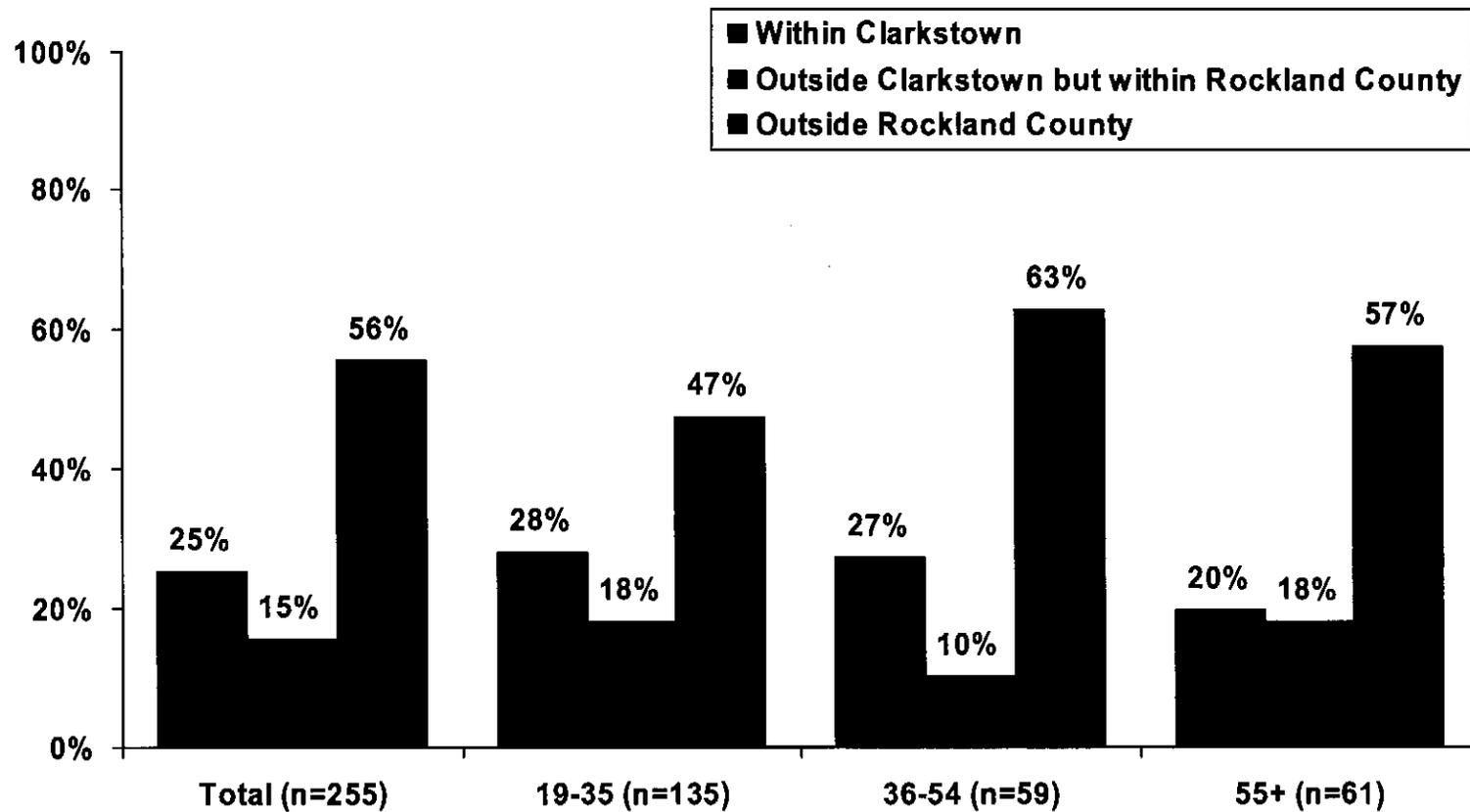
¹ Discount factor = 1/2 of very likely responses and 1/4 of somewhat likely responses

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.

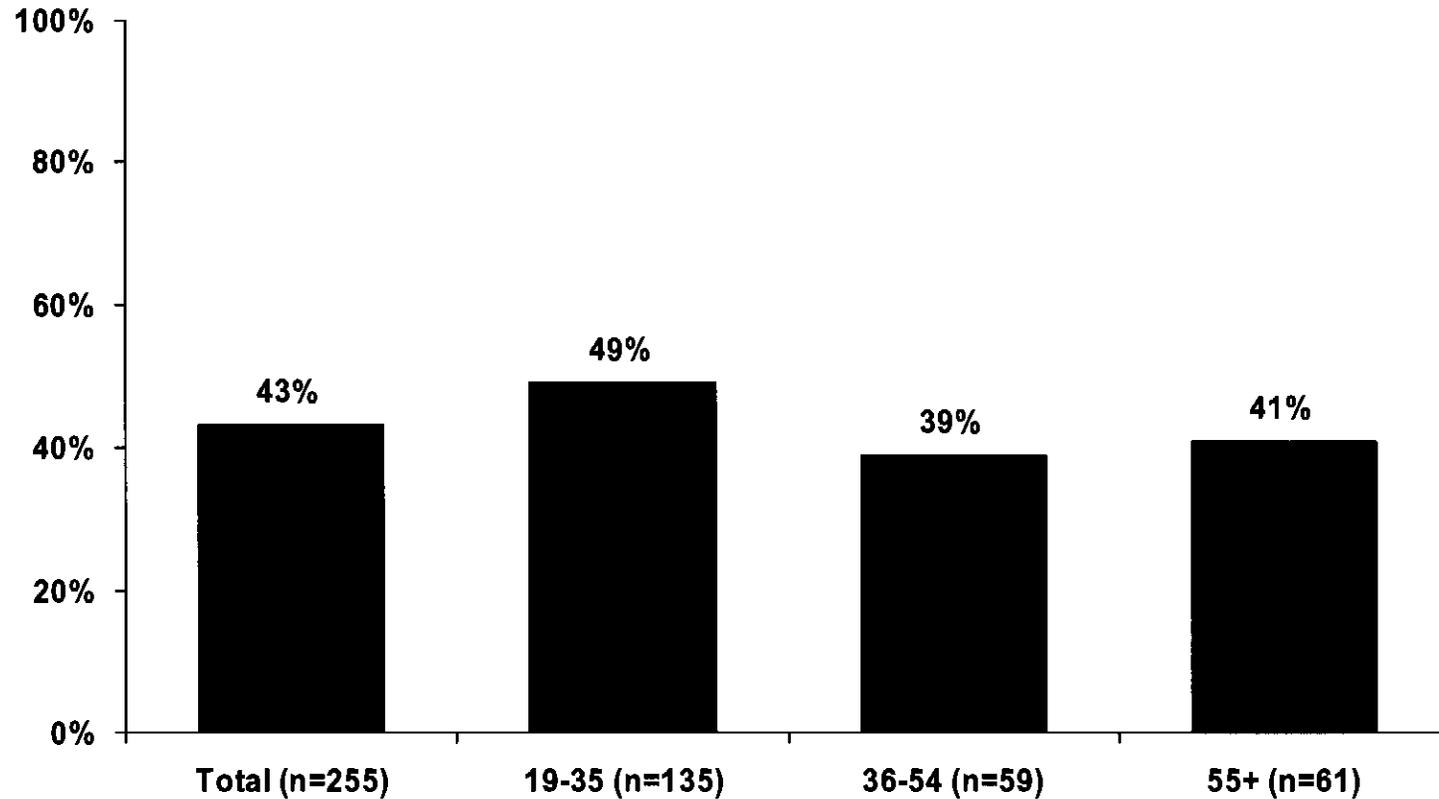


Q15 If you were to move, would you consider moving...?

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.

