October, 2008

Recreation & Parks Master Plan

Town of Clarkstown
Rockland County, New York

Prepared for:

Clarkstown Parks Board & Recreation Commission

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TOWN OF CLARKSTOWN
2008 RECREATION AND PARKS MASTER PLAN

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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 sub-committee of the Commission should be developed to work on the potential development of a trails plan in conjunction with other identified community stakeholders as necessary.

Bicycling for Recreation and Transportation

A Clarkstown Bike Advisory Committee should be formed to address the bicycling needs and issues of town residents. As fuels prices continue to soar, many more residents and school children are turning towards alternative means of transportation. By forming a dedicated Bicycling Advisory Committee, the town can begin to identify issues and needs of this group of commuters and users and address those current and future needs.

Recreational Use of Waterways

Congers Lake, and to a lesser degree Lake DeForest, offer potential opportunities for water based and adjacent land based recreation activities. Potential trail development and enhancements and recreational access to the Twin Ponds wetlands should be examined under a dedicated study to assess their feasibility for such recreational amenities. If acquisition of property adjacent to Rockland Lake State Park and the Hudson River is feasible, opportunity exists for expanding water-based recreational amenities at these locations.

Address the Needs of All Ages

This plan addresses issues of delivery of facilities and services to all ages. Within five years, additional athletic fields are projected to be needed to serve expanding youth and adult sports programs. Existing parks are virtually fully developed, requiring acquisition of additional land for active park facilities. Conversion of the existing gymnasium at Congers Lake Community Center to multipurpose space could accommodate a wide variety of fitness, performing, and other activities for all ages. Upgrade of the existing activity room for use by the Senior Club during weekdays will enable that group to remain at a location desirable to the club.

Trails and on and off-road bikeways serve all ages.

Walkers, bikers and hikers have expressed interest in having an interconnected network of trails and paths for active and passive recreational use. It is possible that a commercial, county, or non-profit entity may provide funding or partner with the town to construct and operate several of new trail and pathway linkages.

The Roles of the YMCA and the Private Sector in Providing Leisure Services

The town should recognize the value to the community of these entities in providing a variety of recreational opportunities. It should seek to partner with private sector entities when mutually beneficial and it should partner or coordinate services with the YMCA and others to serve town residents without significant duplication or competition.

Potential for Partnerships with School Districts

The town should seek additional opportunities to partner with the school districts in the town when it can do so in a mutually beneficial manner.

The Importance of Addressing Operating Costs and Revenues

Operating costs of major facilities should be offset by revenues from the persons benefiting from their use to the extent possible. An important objective of a feasibility study for a major facility is to identify both the capital costs and the extent which revenues can be expected to offset operating costs.

Traditional and Non Non-Traditional Means of Financing Programs and Facilities

The town should seek alternative means and techniques of capital financing, private investment, partnerships, grants and other available resources when appropriate.

Program Strategy

Priority Park Planning Projects
(As reviewed and prioritized by the Clarkstown Parks Board & Recreation Commission)

1. Update/upgrade Germonds Pool facilities

2. Install new turf on the existing soccer field for multi-use (soccer/lacrosse/football)

3. Construct a new kayak launch at West Nyack Park

4. Construct a new walking trail around Congers Lake

5. Conduct a feasibility study and site assessment to determine designs and locations for an ice rink in Clarkstown

6. Develop walking trail(s) at Davenport Preserve

7. Update the Zukor Park Playground

8. Develop a new 90' baseball field at a location to be determined within an existing town park

9. Develop a new multi-use, indoor, domed sports and recreation facility

Acquire Land at Existing Parks

• Zukor Park – develop lands when available for acceptable terms.

• Congers Lake Park – acquire parcels and or easement rights on properties that surround and abut the lake to expand the existing trail/pathway.

• Germonds Park – acquire a portion of the property south of the park for additional parking and possible expansion of the ball fields.

• Zukor Park - acquire adjacent land from Rockland County's Kennedy Dells Park and/or enter into a shared use agreement to allow co-use of this large park facility.

Acquire Land for New Parks

• The town has acquired the Open Space Institute property at overlooking the Hudson River and Palisades. This parcel should be developed initially for low intensity recreation such as hiking, cross country skiing, and wildlife observation.

• Northern New City Area – over the longer term, beyond five years, acquire twenty or more acres for future active recreational development.

• Trails – acquire rights of way, easements, permits, title, or other means to implement a town-wide Trails Master Plan.

Develop Outdoor Recreational Facilities

• Baseball / Softball Fields – two additional 60' baseball and youth softball fields and one regulation (90') baseball field.
• Rectangular Athletic Fields – two additional fields for soccer and two full size and two smaller fields for lacrosse.
• Other Outdoor Facilities – provide picnic areas with informal volleyball and other

informal activities where practical near major facilities in the larger parks.
- Trails
- Bikeways

Expand Indoor Facilities

- Undertake a feasibility study to determine the most cost beneficial means and feasibility of expanding indoor spaces at Congers Lake, Street, Central Nyack and Pasack Community Center and/or a new structure.

Future Planning

- Update this master plan in five years.
- Undertake professionally prepared development plans for new parkland acquisitions and for improvements to existing parks. Update periodically.

2.0 INTRODUCTION

RECREATION IN CLARKSTOWN

Clarkstown enjoys a premier system of parks and recreational facilities and a high quality of recreational programs which have developed over the past 48 years of visionary, yet sound, planning, management, and responsible financing.

Formally established in 1960, the Clarkstown Recreation Commission has grown and evolved the town's parks and recreation facilities and programs into one of the best systems in Rockland County. The Recreation and Parks Commission is the administrative body of the town of Clarkstown that is formally charged with the oversight, administration and operations duties of the town's parks and recreation facilities. Currently, the Commission is comprised of a seven (7) member Board and a Superintendent.

Initially run as a part time town department, the Recreation and Parks Commission has grown from an initial staff of two persons 1960 into a full fledge department of over fifty (50) full time and 400+ part-time/seasonal employees. Today's Recreation and Parks Commission has an operating budget of approximately $6.2 million and oversees the operations and maintenance of a combined 700 acre town-wide park system that encompasses twenty-three (23) parks and preserves, four (4) major community centers, three (3) large outdoor pools, twelve (12) improved ball fields, numerous play grounds, basketball and tennis court, and other recreational amenities and parks operations facilities.

Of the Town's $6.2 million operating budget for parks and recreation, approximately 30% is dedicated to community center operations; 24% to parks and playground maintenance; 14% to youth programs; 12% to swimming facilities; 9% for departmental administration; 3.5% to seniors programs; 2% to central warehouse operations; 1.8% to refreshment stand operations; and .8% to adult activities. In 2007, revenues to the Clarkstown Recreation and Parks Commission amounted to approximately $2.2 million. A full summary of the Commission's annual operating budget including expenditures and revenues can be found in Appendix C and a full inventory and description of all town parks and community centers can be found in Appendix A of this Plan.

In addition to maintaining the formal network of town parks and preserves across Clarkstown, the Recreation and Parks Commission oversees the acquisition and maintenance of approximately 180 acres of dedicated open space lands in town.

As a primary core of it's duties and functions, the Recreation and Parks Commission also oversees the administration of approximately 100 different recreational and civic oriented programs as well as 13 senior citizen clubs and groups. In 2007, the Clarkstown Recreation and Parks Commission over saw the administration of sixteen (16) cultural and special events for youth, three (3) events for adults and ten (10) events for senior citizens. In addition to these civic events, there were approximately seventeen (17) sports and athletic special events for youth and five (5) events for adults that were directly supported and/or administered by the Commission. The Recreation and Parks

Commission also operates approximately thirty-five (35) seasonal and year-round instructional programs fro youths, adults and senior citizens across all of the town parks, pools and community centers.

Currently, the Clarkstown Recreation and Parks Commission is has its administrative offices housed at the Recreation and Parks Commission Administration Building which is part of the Zukor Park/Street Community Center complex on Zukor Road in New City. A central maintenance facility for the parks Commission is located at the Town Central Warehouse which is located on Burnside Avenue in Congers. In addition to this location, other parks maintenance operations are located individually at Germonds Park, Zukor Park and Congers Lake Memorial Park.

Recent improvements to the town's parks and recreational facilities include the following:

Congers Lake Memorial Park
- Removed the boat dock and installed a new chlorine tank for the pool

Lake Nanuet Park
- Dead tree removal; Bath house plumbing upgrades; installation of a new picnic table pad area

Tennyson Park
- New walkway by flag pole and benches installed by Eagle Scout; Replaced swing seats

Germonds Park
- Installed a new pool filter system

Pascack Community Center
- Dead tree removal and replacement

Cropsey Farm
- Field cutting

Davenport Site
- Building stabilization and security

In addition to the above noted town parks, preserves, community centers, pools, ball fields and other recreational amenities, there are several other County and State parks and recreational facilities in the Town of Clarkstown. These include the following:

Rockland County
- Kennedy Dells Park, New City
- Mountainview Nature Park, Central Nyack
- Demarest Kill Recreation Area, West Nyack
- Dutch Gardens, New City
- South Mountain Park, New City/Pomona

Buttermilk Falls Park, Central Nyack

New York State
Palisades Interstate Park
Rockland Lake State Park
Nyack Beach State Park
High Tor State Park
Hook Mountain State Park

This Parks and Recreation Master Plan is intended to build upon the body of knowledge and understanding of the uniqueness of Clarkstown which has been gained through previous master plans and, in particular, the most recent Open Space planning activities of 2001. It is intended to ensure continuity and consistency while expanding the vision and scope of parks and recreation in Clarkstown to match the town's present and future capabilities and expectations.

ISSUES OF INTEREST

The town leadership has identified issues and opportunities of particular interest. These are addressed throughout the tasks of the planning and they influence the goals, objectives, and recommendations of this master plan. These issues are:

Indoor Facilities
Determine the need for and potential nature of facilities within one or more indoor venues in context with the availability of facilities in schools, the YMCAs, commercial, and other providers of indoor spaces suitable for leisure services.

Health and Fitness
Enhance indoor and outdoor opportunities to support the emerging emphasis on health and fitness for all Clarkstown residents through expanding programs, providing facilities and other resources, and partnering with others to add capabilities and to enhance delivery of services.

The Open Space Plan and Parkland Acquisition
Identify parkland needs and prioritize acquisition of lands identified for recreation in the town's Open Space Planning documents.

The Trails Plan
A dedicated Trails Plan should be developed upon adoption of this master plan and should be incorporated as an appendix into the Town's comprehensive plan.

Bicycling for Recreation and Transportation
Recognizing the need to make Clarkstown more bicycling friendly, a Clarkstown Bike Advisory Committee should be formed and to established goals concurrently with this master plan.

Recreational Use of Waterways
Congers Lake and to a lesser degree, Lake DeForest due to its private ownership, offer potentially superb opportunities for water and adjacent land based active and passive recreation.

Address the Needs of All Ages
Examine opportunities to enhance services and facilities for persons of all ages from preschool through senior citizens.

The Roles of the YMCA and the Private Sector in Providing Leisure Services
These are important resources in Clarkstown with opportunities for partnering to provide services to town residents without significant duplication or competition.

Potential for Partnerships with School Districts
The town has experience in partnering. It should seek additional opportunities for partnering with the School Districts for facilities and programs when mutually beneficial.

The Importance of Addressing Operating Costs and Revenues
When planning for major facilities, it is necessary to identify the impacts of both the capital development costs and the extent which revenues can offset operating costs.

Traditional and Non-Traditional Means of Financing Programs and Facilities
The town should take advantage of alternative means and techniques of capital financing, private investment, partnerships, grants and other available resources when appropriate.

THE MASTER PLANNING PROCESS
This plan addresses the current and anticipated future unique circumstances, opportunities, demands, trends, resources, capabilities, and imagination of Clarkstown to enable the town leadership to take advantage of opportunities and to maximize the impact of its resources and those of others to enhance the high quality of its recreational opportunities.

The Master Plan report is only one product of the planning process. The process involves analyses of pertinent data; evaluations of the situations revealed; strategies for land acquisition, facilities development, programming, and administration; recommendations for long and short term specific actions; and identification of potential means for implementation.

The planning has been a cooperative effort among the town's elected officials, the appointed Recreation and Parks Commission and its Master Plan Committee, the Clarkstown Recreation and Parks Commission, other providers of recreational opportunities, the residents of the town, and the consultant.

ACKNOWLEDGEMENTS

This Master Plan is the result of substantial active participation and input by:

The Town Supervisor and the Town Board
The Recreation and Parks Commission
The Town Master Plan Committee
The Clarkstown Recreation and Parks Superintendent and staff of the Recreation Commission
The School Districts in Clarkstown
The Clarkstown Senior Club and other civic organizations
The various sports organizations in the town
The various performing and visual arts organizations in the town

The Master Plan is also a reflection of the interests, needs, and desires of Clarkstown residents who have participated in large numbers in past public meetings which were held to inform town residents of the purpose and intent of the Town's overall master planning process and to receive input from the public. In addition, questionnaires seeking desires and opinions from town residents and organizations providing recreational opportunities were widely distributed and returned.

The broad participation was intended to ensure that all interests had an opportunity to be considered and that the Master Plan will be an effective working guide to enable Clarkstown to achieve its goal to provide parks, recreational opportunities, and leisure services as necessary components of the social fabric and quality of life of the town and its residents.

3.0 DEMAND FOR RECREATIONAL OPPORTUNITIES

RECREATIONAL TRENDS

It is widely recognized in a growing suburban community like Clarkstown that demands and preferences for recreational lands, facilities, and programs are influenced by many factors.

Many characteristics of a town's population are particularly influential in the choices of activities and in the resources necessary to accommodate those activities. The ages, geographic distribution within the town, the rate of growth of the population, and its educational and income levels are most commonly evaluated. Demands are also determined by examining participation in specific activities, expressed interests of town residents, and trends in recreational preferences.

The physical characteristics of a town and its surrounding towns influence the feasibility and desirability of participating in certain activities. Many activities are dependent upon natural conditions such as topography, water bodies, climate, and others.

Location and accessibility to opportunities are influences in some cases. In a town such as Clarkstown, with limited public transportation and few routes suitable for walking or biking to potentially distant venues, vehicular travel is the prevailing means of accessing recreational sites.

NATIONAL AND STATE PARKS & RECREATION STANDARDS

Today the most widely used guide for planning the growth of local parks, recreation and open space systems around the country by parks planners and landscape architects is the 1996 "*Parks, Recreation, Open Space and Greenway Guidelines*" developed by the National Recreation and Parks Association (NRPA) and the American Academy for Park and Recreation Administration (AAPRA).

These guidelines were created to assist communities like Clarkstown to identify and plan for development of adequate park lands, open spaces and active/passive recreational amenities. In communities like Clarkstown, where land for parks and recreation is quickly becoming harder and harder to secure the implications towards sound, proactive park planning is reinforced. The new guidelines also promote a "systems approach" to the planning of a communities parks, recreation and open spaces which is predicated primarily on local needs. The 1994 guidelines reinforce the importance that communities should develop their own facility standards based on individual recreational needs and demands. The following is illustrative of some of the 1994 NRPA guidelines:

Baseball Fields: 1 per 5,000 people
Soccer Fields: 1 per 10,000 people
Football Fields: 1 per 20,000 people

In 1994, the New York State Office of Parks, Recreation and Historic Preservation issued the "Statewide Comprehensive Outdoor Recreation Plan" (SCORP), which contained a detailed inventory and analysis of state-wide parks and recreation needs in New York State. Multiple recreational-based surveys were conducted with the results of the surveys and other data being used to create a relative index of needs, which compares current day recreational facility availability compared to the projected demands for similar recreational facilities in 2010. The results for Rockland County showed a high need for all types of park and recreation facilities.

The SCORP was updated in 2003 to keep consistent with current recreational trends and demographic changes. The 2003 SCORP provides statewide policy direction and serves as a status report and overall guideline for recreation resource preservation, planning and development through the year 2007. The SCORP/FEIS includes an analysis of recreation supply and demand, including analyses for specific activities such as swimming, boating, golfing, camping and trail uses. Programs and initiatives are summarized, including open space, quality communities, coastal and waterfront resources, trails and greenways, and water access/recreation. State-owned recreational assets and state programs relating to recreation and resource management are also described. It generally concluded that centers of population such as Rockland County will continue to exhibit a deficiency of appropriate recreational amenities compared to the general population size and needs.

The Town of Clarkstown recognizes that the quantity of parks, recreation and athletic facilities currently available at parks and schools is not enough to handle the increasing demands of the community, and that overuse of these existing facilities may degrade quality, and possibly affect safety. The greater need comes from increasing population, increased participation in recreation and sports, expansion of existing programs and initiation of new programs. At this time, the Parks & Recreation Commission and School Districts are quickly becoming unable to meet the demands of the community and local youth leagues with the number of parks and recreation facilities and athletic fields currently available.

DEMOGRAPHIC FACTORS & INFLUENCES

Prior Town Master Plan Updates derived population data from the 2000 U. S. Census. There has been no census since then. However, the 2000 census data was modified, where appropriate, from additional information or estimates from other sources to show population estimates based on current growth trends.

Population

In 2000, the U. S. Census estimated Clarkstown's population at 82,082, an increase of 3 percent over the 1990 population. That ten year growth rate was slightly greater than Rockland County's growth rate of 2.9 percent and less than New York State's growth rate of 5.5 percent. New home construction during that period, assuming continuation of an estimated average household size of 2.90 persons, suggests a 2007 population of roughly 82,816, increasing to a projected population of roughly 85,300 in 2009. Assuming

current trends of both decreases in the rate of population growth and in average household size over the next five years, the town's population in 2011 is projected to be 90,268.

Household Size
The population projections reflect a lowering rate of construction of new homes over the past five years and an assumption of smaller households as seen elsewhere in towns similar to Clarkstown. The impact of reduced household size is a decreasing percentage of the population under the age of 18 and an increasing percentage of the population age 45 and older. This trend is reflected in virtually stable school enrollments in the major school districts during a period of relatively moderate overall growth. Demands for recreational facilities and programs will be influenced by these trends.

Age
Age is an important influence in both the choice of and the rate of participation in specific leisure activities. Following are the numbers and the percentages of Clarkstown's population based on the 1990 and 2000 U. S. Census, which are the latest available. The importance of these comparisons is to identify trends which will continue to influence future demands.

Age 2000	**Population**	**%**	**Age 1990**	**Population**	**%**
0-4	5,275	6.4	0-4	4,729	5.9
5-9	5,683	6.9	5-9	5,108	6.4
10-14	5,848	7.1	10-14	5,944	7.5
15-19	5,166	6.3	15-19	5,985	7.5
20-24	3,767	4.6	20-24	5,801	7.3
25-34	9,690	11.8	25-34	11,013	13.8
35-44	13,535	16.5	35-44	11,636	14.6
45-54	13,554	16.5	45-54	11,454	14.4
55-59	5,522	6.7	55-59	4,490	5.6
60-64	3,966	4.8	60-64	3,741	4.7
65-74	5,967	7.3	65-74	4,265	5.3
75-84	2,917	3.6	75-84	2,385	3.0
85+	1,192	1.5	85+	944	1.1
Totals	**82,082**	**100%**	**79,346**	**100%**	

The influences of the population trends on the types and quantities of future recreational opportunities are significant. This is shown in the following ways.

The pre-school ages of 0 to 4 and 0 to 5, while not generally requiring major facilities and often using facilities at times that are not being used by others, is significant in identifying the numbers who will be entering school and gradually increasing per capita demands for athletic fields, gymnasiums, rinks, and other high cost facilities which require large parcels of land and necessary support facilities such as parking.

Clarkstown appears to show a greater real growth rate of this population group than similar nearby towns which show lower growth or even declines in this age group.

From 1990 to 2000, the school age population increased approximately 11 percent compared with the overall town growth rate of 3 percent, both healthy growths for the region. However, from 2005 to 2006, the combined school enrollments at Clarkstown public schools increased less than 1.2 percent, a relatively stable population reflecting enrollments in recent years. With any decrease in the overall growth of the town, this age group could decline or, at best, remain stable as predicted by the school districts and as seen elsewhere, reducing or stabilizing demands for additional high cost facilities and programs used by this age group. Additionally, school enrollment projections provided by Clarkstown Central School District denote a potential increased demand for athletic fields over the next 5-10 years. It is widely recognized that these young students will make up a majority of sports and recreation facility users. As such, it is important that these projections are considered as the Town determines whether or not to add or expand new parks & recreation facilities. In addition, as expressed by numerous user groups, the Town is currently experiencing difficulty accommodating the number of facilities needed for programs such as baseball, which clearly impacts the need to consider additional facilities to meet the present and future demands of the community.

The number of young adults in the early 20's to 44 age group increased about twenty percent in Clarkstown from 1990 to 2000, a high rate of increase compared to the other growth rates. This age group represents more than one third of the town's population. However, the impact of the rate of change in the population of this age group, which does not demand significant recreational resources of the types offered by a town such as Clarkstown, is in the potential numbers of children of people in this age group which are or will be high demanders as they become school age and the potential future demands of the young adults as they become older.

The population ages 45 to 54 are, typically, higher income earners, past childbearing, and have the highest rate of home ownership. This group supports municipal parks and recreational services through real estate taxes and fees. However, on a per capita basis, this group has moderate demands for municipal recreation as many prefer and can afford private, club, or commercial recreational venues elsewhere. This age group grew from 11,454 in 1990 to 13,554 in 2000, a nearly 16 percent increase, five times the rate of population growth in Clarkstown.

Persons aged 55 and older tend to be a very diverse group with a wide range of Physical, social, and economic circumstances which influence their choice of and rate of participation in recreational activities. In a relatively affluent town such as Clarkstown, many have the means to pursue private and commercial venues, they may travel frequently, or they may spend a portion of a year elsewhere. This age group grew 20 percent from 1990 to 2000 to become over 23 percent of Clarkstown's population.

With the dramatic growth of persons over 45, the growth of pre-schoolers, and apparent slowing of the growth of school agers, Clarkstown appears to be positioned to cater to the demands of school agers and "senior citizens" of various ages, interests, and capabilities while continuing to serve the rest of the population.

Income
Income is an important influence on the preference for and ability to participate in recreational activities. Greater income provides opportunities for wider choices in the types of and venues for recreation.

Clarkstown residents enjoy relatively high incomes. The median household income in 2000 was $82,107, nearly fifty percent above New York State and U. S. levels. Clarkstown has the highest median household income level of all towns in Rockland County.

Geographic Distribution
Clarkstown residents are largely concentrated east of the Palisades Interstate Parkway, with the greatest growth in recent years in the northeastern part of the town. The southwestern and south central areas of the town are well developed residentially. For the near future, that pattern is likely to continue as most of the eastern part of the town is zoned for large lots, ensuring a lower population density when developed.

Conclusions
Clarkstown enjoys a relatively high growth rate, sustained numbers of high demand school agers, major increases in persons with the ability to support parks and recreational programs, and high growth of older citizens. These suggest sustained demand for and the ability and likely willingness to support continued enhancement of the quality and quantity of recreational opportunities in the town.

GENERATORS OF DEMAND

Clarkstown residents participate in a wide range of sports, cultural, and senior citizen programs offered by the town through its Recreation & Parks Commission, the four public school districts, and many voluntary community organizations.

Organized Sports
The Clarkstown, Nanuet, Nyack and East Ramapo school districts offer a broad array of varsity and other levels of sports teams with high levels of success. Complementing the school programs, youth and adult sports are organized and run by voluntary community based sports organizations and by the Clarkstown Recreation & Parks Commission. The following are the major sports organizations which rely upon the availability of town, school, and private facilities in or near Clarkstown.

<u>Baseball</u>
Baseball has a high level of participation in Clarkstown. There are several organizations that operate local and travel baseball leagues in Town.

District 18 Little League, Inc. is the largest and longest established baseball organization in Rockland County and the town. Its enrollment in 2006 was over 8,500 players participating in all levels of Little League baseball between the ages of 13 - 18. There are five divisions within the District 18 that operate in Clarkstown, they are: Congers Little League, Nanuet Little League; New City Little League; Nyack/VC Little League; and West Nyack Little League.

The baseball complex at Zukor Park contains five ball fields all in good condition. Clarkstown High School fields are routinely utilized by the Little League for practices.

Clarkstown Babe Ruth, Perry Post, PAL and other travel leagues with several hundred members each also utilize and compete for use of the town's current parks and ball fields. Enrollment in these travel leagues is reported to be growing.

The Clarkstown Recreation Commission provides playing fields for two girls' softball leagues, Nanuet/WN Girls Softball and Clarkstown Girls Softball. There is also a Rockland County Softball league for men and youth with several hundred participants.

Clarkstown School District fields are often utilized by Little League teams for much need practice locations, however use of these fields is limited due to ever increasing school athletic team needs for additional field space. As a result, increased competition between "local" baseball/softball leagues and "travel" league teams for field space is a major issue that has been identified.

Soccer

Soccer enjoys almost as much participation as baseball does in Clarkstown with approximately 2,000 youths participating in organized teams.

Currently, the only town park facility that maintains a dedicated soccer filed is at Zukor Park. The only other facility in Clarkstown that is dedicated to soccer fields is at the Kennedy Dells (Rockland County) Park located adjacent to Zukor Park. The Clarkstown Recreation Commission sponsors a fall youth nerf soccer league.

Lacrosse

Lacrosse is a rapidly growing sport in Clarkstown as it is elsewhere in Rockland County. Strong high school lacrosse programs are expected to generate increased demands for recreational lacrosse among boys and girls. The Clarkstown Recreation and Parks Commission also sponsors an instructional Fall lacrosse clinic for youths.

The Clarkstown Recreation Commission offers an instructional youth Box Lacrosse league program for beginners and advanced level players at the Congers Community Center.

Football

Clarkstown Pop Warner Youth Football and Cheerleading has enrollments of ninety boys for football and 75 girls for cheerleading. Its present needs are stable and are being met.

Basketball

Basketball is a popular sport. Participation is restricted by limited gymnasium space within the town and the various community centers. CYO Basketball has a large following, with a greater demand but is somewhat limited by lack of additional town basketball facilities.

The Clarkstown Recreation Commission runs a youth basketball league.

Aquatics
The Clarkstown Recreation Commission offers a wide range of aquatic programs across the three town pools including lap and open swims, swimming instruction, aqua aerobics, and water safety instruction.

Other Sports

Golf
Clarkstown is currently served by Dellwood Country Club, a private golf course located in New City. There is no reason for the town to consider building or acquiring a golf course, however should this property or any other suitable property ever become available, the Town should consider acquiring and operating it as an additional recreational amenity for town residents.

There is also an additional 18 hole course located at the Rockland Lake State Park and is open to the general public.

Outdoor Ice Skating
Outdoor ice skating rinks for recreational skating can be popular, although the number of participants age 16 and older has declined nationally over the past 25 years while the population increased. Outdoor rinks are not recommended as they require significant labor to establish and maintain suitable ice for very limited days of skating in this climate. Ice hockey, figure skating, and speed skating require consistent availability and quality of ice which is not entirely consistent on a seasonal basis in Clarkstown.

Other Outdoor Sports
Many other sports which are played outdoors require relatively small areas of land and can usually be accommodated within town parks or school sites. As future parkland is acquired and developed, space should be planned for additional tennis courts to be built as demand arises. Outdoor volleyball courts for informal play should be provided in town parks where practical, preferably near picnic areas.

Indoor Sports Facilities (Dome)
Demand for an indoor synthetic turf practice and game field(s) has been expressed by nearly all outdoor sports organizations, many of which rent space at commercial facilities throughout Rockland County. The organizations indicate they would be willing to pay for use of indoor turf space in Clarkstown.

Other sports and athletic programs and activities include:

Youth
Foul Shooting Contest
Gameroom Tournements
Gymnastics
Nerf Football
Nerf Soccer
Open Gym

Whiffleball
Track & Field Meet
Skateboarding at Wheel Park
Puff Polo
Rimball
Clarkstown Sports Camp
Swim Meets
Swimming Programs
Youth Basketball
T'shirt Baseball & Tee Ball
Lacrosse Clinic

Adults
Swimming Lessons
Tennis Lessons
Open Gym
Golf Lessons
Volleyball – Coed 7 Women's

Cultural and Social Activities

Clarkstown enjoys an exceptional variety of senior citizens, and other social programs. The town provides space for many programs. However, some space requirements , particularly for some performing arts, are beyond the town's capabilities to provide.

Clarkstown Senior Club
The Clarkstown Recreation and Parks Commission administers approximately 12 Senior Clubs who utilize facilities at the Middlewood Complex, Central Nyack Community Center, Congers Lake Community Center, Monterey Complex, Pascack Community Center, and Street Community Center.
Approximately 2,000 members use the town's community centers and facilities for weekly meetings, activities and lunches. The locations are attractive to the members as they are convenient in location for many. The growth in the population of persons age 45 and older in Clarkstown indicates an immediate and growing future demand for programs and facilities to serve older citizens of various ages, interests, and abilities.

Other seniors programs and activities include:

Senior Show
Monthly Social Dance
First Aid & CPR Training
Lounge Program
Weekly Senior Citizen Meetings
Memorial Day Celebration
New Year's Eve Party
Holiday Festival at Zukor Park

Hall of Heros
Promenade of Heros

Pre-School Center
The Street Community Center located at the Zukor Park complex currently operates a daily pre-school for approximately 60-70 children. The pre-school occupies several rooms of the former school building and has received strong support from residents and parents.

Other Clarkstown Recreation Commission Programs
The Recreation Commission sponsors a wide variety of youth and adult programs. Most are held at the three Community Centers across Clarkstown, virtually using these facilities to capacity. Some programs which cannot be accommodated at the Community Centers are held elsewhere, including Clarkstown School District facilities. There is need for additional activity spaces of various types at the Community Centers or at another facility. Other related programs and activities include:

Cultural & Special Events:
After school study program
Build a snowman contest
Sports camps
Family rollerblade festival
Fishing for fun
Goblin Parade
Holiday Parties
Private Parties (pool)
Holiday window painting
Mad Science Workshop
Mini Camp
Mother/Father of the year contest
Movie nights
Say Hello To Santa
Serendipity Saturday
5th & 6th Grade activity Night

Adult:
Family Misic Festival
July 4th Concert & Fireworks
Holiday Festival at Zukor Park

Youth Instructional Programs:
American Red Cross Lifeguard Training
Arts & Crafts @ George Miller
Basketball Clinic
Ceramics at Street CC
Crafty Kids
Creative Claywork
Fun with Clay

Gold Lessons
Gymnastics
Helping Hands
High Five
Mad Science Workshops
Pre-School & Parent Drop-in Gym
Roller Hockey
Special Fingers
Tumble Tots

Adult Instructional Programs:
Aqua Aerobics
Ashtanga Yoga
Gold Lessons
Swimming Lessons
Tennis Lessons

Senior Instructional Programs:
Arts & Crafts
Ceramics
Knitting & Crocheting
Needlecraft
Sewing
Stained Glass
Dane Exercise
Education Program

Teen & Special Interest Programs:
After School Homework/Study Program
Camp Promise
Camp Venture
Girls Night Out
Middle School Summer Camp
Preteen Playground
5th & 6th Grade Activity Night
Rockland County Youth Fest

4.0 AVAILABILITY OF RECREATIONAL OPPORTUNITIES

Clarkstown offers a high level of quality and quantity of recreational lands, parks, facilities, and programs to its residents. Town facilities are complemented by indoor and outdoor facilities of the four public school districts which serve the town and Rockland County with its facilities, and many community, not for profit, private and commercial entities.

TOWN OF CLARKSTOWN PARKS, PRESERVES, FACILITIES AND OPEN LANDS

GERMONDS PARK – 78 Acres
185 GERMONDS ROAD, WEST NYACK

Description:
Germonds Park is a large park offering multiple recreational opportunities. The park includes a miniature golf course, swimming pool complex, basketball courts, baseball fields, picnic facilities and a playground.

The mini golf course contains 18 holes and is improved with concrete walkways, decorative waterways with small waterfalls, shrubbery and flowers and carpeted putting greens. The entrance to the miniature golf course contains a small booth which is staffed by park personnel for collecting fees and distributing golf clubs/balls.

The swimming pool complex is located within a chain link fence and contains the main swimming pool, a kitty pool and a slide/diving board pool. This pool contains a 150 foot slide and three diving boards. The swimming pool complex also contains men's and women's bathhouses, a lifeguard station and a snack bar.

The basketball courts are located adjacent to the swimming pool complex and enclosed in chain link fence.

The baseball fields are located in the rear of the park. The fields are surrounded by chain link fence. Bleachers are located at each of the fields. Two Little League fields not operated by the Town are located adjacent to the park.

The playground is located outside of the swimming pool complex. The playground has various climbing apparatus and swing sets which are set on a rubberized base.

The picnic facilities are located between the parking lot and swimming pool complex. Separate restrooms are located at both the baseball fields and picnic area. The picnic area includes a covered pavilion and covered grill stations.

A bicentennial log cabin is located between the parking area and miniature golf course.

LAKE NANUET PARK – 33 Acres
1 LAKE NANUET DRIVE, NANUET

Description:
The Lake Nanuet Park is a large park that was renovated in 2006 and offers several recreational facilities including a state of the art swimming pool, a baseball field, playground and picnicking areas.

The free form swimming pool has a capacity of 3,017 guests and includes children's slides, a central platform and an umbrella fountain. The swimming pool was installed in 2005. The pool area includes a bathhouse, concession stand and several picnic tables both near the pool and near the concession stand. The concession stand area also has a covered picnic pavilion. A playground is located adjacent to the swimming pool area and includes various climbing apparatus and swing sets. The playground has a wood chip/mulch base surrounded by railroad ties.

The park grounds include a brick house which is occupied by a staff member. The swimming pool pump house is located to the – of the swimming pool. The building is a one story concrete block building.

Outside of the swimming pool area is a three bay maintenance building.

The site is accessed from – road which provides access to a paved parking area.

Adjacent are four Nanuet Little League baseball fields which are not operated or maintained by the town.

CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER – 178 Acres
6 GILCHREST ROAD, WEST NYACK

Description
Congers Lake Memorial Park encompasses approximately 178 acres of which approximately 100 acres is comprised of Congers Lake. Other features of this popular park include a community center, a bike path, a skate park, an in ground swimming pool, a playground, basketball courts, a bocce ball court, a roller rink, a historic cemetery, picnic areas, a handball court, tennis courts, historic farm buildings, covered pavilion, baseball fields and tennis courts.

The community center is a two story building that has existed since the 1940s. The upper level of the building serves as the community room used to host a variety of community events. The upper level has a small stage on one end and a limited kitchen area, storage area and rest rooms on the other end. The lower level of the building contains a game room with multiple game tables, a weight lifting room and restrooms. A 1989 building addition houses a gymnasium with basketball hoops.

To the west of Congers Lake are multi-use paved paths. At the north end of the lake is Congers Lake Dam which replaced a stone and earthen dam in 1995. The dam is accessible by pedestrians providing a view of the lake. A non-motorized boat launch was recently removed from the lake and to date has not been replaced. Currently, kayaks are available for rent through a private company.

The playground is equipped with various climbing equipment and swing sets. The base of the playground is comprised of wood chips.

The skate park is enclosed in a chain link fence to limit ingress and egress into the skating area. The skate park area has an attendant booth comprised of a one story building.

The north side of the park contains the Paul Farm House, and barn circa 1810 which was acquired by the Town in 1990 and restored in 1996. The building is used for storage and is not open to the public.

A three bay maintenance garage is also located within the park.

KINGS PARK – 60 Acres
KINGS HIGHWAY, CONGERS

Description:
Kings Park is a large open park containing three (3) baseball fields, two (2) basketball courts, a paved parking lot, a playground, two ponds, green space and multiple park benches. The park crosses Parkside Drive as well as Bluebird Drive.

The baseball field area is flanked by a retaining wall on one end that is enhanced with shrubbery. There are multiple elevated bleachers for spectators.

The play ground contains swing sets and various climbing apparatus, and is set on a wood chip/mulch base surrounded by railroad ties. Park style benches are available for use within the playground area.

The open space is enhanced by two ponds, a wetland area and multiple park benches. The open space is primarily comprised of mowed lawn with scattered mature trees.

TENNYSON PARK – 9 Acres
TENNYSON DRIVE, NANUET

Description:
Tennyson Park is located on both sides of Tennyson Drive in a residential neighborhood. Tennyson Drive becomes a split roadway at the main park entrance. A 20 car paved parking lot is located on the south side of the road. This portion of the park also contains two basketball courts and one baseball field.

The north side of the park contains a playground with swings and climbing equipment. The base of the playground is comprised of wood chips/mulch and several benches surround the playground. A flag pole, which base is decorated with flowers, lies to the east of the playground. A decorative brick walk provides access to a bench near the base of the flag pole.

DAVENPORT PRESERVE – 87 Acres

Description:
The Davenport Preserve is currently a passive park without public amenities other than a paved access road. The preserve is currently being contemplated for use as an environmental center.

The park currently contains two former homesteads which have been abandoned. The Milly Davenport homestead contains a masonry house which has no insulation and has been boarded up with several outbuildings. The Zippy Fleisch homestead contains a residence and a dog kennel. A new roof was recently installed on the Fleisch home in order to preserve the 1960s vintage building.

TWIN PONDS PARK – 25 Acres
254 MASSACHUSETTS AVENUE, VALLEY COTTAGE

Description:
Twin Ponds Park was developed during the construction of the adjoining neighborhood and consists of two ponds located on either side of Massachusetts Avenue. The park is a passive park with a mowed lawn and one park style bench.

ZUKOR PARK AND STREET COMMUNITY CENTER – 30 Acres
31 ZUKOR ROAD, NEW CITY

Description:
The Street Community Center also services as the headquarters for the Clarkstown Parks and Recreation offices. The community center is housed in an older building formerly utilized as an elementary school. The layout of the building mimics that of its former use with a central hallway and classrooms on either side. The north end of the building houses a cafeteria, kitchen and gymnasium. The community center provides services for young and old. The north end of the building contains the senior wing with a card room and History Room. The hallway in this area is known as the Hall of Heroes and is decorated with flags, pictures and plaques. Other portions of the building house nursery school and preschool programs. Activity rooms include a weight/fitness room, game room, TV room/lounge, meeting room, and arts & crafts room.

The office area includes a counter space where town residents can obtain passes to the various parks within the town. The office area is an addition to the school and is more modernized containing individual offices and cubicles.

The front of the building is improved with decorative brick walkways, shrubbery, flowers and a 9-11 memorial. Other buildings include a two bay maintenance garage and a one bay storage shed.

Outside facilities include a playground which includes swing sets and various climbing apparatus, soccer fields, and a baseball field. Little league fields and related facilities are located within the park, but are not operated or maintained by the Town.

The playground is accessed by a paved walkway from a large parking area which is located south of the community center and offices. The playground has a mulch/wood chip base partially enclosed by railroad ties. Park style benches are available in the playground area.

CENTRAL NYACK COMMUNITY CENTER – 5 Acres
58 WALDRON AVENUE, CENTRAL NYACK

Description:
The Central Nyack Community Center is located in a densely populated area within Central Nyack. The center contains a two story community building which dates to the 1960s and two basketball courts enclosed in chain link fence.

The upper level of the community center contains a meeting room, lounge, office restrooms, kitchen and a gymnasium which was added in 1983. The lower level contains a billiard/ game room, storage room and weight room.

The exterior of the building contains decorative brick retaining walls enhanced with landscaping and shrubbery.

PASCACK COMMUNITY CENTER – 3.5 Acres
87 NEW CLARKSTOWN ROAD, NANUET

Description:
The Pascack Community Center is an approximate four year old center which includes a community center building, children's "spray ground", playground and basketball court.

The community center building is a one story masonry building which includes staff office areas, a game room, a gymnasium which doubles as a large community meeting room, a weight room, a storage room, an arts and crafts center, a multi purpose room often used as a senior citizen meeting room, and a community room.

The outside amenities (spray ground, playground and basketball court) are enclosed in chain link fence. The spray ground and playground are set on rubberized bases.

The facility is accessed from New Clarkstown Road where a large parking area is located.

WEST NYACK HAMLET GREEN – 3 Acres
721 WEST NYACK ROAD, WEST NYACK

Description:
The West Nyack Hamlet is also known as the Volunteer Memorial Park and is improved with a fireman themed fountain with a patriot garden. The park is also improved with a covered sitting area, four sided clock, flag pole and benches. Walkways are comprised of decorative brick. The boundary of the park is defined by a split rail fence. The park hosts approximately two jazz concerts per year.

CONGERS STATION PARK - .45 Acres
CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS

Description

The Congers Station Park is an approximate ½ acre park containing a two story sandstone building which formerly served as a train station. The park also contains a patriot garden with a 9/11 memorial, a flag pole, a cannon monument, a clock and a decorative water fountain. These features are located in the southern portion of the park and are complimented by shrubbery, flowers and decorative stone and brick walkways and benches. A decorative portico is located along the western edge of the southern portion of the park leading to the former train station building which is located on the central portion of the park. The first floor of the building serves as community room which is open for special events such as confirmation parties, and is otherwise inaccessible to the public. The first floor contains an open meeting area, kitchen and bathrooms. Decorative stain glass complements the sandstone construction. Faux fire places complement a hardwood floor. The second floor of the building is currently unoccupied, but is proposed to house a museum in the future.

A parking area lies to the north of the building which is accessed from Burnside Avenue. A chain link fence runs the length of the west side of the park providing a barricade from the adjoining active railroad bed. The chain link fence is adorned with decorative plantings.

Two buildings are located to the north of the parking area which are lands of the town but not a portion of the park. The closest building is rented to a bus company. The building furthest to the north is the central parks and recreation warehouse which was recently renovated. The two bay building also contains offices. Upgrades and renovations to the building have included recent pavement surrounding the building, a new HVAC system, new lighting, and a new loading dock.

OPEN SPACE INSTITUE PARCEL -

OLD STONE ROAD

Description:
The Open Space Institute Parcel is a wooded tract of land traversed by a logging road. The parcel is not yet used as a town park. An approximate 20 minute walk along the logging road leads to a ridge with an overview of the Hudson River and the Tappan Zee Bridge.

DELLWOOD COUNTRY CLUB
60 ZUKOR ROAD, NEW CITY

The Dellwood Country Club is a privately owned golf course. The property contains an 18-hole Par 71 championship golf course, twelve (12) professionally maintained Har Tru tennis courts, an Olympic size pool, banquet and meeting rooms, members' dining room, barbecue pit, outdoor dining terrace, volleyball court, driving range, children's pool, playground with swings, slide and sandbox, and locker rooms with a steam room. The grounds are enhanced with fountains and landscaping.

HEMLOCK PARK – 4 Acres
HEMLOCK & ROUTE 303 CONGERS

This park has 2 baseball/softball playing fields with one being illuminated for night play. There is a comfort/refreshment building that also serves as a mechanical building.

MISCELLANOIUS

The following sites are those that are either natural areas, preserves and/or undeveloped parklands owned by the Town of Clarkstown.

CROPSEY FARM – 24 Acres – Undeveloped farmland
LITTLE TOR ROAD, NEW CITY

HEATONS POND PARK – 5 Acres - Pond and natural area
OLD MILL ROAD, VALLEY COTTAGE

DELLWOOD TOWN PARK – 11 Acres – Undeveloped parkland
OFF OLD ROUTE 304, NEW CITY

FRENCH FARMS PARK – 7 Acres – Undeveloped parkland
BREWERY ROAD, NEW CITY

PHILLIPS HILL PARK – 5 Acres – Undeveloped parkland
PHILLIPS HILL ROAD, NEW CITY

ROLLING HEDGE PARK – 3 Acres – Undeveloped parkland

SCHUELER HOUSE - .4 Acres – Historical Home/Structure
GILCHREST ROAD, CONGERS

STONEHEDGE EAST – 13 Acres – Undeveloped parkland
STONEHEDGE ROAD & ROCKFORD DRIVE, WEST NYACK

UNGAVA PARK – 5 Acres – Undeveloped parkland
UNGAVA ROAD & SUSAN DRIVE, NEW CITY

SCHOOL DISTRICTS IN CLARKSTOWN

As noted previously, the Town of Clarkstown is served by four major public school districts, all of which have multiple school facilities and associated recreational amenities such as athletic fields for soccer and football, baseball fields, play grounds and community event capabilities. It should be recognized that the school facilities are important contributors to the inventory of resources in the community. However, use of their facilities for school programs must and do take precedent over use by others, including the town recreation and sports leagues. A general profile of each school district is as follows:

Clarkstown Central School District

The CCSD is the primary public school district that serves the majority of the central and northern portion of the Town of Clarkstown. It is comprised of approximately 8,878 students that attend eleven elementary schools, one middle school complex and two senior high schools.

Nyack Union Free School District

The NUFSD is a public school district that is located in the Valley Cottage/South Nyack area of the Town. The district currently is comprised of approximately 2,932 students and has two elementary schools, one middle school and one senior high school.

Nanuet Union Free School District

The NUFSD is a public school district that is located in the south-western portion of the Town and is comprised of approximately 1,928 students. The District currently has three elementary schools, one middle school and one senior high school.

East Ramapo Central School District

The ERCSD is a public school district that serves the extreme western end of the Town of Clarkstown. It is comprised of 9,022 students that attend ten elementary schools, two middle schools, a Freshman Center (9th grade) and two senior high schools.

Albertus Magnus Private Catholic School

The Albertus Magnus High School is a private parochial school located on Route 304, Bardonia, NY, and serves the residents of the Town of Clarkstown.

The Blue Rock School

The Blue Rock School is an alternative, co-educational, independent, day school for grades Kindergarden through eighth and is located on Demarest Mill Road West Nyack, NY.

ROCKLAND COUNTY PARKS

Rockland County currently owns and/or operates several parks and recreational facilities within Clarkstown. They include the following:

Kennedy Dells County Park – New City/Pomona

This is a large park (179 acres) that is predominantly forested in nature and serves to accommodate passive recreational uses such as hiking, nature walks and horseback riding. There are improved soccer fields along the eastern side of the park that also serve as football practice fields and general recreational uses as well as rest rooms and parking areas.

Buttermilk Falls County Park – Central Nyack

This is a 75 acre passive recreational park that is primarily utilized for hiking, nature walks picnicking and scenic overlooks. There are no improved facilities at this park.

Demarest Kill Recreation Area – West Nyack

This is a 30 acre park that is heavily wooded with a large pond. The park is currently utilized for passive recreational uses such as fishing, hiking, picnicking, etc. There are no public rest room facilities at this park.

Dutch Gardens – New City

Dutch Garden is a 3 acre formal ornamental garden park that has a brick teahouse, a gazebo, an arbor and a bandstand. The gardens are primarily used for passive recreational uses.

Mountainview Nature Park – West Nyack

This is an 83 acres park with no public facilities. The park is very mountainous and heavily wooded with nature trails interspersed throughout. It is currently utilized for hiking, nature walks and provides scenic overlooks of the Hudson River valley.

South Mountain Park - New City/Pomona

South Mountain Park is a 239 acre County park that extends partially into the northwest portion of the Town of Clarkstown. This is an unimproved, natural park that affords hiking and nature walk recreational uses along the "Long Path Trail".

Sean Hunter Ryan Memorial Park – West Nyack

The Sean Hunter Ryan Memorial Park is a commemorative/memorial park establish in 2003 consisting of 15 acres of land. The park is unimproved with no public facilities and currently serves passive recreational uses such as hiking and nature observation.

NEW YORK STATE PARKS

Rockland State Park / Hook Mountain State Park

Rockland Lake State Park is located in the eastern portion of the Town of Clarkstown along a ridge of Hook Mountain above the west bank of the Hudson River. The park offers extensive active and passive recreational uses that include the following:

Two Olympic-sized swimming pools (seasonal only)
Two Kiddie pools (seasonal only)
Two Golf Courses & an Executive Course
Six Tennis Courts (outdoor)
Picnic areas
Car-top boat launch
Boat rentals
Biking Trails
Hiking Trails
Fishing
Food Concessions
Public Restrooms
Sledding
X-Country Skiing

High Tor State Park

This State park is primarily a day-use facility for picnicking, seasonal swimming, and hiking. The "Long Path" traverses through the park and offers scenic views of the Hudson River

and valley. Public facilities at this park include a pool, public restrooms and shower facilities, and picnic areas.

Nyack Beach State Park

Nyack Beach State Park is comprised of approximately 61 acres of riverfront land along the Hudson River in eastern Clarkstown. The park offers picnicking, hiking, biking and fishing activities. There are also numerous hiking trails that are accessible in winter months for cross-country skiing.

PRIVATE & COMMERCIAL

Private and commercial facilities offer varied recreational opportunities to Clarkstown residents. They typically serve a market area which may be larger than the town. Some of the facilities listed are outside of, but very near, the town. Many other facilities outside of Clarkstown which serve town residents are not listed here.

Libraries in Clarkstown include Valley Cottage, New City, West Nyack Free Library, and the Nanuet Public Library.

The YMCA currently operates several facilities in and around the Clarkstown area and provide a wide range of civic and community functions.

5.0 GENERAL GOALS, STRATEGIES & RECOMMENDATIONS

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Expand Base Ball Facilities	Construct two (2) new 90' baseball diamonds and two (2) new 60' baseball diamonds.	Will allow for more scheduled baseball games to be played by all league teams	Cost of Construction	Increase town recreation fees and individual park user fees; bond improvements	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field	
		Will reduce the current high competition for limited field space	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field with accessory parking	
		Will allow for more inter and intra league tournaments to be played in Clarkstown	Increased park staff and maintenance costs	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns	Construct a minimum of one new (1) 90' baseball field and one (1) new 60' baseball field	
Ensure adequate drainage for all Parks & Rec athletic fields	Conduct a site by site assessment of each athletic field for drainage issues	Will allow for uninterrupted use of all outdoor fields/facilities	Cost of identified drainage improvements	Increase town recreation fees and individual park user fees; bond improvements	Conduct a site assessment of each athletic field for drainage issues, and then prioritize and repair fields with necessary drainage improvements	

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Construct new drainage facilities where necessary	Will extend the lifetime of all outdoor fields/facilities	Cost of engineering assessment	Actively Seek State and Federal parks grants to fund improvements		
		Will reduce the staff time and maintenance costs associated with having to continually prepare fields damaged by flooding	Improvements to existing fields may cause disruptions in usage of said fields	Limit construction activities to off-season periods to avoid disruptions in field usage		
Develop new outdoor recreation facilities	Identify and acquire new lands for new parks and/or recreation fields across Town	Provide for expanded passive and active recreation	Cost of acquiring new lands for parks	Increase town recreation fees and individual park user fees; bond improvements	Identify and acquire new lands for new parks and/or expanded recreation fields across Town	
		Will alleviate over use of existing parks and recreation fields/facilities		Actively Seek State and Federal parks grants to fund improvements		
				Require additional land set asides via the site plan review approval process		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage use of County and State parks and recreation facilities in Clarkstown	Identify opportunities for shared use of Town, County and State recreation fields/parks/trails	Provide additional recreation fields to help offset high demand for field usage	Expenditure of staff resources/time to establish inter-municipal agreements to allow shared usage of recreational facilities	Increase town & county recreation fees and individual park user fees; bond initiatives	Work with County & State agencies to identify local opportunities for shared use of Town, County and State recreation fields/parks/trails	
		Provide for full utilization of recreation facilities located within the town of Clarkstown	Expenditure of staff resources/time to coordinate shared use of facilities	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns		
		Allow for inter-municipal cooperation between recreational programs	Increased staff time and operational expanses to maintain shared fields/facilities	Actively Seek State and Federal parks grants to fund inter-municipal agreements/activities/shared uses		
Ensure adequate usage of Town parks and recreational facilities for Town residents	Develop strategies to give priority usage of town parks and recreational fields to town residents	Will increase the number of available recreational fields for use by town residents and town sponsored leagues	May restrict usage of town parks and recreational fields by non-residents	Increase recreation fees and individual park user fees for non-resident users	Develop strategies and policies that give priority usage of town parks and recreational fields to town residents	
	Expand Parks & Recreational Programs	Will give town taxpayers priority usage of town recreational amenities	May limit the amount of user fees generated by non-resident users	Seek alternative scheduling methods to allow for use of town park facilities by all entities	Develop strategies and programs designed to meet the needs of town residents	

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
		Provide upgrades to community centers to accommodate programs	May create enforcement issues that require additional staff time/resources			
			Increased staff time and operational expanses to staff programs and maintain facilities			
Encourage use of School recreation facilities in Clarkstown	Identify opportunities for shared use of local school property/recreation fields	Provide additional recreation fields to help offset high demand for field usage	Expenditure of staff resources/time to establish inter-governmental agreements to allow shared usage of recreational facilities	Increase town & county recreation fees and individual park user fees; bond initiatives	Work with local school boards to identify local opportunities for shared use of Town and School recreation fields/facilities	
		Provide for full utilization of recreation facilities located within the town of Clarkstown	Expenditure of staff resources/time to coordinate shared use of facilities	Restructure the Parks & Rec staff hours, allow flex hours for staff, Add additional Parks & Rec seasonal interns		
		Allow for inter-governmental cooperation between recreational programs	Increased staff time and operational expanses to maintain shared fields/facilities	Actively Seek State and Federal parks grants to fund inter-governmental agreements/activities and shared use programs		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage development of additional recreational facilities in Clarkstown	Develop a new Ice Rink	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual rink user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new ice rink	
		Accommodate winter recreational needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
		Provide additional ice skating capacity for organized and non-organized skating use	Increased park staff and maintenance costs			
	Develop a Domed Facility	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual facility user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Dome	
		Accommodate winter recreational needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Develop a Batting Facility	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Batting facility	
		Potential source of revenue for Town	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
		Provide needed practice facilities of baseball/softball leagues	Increased park staff and maintenance costs			
	Develop T-Ball Fields	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Batting facility	
		Provide adequate facilities of youth T-ball leagues	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
	Develop a Dog Park	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new Dog Park facility	
		Would provide a dedicated facility for pet owners use instead of utilizing town parks	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		
			Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		
	Develop an Indoor Pool	Would provide an amenity that currently does not exist in town	Cost of Construction	Increase town recreation fees and individual user fees; bond improvements	Conduct a feasibility study and site assessment to determine possible designs and locations for a new indoor pool facility	
		Accommodate winter recreational swimming needs	Increased usage of park facilities and infrastructure including parking & utilities	Expand parking facilities where necessary; upgrade utilities where necessary		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
		Provide additional pool/swimming capacity for organized and non-organized year-round use	Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		
				Actively Seek State and Federal parks grants to fund new facilities		
Encourage the development of Town-wide Trails System	Develop a trails system in Clarkstown	Would assist in creating a walkable community	Cost of Construction	Increase town recreation fees and individual park user fees; bond improvements	Conduct an inventory of existing trail systems, and then prioritize and target parcels for acquisition and development of new trails	
		Assist/promote rails to trails programs	Increased usage of park facilities and infrastructure including parking & utilities	Actively Seek State and Federal parks grants to fund improvements		
		Promote the inter-connection of existing and new Town/County/State trails & trail systems	Increased park staff and maintenance costs	Require additional land set asides via the site plan review approval process		

Goal	Strategy/Action	Positive Impacts (Benefits)	Negative Impacts	Mitigation	Recommendation	Implementation
Encourage the preservation of Open Space	Develop an Open Space Plan for Clarkstown	Would support the preservation of open space in town	Cost of acquisition of target parcels	Increase town recreation fees and individual park user fees; bond improvements	Conduct an inventory of existing open space and scenic parcels, and then prioritize and target parcels for acquisition and preservation	
		Would promote the preservation of scenic vistas in town	Increased staff time and operational expanses to maintain open space parcels	Actively Seek State and Federal parks grants to fund improvements		
		Would provide opportunities for future open space preservation	Expenditure of staff resources/time to establish agreements to allow easements and other preservation tools	Require additional land set asides via the site plan review approval process		
			May create enforcement issues that require additional staff time/resources			

PARK-SPECIFIC ANALYSIS & RECOMMENDATIONS

GERMONDS PARK
185 GERMONDS ROAD, WEST NYACK

The main swimming pool is 35 years old and is in need of replacement of operating equipment. A temporary filter system was recently installed for the swimming pool. A swimming pool facility study was completed for the park in August 2007. The report notes that the facility is no longer in compliance with current Health Department code regulations and is therefore placing the health and safety of the public in jeopardy. The report recommended the following actions: renovation and expansion of the concession building, renovation of the bathhouse, construction of a new filter building shell, removal and replacement of the water slide, renovations to the pools and pool systems, relocation of the existing filters, installation of new pumps, piping, strainers, chemical monitoring and feed systems and improvements to concrete decks, drainage, site lighting, landscaping and irrigation systems.

The rubberized base of the playground was resurfaced at one time, however, the base was utilized prior to being fully cured and was impacted with permanent footprints.

The basketball courts have several cracks and need to be replaced or resurfaced.

The parking areas and driveways appear to have normal wear and tear; however, some curbing has been damaged in the upper parking area.

Although the baseball fields are surrounded by chain link fence, some of the fencing is not high enough to prevent balls from entering the wooded area.

Maintenance concerns associated with the buildings include a leaking roof in the life guard station, roof vents and fans in the snack bar and light fixtures and hand dryers in the bathhouses. New entry doors are needed for the restrooms located in the ball park area.

LAKE NANUET PARK
1 LAKE NANUET DRIVE, NANUET

The Lake Nanuet Park is a popular park which is frequented by large numbers during the summer. With the addition of the free form swimming pool, several deficiencies have been noted for the park including a lack of parking spaces and the condition/size of the bathhouse.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the park benches need replacement.

CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER
6 GILCHREST ROAD, WEST NYACK

The community center, in particular the upper level, is outdated with obvious wear to the ceilings, floors and walls. The 2' x 4' acoustical ceiling tiles exhibits water stains in various areas. The 12" x 12" floor tile exhibits cracked and missing portions of tiles, and stained areas. The dated wood paneling has scratches, discoloration and dings. The exterior of the building has chipped and cracked concrete sections and the soffit and fascia are damaged on the basketball court addition. The building's HVAC and phone systems are outdated and need upgrading or replacement.

A non-motorized boat launch, previously available to access the lake, has not yet been replaced.

The metal skirting on some of the skate park equipment is somewhat rusted and although currently functional, may need replacement in the future.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

The concrete block wall of the handball court is in poor condition and needs replacement.

KINGS PARK
KINGS HIGHWAY, CONGERS

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the playground equipment exhibits the beginning stages of rusting.

The base of the basketball courts have some cracking and the courts lack fencing to control stray balls.

Some of the benches within the park have chipped and peeling paint and need replacement or repainting.

Safety concerns include the lack of crosswalks where the park crosses Parkside Drive and Bluebird Drive and the presence of eight (8) inch diameter concrete encased holes within the green space.

TENNYSON PARK
TENNYSON DRIVE, NANUET

The basketball courts lack fencing to contain stray balls. The bases of the courts contain multiple cracks. Graffiti is a continued problem at the park effecting both the basketball courts and playground equipment. The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the benches surrounding the playground equipment were found to be leaning such that they are no longer useable.

There is no cross walk for users of the park to access the playground from the parking area. As well, there are no designated paths from the parking area to the basketball courts and baseball diamond.

DAVENPORT PRESERVE

A master plan is currently being developed for the Davenport Preserve to study the potential uses of the parkland. Restrictions may prohibit the addition of future buildings. Although the driveway which currently accesses the park is newer (3-4 years old) improvements to the roadway may be necessary (widening or lengthening) dependent upon the future use of the park.

TWIN PONDS PARK
254 MASSACHUSETTS AVENUE, VALLEY COTTAGE

Algae covers much of the surface area of the ponds which could be controlled with pumps or aerators.

The park lacks a cross walk across Massachusetts Avenue.

ZUKOR PARK AND STREET COMMUNITY CENTER
31 ZUKOR ROAD, NEW CITY

While the office portion of the building is modernized, the former school remains in the condition when it was used as a school. Improvements needed to the building include new windows, central HVAC, and updated bathrooms. The gymnasium, having been designed for an elementary school, is undersized for use for the community center.

The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

CENTRAL NYACK COMMUNITY CENTER
58 WALDRON AVENUE, CENTRAL NYACK

While the exterior of the community center has an appealing look, the interior of the community center has an overall aged feeling and needs updating including a new

HVAC system. Despite recent upgrades to the furnace, other equipment within the center appears worn and will likely need to be replaced or refurbished in the near future.

The exterior of the center also has a few deficiencies including cracks in the basketball courts rain gutters which need re-securing or replacement. Drainage is reportedly an issue along one side of the property.

The center also lacks parking spaces for both staff and users of the facility.

PASCACK COMMUNITY CENTER
87 NEW CLARKSTOWN ROAD, NANUET

The community center and amenities are in excellent condition having been recently built. The gymnasium lacks a retractable wall to separate the large area into two medium size spaces for simultaneous events.

WEST NYACK HAMLET GREEN
721 WEST NYACK ROAD, WEST NYACK

The park is in good condition. The park lacks parking areas for users of the park.

CONGERS STATION PARK
CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS

Overall the park and structures are in good condition. The decorative water fountain in the southern portion of the park does not function properly and reportedly would be in the range of $26,000.00 to repair. A few cables are missing on the chain link fence. Vandalism has sporadically occurred within the stairwell leading to the second floor which has required ongoing maintenance and painting. A recently installed faux security camera has curbed the vandalism. The building currently occupied by the bus company is scheduled to be renovated in the near future.

OPEN SPACE INSTITUE PARCEL
OLD STONE ROAD
Improvements to the Open Space Institute parcel would be needed to make the parcel a viable park. These improvements include an area for parking, a trail head sign, trail markers and trimming of low branches.

DELWOOD COUNTRY CLUB
60 ZUKOR ROAD, NEW CITY

A cursory walk through of the country club was conducted. The club appears to be well maintained though some buildings may need improvements as well as the main parking area. A more thorough assessment would be necessary to determine deficiencies associated with the country club.

6.0 PROGRAM PLANNING

ACTION PLAN

General

Implementation of the recommendations of this plan will require a variety of techniques and resources. Future land acquisition will depend upon availability and opportunities for creative approaches. Implementation of some of the proposed outdoor facilities are dependent upon acquisition of additional land to accommodate them or partnering or other participation with others to be feasible. The feasibility and most desirable configuration of indoor facilities requires further study.

FIVE YEAR PLAN

Acquire Land

1. Acquire addition(s) to Veterans Memorial Park
   Open Space funds as properties become available.
   No schedule for acquisition.

Develop Outdoor Recreational Facilities

1. Update Germonds Pool
   $3-4 million in 2008.
   Future costs dependent on means of implementing (contract vs. town forces, etc.)

Indoor Facilities

1. Develop New Indoor Domed Recreational Facility
   Including feasibility of new domed field house to an existing town park. If the town elects to add a survey of town residents, it must be professionally and scientifically prepared and executed to be of value.
   Feasibility Study: $25,000 - $50,000
   Public Survey: Add $20,000+

Future Planning

1. Update this five year plan in five years. Assume $25,000 - $35,000 in current dollars.

2. Prepare professionally prepared detailed development plans for improvements to existing town parks and update periodically. Assume $5,000 - $10,000 each.

IMPLEMENTATION

General
Implementation of the recommendations of this Parks and Recreation Master Plan should enable Clarkstown to continue to excel in its delivery of recreational opportunities and to offer new opportunities, therefore further enhancing the town's scope and quality of recreational offerings. Acquisition and development of new parkland will maintain the town's inventory of recreational spaces in line with its needs and desires while creating an inventory of desirable properties while they are available to serve future needs. Improvements to existing parks create resources to enhance the availability, variety, and quality of recreational experiences in the parks as well as continue the positive image of Clarkstown as the desirable town it is in which to have a high quality of life.

The value of facilities and services available from sources such as the county, schools, colleges, churches, and private enterprises are important resources to the community. The town should continue to promote, seek and form partnerships and other types of relationships with these other providers of recreational opportunities to give its residents as full as possible menu of opportunities at the least public cost.

Funding Strategies & Sources
There are many sources and means of financing the acquisition and development of recreational lands and facilities.

Town Resources
The town possesses several tools and resources to further the goals of this plan. Often, the local resources can be leveraged with state, federal, or private sources to increase the value of the local investment for land acquisition, development, or programs.

Parks and Recreation Trust Fund (Payment In Lieu of Land)
The town maintains a Parks and Recreation Trust Fund as allowed under Section 277 of the New York State Town Law which creates an impact fee on new residential development in the form of contribution of suitable recreational land or fee in lieu thereof to be held in a trust fund to be used for the purchase or development, including improvements to existing lands for parks, playgrounds, or other appropriate recreational purposes. Clarkstown currently assesses a fee of $1,800 per new residential unit. The fee is reasonable and is generally in line with similar towns in Rockland County. The fee should be adjusted periodically to reflect changes in future new home values and future costs of parkland acquisition and development. The town currently holds approximately $1,350,000 in its Parks and Recreation Trust Fund.

Open Space Bonds
The town passed a $22,000,000 bond referendum in 2000 and currently has approximately $14,000,000 left in its Open Space bond for acquisition of parkland and it has begun to identify parcels of greatest priority.

Fees and Charges
Revenues from fees for participating in programs and charges for use of facilities are

important means of financing recreational opportunities. The 2007 budgets for parks and recreation forecast expenses of approximately $6,231,000 and revenues of approximately $2,243,000 which represents approximately thirty percent of the combined parks and recreation budgets. The town should continue to strive to increase revenues as a portion of its parks and recreation budgets.

Real Estate Taxes
Real estate tax revenues are a major source of funding the costs of operations and maintenance. Tax revenues also support bond issues for capital costs and they can be used as match for state, federal, and other financial assistance.

Bonding
Bonds generate immediate financing for capital projects. Bonds may require a general referendum or may be subject to permissive referendum whereby the referendum must be petitioned by those affected.

Bond Anticipation Notes
Bond anticipation notes are used for short term, or "bridge", financing in anticipation of permanent financing through a grant in aid or a bond issue.

Leases, Permits, and Easements
These techniques provide a means of using land or facilities for long or short terms without immediate capital outlay. There are many advantages where the appropriate circumstances occur. One purpose of permits or easements is the acquisition of trail rights of way.

Special Districts
Special districts may be established to finance improvements that will benefit and be paid for by special tax levies on residents of the special district. Park districts are one form of special district which should neither be necessary nor desired in Clarkstown where parks are available to the community at large.

Donations
Service clubs, "Friends" of park(s), local businesses, other interest groups, and individuals can be resources for developing and maintaining facilities and programs. The town should consider establishing a not for profit Parks and Recreation Foundation to support acquisition and development of parks and facilities.

Partnerships
Partnerships with private enterprises, school districts, and other levels of government are a means of creating major opportunities which may not otherwise be feasible. It is most important to understand whether there are potentially conflicting policies or needs which could create problems in the future before undertaking a partnership.

Private Enterprise
Clarkstown is fortunate to be located near many privately operated venues which serve

recreational needs of its residents. Many sports leagues pay for the use of outdoor fields and indoor sports arenas or field houses. Other venues include golf courses, fitness centers, skating rinks, indoor skateboard parks, bowling alleys, and others. The town should encourage such facilities within or near the town as contributing to the availability of the resources at no cost while often generating tax revenues.

Not For Profit Organizations

Trust for Public Land
This national not for profit organization with offices in New York serves as a land bank, acquiring properties on behalf of communities or other public entities, holding the land in a revolving fund until the sponsoring community can purchase the land from TPL. Property to be acquired must serve an important community objective which may include environmental, cultural, historical, or recreational purposes.

The Nature Conservancy
This international organization is also not for profit which can serve as a land bank similar to TPL. It also purchases and manages land of significant environmental value. The town should continue to explore options with TNC.

State and Federal Sources
The availability and priorities of types of projects to be funded by some state and federal grant programs vary widely from year to year. The following are the most common sources of aid for acquisition, development, and/or improvement of parks and recreational facilities. Many other programs could have components that would be applicable to specific improvements.

Environmental Protection Act of 1993 – Title 9
New York State grants for reimbursement of a maximum of fifty percent of allowable costs of acquisition and/or development of municipal parks and for historic preservation. The grant application cycle is annual and competition for limited funds is high with a minority of applicants funded, often at less than the requested amounts. Priorities of types of projects to be funded varies each year. Administered through New York State Office of Parks, Recreation and Historic Preservation, Clarkstown has benefited from this program many times.

Environmental Protection Act of 1993 I – Title 3
New York State grants for acquisition of open space conservation lands which have been prioritized in the New York State Open Space Plan. Administered by New York State Department of Environmental Conservation with cooperation from NYSOPRHP.

Clean Water / Clean Air Bond Act
New York State grants for environmental infrastructure and natural resources, including municipal park projects, historic preservation, and heritage areas. Criteria are somewhat similar to those of the Environmental Protection Act. Administered through NYSOPRHP.

Land and Water Conservation Fund
U.S. Department of Interior funding through dedicated revenues. Criteria for municipal park projects are similar to those of the state Environmental Protection Act. This fund is administered in conjunction with EPA by NYSOPRHP.

SAFETEA SAFETEA-LU Transportation Enhancement Program (TEP)
This federal program is a major source of funding for acquisition, construction, and maintenance of pedestrian and bicycling trails and support facilities. Current requirements are projects of at least $100,000 with at least a 20 percent local match. It is expected that the next round of applications for grants may be within two years. Administered by New York State Department of Transportation.

Snowmobile Trail Development / Maintenance Program
This state program funds development of snowmobile trails which are compatible with established statewide trails plans. Administered to counties by the NYSOPRHP Bureau of Marine and Recreational Vehicles.

Partners for Wildlife
The U.S. Fish and Wildlife Service offers grants for improving and protecting fish and wildlife habitats, including such improvements as trails, boardwalks, and overlooks. The program is administered by the U.S. Fish and Wildlife Service at Cortland, New York.

7.0 CONCLUSIONS

ATTACHMENT A – GERMONDS PARK

ATTACHMENT B – LAKE NANUET PARK

ATTACHMENT C – CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER

ATTACHMENT D – KINGS PARK

ATTACHMENT E – TENNYSON PARK

ATTACHMENT F – DAVENPORT PRESERVE

ATTACHMENT G – TWIN PONDS PARK

ATTACHMENT H – ZUKOR PARK AND STREET COMMUNITY CENTER

ATTACHMENT I – CENTRAL NYACK COMMUNITY CENTER

ATTACHMENT J – PASACK COMMUNITY CENTER

ATTACHMENT K – WEST NYACK HAMLET GREEN

ATTACHMENT L – CONGERS STATION PARK

ATTACHMENT M – OPEN SPACE INSTITUTE PARCEL

ATTACHMENT N – DELWOOD COUNTRY CLUB

ATTACHMENT A
GERMONDS PARK
185 GERMONDS ROAD, WEST NYACK

Description:
Germonds Park is a large park offering multiple recreational opportunities. The park includes a miniature golf course, swimming pool complex, basketball courts, baseball fields, picnic facilities and a playground.

The golf course contains 18 holes and is improved with concrete walkways, decorative waterways with small waterfalls, shrubbery and flowers and carpeted putting greens. The entrance to the miniature golf course contains a small booth which is staffed by park personnel for collecting fees and distributing golf clubs/balls.

The swimming pool complex is located within a chain link fence and contains the main swimming pool, a kitty pool and a slide/diving board pool. This pool contains a 150 foot slide and three diving boards. The swimming pool complex also contains men's and women's bathhouses, a lifeguard station and a snack bar.

The basketball courts are located adjacent to the swimming pool complex and enclosed in chain link fence.

The baseball fields are located in the rear of the park. The fields are surrounded by chain link fence. Bleachers are located at each of the fields. Two Little League fields not operated by the Town are located adjacent to the park.

The playground is located outside of the swimming pool complex. The playground has various climbing apparatus and swing sets which are set on a rubberized base.

The picnic facilities are located between the parking lot and swimming pool complex. Separate restrooms are located at both the baseball fields and picnic area. The picnic area includes a covered pavilion and covered grill stations.

A bicentennial log cabin is located between the parking area and miniature golf course.

Findings:
The main swimming pool is 35 years old and is in need of replacement of operating equipment. A temporary filter system was recently installed for the swimming pool. A swimming pool facility study was completed for the park in August 2007. The report notes that the facility is no longer in compliance with current Health Department code regulations and is therefore placing the health and safety of the public in jeopardy. The report recommended the following actions: renovation and expansion of the concession building, renovation of the bathhouse, construction of a new filter building shell,

removal and replacement of the water slide, renovations to the pools and pool systems, relocation of the existing filters, installation of new pumps, piping, strainers, chemical monitoring and feed systems and improvements to concrete decks, drainage, site lighting, landscaping and irrigation systems.

The rubberized base of the playground was resurfaced at one time, however, the base was utilized prior to being fully cured and was impacted with permanent footprints.

The basketball courts have several cracks and need to be replaced or resurfaced.

The parking areas and driveways appear to have normal wear and tear; however, some curbing has been damaged in the upper parking area.

Although the baseball fields are surrounded by chain link fence, some of the fencing is not high enough to prevent balls from entering the wooded area.

Maintenance concerns associated with the buildings include a leaking roof in the life guard station, roof vents and fans in the snack bar and light fixtures and hand dryers in the bathhouses. New entry doors are needed for the restrooms located in the ball park area.

ATTACHMENT B
LAKE NANUET PARK
1 LAKE NANUET DRIVE, NANUET

Description:
The Lake Nanuet Park is a large park offering several recreational facilities including a state of the art swimming pool, a baseball field, playground and picnicking areas.

The free form swimming pool has a capacity of 3,017 guests and includes children's slides, a central platform and an umbrella fountain. The swimming pool was installed in 2005. The pool area includes a bathhouse, concession stand and several picnic tables both near the pool and near the concession stand. The concession stand area also has a covered picnic pavilion. A playground is located adjacent to the swimming pool area and includes various climbing apparatus and swing sets. The playground has a wood chip/mulch base surrounded by railroad ties.

The park grounds include a brick house which is occupied by a staff member. The swimming pool pump house is located to the - of the swimming pool. The building is a one story concrete block building.

Outside of the swimming pool area is a three bay maintenance building.

The site is accessed from - road which provides access to a paved parking area.

Adjacent are two Nanuet Little League baseball fields which are not operated or maintained by the town.

Findings:
The Lake Nanuet Park is a popular park which is frequented by large numbers during the summer. With the addition of the free form swimming pool, several deficiencies have been noted for the park including a lack of parking spaces and the condition/size of the bathhouse.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the park benches need replacement.

ATTACHMENT C
CONGERS LAKE MEMORIAL PARK AND COMMUNITY CENTER
6 GILCHREST ROAD, WEST NYACK

Description

Congers Lake Memorial Park encompasses approximately 178 acres of which approximately 100 acres is comprised of Congers Lake. Other features of this popular park include a community center, a bike path, a skate park, an in ground swimming pool, a playground, basketball courts, a bocce ball court, a roller rink, a historic cemetery, picnic areas, a handball court, tennis courts, historic farm buildings, baseball fields and tennis courts.

The community center is a two story building that has existed since the 1940s. The upper level of the building serves as the community room used to host a variety of community events. The upper level has a small stage on one end and a limited kitchen area, storage area and rest rooms on the other end. The lower level of the building contains a game room with multiple game tables, a weight lifting room and restrooms. A 1989 building addition houses a gymnasium with basketball hoops.

To the west of Congers Lake are multi-use paved paths. At the north end of the lake is Congers Lake Dam which replaced a stone and earthen dam in 1995. The dam is accessible by pedestrians providing a view of the lake. A non-motorized boat launch was recently removed from the lake and to date has not been replaced. Currently, kayaks are available for rent through a private company.

The playground is equipped with various climbing equipment and swing sets. The base of the playground is comprised of wood chips.

The skate park is enclosed in a chain link fence to limit ingress and egress into the skating area. The skate park area has an attendant booth comprised of a one story building.

The north side of the park contains the Paul Farm House, circa 1810 which was acquired by the Town in 1990 and restored in 1996. The building is used for storage and is not open to the public.

A three bay maintenance garage is also located within the park.

Findings

The community center, in particular the upper level, is outdated with obvious wear to the ceilings, floors and walls. The 2′ x 4′ acoustical ceiling tiles exhibits water stains in various areas. The 12″ x 12″ floor tile exhibits cracked and missing portions of tiles, and stained areas. The dated wood paneling has scratches, discoloration and dings. The exterior of the building has chipped and cracked concrete sections and the soffit and

fascia are damaged on the basketball court addition. The building's HVAC and phone systems are outdated and need upgrading or replacement.

A non-motorized boat launch, previously available to access the lake, has not yet been replaced.

The metal skirting on some of the skate park equipment is somewhat rusted and although currently functional, may need replacement in the future.

The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

The concrete block wall of the handball court is in poor condition and needs replacement.

ATTACHMENT D
KINGS PARK
KINGS HIGHWAY, CONGERS

Description:
Kings Park is a large open park containing three (3) baseball fields, two (2) basketball courts, a paved parking lot, a playground, two ponds, green space and multiple park benches. The park crosses Parkside Drive as well as Bluebird Drive.

The baseball field area is flanked by a retaining wall on one end that is enhanced with shrubbery. There are multiple elevated bleachers for spectators.

The play ground contains swing sets and various climbing apparatus, and is set on a wood chip/mulch base surrounded by railroad ties. Park style benches are available for use within the playground area.

The open space is enhanced by two ponds, a wetland area and multiple park benches. The open space is primarily comprised of mowed lawn with scattered mature trees.

Findings:
The base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the playground equipment exhibits the beginning stages of rusting.

The base of the basketball courts have some cracking and the courts lack fencing to control stray balls.

Some of the benches within the park have chipped and peeling paint and need replacement or repainting.

Safety concerns include the lack of crosswalks where the park crosses Parkside Drive and Bluebird Drive and the presence of eight (8) inch diameter concrete encased holes within the green space.

ATTACHMENT E
TENNYSON PARK
TENNYSON DRIVE, NANUET

Description:
Tennyson Park is located on both sides of Tennyson Drive in a residential neighborhood. Tennyson Drive becomes a split roadway at the main park entrance. A 20 car paved parking lot is located on the south side of the road. This portion of the park also contains two basketball courts and one baseball field.

The north side of the park contains a playground with swings and climbing equipment. The base of the playground is comprised of wood chips/mulch and several benches surround the playground. A flag pole, which base is decorated with flowers, lies to the east of the playground. A decorative brick walk provides access to a bench near the base of the flag pole.

Findings:
The basketball courts lack fencing to contain stray balls. The bases of the courts contain multiple cracks. Graffiti is a continued problem at the park effecting both the basketball courts and playground equipment. The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks. Some of the benches surrounding the playground equipment were found to be leaning such that they are no longer useable.

There is no cross walk for users of the park to access the playground from the parking area. As well, there are no designated paths from the parking area to the basketball courts and baseball diamond.

ATTACHMENT F
DAVENPORT PRESERVE

Description:
The Davenport Preserve is currently a passive park without public amenities other than a paved access road. The preserve is currently being contemplated for use as an environmental center.

The park currently contains two former homesteads which have been abandoned. The Milly Davenport homestead contains a masonry house which has no insulation and has been boarded up with several outbuildings. The Zippy Flasch homestead contains a residence and a dog kennel. A new roof was recently installed on the Flasch home in order to preserve the 1960s vintage building.

Findings:
A master plan is currently being developed for the Davenport Preserve to study the potential uses of the parkland. Restrictions may prohibit the addition of future buildings. Although the driveway which currently accesses the park is newer (3-4 years old) improvements to the roadway may be necessary (widening or lengthening) dependent upon the future use of the park.

ATTACHMENT G
TWIN PONDS PARK
254 MASSACHUSETTS AVENUE, VALLEY COTTAGE

Description:
Twin Ponds Park was developed during the construction of the adjoining neighborhood and consists of two ponds located on either side of Massachusetts Avenue. The park is a passive park with a mowed lawn and one park style bench.

Findings:
Algae covers much of the surface area of the ponds which could be controlled with pumps or aerators.

The park lacks a cross walk across Massachusetts Avenue.

ATTACHMENT H
ZUKOR PARK AND STREET COMMUNITY CENTER
31 ZUKOR ROAD, NEW CITY

Description:
The Street Community Center also services as the headquarters for the Clarkstown Parks and Recreation offices. The community center is housed in an older building formerly utilized as an elementary school. The layout of the building mimics that of its former use with a central hallway and classrooms on either side. The north end of the building houses a cafeteria, kitchen and gymnasium. The community center provides services for young and old. The north end of the building contains the senior wing with a card room and History Room. The hallway in this area is known as the Hall of Heroes and is decorated with flags, pictures and plaques. Other portions of the building house nursery school and preschool programs. Activity rooms include a weight/fitness room, game room, TV room/lounge, meeting room, and arts & crafts room.

The office area includes a counter space where town residents can obtain passes to the various parks within the town. The office area is an addition to the school and is more modernized containing individual offices and cubicles.

The front of the building is improved with decorative brick walkways, shrubbery, flowers and a 9-11 memorial. Other buildings include a two bay maintenance garage and a one bay storage shed.

Outside facilities include a playground which includes swing sets and various climbing apparatus, soccer fields, and a baseball field. Little league fields and related facilities are located within the park, but are not operated or maintained by the Town.

The playground is accessed by a paved walkway from a large parking area which is located south of the community center and offices. The playground has a mulch/wood chip base partially enclosed by railroad ties. Park style benches are available in the playground area.

Findings:
While the office portion of the building is modernized, the former school remains in the condition when it was used as a school. Improvements needed to the building include new windows, central HVAC, and updated bathrooms. The gymnasium, having been designed for an elementary school, is undersized for use for the community center.

The playground equipment is aged, and the base of the playground is comprised of wood chips as compared to the more desirable rubber base found in newer parks.

ATTACHMENT I
CENTRAL NYACK COMMUNITY CENTER
58 WALDRON AVENUE, CENTRAL NYACK

Description:
The Central Nyack Community Center is located in a densely populated area within Central Nyack. The center contains a two story community building which dates to the 1960s and two basketball courts enclosed in chain link fence.

The upper level of the community center contains a meeting room, lounge, office restrooms, kitchen and a gymnasium which was added in 1983. The lower level contains a billiard/ game room, storage room and weight room.

The exterior of the building contains decorative brick retaining walls enhanced with landscaping and shrubbery.

Findings:
While the exterior of the community center has an appealing look, the interior of the community center has an overall aged feeling and needs updating including a new HVAC system. Equipment within the center appears worn and will likely need to be replaced or refurbished in the near future.

The exterior of the center also has a few deficiencies including cracks in the basketball courts rain gutters which need re-securing or replacement. Drainage is reportedly an issue along one side of the property.

The center also lacks parking spaces for both staff and users of the facility.

ATTACHMENT J
PASACK COMMUNITY CENTER
87 NEW CLARKSTOWN ROAD, NANUET

Description:
The Pasack Community Center is an approximate four year old center which includes a community center building, children's "spray ground", playground and basketball court.

The community center building is a one story masonry building which includes staff office areas, a game room, a gymnasium which doubles as a large community meeting room, a weight room, a storage room, an arts and crafts center, a multi purpose room often used as a senior citizen meeting room, and a community room.

The outside amenities (spray ground, playground and basketball court) are enclosed in chain link fence. The spray ground and playground are set on rubberized bases.

The facility is accessed from New Clarkstown Road where a large parking area is located.

Findings:
The community center and amenities are in excellent condition having been recently built. The gymnasium lacks a retractable wall to separate the large area into two medium size spaces for simultaneous events.

ATTACHMENT K
WEST NYACK HAMLET GREEN
721 WEST NYACK ROAD, WEST NYACK

Description:
The West Nyack Hamlet is also known as the Volunteer Memorial Park and is improved with a fireman themed fountain with a patriot garden. The park is also improved with a covered sitting area, four sided clock, flag pole and benches. Walkways are comprised of decorative brick. The boundary of the park is defined by a split rail fence. The park hosts approximately two jazz concerts per year.

Findings:
The park is in good condition. The park lacks parking areas for users of the park.

ATTACHMENT L
CONGERS STATION PARK
CONGERS LAKE ROAD AT BURNSIDE AVENUE, CONGERS

Description

The Congers Station Park is an approximate ½ acre park containing a two story sandstone building which formerly served as a train station. The park also contains a patriot garden with a 9/11 memorial, a flag pole, a cannon monument, a clock and a decorative water fountain. These features are located in the southern portion of the park and are complimented by shrubbery, flowers and decorative stone and brick walkways and benches. A decorative portico is located along the western edge of the southern portion of the park leading to the former train station building which is located on the central portion of the park. The first floor of the building serves as community room which is open for special events such as confirmation parties, and is otherwise inaccessible to the public. The first floor contains an open meeting area, kitchen and bathrooms. Decorative stain glass complements the sandstone construction. Faux fire places complement a hardwood floor. The second floor of the building is currently unoccupied, but is proposed to house a museum in the future.

A parking area lies to the north of the building which is accessed from Burnside Avenue. A chain link fence runs the length of the west side of the park providing a barricade from the adjoining active railroad bed. The chain link fence is adorned with decorative plantings.

Two buildings are located to the north of the parking area which are lands of the town but not a portion of the park. The closest building is rented to a bus company. The building furthest to the north is the central parks and recreation warehouse which was recently renovated. The two bay building also contains offices. Upgrades and renovations to the building have included recent pavement surrounding the building, a new HVAC system, new lighting, and a new loading dock.

Findings

Overall the park and structures are in good condition. The decorative water fountain in the southern portion of the park does not function properly and reportedly would be in the range of $26,000.00 to repair. A few cables are missing on the chain link fence. Vandalism has sporadically occurred within the stairwell leading to the second floor which has required ongoing maintenance and painting. A recently installed faux security camera has curbed the vandalism. The building currently occupied by the bus company is scheduled to be renovated in the near future.

ATTACHMENT M
OPEN SPACE INSTITUE PARCEL
OLD STONE ROAD

Description:
The Open Space Institute Parcel is a wooded tract of land traversed by a logging road. The parcel is not yet used as a town park. An approximate 20 minute walk along the logging road leads to a ridge with an overview of the Hudson River and the Tappan Zee Bridge.

Findings:
Improvements to the Open Space Institute parcel would be needed to make the parcel a viable park. These improvements include an area for parking, a trail head sign, trail markers and trimming of low branches.

ATTACHMENT N
DELWOOD COUNTRY CLUB
60 ZUKOR ROAD, NEW CITY

The Delwood Country Club is a privately owned golf course. The property contains an 18-hole Par 71 championship golf course, twelve (12) professionally maintained Har Tru tennis courts, an Olympic size pool, banquet and meeting rooms, members' dining room, barbecue pit, outdoor dining terrace, volleyball court, driving range, children's pool, playground with swings, slide and sandbox, and locker rooms with a steam room. The grounds are enhanced with fountains and landscaping.

A cursory walk through of the country club was conducted. The club appears to be well maintained though some buildings may need improvements as well as the main parking area. A more thorough assessment would be necessary to determine deficiencies associated with the country club.

P.B. FILE

Priority Recommendations of the

Clarkstown Open Space Citizen's Advisory Committee

June 22, 2001

To be Presented to the Town Board

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To the Members of the Clarkstown Town Board:

Attached please find the recommendations of the Clarkstown Open Space Citizen's Advisory Committee. These recommendations are based on assessments of the nominated properties listed in the Draft Document of 10/02/00. Please note that the recommended parcels are not listed in any specific order, but rather they are simply grouped by hamlet.

In the spirit of openness and accountability, the Committee feels that it is important for the Town Board and the public to understand the process by which these properties were chosen. The Committee decided that due to the large number of nominated properties, 1) the "Quarry" and Water Company properties would be assessed separately and 2) all of the remaining properties on the list would be assessed. To make this process manageable and to best utilize the local expertise of the committee members, a subcommittee was formed to assess the properties in each Hamlet or Village. In some cases two or more subcommittees were combined. The following recommendations are based on the reports of the individual subcommittees, with comments from the entire committee. The original assessment forms and subcommittee reports are available for review.

While it was reported to the committee that some of the properties on the list are currently unavailable for purchase, the Committee determined that it was not in their mandate to eliminate any of the properties on the list. Where a property owner has indicated that they do not wish to participate in the open space initiative, it has been indicated on that property's assessment report with a footnote to that effect. The Committee dedicated itself to making recommendations based on the qualities of the properties and their impact on the greater good of Clarkstown.

No subcommittee was formed to assess the properties surrounding Lake DeForest, but the recent increase in destructive clearing on property edging the reservoir has made Town protection of these properties critical and the committee recommends that the Town begin negotiations to that end.

This committee is adjourning sine die, until such time as we are asked to reconvene.

Clarkstown Open Space Citizen's Advisory Committee Members:

Member Name	Subcommittee
Catherine Nowicki, Chair	Nanuet, Spring Valley
Martin Bernstein	New City
Cora Bodkin	New City
Mark Brecher	West Nyack
James Comer	Nanuet, Spring Valley
Edwin Day	Nanuet, Spring Valley
Nicole Doliner	New City
Joanna Galdone	New City
Joseph Holland	New City
Robert Jackson	Nanuet
Harold Lindland	New City
Mary Loeffler	New City
John Maraia	New City
Karl Muller	West Nyack
Grace Murray	New City
George Nugent	Rockland Lake, Upper Nyack, Valley Cottage
Gerald O'Rourke	Congers
Dale Robinson	New City
John Scurti	Congers
Karen Tarapata	Central Nyack, Upper Nyack, Rockland Lake, Valley Cottage
Arleen Whittaker	Bardonia

Consultants:
Robert Geneslaw, AICP, Clarkstown Planning Consultant
Paul Scofield, Clarkstown Deputy Town Attorney
Nancy Vlahos, Robert Geneslaw Co.

Secretary:
Mary Ann Hackett

Town Board Members:
Charles E. Holbrook, Supervisor
John Maloney
Ann Marie Smith
Ralph Mandia
Shirley Lasker

Bardonia subcommittee

Tax Lot(s): 58.11-3-1*

Owner: Nanuet Fire Engine Company #1
Zoning: R-15
Size: 1 Acre

This property is the northern portion of an L-shaped acre in R-15 zoning. The northern corner is occupied by a 30' x 50' block building, formerly used for public assembly by the Bardonia Men's Club, one of Clarkstown's first civic associations.

Attributes:

- Nominated by the public
- Its current use is a burden to the neighborhood. The parcel was poorly planned. The club building is aging and impractical because there is no off-street parking.
- The building is not well kept and its current use is archaic to the current neighborhood.
- Purchase will provide screening to surrounding residences not adequately protected in the substations/Men's Club Site Plan.
- Protection will create a neighborhood park of low maintenance and low liability
- Has potential as a site for a memorial to the original Bardonia Men's Club and its civic-minded founders; Bardonia, its Elementary School, its veterans and firefighters.
- Requires minimal cost for demolition and park-site development

Drawbacks:

- Property may be encumbered by long-term lease to the Bardonia Men's Club

*Owner wrote to the Town on 10/19/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Nanuet Fire Engine Co #1 Parcel 58.11-3-1

*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/19/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Central Nyack Subcommittee

Tax Lot(s): **65.11-3-46**
Owner: **Blake, Mary Bradley**
Zoning: **R-22**
Size: **9.6 Acres**

Attributes:

- This parcel is part of a much larger project that will connect open space and parkland belonging to PIP, Orangetown, Clarkstown and the County.
- It is adjacent to the 25-acre piece just linked to Schuyler Park with a state grant
- Connects the Long Path in Clarkstown with Buttermilk Falls and PIP land.
- Shows Clarkstown's commitment to this broad-based effort
- Excellent candidate for a State grant
- County Budget and Finance Committee has recommended purchase of adjoining land from Blake family and Nyack School District to protect the Long Path.

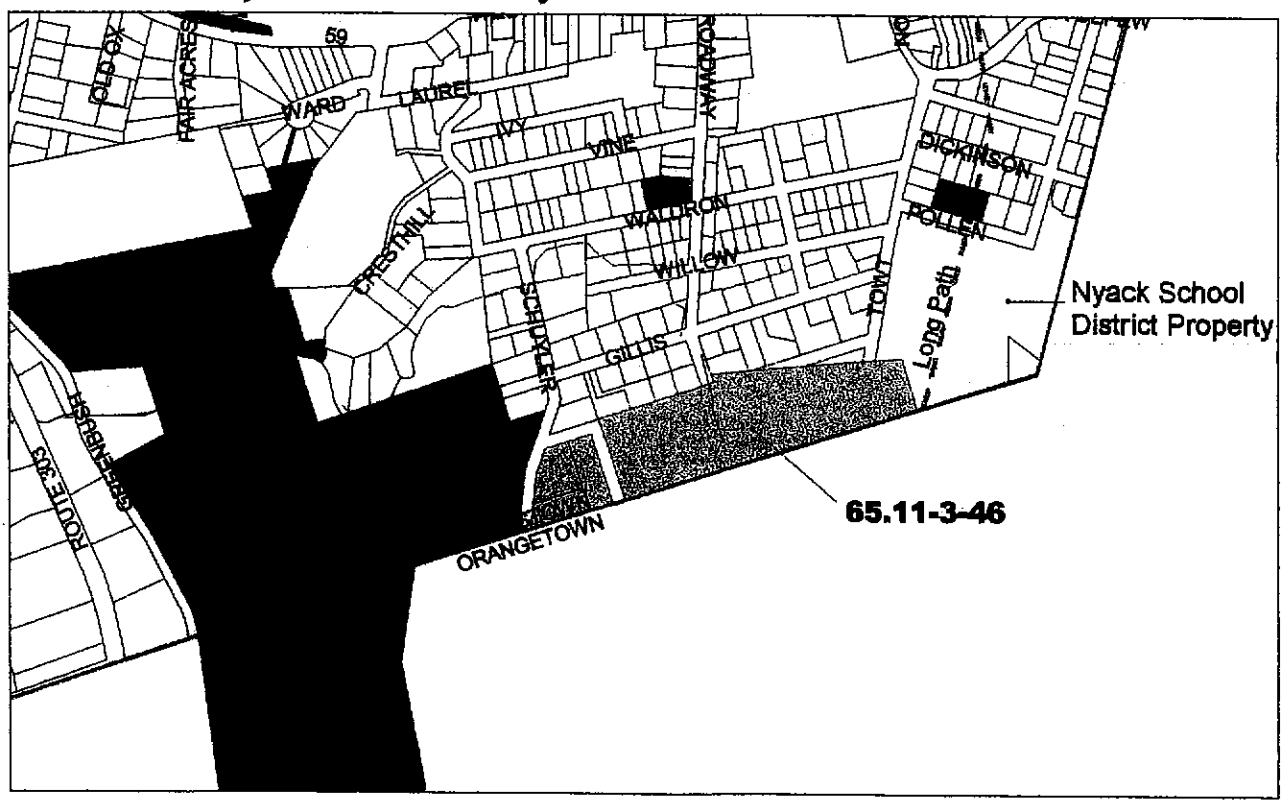
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Mary Blake Bradley Parcel 65.11-3-46



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: **35.18-1-4***

Owner: **Davies, Niles M JR and Janet M**
Zoning: **R-22/M**
Size: **79.5 Acres**

Attributes:

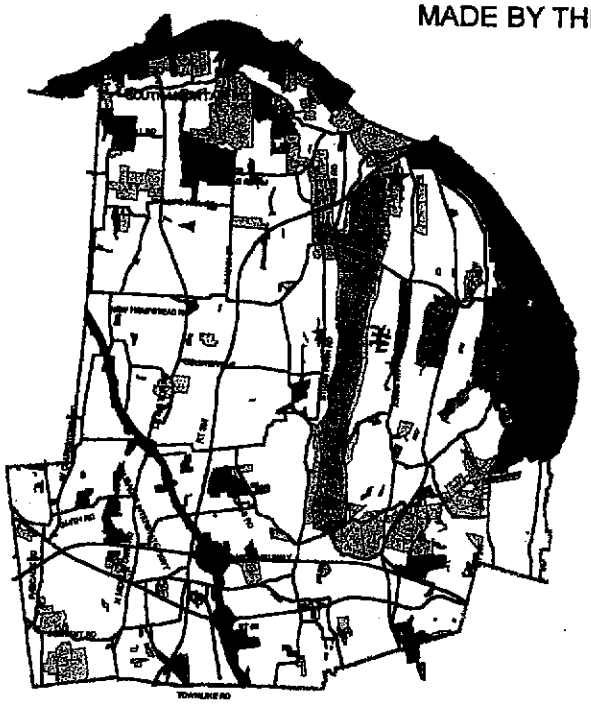
- Large size parcel
- Central location
- Easy Access
- Outstanding view of Lake DeForest
- High recreation potential (9-hole golf course)
- Historic and cultural aspects
- Low maintenance cost
- Very high potential for development, should owner sell

Drawbacks:

*Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/31/00 of the same. While this is the most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time. Subcommittee suggests an offer to purchase development rights.

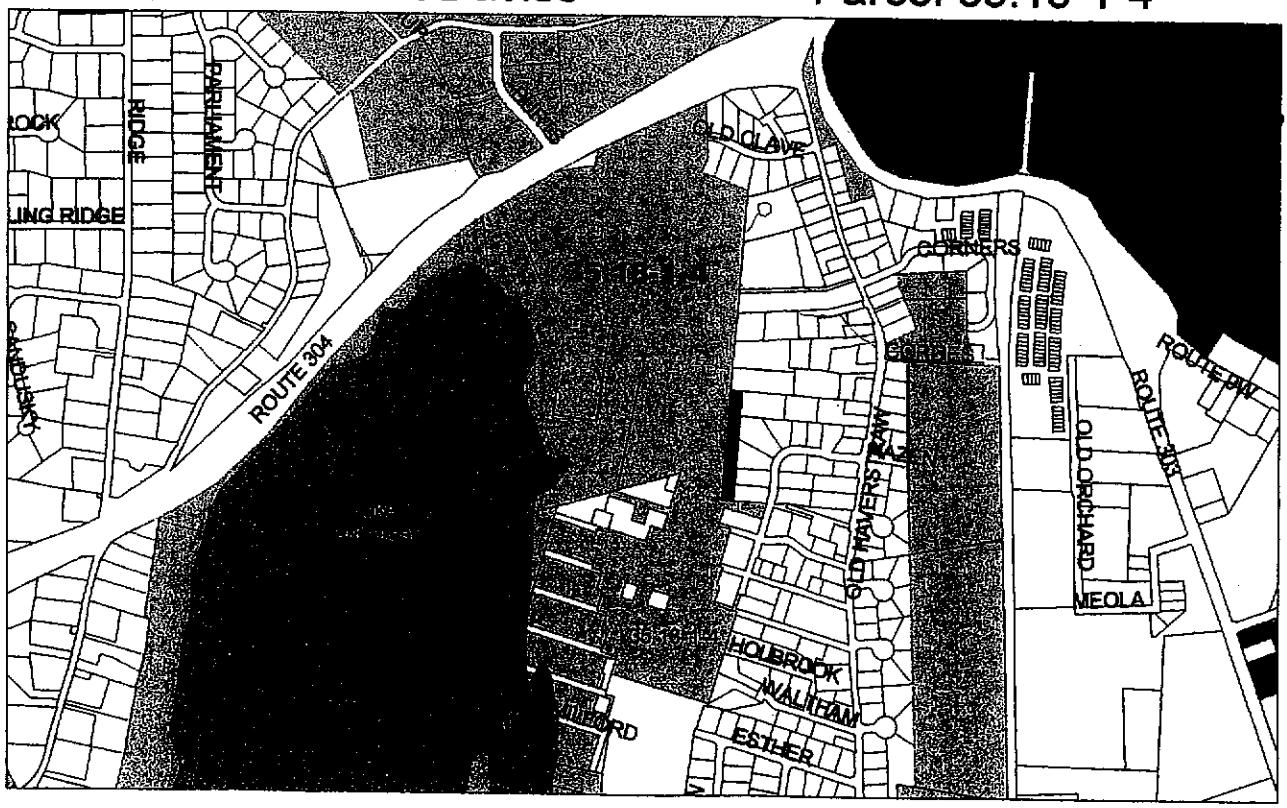
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Niles and Janet Davies — Parcel 35.18-1-4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: **45.13-1-1***

Owner: **Davies, Niles Jr. and Diehl Sylvia D**
Zoning: **R-40**
Size: **6.9 Acres**

Attributes:

- This property, the current Davies Home, Farm and Cider Mill is adjacent to Rockland Lake State Park
- Historic home on property – may be listed on historic register
- Working Farm
- Educational potential
- Easy access from Route 9W and Rockland Lake State Park

Drawbacks:

Owner plans to maintain property as working farm beyond their lifetime.

*Owner personally appeared at Town Board to request property be removed from consideration, followed by written request on 10/31/00 of the same. While this is the second most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
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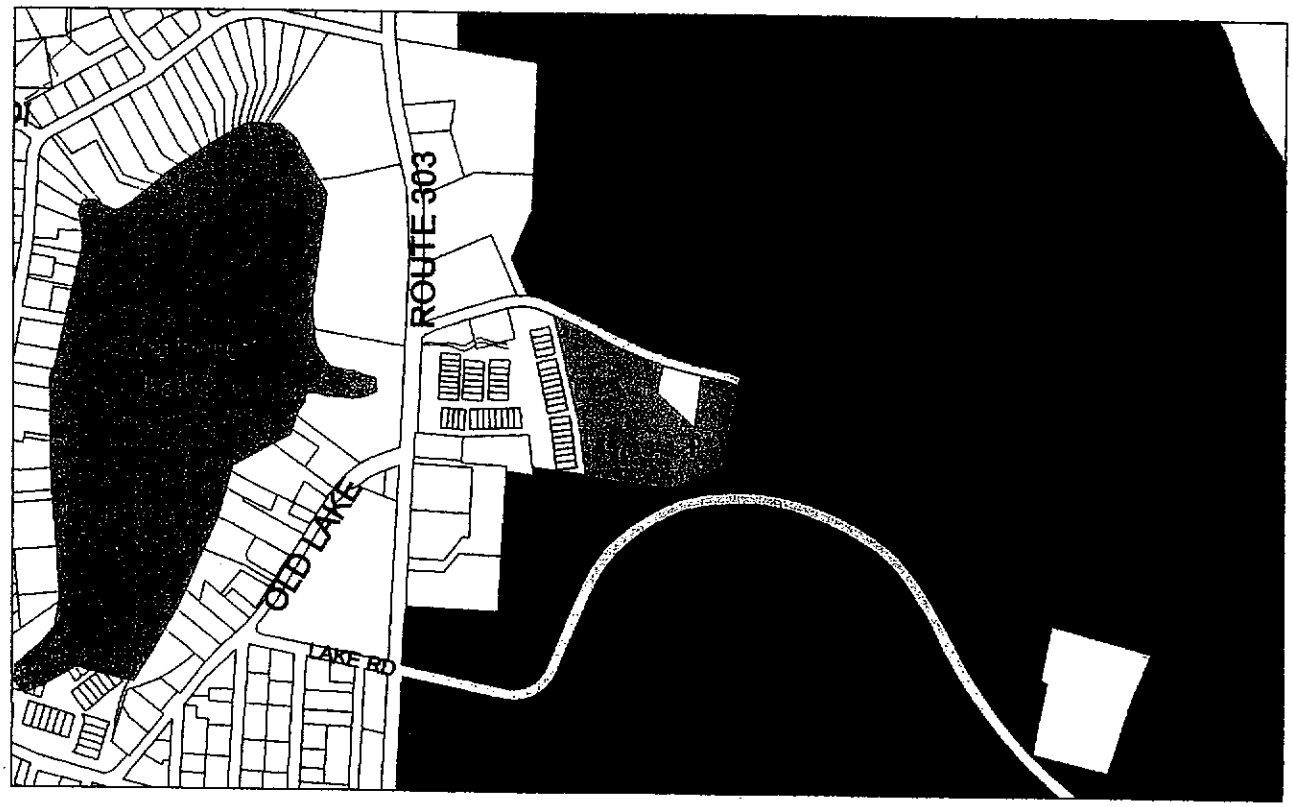
- ★ = Approximate Parcel Location

Niles Davies Jr. and Sylvia Diehl Parcel 45.13-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot(s):	**35.15-1-32***	**35.15-1-54**
	35.15-1-34*	**35.19-2-2**
	35.15-1-37*	**44.7-2-9**
		44.7-2-17

Owner(s): **Various**
Zoning: **Various**
Size: **50 +/- Acres**

Attributes:

- Nominated by a combination of the CDEC, Planning Board, and the Ad Hoc Committee
- Large parcel made up of several properties - collectively 50 acres +/- of former celery farm.
- Could provide Northern Congers with open space for bike and walking/running paths
- Rockland County owns 14.6 acres (Lot 35.1.9.2-2) through tax foreclosure
- Owner of Lot 44.7-2-9 stated that they would entertain an offer from the Town
- Contains Federal wetlands and NYS wetlands

Drawbacks:

- Limited access to residents
- Cost of development as park (paths on wetlands, for example)
- Some properties may contain terrain which precludes development and therefore do not warrant purchase.

*Owner of lots 35.15-1-32, 35.15.1-34 and 35.15.1-37 wrote to the Town on 12/7/01 requesting that these parcels be removed from consideration. The subcommittee recommends that Town Board honor the owners' wishes and not pursue purchase at this time.

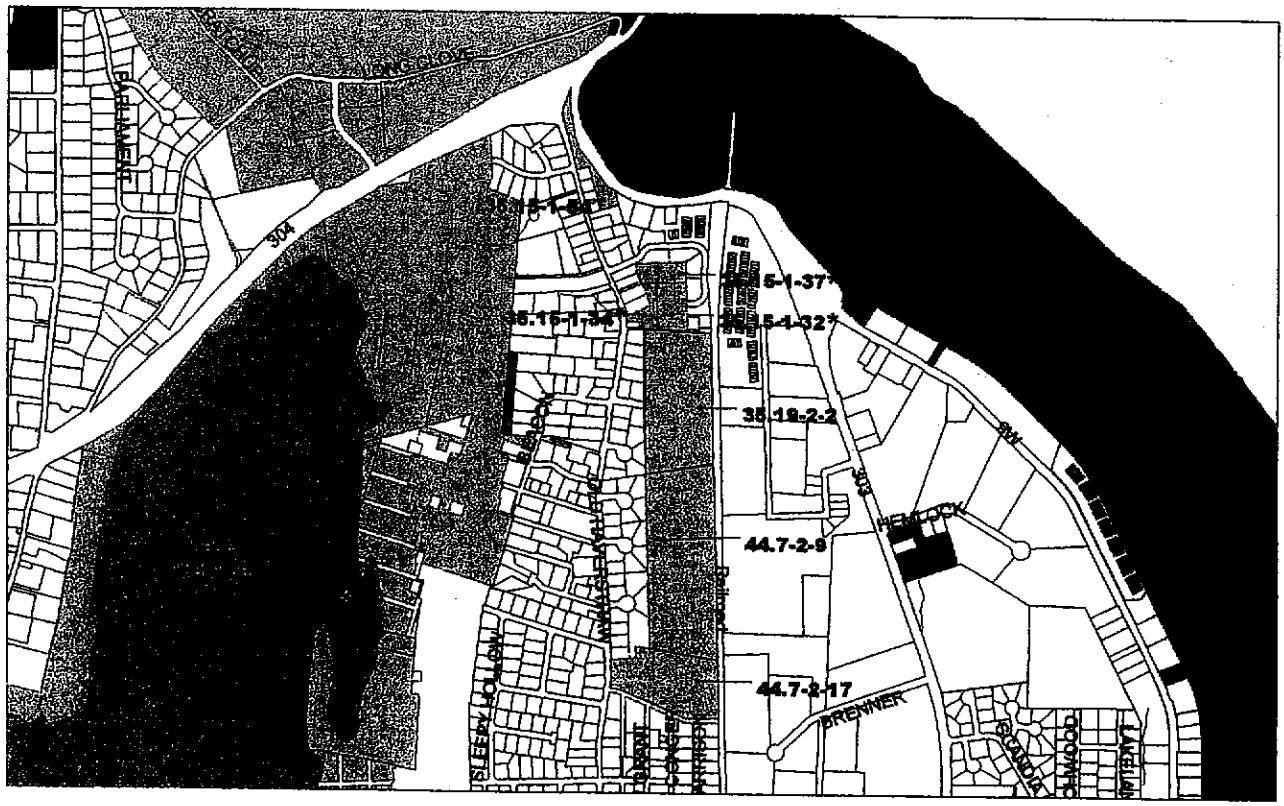
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Congers Properties ("celery farm")

35.15-1-32	35.15-1-54
35.15-1-34	35.19-2-2
35.15-1-37	44.7-2-9
	44.7-2-17



*Owner submitted a written request to the Town that these parcels be removed from consideration on 12/7/01.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.11-2-2**
Owner: **Bonnabel, Henry**
Zoning: **R-15**
Size: **10.5 Acres**

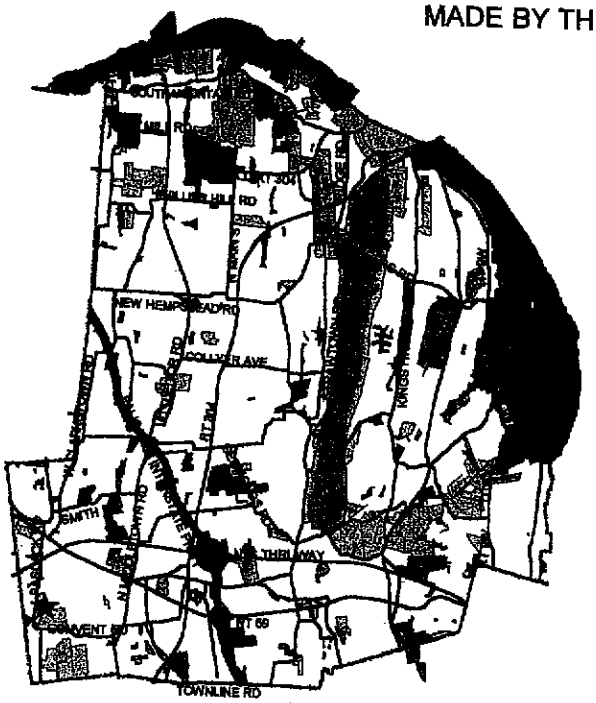
Attributes:

- This piece of property has been recommended by every organization that has had input into the committee (PB/AH/PUBLIC/CDEC/CP)
- 30 houses could be built on the parcel, negatively affecting the Nanuet school district
- Land backs on Pascack Creek and has much wetland
- Fox, deer, blue heron, wild turkeys all sighted recently
- Fish in creek
- This property is contiguous to open space to the south – St. Agatha's wetland, which cannot be developed
- Currently used as a horse farm, with stables on site; present occupant may be willing to continue the operation
- Grant money may be available for therapeutic treatments in equestrian activities.

Drawbacks:

PRIORITY RECOMMENDATIONS

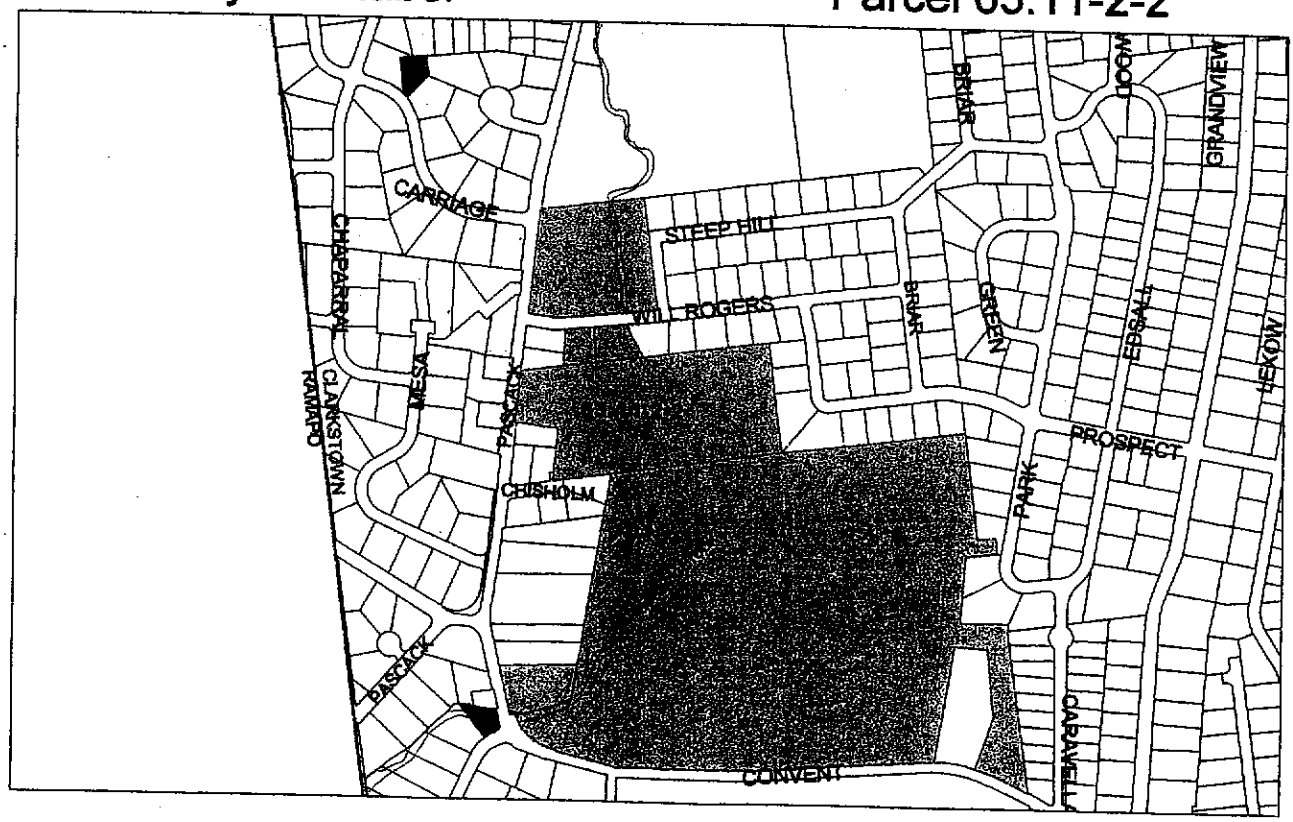
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Henry Bonnabel

Parcel 63.11-2-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.15-1-43***
63.15-1-44*

Owner: **American Cyanamid (Lederle)**
Zoning: **R-22**
Size: **53 Acres**

Attributes:

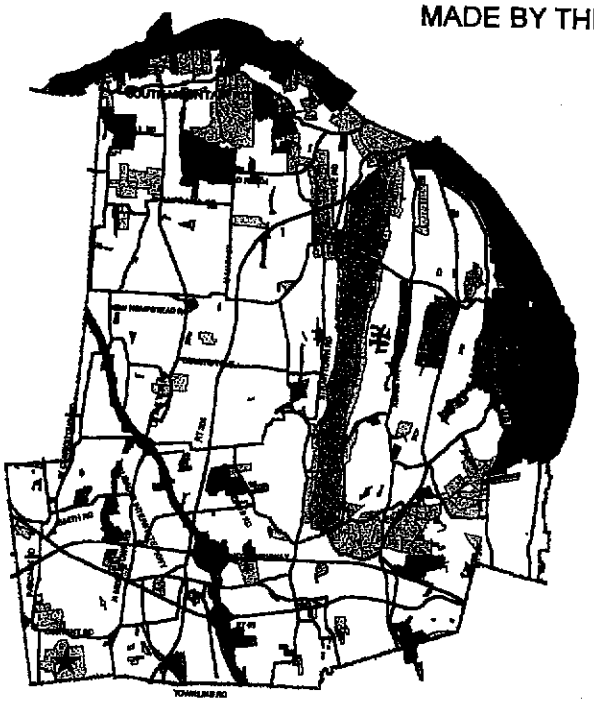
- The Planning Board, the Ad Hoc Committee and the Public nominated this large parcel.
- Approximately 30 houses could be built on the parcel, negatively affecting the school district and traffic on narrow Convent Road
- Land is part of main Wyeth complex (to the south and east) and is bordered by Duryea, St Agatha's and Convent Road
- Wooded area provided natural habitat for animals driven out of contiguous neighborhoods and former nesting areas
- Contains mature trees, turkeys, fox
- Watercourse cuts through entire property, north to south
- Currently vacant land
- Parts of property good for community recreation – walking, bird watching
- No other recreational/park facilities available in that area of Nanuet

Drawbacks:

*Owner wrote to the Town on 11/2/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
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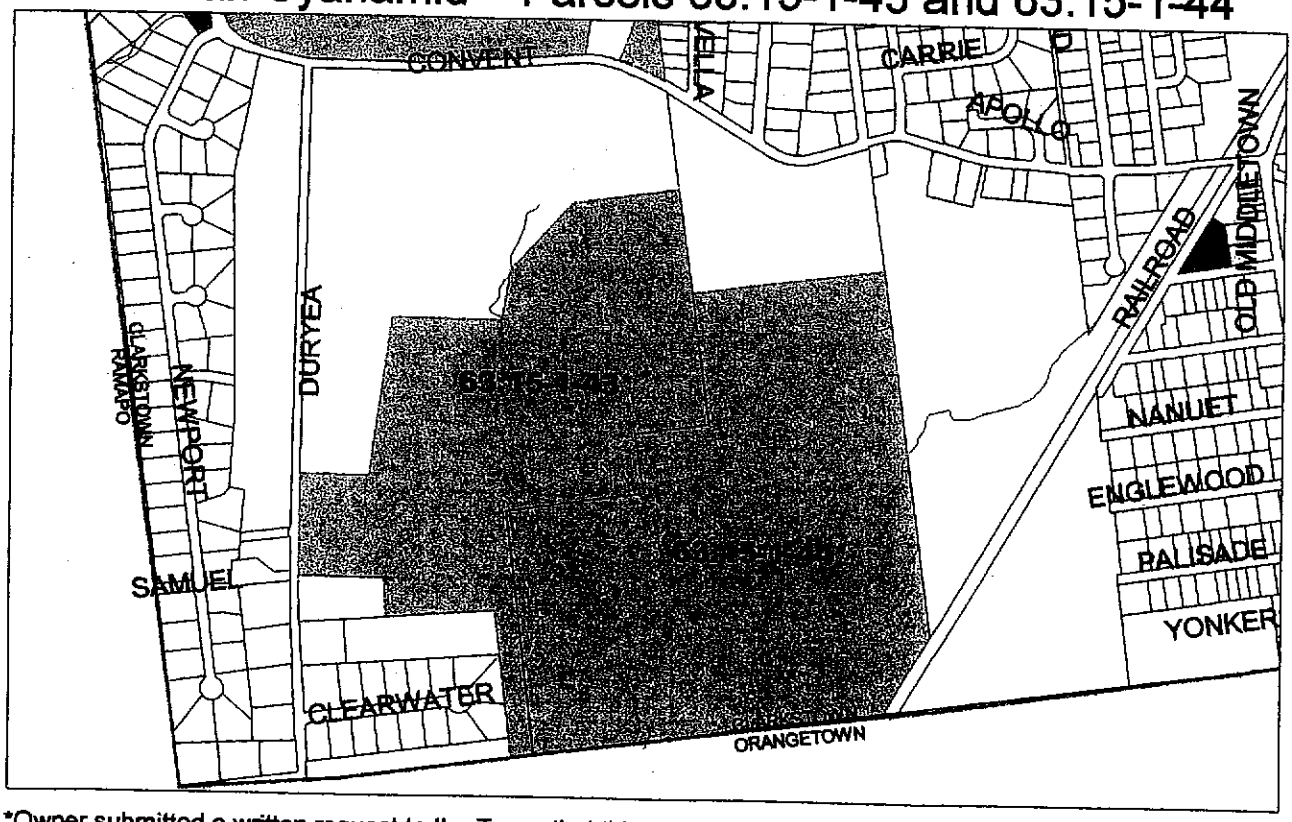
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

American Cyanamid Parcels 63.15-1-43 and 63.15-1-44



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/2/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.11-2-13* (North side of Convent Road)**
Owner: **St. Agatha's**
Zoning: **R-15**
Size: **48.8 Acres**

Attributes:

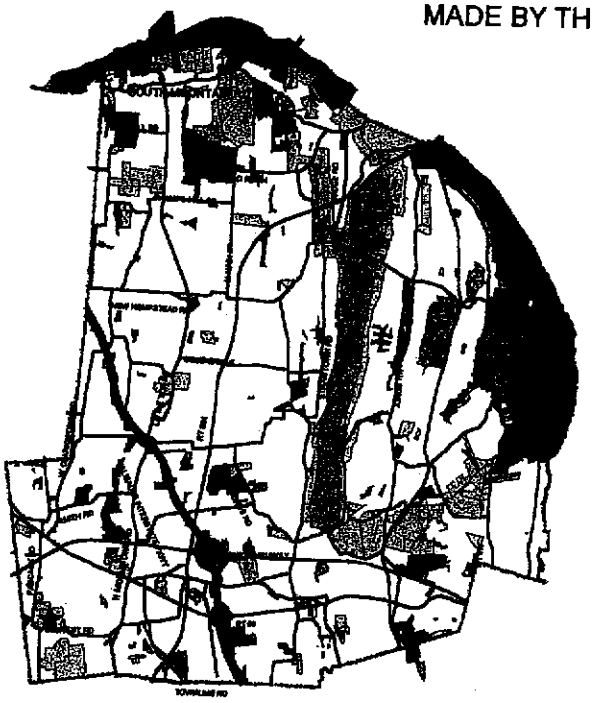
- This large parcel was nominated by the Comprehensive Plan Committee
- Continues green space from Bonnabel along the Pascack
- A site plan and special permit applications have been filed with the Town for senior citizen housing on the southeasterly portion of this property
- Drastic, devastating change on schools and roads if developed residentially, with unacceptable density
- Cleared land ready for development now
- Strongly urge purchase of this piece to prevent sprawl

Drawbacks:

*Owner wrote to the Town on 10/26/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

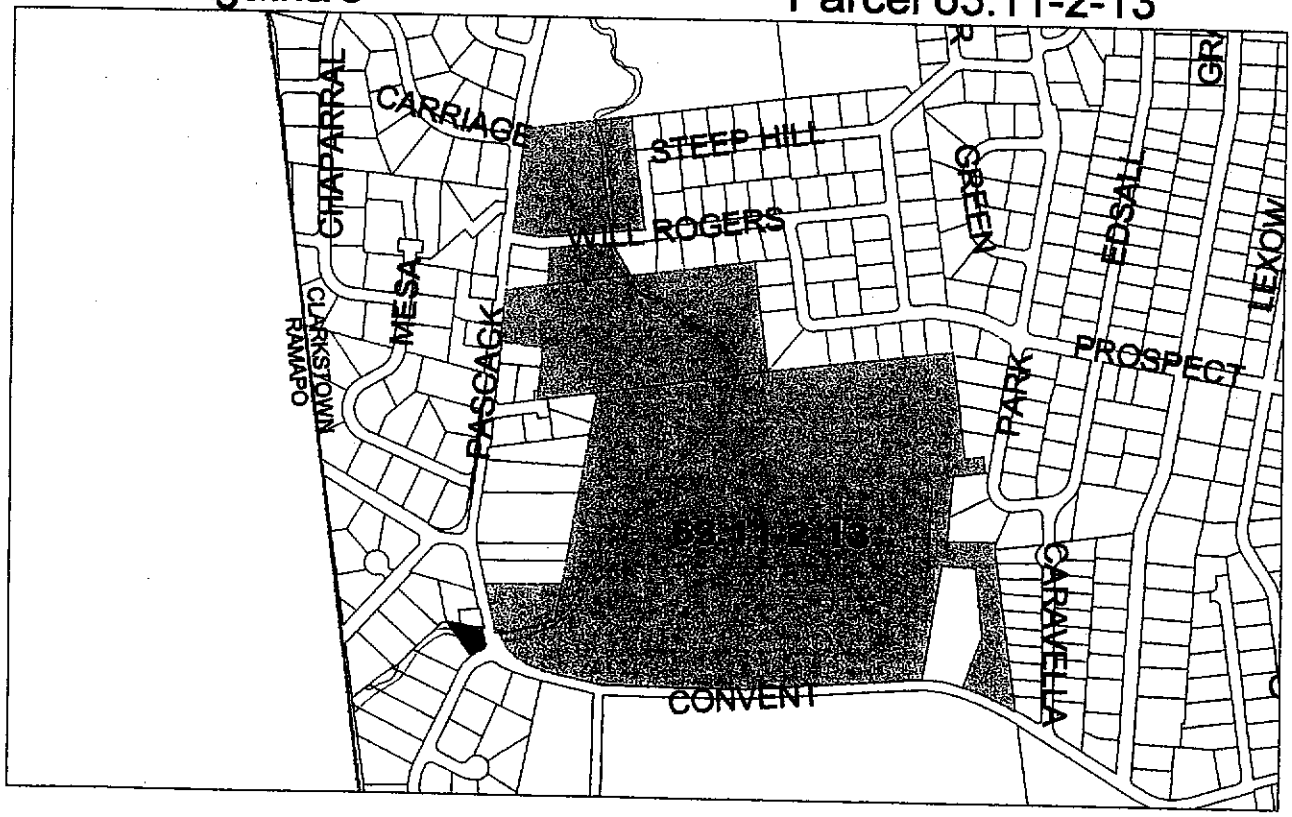
MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

St. Agatha's

Parcel 63.11-2-13



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Genesiaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **57.20-1-49***

Owner: **New Plan Realty Trust**
Zoning: **RS**
Size: **22 Acres (small area along stream nominated for protection)**

Attributes:

- Nominated by CDEC and at least one property owner
- This property lies behind Rockland Plaza by Nauraushaun Creek
- Contains a Federal wetland and NYS wetland
- Area along stream to rear of shopping center should be protected to reduce or eliminate flooding.