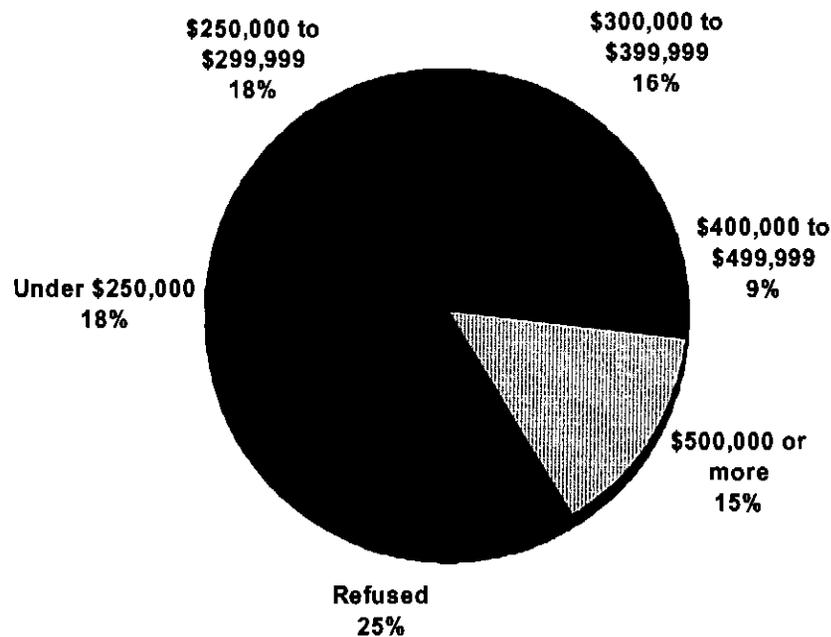


Q16 Do you plan to live within walking distance of local shopping, transportation, and/or houses of worship?

Maximum Amount Willing to Spend on Home

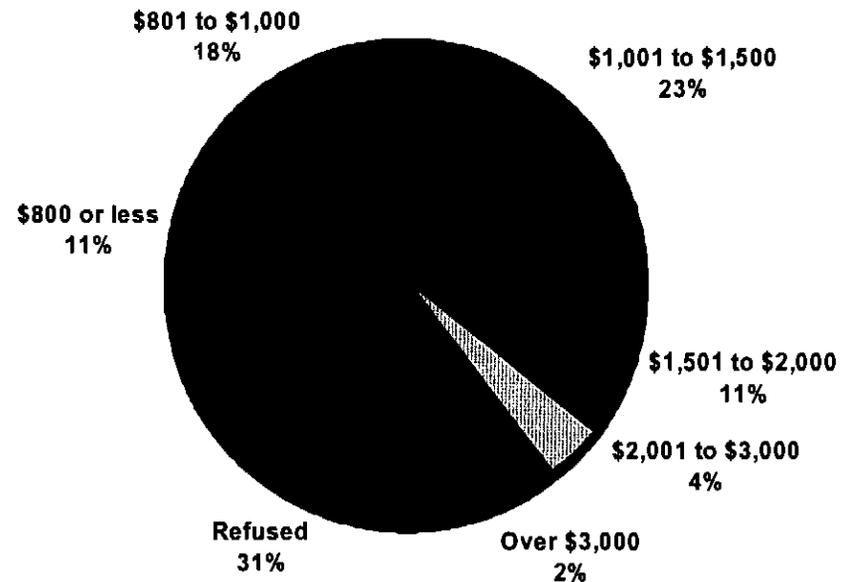
- On average, residents are willing to spend a maximum of \$358.2K for a new home purchase. Willingness to spend more on a purchase is higher among: younger residents, males, larger households (3+ members), those employed, college graduates and higher income residents.
- In contrast, the maximum amount 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?

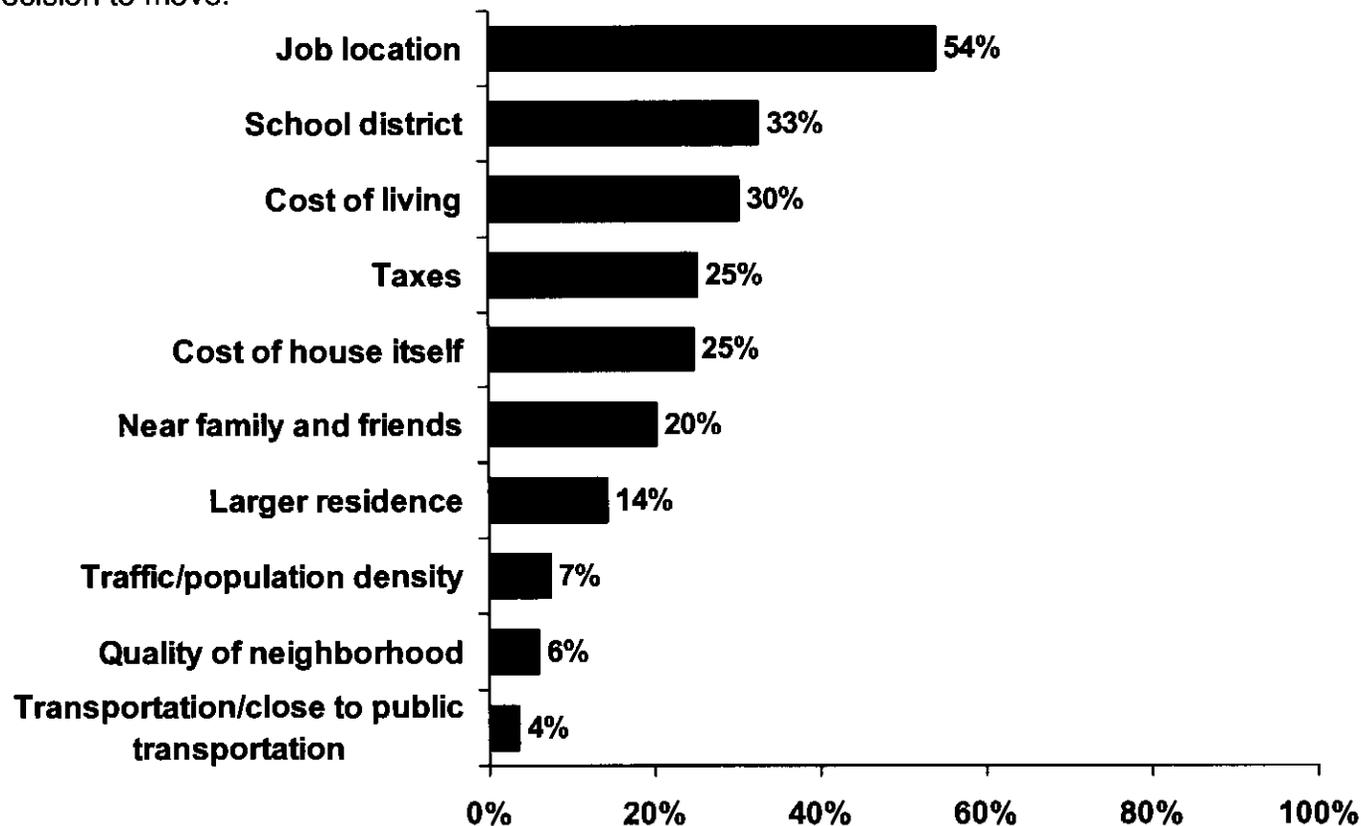


**Relocation Preferences
- 19-35 years -**

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.