Drawbacks:

*Owner wrote to the Town on 11/10/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

New Plan Realty Trust — Parcel 57.20-1-49

*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/10/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **57.14-3-2**

Owner: **DeStaso Enterprises (Hyenga Lake)**
Zoning: **MF-2**
Size: **12.7 Acres**

Attributes:

- Nominated by the public
- Multi-family units could be built, affecting sprawl, density and traffic
- Land in between Rte.59 and Pipetown Hill Road
- Contains a stream, a Federal wetland and a waterfall
- Old stone walls that may be historic
- Current use : low cost bungalow rentals

Drawbacks:

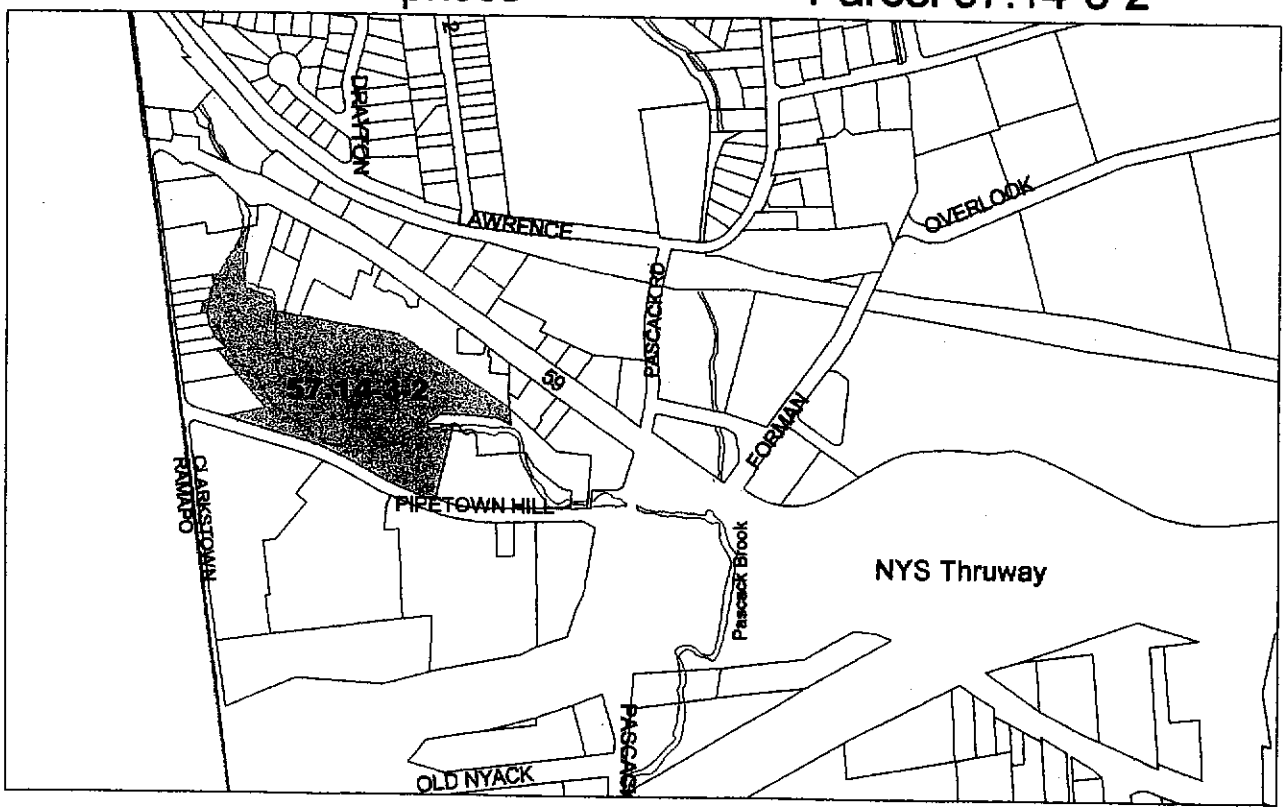
- Area would need clean up, then it could be left in natural state
- Dam should be rebuilt for safety, runoff and erosion control

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

DeStaso Enterprises — Parcel 57.14-3-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **64.13-2-57**
64.13-2-49

Owner: **Schmidt, Arthur Jr. and Alice**
Zoning: **R-15**
Size: **7.2 Acres (2.8 and 4.4)**

Attributes:

- These two properties were nominated by the CDEC
- They could be the site of up to 20 homes, if a road were built to connect with Highview or May Place
- They are the last refuge for small wildlife driven off by development
- Contain mature trees
- 2-57 has a stream which feeds into Naurashaun Creek
- Surrounded by development

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Arthur & Alice Schmidt Parcels 64.13-2-49 and 64.13-2-57

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Overview

This subcommittee has considered all the parcels nominated in New City. It is our view that each parcel is important and worthy of protection by the Town as open space. The nominated parcels include a wide range of size and terrain and varying degrees of protection. Some parcels might ultimately be protected by easements with property owners or by other means, as well as the County's open space program. The following parcels have been chosen for immediate purchase, due to their size, potential for development and/or the greater good for the environment and all residents of Clarkstown – (people, plants and animals).

New City subcommittee

Tax Lot(s): **51.10-3-1; 51.9-1-49; 51.9-1-50***
Owner: **Cropsey Farm; Cropsey Farm; Davies Farm, Inc.**
Zoning: **R-15; R-22; R-22**
Size: **24.0; 9.7; 17.6 Acres**

Overview
Cropsey Farm is a unique Clarkstown resource. Rockland County has expressed interest in acquiring Cropsey Farm and is in negotiations with owners. Subcommittee suggests that Clarkstown open space funds be used to supplement the County's offer.

Attributes: 51.10-3-1

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zoned R-15 (1/3 acre) – potential for 50 house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Stream supports fish, frogs, salamanders, etc.
- Property contains 18th Century sandstone house and rare type of barn
- Historic house and stone walls
- Willing seller
- Would provide passive park in area where no neighborhood park currently exists
- Owner in negotiation with County for purchase; Town could participate

Attributes 51.9-1-49

- This property was nominated by the public
- The parcel is contiguous to Davies Farm piece below
- Zoned R-22, it could be subdivided into +/-14 house lots.
- Property include portion of Demarest Kill, which feeds into the Hackensack River
- Contains active greenhouses and a garden center
- Willing seller is ready to subdivide
- School Superintendent Heebink has expressed interest in its educational potential
- Would provide passive park in area where no neighborhood park currently exists

Attributes: 51.9-1-50

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zone R-22 (1/2 acre) – potential for 30+ house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Application pending for development of 304 units for independent congregate living and assisted living. Public opposes development as out of character with neighborhood
- Site of former Davies Lake. Nearby homeowners retain "lake rights" in deeds.
- Use as passive park would be in keeping with former recreational use
- *Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
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- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Cropsey Farm, Davies Farm Parcels 51.10-3-1, 51.9-1-49, 51.9-1-50

*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): 34.10-1-50* and 34.11-1-1*
Owner: Dellwood
Zoning: R-160
Size: 52.6; 166.5 Acres

Attributes:

- This is a country club with a golf course, tennis courts, catering, and clubhouse.
- Nominated by the Planning Board, Ad Hoc Committee and the public. The 166.5 acre parcel also nominated by the CDEC
- Zoned R-160. High development potential when current lease expires.
- Part of historic Zukor estate, site of silent movie making
- Contains irreplaceable mature trees and shrubs
- Contains magnificent old stone buildings and a catering hall.
- Could not be built today. Purchase agreement could be designed to allow some Clarkstown resident use until current lease expires

Drawbacks:

- Land under lease for an additional 16 years

*Owner wrote to the Town on 10/24/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
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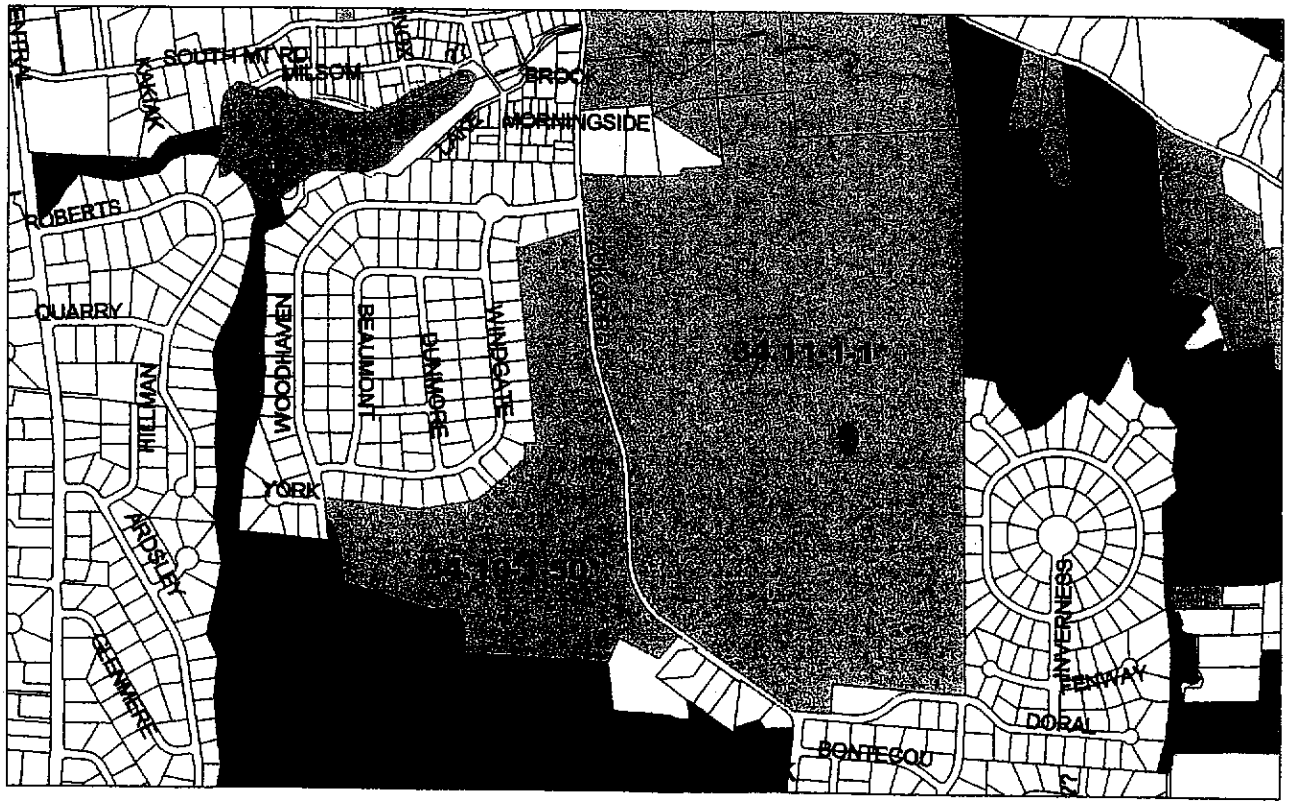
Dellwood Parcels 34.10-1-50 and 34.11-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/24/00

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): **33.20-2-8*; 34.17-1-1*; 42.8-2-16***
Owner: **Joy Builders, Inc.; Hershkowitz Israel and Joseph (Smith Farm)**
Zoning: **R-80**
Size: **48.7 Acres; 61.3 Acres; 15.9 Acres**

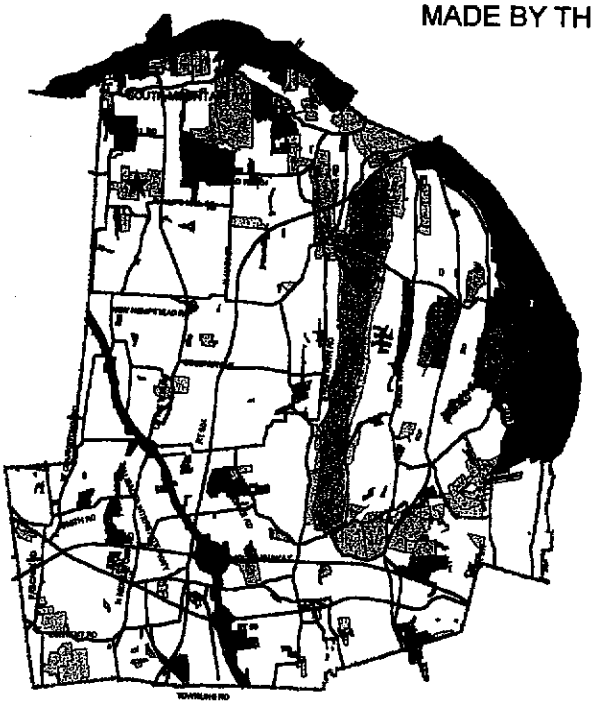
Attributes:

- Consists of 3 parcels. The two larger being contiguous and the third parcel a short distance away with access off Old Phillips Hill Road.
- Nominated by the Planning Board, Ad Hoc Committee and with considerable support from the public. Property well known to the public due to the high visibility of farm activities and seasonal farm stand that has operated for many years.
- Lowland and ridgeline very visible along well-traveled roadway connecting two Townships.
- Opportunity to protect a slope area that is distinct from areas overlooking the Hudson. (This same slope runs north-south and includes the hill on New Hempstead Road, Red Hill Road and Smith Road.
- Provides unspoiled views both within and beyond boundaries of property, promoting a "faraway feeling." Views of South Mountain Park, High Tor State Park, across the valley towards Rtes. 9W/303 all the way to Westchester. The farm also provides an unspoiled backdrop for the distant view of the NYC skyline from South Mountain Park.
- Contains habitat for a diverse number of animals –small mammals, reptiles, amphibians, deer, coyote, raptors and migrating songbirds. The wood thrush, whose numbers have declined sharply in recent years, is still well represented here.
- The diverse terrain supports indigenous wildflowers (trillium, wild azalea), native shrubs and large trees. Contains forested areas free of invasive species. Includes some land never farmed.
- Contains wetland and seasonal wet areas that contribute to flood control and promote ground water replenishment. Several year-round creeks emerge from the base of the slope, which drain south to Crum Creek.
- Development potential exists for 70+ homes, which would increase sprawl and light pollution and have a negative impact on schools.
- Possible uses include model farm for education, nature trails, jogging, biking, driving range, etc.

*Owners wrote to the Town on 10/30/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
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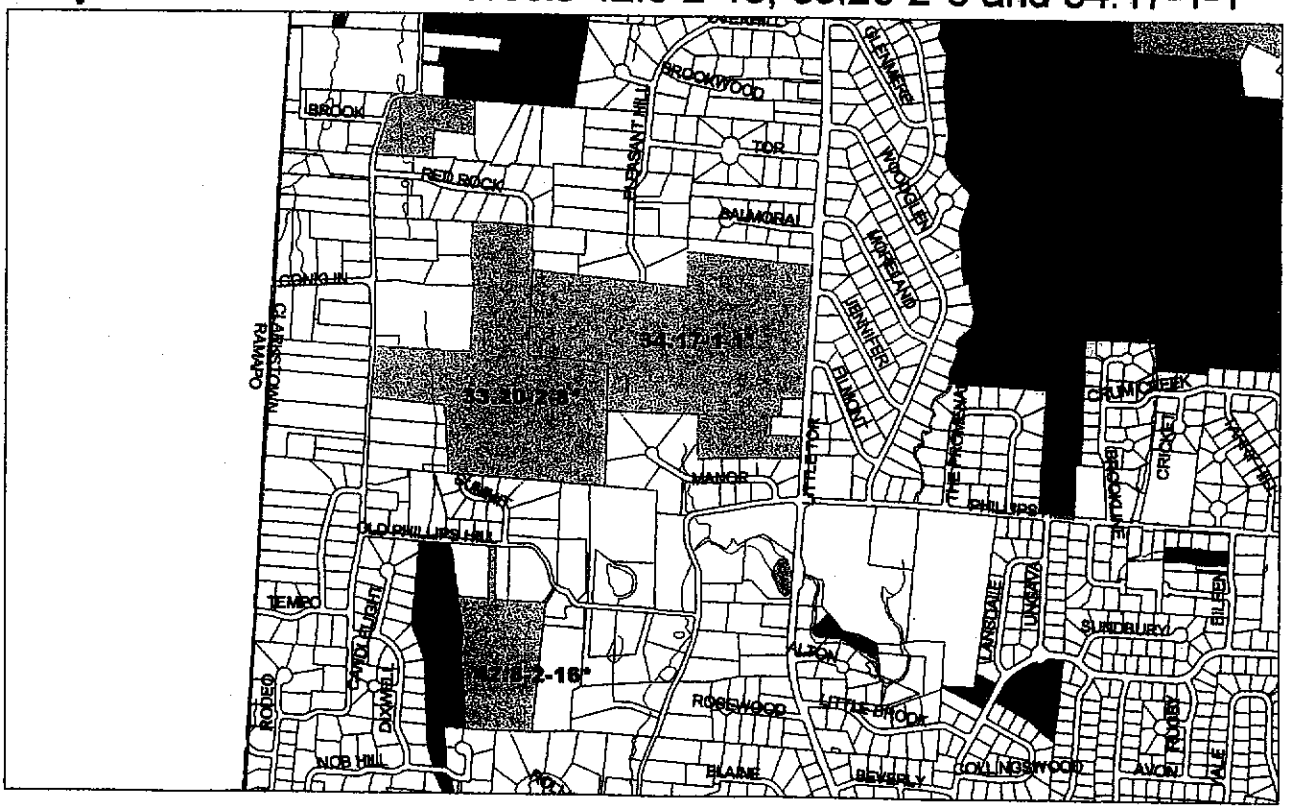
- ★ = Approximate Parcel Location

Joy Builders — Parcels 42.8-2-16, 33.20-2-8 and 34.17-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/30/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s):

25.20-3-2*	**26.18-1-2**	**26.18-1-13**	**34.8-1-8**
26.14-3-1	**26.18-1-3***	**26.18-1-14**	**35.5-2-1***
26.17-2-4	**26.18-1-4**	**26.20-2-7**	**35.5-2-10**
26.17-2-7	**26.18-1-9**	**26.20-2-8**	**35.5-2-13***
26.17-2-18	**26.19-1-1***	**26.20-2-9**	**34.8-1-5**
		33.8-2-1	

Owner: **Various (Ridge of High Tor Mountain)**
Zoning: **R-80 and R-160**
Size: **Various**

Attributes:

- Larger parcels nominated by the Planning Board, Ad Hoc Committee and the public. Smaller parcels nominated by the public
- Connects open space; runs parallel to both High Tor and South Mountain State Parks
- Ridgelines control erosion and protect what lies below
- The Long Path runs along the top of the mountain.
- Preservation would create loop path from lowlands to highlands and over to Rockland Lake.
- Creates greenway path throughout community
- Is environmentally sensitive
- Historic
- Limits sprawl
- Protects the watershed; runoff drains into the Hackensack River and Lake DeForest
- Provides additional recreational activities

Drawbacks

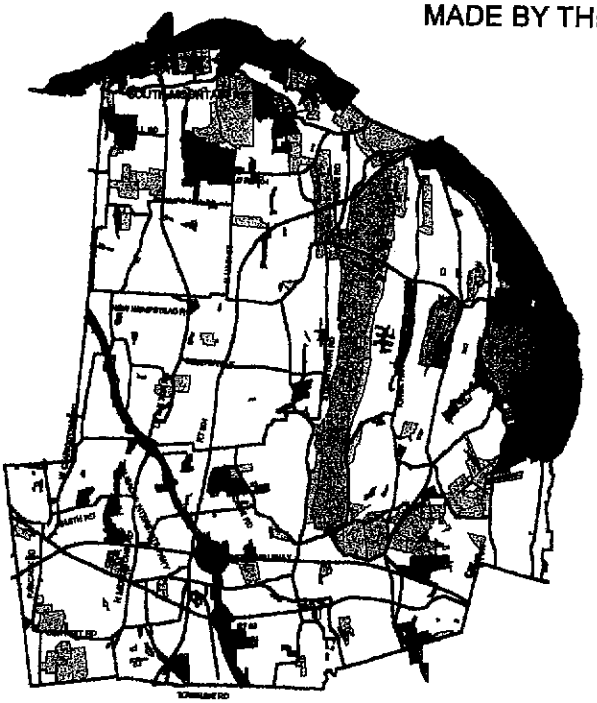
- Multiple owners

*Owners wrote to the Town on 10/19/00, 10/26/00, 10/30/00, 11/1/00 requesting that these parcels be removed from consideration.

Revised 6/28/01

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
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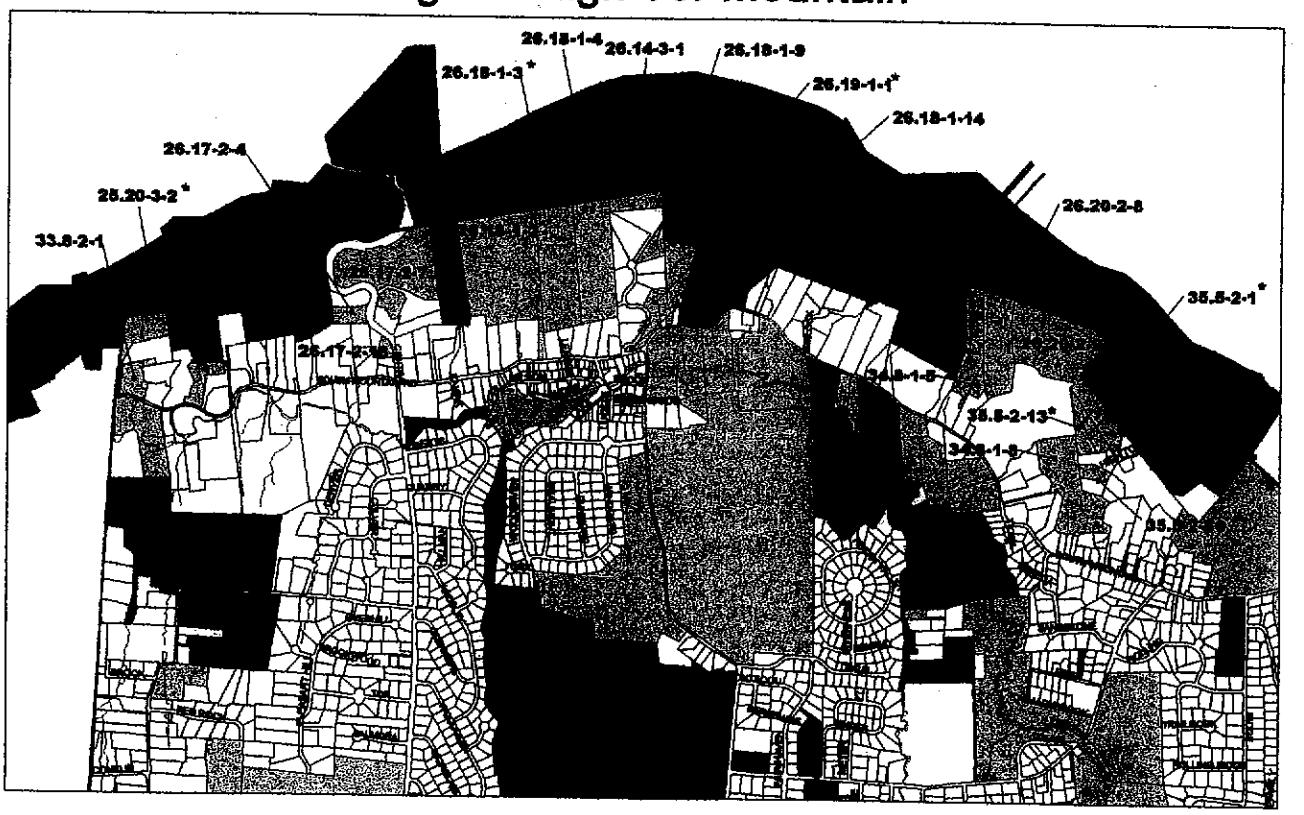
- Rivers and Streams
- ★ = Approximate Parcel Location

Ridge of High Tor Mountain



*Owners submitted written requests to the Town that these parcels be removed from consideration.

Robert Geneslaw Co.
June 2001
Revised 6/28/01

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): **51.6-3-1***
Owner: **Jolima Inc.**
Zoning: **R-15**
Size: **14.2 Acres**

Attributes:

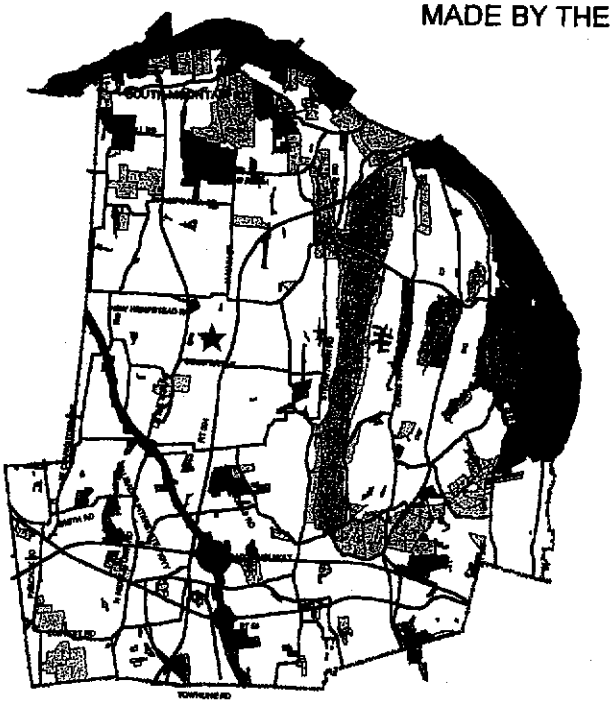
- Nominated by the Planning Board, Ad Hoc Committee and the public
- Last piece of green area in a fully developed hamlet
- Designated as part of the National Wetlands Inventory of the US Dept. of the Interior
- Development potential extremely high. Owner wishes multi-family housing development. Even single-family homes would adversely impact schools, traffic congestion and services.
- Requires little improvement to serve as park
- Could serve as hub for hamlet revitalization
- Enjoys high public support

Drawbacks:

*Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
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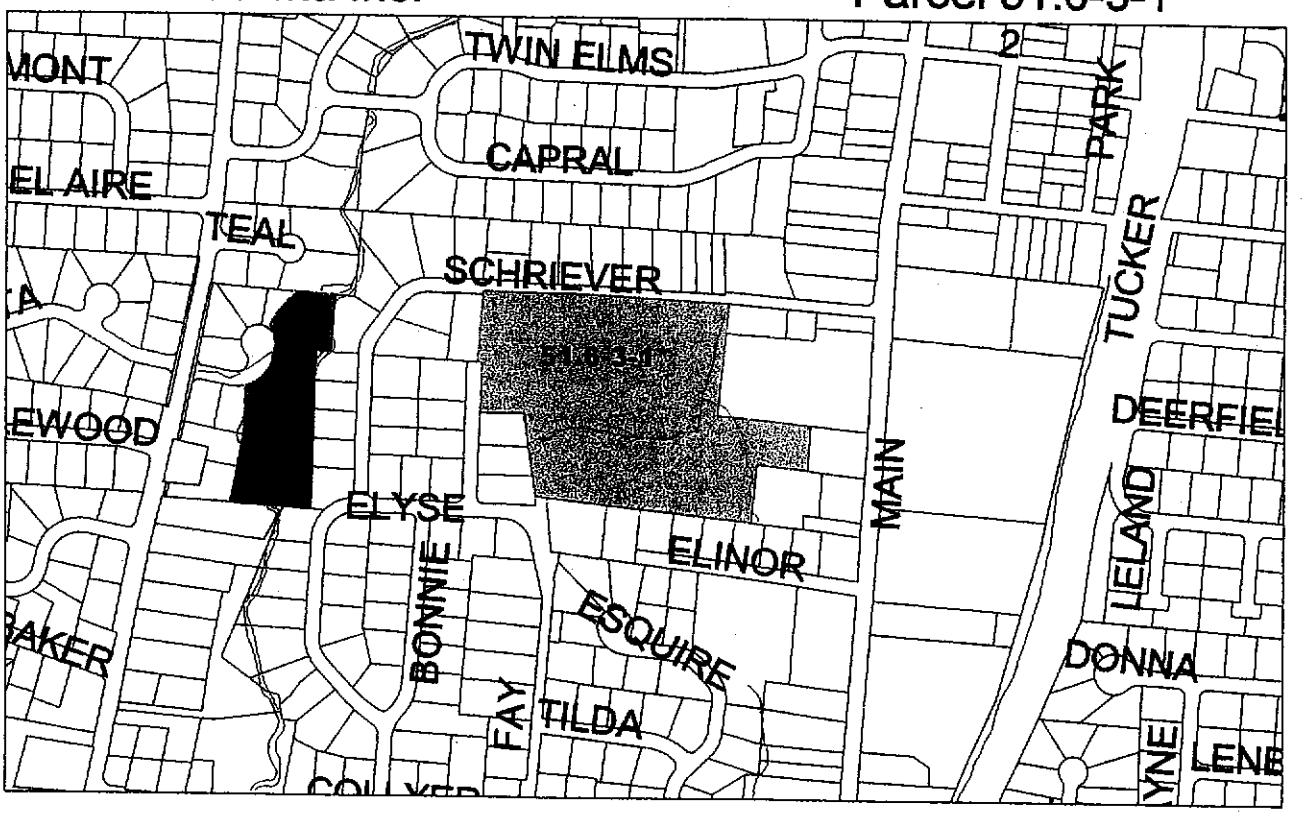
Jolima Inc. Parcel 51.6-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

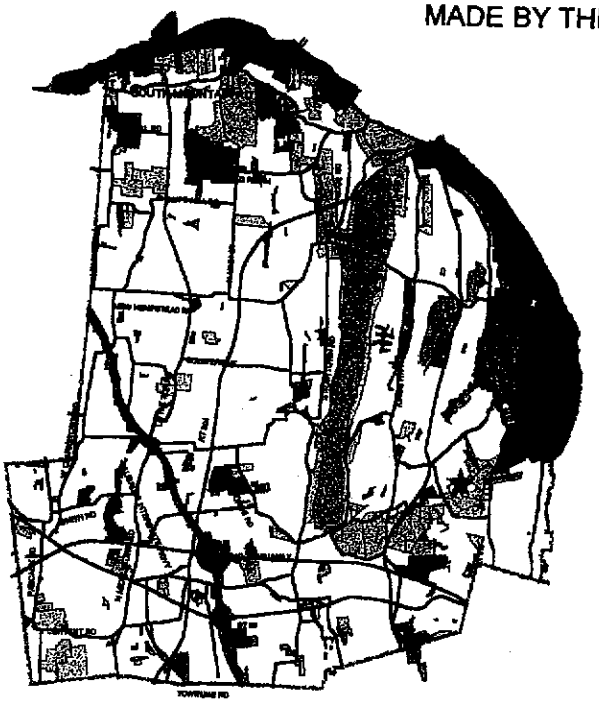
Overview

After considering all of the properties nominated in Valley Cottage, Rockland Lake and Upper Nyack, this subcommittee feels that preserving open space on West Hook Mountain will provide the greatest benefit. While all of the available property on the mountain should ultimately be purchased, the subcommittee has chosen four properties as the most important to purchase immediately. Acquiring these properties will:

- Protect a local treasure
- Continue the connection and protection of the unique Palisades Ridge
- Prevent development of West Hook
- Connect and improve multiple open space, park and recreation resources
- Improve links to existing parks and trails, including Hook Mountain State Park, Rockland Lake State Park and the Long Path
- Provide a better-connected corridor of linked greenway in the region.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
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- Major Roads
- Rivers and Streams
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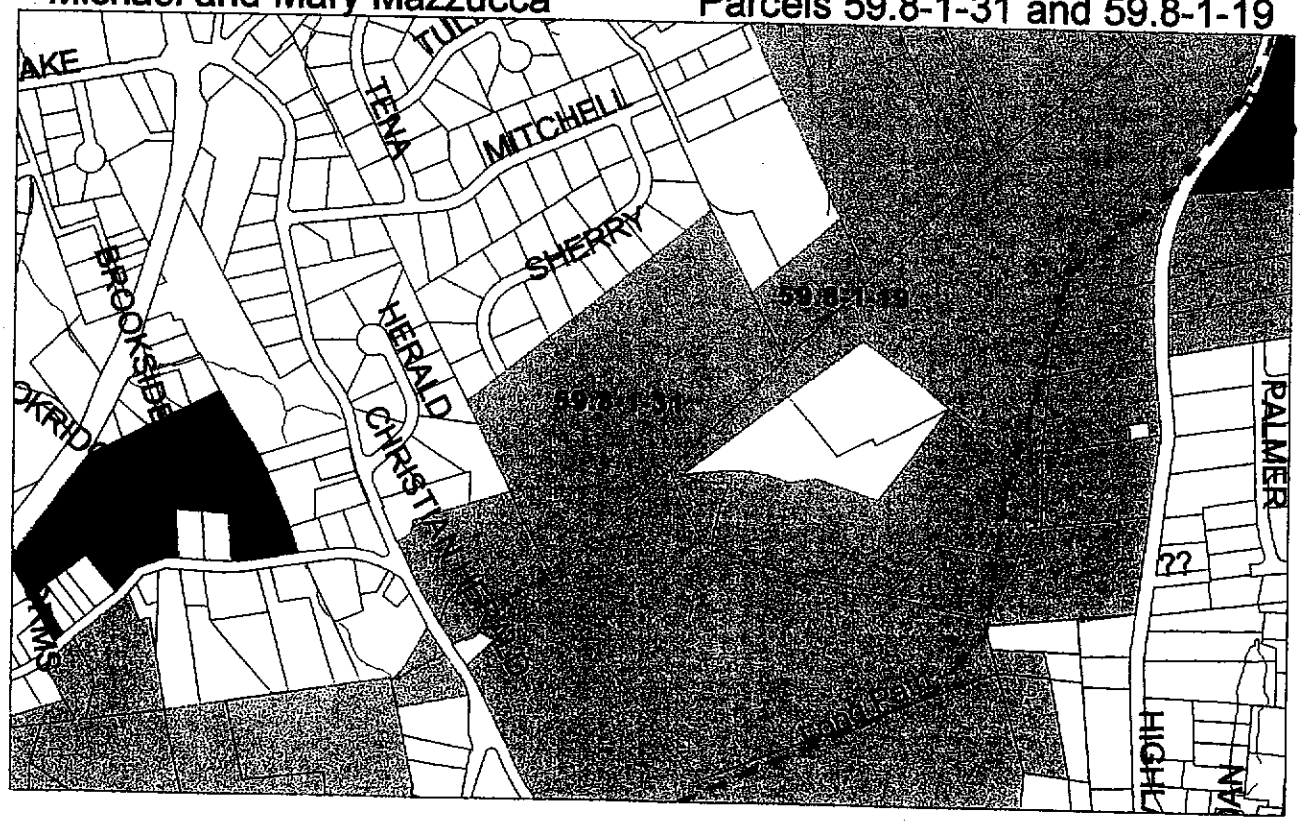
Michael and Mary Mazzucca — Parcels 59.8-1-31 and 59.8-1-19



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 52.20-1-20* and 52.20-1-29-4*

Owner: **Phoenix Homes**
Zoning: **R-160**
Size: **15 Acres**

Attributes:

- These properties were nominated by the Planning Board and Ad Hoc committees. One was also nominated by the public.
- These two contiguous pieces contain the last natural trail way for wildlife and hikers from Lake Road in Valley Cottage to the summit of West Hook.
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path.)
- Slope provides the visual "background" for the surrounding neighborhood
- Proposed subdivision, currently before the Planning Board, has been scoped for significant adverse environmental impacts, including:

  Impact on water quality and storm runoff

  Construction of structures above the tree line, increased light pollution
- Proposed street system will open access to two adjacent sensitive properties which are also part of the entire West Hook project
- Stream and adjacent area slows water runoff and provides flood protection
- Creates new access to West Hook, so more people can enjoy the recreational opportunities.
- Parking for hikers could be inexpensively created.

Drawbacks:

* Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/26/00 of the same.

Revised 6/28/01

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
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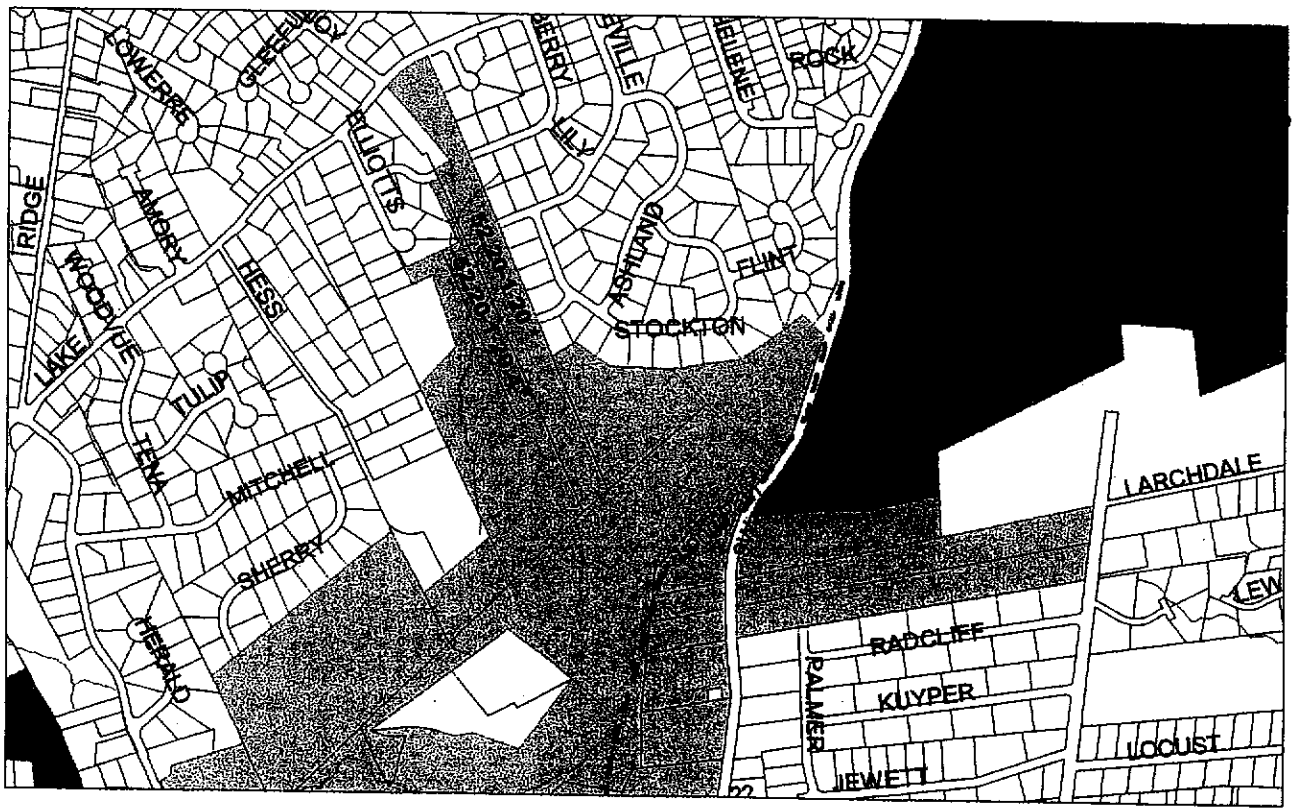
Phoenix Homes Parcels 52.20-1-20 and 52.20-1-29.4



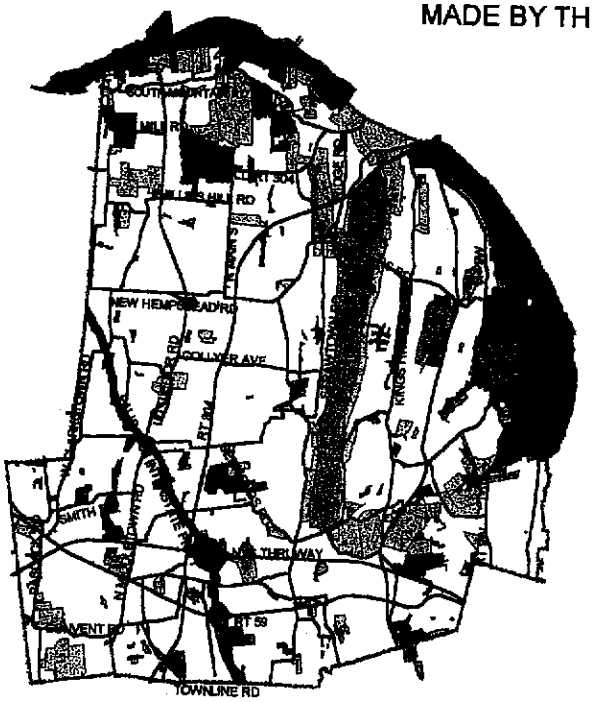
*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
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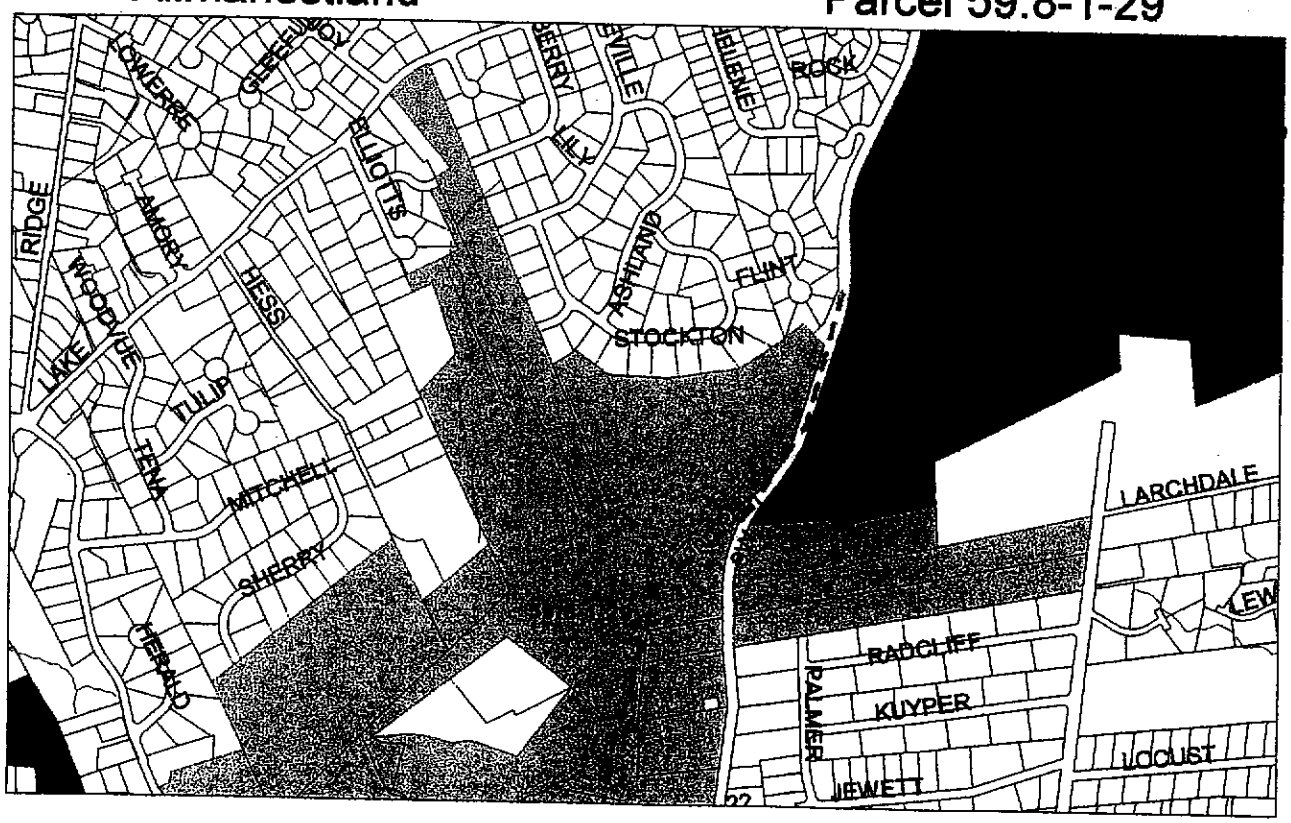
Parcel 59.8-1-29



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

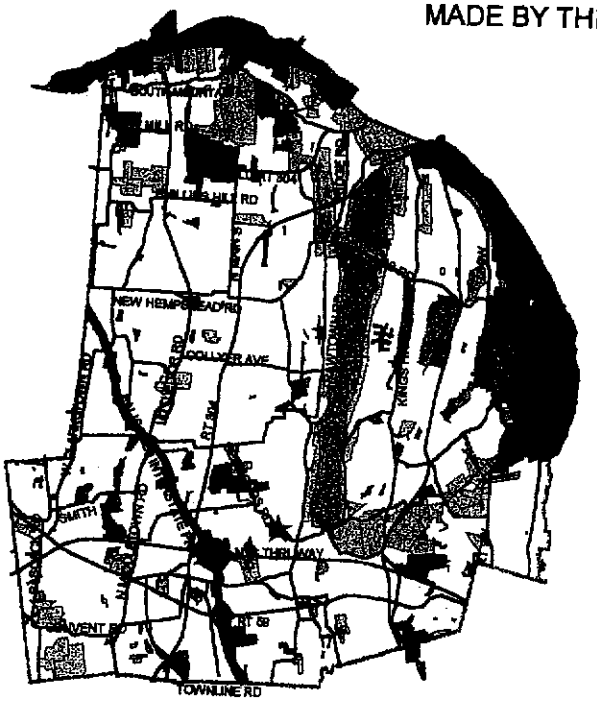
Tax Lot(s):	**58.16-1-61; 58.16-1-69**
Owner:	**Hale, R.H.; Greany, Rosemary H.**
Zoning:	**R-40**
Size:	**10.3 Acres; 2.2 Acres**

Attributes:

- Parcels nominated by Robert Geneslaw
- Borders on Clarkstown South High School
- Adjacent to land owned by the County of Rockland
- Heavily wooded
- Stream edges both properties
- Location next to school lends itself to public use
- Insulates residents on Germonds Road from development
- Superintendent of Schools suggested that there might be some State funding available

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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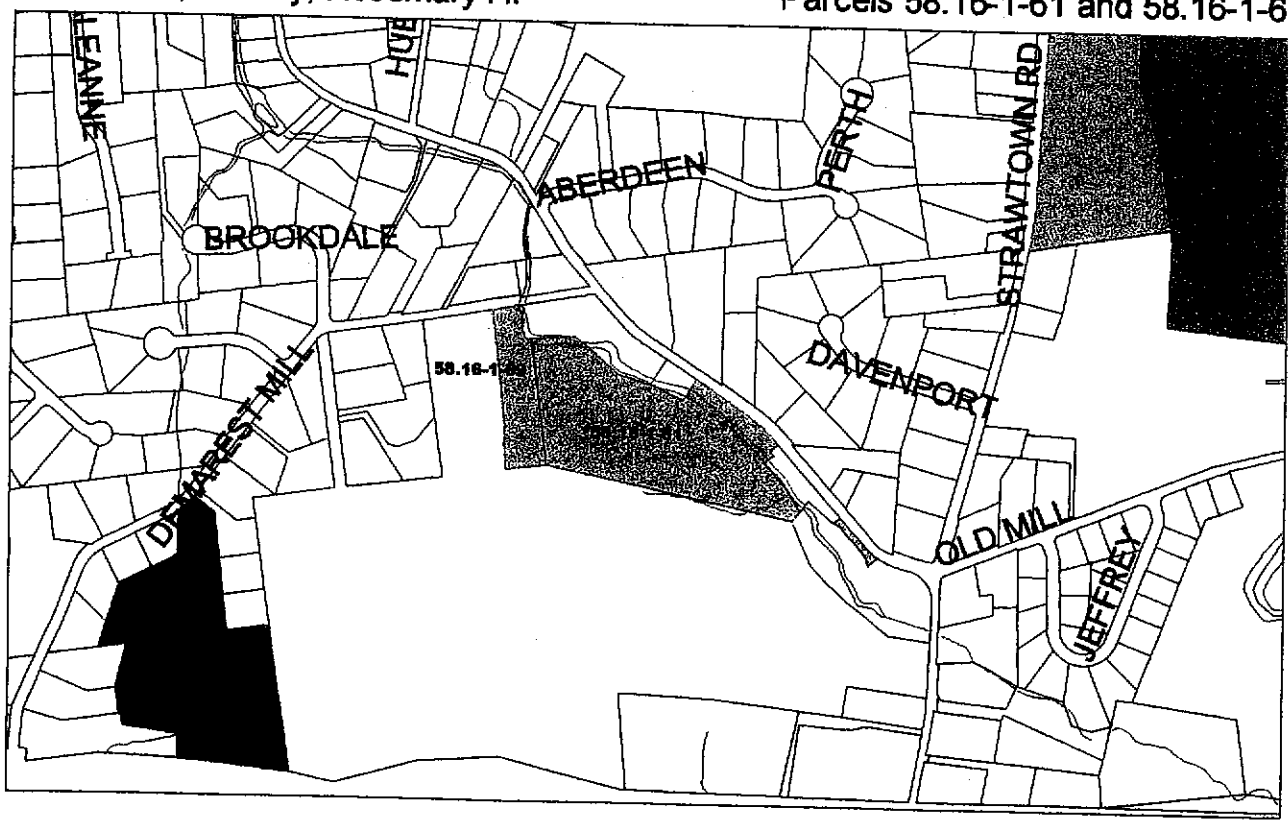
Hale, R.H.; Greany, Rosemary H.

Parcels 58.16-1-61 and 58.16-1-69



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **58.19-1-9**

Owner: **Reynolds Aluminum Development**

Zoning: **LO**

Size: **36.1 Acres**

Attributes:

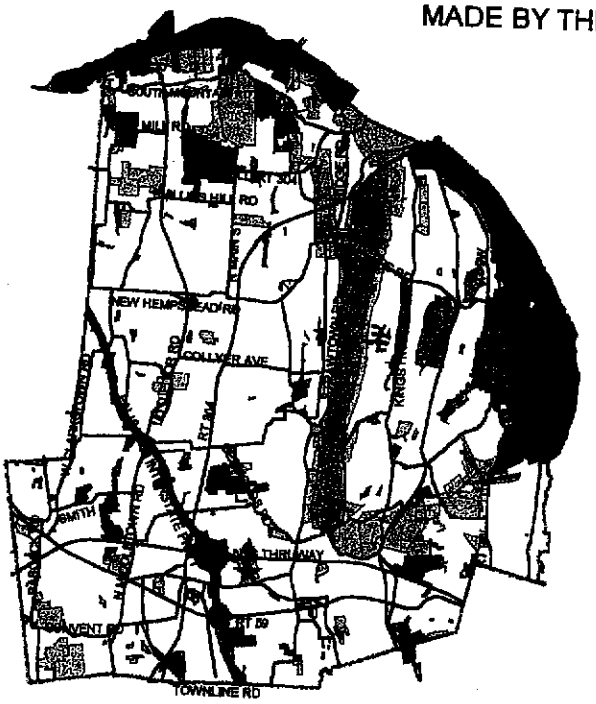
- Parcel nominated by the public
- Largest parcel available in West Nyack
- Small lake and stream on property
- Could be partially developed, with Town selecting tenant

Drawbacks:

- Zoned light industrial. Protection would impact on the tax base of West Nyack.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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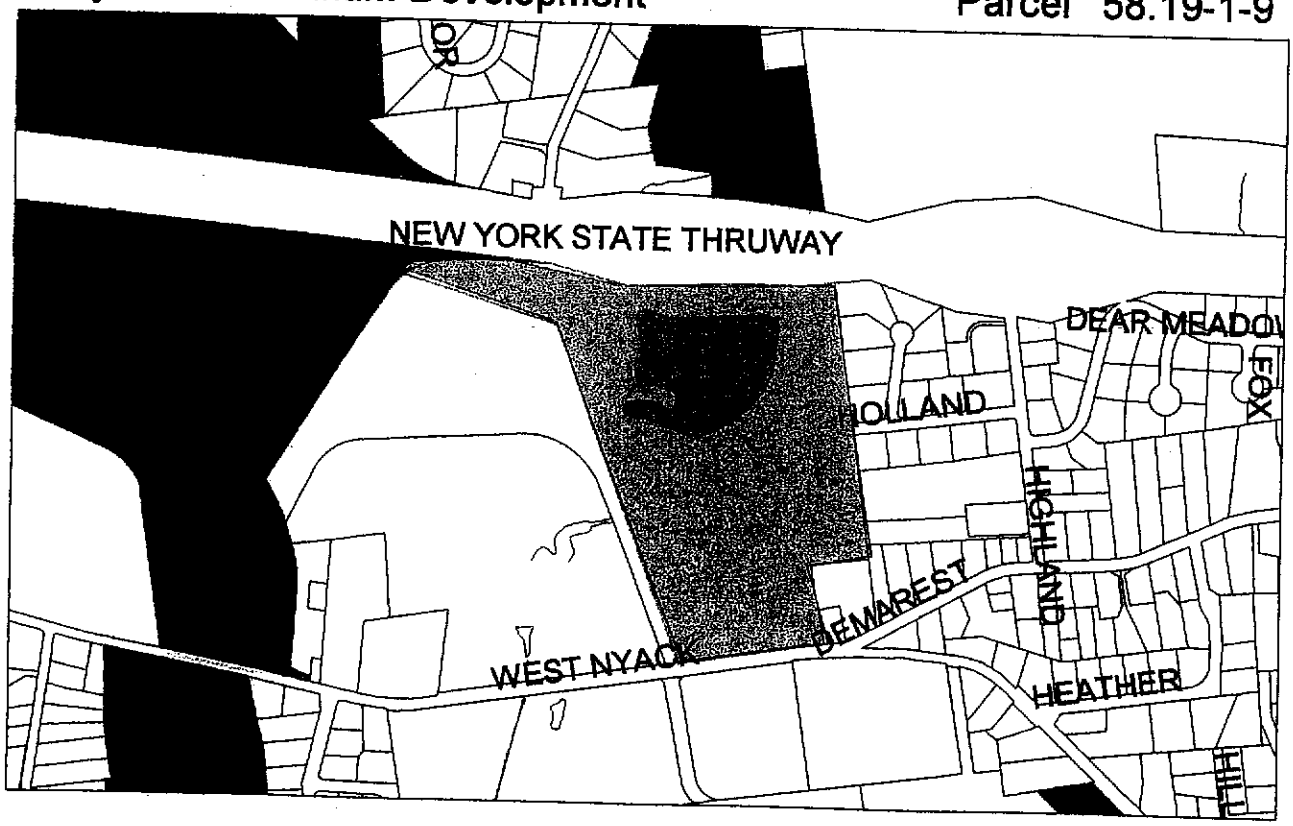
Reynolds Aluminum Development

Parcel 58.19-1-9



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s):	**65.5-2-20; 65.5-2-21**
Owner:	**Conlon**
Zoning:	**R-15**
Size:	**2.5 Acres; .9 Acres**

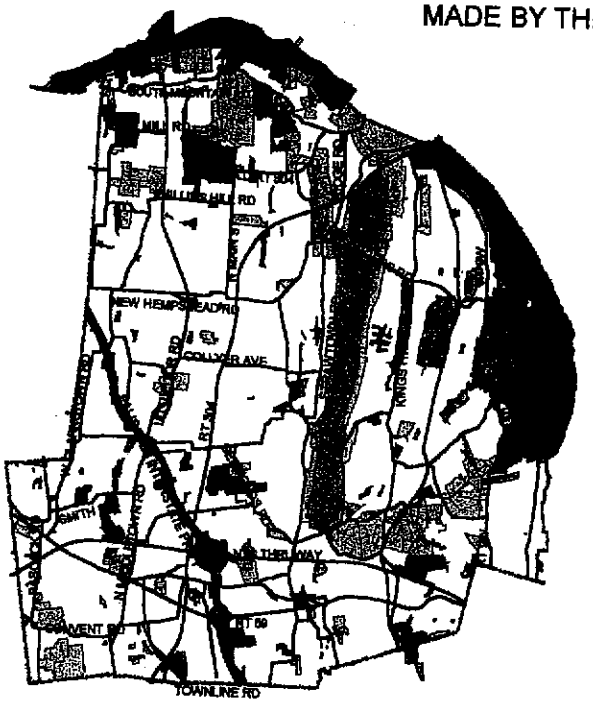
Attributes:

- Nominated by Clarkstown Planning Board, Comprehensive Plan and the Ad Hoc Committee
- Centrally located in Hamlet
- Would create a Village Green for West Nyack
- Both are currently vacant
- Properties have a stream and are wooded
- Located across from West Nyack Post Office
- Acquisition supported by many residents of West Nyack
- On Town's agenda for acquisition

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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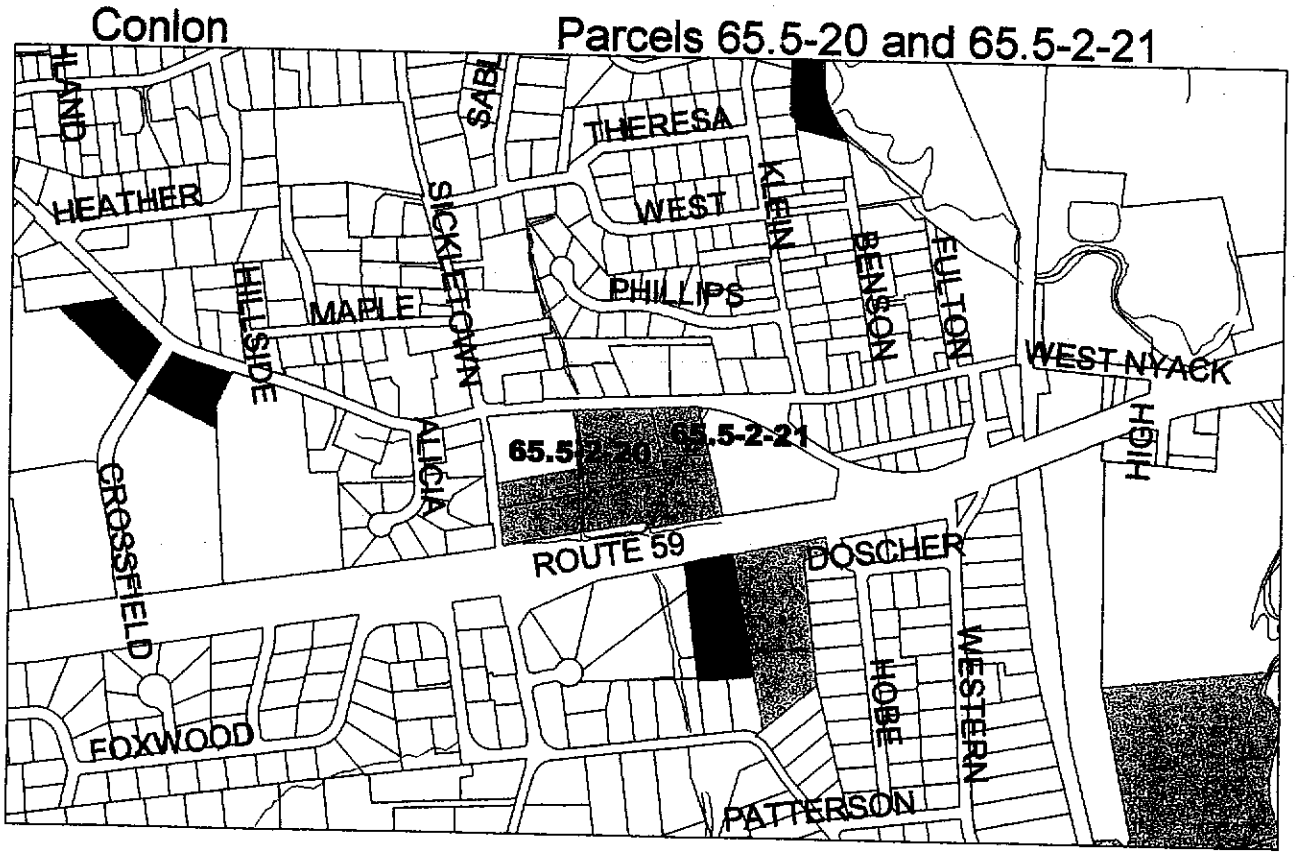

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **65.9-1-3 (Dosier Avenue)**

Owner: **Marla Realty**

Zoning: **R-40**

Size: **4.2 Acres**

Attributes:

- Nominated by Clarkstown Dept. of Environmental Control
- Federal Wetland with a stream
- Forested
- Runs parallel to Rte 59 and provides a greenbelt buffer and flood control
- Connects open space

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
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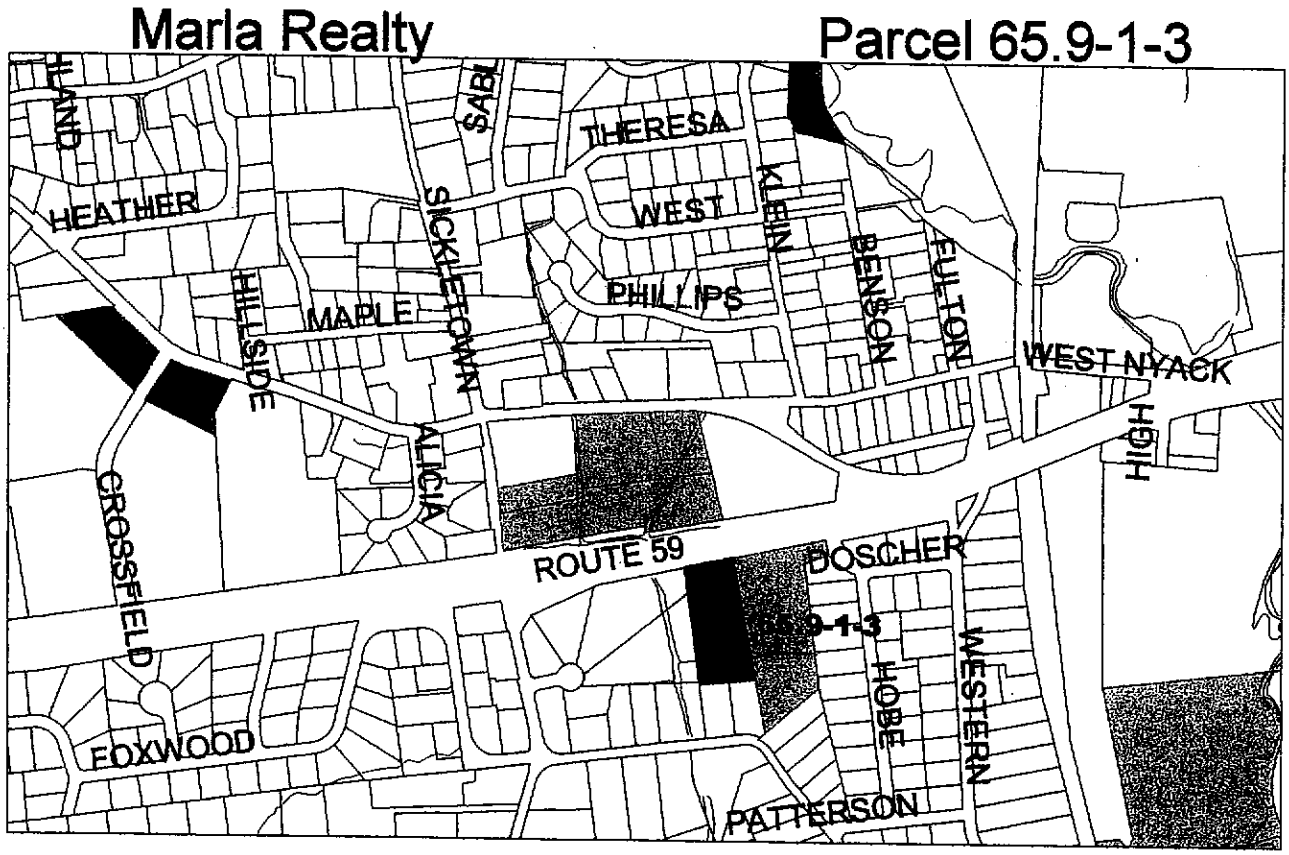

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Properties bordering Lake DeForest

Tax Lot(s): **Various**

Owner: **United Water Company; Rivervale Realty Co.; Corwick Realty Corp.**

Zoning: **R-160; M; R-160 and R-15**

Size: **Various**

Attributes:

- Immediate action needed to protect forested border of reservoir
- Complete or partial protection will shield drinking water supply from runoff of lawn chemicals and soil
- Protection will prevent bank erosion and sediment buildup due to clearing
- Currently underprotected, with clearing going on well within 100 feet of high water line, in direct violation of the water company's mandate to protect drinking water.
- United Water has settled with resident charged with causing $50,000 in damage to reservoir shoreline.
- Protection will retain current undeveloped view of reservoir

Drawbacks:

- Multiple owners

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

LEGEND

- Priority Parcels Nominated by the Open Space Committee**
- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Minor Roads
- Rivers and Streams

* Owners have written to the Town requesting that these parcels be removed from consideration.
** Not including Quarry and Water Company Lands

Robert Geneslaw Co.
June 2001
Revised 6/28/01

Basemap courtesy of Rockland County Planning Department

TOWN OF CLARKSTOWN

PARKS BOARD AND RECREATION COMMISSION

2007 ANNUAL REPORT

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March 2008

A MESSAGE FROM THE SUPERINTENDENT OF RECREATION AND PARKS

I respectfully submit the Annual Report for the period January 1, 2007 to December 31, 2007. This report summarizes the major activities and accomplishments during the past year. Areas covered include interesting facts, capital improvements, programs and services, facilities and a fiscal summary.