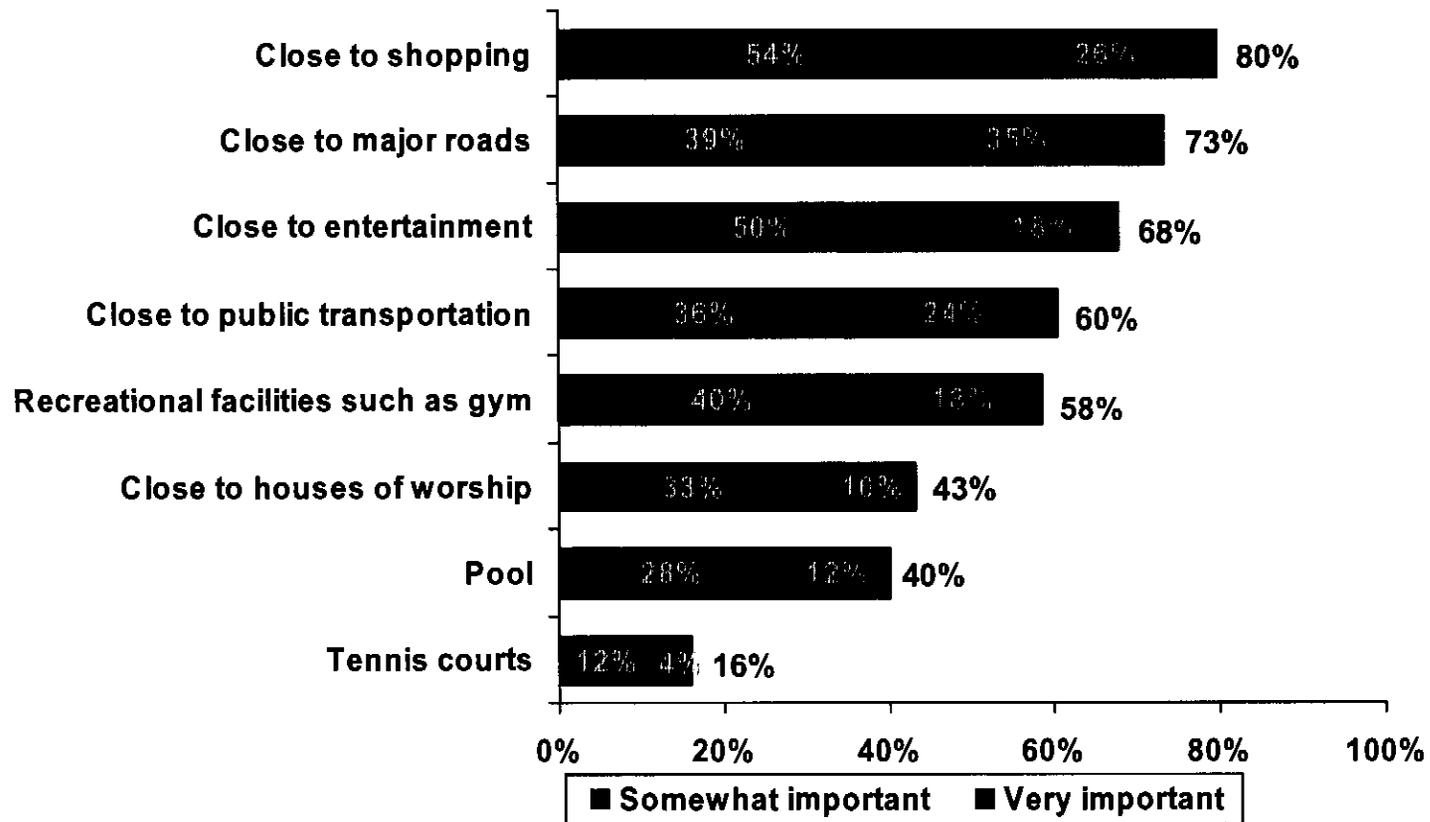


Base (202)

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)

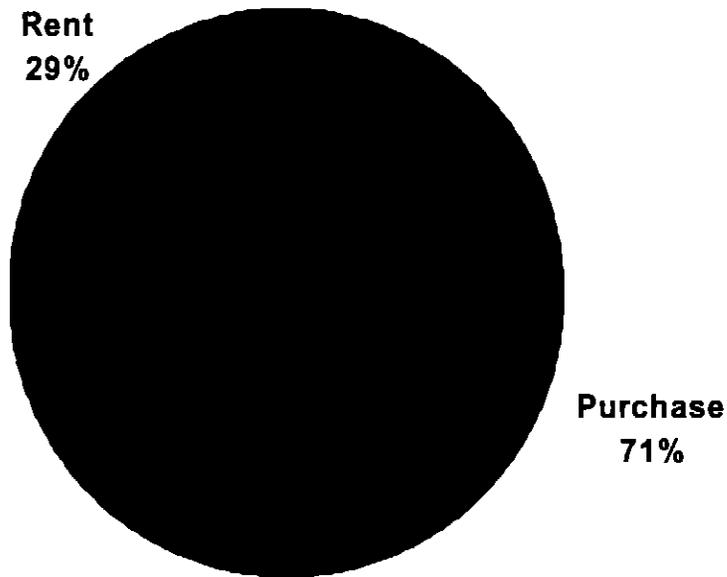
*Rating on a 4- point scale

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.



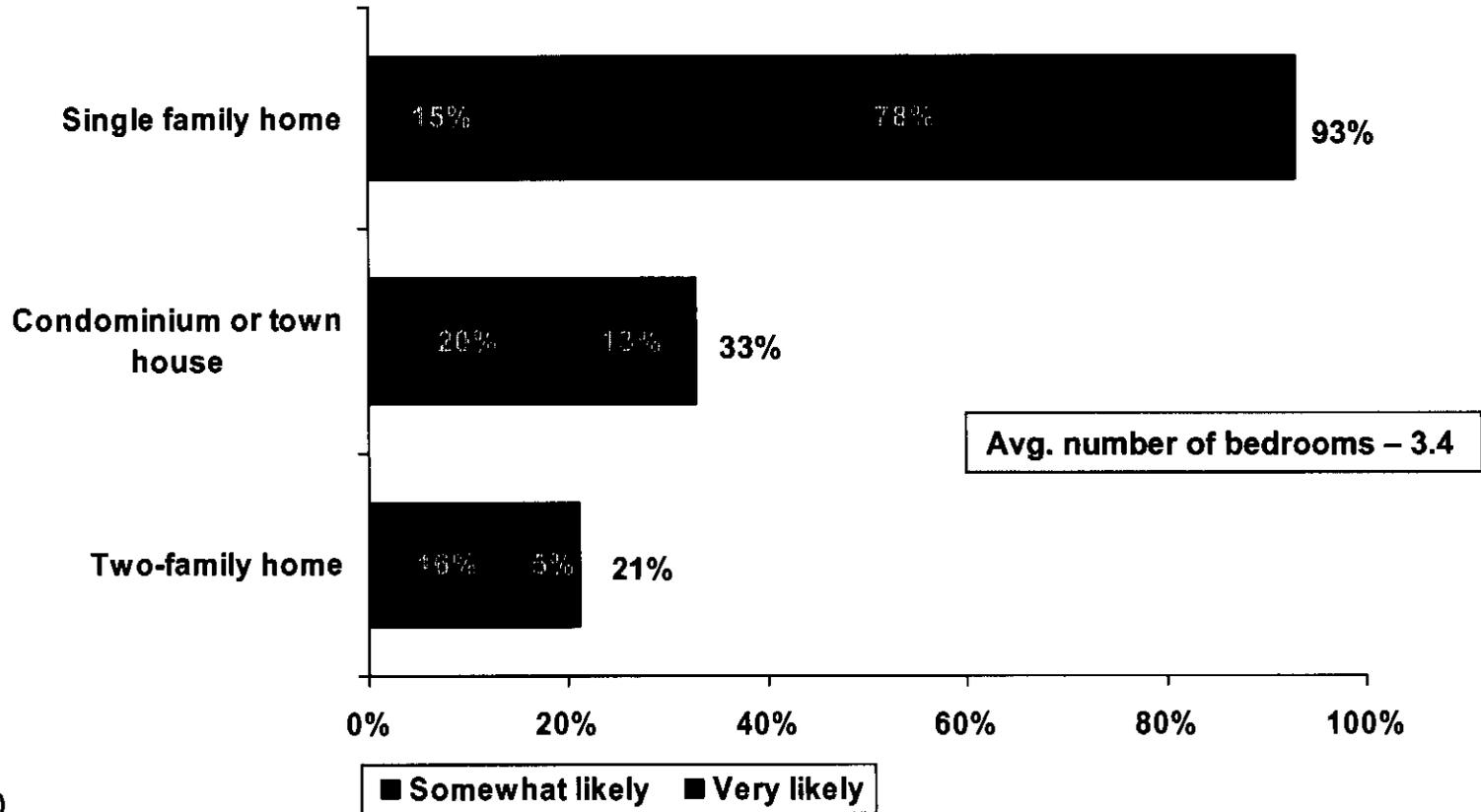
Base (202)