The needs of the community were met through the cooperation of the Town Board, Parks Board and Recreation Commission and the dedication of the full-time and part-time staff and numerous volunteers.

Certified Park Recreation Professional

TOWN OF CLARKSTOWN, ROCKLAND COUNTY, NEW YORK

PARKS BOARD AND RECREATION COMMISSION

Rudy Damonti, Chairman
Dr. David G. Kelly. Vice Chairman (retired in 2007)
Brian Tesseyman, Secretary
Ann Costello, Rosemary De Salvo, (retired in 2007)
Dr. Sylvester Almiron, John J. O'Connell, Scott Millich (appointed in 2007)
Philip Degaetano (appointed in 2007)

Recreation and Parks Full-Time Staff

Administration

Jo Anne Pedersen, Superintendent of Recreation and Parks
Richard C. Tigue, Parks Maintenance Director
Elaine Apfelbaum, Sr. Recreation Supervisor
Patricia Smith, Recreation Supervisor
Chip Connington, Recreation Supervisor

CLERICAL

Pam McQuade, Prin. Clerk Stenographer
Madeline Jones, Prin. Account Clerk
Diana Vierling, Prin. Clerk Typist
Carol Maraia, Clerk/Courier

REGISTRATION

Connie Zayac, Rec. Information Clerk
Angela Cleary, Sr. Clerk Typist

PART TIME STAFF

Frank DiMaria, Sr. Citizen Director
James Nash, Camp/Playground Supv.
Joyce Romney, Preschool Coordinator
Nicole Carro, Aquatic Director
Sol Nieves, Arts & Crafts Coordinator

COMMUNITY CENTERS

Central Nyack
Kathy Kline, Recreation Supervisor
Chris Romanisin, Sr. Recreation Leader
James Watson, Sr. Recreation Leader
James Woodley, Custodian I
Herwig Goetz, Custodian I

Congers
Michael McDonald, Recreation Supervisor
Kyle Boyce, Sr. Recreation Leader
Allyson Delo, Sr. Recreation Leader
Patrick Bowler, Custodian I
John Moccia, Custodian I

Street
Michael Carroll, Recreation Supervisor
Alex Banyckyj, Sr. Recreation Leader
Janeen Valentin-Eisler, Sr.Rec. Leader
John Coen, Custodian III
Arnold Porach, Custodian I
George Hernandez, Custodian I
Anthony Loperfido, Maint. Helper

Pascack
Vincent Celetti, Recreation Supervisor
Carl Brooks, Sr. Recreation Leader
Ellen Burns, Sr. Recreation Leader
Dennis Henion, Custodian I
Anthony Capra, Custodial Worker

PARKS FACILITIES MAINTENANCE

Fred Hastings, Maint.Supervisor (Grounds)
Louis Presta, Maintenance Mechanic II
James Baccaglini, Maint. Mechanic I
Bill Hastings, Groundskeeper II
Michael Dove, Groundskeeper
Ronald Gaglione, Groundskeeper
Joseph Heim, Groundskeeper
Frank Kemmer, Groundskeeper
Anthony Pagliuca, Groundskeeper
Christopher Ryan, Groundskeeper
Willian Conklin, Sr. Groundsworker
John Deery, Sr. Groundsworker
John Jemison, Sr. Groundsworker
Timothy O'Brien, Sr. Groundsworker
Daniel Parisi, Sr. Groundsworker
Donald Toto, Sr. Groundsworker

CENTRAL WAREHOUSE

John Macrino, Sr. Storekeeper

INTERESTING FACTS

Did you know that...

...Congers Pool hosted 18 swim birthday parties over the summer?

...S.T.A.R held free skate instruction every Sunday at Congers Wheel Park?

...the Pascack Spray Park hosted 10 birthday parties?

....the Congers Community Center Wheel Park hosted 3 birthday parties?

...Central Nyack's Homework Program averages 15-20 youth a day in grades 1-7?

... 55 group picnic permits were issued to residents this year at Germonds Park?

... 211 ball field permits were issued to residents this year?

...144 group picnic permits were issued to residents this year at Congers Lake Memorial Park?

... Girls Night Out averages 15-17 girls every Tuesday night during the school year at Congers Community Center?

... 109 new Senior Citizens were registered in our various clubs and we issued 740 senior cards?

...Clarkstown North Varsity Lacrosse used the hockey rink for "box lacrosse" every Wednesday night during the summer/fall at Congers Lake Memorial Park?

...Congers Community Center staff offered poolside bingo twice a week during the summer months with prizes for all winners?

...The Mini Golf Course at Germonds Park hosted 12 Birthday Parties?

... 52 children had birthday parties at Street Community Center?

...24 children had birthday parties at Pascack Community Center?

... the 12^{h} Annual "Get Hooked on Fishing" was held at Congers Lake Memorial Park with youth and parents attending?

... "Dive In Movie" was held at Germonds Park Pool Complex featuring the movie "Robots"?

...438 youths participated in puff sports this year at Street Community Center, Congers Community Center and Pascack Community Center?

...The Mini Golf Course at Germonds Park hosted 7 Special Events?

...Lake Nanuet hosted over 9 Swim Birthday Parties at the lake over the summer?

...40 Senior Citizens were taught Adult CPR/AED this Fall?

... Pascack Community Center ran 4 Family Movie Nights on big screen TV?

...Street Community Center held its Annual Halloween Party and activities day with approximately 400 residents in attendance?

... We have updated equipment (treadmill, free weights) in weight room at Congers Community Center?

... 2028 youths participated in our summer camp and playground?

...the Model Plane Club held weekly remote controlled flying exhibitions over Congers Lake?

...at Street Community Center, the Photo Club took children's pictures with Santa for this year's Winter Fest?

...from October to May we had 1,459 children attend the 5th Grade Activity night at Street C.C.?

...Congers & Pascack Community Centers hosted preschool open gym program Mon. – Fri. mornings?

...we participated in YouthFest at Rockland Community College the past 5 years?

...U.S. Sports Institute held a sports spring/summer camp at the Congers Lake Memorial Park?

...over 130 residents attended the Memorial Day Ceremony at Street Community Center?

...over 220 children took part in the Annual Goblin Parade at Congers Community Center?

...Street Community Center held 3 school vacation mini camps with 223 youths attending them?

... from October to May we had 841 children attend the 6th Grade Activity Night at Street C.C.?

... Doll House Display was put on exhibit at Street Community Center for December?

...Pascack Community Center has an End of the Summer barbecue?

...Over 37 boat permits for Congers Lake were issued?

... Street and Pascack Community Centers had over 209 youths participate in High Five?

...Congers Community Center holds Saturday Family Nights from January – March?

...Pascack Community Center hosted a visit from 2 Rutgers Football Players who used to attend Pascack Community Center?

...approximately 80 children & families attended Street's Annual Halloween Party?

...Pascack Community Center hosted 3 senior socials?

...Street Community Center's weight room average 20 seniors every morning?

...Congers Community Center hosted on trips to Dorney Park, and West Point football games?

...Pascack Community Center started a monthly basketball Jam Night for kids grades 7-12?

....12 Youths participated in the counselor in training program?

... 802 volunteer pool passes were processed in 2007?

...Pascack Community Center schedule trips to see and support local athletes in college?

...Pascack Community Center took a trip to Manalpan, NJ for outdoor laser tag?

...there is a very diverse cultural explosion occurring at Central Nyack with youth coming from Haiti, Guatamala, El Salvador, Mexico and Jamaica?

...Pascack Community Center has a chess club?

...Pascack Community Center hold John Madden video game tournaments?

...Pascack Community Center hosted a youth band jam?

...34 building permits were issued for Pascack Community Center Auditorium for parties and meetings?

...Street Community Center hosted a Women's Career Day with Girl Scout Troop 6?

...The Senior Citizens at Congers Community Center held weekly movie nights every Friday, on the Big Screen TV?

...Congers Community Center staff offered Arts & Crafts twice/weekly during the summer months by the Pool?

...220 participants attended this year's Rollerfest at the Congers Wheel Park?

...Congers Community Center offers 2 nights of Volleyball. Tuesday is co-ed and Thursday is womens?

...Congers Community Center co-hosted free kayak lessons at Congers Lake with the Star Program?

...Both Boys Scouts and Girls Scouts use the Congers Community Center to hold their monthly meetings?

...The 5th grade Clarkstown School District held their annual DARE Hockey Program at the Congers Wheel Park?

...Pascack Community Center started an Open Adult Open Volleyball Night?

...46 building permits were issued for Congers Community Center Auditorium for parties and meetings?

ADMINISTRATIVE SERVICES

The primary objective of the administration of the Parks Board and Recreation Commission is to provide overall management and technical support necessary to effectively administer a comprehensive town-wide recreation and parks program for a community of 83,000 people.

Administration of over 100 different recreational programs, four community centers, three pool complexes, a Wheel Park, a 570 acre park system, a central warehouse, and 13 senior citizen clubs is a tremendous management undertaking. Some of the responsibilities associated with the administration of the Commission include the following:

- Program Registrations by Computer and Fee Collections
- Program Brochures (Spring/Summer and Fall/Winter edition)
- Program Flyers (special events)
- Press Releases
- Swimming - Initial issue and Renewals
- Public Inquiries (telephone and in person)
- Grants Administration
- Budget Management (approximately $6 million)
- Personnel Payroll Administration (51 full-time and over 400 part-time and seasonal)

PARKS MAINTENANCE AND OPERATIONS

The division of Parks Maintenance and Operations is responsible for over 570 acres of parkland.

Included in park maintenance are the mechanical and technical duties associated with turf management, pool filtration, building repairs, snow removal, ball field maintenance, playground and other small repairs.

In addition to the parks listed in the report, this division has the following responsibilities:

1. Town Central Warehouse is now located at 65 Burnside Avenue, Congers, NY.
   Department Maintenance staff reports out of this location, Germonds Park and Congers Lake Memorial Park and Zukor Park.

2. Valley Cottage Mall and parking lot consisting of 40,000 square feet - snow removal.

3. Triangle, South Main Street, New City. Maintenance and cutting of the grass at the entrance to Main Street.

4. Triangle, Rte. 59 & 59A West Nyack. Maintenance and cutting of the grass at the entrance to West Nyack.

PROGRAM SUMMARY

The Commission sponsors and conducts a year-round program of activities, events and services for the children and adults of the community. We are constantly reviewing our programs in an effort to improve services.

CULTURAL AND SPECIAL EVENTS

Youth

After School Study Program
Build a Snowman Contest
Clarkstown Sports Camps
Family Rollerblade Festival
Fishing For Fun
Goblin Parade
Holiday Parties
Holiday Window Painting
Mad Science Workshops
Mini Camp
Mother/Father of the Year Contest
Movie Night "Dive In"
Pool Parties
Say Hello to Santa
Serendipity Saturday
5th & 6th Grade Activity Night

Adults

Family Music Festival
July 4th Concert & Fireworks
Holiday Festival at Zukor Park

Senior Citizens

Annual Show (Talent)
Monthly Social Dance
First Aid & CPR Training
Lounge Program
Weekly Sr. Citizen Meetings
Memorial Day Celebration
New Year's Eve Party
Holiday Festival at Zukor Park
Hall of Heroes
Promenade of Heroes

SPORTS & ATHLETIC EVENTS

Youth

Foul Shooting Contest
Gameroom Tournaments
Gymnastics
Nerf Football
Nerf Soccer
Open Gym
Whiffleball
Track & Field Meet
Skateboarding at Wheel Park
Puff Polo
Rimball
Clarkstown Sports Camp
Swim Meets
& Championships
Swimming General
Youth Basketball
T'shirt Baseball & Tee Ball
Lacrosse Clinic

Adults

Swimming Lessons
Tennis Lessons
Open Gym
Golf Lessons
Volleyball - Coed & Women's

INSTRUCTIONAL PROGRAMS

Youth

American Red Cross Lifeguard Training
Arts & Crafts @ George Miller
Basketball Clinic
Ceramics at Street Community Center
Crafty Kids
Creative Claywork
Fun With Clay
Golf Lessons
Gymnastics
Helping Hands
High Five
Mad Science Workshops
Pre-school & Parent Drop-in Gym
Roller Hockey
Special Fingers
Tumble Tot

Swimming Instructions

Competitive Swimming
Pre-Competitive Swimming
Preschool Swimming
Private Instructions
Lifeguard Training

Adult

Aqua Aerobics
Ashtanga Yoga
Golf Lessons
Swimming Lessons
Tennis Lessons

Senior Citizens

Arts & Crafts
Ceramics
Knitting & Crocheting
Needlecraft
Sewing
Stained Glass
Dance Exercise
Education Program

9. A Senior Citizen Discount Program is provided for all senior citizens 60 years of age and over residing in Clarkstown is continuously updated. A discount booklet given to each senior provides the vendors participating name, address and number and type and amount of discount available.

10. The following special luncheons and dinners were held during the year:

- Annual Senior Citizen Show Cast Luncheon - May 11th at La Triestina Restaurant.
  Approximately 75 attended and enjoyed a video tape of the show.
  The video tape was shown on TKR cable for approximately one month.

- Senior Citizen Volunteer Recognition Luncheon - October 12th at the Colonial Inn Restaurant.
  The Town honored special volunteer workers, approximately 145 seniors involved in the senior citizen programs were honored.

- Club Officers Dinner - December 6th at the View of the Hudson Restaurant.
  The Town paid tribute to all the club officers and spouses who served in 2007. This year a guest of the club officer was also invited if they did not have spouses.

- Memorial Day honoring Clarkstown Veterans - Friday, May 25th .
  Street Community Center – 11:00 AM – 1:00 PM – All Invited.
  Memorial ceremonies program from 11:00 – 12:30 PM, Refreshments for all from 12:30 – 1:30 PM.
  Again this year the attraction was the "Hall of Heroes" where citizens of Clarkstown Senior Citizens - armed services veterans, were asked to volunteer their service photo and memorabilia. These items are proudly and permanently displayed at Street Community Center hall way and viewing is open to the general public. A history room of all USA wars displaying photos & pictures of the wars is in progress and will continue for general public viewing.

11. Clarkstown Senior Citizen Clubs held club elections for the following positions: President, Vice President, Secretary, Treasurer and Sgt. of Arms. The elections were held in November 2007 and all the newly slated officers will take office on January 1, 2007. The elections were very successful.

12. Flu virus vaccine was available to all Senior Citizen Club members and senior citizens of Clarkstown free of charge. Nyack Hospital was in charge of the program.

13. New Year's Eve party was held on December 31st for Clarkstown Senior Citizens.
    The program began with a buffet dinner starting at 8:00 PM and then dancing began at 9:00 PM and continues until 12:15 AM. The New Year was celebrated with noise makers and watching the ball come down at Times Square on a 60" T.V. A very enjoyable evening was had by all.

2007
RECREATION AND PARKS BUDGET SUMMARY

	EXPENSES	APPROVED	ACTUAL
1621	Central Warehouse	$134,760.	$ 117,114.10
7020	Recreation & Park Administration	$657,795.	$ 584,090.53
7140	Parks & Playgrounds (Maintenance)	1,483,150.	1,536,473.46
7141	Community Centers (3)	1,944,710.	2,008,040.95
7180	Swimming Facilities (3)	711,700.	745,122.90
7210	Refreshment Stands (3)	115,900.	108,339.21
7310	Youth Programs	922,745.	863,273.30
7610	Programs for Aging	227,900.	219,884.05
7620	Adult Activities	45,600.	49,260.00
	TOTAL EXPENSES	$6,244,260.	$6,231,598.70
	REVENUES		
2001	Program Fees	$1,350,000.	$1,379,822.94
2001-1	Mini Golf	60,000.	26,907.00
2012	Refreshment Stands (3)	130,000.	119,372.76
2025	Pool Fees (3)	670,000.	674,769.25
2410	Rental of Properties	7,420.	32,700.00
2455	Vending Commissions	4,000.	4,884.75
3820	State Aid for Youth	21,530.	21,529.00
	TOTAL REVENUES	$ 2,242,950.	$2,259,985.70
	Gross Budget	$ 6,244,260.	$ 6,231,598.70
	Revenues	2,242,950.	2,259,985.70
	Net Cost	4,001,310.	3,971,613.00

The net cost to the residents and taxpayers of the Town of Clarkstown for a comprehensive recreation and parks program for its 85,000 residents was approximately $3,971,613.

COMMUNITY SERVICES

A. Community Service Award - The Clarkstown Parks Board and Recreation Commission established this annual award in 1970. The criteria for the award is as follows:

> "To the individual or organization who has provided unselfish and meritorious voluntary service in the field of community parks, recreation and conservation to the Town of Clarkstown, for at least five years."

Previous recipients of this award are:

1970 James V. Damiani
1971 Benjamin Crudo
1972 New City Jaycees
1973 Mary Canberg
1974 Irv Popkave
1975 Frank Cohen
1976 Richard Sickinger
1977 Luther Radway
1978 Justus A. Buesing
1979 Dr. Terry Terzakis
1980 Valley Cottage Indians
1981 Clarkstown Sports Club
1982 New City Rams
1983 John Slattery
1984 Ruth Miller
1985 Martus Granirer
1986 Victory (Vicky) Brooks
1987 Clarkstown Garden Club
1988 Edwin and Veronica Schueler
1989 Gerold Bierker
1990 No Award
1991 Wilbur T. Oswald
1992 Dr. Charles Lankau
1993 Barbara Caldwell
1994 Dr. David G. Kelly
1995 Congers/Valley Cottage Rotary
1996 Donald Heller
1997 Martha Nedelka
1998 John Maloney
1999 Brian Tesseyman
2000 Donald Franchino
2001 Donald Schlesinger
2002 John Lodico
2003 Zipporah Fleisher
2004 Rudy Damonti
2005 Paul Rapa
2006 No Award
2007 No Award

B. The Commission approves many requests by civic organizations and residents to use recreation equipment and supplies to conduct their activities. Equipment includes various portable PA systems, phonographs, athletic equipment and books.

C. Picnic sites include grills, tables with some sites having court games and ball fields. Permits were issued to 199 different organizations or groups.

D. The four community centers were used by various community organizations throughout the year on 165 different occasions by approved permit.

E. The staff makes appearances at local civic associations and service clubs to discuss recreation and park matters and is available to local organizations for guidance in running their own recreational activities.

F. The Wenger Showmobile (portable stage) was used for 9 Commission events and by 12 community organizations.

G. The Commission cooperated with community organizations in conducting the following events: Goblin Parade - Congers/Valley Cottage Rotary Club. We have had numerous organizations use our parks for walk-a-thons for such causes as Breast Cancer Research and Multiple Sclerosis,

H. Our lifeguard staff had 11 new lifeguards that received special re-training in the beginning of the 2007 season. We had a total of 81 lifeguards plus 8 Head Lifeguards.

I. The following full time staff joined the Clarkstown Parks Board and Recreation Commission in 2007

- Dennis Henion, Custodian I

J. The following staff retired in 2007:

- Eileen Gray, Principal Clerk - Stenographer

OTHER

Rockland County Cooperative Extension
Rockland County Community Development Program
Rockland County Health Department
Rockland County Highway Department
Rockland County Office for the Aging
Rockland County Park Commission
Rockland County Personnel Office
Rockland County Planning Board
Rockland County P.S.A.L. Officials Association
Rockland County Times
Rockland County Youth Bureau
Rockland Journal News
Rockland Review
St. Anthony's Parochial School
St. Augustine's Parochial School
St. Paul's Parochial School
United Water Company
Valley Cottage Indians
Valley Cottage Library
West Nyack Library
West Nyack Rotary Club

And a sincere thank you to the many individual citizens who have volunteered their time and skills to serve as coaches, instructors and in other valuable capacities to the benefit of our residents and programs.

C.T. Male Associates, P.C.

CLARKSTOWN PARKS & RECREATION MASTER PLAN
MEETING SUMMARY

DATE: June 2, 2008

TO: Jo Anne Pedersen, Superintendent, *Town of Clarkstown Recreation & Parks Department*

FROM: Chuck Voss, AICP, Senior Planner

RE: Summary of June 2nd, 2008 Clarkstown Sports Fields User Groups Meeting.

Meeting Location: Zukor Road Recreation Center

Meeting Purpose: To invite comments/suggestions about the Town's park and recreation facilities from the various sports user groups and organizations that utilize the Clarkstown parks and athletic fields/facilities. This memo is divided into two segments... general issues comments, and specific park-related comments.

Attendees:
Rob Schucker – Nanuet Little League
Hank Heitner – Senior Softball League
Ethan David – JT's Forty-Something League
Lon Hofstein – New City Little League
Maureen McNamara – Clarkstown South High School
Andy Kaye - JT's Forty-Something League
Joe Medler – West Nyack Little League
Rich Cesca - West Nyack Little League
Joe Cimicolo – D18 Big Inter League
Ronald Durbin – Congers Little League
Leon Feder – D18 Big Inter League
Jim Medler - West Nyack Little League
Jo Anne Pedersen – Town of Clarkstown
Chuck Voss – C.T. Male Associates

General Issues Comments/Discussion Items:

1). Ball Field – Capacity

Many attendees felt that there simply weren't enough baseball and softball fields available for use across the town to handle the current demand by the numerous youth and adult leagues that utilize the existing ball fields. There are currently 5 youth

- ✓ Hard wall cages (seen as possible revenue generators for the town)
- ✓ Baseball/Softball Pro Shop
- ✓ New Concession Stand at Zukor Park
- ✓ Better field lighting/illumination (with timers on field lights)
- ✓ Conduct an assessment of turf vs. grass fields at certain locations across town
- ✓ Ice Rink (indoors)

Specific Park-Related Comments/Discussion Items:

Lake Nanuet Complex:

Facilities are in poor condition and in need of repair. There is a lack of maintenance of the fields by town staff, Bathroom facilities are desperately needed in the main area and back field locations. The little league currently pays for 4 port-a-potties out of their own pockets ($800/month).

Would like a new 90′ diamond and new field lighting. Maintenance of the existing field lighting needs to be more regularly done throughout the season… not just once or twice a year.

There is a general lack of town parks and recreation staff at each field to set up for each filed and to prep each field.

Zukor Park:

All infields need to be re-graded to allow for better stormwater drainage.

Field #5 needs new netting to cover fly balls that shoot up over the fence towards Field #1. The netting on Field #4 needs to be raised higher to prevent errant fly balls as well.

There is a need to utilize town parks and recreation staff for tournaments to re-prep the fields in between tourney games.

The goal posts along outfield lines should not be permanent, but instead be movable to accommodate other games/leagues/skill levels.

West Nyack:

The West Nyack Little League expressed a desire to have their own fields and possibly two skinned fields, and they would maintain the field(s) once constructed by the town.

Germonds:

The fence at Field #1 needs to be reconstructed to be in line with Little League standards (not defined). Would like to see temporary/removable fences installed as well.

TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Brookside Park**
Location	Parallel to and west of Cypress St. , N . of East Phillips Hill Rd.
Size	Total Acreage: approximately 5 ac.
Number of Parcels:	2

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

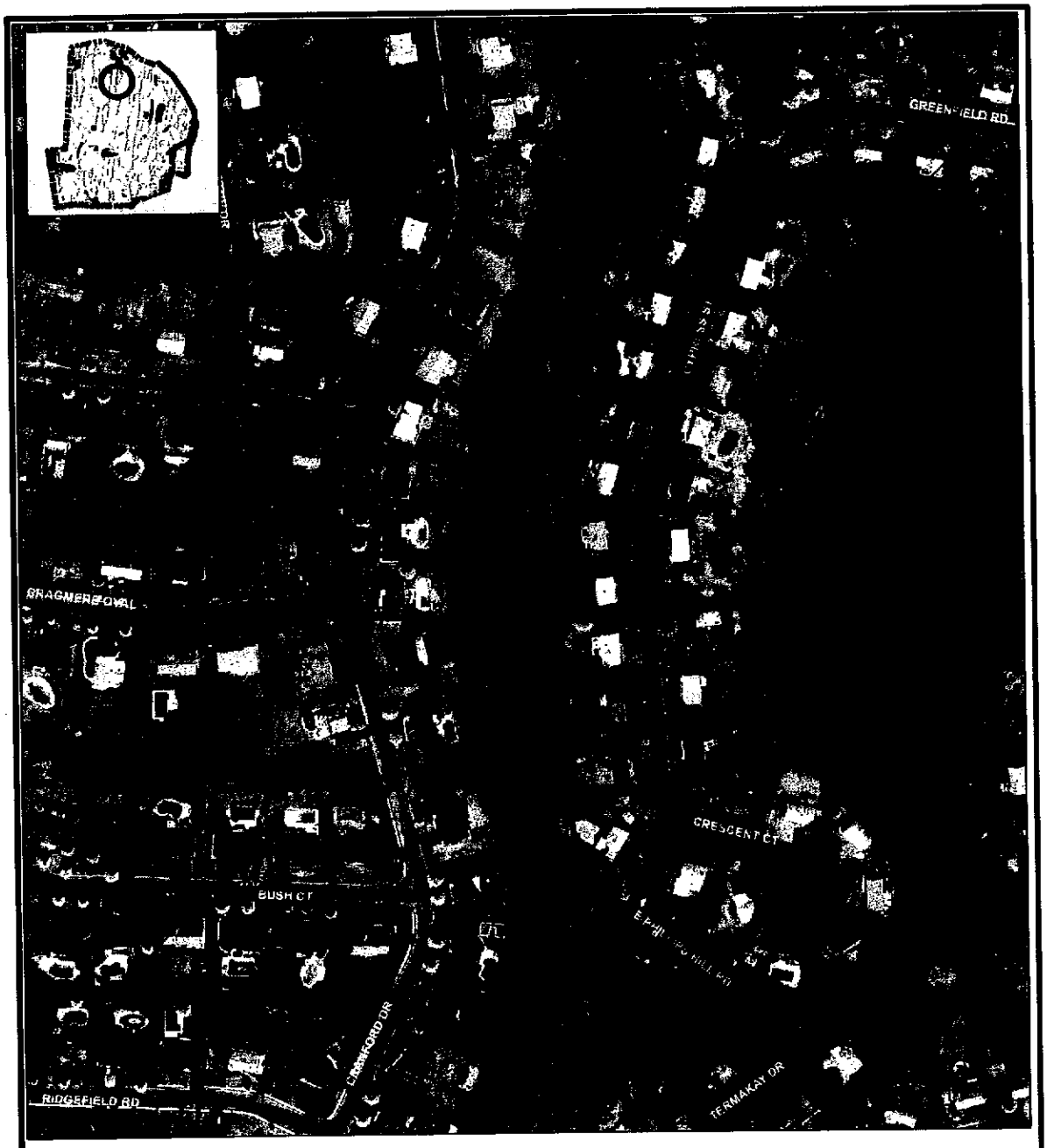
The Brookside Park is a narrow, north\south running parcel containing a stream course and riparian floodplain forest. While greatly disturbed, it supports basic wetland and riparian vegetation and habitat functions. Extensive sedimentation is apparent and its habitat functions are compromised by the "flashiness" of seasonal and storm event pulses.

Stresses and Threats

- Contamination from local neighborhood yard waste and rubbish
- Sedimentation
- Invasive Species

CURRENT \ ALTERNATE USES

It serves principally as a storm water conveyance. Undevelopable due to wetland and riparian features.



Brookside Park

Hydrological Features

Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams

Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.

Streams
Modeled Streams

HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS

AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands

0 12.5 25 50 Meters

Produced By: J. Mickelson
Date: [illegible]

Clarkstown Town Park Series

John Mickelson
Geospatial & Ecological Svcs.
Monroe, NY 10950-3217
(845) 893-4110
john.mickelson@yahoo.com

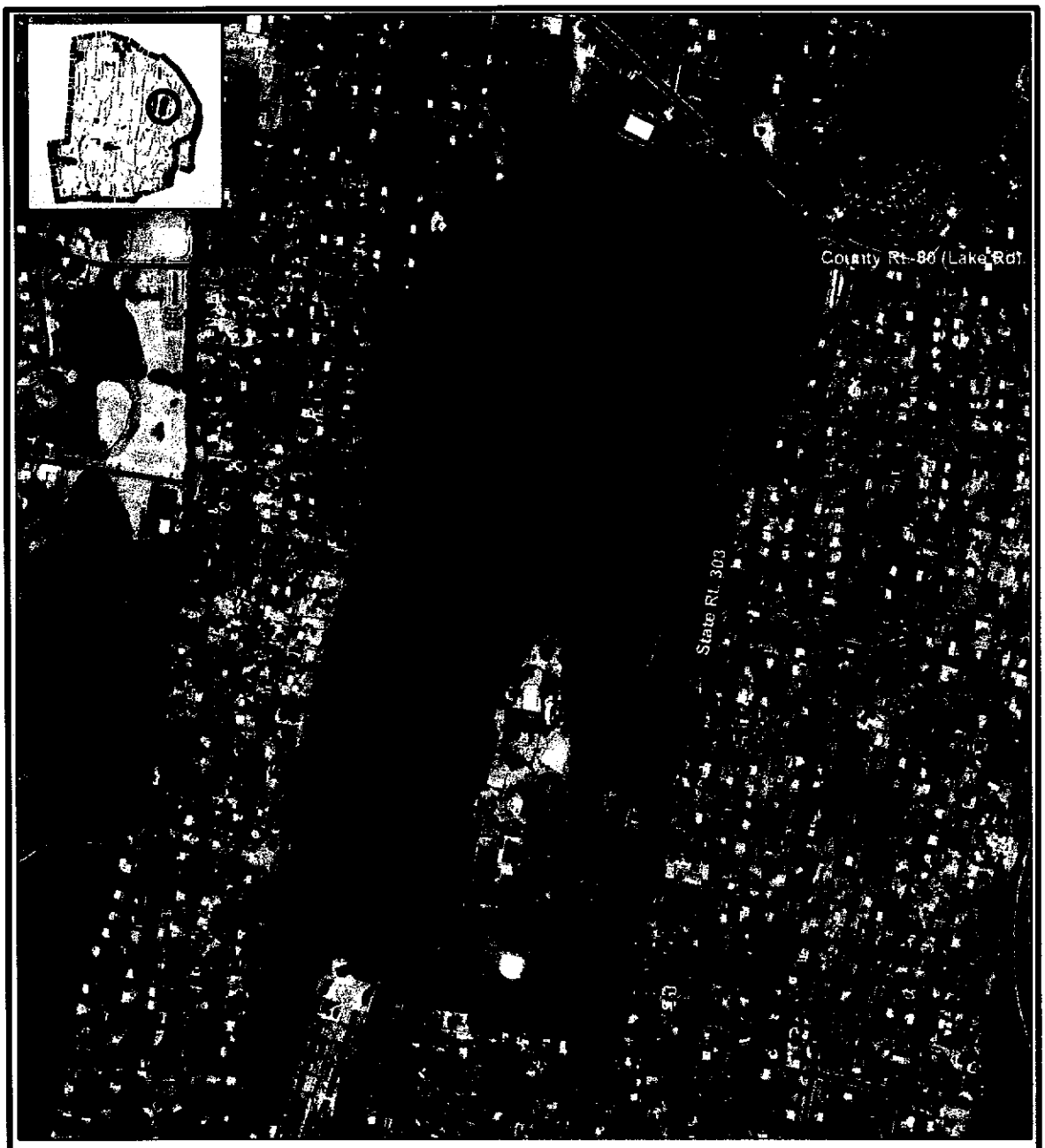
Stresses and Threats

- Abundant invasive plant species, including aquatic.
- Potentially nutrient rich output from Swarthout Lake (to the northeast)
- Urban yard runoff

CURRENT\ALTERNATE USES

The undeveloped portions of the park are in good shape, although, as in most of the parks in the system, an invasive species management plan should be developed to protect habitat integrity and biodiversity into the future. The existing network of trails, hiking and bike paths affords quality access to the eastern edge of the lake front and the extension of this trail into a loop system around the lake would make an excellent addition.

While narrow strips of upland forest occur within the southern regions of the park, development of these zones would no doubt require disturbance and filling of the wetland communities and would likely result in long term degradation to them.



Congers Lake Park
Hydrological Features

Stream Courses, Wet Areas
Riparian Corridors, Lake

Air Photo Base (2007 NYSDEC) 6" resolution

Clarkstown Lands

HydroCorridors
- STREAM CORRIDOR
- HYDRIC ZONES
- LAKES-PONDS

AquaticHabitats
- Hardwood Swamp
- Shrub Swamp
- Emergent Marsh
- Pond

Clarkstown Town Park Series

John Mickelson
Geospatial & Ecological Svcs.
Monroe, NY 10950-3217
(845) 893-4110
john.mickelson@yahoo.com

TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Cropsey Farm**
Location	East of S. Little Tor Rd., S. of East Hall Ave.
Size	Total Acreage: approximately 24 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

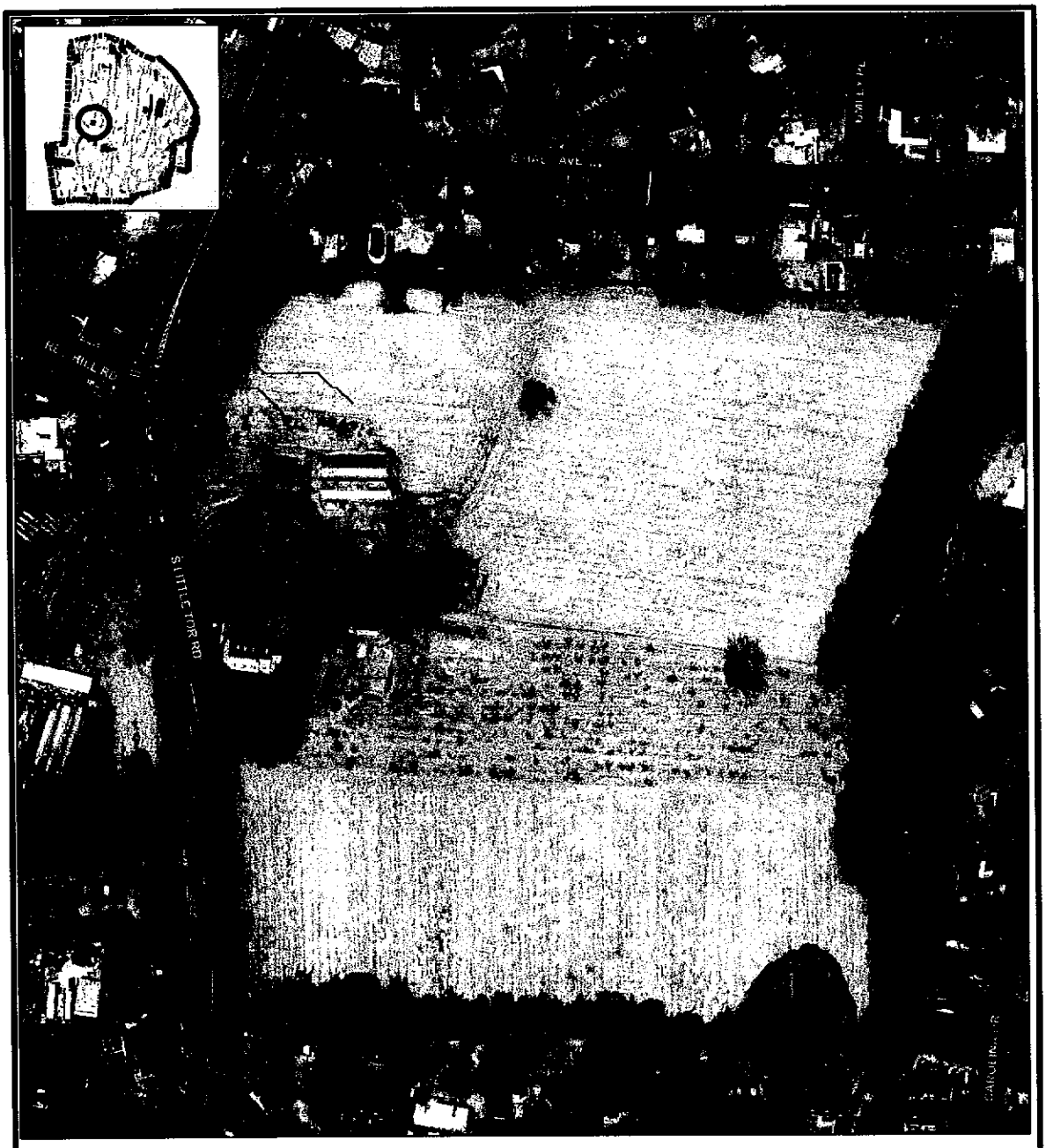
The Cropsey Farm is one of the last remaining undeveloped farms within the town, though has largely been fallow in recent years. Several remnant orchard areas (peach) still exist and bear fruit. Valuable and important, ecologically, as open field and edge habitat for resident and migrant grassland and shrubland bird species, as well as local reptiles and small mammals. Small deer herd is present.

Stresses and Threats

- Potential infestation of invasive plant species, depending on mowing and management regimes of open fields

CURRENT\ALTERNATE USES

Though not currently actively farmed, proposals from local grass-roots groups to utilize the parcel for renewed cropping should pose no ecological risk, depending on the footprint of the proposed plot and any pesticide\herbicide use. A management plan should be developed to optimize the unfarmed grassland habitat for faunal components and state wildlife funding assistance may be available for such a plan (WHIP, LIP).



Cropsey Farm

Hydrological Features

Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams

Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.

Streams
Modeled Streams
HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS
Clarkstown Lands

0 10 20 40 Meters

Clarkstown Town Park Survey

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Dellwood**
Location	North of Old Rt. 304 at Almuth Dr.
Size	Total Acreage: approximately 6.2 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

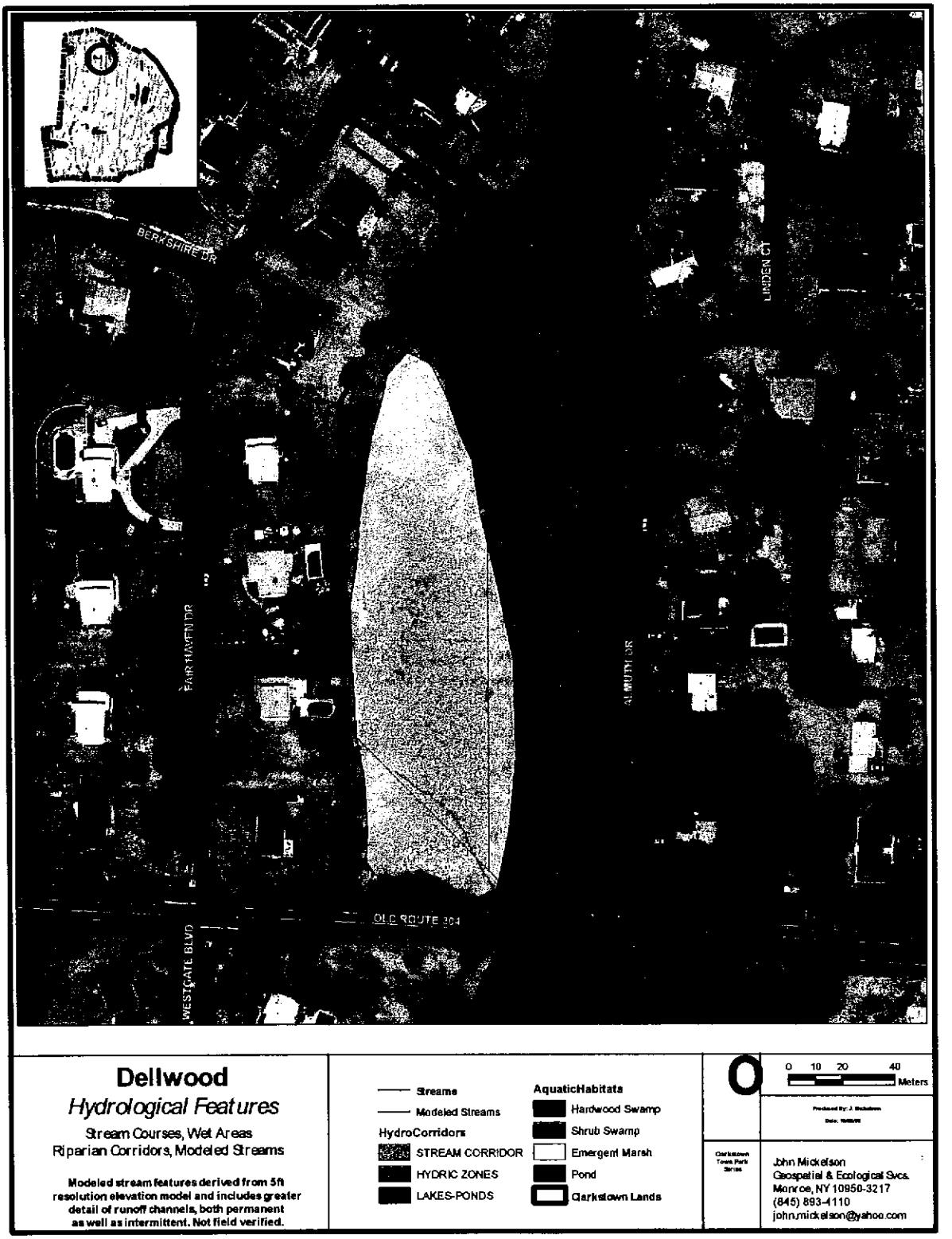
The Dellwood Parcel is a small rectangular wetland with a mixed hardwood border. Valuable ecologically as an emergent marsh with an upland edge, supporting mixed, small patch wetland\ upland forest habitats. Possible vernal pool functions.

Stresses and Threats

- Emergent marsh becoming invaded by giant reed which can form a dense monoculture, pushing out other native wetland plants and compromising habitat value
- Forested upland contains abundant invasive plant species.
- Dumping of backyard, neighborhood waste
- Potential nutrient enrichment from adjacent urban yards and roads.

CURRENT\ ALTERNATE USES

Serves as recharge basin for surrounding zones. Trails could be included within forest stand for local community use. Wetlands make parcel largely undevelopable.


BERKSHIRE DR
LINDEN CT
FAIRHAVEN DR
ALMUTH DR
OLD ROUTE 304
WESTGATE BLVD
Dellwood
Hydrological Features
Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams
Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.
Streams
Modeled Streams
HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS
AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands
0 10 20 40
Meters
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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Dellwood Town Park**
Location	North of Old Rt. 304 at River Rise Rd.
Size	Total Acreage: approximately 10.5 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Dellwood Town Park consists of a matrix of older, high-quality upland hardwood forest, interwoven with stream corridors, bottom lands and rich and moist floodplain systems. It runs parallel to two other riparian habitats and falls within the southern section of a much greater, important wetland complex draining Lake Lucille to the northwest. The encompassing drainage basin is being proposed as a priority biological watershed feature to the town. The array and diversity of high quality habitats as well as the possibility of vernal pool functions, warrants the protection of this site.

Stresses and Threats

- Access to the property is challenging, as no designated parking exists and the access road leading to the main parcel is marked regularly with "No Trespassing" signs by local residents.
- Invasive plant species
- Herbaceous layer browsed heavily deer populations, affecting regeneration

CURRENT\ ALTERNATE USES

Use currently limited. Carefully laid out trails would provide high value passive recreation. Parcel should be protected in its current natural state and, if possible, expanded, to include forest, streamside and open field systems to the immediate south.

LINDEN CT
OLD ROUTE 304
STATE ROUTE 304
OLD ROUTE 304
Dellwood Town Park
Hydrological Features
Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams
Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.
Streams
Modeled Streams
HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS
AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands
0 25 50 100
Meters
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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Germonds Park**
Location	West of Germonds Rd. at Rockford Dr.
Size	Total Acreage: approximately 74 ac.
Number of Parcels:	1

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The natural areas of Germonds Park consist of a varied matrix of mixed hardwood forest and a series of permanent and intermittent stream corridors. The forested sections, part of a larger block of some 123 ac., contain a mature (20-28" dbh) and high quality mix of typical Clarkstown canopy species (red oak, tulip tree, beech, sugar maple, white oak). The stream corridor in the north central portions of the park emanates from an apartment complex to the west, and stream bank erosion is apparent. Overall, the wetland complex is mostly intact and supports a range of aquatic habitat plants. A small wet area within the southwestern edge of the park drains towards the southeast, along a power line right-of-way. No species or habitats of special concern were encountered during field visits.

Stresses and Threats

- Invasive plant species
- Run off from neighboring high-density housing complexes.

CURRENT\ ALTERNATE USES

Currently, dominant use of the park focuses on the wide range of active recreational facilities and fields located along Germonds Road within the east\central portions of the parcel. While some virtual trail networks exist within the natural areas, none are well developed or maintained. Doing so would provide a quality passive recreational and nature experience to visitors.
It is understood that the town is seeking a parcel upon which to construct an additional baseball field. From the ecological side, consideration of the undeveloped sections of Germonds as such a site has a two sides.

Small-patch, "stepping stone" systems of existing parks and open space as landscape corridor connections

With the highly developed nature of Clarkstown, most of the remaining intact, large block habitat areas occur around the edges of the town, within the oak-dominated trap rock ridges and adjoining sections. Within the, richer, central portions of the town, impervious surface percentages reach nearly 20% of land cover and fewer remaining intact habitat patches exist. Fragmentation and isolation are, ecologically, among the factors that can most quickly lead to habitat degradation and loss of biodiversity. Developing a network of corridors or landscape routes of connectivity can provide simple, effective means for seasonal migrations, foraging movements, escape from disturbance as well as avenues of dispersal and colonization.

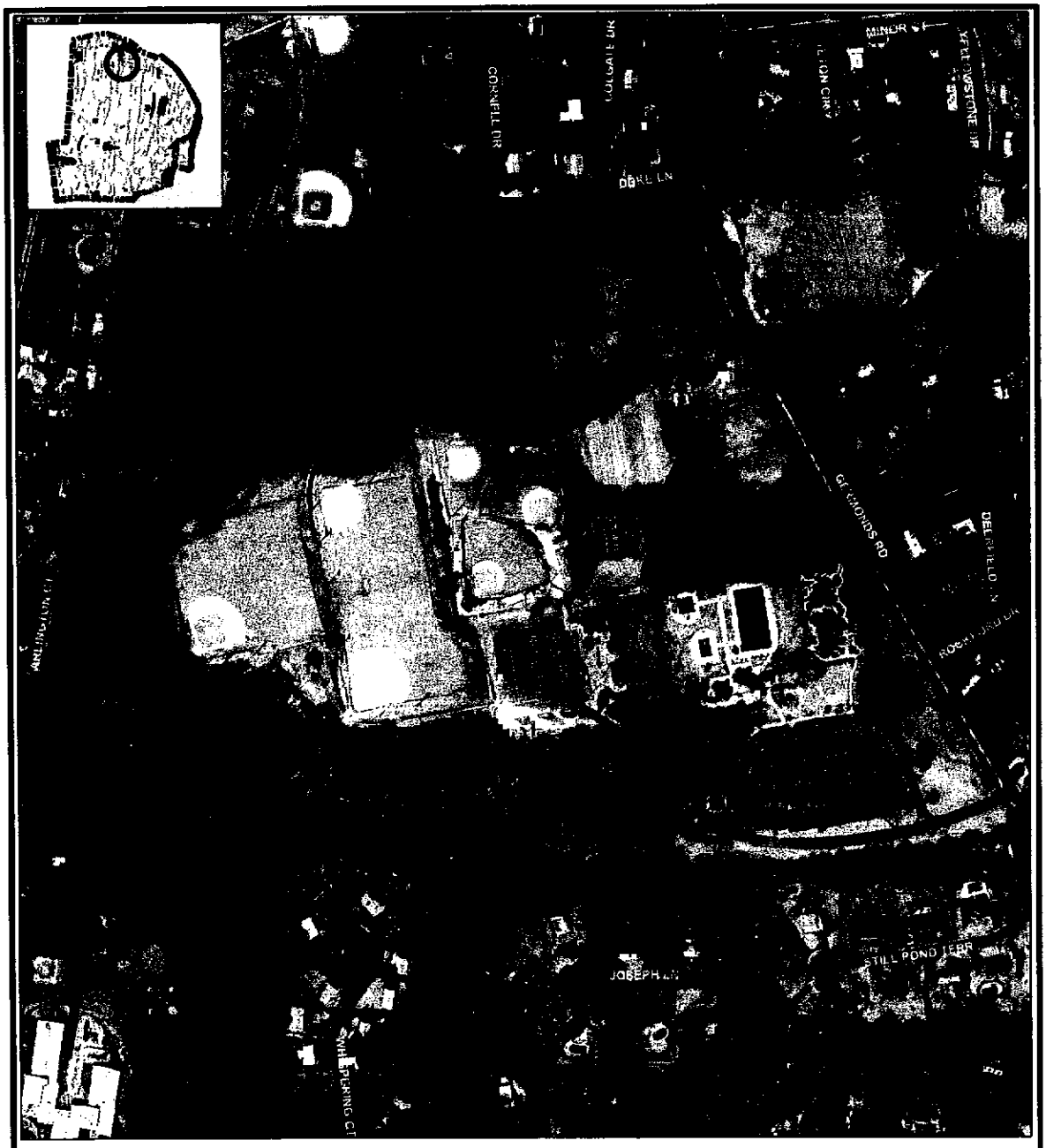
Direct physical linkages of appropriately designed contiguous corridors are held by many as the best way to connect habitats and important areas. But where current building and development footprints make this impossible, an alternate approach is to optimize the conditions, structure, resources and patterns of smaller "stepping stone" parks or patches across the region. Clearly such an approach will be quite unsatisfactory for land-based species such as salamanders and turtles, which face enormous mortality dangers every year upon our roadways. But for edge, shrub-land and many migratory species, including both birds and insects, the opportunity to "hop" to different locations to find new mates, homes, food sources or protection from disturbance can provide a viable option for survival.

Many parks and open space patches within Clarkstown contain valuable habitat, food, water and shelter resources. If considered and developed as an integrated matrix, such a "stepping stone" system could provide the components of such a networked corridor. Germonds Parks represents one such potential "stepping stone" patch. As one of the

only larger (~123ac) contiguous forest blocks remaining in the area, containing both forest edge and abundant water resources, the ecological resources would make Germonds amongst the most valuable parks in Clarkstown for this purpose.

On the other hand, if the need for of additional park resources strictly forces a compromise to be made and the other alternatives presented press for the encroachment into the remaining large-block parcels around the edge of the town, then the priority should be placed on maintaining these larger, intact contiguous edge parcels and habitats.

Ideally the new recreational field could be sited within an already open, non-farm parcel (e.g. recovered industrial or other reclaimed and rehabilitated site), so that forest cover and habitat resources are not further depleted.



Germonds Park

Hydrological Features

Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams

Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.

Streams
Modeled Streams

HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS

AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands

0 20 50 100 Meters

Produced By: J. Mickelson
Date: [illegible]

Clarkstown Town Park Survey

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Heatons Pond Park**
Location	Along Old Mill Rd, interior sections accessed via Maple Rd.
Size	Total Acreage: approximately 9 ac.
Number of Parcels:	2

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The park consists of the impounded pond and marshy fringe together with several acres of intact, upland mixed hardwood\softwood forest of good quality. The upland portions slope steeply northward towards the pond. The pond is within the outflow of Congers Lake to the north and drains south towards Lake Deforest. Abundant wildlife and aquatic components observed, though eutrophication apparent (abundant algae mats and dense shallow aquatic vegetation)

Stresses and Threats

- Upstream sedimentation and nutrient enrichment (eutrophication present)
- Run off from neighboring residential areas (especially to the southeast) and roads (to the north).

CURRENT\ALTERNATE USES

Passive recreation (bird, nature, wildlife watching) within ponded region. Interior forest areas not easily accessed, with no access to trails or parking lots. Any development within upland terrestrial areas, especially along steep slopes, would likely impact habitat and water quality (siltation, sediment, run off). Development of site not recommended.

Heatons Pond Park

Hydrological Features

Stream Courses, Wet Areas
Riparian Corridors, Modeled Streams

Modeled stream features derived from 5ft resolution elevation model and includes greater detail of runoff channels, both permanent as well as intermittent. Not field verified.

Streams
Modeled Streams

HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS

AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Kings Park**
Location	South of Congers Road, running south for over a mile along the western edge of Kings Highway.
Size	Total Acreage: approximately 74 ac.
Number of Parcels:	20

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

Kings Park consists of a series of narrow, hydrologically connected parcels draining from the small pond at the north end, over a mile to the south along a forested riparian corridor. Undeveloped habitat areas, outside of existing recreational fields and ponds are predominantly hardwood floodplain forests with patches of emergent and shrubby marshes.

Collectively the area creates an important hydrological and forested corridor and network of wetland habitats. Abundant aquatic and wetland life were observed and several areas in inland wetlands likely serve vernal pool functions. No species of special concern were encountered during surveys.

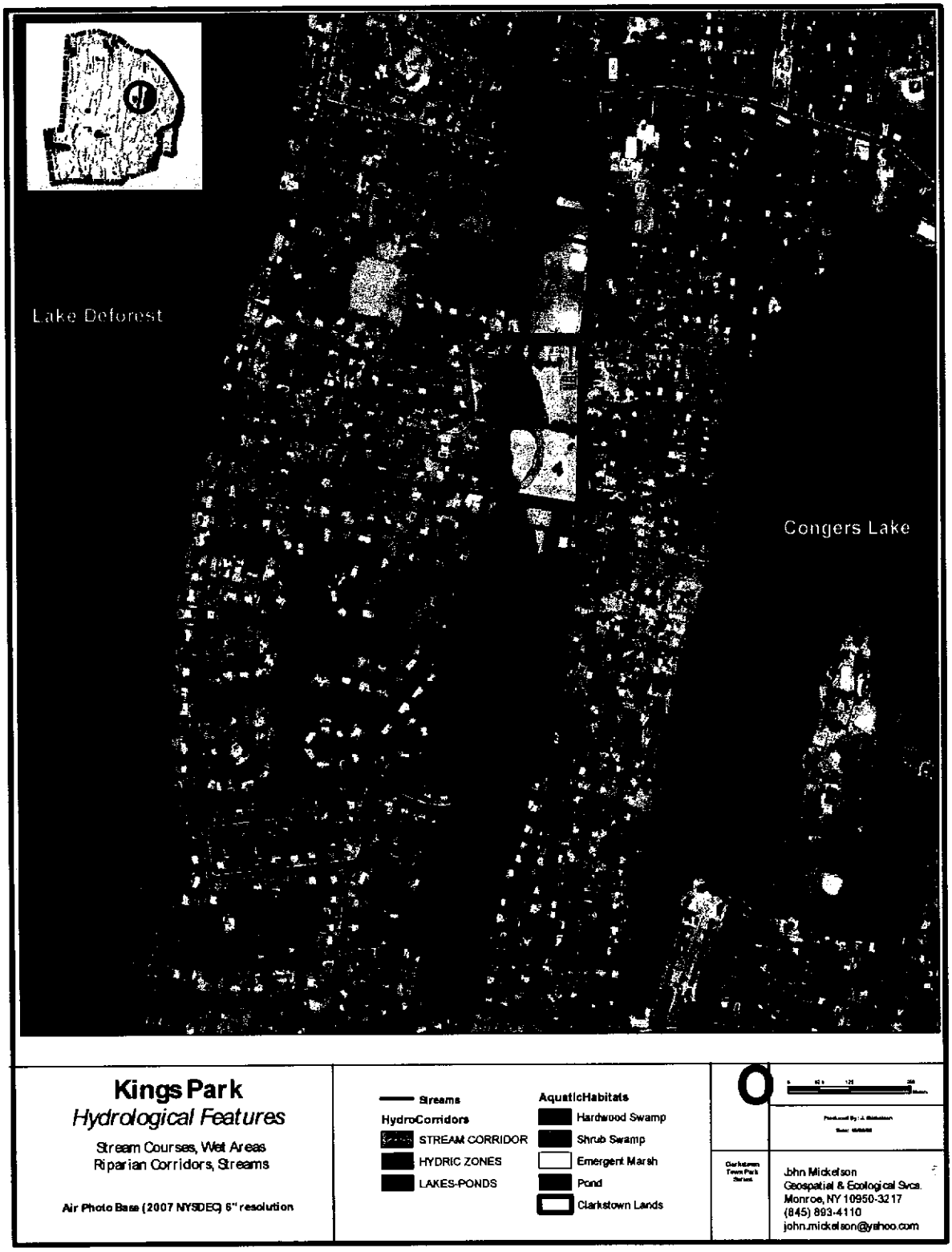
Stresses and Threats

- Very dense and abundant invasive plant cover.
- Run off from neighboring residential areas and roads.

CURRENT\ALTERNATE USES

Undeveloped areas of the park support passive recreation (bird, nature, wildlife watching) from within edge regions of the recreational areas. Interior forested wetlands difficult to access, trail systems would be difficult to install and maintain. Area represents an important north\south ecological corridor, although frequent interruptions at parcel breaks along east\west roadways present dangers to migrating amphibians and herptofauna.

Further development and encroachment into wetland systems will likely compound storm water contributions to stream systems and habitats. This could further compromise the filtration and buffering capabilities that the park now provides, possibly increasing the likelihood of seasonal downstream flooding


Lake Deforest
Congers Lake
Kings Park
Hydrological Features
Stream Courses, Wet Areas
Riparian Corridors, Streams
Air Photo Base (2007 NYSDEC) 6" resolution
Streams
HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS
AquaticHabitats
Hardwood Swamp
Shrub Swamp
Emergent Marsh
Pond
Clarkstown Lands
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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Lake Nanuet Park**
Location	Lake Nanuet Drive at Blauvelt Rd.
Size	Total Acreage: approximately 37 ac. (including lake)
Number of Parcels:	4

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The built portions of Lake Nanuet park consists largely of the swimming facilities at the lake along with multiple baseball fields and parking lots. Within the undeveloped portions flow several permanent and intermittent stream corridors, which have widely fluctuating hydrological flow regimes. Close proximity to the large commercial complexes just to the north with vast expanses of impervious surfaces and parking lots make this quite understandable. This causes both very low as well as high flows, affecting the aquatic community's health as well as sections of the park that receive local overland sheet flows from the multiple parking lots (e.g. central wooded areas).

The forested east and central portions of the park contain hardwood and riparian forest systems composed of red oak, tulip tree, red maple, sugar maple and beech. The forested wetland and riparian corridor systems, including the central intermittent stream course, were observed to serve as amphibian and bird habitat. No habitats or species of special concern encountered.

Stresses and Threats

- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Abundant invasive plant species.

CURRENT \ ALTERNATE USES

The park is used largely for organized recreational activities (baseball, swimming) and the natural areas seem to receive little use; no trail system or access was discovered and navigation through the forested regions are very difficult, due to invasive species. An invasive species management program should be developed, even for smaller, specific regions such as the riparian corridors. Further development or disturbance of the remaining natural cover will likely exacerbate the hydrological and storm water problems, now of major significance. A guided streamside trail system could be developed for educational purposes.

Lake Nanuet Park
Hydrological Features
Stream Courses, Wet Areas
Riparian Corridors
Air Photo Base (2007 NYSDEC 6" resolution
Streams
Clarkstown Boundary
HydroCorridors
STREAM CORRIDOR
HYDRIC ZONES
LAKES-PONDS
Clarkstown Lands
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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Stonehedge Park**
Location	Germonds Rd. south of Rockford Dr.
Size	Total Acreage: approximately 12 ac.
Number of Parcels:	2

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Stonehedge Park is situated across from Germonds Park and consists of two small parcels dominated by a utility line right-of-way and a small stream corridor. Patches of the upland forest sections support quality examples of oak and mixed hardwood species (sugar maple, tulip tree and beech) though abundant invasive plant species are present throughout. The right-of-way section is dominated by grass and shrub species and will be of value for grass and shrubland bird species as well as herptofauna. Stream course and banks show apparent erosion and undercutting, typical of high\low peak stream flows.

Stresses and Threats

- Abundant invasive plant species.
- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Property owners adjacent to the parcels appear to utilize potions of the park edges as backyard areas (swing sets, sheds, etc..)

CURRENT \ ALTERNATE USES

No real trail systems exist and access is challenging. Potential for trail systems exist, but overall habitat quality is low and would not justify the expense. Site is valuable for riparian corridor protection and for grass and shrubland bird habitat. If the parcel could be traded or exchanged for a larger, more intact and valuable site, few important biological resources would be lost.

Stonehedge Park

Hydrological Features

Stream Courses, Riparian Corridors

Air Photo Base (2007 NYSDEC) 6" resolution

Streams

HydroCorridors

STREAM CORRIDOR

HYDRIC ZONES

LAKES-PONDS

Clarkstown Lands

Clarkstown Town Park Survey

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Tennyson Park**
Location	Multiple parcels, north and south of Tennyson Dr.
Size	Total Acreage: approximately 10.4 ac. (map depicts additional Clarkstown owned municipal lands)
Number of Parcels:	4

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

Tennyson Park occupies four parcels totaling approximately 10 acres, adjacent to the Naurushaun Brook corridor. Two upper parcels contain sports fields and playgrounds, while the lower parcels contain forested riparian corridors, scrub\shrub wetlands and hardwood swamps. The town also owns municipal property both above and below the park. Abundant aquatic life and amphibians were observed and while sediment input was apparent, water quality and habitat conditions appeared to be good. Invasive plant species are wide spread. The United Water Company maintains pumping stations just north of this region as a source of town water supply. No species or habitats of special concern were encountered during field surveys.

Stresses and Threats

- Abundant invasive plant species.
- Flashy hydrological cycles carrying sediment, pollutant and nutrient loads
- Neighborhood trash and dumping

CURRENT \ ALTERNATE USES

While the upper recreational areas are open and well maintained, traversing through the lower forested wetland parcels is quite challenging. With little upland forest available, further recreational development will be limited. Water and habitat quality issues and run off should be considered carefully before considering adding impervious

surfaces to the current array of recreational fields.

TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Twin Ponds Park**
Location	Massachusetts Ave. and Sedge Rd.
Size	Total Acreage: approximately 25 ac.
Number of Parcels:	4

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

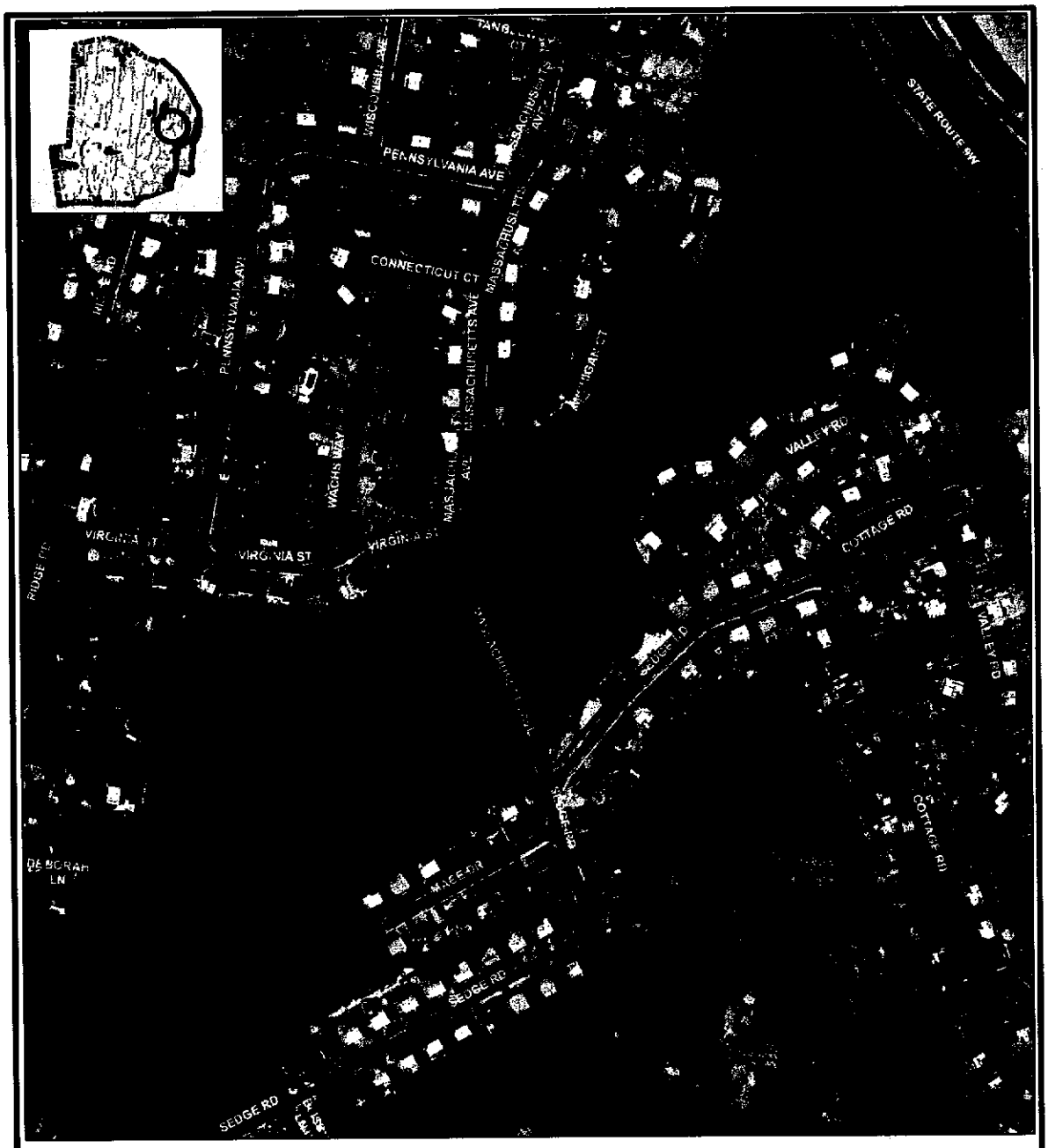
The Twin Ponds Park, as the name suggests, consists of a pair of open freshwater ponds within a corridor of forested wetlands, scrub\shrub and emergent swamps. The aquatic, forested and wetland systems serve as habitats for a wide range of plant and animal species. The Twin Pond system drains into Rockland Lake, just to the northeast, which is home to several species of special concern. Rockland Lake experiences frequent episodes of eutrophication, so in addition to the habitat values this park plays, water quality concerns should also figure prominently. No species or habitats of special concern were encountered during field surveys on these sites.

Stresses and Threats

- Abundant invasive plant species.
- Urban run-off and nutrient enrichment
- Development and conversion by local homeowners of riparian vegetation zones.
- Neighborhood trash and dumping

CURRENT \ ALTERNATE USES

Current uses are limited to passive recreation around the pond margins. Due to the overwhelming footprint of wetland complexes, little additional development is realistic. Consideration of vegetated riparian and streamside buffer zones should be included in management plans and where feasible, restoration of the zones undertaken.



Twin Ponds Park

Hydrological Features

Swamps & Marshes
Stream Corridors, Ponds

Air Photo Base (2007 NYSDEC) 6" resolution

Streams

HydroCorridors
- STREAM CORRIDOR
- HYDRIC ZONES
- LAKES-PONDS

AquaticHabitats
- Hardwood Swamp
- Shrub Swamp
- Emergent Marsh
- Pond
- Clarkstown Lands

Clarkstown Town Park Series

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TOWN OF CLARKSTOWN, NY

TOWN PARKS SURVEY

2008

Park Name	**Ungava Park**
Location	Ungava Dr. at Susan Dr.
Size	Total Acreage: approximately 5.5 ac.
Number of Parcels:	2

ECOLOGICAL CONTEXT, CONDITIONS, BIOLOGICAL RESOURCES

The Ungava Park consists of a small, mid-successional forest block bounded by a managed lawn area. No aquatic or wetland features exist here; canopy composition is typical (red oak, sugar maple, tulip tree, black birch, sassafras). No habitats or species of special concern encountered during site visits. Small, half-acre parcel across Susan Dr. composed of partially developed, mixed hardwood forest.

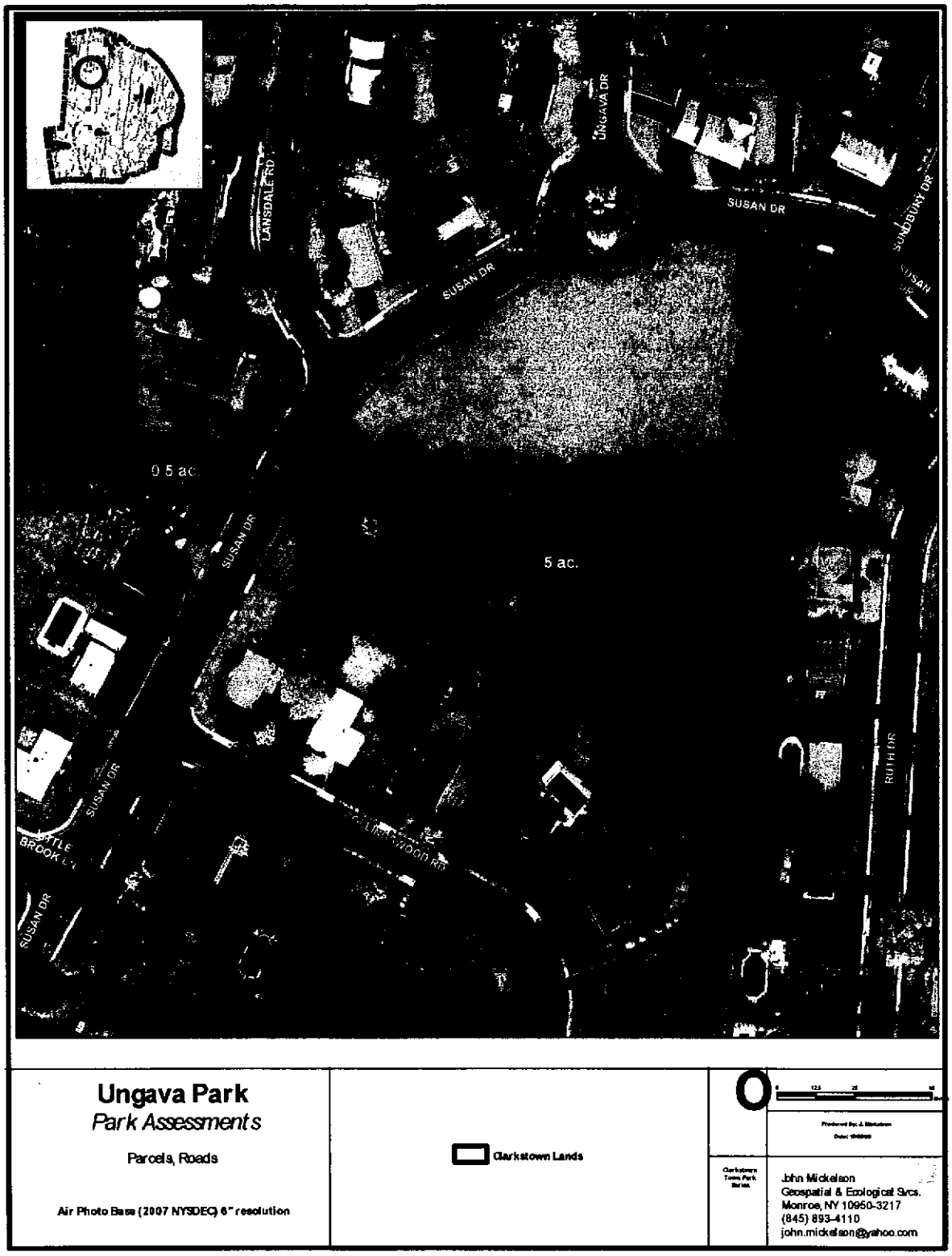
Stresses and Threats

- Abundant invasive plant species.

CURRENT\ALTERNATE USES

Apparently used by children of the neighborhood (primitive "fort" type structures were encountered) and deer (several trails found), the area does not appear to receive many

visitors. No trails exist. While the parcels occupy protected open space within a region of dwindling forest corridor cover (half-mile from soon-to-be-developed Smith Farms) it contains no remarkable biological resources itself. If large enough, could serve as site for a baseball field, with a small parking lot across the street. As is will serve as small "stepping stone" corridor patch, though small size and abundant urban edge will lower value.


UNGAVA DR
LANSDALE RD
SUSAN DR
SUNDBURY DR
0.5 ac.
5 ac.
RUTH DR
Ungava Park
Park Assessments
Parcels, Roads
Air Photo Base (2007 NYSDEC) 6" resolution
Clarkstown Lands
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Town of Clarkstown Open Space Guidelines - Minutes of the Planning Board Meeting of March 22, 2000

PB

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April 13, 2000

Owner and/or Attorney
Engineer
✓ Town Attorney
✓ Town Clerk
✓ Building Dept.
✓ Environmental Control
Traffic
& Traffic Fire Safety

R.C. Dept. of Planning
R.C. Dept. of Highways
Orange & Rockland Utilities
Architecture & Landscape Commission
Highway Dept.
N.Y.S.D.O.T.
✓ Town Board
Zoning Board of Appeals

ATTACHED ARE MINUTES OF THE PLANNING BOARD MEETING OF March 22, 2000.

JOINT MEETING PLANNING BOARD AND AD HOC COMMITTEE

Robert Geneslaw, Planning Consultant, advised that the Town Board has a public hearing scheduled for next week on the Town of Clarkstown Open Space Guidelines, and are looking for specific recommendations from the Planning Board and the Ad-Hoc Comm. by April 18, 2000. The Board reviewed the draft copy, and after some discussion made the following recommendation:

MOTION BY YACYSHYN, SECOND OF NEST, WITH ALL AYES TO UNANIMOUSLY APPROVE THE TOWN OF CLARKSTOWN DRAFT OPEN SPACE GUIDELINES DATED 2/29/00 AS FOLLOWS:

TOWN OF CLARKSTOWN OPEN SPACE GUIDELINES
AS ADOPTED BY THE PLANNING BOARD AND AD-HOC COMMITTEE
MARCH 22, 2000

In preserving open space, it shall be the Town of Clarkstown policy to protect land and water that:

- Connects other open spaces
- Safeguards environmentally sensitive resources
- Saves farms
- Protects historic and cultural places
- Can be obtained through redevelopment
- Provides for recreation
- Limits sprawl
- Maintains or improves all rivers and streams in the Town of Clarkstown
- Conserves its watersheds
- Protects hilltops

-continued-

1. Connecting Open Spaces

The Town of Clarkstown will continue to protect open space to form a connected system of parklands or greenways in the tradition of Rockland's major parks, parkways and regional trailway system.

Preference will be given to:

A. Land or water which connects protected open space (state, county or local parks, parkways, nature preserves, cemeteries)
B. Land that allows for foot and bicycle travel
C. Bodies of water that allow boating
D. Abandoned railroad rights-of-way
E. Scenic roads
F. Existing and proposed trails
G. Roads that are designated scenic and historic

2. Environmentally Sensitive Resources

It shall be the policy of the Town of Clarkstown to protect and preserve properties that have special natural, scenic or environmental significance.

Preference will be given to:

A. Steep slopes
B. Wetlands
C. Ridgelines
D. Viewsheds, especially those visible from long distances, such as those seen along the Palisades Interstate Parkway; and from the Hudson River
E. Land and water with potential for restoring wetland and other environmentally sensitive areas that have been altered or adversely affected
F. Mature woodlands
G. Land or water that provides special habitat for plants, fish or wildlife
H. Land or water that provides habitat corridors
I. Properties which can be restored or modified to provide biodiversity or other environmental benefits.

3. Farms

It shall be the policy of the Town of Clarkstown to protect and encourage the opportunity to farm.

Preference will be given to:

A. Farms, crop fields, orchards, retail stands, timber forest, or horse farms
B. Fallow agricultural lands or orchards.

(continued)

4. Historic and Cultural Places

It shall be the policy of the Town of Clarkstown to protect or preserve historically or culturally significant properties.

Preference will be given to:

A. Historically significant properties which are endangered.
B. Properties listed on or nominated to the New York State or National Registers of Historic Places or on the County Inventory of Historic Places.
C. Properties with cultural features such as museums, art galleries, archeological sites.
D. Properties with industrial historic significance, such as mill sites, furnaces, waterfront structures.
E. Stone walls
F. Bridges

5. Open Space Through Redevelopment

It shall be the policy of the Town of Clarkstown to encourage the provision of open space as part of redevelopment.

Preference will be given to:

A. Properties located within densely populated neighborhoods
B. Properties which have the potential to provide community parks and greenway paths
C. Properties which eliminate no longer viable strip malls
D. Properties which will provide parks

6. Recreation

It shall be the Town of Clarkstown policy to promote opportunities for recreation compatible with the existing natural resources.

Preference will be given to:

A. Properties that provide unique recreation or other benefits not available or accessible elsewhere in the Town.
B. Properties that protect or connect trailways and greenways.
C. Properties that provide unique recreational facilities.
D. Properties that can be developed as neighborhood parks.

7. Rivers and Streams

It shall be the Town of Clarkstown policy to protect rivers and streams, including their banks and floodplains.

-continued-

Preference will be given to:

A. Properties within the 100-year floodplain of rivers and streams
B. Properties adjacent to the water bodies identified as stressed, threatened, impaired, or precluded on the New York State Department of Environmental Conservation Priority Water Body List
C. Properties adjacent to Class A or Class B* rivers or streams, or rivers and streams which support fish
D. Riparian buffers* along stream or river corridors
E. Properties that surround or adjoin springs or intermittent streams

8. Watershed

It shall be the policy of the Town of Clarkstown to protect its watersheds*

Preference will be given to:

A. Properties which protect water quality including groundwater recharge areas and aquifers*
B. Properties along shorelines or reservoirs
C. Wetlands, floodplains and riparian buffers*
D. Properties that contain springs

Chairman Paris thanked Mr. Geneslaw for the good job.

OPEN SPACE DISCUSSION WITH PROPERTIES TO BE IDENTIFIED TO BE SENT TO THE TOWN BOARD FOR THEIR APRIL 18TH MEETING

The following were recommended: The whole of the South Mountain area, New City; Davies Lake Orchards and Farm, New City; Lake DeForest Business Center, New City; Lands of Hess, Valley Cottage; Mountain View Ave. ridge line, Valley Cottage; Tilcon Quarry, Valley Cottage; Green Road area, extension of Tramquill, Valley Cottage; Pascack Road Horse Farm (Bonneville Property, Nanuet; Wyeth Ayerst behind St Agatha's, Nanuet; Dellwood Country Club, New City; Smith Farm, New City; Cropsey Farm, New City; Stone wall to be preserved on the N. & S. side Convent Road, Nanuet; Apfelbaum property E. & W. side N. Main Street (Buckley Farm), New City; At the end of Fisher Ave. and Prospect and upper portion at end of Babcock, along the railroad and west of the commuter parking lot; railroad property not in use about a half mile long that runs from Church Road in Nanuet, south to the Orangetown line; isolated parcels in and near hamlet centers, namely property across from the Post Office in West Nyack; St. Agatha's property off Convent Road.

It was concluded that the locations would be mapped first for the members' review, since they may want to include additional locations before sending the list to the Town Board.

-continued-

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

P.B. FILE

Priority Recommendations of the

Clarkstown Open Space Citizen's Advisory Committee

June 22, 2001

To be Presented to the Town Board

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To the Members of the Clarkstown Town Board:

Attached please find the recommendations of the Clarkstown Open Space Citizen's Advisory Committee. These recommendations are based on assessments of the nominated properties listed in the Draft Document of 10/02/00. Please note that the recommended parcels are not listed in any specific order, but rather they are simply grouped by hamlet.

In the spirit of openness and accountability, the Committee feels that it is important for the Town Board and the public to understand the process by which these properties were chosen. The Committee decided that due to the large number of nominated properties, 1) the "Quarry" and Water Company properties would be assessed separately and 2) all of the remaining properties on the list would be assessed. To make this process manageable and to best utilize the local expertise of the committee members, a subcommittee was formed to assess the properties in each Hamlet or Village. In some cases two or more subcommittees were combined. The following recommendations are based on the reports of the individual subcommittees, with comments from the entire committee. The original assessment forms and subcommittee reports are available for review.

While it was reported to the committee that some of the properties on the list are currently unavailable for purchase, the Committee determined that it was not in their mandate to eliminate any of the properties on the list. Where a property owner has indicated that they do not wish to participate in the open space initiative, it has been indicated on that property's assessment report with a footnote to that effect. The Committee dedicated itself to making recommendations based on the qualities of the properties and their impact on the greater good of Clarkstown.

No subcommittee was formed to assess the properties surrounding Lake DeForest, but the recent increase in destructive clearing on property edging the reservoir has made Town protection of these properties critical and the committee recommends that the Town begin negotiations to that end.

This committee is adjourning sine die, until such time as we are asked to reconvene.

Clarkstown Open Space Citizen's Advisory Committee Members:

Member Name	Subcommittee
Catherine Nowicki, Chair	Nanuet, Spring Valley
Martin Bernstein	New City
Cora Bodkin	New City
Mark Brecher	West Nyack
James Comer	Nanuet, Spring Valley
Edwin Day	Nanuet, Spring Valley
Nicole Doliner	New City
Joanna Galdone	New City
Joseph Holland	New City
Robert Jackson	Nanuet
Harold Lindland	New City
Mary Loeffler	New City
John Maraia	New City
Karl Muller	West Nyack
Grace Murray	New City
George Nugent	Rockland Lake, Upper Nyack, Valley Cottage
Gerald O'Rourke	Congers
Dale Robinson	New City
John Scurti	Congers
Karen Tarapata	Central Nyack, Upper Nyack, Rockland Lake, Valley Cottage
Arleen Whittaker	Bardonia

Consultants:
Robert Geneslaw, AICP, Clarkstown Planning Consultant
Paul Scofield, Clarkstown Deputy Town Attorney
Nancy Vlahos, Robert Geneslaw Co.

Secretary:
Mary Ann Hackett

Town Board Members:
Charles E. Holbrook, Supervisor
John Maloney
Ann Marie Smith
Ralph Mandia
Shirley Lasker

Bardonia subcommittee

Tax Lot(s): 58.11-3-1*

Owner: Nanuet Fire Engine Company #1
Zoning: R-15
Size: 1 Acre

This property is the northern portion of an L-shaped acre in R-15 zoning. The northern corner is occupied by a 30' x 50' block building, formerly used for public assembly by the Bardonia Men's Club, one of Clarkstown's first civic associations.

Attributes:

- Nominated by the public
- Its current use is a burden to the neighborhood. The parcel was poorly planned. The club building is aging and impractical because there is no off-street parking.
- The building is not well kept and its current use is archaic to the current neighborhood.
- Purchase will provide screening to surrounding residences not adequately protected in the substations/Men's Club Site Plan.
- Protection will create a neighborhood park of low maintenance and low liability
- Has potential as a site for a memorial to the original Bardonia Men's Club and its civic-minded founders; Bardonia, its Elementary School, its veterans and firefighters.
- Requires minimal cost for demolition and park-site development

Drawbacks:

- Property may be encumbered by long-term lease to the Bardonia Men's Club

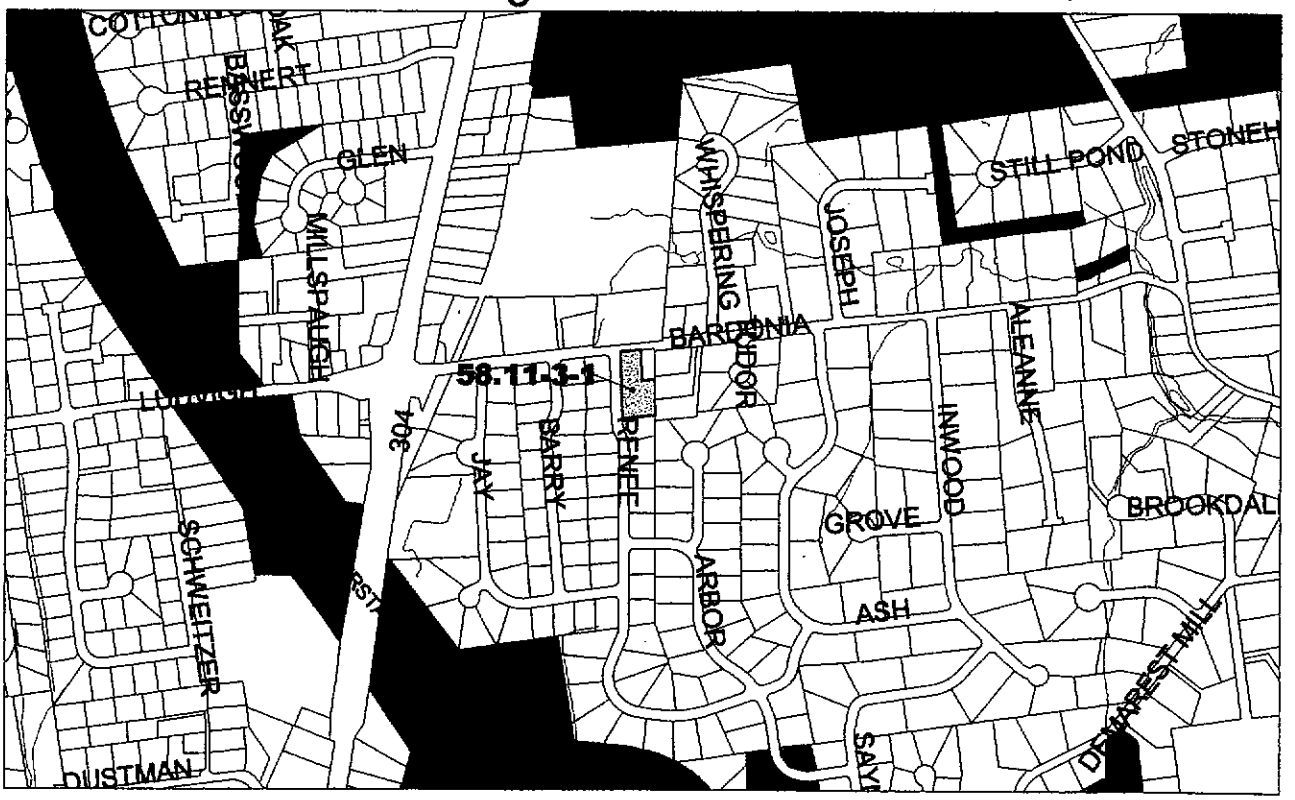
*Owner wrote to the Town on 10/19/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Nanuet Fire Engine Co #1 Parcel 58.11-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/19/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Central Nyack Subcommittee

Tax Lot(s): **65.11-3-46**
Owner: **Blake, Mary Bradley**
Zoning: **R-22**
Size: **9.6 Acres**

Attributes:

- This parcel is part of a much larger project that will connect open space and parkland belonging to PIP, Orangetown, Clarkstown and the County.
- It is adjacent to the 25-acre piece just linked to Schuyler Park with a state grant
- Connects the Long Path in Clarkstown with Buttermilk Falls and PIP land.
- Shows Clarkstown's commitment to this broad-based effort
- Excellent candidate for a State grant
- County Budget and Finance Committee has recommended purchase of adjoining land from Blake family and Nyack School District to protect the Long Path.

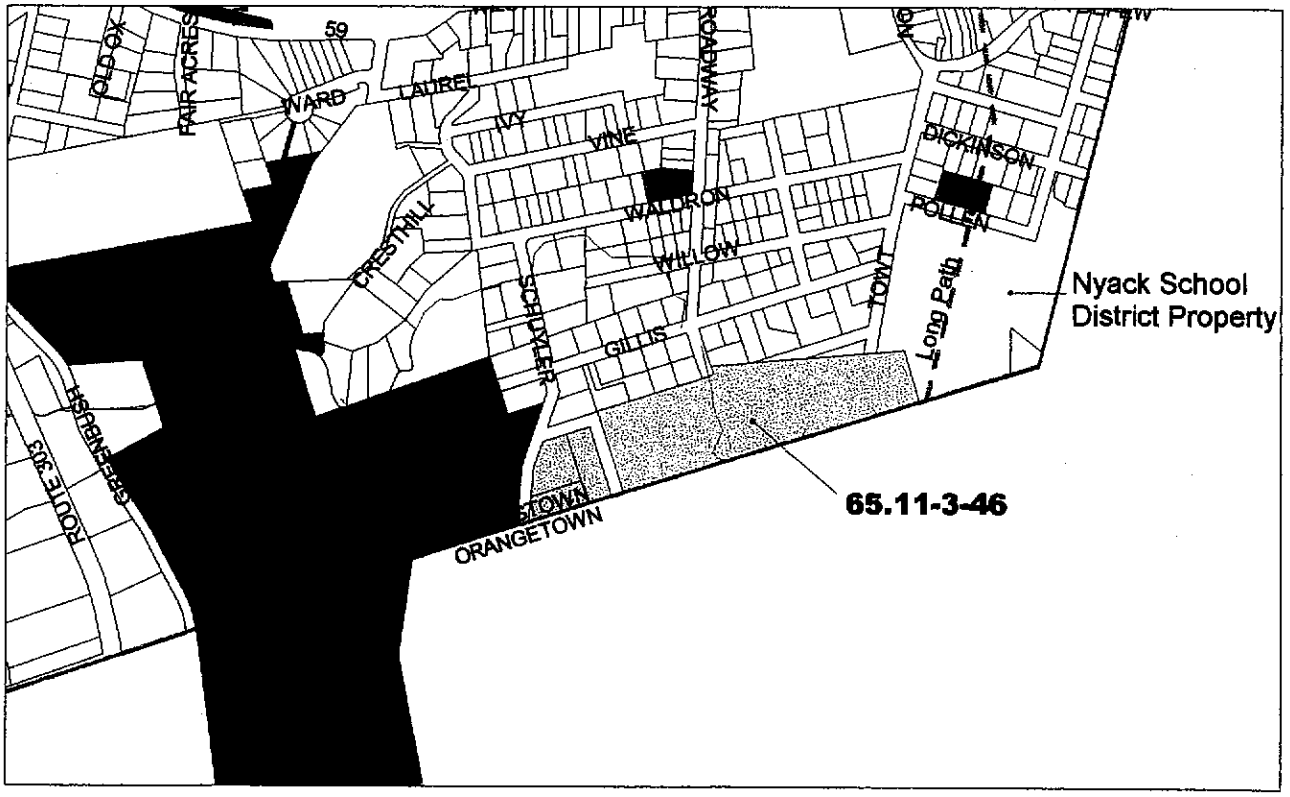
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Mary Blake Bradley Parcel 65.11-3-46



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: **35.18-1-4***

Owner: **Davies, Niles M JR and Janet M**
Zoning: **R-22/M**
Size: **79.5 Acres**

Attributes:

- Large size parcel
- Central location
- Easy Access
- Outstanding view of Lake DeForest
- High recreation potential (9-hole golf course)
- Historic and cultural aspects
- Low maintenance cost
- Very high potential for development, should owner sell

Drawbacks:

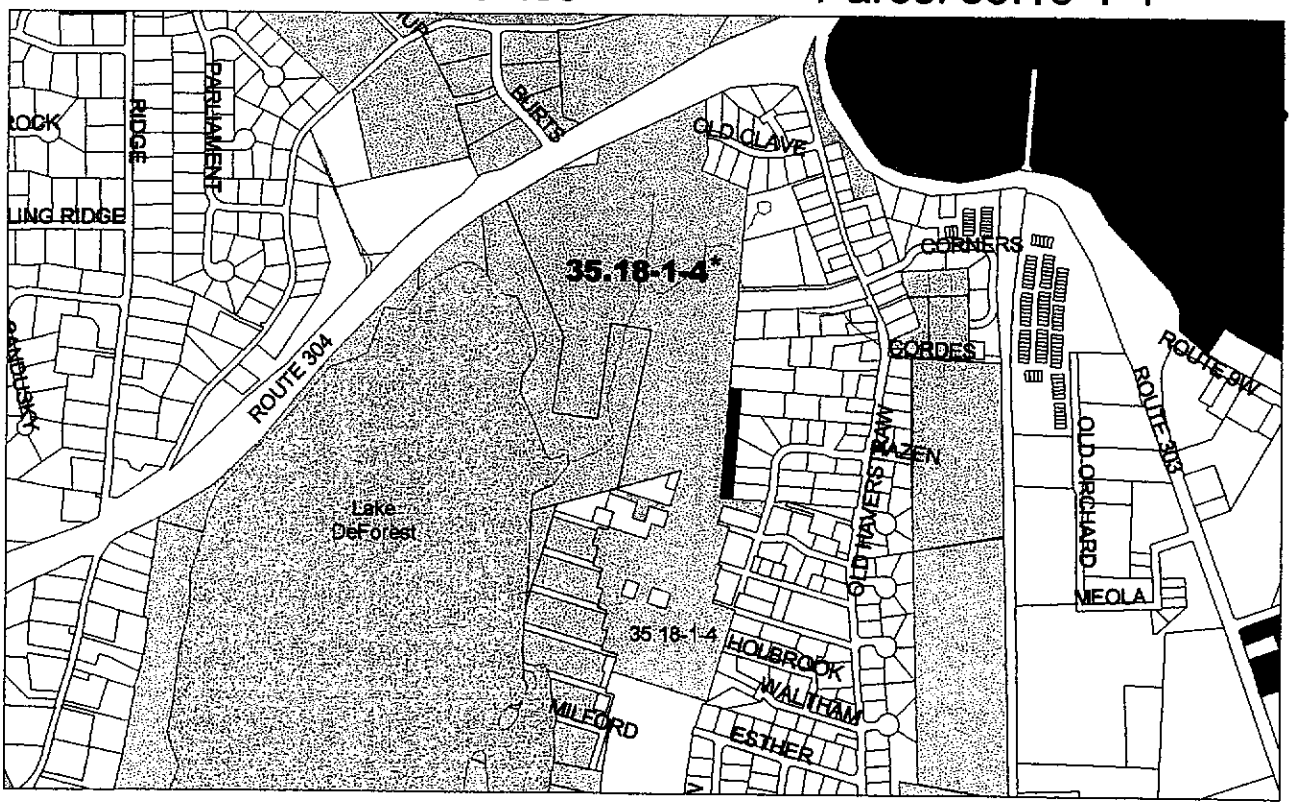
*Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/31/00 of the same. While this is the most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time. Subcommittee suggests an offer to purchase development rights.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Niles and Janet Davies — Parcel 35.18-1-4



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot: **45.13-1-1***

Owner: **Davies, Niles Jr. and Diehl Sylvia D**
Zoning: **R-40**
Size: **6.9 Acres**

Attributes:

- This property, the current Davies Home, Farm and Cider Mill is adjacent to Rockland Lake State Park
- Historic home on property – may be listed on historic register
- Working Farm
- Educational potential
- Easy access from Route 9W and Rockland Lake State Park

Drawbacks:

Owner plans to maintain property as working farm beyond their lifetime.

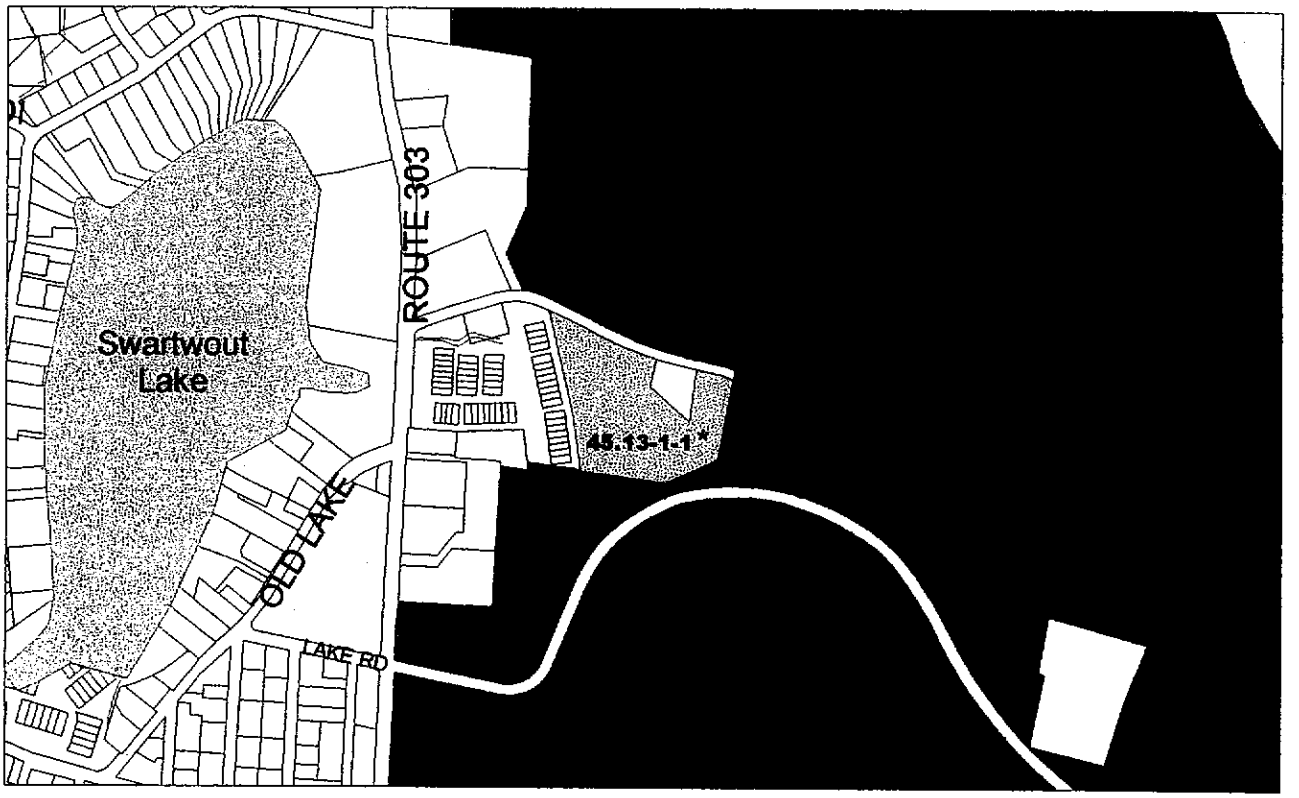
*Owner personally appeared at Town Board to request property be removed from consideration, followed by written request on 10/31/00 of the same. While this is the second most attractive piece of property nominated in Congers, the subcommittee recommends that the Town Board honor the owner's wishes and not pursue purchase at this time.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Niles Davies Jr. and Sylvia Diehl Parcel 45.13-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/31/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Congers subcommittee

Tax Lot(s):	**35.15-1-32***	**35.15-1-54**
	35.15-1-34*	**35.19-2-2**
	35.15-1-37*	**44.7-2-9**
		44.7-2-17

Owner(s): **Various**
Zoning: **Various**
Size: **50 +/- Acres**

Attributes:

- Nominated by a combination of the CDEC, Planning Board, and the Ad Hoc Committee
- Large parcel made up of several properties - collectively 50 acres +/- of former celery farm.
- Could provide Northern Congers with open space for bike and walking/running paths
- Rockland County owns 14.6 acres (Lot 35.1.9.2-2) through tax foreclosure
- Owner of Lot 44.7-2-9 stated that they would entertain an offer from the Town
- Contains Federal wetlands and NYS wetlands

Drawbacks:

- Limited access to residents
- Cost of development as park (paths on wetlands, for example)
- Some properties may contain terrain which precludes development and therefore do not warrant purchase.

*Owner of lots 35.15-1-32, 35.15.1-34 and 35.15.1-37 wrote to the Town on 12/7/01 requesting that these parcels be removed from consideration. The subcommittee recommends that Town Board honor the owners' wishes and not pursue purchase at this time.

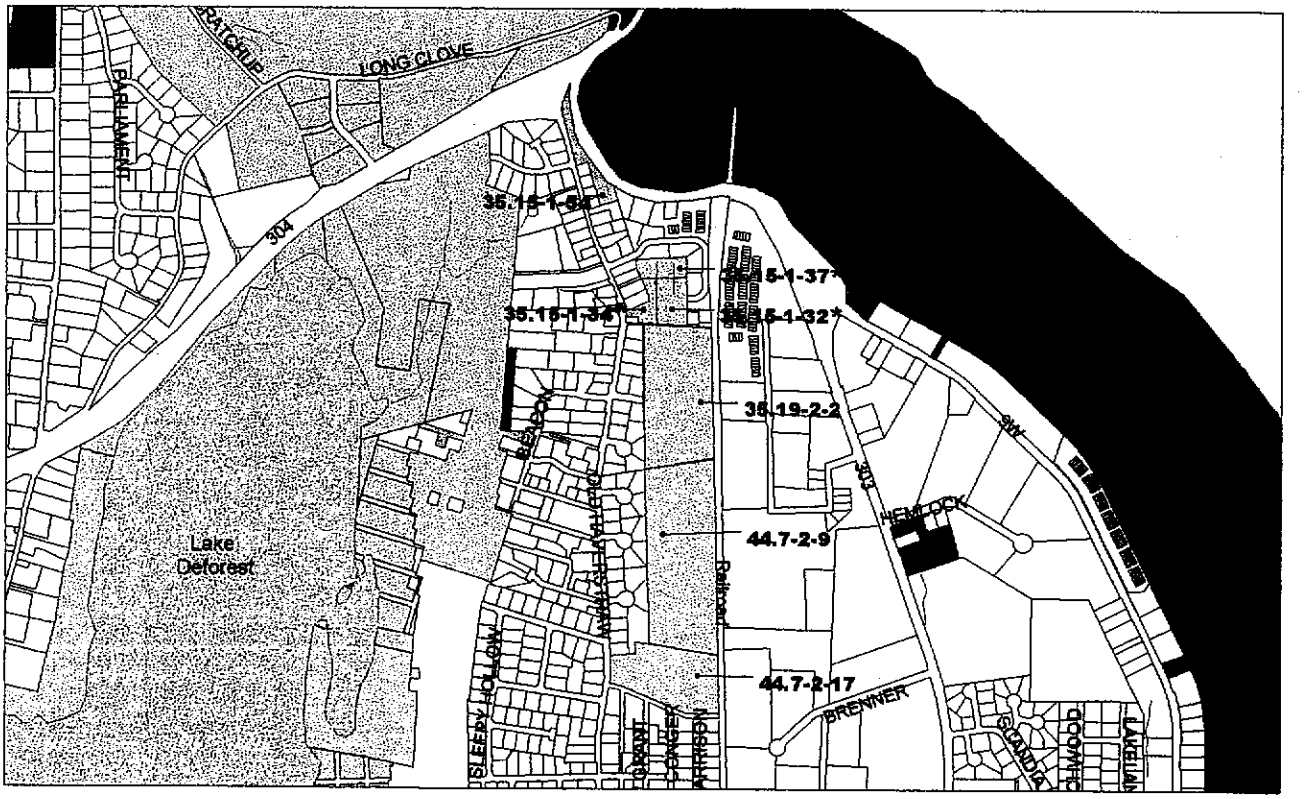
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Congers Properties ("celery farm")

35.15-1-32	35.15-1-54
35.15-1-34	35.19-2-2
35.15-1-37	44.7-2-9
	44.7-2-17



*Owner submitted a written request to the Town that these parcels be removed from consideration on 12/7/01.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.11-2-2**
Owner: **Bonnabel, Henry**
Zoning: **R-15**
Size: **10.5 Acres**

Attributes:

- This piece of property has been recommended by every organization that has had input into the committee (PB/AH/PUBLIC/CDEC/CP)
- 30 houses could be built on the parcel, negatively affecting the Nanuet school district
- Land backs on Pascack Creek and has much wetland
- Fox, deer, blue heron, wild turkeys all sighted recently
- Fish in creek
- This property is contiguous to open space to the south – St. Agatha's wetland, which cannot be developed
- Currently used as a horse farm, with stables on site; present occupant may be willing to continue the operation
- Grant money may be available for therapeutic treatments in equestrian activities.

Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
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- Clarkstown Boundary
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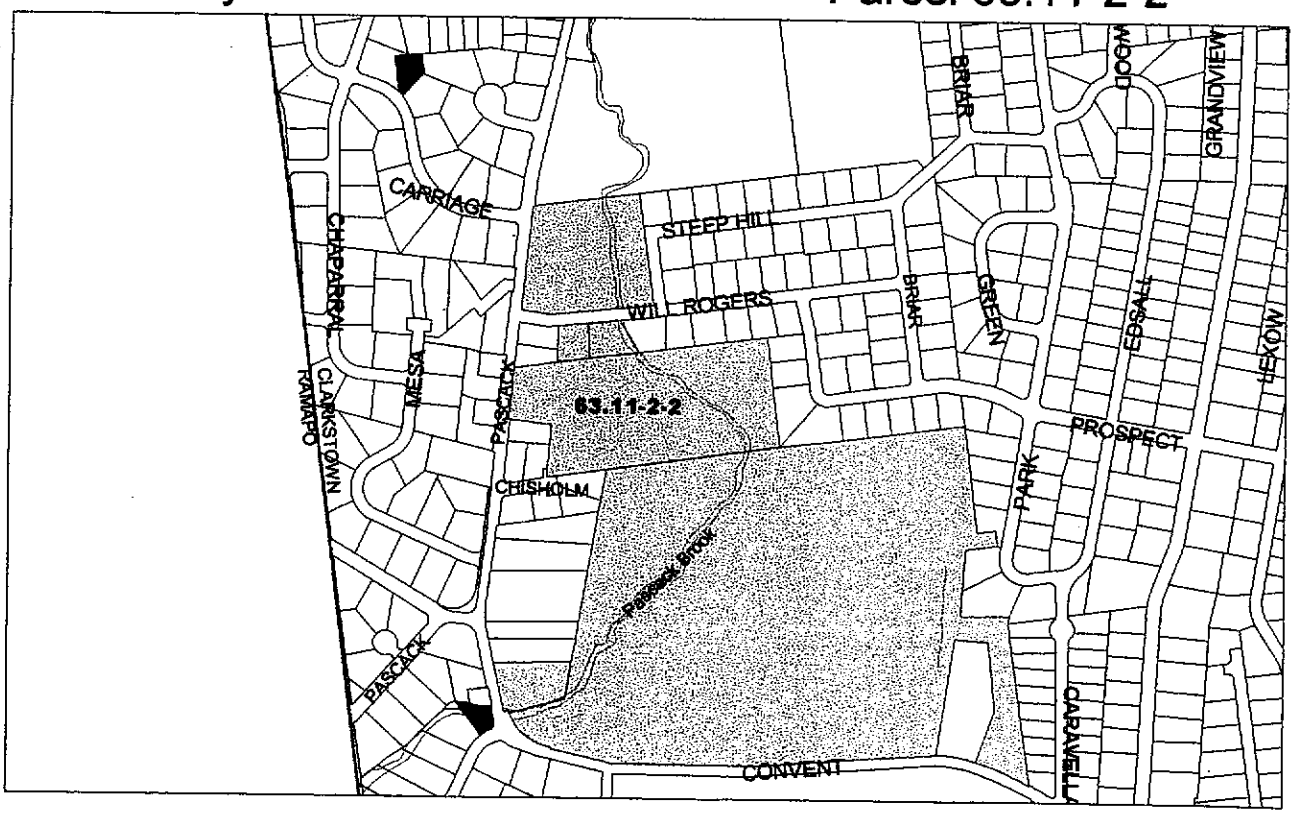
- Rivers and Streams
- ★ = Approximate Parcel Location

Henry Bonnabel

Parcel 63.11-2-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.15-1-43***
63.15-1-44*

Owner: **American Cyanamid (Lederle)**
Zoning: **R-22**
Size: **53 Acres**

Attributes:

- The Planning Board, the Ad Hoc Committee and the Public nominated this large parcel.
- Approximately 30 houses could be built on the parcel, negatively affecting the school district and traffic on narrow Convent Road
- Land is part of main Wyeth complex (to the south and east) and is bordered by Duryea, St Agatha's and Convent Road
- Wooded area provided natural habitat for animals driven out of contiguous neighborhoods and former nesting areas
- Contains mature trees, turkeys, fox
- Watercourse cuts through entire property, north to south
- Currently vacant land
- Parts of property good for community recreation – walking, bird watching
- No other recreational/park facilities available in that area of Nanuet

Drawbacks:

*Owner wrote to the Town on 11/2/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
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- Major Roads
- Rivers and Streams
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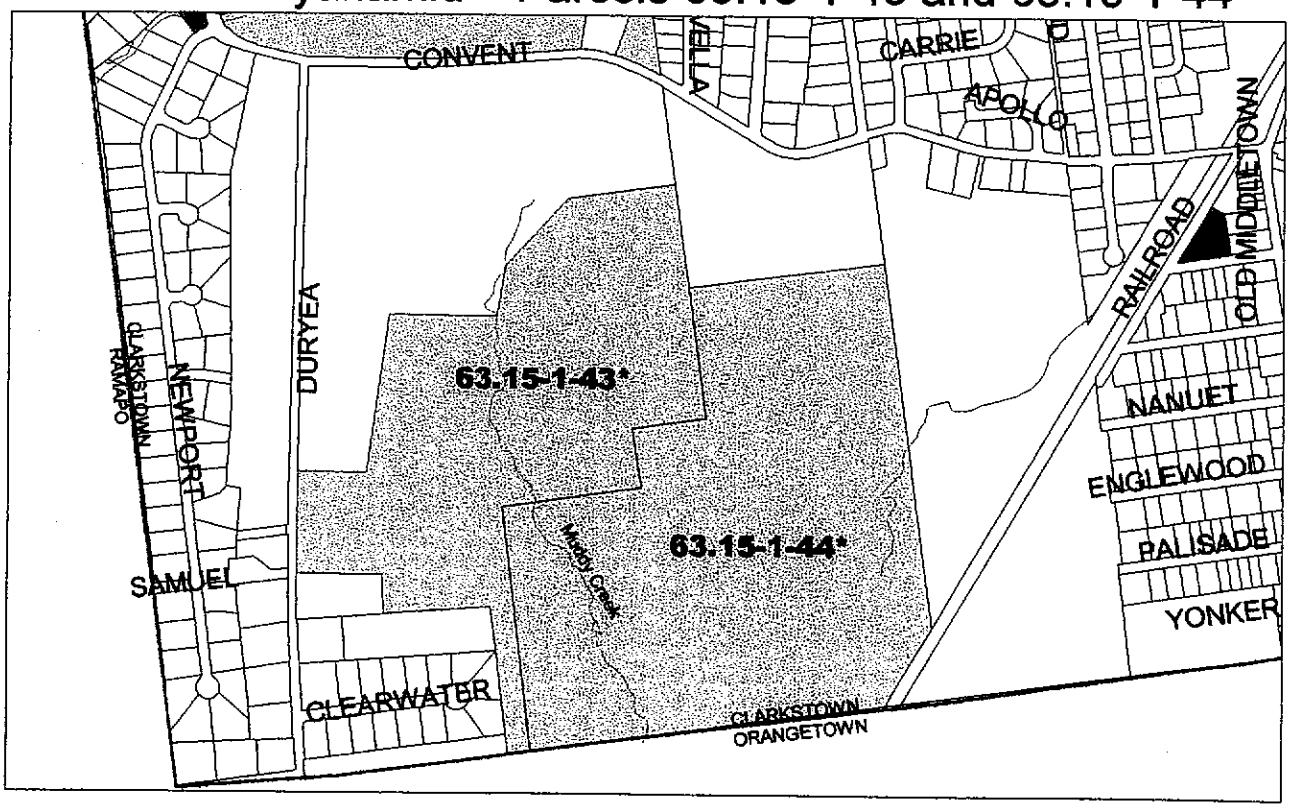
American Cyanamid Parcels 63.15-1-43 and 63.15-1-44



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/2/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **63.11-2-13* (North side of Convent Road)**
Owner: **St. Agatha's**
Zoning: **R-15**
Size: **48.8 Acres**

Attributes:

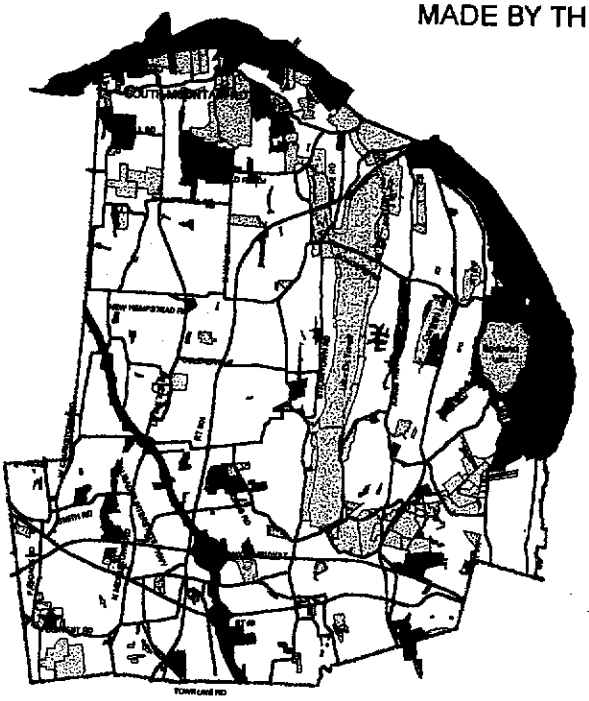
- This large parcel was nominated by the Comprehensive Plan Committee
- Continues green space from Bonnabel along the Pascack
- A site plan and special permit applications have been filed with the Town for senior citizen housing on the southeasterly portion of this property
- Drastic, devastating change on schools and roads if developed residentially, with unacceptable density
- Cleared land ready for development now
- Strongly urge purchase of this piece to prevent sprawl

Drawbacks:

*Owner wrote to the Town on 10/26/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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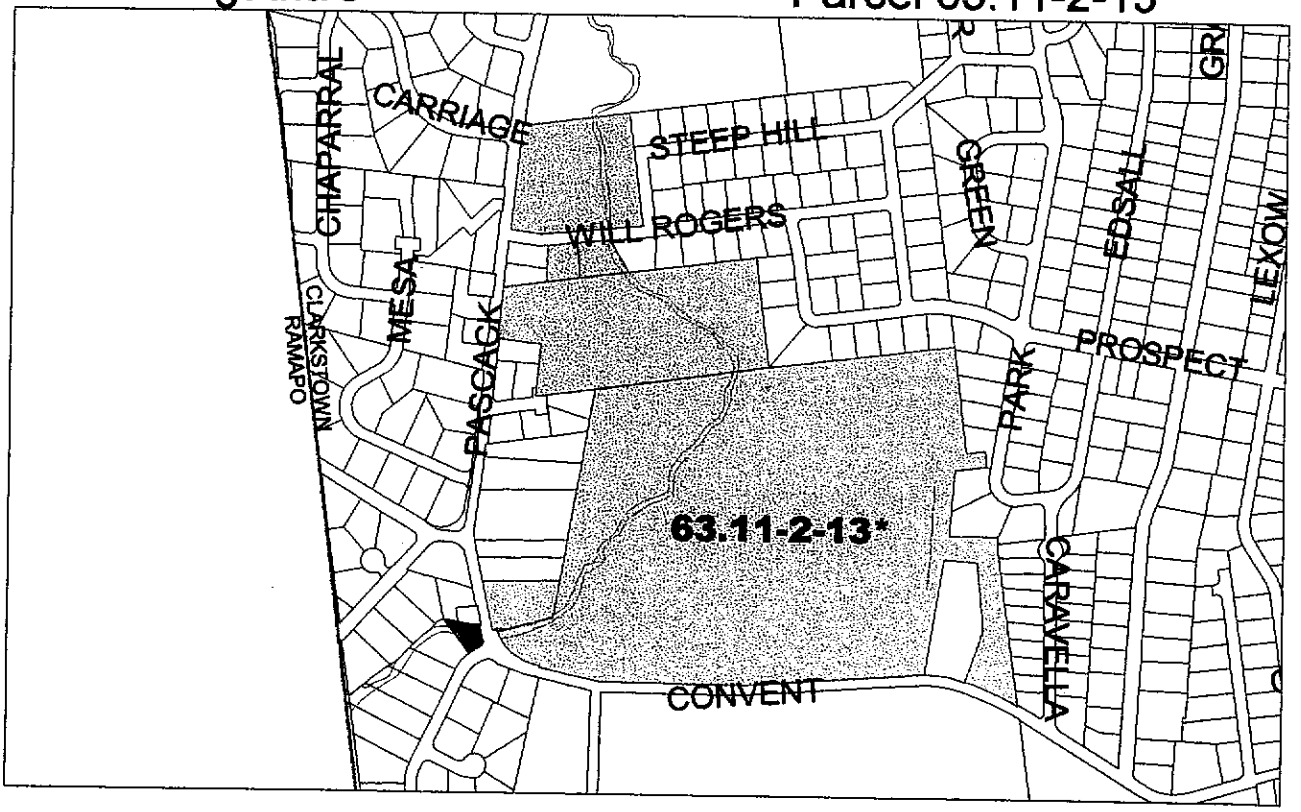
St. Agatha's

Parcel 63.11-2-13



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.20-1-49*

Owner: New Plan Realty Trust
Zoning: RS
Size: 22 Acres (small area along stream nominated for protection)

Attributes:

- Nominated by CDEC and at least one property owner
- This property lies behind Rockland Plaza by Nauraushaun Creek
- Contains a Federal wetland and NYS wetland
- Area along stream to rear of shopping center should be protected to reduce or eliminate flooding.

Drawbacks:

*Owner wrote to the Town on 11/10/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

New Plan Realty Trust — Parcel 57.20-1-49

*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/10/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): 57.14-3-2

Owner: DeStaso Enterprises (Hyenga Lake)
Zoning: MF-2
Size: 12.7 Acres

Attributes:

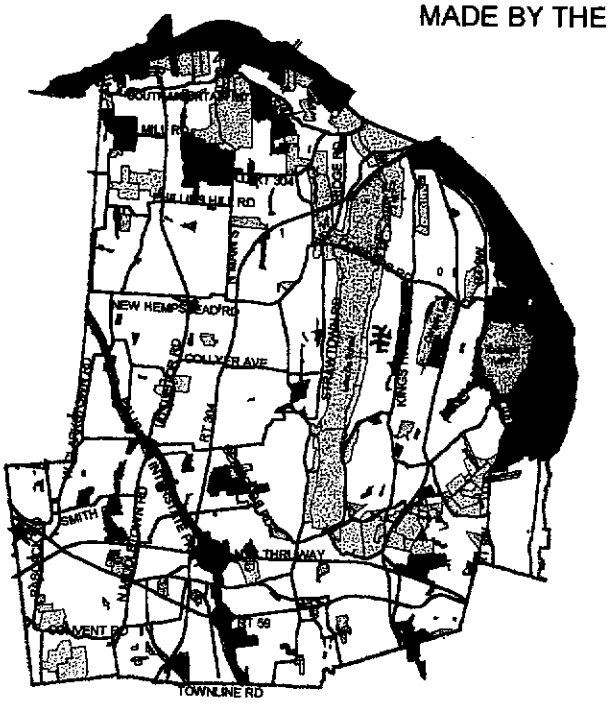
- Nominated by the public
- Multi-family units could be built, affecting sprawl, density and traffic
- Land in between Rte.59 and Pipetown Hill Road
- Contains a stream, a Federal wetland and a waterfall
- Old stone walls that may be historic
- Current use : low cost bungalow rentals

Drawbacks:

- Area would need clean up, then it could be left in natural state
- Dam should be rebuilt for safety, runoff and erosion control

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
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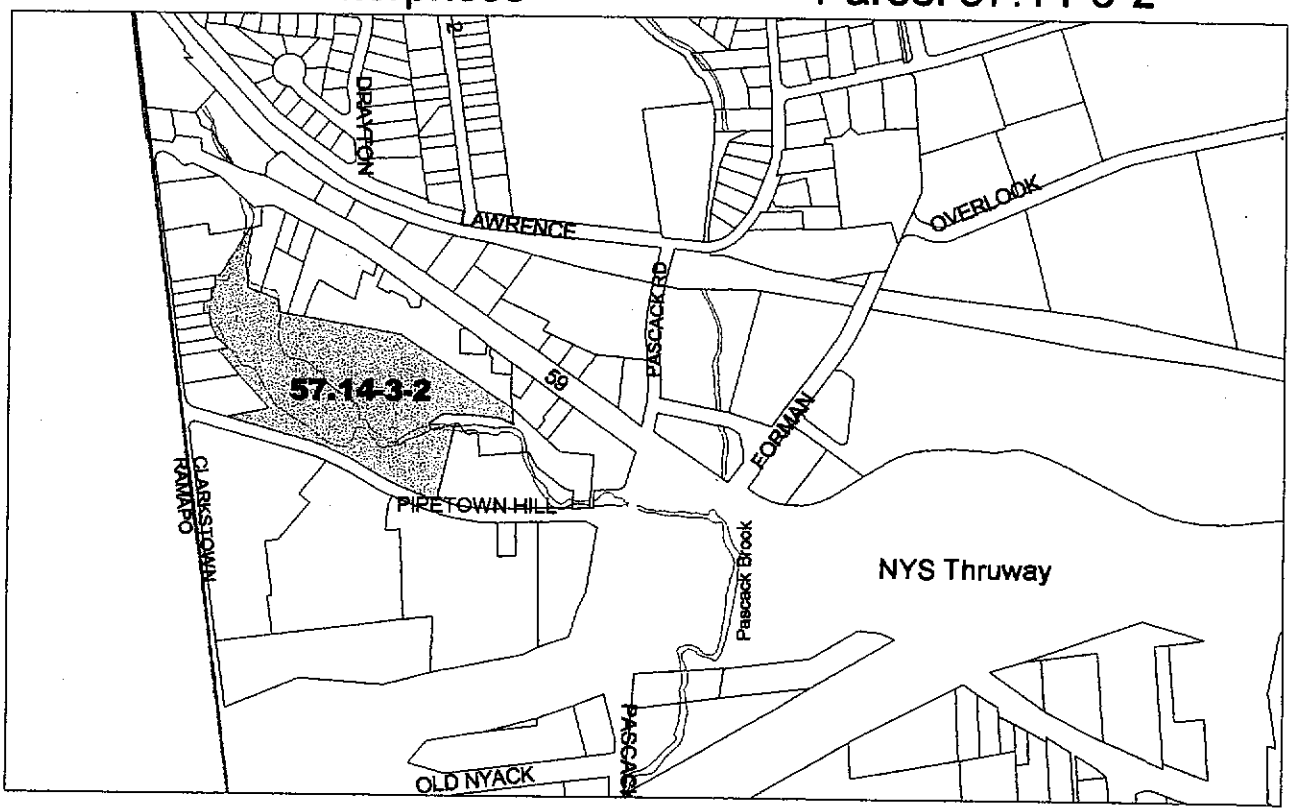
DeStaso Enterprises — Parcel 57.14-3-2



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Nanuet and Spring Valley subcommittees

Tax Lot(s): **64.13-2-57**
64.13-2-49

Owner: **Schmidt, Arthur Jr. and Alice**
Zoning: **R-15**
Size: **7.2 Acres (2.8 and 4.4)**

Attributes:

- These two properties were nominated by the CDEC
- They could be the site of up to 20 homes, if a road were built to connect with Highview or May Place
- They are the last refuge for small wildlife driven off by development
- Contain mature trees
- 2-57 has a stream which feeds into Naurashaun Creek
- Surrounded by development

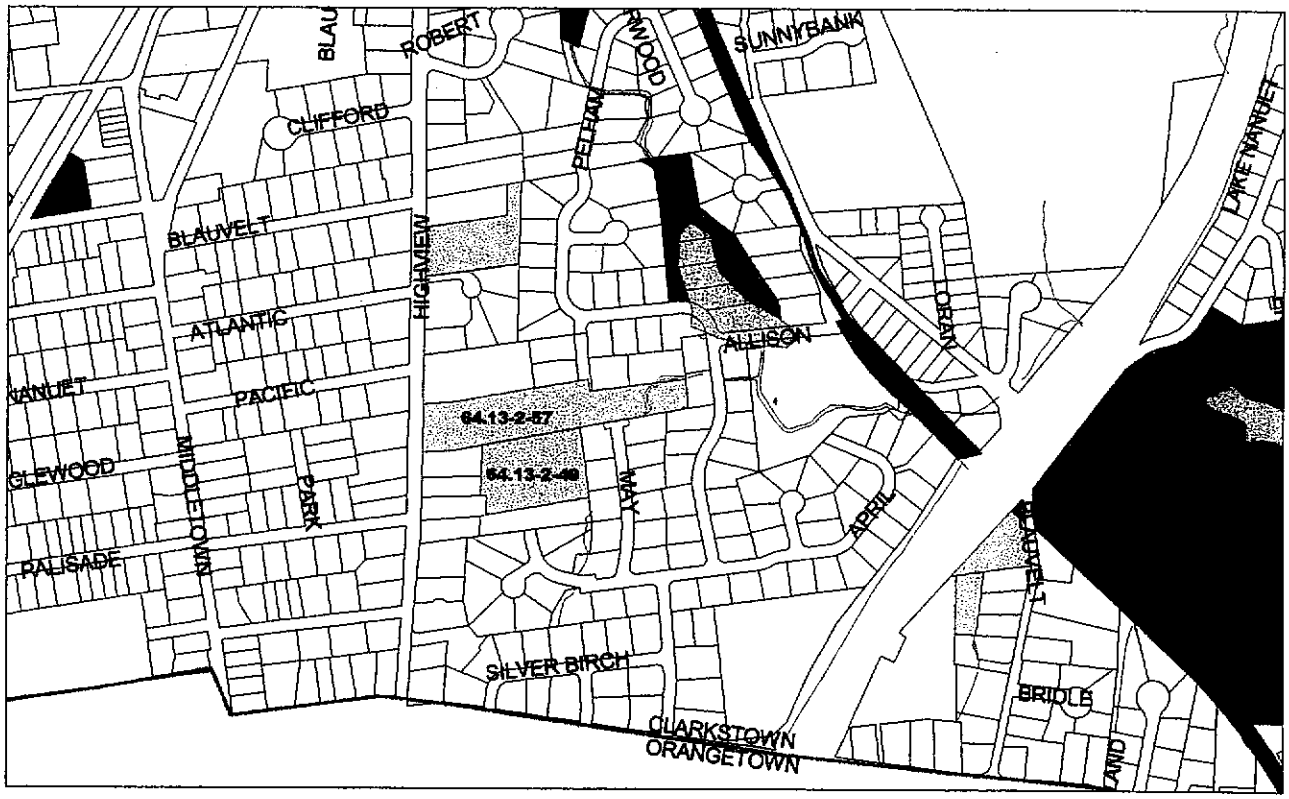
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Arthur & Alice Schmidt Parcels 64.13-2-49 and 64.13-2-57



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Overview

This subcommittee has considered all the parcels nominated in New City. It is our view that each parcel is important and worthy of protection by the Town as open space. The nominated parcels include a wide range of size and terrain and varying degrees of protection. Some parcels might ultimately be protected by easements with property owners or by other means, as well as the County's open space program. The following parcels have been chosen for immediate purchase, due to their size, potential for development and/or the greater good for the environment and all residents of Clarkstown – (people, plants and animals).

New City subcommittee

Tax Lot(s): 51.10-3-1; 51.9-1-49; 51.9-1-50*
Owner: Cropsey Farm; Cropsey Farm; Davies Farm, Inc.
Zoning: R-15; R-22; R-22
Size: 24.0; 9.7; 17.6 Acres

Overview
Cropsey Farm is a unique Clarkstown resource. Rockland County has expressed interest in acquiring Cropsey Farm and is in negotiations with owners. Subcommittee suggests that Clarkstown open space funds be used to supplement the County's offer.

Attributes: 51.10-3-1

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zoned R-15 (1/3 acre) – potential for 50 house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Stream supports fish, frogs, salamanders, etc.
- Property contains 18th Century sandstone house and rare type of barn
- Historic house and stone walls
- Willing seller
- Would provide passive park in area where no neighborhood park currently exists
- Owner in negotiation with County for purchase; Town could participate

Attributes 51.9-1-49

- This property was nominated by the public
- The parcel is contiguous to Davies Farm piece below
- Zoned R-22, it could be subdivided into +/-14 house lots.
- Property include portion of Demarest Kill, which feeds into the Hackensack River
- Contains active greenhouses and a garden center
- Willing seller is ready to subdivide
- School Superintendent Heebink has expressed interest in its educational potential
- Would provide passive park in area where no neighborhood park currently exists

Attributes: 51.9-1-50

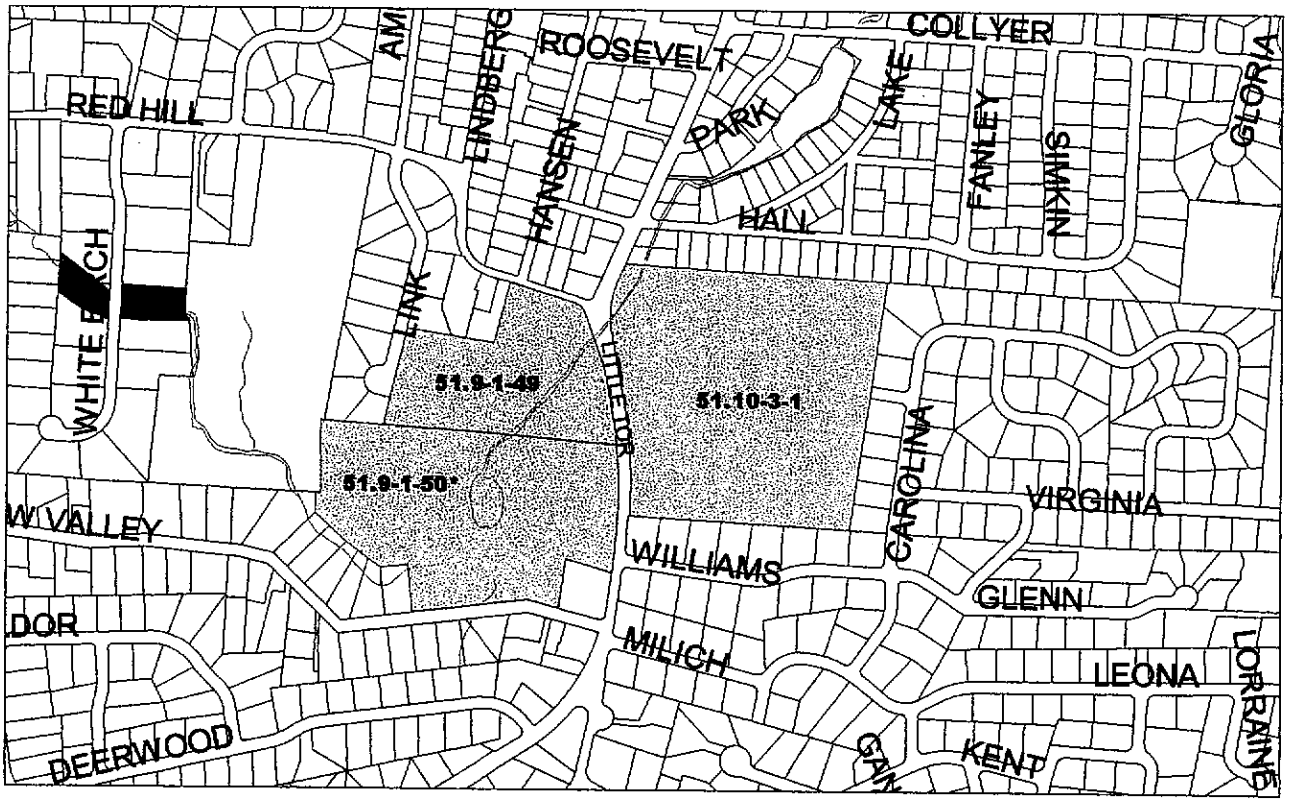
- Nominated by the Planning Board, Ad Hoc Committee and the public
- Zone R-22 (1/2 acre) – potential for 30+ house lots, which would severely impact local schools and services.
- Property include portion of Demarest Kill, which feeds into the Hackensack River and is on the 100-year flood plain
- Application pending for development of 304 units for independent congregate living and assisted living. Public opposes development as out of character with neighborhood
- Site of former Davies Lake. Nearby homeowners retain "lake rights" in deeds.
- Use as passive park would be in keeping with former recreational use
- *Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Cropsey Farm, Davies Farm Parcels 51.10-3-1, 51.9-1-49, 51.9-1-50



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): 34.10-1-50* and 34.11-1-1*
Owner: Dellwood
Zoning: R-160
Size: 52.6; 166.5 Acres

Attributes:

- This is a country club with a golf course, tennis courts, catering, and clubhouse.
- Nominated by the Planning Board, Ad Hoc Committee and the public. The 166.5 acre parcel also nominated by the CDEC
- Zoned R-160. High development potential when current lease expires.
- Part of historic Zukor estate, site of silent movie making
- Contains irreplaceable mature trees and shrubs
- Contains magnificent old stone buildings and a catering hall.
- Could not be built today. Purchase agreement could be designed to allow some Clarkstown resident use until current lease expires

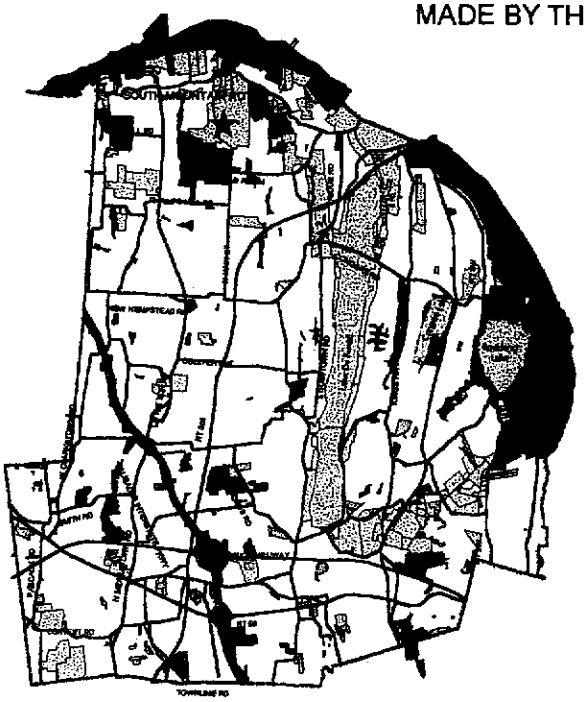
Drawbacks:

- Land under lease for an additional 16 years

*Owner wrote to the Town on 10/24/00 requesting that these parcels be removed from consideration.

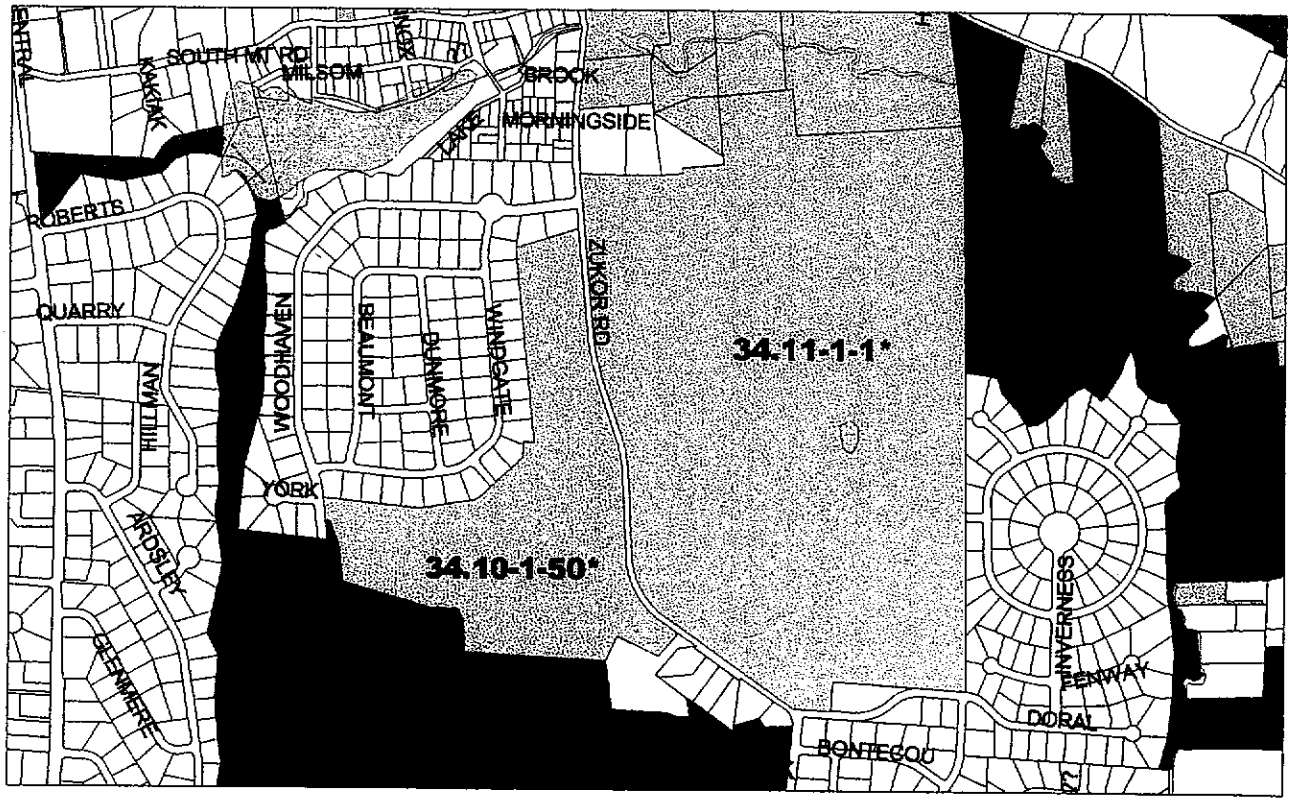
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Dellwood Parcels 34.10-1-50 and 34.11-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/24/00

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): **33.20-2-8*; 34.17-1-1*; 42.8-2-16***
Owner: **Joy Builders, Inc.; Hershkowitz Israel and Joseph (Smith Farm)**
Zoning: **R-80**
Size: **48.7 Acres; 61.3 Acres; 15.9 Acres**

Attributes:

- Consists of 3 parcels. The two larger being contiguous and the third parcel a short distance away with access off Old Phillips Hill Road.
- Nominated by the Planning Board, Ad Hoc Committee and with considerable support from the public. Property well known to the public due to the high visibility of farm activities and seasonal farm stand that has operated for many years.
- Lowland and ridgeline very visible along well-traveled roadway connecting two Townships.
- Opportunity to protect a slope area that is distinct from areas overlooking the Hudson. (This same slope runs north-south and includes the hill on New Hempstead Road, Red Hill Road and Smith Road.
- Provides unspoiled views both within and beyond boundaries of property, promoting a "faraway feeling." Views of South Mountain Park, High Tor State Park, across the valley towards Rtes. 9W/303 all the way to Westchester. The farm also provides an unspoiled backdrop for the distant view of the NYC skyline from South Mountain Park.
- Contains habitat for a diverse number of animals –small mammals, reptiles, amphibians, deer, coyote, raptors and migrating songbirds. The wood thrush, whose numbers have declined sharply in recent years, is still well represented here.
- The diverse terrain supports indigenous wildflowers (trillium, wild azalea), native shrubs and large trees. Contains forested areas free of invasive species. Includes some land never farmed.
- Contains wetland and seasonal wet areas that contribute to flood control and promote ground water replenishment. Several year-round creeks emerge from the base of the slope, which drain south to Crum Creek.
- Development potential exists for 70+ homes, which would increase sprawl and light pollution and have a negative impact on schools.
- Possible uses include model farm for education, nature trails, jogging, biking, driving range, etc.

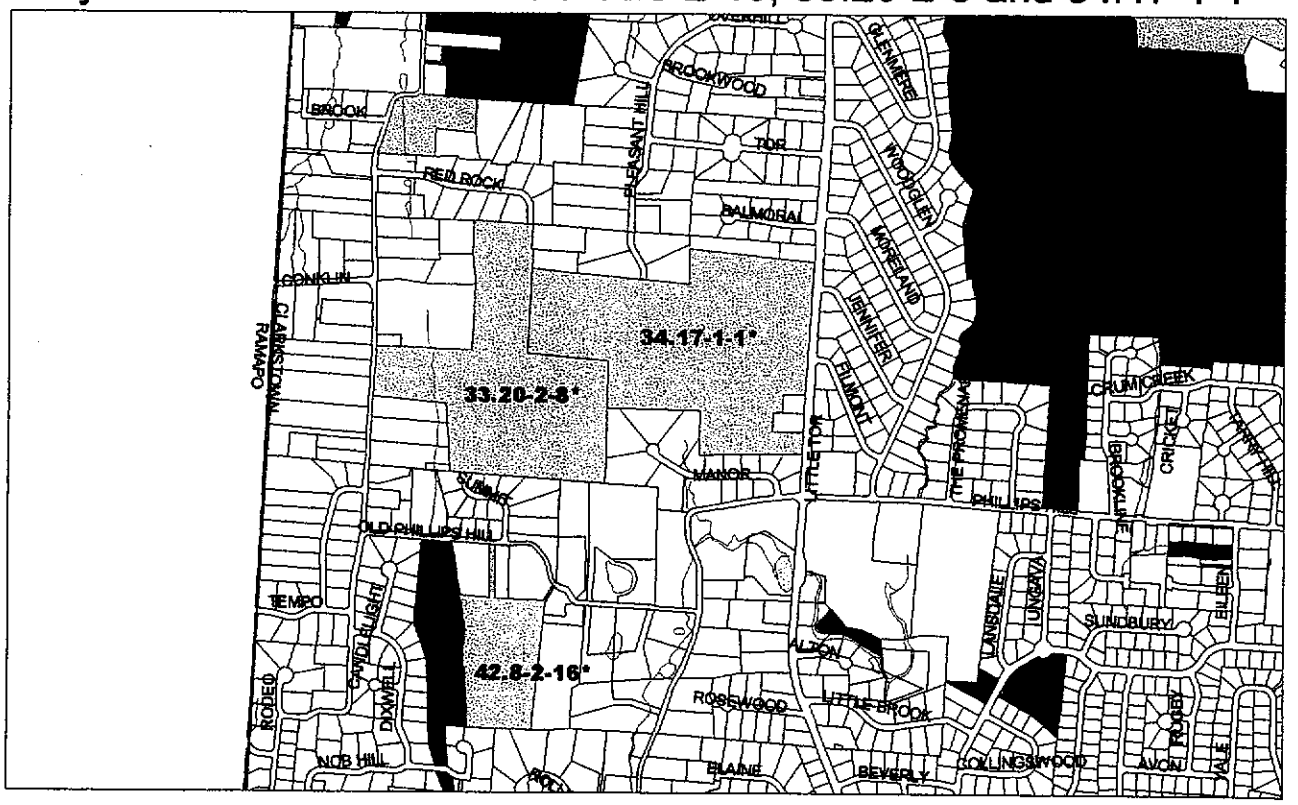
*Owners wrote to the Town on 10/30/00 requesting that these parcels be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Joy Builders — Parcels 42.8-2-16, 33.20-2-8 and 34.17-1-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/30/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s):

25.20-3-2*	**26.18-1-2**	**26.18-1-13**	**34.8-1-8**
26.14-3-1	**26.18-1-3***	**26.18-1-14**	**35.5-2-1***
26.17-2-4	**26.18-1-4**	**26.20-2-7**	**35.5-2-10**
26.17-2-7	**26.18-1-9**	**26.20-2-8**	**35.5-2-13***
26.17-2-18	**26.19-1-1***	**26.20-2-9**	**34.8-1-5**
		33.8-2-1	

Owner: **Various (Ridge of High Tor Mountain)**
Zoning: **R-80 and R-160**
Size: **Various**

Attributes:

- Larger parcels nominated by the Planning Board, Ad Hoc Committee and the public. Smaller parcels nominated by the public
- Connects open space; runs parallel to both High Tor and South Mountain State Parks
- Ridgelines control erosion and protect what lies below
- The Long Path runs along the top of the mountain.
- Preservation would create loop path from lowlands to highlands and over to Rockland Lake.
- Creates greenway path throughout community
- Is environmentally sensitive
- Historic
- Limits sprawl
- Protects the watershed; runoff drains into the Hackensack River and Lake DeForest
- Provides additional recreational activities

Drawbacks

- Multiple owners

*Owners wrote to the Town on 10/19/00, 10/26/00, 10/30/00, 11/1/00 requesting that these parcels be removed from consideration.

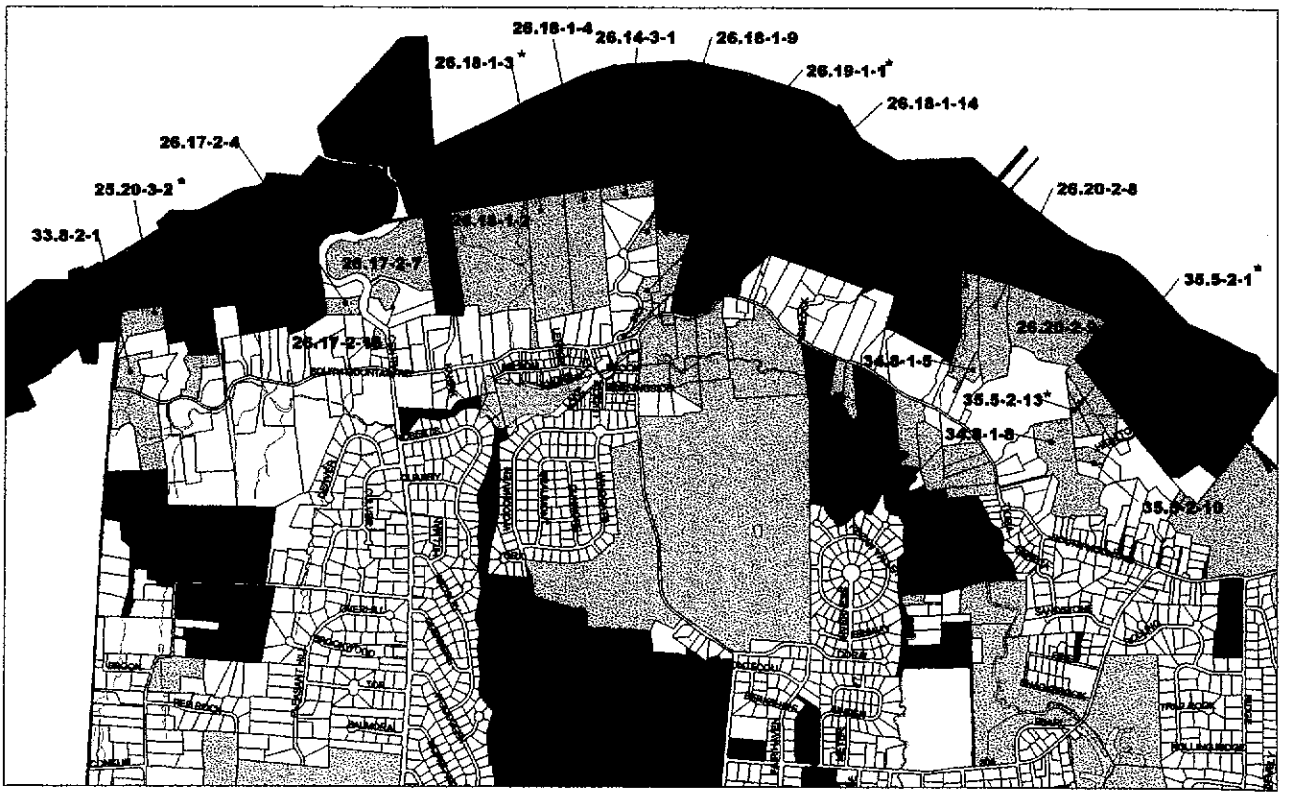
Revised 6/28/01

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Ridge of High Tor Mountain



*Owners submitted written requests to the Town that these parcels be removed from consideration.

Robert Geneslaw Co.
June 2001
Revised 6/28/01

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

New City subcommittee

Tax Lot(s): **51.6-3-1***
Owner: **Jolima Inc.**
Zoning: **R-15**
Size: **14.2 Acres**

Attributes:

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Last piece of green area in a fully developed hamlet
- Designated as part of the National Wetlands Inventory of the US Dept. of the Interior
- Development potential extremely high. Owner wishes multi-family housing development. Even single-family homes would adversely impact schools, traffic congestion and services.
- Requires little improvement to serve as park
- Could serve as hub for hamlet revitalization
- Enjoys high public support

Drawbacks:

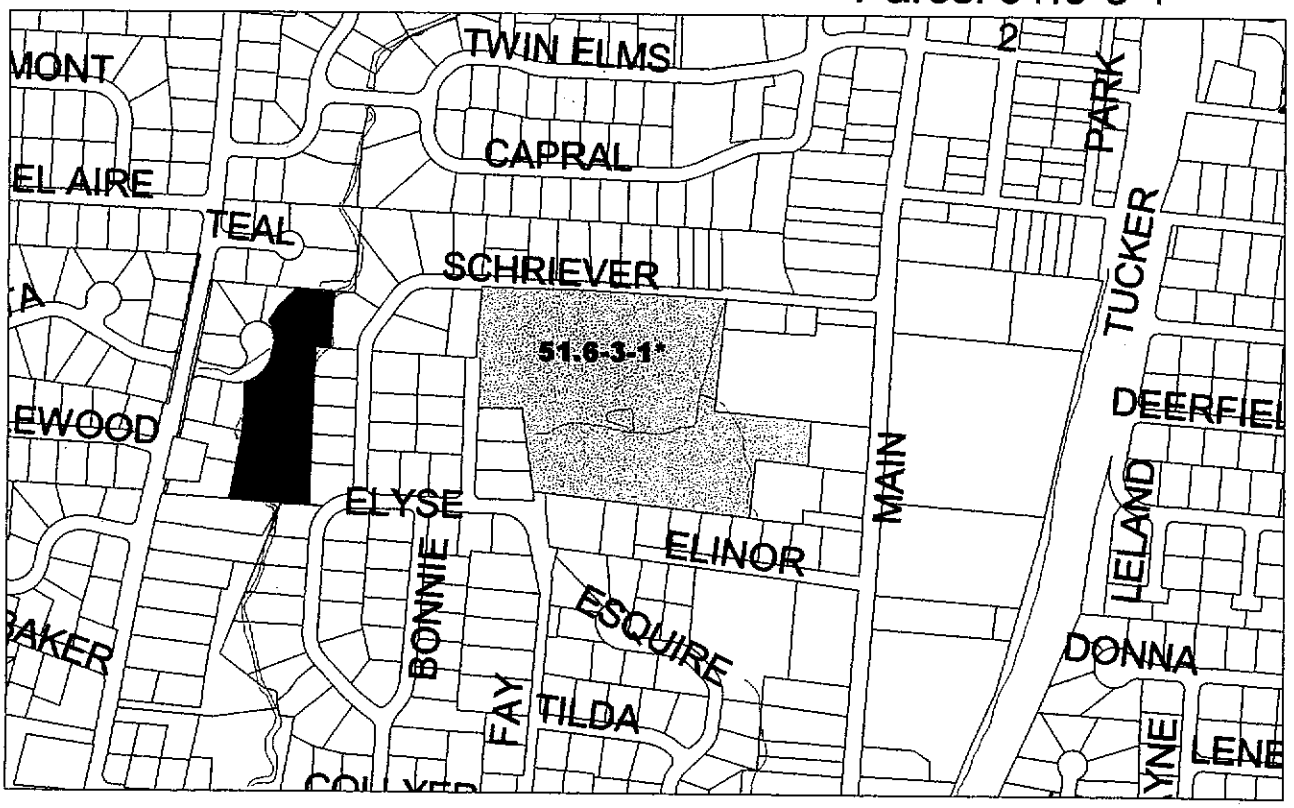
*Owner wrote to the Town on 11/1/00 requesting that this parcel be removed from consideration.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Jolima Inc. Parcel 51.6-3-1



*Owner submitted a written request to the Town that this parcel be removed from consideration on 11/1/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Overview

After considering all of the properties nominated in Valley Cottage, Rockland Lake and Upper Nyack, this subcommittee feels that preserving open space on West Hook Mountain will provide the greatest benefit. While all of the available property on the mountain should ultimately be purchased, the subcommittee has chosen four properties as the most important to purchase immediately. Acquiring these properties will:

- Protect a local treasure
- Continue the connection and protection of the unique Palisades Ridge
- Prevent development of West Hook
- Connect and improve multiple open space, park and recreation resources
- Improve links to existing parks and trails, including Hook Mountain State Park, Rockland Lake State Park and the Long Path
- Provide a better-connected corridor of linked greenway in the region.

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 59.8-1-31, 59.8-1-19

Owner: **Mazzucca, Michael and Mary**
Zoning: **R-160**
Size: **21.7 Acres, 3.1 Acres**

Attributes:

- Nominated by the Planning Board, Ad Hoc Committee and the public
- Key to preventing further development of West Hook and loss of the ridgeline, not only on the Southwest side, but also all across the top.
- Prevents the extension of Sherry Dr., a public road, and easy access to water, sewers and electric to the mountain top.
- Protects a highly visible ridgeline from further development.
- There is a stream on the property and many native species of wildflower
- Willing sellers
- Owner plans to subdivide and grant access road if property is not purchased by the town

Drawbacks:

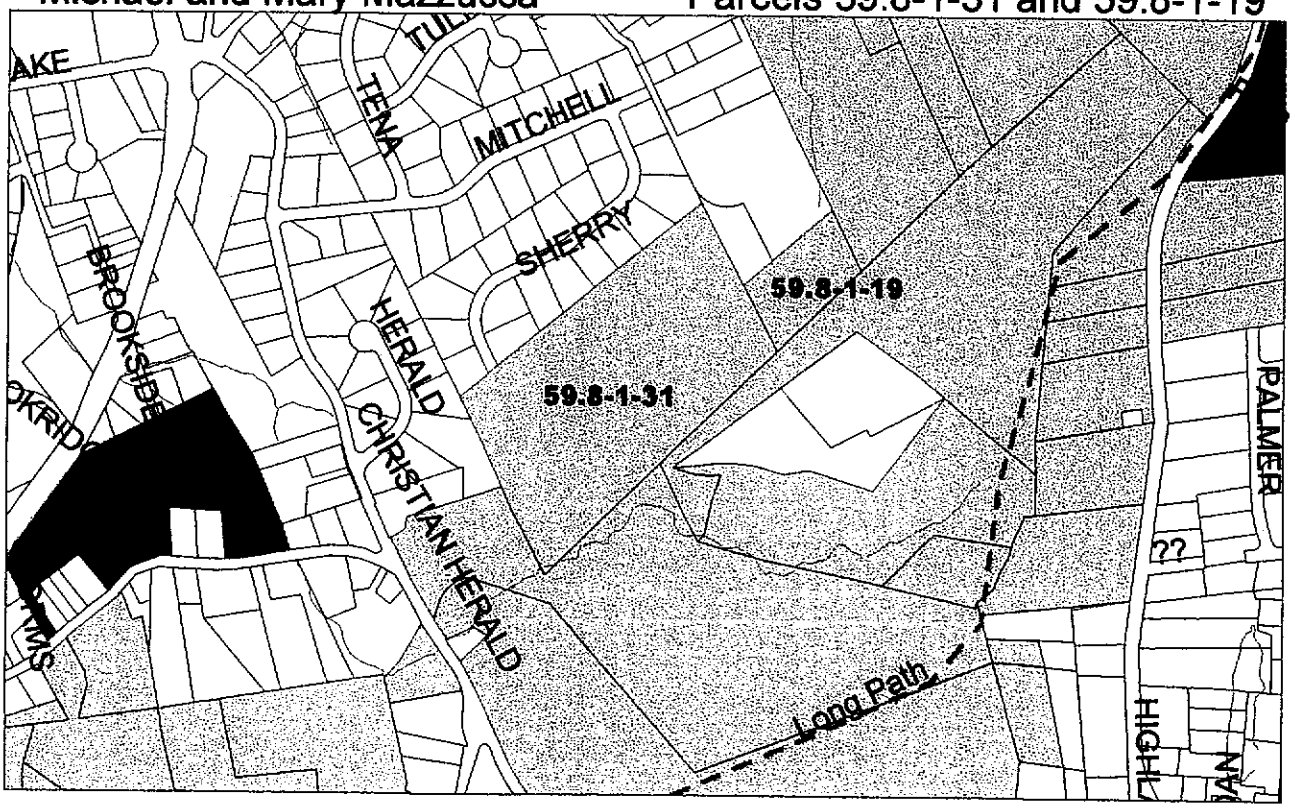
- House on property

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Michael and Mary Mazzucca — Parcels 59.8-1-31 and 59.8-1-19



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): 52.20-1-20* and 52.20-1-29-4*

Owner: **Phoenix Homes**
Zoning: **R-160**
Size: **15 Acres**

Attributes:

- These properties were nominated by the Planning Board and Ad Hoc committees. One was also nominated by the public.
- These two contiguous pieces contain the last natural trail way for wildlife and hikers from Lake Road in Valley Cottage to the summit of West Hook.
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path.)
- Slope provides the visual "background" for the surrounding neighborhood
- Proposed subdivision, currently before the Planning Board, has been scoped for significant adverse environmental impacts, including:

  Impact on water quality and storm runoff

  Construction of structures above the tree line, increased light pollution
- Proposed street system will open access to two adjacent sensitive properties which are also part of the entire West Hook project
- Stream and adjacent area slows water runoff and provides flood protection
- Creates new access to West Hook, so more people can enjoy the recreational opportunities.
- Parking for hikers could be inexpensively created.

Drawbacks:

* Owner has personally appeared at Town Board meeting to ask that property be removed from consideration and followed this with a written request on 10/26/00 of the same.

Revised 6/28/01

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Phoenix Homes Parcels 52.20-1-20 and 52.20-1-29.4

*Owner submitted a written request to the Town that this parcel be removed from consideration on 10/26/00.

Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Valley Cottage, Rockland Lake and Upper Nyack Subcommittees

Tax Lot(s): **59-08-1-29**

Owner: **Alimanestianu**

Zoning: **R-160**

Size: **25.9 Acres**

Attributes:

- This is the most dramatic piece on West Hook Mountain. It is the top of West Hook, facing East. Unspoiled, with a magnificent meadow. This has a world-class view and is visible as far as Westchester.
- Purchase will keep the mountain brow undeveloped
- As part of the Long Path, acquisition has been actively sought by the NY-NJ Trail Conference, the Historical Society of the Nyacks and the West Hook Preservation Association
- Protects habitat for plants and wildlife
- Offers unparalleled views of Hook Mountain, Upper Nyack and the River Towns
- Connects to existing open space (Hook Mountain, Rockland Lake and the Long Path)
- Reestablishes the route of a traditional hiking trail (the Long Path)
- Slows water runoff and protects areas of Valley Cottage and Upper Nyack from flooding
- Protects the public's view of the Mountain

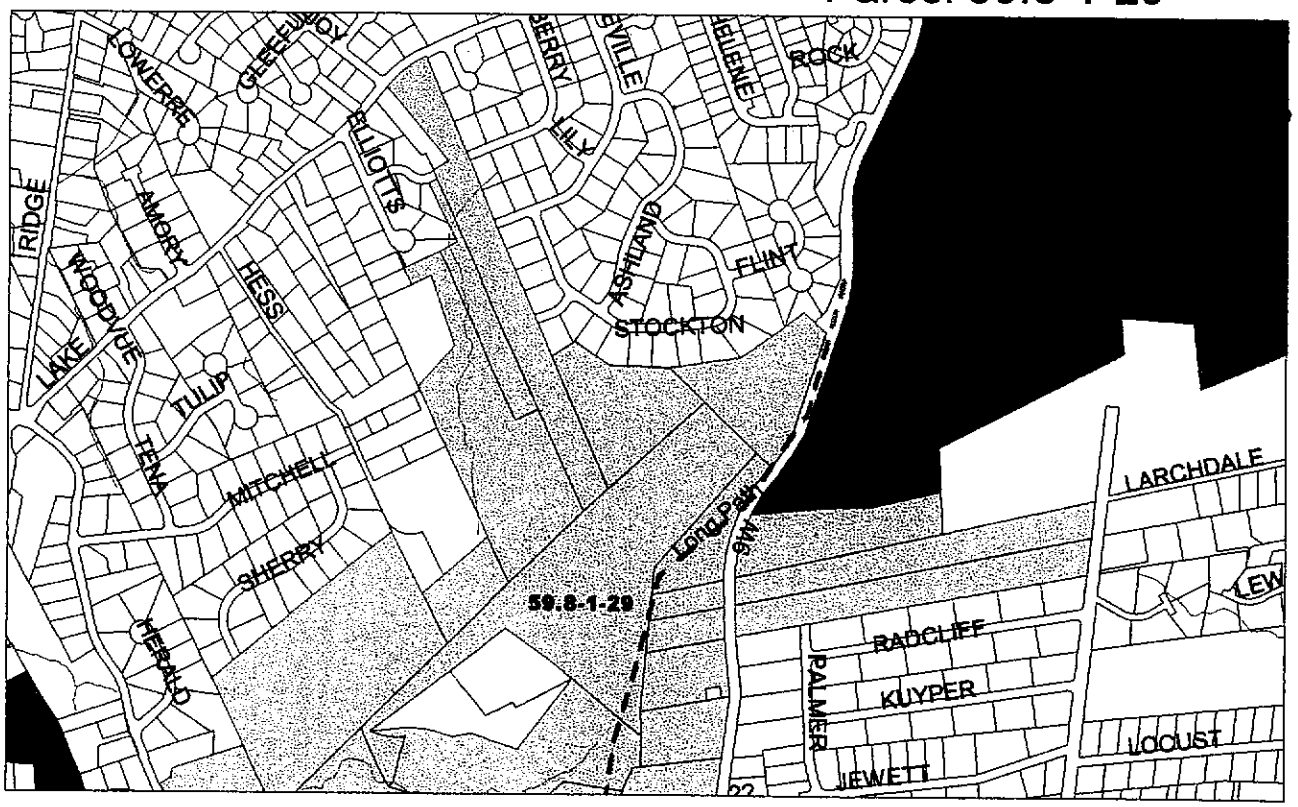
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Alimanestianu Parcel 59.8-1-29



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **58.16-1-61; 58.16-1-69**

Owner: **Hale, R.H.; Greany, Rosemary H.**

Zoning: **R-40**

Size: **10.3 Acres; 2.2 Acres**

Attributes:

- Parcels nominated by Robert Geneslaw
- Borders on Clarkstown South High School
- Adjacent to land owned by the County of Rockland
- Heavily wooded
- Stream edges both properties
- Location next to school lends itself to public use
- Insulates residents on Germonds Road from development
- Superintendent of Schools suggested that there might be some State funding available

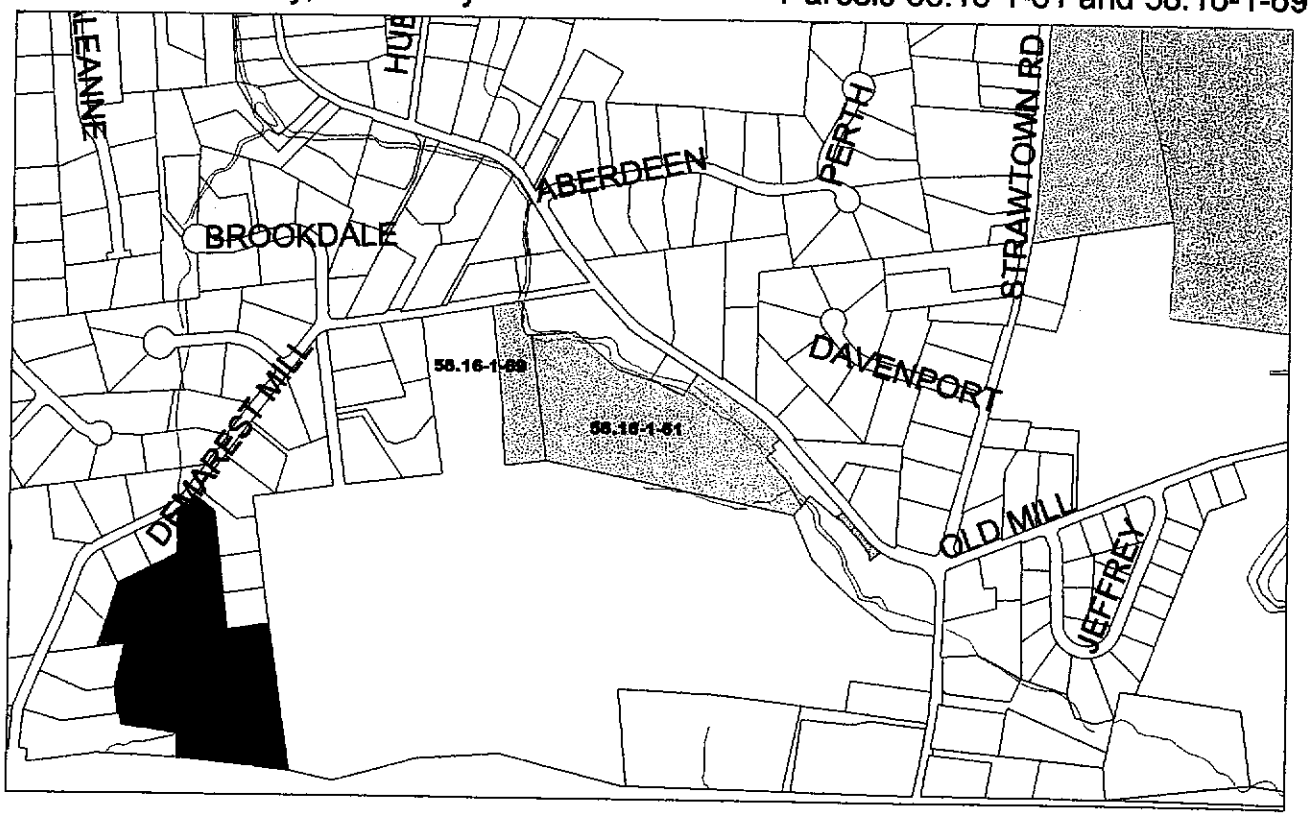
PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Hale, R.H.; Greany, Rosemary H.

Parcels 58.16-1-61 and 58.16-1-69



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **58.19-1-9**

Owner: **Reynolds Aluminum Development**

Zoning: **LO**

Size: **36.1 Acres**

Attributes:

- Parcel nominated by the public
- Largest parcel available in West Nyack
- Small lake and stream on property
- Could be partially developed, with Town selecting tenant

Drawbacks:

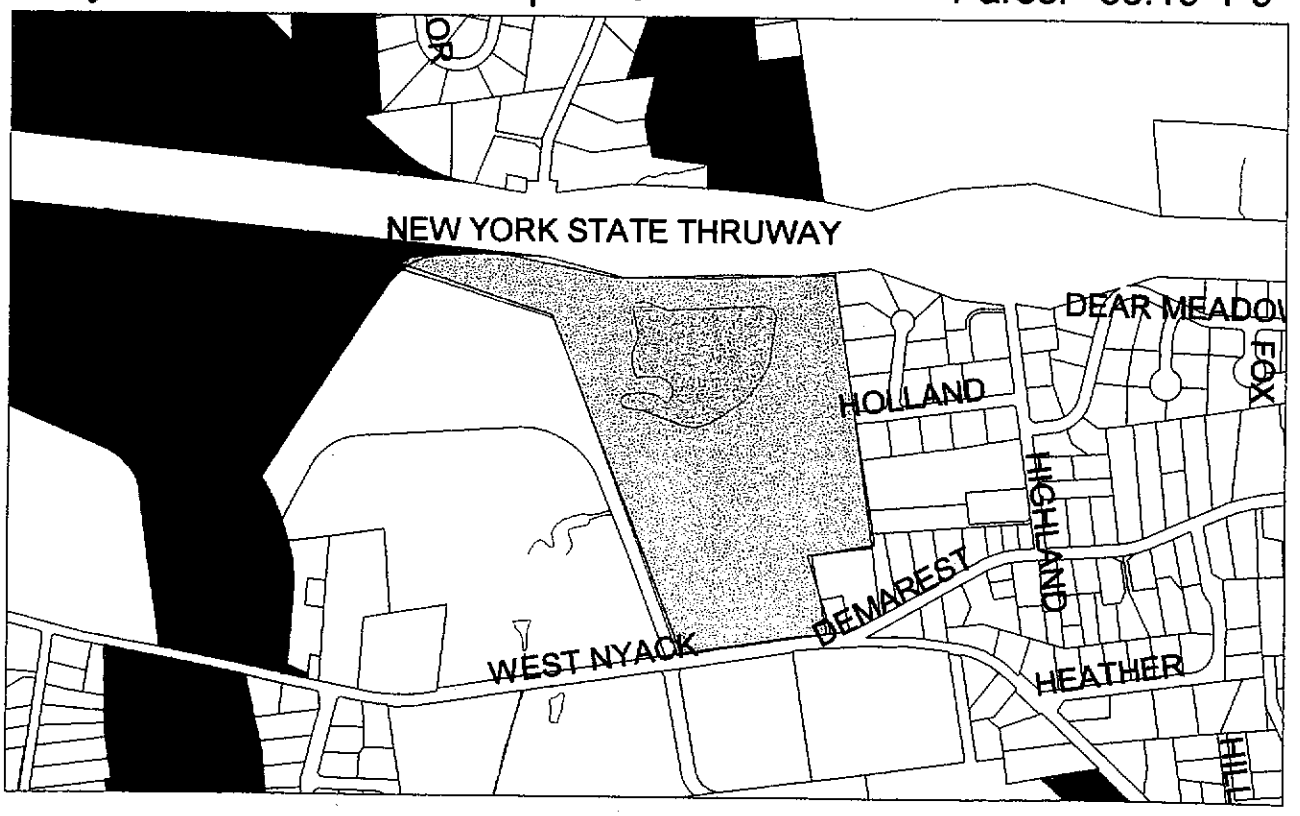
- Zoned light industrial. Protection would impact on the tax base of West Nyack.

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Reynolds Aluminum Development — Parcel 58.19-1-9



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **65.5-2-20; 65.5-2-21**

Owner: **Conlon**

Zoning: **R-15**

Size: **2.5 Acres; .9 Acres**

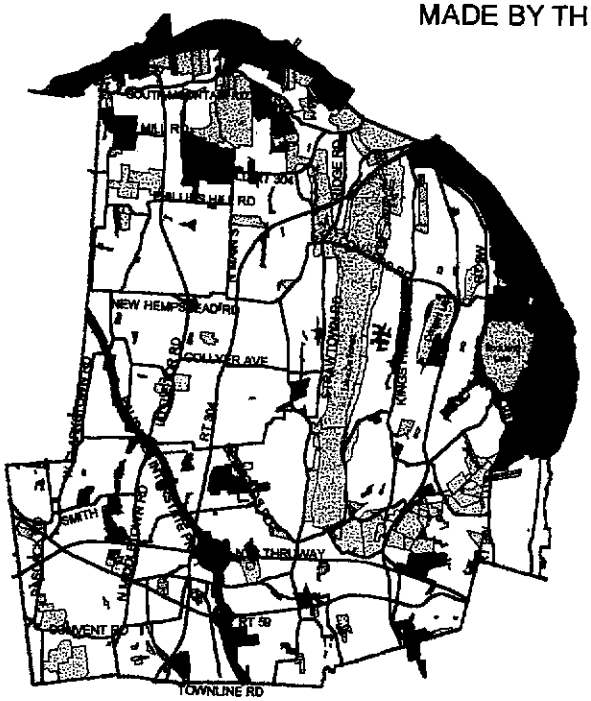
Attributes:

- Nominated by Clarkstown Planning Board, Comprehensive Plan and the Ad Hoc Committee
- Centrally located in Hamlet
- Would create a Village Green for West Nyack
- Both are currently vacant
- Properties have a stream and are wooded
- Located across from West Nyack Post Office
- Acquisition supported by many residents of West Nyack
- On Town's agenda for acquisition

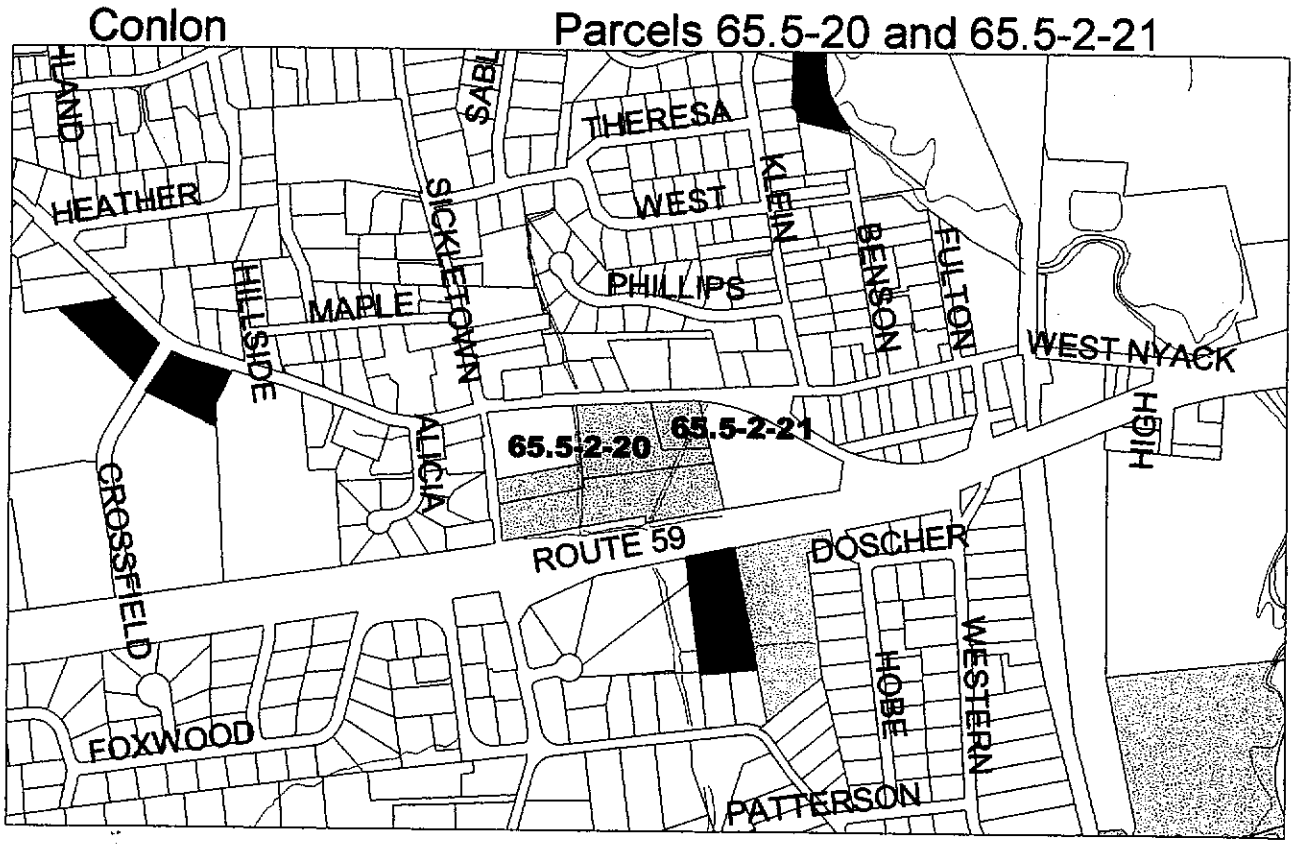
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

West Nyack Subcommittee

Tax Lot(s): **65.9-1-3 (Dosier Avenue)**

Owner: **Marla Realty**

Zoning: **R-40**

Size: **4.2 Acres**

Attributes:

- Nominated by Clarkstown Dept. of Environmental Control
- Federal Wetland with a stream
- Forested
- Runs parallel to Rte 59 and provides a greenbelt buffer and flood control
- Connects open space

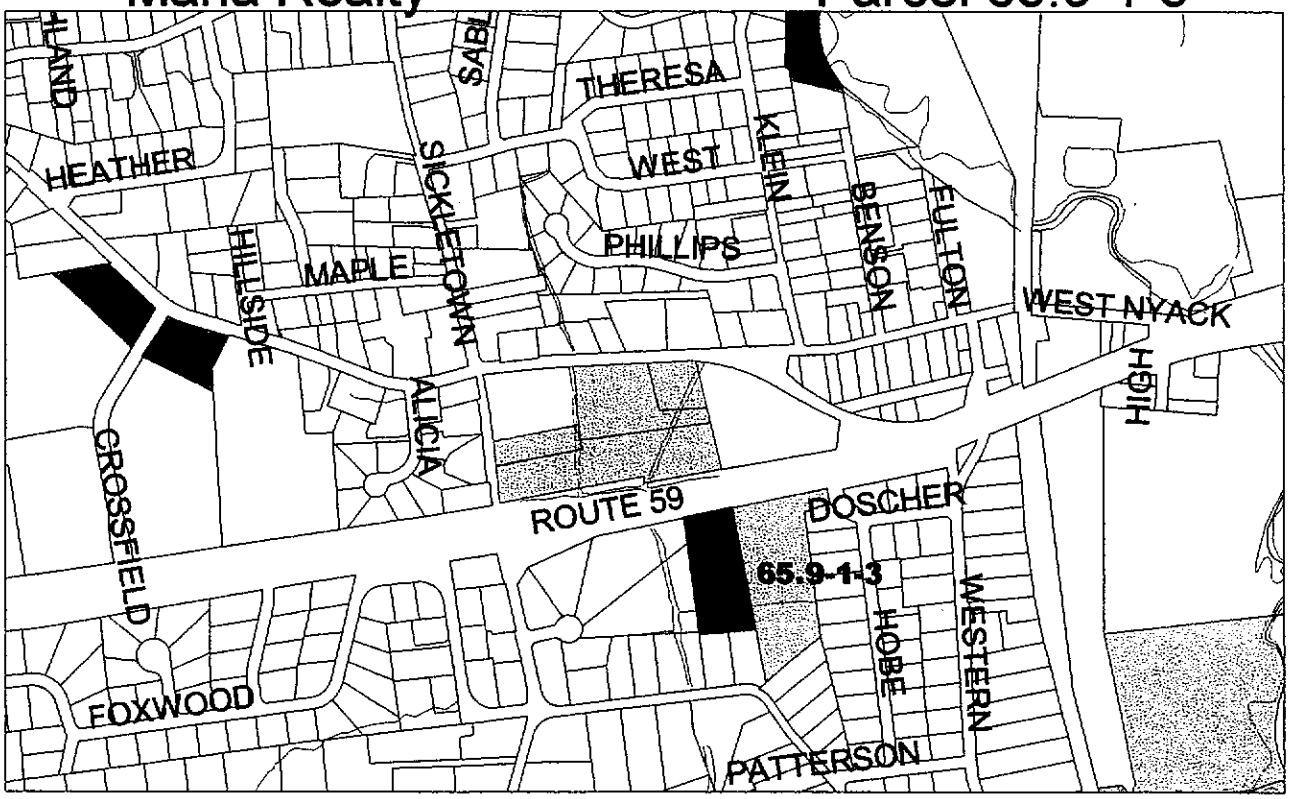
Drawbacks:

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

Existing Parks and Open Space
Nominated Parcels
Lakes and Ponds
Parcel Boundaries
Clarkstown Boundary
Major Roads
Rivers and Streams
★ = Approximate Parcel Location

Marla Realty Parcel 65.9-1-3



Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

Properties bordering Lake DeForest

Tax Lot(s): **Various**

Owner: **United Water Company; Rivervale Realty Co.; Corwick Realty Corp.**

Zoning: **R-160; M; R-160 and R-15**

Size: **Various**

Attributes:

- Immediate action needed to protect forested border of reservoir
- Complete or partial protection will shield drinking water supply from runoff of lawn chemicals and soil
- Protection will prevent bank erosion and sediment buildup due to clearing
- Currently underprotected, with clearing going on well within 100 feet of high water line, in direct violation of the water company's mandate to protect drinking water.
- United Water has settled with resident charged with causing $50,000 in damage to reservoir shoreline.
- Protection will retain current undeveloped view of reservoir

Drawbacks:

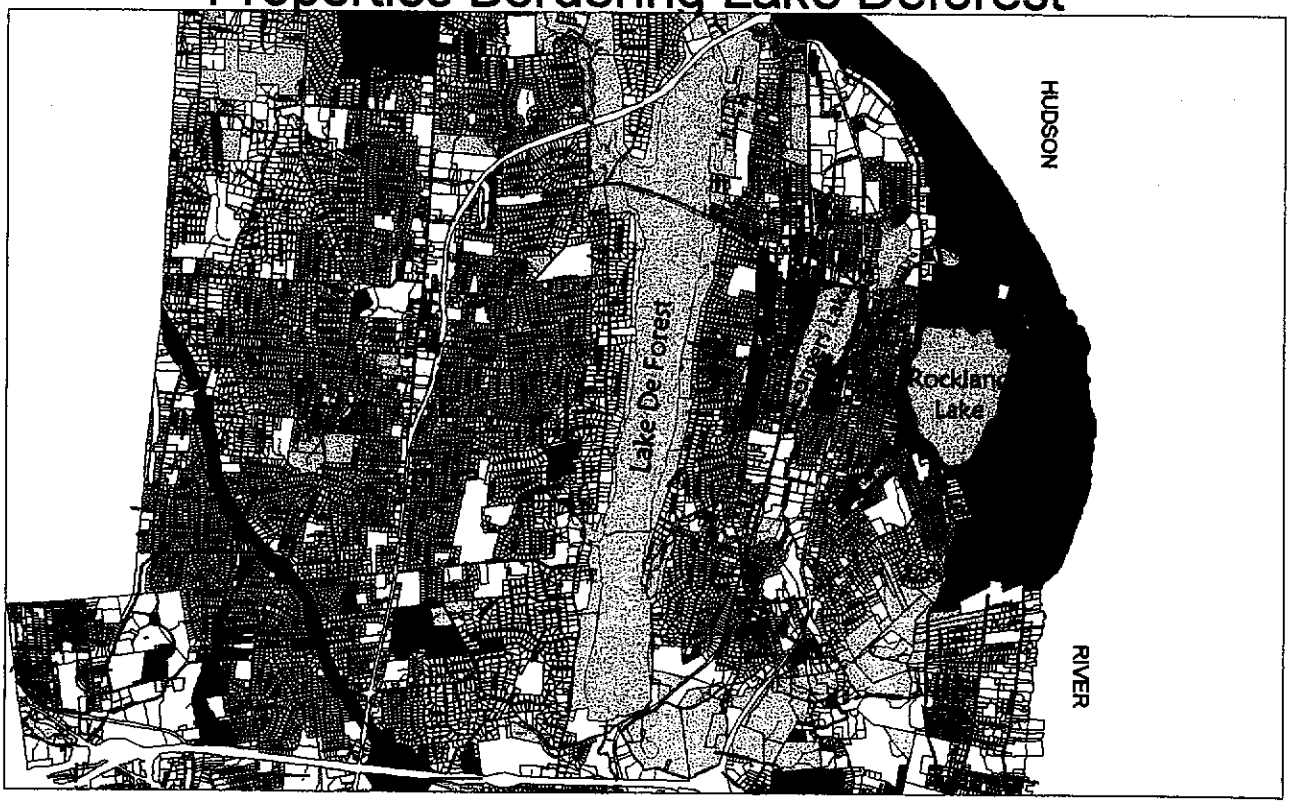
- Multiple owners

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE

- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Rivers and Streams
- ★ = Approximate Parcel Location

Properties Bordering Lake Deforest

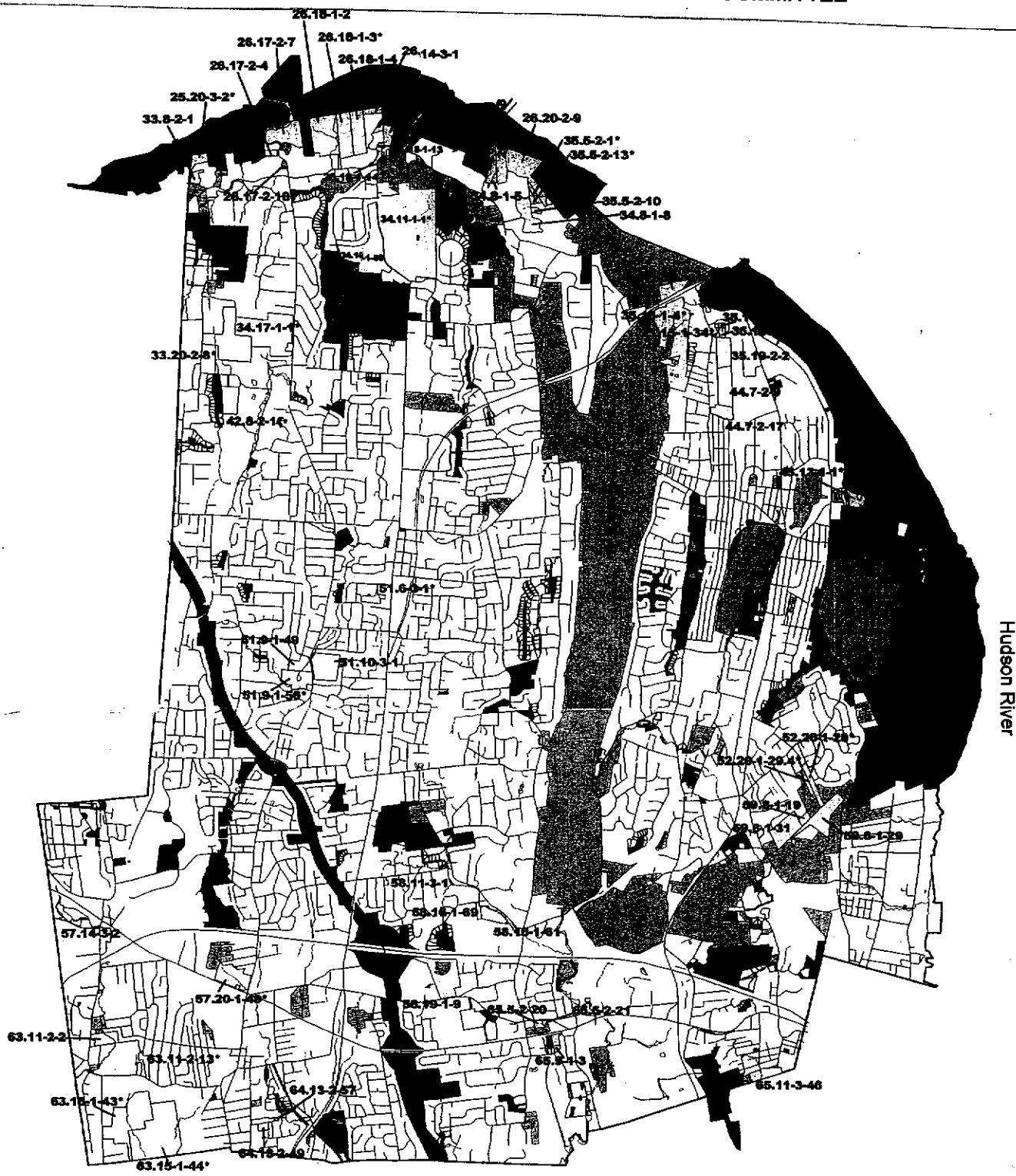


Robert Geneslaw Co.
June 2001

Basemap courtesy of Rockland County Planning
Parcel data: 6/97

PRIORITY RECOMMENDATIONS

MADE BY THE CLARKSTOWN OPEN SPACE ADVISORY COMMITTEE



LEGEND

- Priority Parcels Nominated by the Open Space Committee**
- Existing Parks and Open Space
- Nominated Parcels
- Lakes and Ponds
- Parcel Boundaries
- Clarkstown Boundary
- Major Roads
- Minor Roads
- Rivers and Streams

* Owners have written to the Town requesting that these parcels be removed from consideration.

** Not including Quarry and Water Company Lands

Robert Geneslaw Co.
June 2001
Revised 6/28/01

Basemap courtesy of Rockland County Planning Department

REPORT
STAFF ADVISORY COMMITTEE ON CLARKSTOWN OPEN SPACE ACQUISITION

This report is a summary of recommendations by the Supervisor's Staff Open Space Selection Committee. (The Staff Committee). Each Staff Committee member has a special knowledge or interest in open space matters. The report is the product of seven months' consideration by the Staff Committee of the factors it found to have a bearing on the short- and long-term aspects of open space protection in Clarkstown. The Report proposes a method for evaluating these factors and, thereby, to rank properties that have been proposed for open space acquisition.

Background: In 2002, a well-supported ballot question authorized Clarkstown to bond $22M of open space purchases.

The town had previously adopted a set of acquisition guidelines. (Guidelines.)

It also appointed a citizens' Open Space Committee (Citizens' Committee), which, after developing separate guidelines of its own, proposed certain acquisitions on a hamlet-by-hamlet basis.

Task: Acquisitions began almost the moment the bond issue was approved. But the properties so-acquired were selected by an ad-hoc process, not necessarily congruent with the Guidelines *or* with the recommendations of the Open Space Committee.

Supervisor Gromack wanted a more orderly selection process for open space acquisitions. He appointed a Staff Committee on Open Space Selection. It comprised Town Attorney John A. Costa, , Chair, Director of Finance Kenneth Seltman, Director, Department of Environmental Control Luke Kalarickal, PE, Director, Parks Board and Recreation Commission Charles Connington, Town Board Representative Rudy Damonti, Town Planner Jose Simoes, Planning Board Chair Shirley Thormann and DeputyTown Attorney Martus Granirer.