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

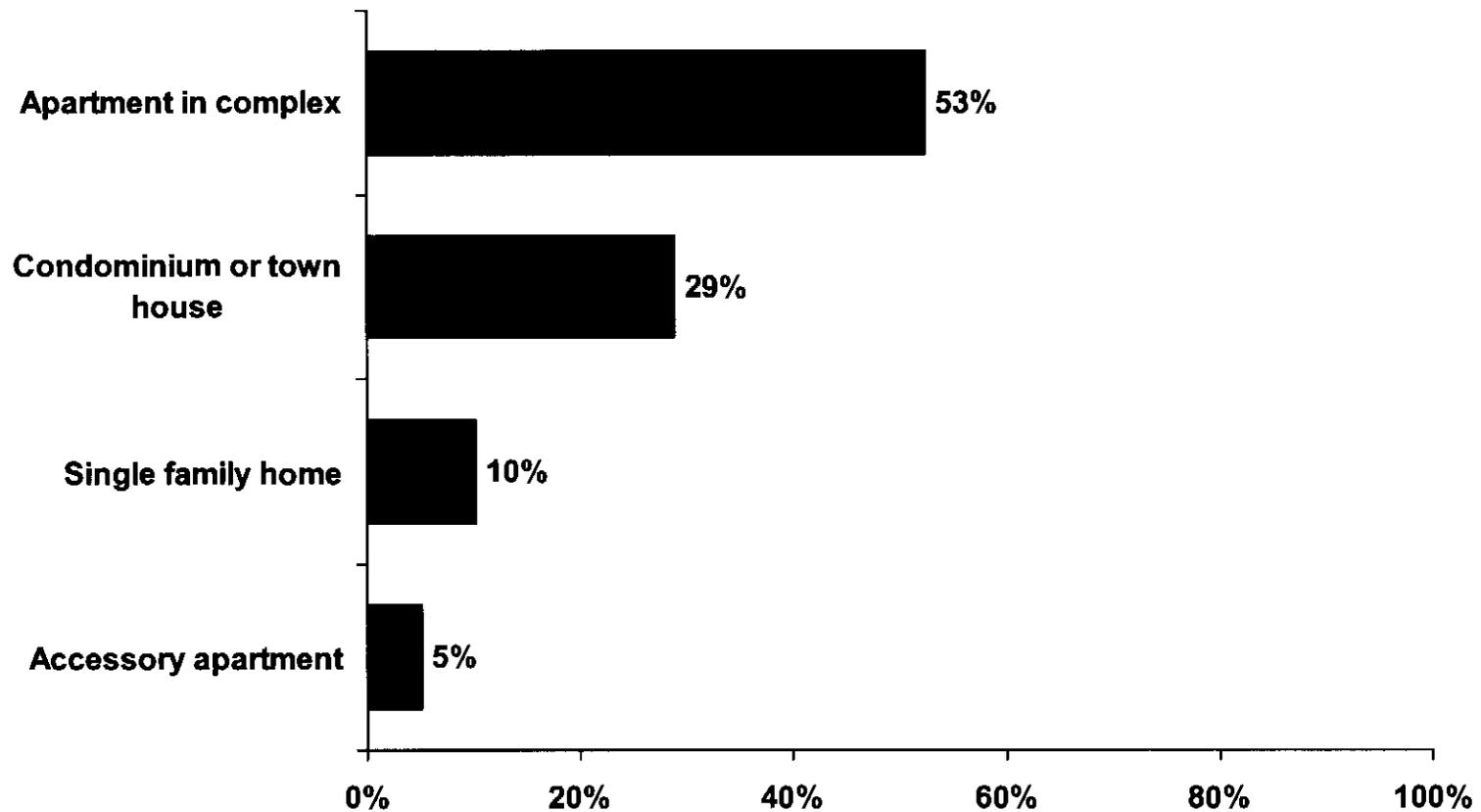
Q23 How likely would you be to purchase a [READ]. How likely would you prefer to purchase?

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.

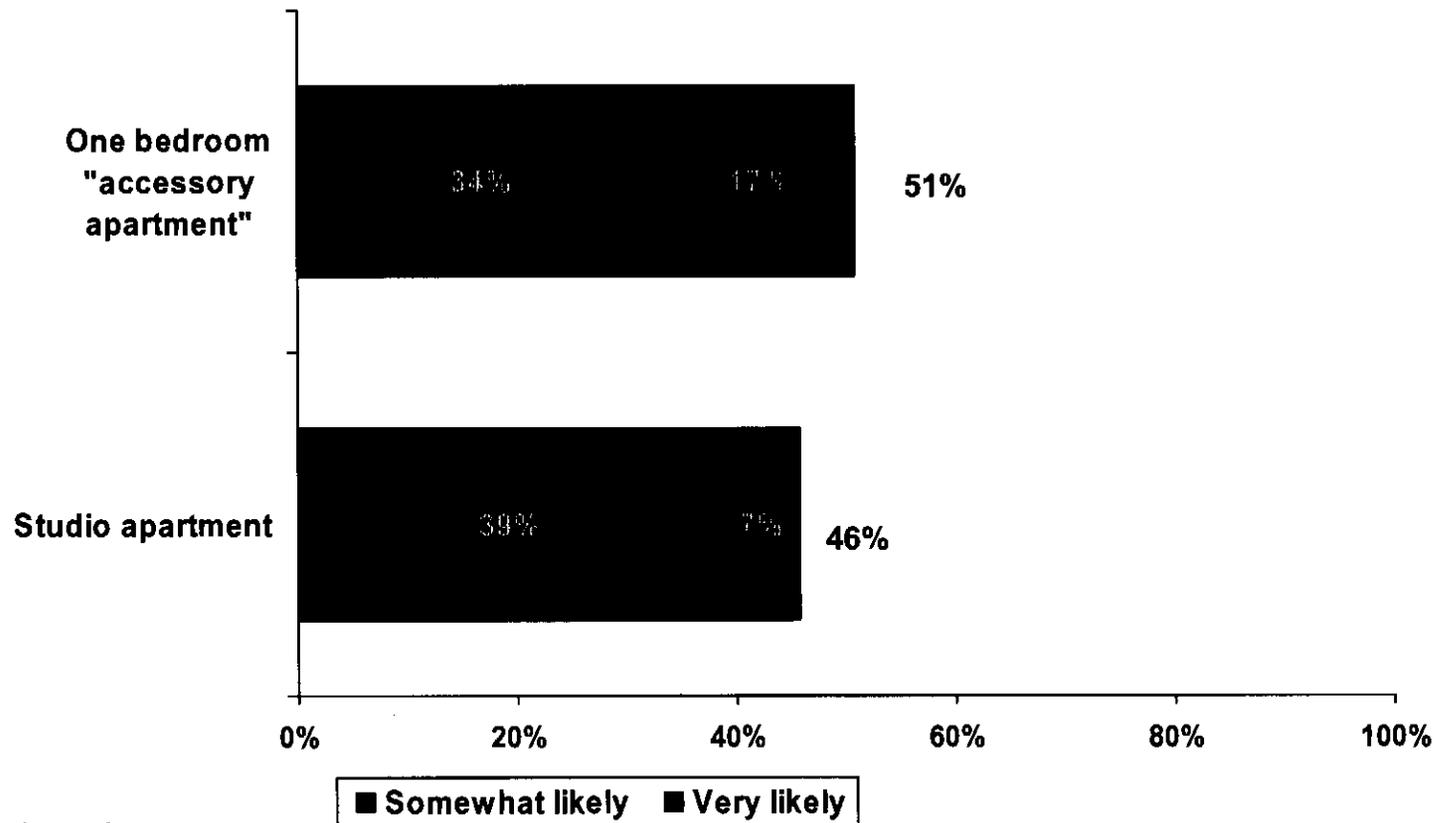


Base (59)

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)