When the Staff Committee was formed, about $12M of the $22 M bond issue remained uncommitted.

Guidelines: The Staff Committee decided to accept the town's Guidelines, with certain modifications, and to urge the Town Board to amend the adopted Guidelines accordingly. Because the connection of open land has multiple values for the town as a whole, the amendments emphasize the importance of links that would connect open spaces. These amendments are:

Replace § 2 (A) through (I) with:

- Steep slopes.
- Wetlands.
- Ridgelines.
- Viewsheds, especially those visible ***for*** long distances, such as those seen from the Palisades Interstate Parkway.
- High places, especially those visible ***from*** long distances, such as High Tor, Hook Mountain and West Hook Mountain.
- Other places that display scenic qualities or from which they are visible.
- Land and water with potential for restoring wetland and other environmentally sensitive areas that have been altered or adversely affected.
- Mature woodlands.
- Land or water that supports biodiversity or special habitat for plants, fish or wildlife.
- Properties which can be restored or modified to support biodiversity or other environmental benefits.
- Land or water that provides habitat corridors.
- Land and water within a Critical Environmental Area (A specific geographic area designated by a state or local agency, having exceptional or unique environmental characteristics).

- Add CONSERVES WATERSHED to the list of attributes deserving protection.
- Change "PROTECTS HILLTOPS" to "PROTECTS HILLTOPS AND HILLSIDES" in the list of attributes.
- Emphasize that "SAFEGUARDS ENVIRONMENTALLY SENSITIVE RESOURCES" is an amalgam. It includes "CONSERVES BIO-DIVERSITY." It also contains Scenic Value, which needs emphasis.

Evaluation formula: In the interest of realism, the attributes of the land being considered must be examined within the context of circumstances prevailing at the time the land is to be acquired. That means taking account of seller unwillingness (which ends the acquisition process); of urgency; of possible gifts or acquisition bargains; of opportunities to collect taxes even after the land is protected, as would be the case if the land becomes state parkland; and of potential inter-agency acquisitions, in which the cost is shared.

In the formula, these circumstances become weighting factors, augmenting the values attached to the physical attributes of the land in question. That will increase score contrast for persons ranking the choices.

Local Recreation: Whether to make special allowance for possibly underprovided neighborhoods was an important Staff Committee topic. The Staff Committee concluded that open space money should be allocated strictly within the Guidelines, but that if parcels became available that would have local recreational benefit, even if left largely undeveloped, they were to be considered by the Parks Board and Recreation Commission as potential local parks, and, at the Commission's recommendation, the Town Board was then urged to consider their acquisition, but with money-in-lieu-of-land fees and not with open space money.

Conclusions: The Committee recommends certain measures to the Town Board.

1. The conduct of Clarkstown's Open Space Intitiative—and its results—have been valuable. The effort deserves to be continued.

2. Clarkstown's Open Space Acquisition Guidelines should be modified as suggested here.

3. The Open Space Fund must be carefully husbanded.

   - Open Space funding should become an element of the town's long-range capital planning program.
   - Every effort must be made to obtain grants of money and gifts of land; and to share costs and acquisitions with other agencies, both government and private.

4. This committee's primary job has been to formulate a process for selecting open space acquisitions. The result is this report, the draft revised guidelines and the accompanying selection form.*

   In developing these tools, the committee realized that prudent selection of open space holdings for Clarkstown is not a simple task. Because the choices are complex, time-consuming and, often, technical, the committee believes it would be helpful if it continued to advise the town board on actual acquisitions.

   As it does now, that Open Space Advisory Committee (the Committee) should include representatives of the Supervisor and the Town Board, the Parks Board and Recreation Commission, the Department of Environmental Control, the Planning Department, the Comptroller's Office and, individually, the Planning Board Chair, the Town Attorney and a Deputy Town Attorney.

   The Committee's effectiveness will be enhanced if it also includes, when and as needed, a naturalist with a background in bio-diversity or an organization dedicated to bio-diversity concerns, such as Hudsonia or Rockland County's Bio-Diversity Study Group. When necessary, the Committee should be enabled to consult with other specialists as well.

—January 12, 2006.

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* The committee is aware that its as-yet unused selection form may need revision based on experience.

Parcel name or designation: _____

Evaluation of suggested open space acquisition

Attribute	*Value (0-10 ea.)*	*Circumstantial index* **(CI)**	*Value (0-24)*	*Result*
▪ Connection or potential connection with other open space		1. Unwilling seller (zero) —disqualifies nomination		
▪ Conserves environ-mentally sensitive resources. *		*or*		
▪ Maintains or improves watercourse		2. Willing seller —sum of:		
▪ Conserves watershed		▪ Urgency (0 - 4)		
▪ Protects hilltop or hillside or both.		▪ Cost® (0 – 4 ea.)		
▪ Prevents floods or other drainage problems		☐ *gift of part or whole or price below appraisal*		
▪ Farmland		☐ *grant*		
▪ Historic or cultural place		☐ *assumption of taxes*		
▪ Limits sprawl		☐ *purchase cost shared*		
➔ *Incidental* †		☐ *low per-acre price*		
►*Available through redevelopment*				
►*Recreation*				
				TOTAL
(Sub-total)		× (sum of factors)	=	

* See Environmentally Sensitive Resource attachment.
† Apply only if either incidental accompanies at least one main attribute.
® Round to next higher whole number.

—Rev. 12.01.2006

CAMBRIDGE SYSTEMATICS

Clarkstown Comprehensive Transportation Plan

final

report

prepared for

Town of Clarkstown Planning Department

prepared by

Cambridge Systematics, Inc.

with

The RBA Group
Howard/Stein-Hudson Associates

July 2009

www.camsys.com

final report

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date

July 2009

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Executive Summary

E.1 BACKGROUND

In Clarkstown, New York, regional change finds itself at a crossroads. Growth is straining and blurring the boundaries between once rural and suburban neighborhoods, and global economic and environmental forces are changing expectations placed on public services and infrastructure. The Clarkstown Comprehensive Transportation Plan addresses transportation goals and strategies to improve and make available all types of travel. Based on the transportation network and current trends in demographics, the economy and travel, 11 long-term goals create a framework with which the Town of Clarkstown can guide policy decisions in the coming decades.

Roadway Network

The roadway network in Clarkstown is straining to keep pace with growth in the region, including automobile, truck, bus, and nonmotorized traffic. Clarkstown's 300 miles of roads are largely suburban in nature, where it is common to find winding residential streets, cul-de-sacs, and dead ends. Clarkstown has two Interstate Highways, including I-287, which traverses the Hudson River via the Tappan Zee Bridge, and the Palisades Interstate Parkway. Other highways in Clarkstown include U.S. Route 9W and State Routes (SR) 59, 303 and 304. Thirteen roads are maintained by the Rockland County Highway Department, serving as collector routes from smaller local streets. There are three roadways in Clarkstown with restrictions on vehicle heights, 12 roads with weight restrictions in place, traffic counters in 61 locations, and 21 locations with a high number of vehicle crashes.

Townwide Roadway Network Goals

Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, SR-59 corridor, and other parts of Clarkstown. Congestion creates slower travel times for motorists to and from major destinations in Clarkstown, especially where traffic on major thoroughfares diverts onto local streets. The Town wants to maintain a good level of service on local roadways while providing access to major routes.

Add to economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge (TZB) reconstruction and other regional transportation initiatives. Alternatives to expanding capacity of the TZB will be evaluated for many years. The Access to the Region's Core (ARC) commuter rail tunnel between New York and New Jersey will likely have implications for Clarkstown in the future as well. Clarkstown understands that transportation

operates at a regional scale and should become an active part of all regional transportation projects.

Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes. Most crashes in the Town do not result in human injury, but the incidents interfere with traffic flow and require costly response from municipal services. As population and businesses continue to grow in the area, more personal and freight vehicles will require access to the roadways. The town is prepared to improve points of conflict and designate appropriate uses of local roads.

Public Transportation Services

Public Transportation services operating within the Town of Clarkstown serve a vital function for local residents, workers and other travelers. Many Clarkstown residents depend on local transit services such as Transport of Rockland (TOR) and Clarkstown Mini-Trans for work, school, shopping, and entertainment trips. Line-haul bus services such as COACH USA carry New York City-bound commuters to the Port Authority Bus Terminal or the George Washington Bridge Bus Terminal in Manhattan, or to employment locations in Northern New Jersey. The TAPPAN ZEExpress carries commuters from Rockland County across the Tappan Zee Bridge to employment locations and Metro-North Railroad stations in Westchester County. New Jersey Transit and Metro-North operate commuter rail service from Nanuet to New Jersey and Manhattan.

Clarkstown continues to add residents and businesses, which in turn has increased travel by all modes. Fuel prices are expected to rise, the population of older adults is growing and "baby boomers" are nearing retirement. In addition, commercial centers are expected to expand along SR-59 and I-287. A strong public transportation network is essential to reducing congestion, minimizing pollution, and providing mobility to residents who are less dependent on their cars.

Townwide Public Transportation Service Goals

Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors. Over half of local work trips are to places in Rockland County and nearby towns. Trends in demographics will place pressure on public transportation to meet the local and regional mobility needs – for work, shopping, and recreation.

Provide for commuter transit services to regional centers that are accessible, efficient, and safe. Clarkstown's proximity to major highways, the TZB and the Hudson River provide excellent access to New York City and other major regional centers. Clarkstown should coordinate with other planning organizations and transit companies to ensure its development aligns with existing and future service.

Sidewalk and Pedestrian Facilities

The Town of Clarkstown street network, population, and mix of land uses and transit system provide a foundation for a walkable town, with comprehensive networks particularly in its Hamlet Centers. The sidewalk network generally provides a safe location for pedestrians to walk within a small geographical area, but robust connectivity between hamlets or residential areas and the denser commercial districts is lacking. Discussions with residents showed that requests for infrastructure and facilities related to walking and biking surpassed requests for roadway intersection improvements.

While the majority of the existing sidewalks are in good to fair condition, there are numerous locations elements that provide a barrier to walking. Some streets have missing sections of sidewalk, sidewalks in poor condition or obstructions such as utility poles that limit accessibility. The lack of curb ramps, except at major intersections, and limited access to crosswalks creates a barrier for those using assistive devices. The Town should ensure pedestrian paths that are free from obstructions, making sidewalks inaccessible for those using assistive mobility devices.

Townwide Sidewalk and Pedestrian Facilities Goals

Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations. Perhaps the simplest and most environmentally sustainable travel mode is walking. Creating a cohesive network of sidewalks and paths supports the development of Hamlet Centers, use of public transportation, access to parks, and meeting travel needs related to Clarkstown's changing demographics and economic structure.

Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities. Pedestrian facilities need to provide not only connections, but usable ones as well. Sidewalks are best accessed when they provide appropriate surfaces usable by people on foot and those using mobility devices; paths clear of obstructions enhance safety by reducing the need for pedestrians to enter the roadway.

Bicycle Facilities

The east side of Clarkstown is relatively well-served by bicycle facilities, with Route 9W providing a north-south bicycle route which connects to sections of the Hudson River Valley Greenway to the north and south. There also are two recreational bicycle trails both east of Route 9W, including the waterfront trail that connects Haverstraw to North Nyack and the loop road around Rockland Lake. However, recreational trails do not provide a viable means of transportation for would-be bicycle commuters.

As a transportation system, there is no designated network of bicycle routes, on street or off, connecting hamlet centers or other travel generators throughout Clarkstown.

Townwide Bicycle Facilities Goal

Create a cycling environment that is accessible, safe, and enjoyable. Cycling already is popular in Clarkstown, with access for local residents and visitors centered on Route 9W. The Town aims to make the cycling environment even better by providing regular maintenance, linking key neighborhoods and open spaces, and coordinating connections with Route 9W and neighboring communities.

Quality of Life

Approximately one-third of the air pollution in the region results from motorized travel. Other environmental effects of driving include excessive ambient noise, water runoff from roadways and parking lots, loss of nighttime darkness from street lighting, and waste from automobile maintenance and repair. Clarkstown is committed to preserving the natural resources that are essential to the area's quality of life.

Townwide Quality of Life Goals

Improve residents' health by reducing air pollution related to motorized travel. Clarkstown should improve air quality by reducing congestion, encouraging the use of public transportation, enhancing nonmotorized travel and facilitating regular monitoring. Noise from vehicles can reach unhealthy levels in some areas, calling for regular assessment of sound levels on major roadways. Appropriate street lighting also should be employed to maintain the rural environment.

Land Use

Land use in Clarkstown is comprised largely of low-density housing. Small, winding suburban roadways, often ending in cul-de-sacs, provide access to homes surrounded by private yards. These areas are punctuated by centers of more dense suburban development, often anchored by moderate intensity retail and other commercial uses. There are a number of government properties in the area, as well as land designated for public utilities and industrial activities.

The main areas of commercial use are located near I-287 and SR-59 near the southern side of the Town, and along SR-304 near the hamlet of New City. Informal analysis suggests that about a third of the commercial properties in each area are devoted to parking. While traditionally suburban or even rural, Clarkstown has opportunities to create centers of development that provide convenience, local character, and sustainable design, while maintaining the quality of life residents expect.

Townwide Land Use Goals

Develop Hamlet Centers with transportation options and connections. Clarkstown has been innovative in enhancing local land use and design regulations to create neighborhoods of more dense business and residential activity. These Hamlet Centers face the challenge of balancing spatial needs for various land uses with nonmotorized, automobile, large truck and bus transportation.

Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation. Clarkstown should align transportation with land use changes (density) to create sustainable travel and development patterns, minimizing congestion, and maximizing safety. While much of Clarkstown's land currently is developed, redevelopment opportunities may create changes in and demand for the local transportation network.

E.2 RESOLUTION STRATEGIES

The following strategies lay out a guide for future Town projects based on an analysis of Clarkstown's long-term transportation goals and current infrastructure gaps. Some strategies are site-specific, while others present policy tools to address future change. The strategies are grouped according to areas of transportation, as in the previous sections.

Roadway Network

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

Traffic congestion suggestions include working with state and county departments to maintain and create access management programs along the congested corridors that alleviate traffic at driveways, and maintaining appropriate signal timing for efficient, moderated traffic flows. Other strategies, also addressed in the public transportation section, aim to increase transit ridership and thereby reduce the number of automobiles on the road. Similarly, land use strategies that focus development in areas with a mix of shopping, work and housing opportunities – as well as transit access – can encourage less dependence on the use of automobiles.

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

Much of Clarkstown's economy depends on the ability to move freight and goods throughout the area. The economy is strongly supported by shipping of

consumer goods, and industrial supplies and products. Almost all of this freight, whether measured by value or by weight, moves by truck. All types of trips, including local distribution, deliveries, and freight passing through the Town, require a seamless network of roadways. In addition, local services such as utilities and waste disposal require routes that can efficiently and safely handle large vehicles. A congested local and regional road network, physical and locally imposed restrictions on truck movement and limited alternative truck routes can undermine Clarkstown's – and the regions – competitive economic position.

This Comprehensive Transportation Plan balances the needs of freight travel with the increasing numbers of drivers, cyclists, and pedestrians. All steps of visioning, analysis and prioritization process considered safe efficient truck routes with the fewest negative effects on the community. To this end, Clarkstown should work closely with Rockland County and neighboring municipalities to develop infrastructure on truck routes recommended in the Rockland County Freight Movement Study. The Town should continue to evaluate freight improvements, explore alternative routes, and consider shipping needs in the development of land use plans.

Public Transportation Services

Strategies for public transportation focus on improving bus travel times, increasing access to underserved areas, and improving bus operations. The suggested strategies for reducing bus travel times include creating bus-only lanes and pull-out areas during peak hours, focusing on portions of the congested corridors in Central Nyack, Nanuet and New City, as well as the access roads to Palisades Center Mall. The Town also should investigate a fixed bus stop system on the MiniTrans and TOR bus routes, as suggested by Rockland County studies.

Underserved areas have shortages of service to destinations used frequently by residents. One key strategy is to create a "Hamlet Circulator" to connect and encourage growing areas of development. Other areas to address include office developments on SR-303 near Congers and Valley Cottage, the SR-59 corridor to facilitate development following the Tappan Zee Bridge project, and the state and county parks located in Clarkstown.

Operational policy strategies address the frequency, hours and customer service aspects of the public transportation network. Key strategies include alleviating traffic congestion at key segments, coordinating transfers at existing hubs, expanding hours for routes on SR-303 and SR-304, adding intelligent transportation services (ITS) that use technologies to give minute-by-minute updates, bus locations, and create robust data collection to aid in service planning.

Sidewalk and Pedestrian Facilities

Given the extent of streets without sidewalks in the Town of Clarkstown, sidewalk construction should be prioritized first in areas that have the most

potential to serve pedestrians and where safety concerns arise. Therefore, sidewalk projects are high priority when within the hamlet centers, when within one-half mile of an above-average pedestrian traffic generator (e.g., transit stop, community center), serves a population using walking as a primary form of transportation, or completes or expands existing sidewalk connections.

Bicycle Facilities

All of the principal arterials in Clarkstown, the roads that most directly connect logical points of trip origin and destination, provide opportunities to identify safe shared use by bicycles and motorists. Recreational facilities are an important amenity for leisure activity and also can serve as a transition for riders who are not comfortable using on-street facilities. Connecting additional recreational facilities to generators and destinations via new on-street bicycle routes will encourage short on-street bicycle trips. This can shift the perception of cycling to that of a real transportation option, allowing new cyclists to use existing facilities to make safe and comfortable trips.

Quality of Life

Strategies for air and water pollution mitigation include collecting robust data sets to aid in project prioritization, improving public transportation service especially in congested corridors, and using roadside and paving design to minimize stormwater runoff. Strategies addressing noise pollution include implementing recommendations in the 2007 Rockland County Truck Route Study, while light pollution can be minimized by developing lighting standards that take advantage of technology and design elements available in street and structure lighting. Other strategies affecting quality of life in Clarkstown include improvements to the pedestrian and cycling networks to provide opportunities for active, transportation and exercise choices, and coordinating with regional authorities to maintain and publicize regional safety plans.

Land Use

Land use strategies focus on encouraging moderately dense, smart growth or transit-oriented development (TOD). The Town code encourages nonautomobile travel in Clarkstown's Hamlet Centers, with a mix of housing, shopping, employment, and recreational uses. The Town should find ways to apply Hamlet Center regulations more broadly, with specific focus on reducing parking requirements, increasing the mix of uses per building or parcel, increasing allowable building heights and increasing proximity to neighboring uses. Incorporating public transportation, pedestrians, bicyclists, cars and trucks into "complete streets" can move Clarkstown toward its transportation goals. The strategies should be supported by coordination between land development agencies and regional transportation planning organizations. In addition, the Town should explore having applicants for proposed development bear the cost

of developing transportation infrastructure as well as the costs of congestion and pollution due to increased automobile use.

E.3 POTENTIAL IMPACT

The strategies above each come with costs and benefits to the town in a variety of facets. Part of the overall planning process is to account for consequences in a way that minimizes unwanted effects and channels the results back into progressing the Town's goals for its transportation assets. The following sections describe briefly the key potential physical and social effects of the strategies above.

Roadway Network

Strategies associated with Clarkstown's roadway network have the potential to result in the greatest environmental and social impacts due to the high number of users and large amount of resources needed for construction and operation. Where road capacity is expanded or congestion reduced, there is potential to create "induced demand" as greater numbers of travelers take to the road because driving is easier. This will add to the amount of air, water and noise pollution generated. Adding to roadway surfaces also may increase storm water runoff due to these impervious surfaces. Increasing roadway speeds also increases the risk of injury due to crashes with vehicles, pedestrians and wildlife. Social effects to consider involve the allocation of resources to transportation projects that benefit the greatest number of residents.

Public Transportation Services

Improving transit service may increase the number of miles driven by local buses, adding to the associated pollution resulting from vehicle operations. Bus engines also create noise levels similar to trucks. Where parking facilities and bus stops are constructed, the development of land may have environmental effects, as does the addition of standard paving that increases storm runoff. Storing and servicing buses requires additional land development that can create local nuisances such as noise, odors and increased traffic. Finally, the addition of a "hamlet circulator" involves new vehicles and planning, requiring a substantial amount of effort, finances, and time.

Sidewalk and Pedestrian Facilities

Sidewalks and curbs channel storm water in the roadway that would ordinarily runoff into the soil. Other physical impacts include encroachments on existing trees, landscaping, fences and walls. While many of these obstructions that are close to the curb or edge of pavement may actually be within the town's right-of-way, it is important for the Town to be accommodating. Finally, some residents have moved to Clarkstown to enjoy the suburban environment may oppose sidewalks because they suggest urban levels of foot traffic, noise, and concrete.

Bicycle Facilities

The feasibility of bike trails, lanes and parking is heavily influenced by the degree to which a variety of environmental concerns can be avoided. Such concerns may include but are not limited to potential impacts to local ecology, the presence of possible hazmat/brownfield sites, effects on drainage, the availability of public right-of-way and the possible need for acquisition, conformity with local land use and zoning regulations and the presence of sensitive historic and/or cultural resources. Class 1 (off-street) trails are likely to require environmental assessment, particularly if the proposed facility is within designated parkland or where right-of-way is not already defined. A Class 2 (separated) lane should be preferred on roadways with a minimum shoulder of four feet, as capital work would not be required. If constructing a shoulder is necessary and feasible, the potential impacts described in the Roadway Network section should be considered.

Quality of Life

As the strategies addressing quality of life in Clarkstown are largely aimed to reduce transportation-related secondary effects, there are few impacts of the recommendations. Possible impacts are addressed in the preceding paragraphs.

Land Use

The impacts of the land use recommendations to create denser, walkable, and transit-accessible centers of development increase the amount of developed land in a small area. Increasing impervious and paved surfaces, storm water runoff can lead to localized flooding, groundwater contamination, or severe soil erosion. While nodes of development – as recommended in Smart Growth and Transit-Oriented Development guidelines – encourage trips by transit and walking, the density of attractive destinations also can increase automobile trips, leading to environmental impacts described in the Roadway Network section. There also can be a scarcity of parking due to competing land uses, which can reduce retail customer access. Social impacts include the loss of open space and increase in rents.

E.4 PROPOSED MITIGATION

The impacts above can be addressed by developing strategies that lead to positive changes in the transportation network and related infrastructure. The mitigation steps below provide a framework for addressing concerns.

Roadway Network

While roadway capacity can free up space for traffic or encourage use, other factors can influence individual decisions to drive. Strategies affecting parking supply, pedestrian and bicycle infrastructure and transit services should be

applied by the Town as ways to maintain efficient traffic levels. To address storm runoff, the Town can create and apply roadside and catchbasin design that diverts runoff in an environmentally sensitive way. Continual monitoring and cooperation with New York State environmental offices can help address issues before they become critical.

Where capacity increases are planned, effective enforcement and education programs, such as community "Street Smarts" programming, can maintain safe driving practices. To ensure that roadway strategies are socially equitable, the Town should participate in all required impact studies and reach out to local leaders and community members for input in the planning and design process.

Public Transportation Services

To mitigate the addition of bus service in Clarkstown, the transit agency should explore the use of hybrid-electric and other alternative fuel vehicles for any new purchases or rebuilds. The Town should conduct and participate in all comprehensive planning and outreach processes for the siting or expansion of new bus facilities or routes to ensure community input and support. While these processes are time-consuming, exploring temporary service adjustments or trial runs to augment service can enhance the planning stages.

Sidewalk and Pedestrian Facilities

The impact of additional stormwater is commonly handled by adding to the stormwater collection infrastructure through the use of catchbasins and underground storm sewers. In most cases engineered solutions can preserve much of the exiting character these elements provide while still accommodating a sidewalk that the meets the ADA guidelines. Consensus building through outreach and education programs can bridge the gap between the benefits of a safe and walkable community and the stigma that sidewalks may hold for some residents.

Bicycle Facilities

Stormwater and environmental mitigation solutions are described in the above paragraphs. Consensus building through outreach and education programs can be used to publicize the benefits of a safe and walkable community and minimize negative connotations that bicycle use may hold for some residents.

Quality of Life

Possible mitigation strategies are addressed in the preceding paragraphs.

Land Use

The competition for space inherent in Smart Growth plans must be addressed early in the visioning and planning process, to incorporate a mix of land uses and transportation modes into design and land use policies. The Town should

consult with leading suburban communities implementing Smart Growth strategies, elicit community input, and create phases of development that can be adjusted to meet local needs. Enhanced data collection on transportation resources will enhance the process and assist in monitoring the results of future development. Environmental impacts of increased land cover can be addressed through roadside and catchbasin design that diverts runoff. Roadway planning also should incorporate and take into account the preservation of local open spaces to enhance local social interactivity.

Conclusion

The vision and goals of the comprehensive transportation plan were developed not only by studying the Town's existing transportation infrastructure, but also by considering community wants and needs. The analyses performed identified system limitations and resources that were then used to develop implementable projects. The long-term impacts of each of the proposed projects were studied to determine potential negative impacts on the community, considering the social, environmental and economic issues that may arise in conjunction with transportation projects. Proposed projects were then prioritized based on how well the project would further the Town's vision and goals, while minimizing negative impacts on the community. Each step of this process was crucial to presenting a reasoned and well-informed list of potential actions to improve Clarkstown's transportation network and connections throughout the region.

1.0 Existing Conditions Inventory and Report

1.1 ROADWAY NETWORK

Clarkstown has nearly 300 miles of roads in an area of 41 square miles. Local roads are maintained by the Clarkstown Highway Department. The local street network is largely suburban in nature, where it is common to find winding residential streets, cul-de-sacs, and dead ends. Clarkstown has two interstate highways that provide access through and to the town. Four major roadways are maintained by the New York State Department of Transportation, and five are maintained by the Rockland County Highway Department.

Table 1.1 Major State and County Roadways in Clarkstown

Roadway Name	Jurisdiction	Length (Miles)	Lanes (Not Including Turn Lanes)
Palisades Interstate Parkway	NYS PIP Commission	5	4
I-287	NYS Thruway Authority	5.5	6
U.S. 9W	NYS DOT	6	2
SR-59	NYS DOT	6	2-6
SR-303	NYS DOT	6	2-4
SR-304	NYS DOT	7.5	2
CR-23	Rockland County	6	2
CR-27	Rockland County	2.5	2
CR-33/33A	Rockland County	8	2
CR-35/35A	Rockland County	4.5	2
CR-80	Rockland County	8	2-3

Source: New York State Department of Transportation

The two interstate highways in Clarkstown are the Palisades Interstate Parkway and Interstate 287/87. The Palisades Interstate Parkway (PIP) traverses Clarkstown diagonally after originating at the George Washington Bridge and running to Bear Mountain where it intersects with U.S. Route 6/202. The speed

limit is between 50 and 55 miles per hour (mph). The PIP has two 12-foot lanes in each direction (northbound and southbound). Rights-of-way average 400 feet wide and opposing roadways are separated by wide medians and are enclosed by a dense buffer of naturally occurring vegetation. The parkway continues to provide access to thousands of acres of parkland and is a major transportation route from the northern part of New Jersey to Bear Mountain State Park. Only passenger cars are allowed on this roadway. According to the New York State Office of Parks, Recreation, and Historic Preservation, the Palisades Interstate Parkway has encouraged orderly suburban growth and preserved natural areas for public benefit.

Interstate 287 (I-287) runs east-west through Clarkstown in conjunction with Interstate 87 (I-87), also called the New York State Thruway. The speed limit is 55 miles per hour. For most of its length through Rockland County, there are three lanes in each travel direction (eastbound and westbound) with a shoulder of approximately 12 feet on either side. A marked median of approximately 15 feet divides the travel directions with a metal traffic barrier extending the majority of the roadway. The right-of-way crosses with other roadways 12 times within the town boundaries, plus one water and two railway crossings. The crossings include 12 bridges over the Interstate, and 6 bridges over other rights-of-way. Four major interchanges are located along the Thruway in Clarkstown, providing access to the Palisades Interstate Parkway, Route 9W (9W), State Route 59 (SR-59), and State Route 303 (SR-303).

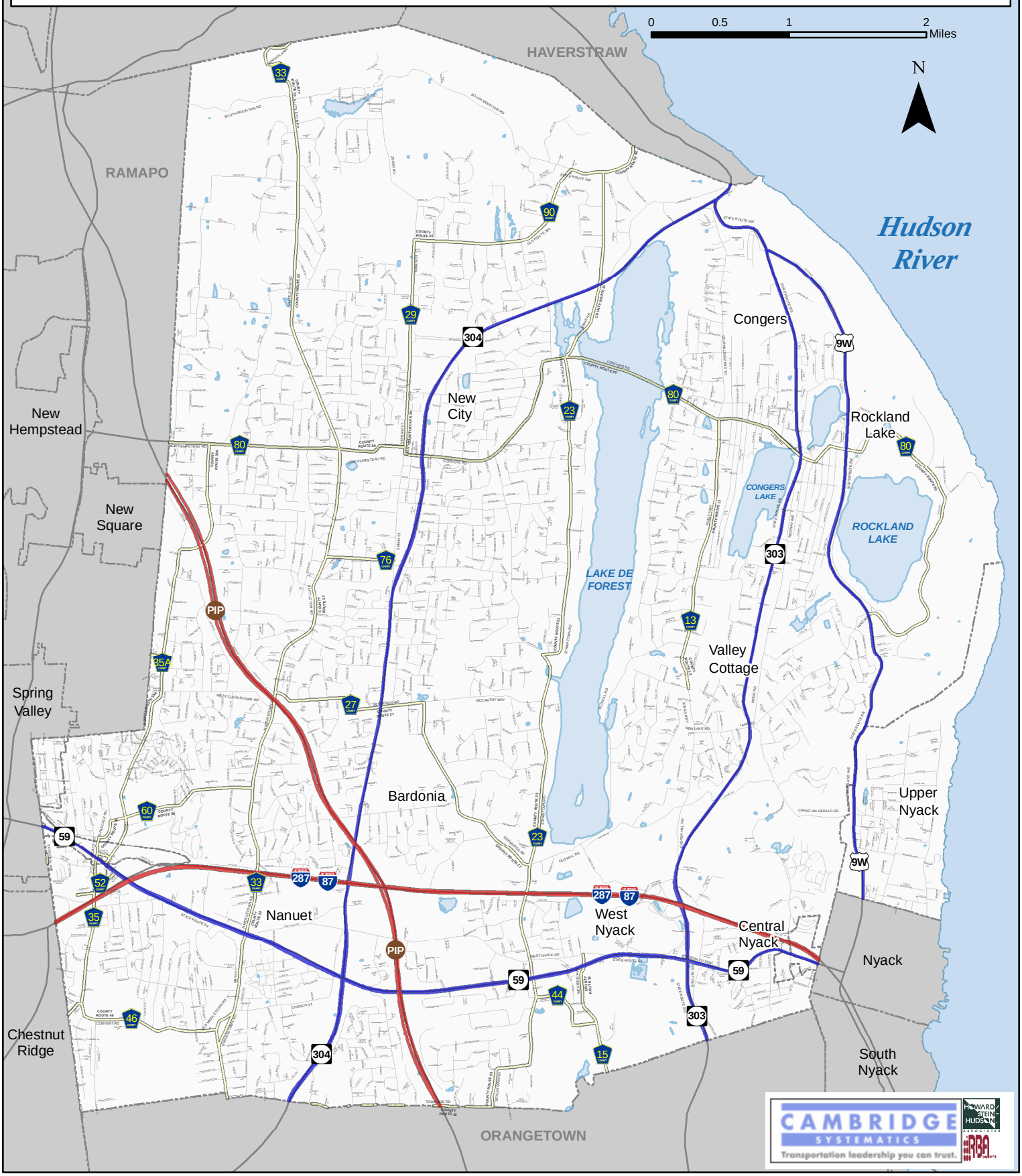
The interstate highways meet approximately 10 miles to the west of the Clarkstown border near Suffern, New York, where I-87 extends north through New York State to Canada, passing through Albany and the Adirondack Park Preserve. I-287 travels southwest through New Jersey, heading east in central New Jersey and intersecting with Interstates 80 and 78 – both major connectors west – and Interstate 95 (a.k.a. "New Jersey Turnpike"), a major north-south thoroughfare running between the northeast and southern United States. I-287 and I-87 diverge approximately seven miles to the southeast of Clarkstown on the east side of the Hudson River, after crossing the Tappan Zee Bridge. I-287 continues east through Westchester County, terminating at I-95. I-87 extends south to New York City.

Figure 1.1
Roadway Network
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend
- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary



An important regional development affecting Clarkstown is the Tappan Zee Bridge/I-287 Environmental Review Project. The study is investigating the future of the deteriorating Tappan Zee Bridge and portions of the I-287 corridor. The Westchester Rockland Tappan Zee Futures Task Force released the preliminary results of the study in September 2008 and suggested the team focus on replacing the bridge to accommodate greater traffic demand, enhanced bus lanes, and commuter rail connections to New York City. In the long term, the improved traffic flow and transit services will facilitate travel to and from Clarkstown to Westchester County, New York City, and New England. A Final Environmental Impact Study (FEIS) is expected to be completed in 2010. The New York State Department of Transportation (NYSDOT) is planning an initiative to help municipalities evaluate opportunities for Transit-Oriented Development associated with transit enhancements from the project. Clarkstown will participate in this initiative and the FEIS in order to communicate the Town's priorities.

State highways in Clarkstown include 9W, SR-59, SR-303, and State Route 304 (SR-304). Route 9W traverses the eastern edge of the Town through the hamlets of Central Nyack, Valley Cottage, Rockland Lake, and Congers. The highway parallels the Hudson River from the New Jersey side of the George Washington Bridge (Fort Lee, New Jersey) on the southern end to the City of Albany, New York to the north where it intersects with State Route 9 (SR-9) and State Route 20 (SR-20). It has a speed limit ranging from 30 to 55 mph. It parallels the Palisades Interstate Parkway south of Clarkstown, and is a popular route for cyclists due to the wide roadway shoulders and slower vehicle travel speeds.

SR-59 runs east-west through the south end of Clarkstown, passing through the hamlets of Central Nyack, West Nyack, and Nanuet. The speed limit ranges from 30 to 55 mph. The road meets an interchange approximately eight miles west of Clarkstown, where travelers have access to other north or southbound highways. Major interchanges within the town include I-287, the Palisades Interstate Parkway, and SR-304. SR-59 provides access to numerous retail, office, and industrial areas, including the Nanuet Mall, Rockland Plaza, Palisades Center, and the Spring Valley Marketplace. The roadway has three 12-foot travel lanes in each direction with up to two additional turning lanes in the west, and is only two lanes east of the Palisades Interstate Parkway. Traffic flow is separated by a 15-foot raised median west of the Palisades Interstate Parkway.

SR-303 follows a north-south route across the eastern half of Clarkstown, crossing the border between New York and New Jersey parallel to 9W. The speed limit is 35 mph in dense areas and rises to 55 mph in less developed areas. The roadway has two lanes in each travel direction with a narrow shoulder in some sections, and one lane in either direction with striped medians and shoulders in dense traffic areas north of I-287. The roadway extends from an intersection with 9W in Congers southward through Valley Cottage to Orangetown and the Hamlet of Tappan where it becomes two-lane Bergen County (New Jersey) Route 505 and continues south. Major interchanges occur with I-287 and SR-59. Population and employment continues to increase along

the route and has, therefore, become a major route for commuter travel and commercial traffic, as well as a draw for commercial and residential development. According to various studies and community input, concerns over traffic safety and operational problems, along with quality of life issues are important in surrounding communities.

SR-304 has one terminus at an intersection with 9W just north of Congers in Clarkstown. The speed limit ranges from 35 to 55 mph. The roadway extends from there at an angle to the southwest past Lake De Forest, and then runs north-south through New City, Bardonia, and Nanuet. The roadway has one travel lane in either direction with a wide shoulder in the northern area of Clarkstown. It becomes wider (approximately 55 to 75 feet wide) with a striped median and turning lanes at intersections as it arrives at New City and continues south. It crosses over the Palisades Interstate Parkway and I-287 and crosses the border into New Jersey, narrowing similar to SR-303. The roadway passes through dense semi-urban development in New City, including shopping and office park destinations.

In addition to State roads, Rockland County roads connect many of the residential areas of Clarkstown. Strawtown Road (CR-23), Middletown Road/Little Tor Road (CR-33), and West Clarkstown Road (CR-35) offer north-south routes into hamlet centers and each cross through New City, Bardonia, and Nanuet. Germonds Road (CR-27) links Strawtown Road and West Clarkstown Road, while Congers Road (CR-80) traverses the Town from Rockland Lake to Ramapo, New York. Congers Road crosses Lake De Forest on its northern end on a causeway. The speed limit for all of these roads is 30 mph.

Roadway Characteristics

As part of the inventory of transportation assets, the study team compiled additional roadway data, such as vehicle height restrictions, steep grades, and weight restrictions. This information was received primarily from the Rockland County Truck Route Study and the Rockland SR-59 Corridor Study. The information is summarized below and illustrated in Figure 1.2.

- There are three roadways in Clarkstown with restrictions on vehicle heights, including the intersection of South Pascack Road and Lawrence Street near Smith Road (CR-60) and SR-59, a portion of the Palisades Interstate Parkway near the southern border of Clarkstown, and on Western Highway at the intersection with SR-59.
- Nine intersections in the Town were analyzed as part of the transportation plan. These can be found in Section 1.3. Four of the intersections are located in the Hamlet of Nanuet, three in New City, one in Central Nyack, and one in Valley Cottage.
- Rockland County collects traffic count data in 61 locations in Clarkstown, with the majority located on SR-59, Middletown Road (CR-33), New Hempstead Road/Congers Road (CR-80), and the Palisades Interstate

Parkway. Steep grades are marked in only two locations in this area, on Central Highway (CR-33) near the northern border of the Town, and on New Hempstead Road between Phillip Hill Road and Little Tor Road.

- Twelve roads in Clarkstown have weight restrictions in place, including eight for up to 10 tons (Kings Highway, Western Highway, Strawtown Road, Germonds Road, Middletown Road, West Clarkstown Road, Collyer Avenue, and Haverstraw Road). There are four roadways with restrictions above 15 tons, including Strawtown Road, Middletown Road, part of West Clarkstown Road, and part of New Hempstead Road.

Accident "Hotspot" Identification

Transportation safety has been identified by citizens as an important area in need of further attention. To further that goal, an accident analysis was performed to identify existing traffic safety hazards.

Methodology

Accident records were obtained from the Clarkstown Police Department. The records cover all accidents in the years 2006 and 2007 and included information on location, time of day, date, and whether injuries occurred. These data were imported into geographic information system (GIS) software and analyzed. Further background data were downloaded from the U.S. Census Bureau and the New York State Geographic Information Clearinghouse. The files were used to project the accident data onto viewable maps that include political boundaries, roads, and other roadway characteristics (Figure 1.2).

Accidents included in this report were recorded by the Clarkstown Police Department, and do not include incidents occurring on the Palisades Interstate Parkway or I-87, as those roads fall under the jurisdiction of the New York State Police and data were unavailable.

In order to identify the location of accident "hotspots," the number of occurrences for each intersection listed in the accident reports was counted. The accidents were then grouped into three quantile groups, each representing one-third of the total number of accidents.

Analysis

Injuries

Of the 4,528 accidents that occurred in the two-year period, 777 involved at least one injury. The data did not allow for more rigorous analysis regarding number of injuries or fatalities involved in these accidents. The following section provides more location-specific injury analysis.

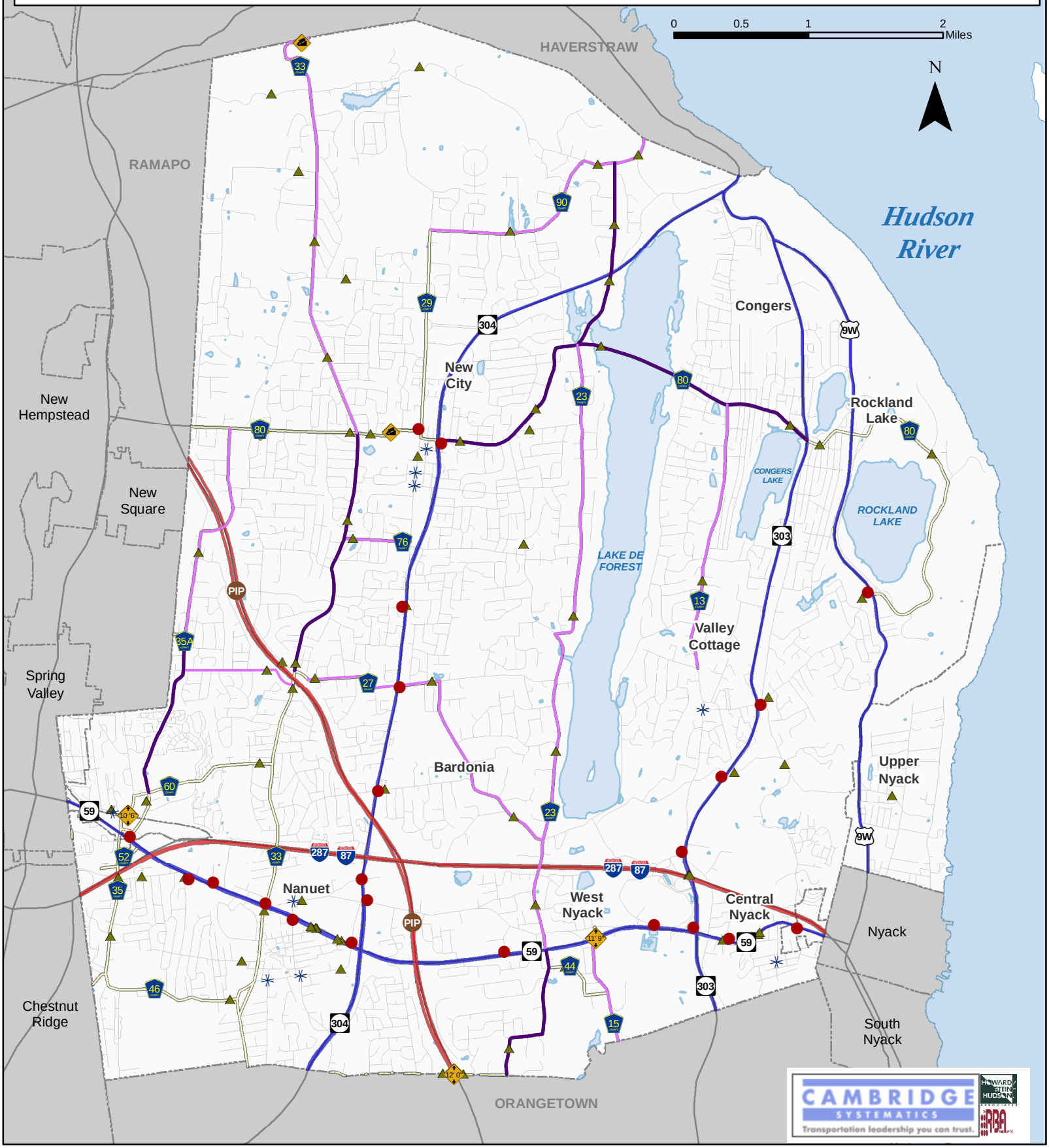
Figure 1.2
Roadway Characteristics
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- Height Restrictions
- Intersection Analysis
- Traffic Counts
- Steep Grades
- High Accident Locations
- Weight Restrictions
  - 10 Tons
  - 15 Tons
- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary



Accident Hotspot Identification

Three classifications were developed based on the total number of accidents over the two-year period. The classifications are: 1 to 4 accidents; 5 to 17 accidents; and greater than 18 accidents. For the purposes of this analysis, the largest classification, greater than 18 accidents, represents high-priority intersections. The frequency of accidents at these intersections indicates that additional safety measures should be pursued as there are likely problematic physical design or other safety issues.

Twenty-one high-priority intersections have been identified (see Table 1.2 and Figure 1.2). All of the high-priority intersections are located in three main corridors. These corridors are the most traveled corridors in Clarkstown and likely have high accident numbers due in part to higher traffic volumes.

The Route 59 corridor stands out with 11 intersections that experienced 18 or more accidents over the two-year period. The SR-303 corridor is the location of 5 high-priority intersections (including the interchange at SR-59), and the SR-304 corridor also contains 5 such intersections.

While all of these intersections feature exceedingly high numbers of accidents, the rate of accidents that result in injuries varies considerably. For instance, SR-59 at Grandview Avenue experienced 41 accidents over two years, 4 (9.8 percent) of which were injury accidents. This would indicate that the accidents that occur at this intersection generally occur at lower speeds and are overall less severe. In contrast, of the 21 accidents that occurred at the intersection of SR-304 and Bardonia Road, 9 (42.9 percent) were injury accidents. This would indicate that these accidents occur at higher speeds and are more severe or pose a risk to traveler safety.

Review of aerial imagery of the intersections with the highest percent of injury accidents reveals some potential factors such as problematic intersection geometry that should be investigated further in a future study. The accident data does not contain detailed information about the type of accident or the exact location of the accidents. The accidents described at these intersections may not be attributable to factors visible from satellite imagery. For example, it is possible that the signals at these intersections need timing coordination, or speed limits may be too high.

At the intersection of SR-304 and Bardonia Road the roadways intersect each other at a right angle but there are multiple entry/exit points close to the intersection. The limited sight lines combined with these entry/exits points could be a contributing factor to the high number of accidents at this intersection.

Likewise, review of the intersection of SR-304 and West Nyack Road reveals similar geometry. The roadways meet at a right angle and on the northwest corner there are multiple entry and exit points. It also may be possible that sight lines are further limited by vegetation on the corners.

Table 1.2 High-Priority Intersections

Intersection	Total Number of Accidents (Two-Year Total)	Number of Injury Accidents	Percent Injury Accidents
SR-59 and New Clarkstown Road	25	2	8.0%
SR-59 and Grandview Avenue	41	4	9.8%
SR-59 and Hutton Avenue	40	9	22.5%
SR-59 and Middletown Road	29	6	20.7%
SR-59 and College Avenue	40	5	12.5%
SR-59 and Smith Street	52	8	15.4%
SR-59 and Crosfield Avenue	47	11	23.4%
SR-59 and Palisades Center Drive	29	8	27.6%
SR-59 and SR-303 (Ramps)	39	5	12.8%
SR-59 and Broome Boulevard	33	5	15.2%
SR-59 and Waldron Avenue	60	9	15.0%
SR-304 and West Nyack Road	27	8	29.6%
SR-304 and Demarest Mill Road	26	4	15.4%
SR-304 and Bardonia Road	21	9	42.9%
SR-304 and Germonds Road	56	13	23.2%
SR-304 and Leona Avenue	19	3	15.8%
SR-304 and Congers Road	18	2	11.1%
SR-303 and Palisades Center Drive	42	8	19.0%
SR-303 and Storms Road	23	5	21.7%
SR-303 and Lake Road (Valley Cottage)	41	8	19.5%
9W and Lake Road (Valley Cottage)	20	7	35.0%
New Hempstead Road and North Main Street	25	3	12.0%

Source: Town of Clarkstown Police Department.

Time of Day

There are an inordinate number of accidents that registered as having occurred between midnight and 1:00 a.m. It is likely that this aberration is due to improperly input or processed data. Accidents seem to rise and fall with peak travel hours during the morning commute, lunch hour, and evening commute. Table 1.3 presents the temporal distribution of accidents.

Table 1.3 Temporal Distribution of Vehicular Accidents

Time of Accident	Number of Accidents	Monthly Average
12:00 a.m.-1:00 a.m.	382	15.92
1:00 a.m.-2:00 a.m.	154	6.42
2:00 a.m.-3:00 a.m.	130	5.42
3:00 a.m.-4:00 a.m.	134	5.58
4:00 a.m.-5:00 a.m.	129	5.38
5:00 a.m.-6:00 a.m.	139	5.79
6:00 a.m.-7:00 a.m.	156	6.50
7:00 a.m.-8:00 a.m.	201	8.38
8:00 a.m.-9:00 a.m.	213	8.88
9:00 a.m.-10:00 a.m.	205	8.54
10:00 a.m.-11:00 a.m.	149	6.21
11:00 a.m.-12:00 p.m.	213	8.88
12:00 p.m.-1:00 p.m.	257	10.71
1:00 p.m.-2:00 p.m.	262	10.92
2:00 p.m.-3:00 p.m.	255	10.63
3:00 p.m.-4:00 p.m.	280	11.67
4:00 p.m.-5:00 p.m.	289	12.04
5:00 p.m.-6:00 p.m.	302	12.58
6:00 p.m.-7:00 p.m.	220	9.17
7:00 p.m.-8:00 p.m.	146	6.08
8:00 p.m.-9:00 p.m.	114	4.75
9:00 p.m.-10:00 p.m.	76	3.17
10:00 p.m.-11:00 p.m.	69	2.88
11:00 p.m.-12:00 a.m.	53	2.21
Total	**4,528**	**188.67**

Source: Town of Clarkstown Police Department.

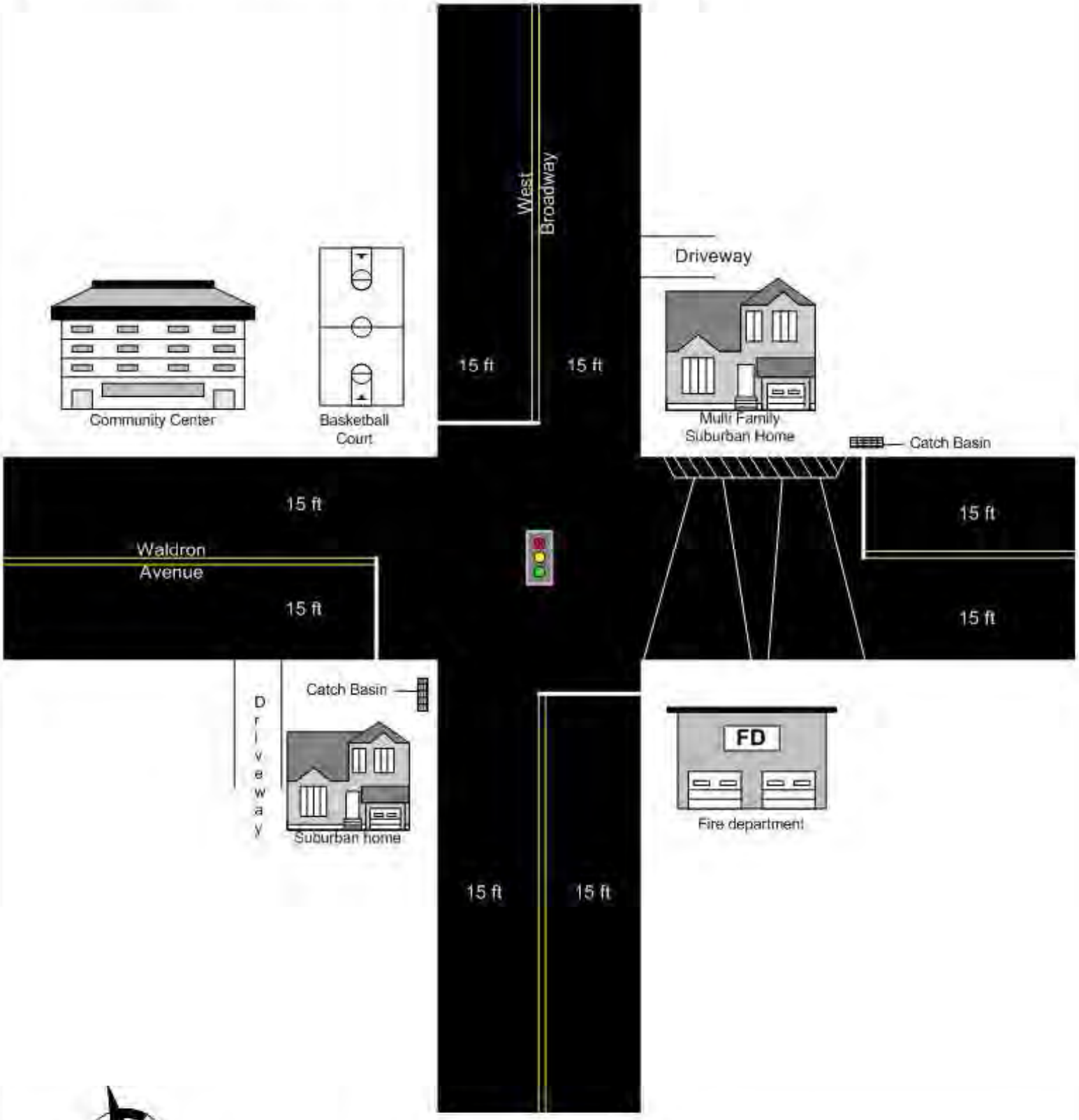
Intersection Inventory

Nine intersections were selected by the Town of Clarkstown for additional examination as a result of known traffic and/or congestion issues, access considerations, community complaint(s), and other concern. Additional examinations included performing field research and photologging to confirm intersection geometrics and roadway marking, as well as requesting traffic control device information from the Clarkstown Highway Department. The intersections included in this study were:

- Waldron Avenue at Broadway, Central Nyack;
- Church Street at Blauvelt Road/College Avenue, Nanuet;
- Church Street at Highview Avenue, Nanuet;
- Pascack Road at Lawrence Street, Nanuet.
- West Nyack Road at College Avenue, Nanuet;
- Maple Avenue at Demarest Avenue, New City;
- South Main Street at Second Street/Twin Elms Lane, New City;
- South Main Street at Third Street, New City;
- Kings Highway at New Lake Road, Valley Cottage;

Each intersection includes a drawing of the intersection noting the number of lanes, width of lanes, signage, traffic devices, line striping, crosswalks, line of sight issues, and drainage structures (see Figures 1.3 to 1.11). Additionally, all digital photography has been tagged with geospatial data, and is incorporated into the project geodatabase and a GIS program for further analysis and review.

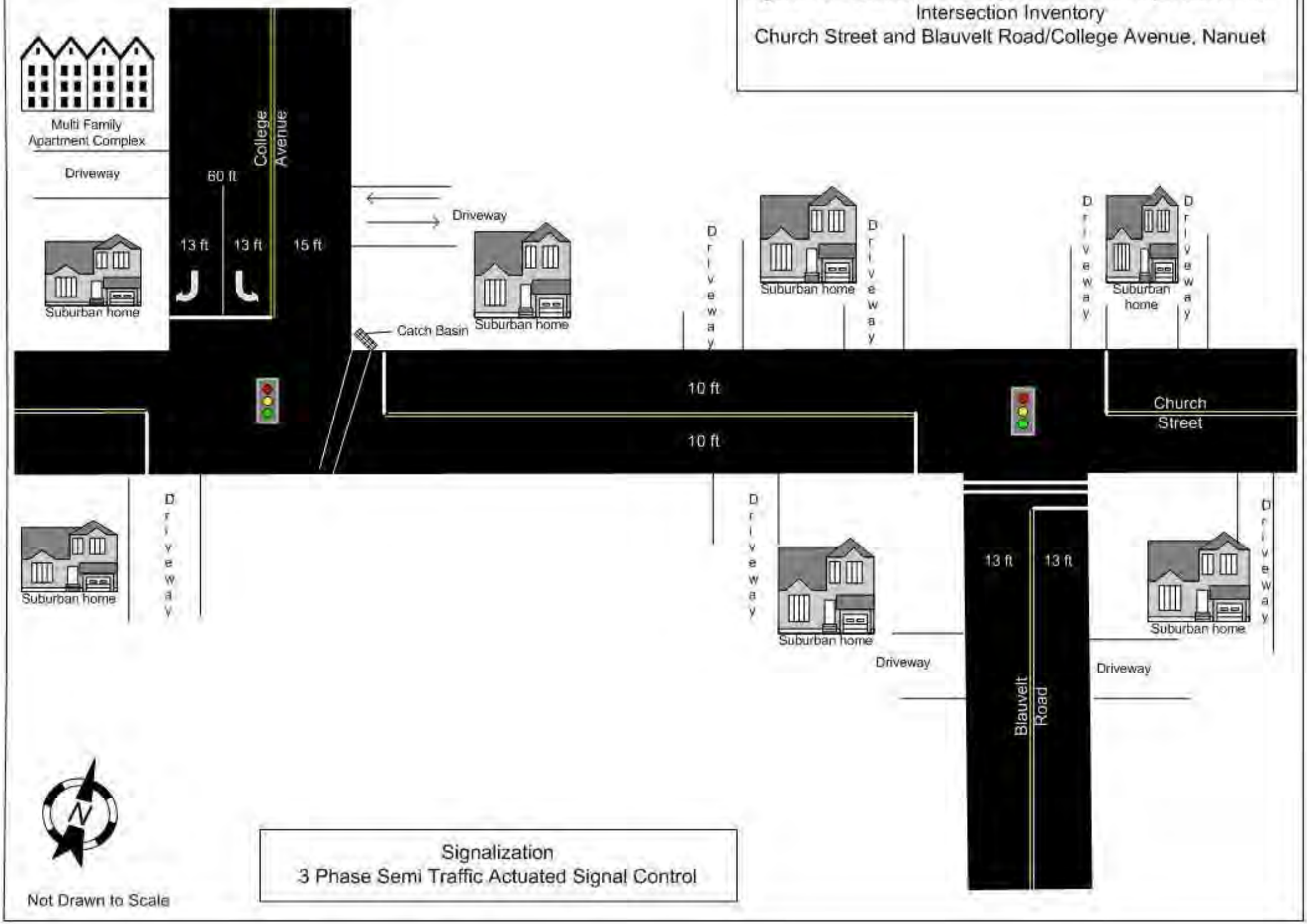
Figure 1.3 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Waldron Avenue/West Broadway, Central Nyack



Not Drawn to Scale

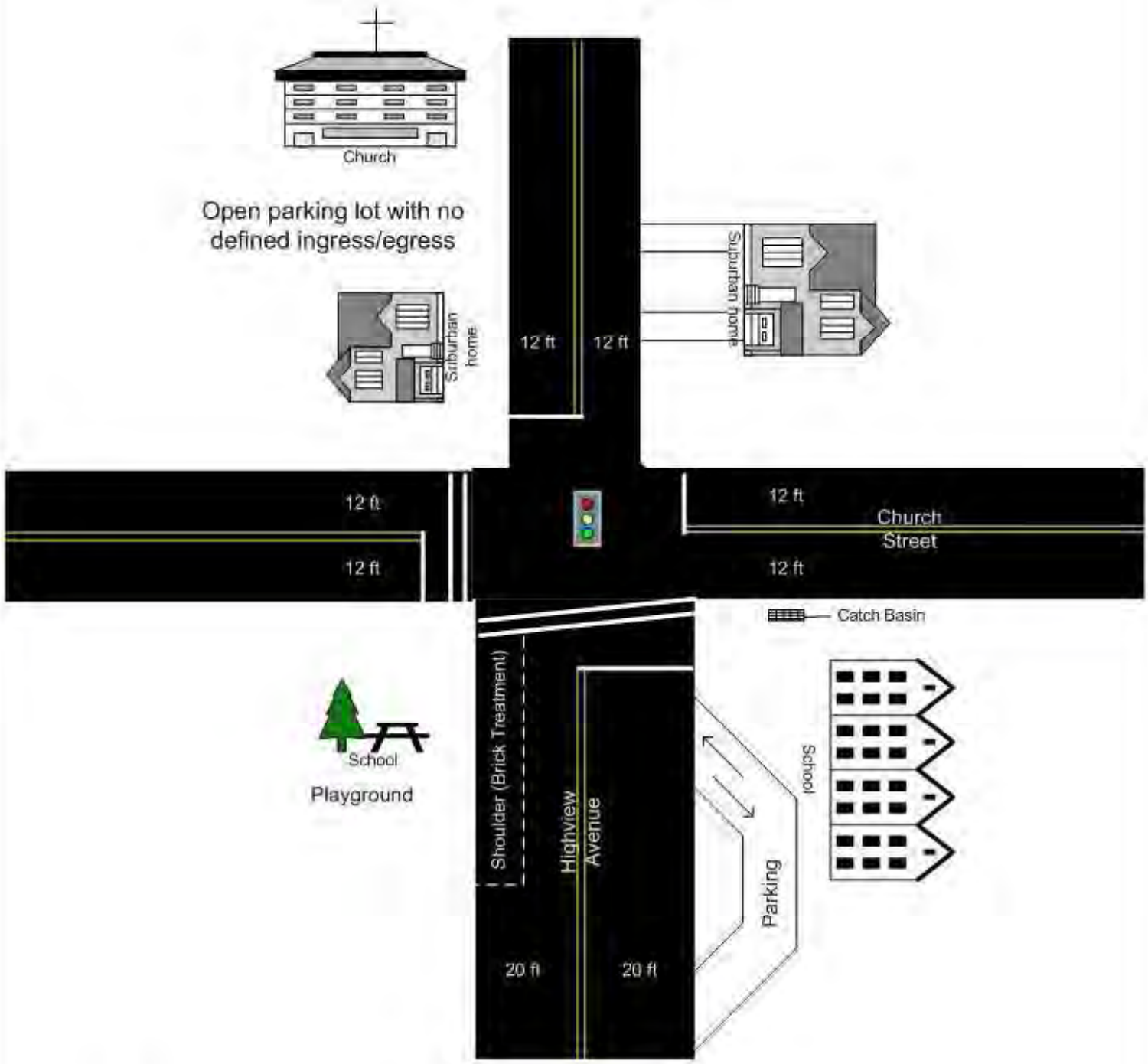
Signalization
2 Phase Pretimed Signal Control

Figure 1.4 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Church Street and Blauvelt Road/College Avenue, Nanuet