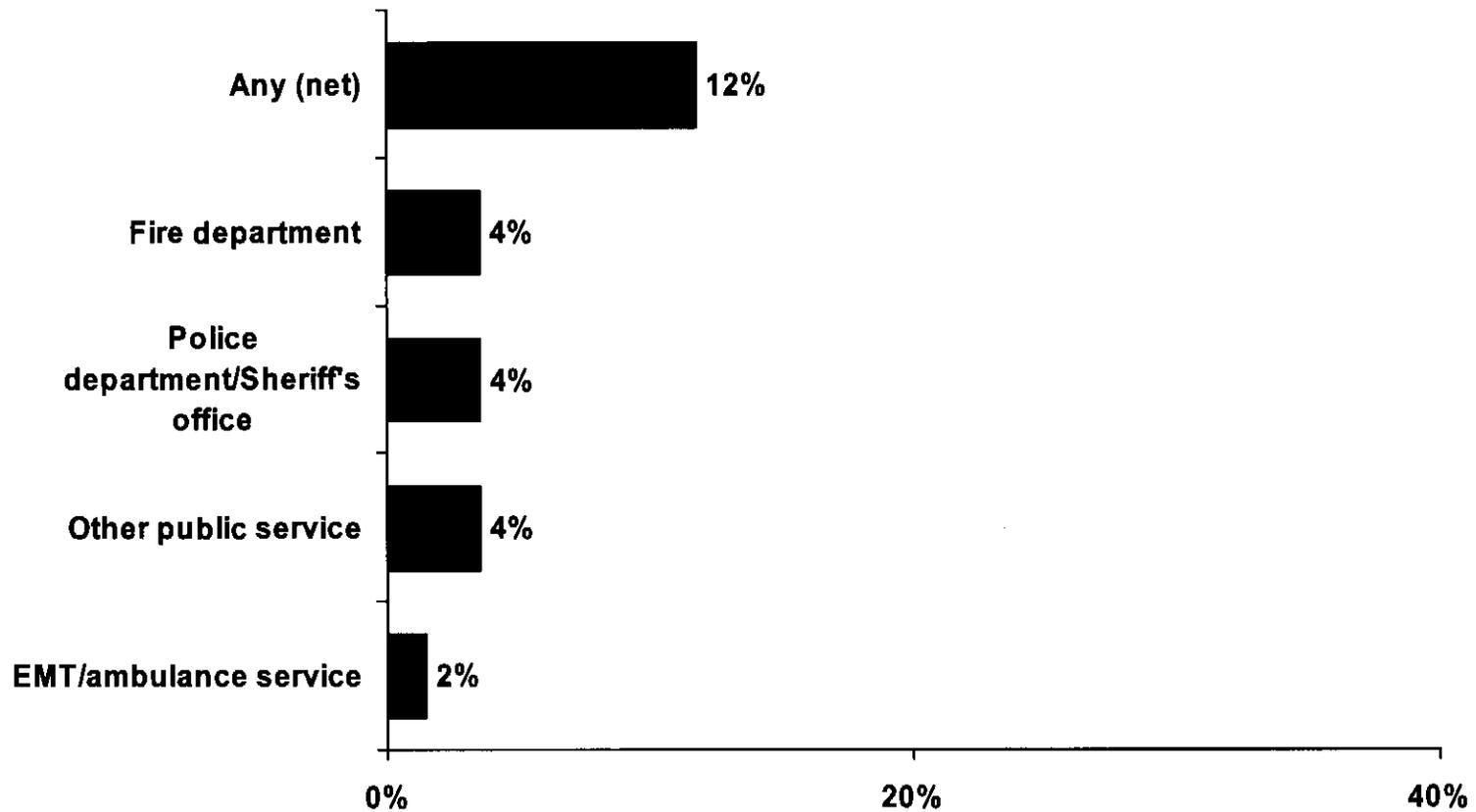
*Rating on a 4- point scale

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

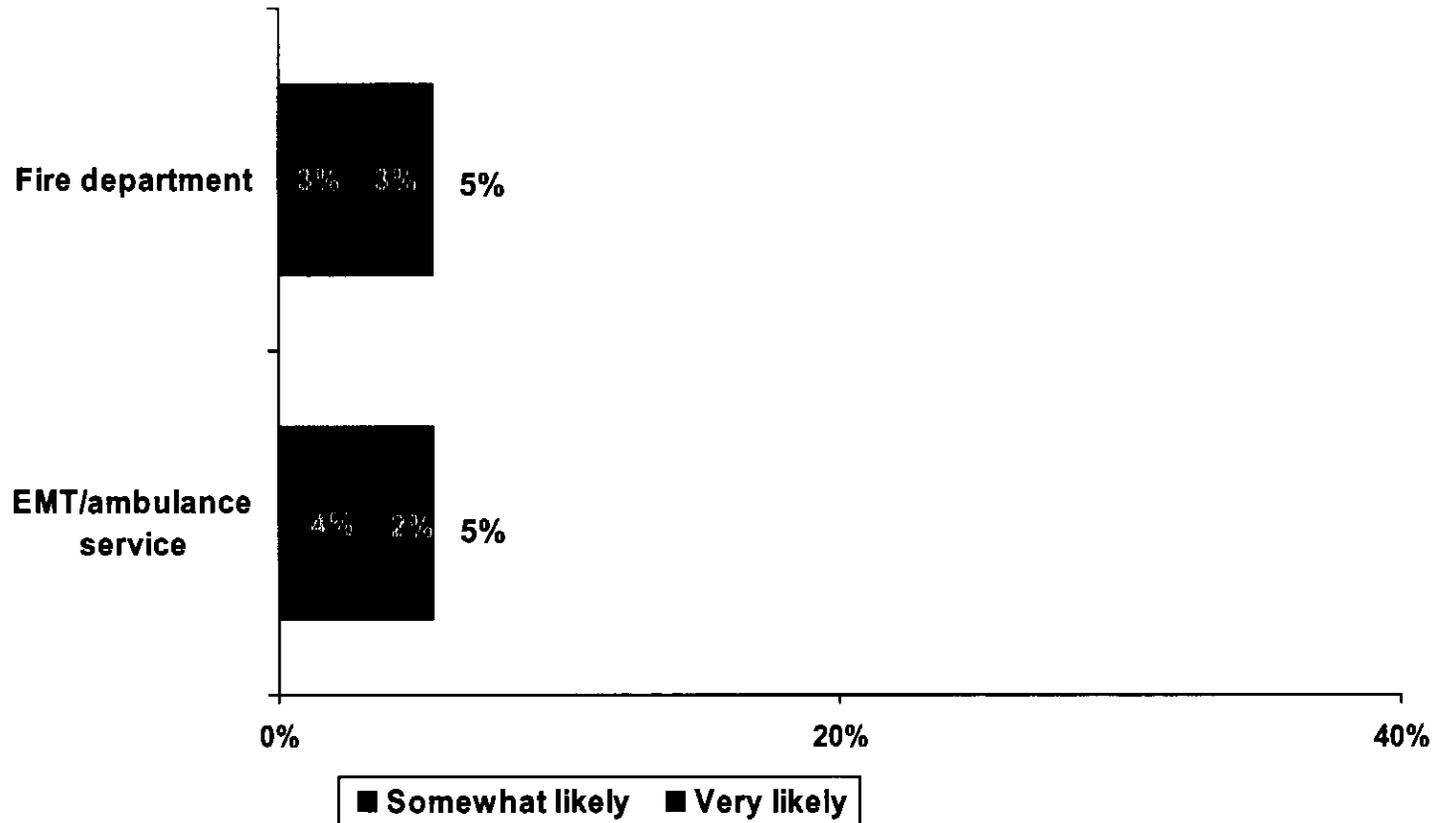
- Approximately 12% of 19-35 year olds are involved in volunteer community efforts. 4% participate in the fire, police, or other public service. 2% are EMT volunteers.
- Lower income households (under \$100K) are more likely to participate as fire department volunteers.



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.



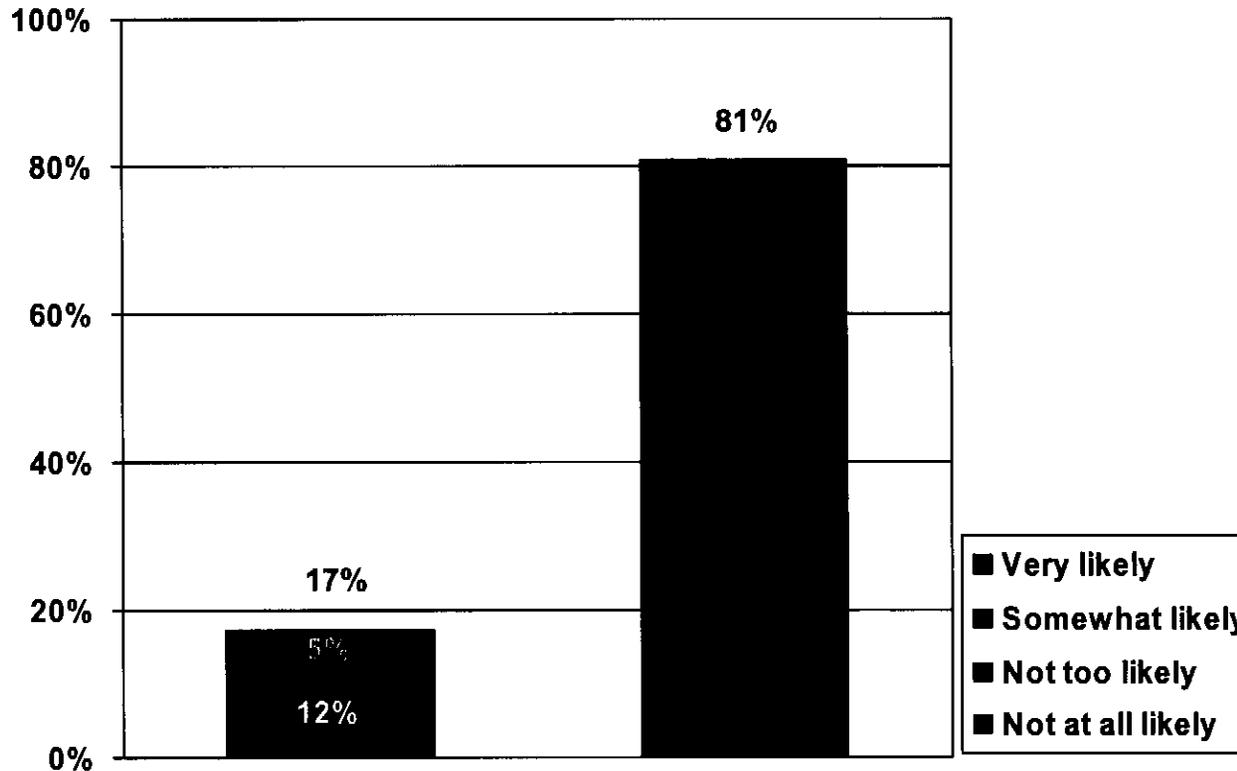
Base (202)

*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?

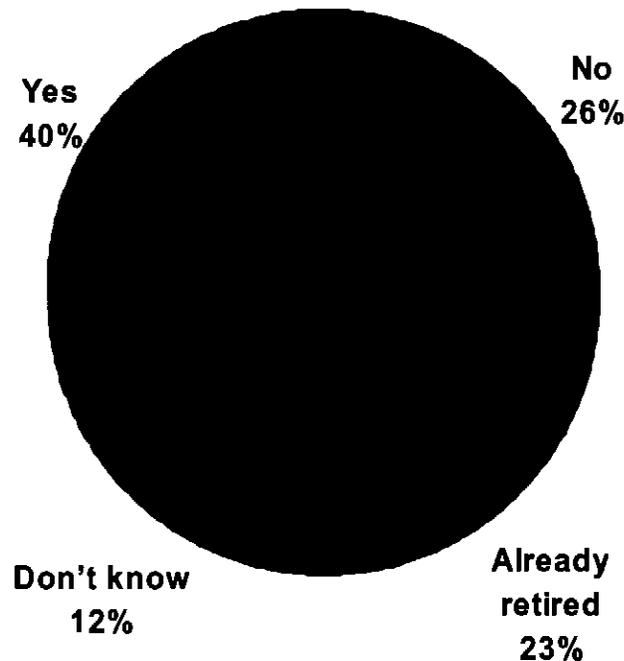


Relocation Preferences
- 36+ years -

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.

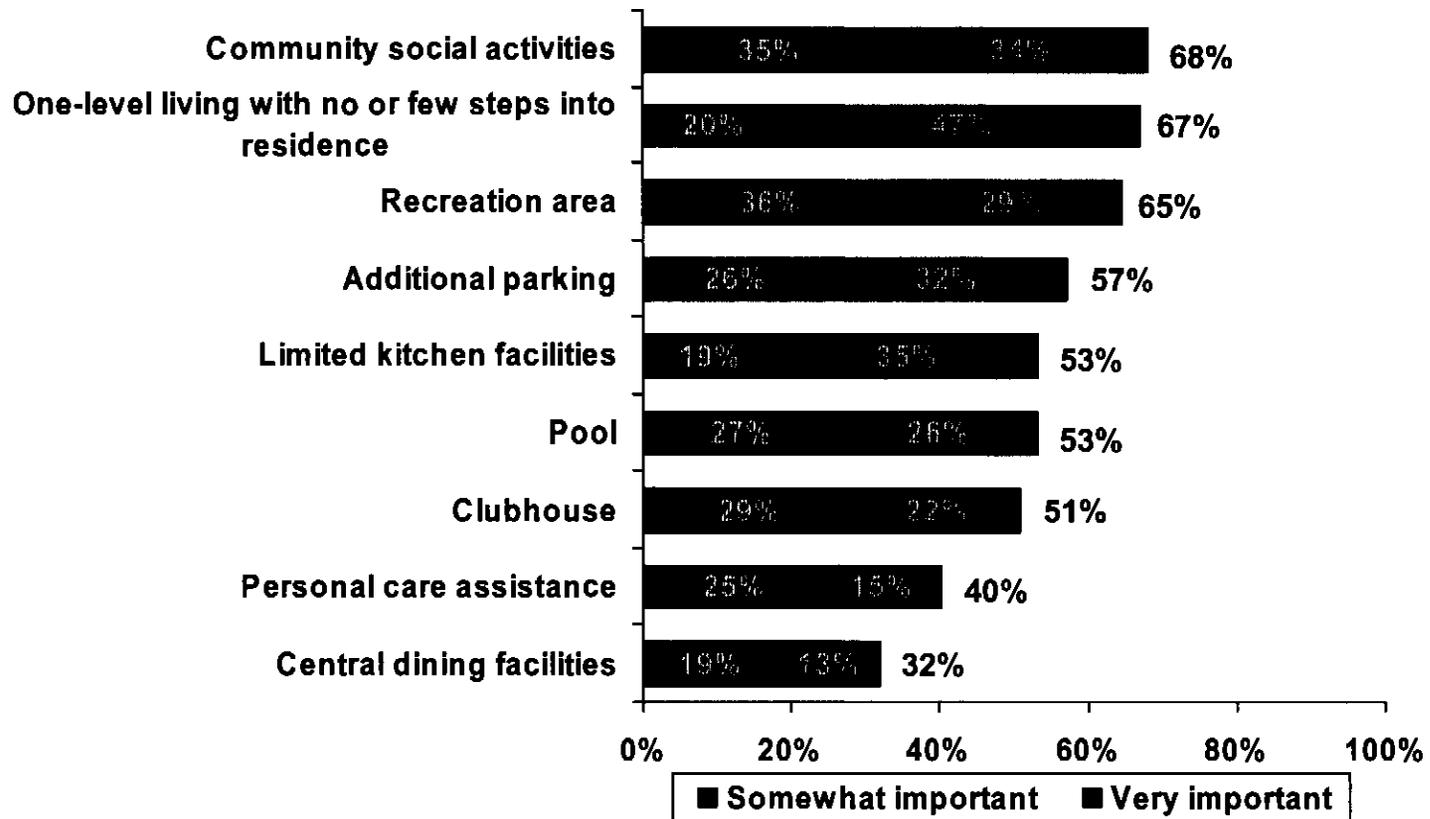


Base (400)

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)

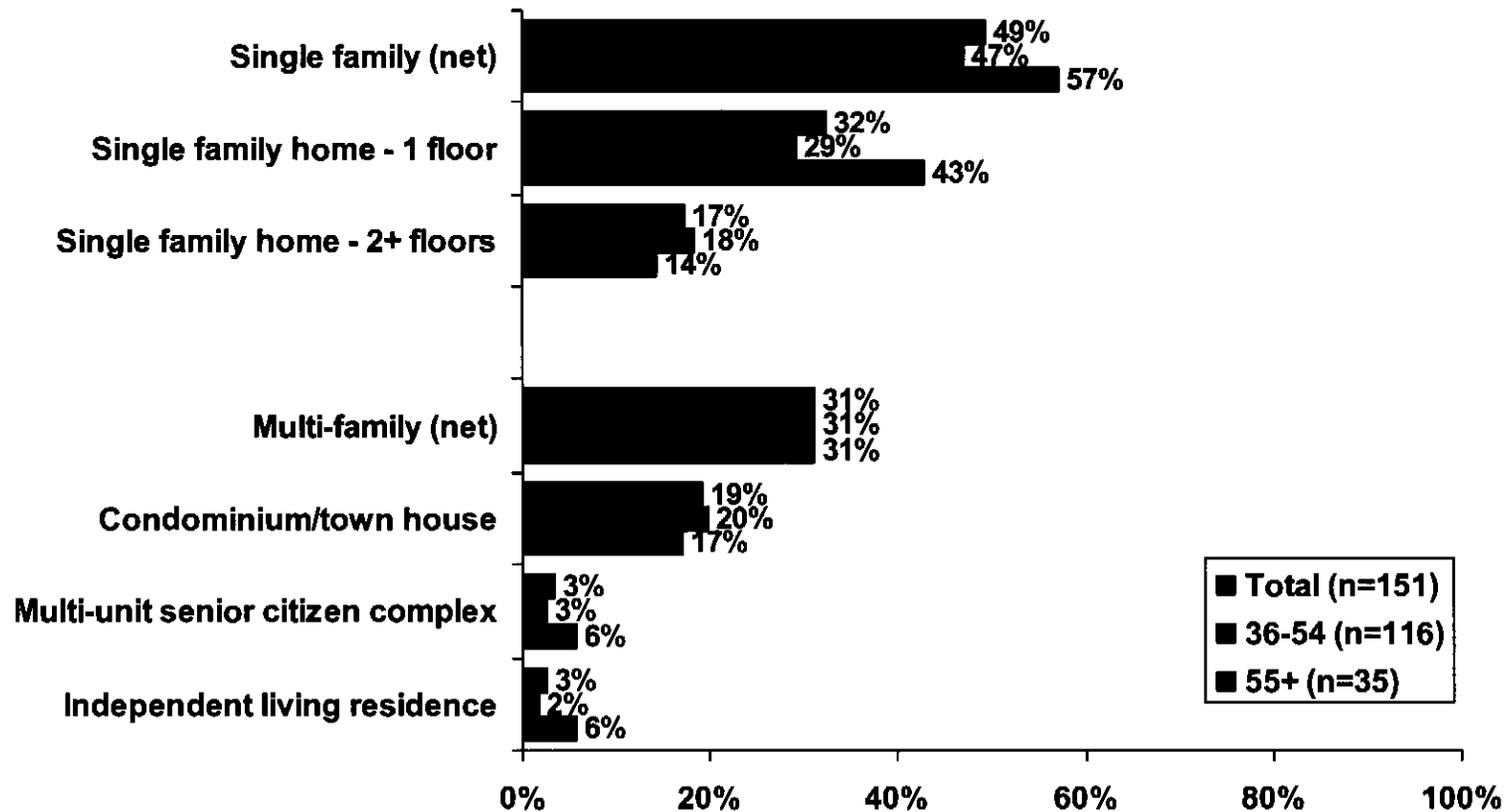
*Rating on a 4- point scale

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.

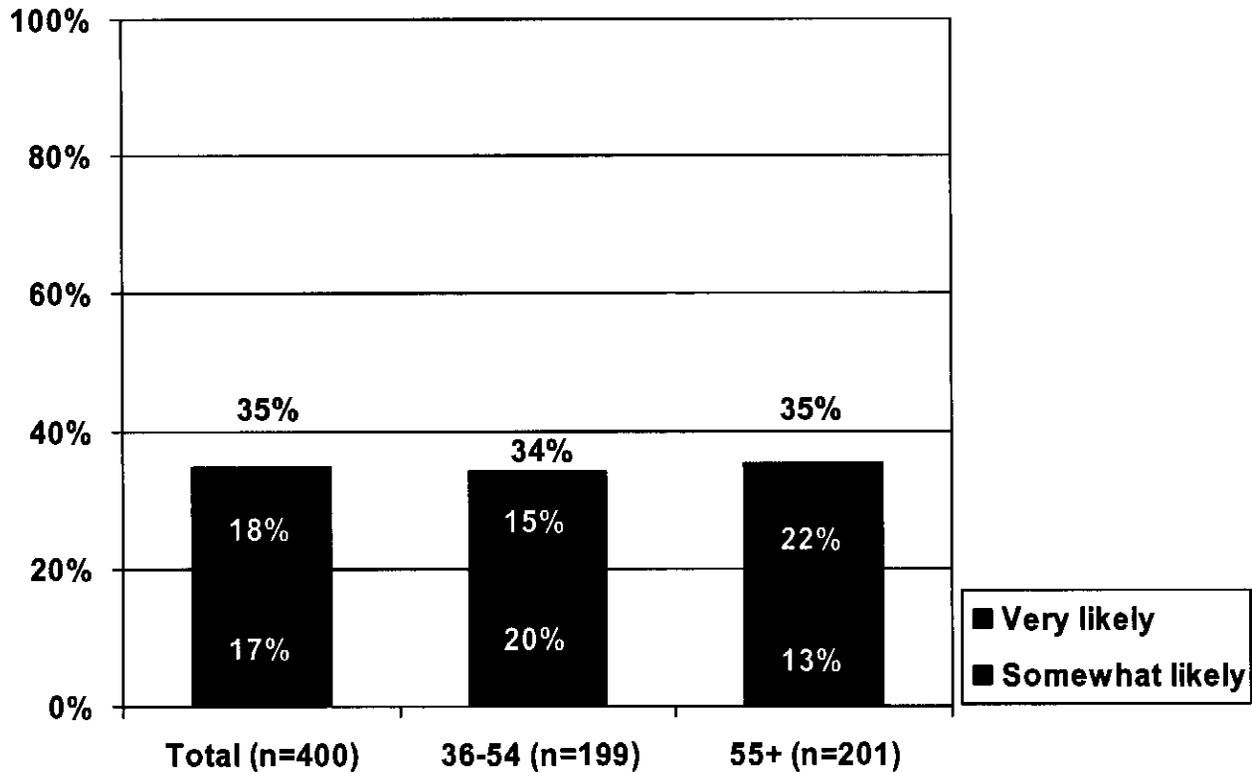


Q29 As you consider your retirement, would you prefer to move to...?

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.



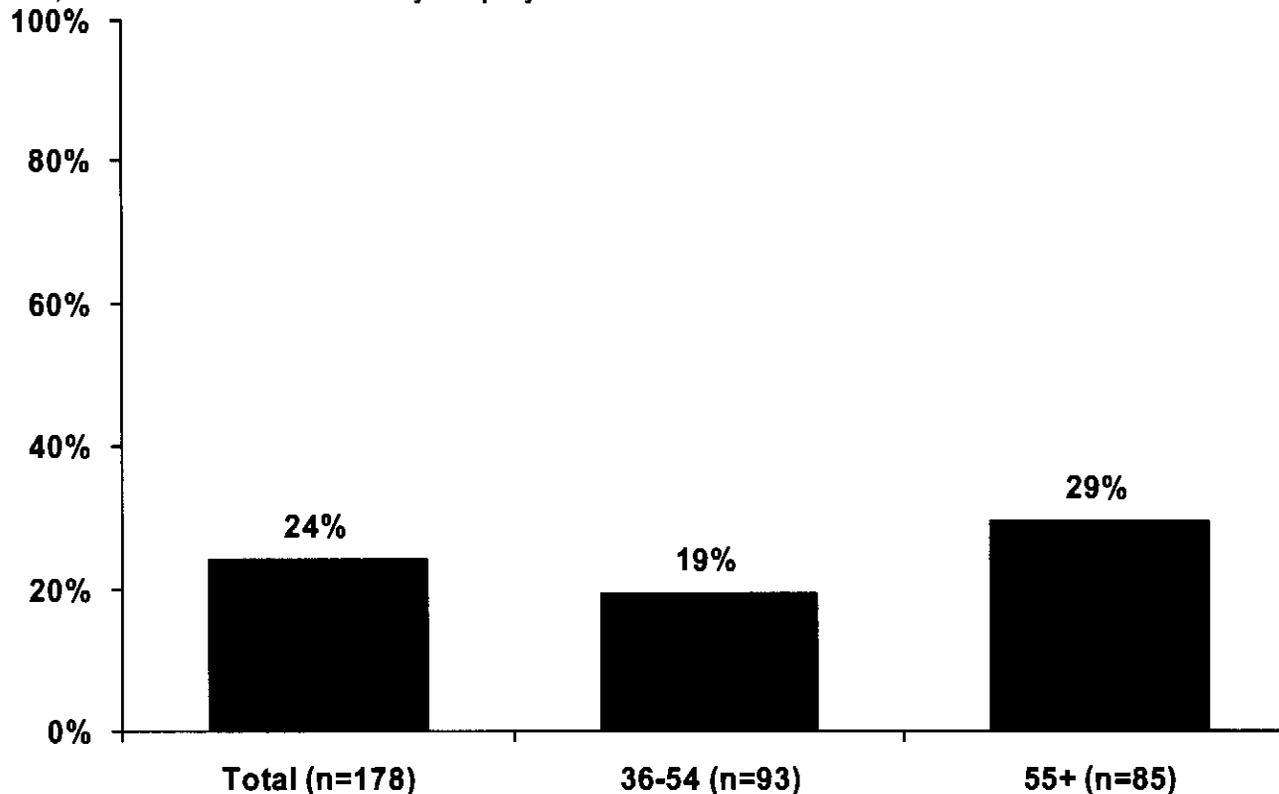
*Rating on a 4 - point scale

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

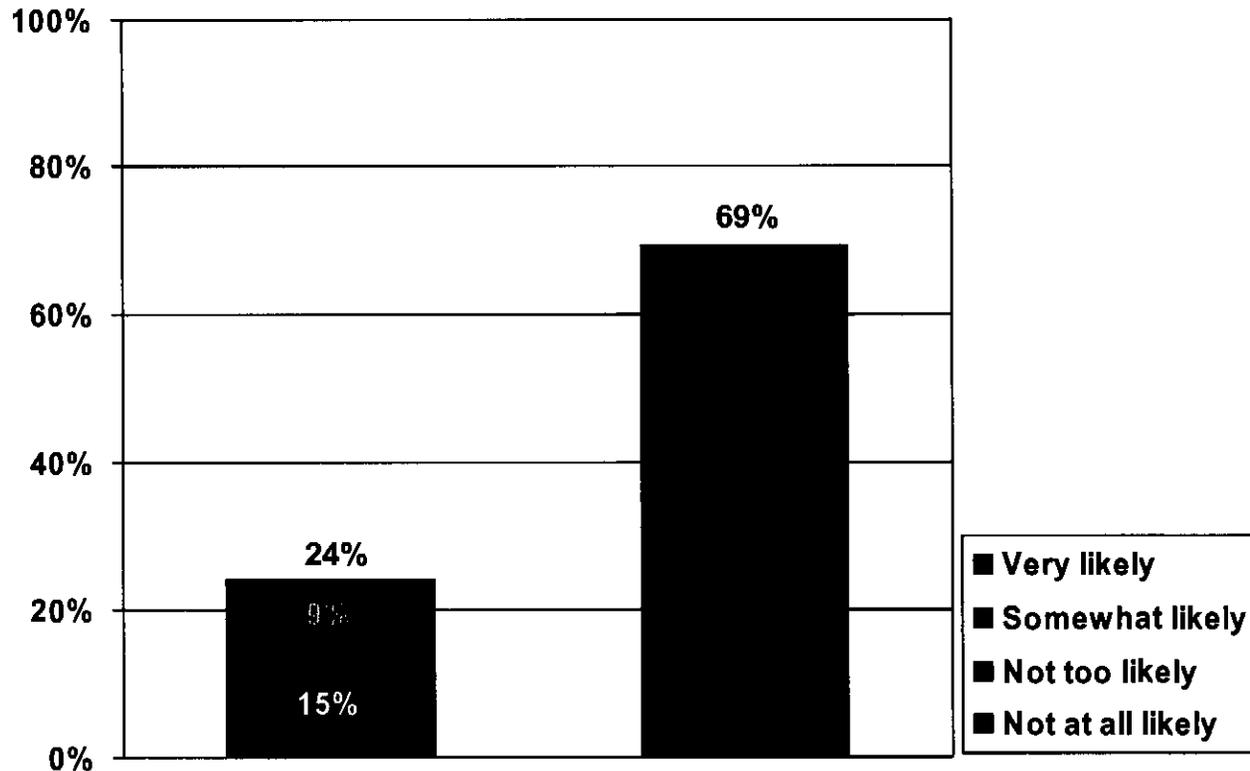


Q31 If you would consider this housing, would you rent the house and live in the smaller accessory apartment?

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)

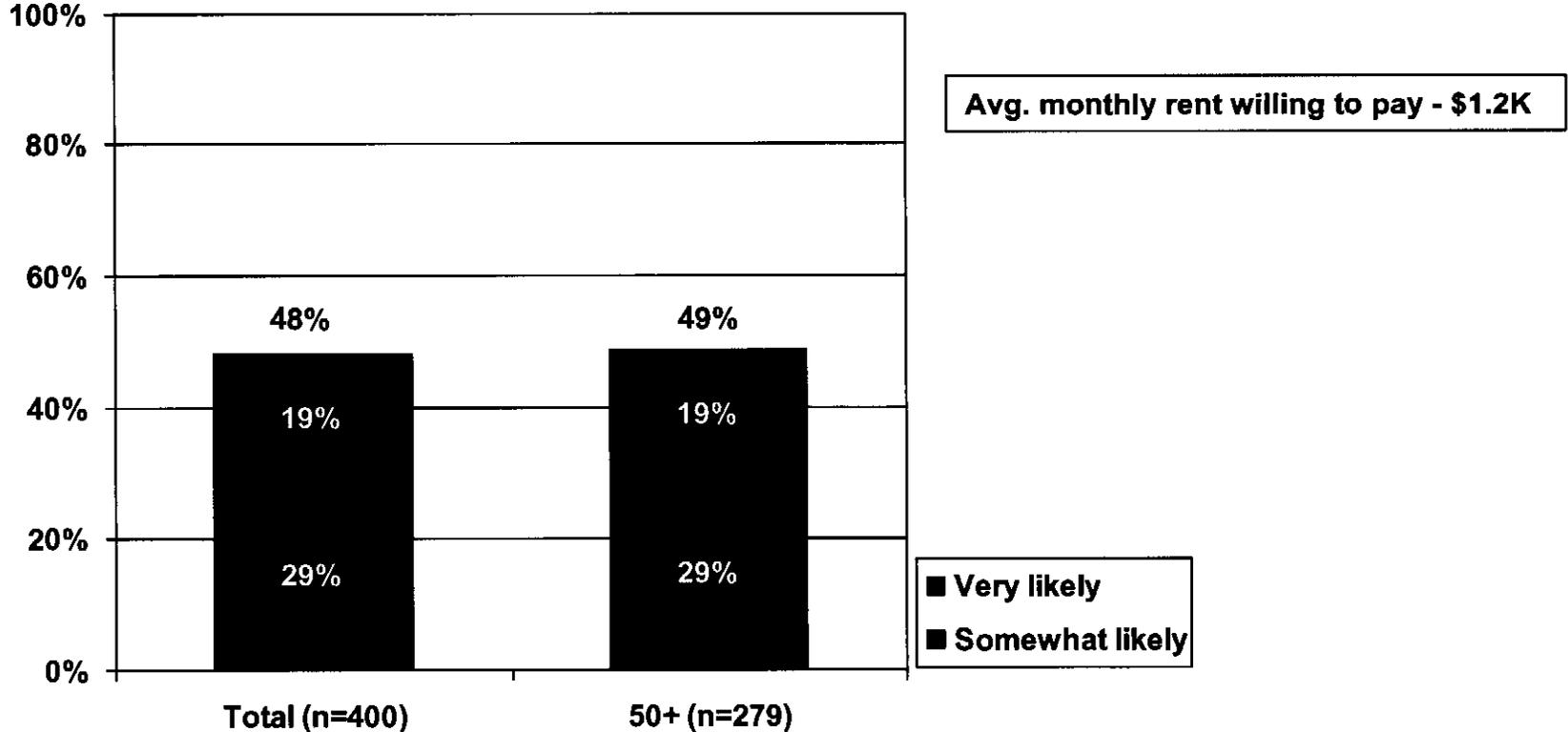
*Rating on a 4 - point scale

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>				
	64%	74%	83%	39%
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)

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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		

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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		

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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

0

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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%

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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

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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		

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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 %-

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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		

□

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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

□

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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%

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No	6	30.0%	100.0%
REFUSED	-	-	100.0%
Total Responses	20		

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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		

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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		

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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%

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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

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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

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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?

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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		

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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		

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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		

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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		

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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		

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TABLE 020

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

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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		

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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%	

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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		

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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		

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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%

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Total Responses 404

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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		

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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

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 [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		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 28

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			

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

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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		

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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	-	-	96.6%
	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%	

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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		

□ Computers for Marketing Corp. - SCAN of othfix.tr - Page 35

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) 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		

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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		

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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 %-

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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 %-
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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%

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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 %-

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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%

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 bullds - 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.