Signalization
3 Phase Semi Traffic Actuated Signal Control

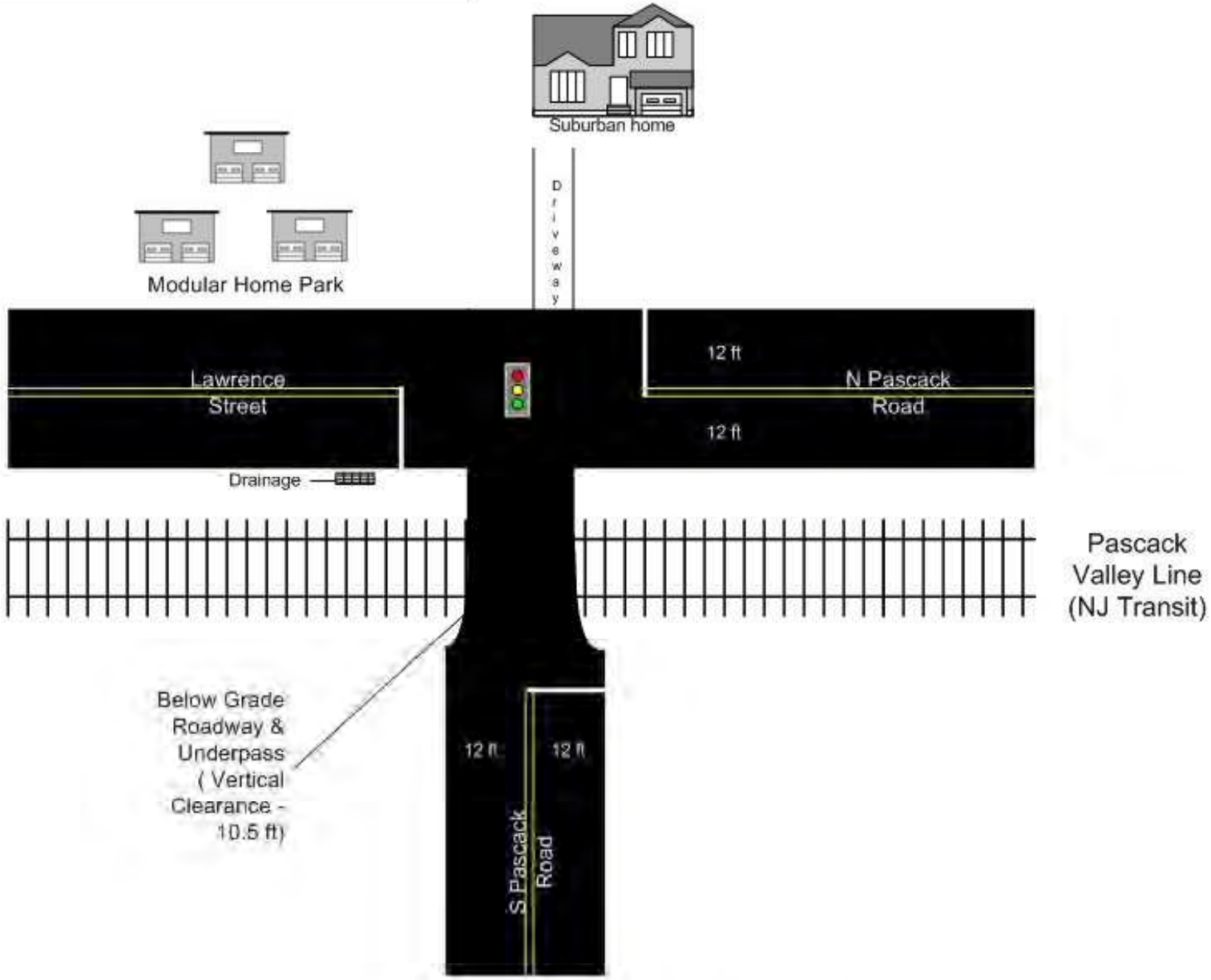
Figure 1.5 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Church Street at Highview Avenue, Nanuet



Not Drawn to Scale

Signalization
2 Phase Semi Traffic Actuated Signal Control

Figure 1.6 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Pascack Road at Lawrence Street, Nanuet



Not Drawn to Scale

Signalization
3 Phase Full Vehicle Actuated Signal Control

Figure 1.7 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
West Nyack Road at St. Anthony's Church, Nanuet

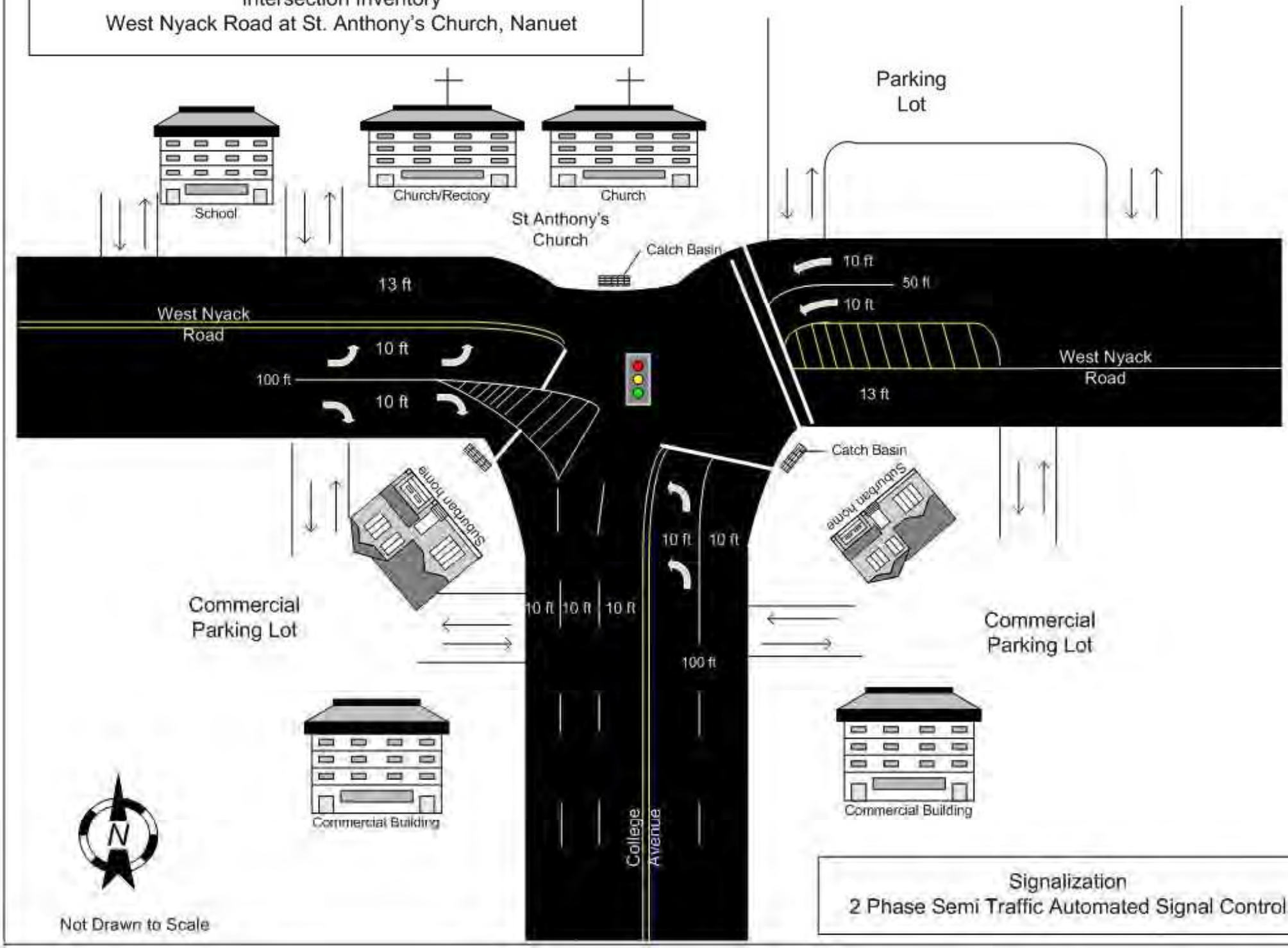
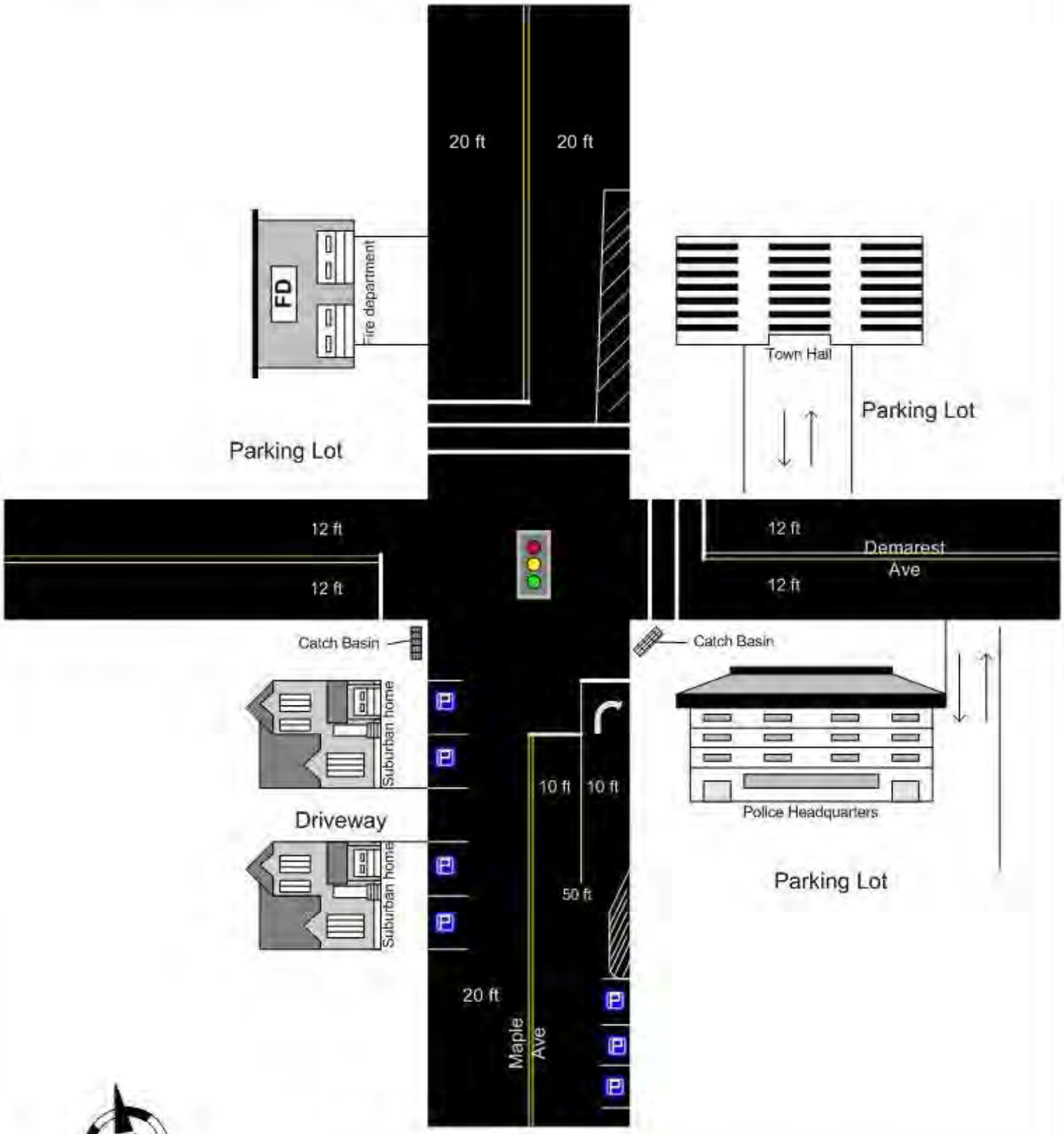


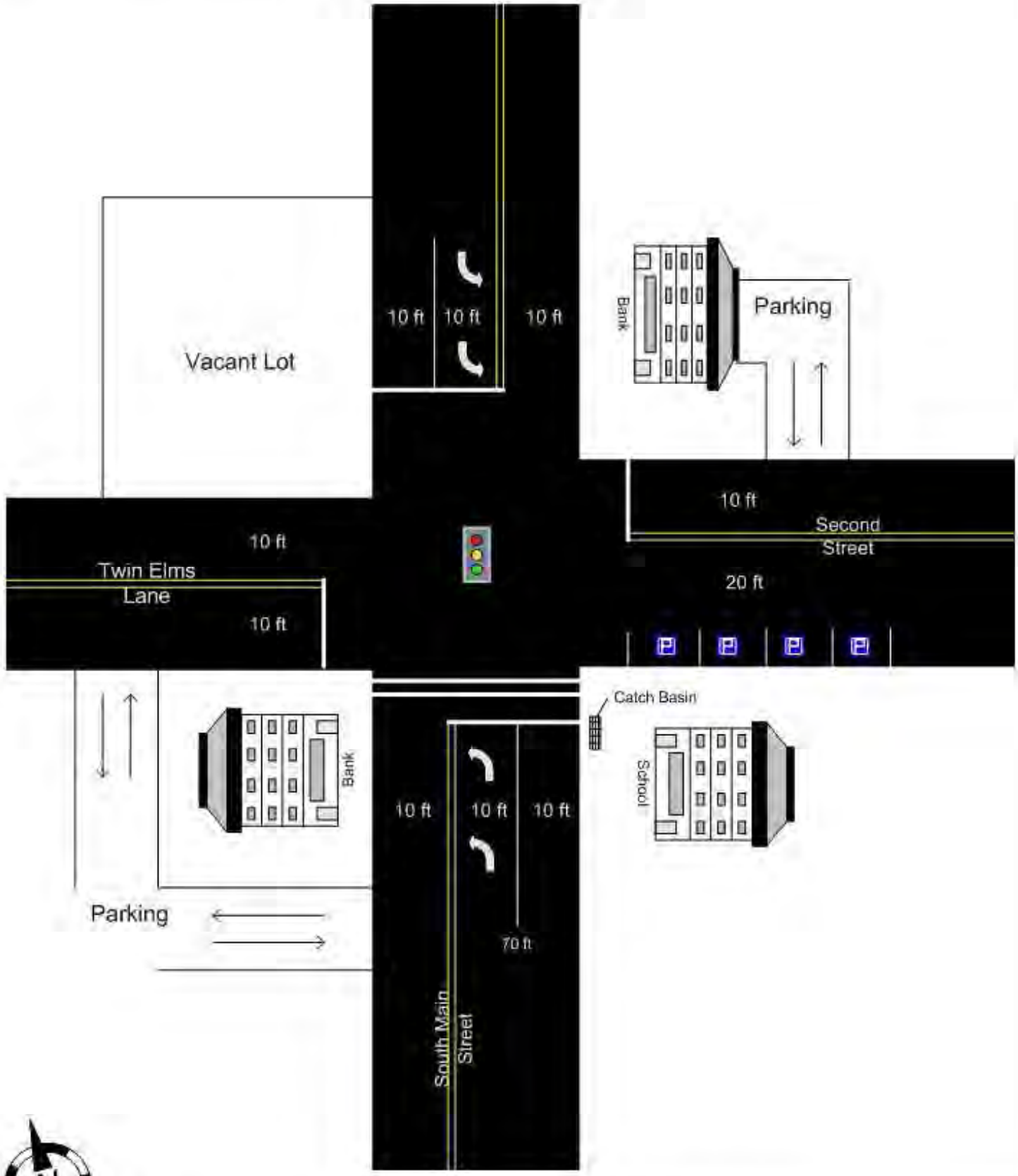
Figure 1.8 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Maple Avenue at Demarest Avenue, New City



Not Drawn to Scale

Signalization
2 Phase Pretimed Signal Control

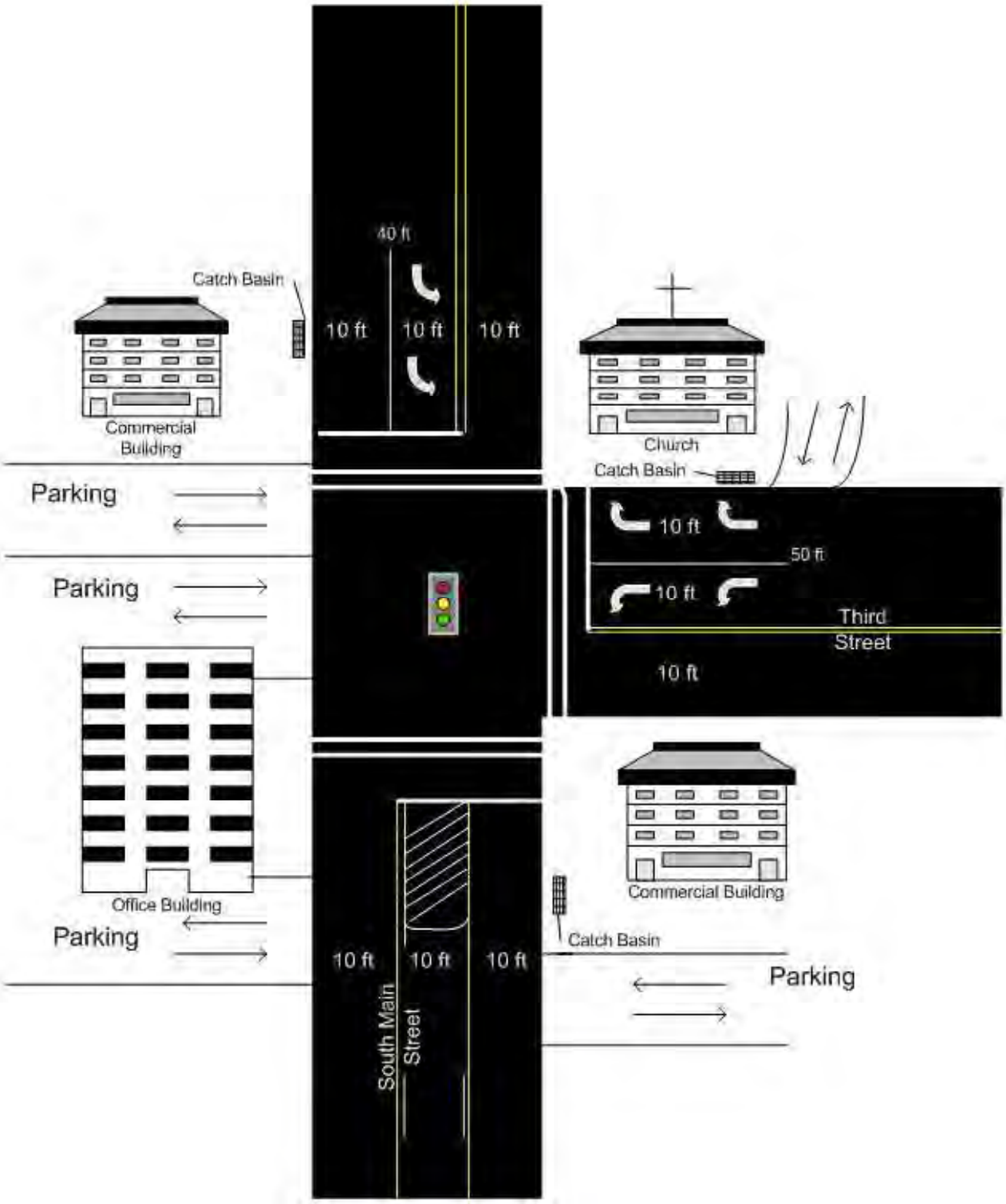
Figure 1.9 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
South Main Street at Second Street/Twin Elms Lane, New City



Not Drawn to Scale

Signalization
2 Phase Semi Traffic Actuated Signal Control

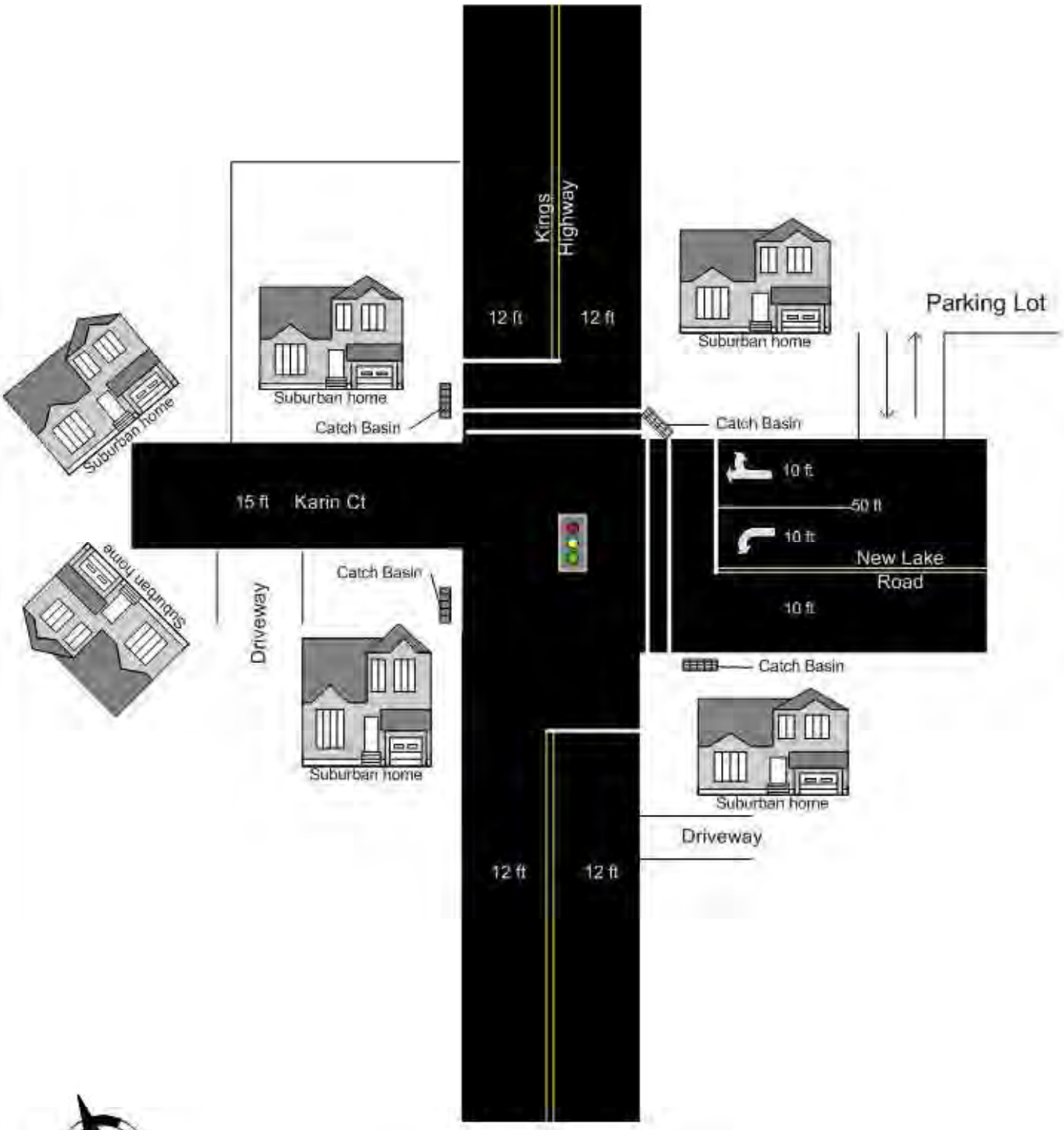
Figure 1.10 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
South Main Street/Third Street, New City



Not Drawn to Scale

Signalization
3 Phase Semi Traffic Actuated Signal Control

Figure 1.11 - Clarkstown Comprehensive Transportation Plan
Intersection Inventory
Kings Highway at New Lake Road, Valley Cottage



Signalization
3 Phase Semi Traffic Actuated Signal Control

Not Drawn to Scale

1.2 SIDEWALK AND PEDESTRIAN FACILITIES

A comprehensive inventory of existing sidewalk and pedestrian facilities within the Town of Clarkstown boundaries was performed to fully understand the condition and state of sidewalks. The findings build the basis for the strategies recommended in the following sections. The Town of Clarkstown street network, population, and mix of land uses and transit system provide a foundation for a walkable town, with comprehensive networks in New City, Nanuet, and Congers. The existing sidewalk network provides a safe location for pedestrians to walk within a small geographical area, but robust connectivity between hamlets or residential areas and the denser commercial districts would further develop travel options and safety for users.

Sidewalk Inventory Methodology

Initial Screening

The planning team performed screening analysis utilizing data collected from the Americorps Volunteer Sidewalk Survey, the Mid-Hudson South Bicycle and Pedestrian Plan and the County's Planimetrics database to locate all existing sidewalks within the Town of Clarkstown. This research was supplemented by an initial field screening of the Town's pedestrian facilities by car to visually locate existing sidewalk facilities.

Local roadways, collector roadways, and arterial roadways were screened during the inventorying process.

GIS Database Development

To effectively plan for future pedestrian facilities, the planning team walked the collector and arterial roadways and visually noted the condition of the sidewalk network, including physical quality, connections between sidewalk segments, elements, or obstructions to any pedestrian facility, and crosswalk locations and quality. A systematic procedure for collecting data was developed using GIS databases created and managed using the computer application ARCPAD. The database consists of four shapefiles, which were used to store data on the physical characteristics. Photographs were also taken to provide future reference information. The following data was collected:

- Material – Asphalt, Concrete, Grass, Pavers, Gravel, Unimproved;
- Total Width – (Measured to nearest tenth of a foot);
- Condition – Good, Fair, Poor;
- Utility Strip – Yes, No;
- Utility Strip Material – Asphalt, Concrete, Grass, Pavers, Gravel, Unimproved;

- Utility Strip Width – (Measured to nearest tenth of a foot); and
- ADA compliance – Cross slope, quality of surface, width of sidewalk, and other engineering-related factors.

Crosswalks connecting sidewalk segments were categorized according to their position and orientation, as well as marking design, including standard parallel lines, ladder type lines, raised surface, or other styles.

Elements and observations collected included physical objects that fall within or adjacent to the pedestrian facilities being indexed. These elements consisted of sign posts, fire hydrants, tree, telephone poles, street lights, mailboxes, pedestrian ramps, etc.

Digital photographs were taken for each sidewalk segment and at other critical locations. The photographs were geo-tagged and hyperlinked to a point shape file. In the final product, the user will be able to click a point within the GIS system and see a photograph of the area.

Information Analysis

The entire database of sidewalk and pedestrian facilities information was analyzed along with other information regarding Clarkstown's infrastructure. Figure 1.12 illustrates the sidewalk analysis.

Existing Sidewalk Conditions

The Town of Clarkstown street network, population, land uses, and transit system provide a foundation for a walkable town. The network of sidewalks is more comprehensive in the Hamlet Centers of New City and Nanuet than that of West Nyack, Central Nyack, and Congers.

An analysis was completed of existing sidewalk conditions on roadways in the town (including collector streets and major corridors). The sidewalk network generally provides a safe location for pedestrians to walk within a small geographical area; however, much of the connectivity between hamlets or residential areas and the denser commercial districts is lacking.

Where practicable, Town streets should provide adequate facilities to allow for safe and comfortable pedestrian travel. It was imperative to identify the pedestrian generators like schools, houses of worship, downtown districts, and transportation hubs where the development of a sidewalk network is essential to encourage walking as a safe viable transportation alternative.

Figure 1.12
Sidewalk/Pedestrian Facilities
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

County Highway

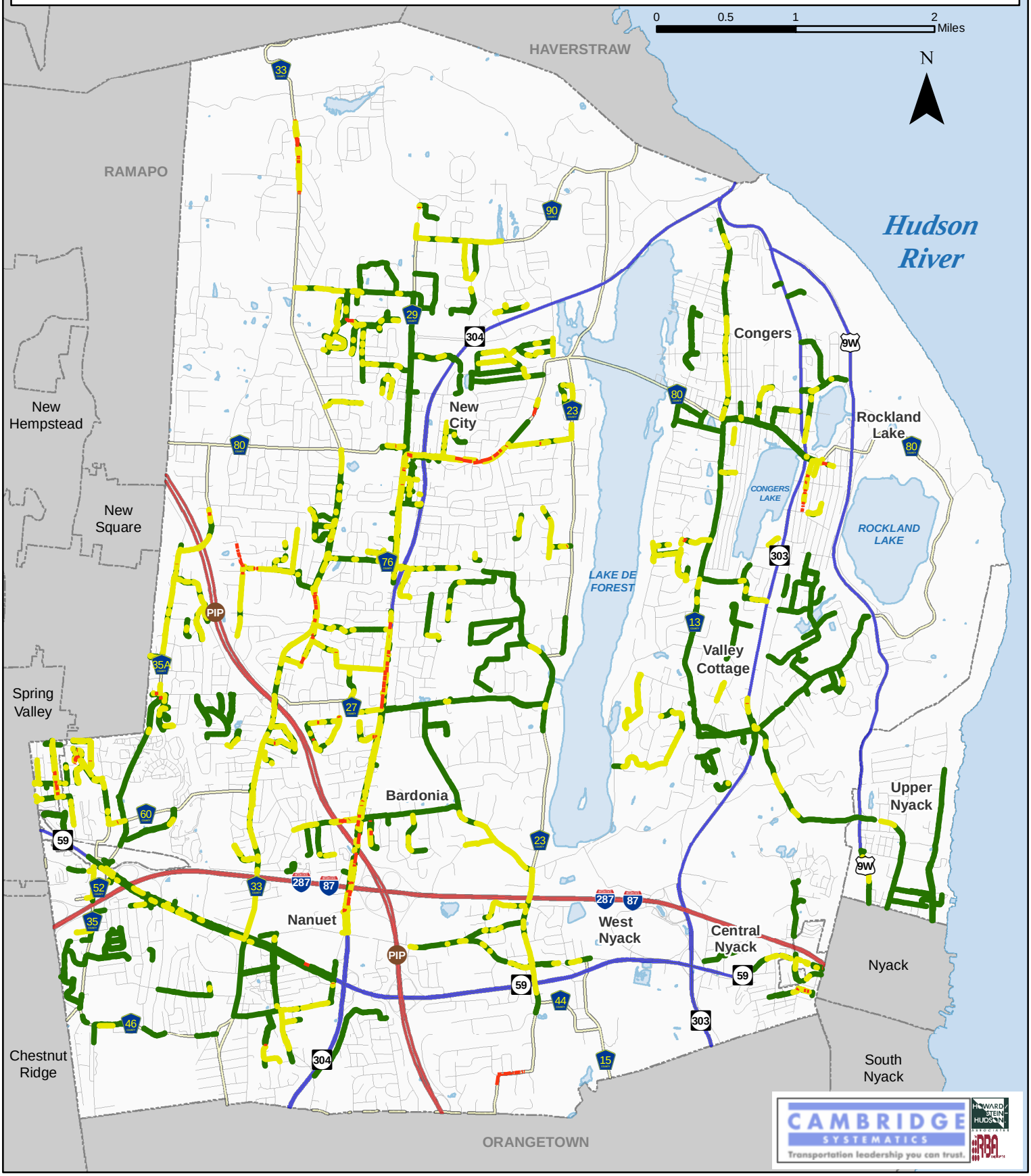
Interstate Highway

State Highway

Local Road

Municipal Boundary

* Note - Sidewalk Elements viewed distinctly when zoomed in



Through this analysis, five priority corridors were identified that provide the most connectivity to pedestrian generators but have the poorest walking conditions:

- New Hempstead Road (SR-80);
- Congers Road (SR-80);
- SR-304;
- SR-303; and
- SR-59.

While the majority of the exiting sidewalks are in good to fair condition, there are numerous locations with elements that provide a barrier to walking. Some streets have missing sections of sidewalk, sidewalks in poor condition, or obstructions that limit accessibility and present safety hazards. The lack of curb ramps, except at major intersections, and limited access to crosswalks creates barriers for those using assistive devices. With the exception of SR-304, detectable warning surfaces have not been provided on most curb ramps. Obstructions within the sidewalks were not found to be a major issue. However, in some areas utility poles within the sidewalk limited the clear path of travel making sidewalks inaccessible for those using assistive devices, such as wheelchairs.

1.3 PUBLIC TRANSPORTATION SERVICES

Public Transportation services operating within the Town of Clarkstown serve a vital function for local residents, workers and other travelers. Many Clarkstown residents depend upon local transit services such as Transport of Rockland (TOR) and the Clarkstown Mini-Trans for intra-town or intra-county work, school, shopping, and entertainment trips.

Line haul bus services such as COACH USA carry New York City-bound commuters to the Port Authority Bus Terminal or the George Washington Bridge Bus Terminal in Manhattan, or to employment locations in Northern New Jersey. The TAPPAN ZEExpress carries commuters from Nanuet, West Nyack, and other locations in Rockland County across the Tappan Zee Bridge to employment locations and Metro-North Railroad stations in Westchester County. New Jersey Transit and Metro-North operate commuter rail service from Nanuet to New Jersey and Manhattan.

Transportation “hubs” provide convenient access at major centers and facilitate convenient transfers between rail, bus, walking, and automobile. The Palisades Center Mall is one such hub, with transfers between bus lines, as well as the Lot J Park-and-Ride facility with access to the TAPPAN ZEExpress. Another hub is the Nanuet Train Station, located near Nanuet Mall and the Exit 14 Park-N-Ride off the NYS Thruway. Nanuet Mall is itself a hub as well, with major bus lines sharing stops in the parking lots. Expansion at this location is planned, as the

State of New York is exploring options to utilize part of the Nanuet Mall parking lot to connect local transportation facilities.

Figure 1.13 shows the transit services operating within Clarkstown and the following sections describe each of the transit services in detail.

Transport of Rockland

Transport of Rockland (TOR) manages 11 bus transit routes throughout Rockland County. Five of those routes operate in Clarkstown. The TOR 59 bus operates on SR-59 between Suffern and Nyack, and serves the Nanuet, West Nyack, and Central Nyack areas of Clarkstown. Major activity centers such as the Nanuet Mall and Palisades Center are served by TOR 59. The TOR 91 route operates between Spring Valley and Nyack via New City and Haverstraw. The New City area and Palisades Center are portions of Clarkstown served by the TOR 91 route. TOR 92 operates between Spring Valley and Nyack via Pearl River and Sparkill. While TOR 92 operates primarily in Orangetown, the route enters Clarkstown to serve Palisades Center. TOR 93 operates between Sloatsburg in Ramapo and Nanuet Mall in Clarkstown. TOR 97 operates between Stony Point and the New Jersey state line, passing through Clarkstown on SR-303 and serving Commuter Lot J adjacent to Palisades Center.

Clarkstown Mini-Trans

Clarkstown Mini-Trans is a community transit service operated by the Town of Clarkstown. Mini-Trans operates five routes throughout the Town. All routes converge on Nanuet Mall, which provides easy access for Town residents to this employment and activity center, and provides a location for transit riders to transfer to other Mini-Trans routes or TOR services. Mini-Trans Route A operates between Nanuet Mall and Congers via Palisades Center and Valley Cottage. Mini-Trans Route B operates between Nanuet Mall and New City via Germonds and Bardonia. Mini-Trans Route C operates in the western portion of Clarkstown between Nanuet Mall and South Mountain Road via West Clarkstown Road and Little Tor Road. Mini-Trans Route D operates along the southern tier of the Town, between Nanuet Mall and Central Nyack. Mini-Trans Route E operates between Nanuet Mall and New City via Brewery Road, Congers Road, and SR-304.

Coach USA

Coach USA is a privately owned bus operator, providing bus service geared toward Manhattan-bound commuters, with stops at the Port Authority Bus Terminal (42nd Street) and George Washington Bridge Bus Station (178th Street) in New York City. Their services have been available to Rockland County commuters for over 60 years.

Figure 1.13
Public Transportation Services
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend
- Mini Trans
- Red And Tan
- Tappan ZEExpress
- Transport of Rockland
- Bus Shelters
- Park and Ride Lots
  - Existing
  - Proposed
- Rail Station
- Roads
- Commuter Rail
- Municipal Boundary

Tappan ZEExpress

The Tappan ZEExpress service is managed by Transport of Rockland. The service operates between Suffern and points in Westchester County such as Tarrytown and White Plains, which are major activity centers and have train stations served by Metro-North Railroad. The Tappan ZEExpress makes stops in Clarkstown at the Exit 14 Park-N-Ride facility on SR-59 in Nanuet and at Lot J at Palisades Center.

Park-N-Ride Facilities

There are 13 park-and-ride lots in Clarkstown. While the parking lots are open to any customers, most facilities are used by commuters to locations outside of the Town. Costs and the lines served differ at each location. All lots are maintained by the Town of Clarkstown, with funding available from local, Rockland County and New York State sources. Park-N-Ride facilities are an important link in providing public transportation resources that reduce regional greenhouse gases, lower gasoline costs for individuals, and improve mobility in the region.

Each location serves different customers and provides amenities depending on the needs and available resources. A list of the facilities is provided below, grouped by location.

Exit 14 (I-287 at SR-59) North, East and West Lots, Nanuet

The north, east, and west lots off of Exit 14 on I-287 have over 600 parking spaces total (225, 188, and 80 spaces, respectively). The North lot is located on the north side of Route 59 at New York State Thruway Exit 14. The East and West lots are located on the south side of Route 59. They are designed with landscaping, lighting and, on the east lot only, a shelter for waiting passengers. The lots currently are operating at or above capacity. All three lots offer parking free of charge or permit. Available transit services include TOR Route 59; Red and Tan Routes 45E, 11A, 11C, and 49, COACH USA Express, TAPPAN ZEExpress, OWL, and Spring Valley Jitney.

Middletown Road at SR-59 (next to Exxon), Nanuet

The Middletown Road Park-N-Ride lot is located on the southwest corner of the Route 59 and Middletown Road intersection, across Middletown Road from the Nanuet Mall. The lot offers free parking and contains 25 parking spaces, 2 of which are handicapped accessible. The lot operates at approximately half capacity on a typical weekday. There is a convenience store nearby and lights in the parking lot. Transit services available at the Middletown Road lot include TOR Route 59, Red and Tan Routes 46, 47, 20, 11A, and 11C, and Clarkstown Mini-Trans Route C.

Nanuet Mall, Nanuet

A Park-N-Ride has been secured in the parking lot of the Nanuet Mall in Nanuet, with entrances on SR-59. There are 50 parking spaces available for customers riding the Pascack Valley train line, Red and Tan 11A and 11C routes, and TOR 20, 46, 47 and 59 buses. There are stores nearby and lights in the parking lot.

Smith Street at SR-59, Nanuet

The Smith Street Park-N-Ride lot is located on the north side of SR-59 between Smith Street and SR-304. No fees or permits are required to park in the facility's 286 parking spaces. Seven ADA spaces are available. The lot is served by TOR Route 59, Red and Tan Routes 47, 49, 20, and 11A, and Clarkstown Mini-Trans Routes A and E.

Nanuet Metro-North Railroad Station North and South Lots (Prospect Street at South Middletown Road), Nanuet

Located on Prospect Street near the Nanuet Train Station are two lots, with 332 spaces in Lot 1, and 229 spaces in Lot 2, as well as 12 handicapped-accessible parking spaces in each lot. No permits or fees are required, and the lots have access to stores, a pay phone, passenger shelter, newspapers, mailboxes, and lighting. The lots are accessible by the Pascack Valley rail line, Red and Tan routes 11A and 11C, and TOR Routes 20, 46, and 47.

North Middletown Road at Palisades Interstate Parkway, Bardonia

With 105 spaces including three situated for handicapped access, the Park-N-Ride lot is located on the east side of North Middletown Road on the south side of the Parkway. The lot has a passenger shelter, lighting, a telephone and newspaper boxes. This lot is not served directly by public transportation and is, therefore, used by carpool commuters only. Fees or permits are not required.

SR-59 at SR-303 Exit 12 – Lot J (Palisades Center), West Nyack

The Palisades Center Park-N-Ride Lot J is located adjacent to Palisades Center Mall in West Nyack near the intersection of I-287 and SR-303. It is Clarkstown's largest single Park-N-Ride facility. There are over 1,000 parking spaces available, serving commuters to New York City aboard Coach USA and other commuter buses. Spaces also are available for rideshare users (approximately 40 spaces) and pull-up lanes are used by "kiss-and-ride" commuters, or those who are being dropped off or picked up. There is a shelter available to waiting customers, with schedules and other information posted inside. No fees or permits are required to use Lot J.

SR-59 at SR-303 Lots 1 and 2, West Nyack

Two parking lots complement the Palisades Center Mall Lot J Park-N-Ride. Lot 1 is located north of Route 59 and Lot 2 is located south of Route 59. There are no

fees for parking in these lots. Lot 1 has 230 parking spaces available with four handicapped accessible spaces. Lot 2 has 200 general and 10 handicapped accessible spaces available. Available transit services include TOR Routes 91, 92 and 97. The spaces also are used by carpool passengers.

The following table catalogs the location, available capacity, and a snap-shot of utilization at each of the Park-N-Ride facilities in the Town of Clarkstown.

Table 1.4 Park-N-Ride Facility Catalog

Park-N-Ride Facility	Hamlet/ Village	Parking Spaces	Utilization Snap-Shot
I-287 @ SR-59 East Lot (Exit 14)	Nanuet	188	187
I-287 @ SR-59 North Lot (Exit 14)	Nanuet	225	225*
I-287 @ SR-59 West Lot (Exit 14)	Nanuet	80	80*
Middletown Road at SR-59 (next to Exxon)	Nanuet	25	13
Nanuet Mall (SR-59 @ North Middletown Road)	Nanuet	50	22
Smith Street at SR-59	Nanuet	286	114
Nanuet Rail Station Lot 1	Nanuet	332	332
Nanuet Rail Station Lot 2	Nanuet	229	126
North Middletown Road at Palisades Interstate Parkway Exit 10	Bardonia/New City	101	29
SR-59 at SR-303 Exit 12 – Lot J (Palisades Center Mall)	West Nyack	900	200
SR-59 at SR-303 Exit 12 – Lot 1	West Nyack	230	108
SR-59 at SR-303 Exit 12 – Lot 2	West Nyack	200	86

Source/Note: Rockland County Department of Planning, Town of Clarkstown; Parking utilization is based on a.m. visits to the facilities between Mondays and Fridays in 2008/2009.
* Lots were at or over capacity.

New Jersey Transit-Metro North Railroad

There is one commuter rail station in Clarkstown, located in the Hamlet of Nanuet. The Nanuet Train Station is served by New Jersey Transit-Metro North Railroad Pascack Valley Line. Because there currently is only one track on this line, the Pascack Valley Line operates more trains from Spring Valley to Hoboken, New Jersey during morning commuting hours, with only four trains providing morning trips to the area. The trains primarily serve customers from Hoboken to Spring Valley during the evening peak commute with trains arriving every 15 to 30 minutes. Very limited service operates in the reverse direction until 9:10 p.m. Commuters using the Pascack Valley line may transfer at Secaucus, New Jersey to trains bound for Pennsylvania Station in Midtown

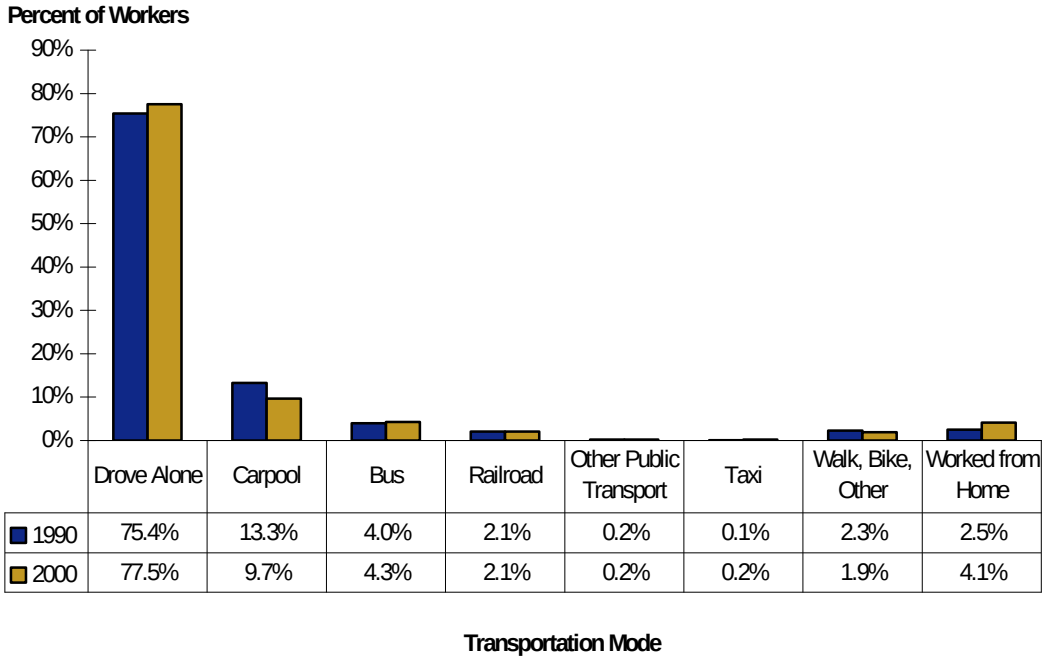
Manhattan or to Port Authority Trans-Hudson (PATH) services in Hoboken to reach Lower Manhattan.

Mobility and Transit Trends

All of these roadway and transit services create a network that covers large portions of the Town and serves the transport needs of many of Clarkstown's residents. Travel surveys by the U.S. Census Bureau, as well as anecdotal experience suggest that traffic congestion has been on the rise since the 1990s. Clarkstown's population and job opportunities have increased steadily over the years, although some housing, shopping and work choices have been located in areas inaccessible from public transportation. Equally important, the costs of driving have been relatively inexpensive. As shown in Figure 1.14, the percentage of workers who drove to work alone grew from 75 percent to over 77 percent from 1990 to 2000, while alternatives such as carpooling declined. The percentage of Clarkstown residents who take buses to work increased modestly over the same time period, while the percentage of residents who use taxis, trains, and other types of transit services remained nearly level.

For Clarkstown residents who do not work at home, their commutes have been growing longer. As Figure 1.15 illustrates, the percentage of Clarkstown residents who had a commute of 20 minutes or less was higher in 1990 than it was in 2000. At the same time, the percentage of residents who endured a commute of 40, 60, or even 90 minutes or more increased between 1990 and 2000.

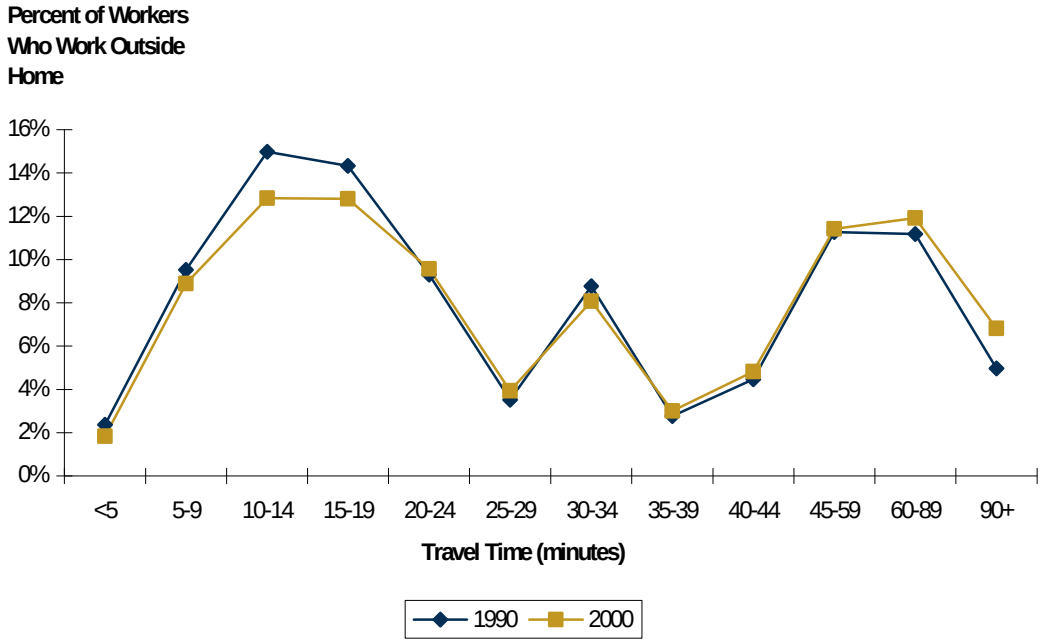
Figure 1.14 Means of Transportation to Work for Workers Residing in Clarkstown 1990 and 2000



	Drove Alone	Carpool	Bus	Railroad	Other Public Transport	Taxi	Walk, Bike, Other	Worked from Home
1990	75.4%	13.3%	4.0%	2.1%	0.2%	0.1%	2.3%	2.5%
2000	77.5%	9.7%	4.3%	2.1%	0.2%	0.2%	1.9%	4.1%

Source: U.S. Census Bureau.

Figure 1.15 Travel Time to Work for Workers Residing in Clarkstown 1990 and 2000



Source: U.S. Census Bureau.

1.4 BICYCLE FACILITIES

Bicycling is important in Clarkstown for both commuting and recreational riding. Cycling has been growing in popularity across the region, often around town centers and moderate length stretches where bicycle lanes are provided. Recreational use continues to grow on Route 9W and on local roads. While work and shopping trips by bicycle can help reduce traffic congestion and automobile emissions, recreational cyclists can help support local businesses.

Bicycle Route 9W

Bicycle Route with signage.

Cyclists gathering outside The Runcible Spoon Bakery in Nyack on Route 9W.

9W follows the west side of the Hudson River from the New Jersey-New York border in Palisades, New York to Albany, and serves as the primary bicycle route through the Hudson River Valley. On the segment through the Town of Clarkstown, 9W has a striped shoulder/bicycle lane, which is in good condition. It is typically wide enough to serve as a bicycle lane, although at points where the shoulder lane narrows (as pictured above), cyclists take the right side of the moving lane and drivers must pass with caution.

Greenway Trail

Facing north.

Facing south.

The Greenway Trail is a shared use waterfront trail which runs approximately five miles along the Hudson River from Upper Nyack to the Village of Haverstraw. The trail is partially paved, partially gravel and is in good condition. It is accessible from 9W at both the north and south ends via local roads. The Palisades Interstate Park Commission owns and maintains this trail.

Rockland Lake State Park Bicycle Trail

Inner trail.

Outer trails run parallel to Rockland Lake.

Rockland Lake State Park has two bicycle facilities. The inner trail is for slow moving cyclists and pedestrians, following the edge of Rockland Lake for most of its circumference. The outer trail is Rockland Lake Road (CR-80), which also serves as an access road for vehicles entering and circulating around the lake and state park. Both are in good condition. Rockland Lake Road is within a half mile of the Nyack Beach-Hook Mountain Greenway Trail, accessible via local roads.

Rockland Lake State Park Outer Bicycle trail.

Bicycle counts conducted on Rockland Lake Road show a weekday peak of about 10 cyclists per hour and a weekend peak of about 25 cyclists per hour. Figure 1.16 illustrates visually the bicycle facilities currently located within, passing through, or neighboring Clarkstown.

1.5 TRAFFIC AND PEDESTRIAN GENERATORS

An inventory of major traffic and pedestrian generators was assembled for Clarkstown based on data from the Rockland County Department of Planning and through extensive field research and confirmation. The generators are

described below to provide a comprehensive understanding of the influence of these sites on travel. Travel associated with these uses applies to any travel mode depending on the availability of facilities such as parking, sidewalks, and public transportation. The conclusion of each section presents a listing of facilities identified as major generators of traffic and/or pedestrian activity. Figure 1.17 documents the location of generators within Clarkstown.

Figure 1.16
Bicycle Facilities
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Bicycle Facilities
- Existing On Street- Bridge/Park/Separated
- Existing On Street Striped

- Interstate Highway
- State Highway
- County Highway
- Local Road
- Parks & Recreation Areas
- Municipal Boundary

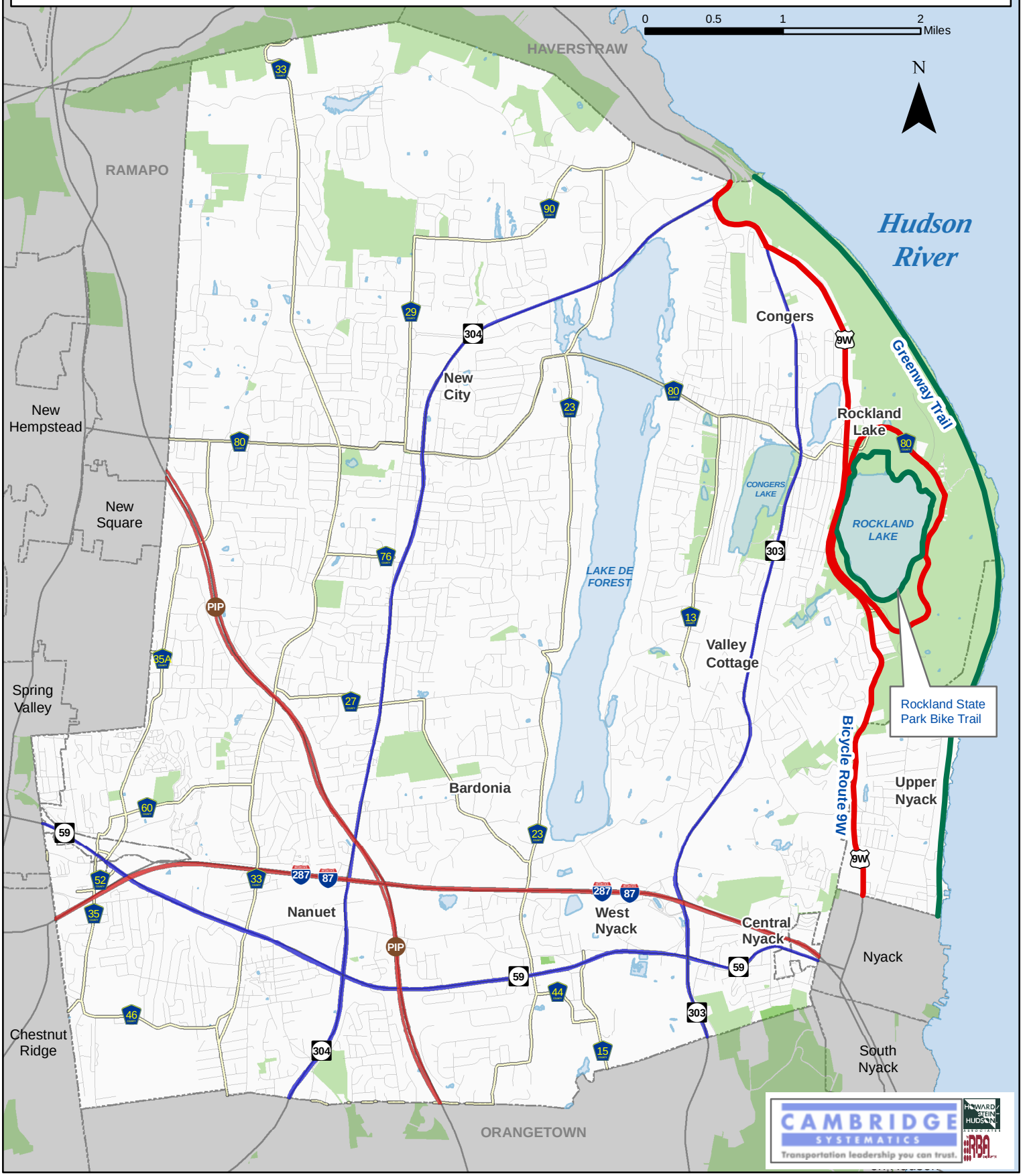


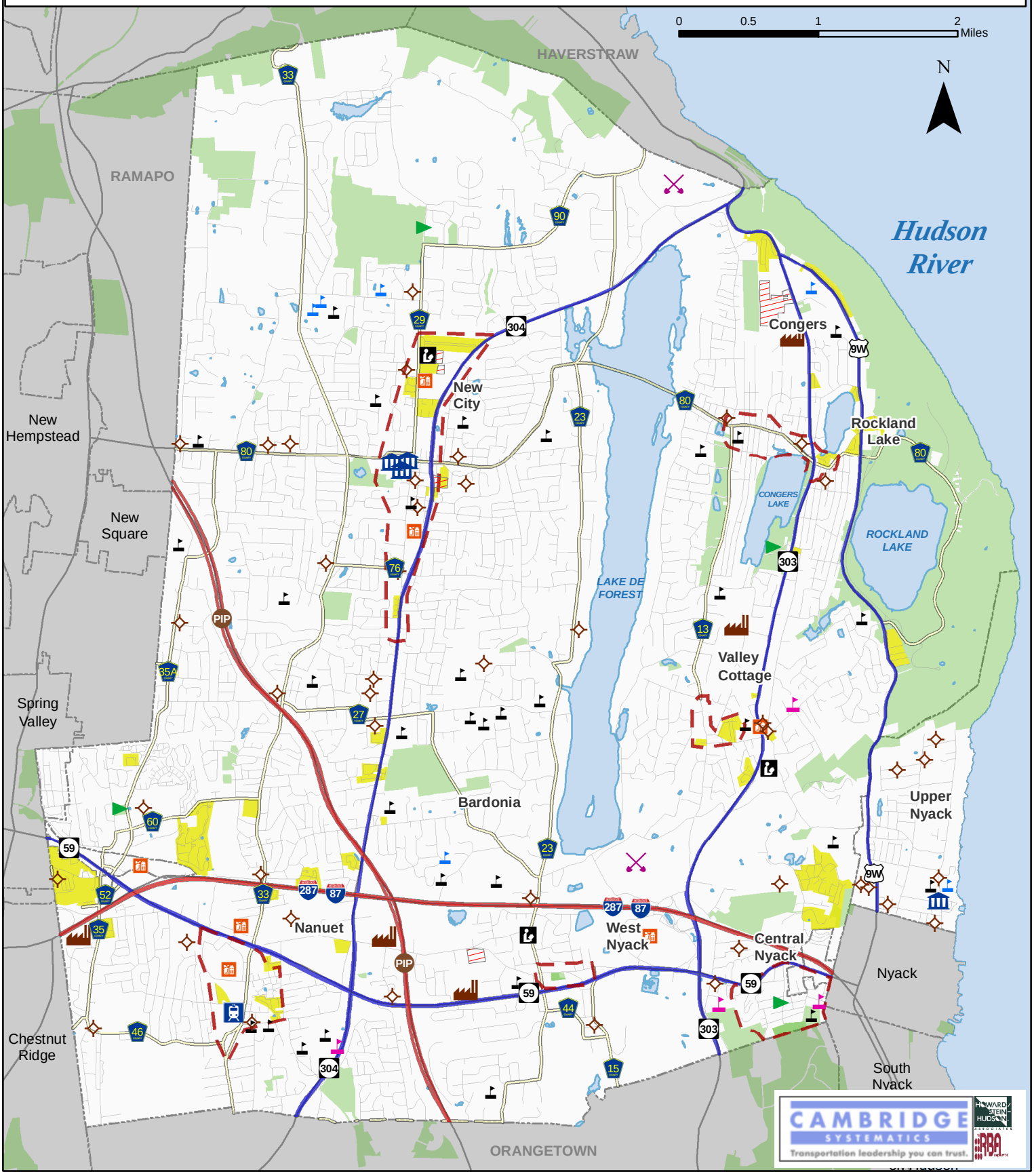
Figure 1.17
Pedestrian and Traffic Generators
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- Schools
- Special Schools
- Other Education
- Place of Worship
- Libraries
- Community Center
- Multi Family Housing (Zoning)
- Government Facility
- Retail Center
- Rail Station
- Industrial/Office/Warehouse
- Quarry
- Hamlet Centers
- Active Adult Residences (Zoning)
- Interstate Highway
- State Highway
- County Highway
- Local Road
- Parks & Recreation Areas
- Municipal Boundary



CAMBRIDGE SYSTEMATICS
Transportation leadership you can trust.
HOWARD STEIN HUDSON
RBA

Commercial Centers: Small Office and Retail

Commercial centers attract travelers for jobs and services offered at these locations. In relation to transportation, commercial uses are typically analyzed separately for office and retail (shopping) uses and are presented here in that way.

Small Office Uses

Office locations include uses such as law firms, financial services, and dentist offices. They are integral to urban developments such as Transit-Oriented Development and Clarkstown's Hamlet Centers. Most travel occurs during peak travel times, or "rush hour." Peak travel normally occurs from 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m., Monday through Friday. These locations also may generate significant traffic during lunch hours, typically from 12:00 p.m. to 1:00 p.m. Other travel during business hours may include occasional individual travelers, as well as supply deliveries. An example of small office uses in Clarkstown is the New City Business District.

Retail Centers

Retail locations attract employees and users (shoppers) throughout the day and evening. These locations may be located singly or grouped in malls or shopping centers. Retail uses include grocery stores, restaurants, and clothing stores. The employees at these locations may travel during peak hours, although stores typically stay open later than other uses. Retail locations attract users during non-peak hours, including weekends. Some travelers include retail locations during their morning or evening commute, making these locations contributors to peak-hour travel. Delivery of goods for many retail uses occurs before or after retail business hours.

Major retail travel generators for Clarkstown include Palisades Center Mall in West Nyack, Nanuet Mall in Nanuet, New City Hamlet Center, the Spring Valley Marketplace in Nanuet, and Rockland Plaza in Nanuet. Although the Marketplace is located in Spring Valley, it still has major influence on travel within Clarkstown borders.

Industrial Centers: Office and Natural Resources

Industrial centers attract travelers for jobs and material transport. Uses may include manufacturing plants, warehouses, or rock quarries. Travel for employees occurs primarily during peak hours. Some industrial businesses offer mass transportation for employees using vans or buses. Pick-up or delivery of material and goods throughout the working day is typical and utilizes large vehicles that may have a significant effect on automobile traffic.

Industrial Office and Warehouse Uses

Office uses include office parks, executive parks and suites and industrial office and warehouse centers. Most travel occurs during peak travel times, or "rush hour." Peak travel normally occurs from 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m., Monday through Friday. These locations also may generate significant traffic during lunch hours, typically from 12:00 p.m. to 1:00 p.m., if food services are outside walking distance. Other travel during business hours includes major and minor supply deliveries by truck, as well as an occasional individual traveler. Major industrial office uses in Clarkstown include office parks near Brenner Drive in Congers, Corporate Way in Valley Cottage, on the SR-59 corridor and on South Pascack Road near SR-59 in Nanuet.

Quarries

Rock extraction and crushing from quarries is a major industrial activity in Clarkstown. The two major quarries are operated by Tilcon west of SR-303 in West Nyack and north of SR-304 in Congers. Travel for employees occurs primarily during peak hours. Pick-up or delivery of material and goods throughout the working day is typical and utilizes large vehicles that may have a significant effect on automobile traffic and quality of life due to engine noise and exhaust.

Government Facilities

Government facilities generate travel for jobs and services offered at these locations and are used similarly to commercial office locations. These locations include uses such as city hall and the courthouse. High travel occurs during peak travel times for employees. These locations also may generate significant traffic throughout the day for users with work to conduct at these offices. Government facilities may experience significant increases in travel by all modes for civic activities such as voting.

Major generators associated with governmental activity are located in New City. They include the Rockland County governmental offices, the Rockland County court house, and the Town of Clarkstown municipal offices.

Houses of Worship

Houses of worship typically contribute to off-peak travel. These may include churches, synagogues, and mosques. Weekend travel increases are common. Houses of worship also may affect traffic flow due to automobile parking needs. Other significant travel may occur during occasional community events, when safety concerns are important similar to school and community center locations.

Schools

The residential nature of Clarkstown has lead to the development of a number of public and private schools of various sizes, located in nearly all areas of the Town. The high number of students at these locations, combined with a higher-than-usual number of pedestrians and carpooling create important concerns for managing transportation resources and planning for safe future development.

Elementary Schools

Elementary schools typically contribute to peak travel times; based on a school schedule from 8:30 a.m. to 3:00 p.m. Travel is generated notably by school buses, which make frequent stops in residential neighborhoods and at schools. Children also may be dropped off individually at the school by automobile. Safety is a primary concern due to high pedestrian and bicycle traffic near schools, as children do not have access to cars. Lower speed limits (15 mph) are in effect when children are present. After school programs operated at the school, as well as differing release times for kindergarten and preschool children may extend school hours into evening peak travel time.

Secondary Schools

Secondary schools (middle and high school) contribute to peak travel times, based on a school schedule from 8:30 a.m. to 3:00 p.m. Traffic is generated by school buses and individual automobiles. Safety is a primary concern due to high pedestrian and bicycle traffic near schools, as many youth do not have access to cars. Lower speed limits (15 mph) are enforced when youth are present. After school activities occur with regular frequency and may spread the peak travel times. Travel may significantly increase near the school during large events occurring during evenings and weekends.

Major generators associated with high school activities include, Clarkstown North Senior High School in New City, Clarkstown South Senior High School in West Nyack, Albertus Magnus High School in Bardonia, Felix Festa Middle School in Bardonia, Nyack Senior High School in Upper Nyack, and Nanuet Senior High School in Nanuet.

Community and Recreation Centers

Community and recreation centers typically contribute to off-peak travel. Many activities occur after school until the end of peak travel times at youth-oriented centers. Safety is a primary concern due to high pedestrian use at these centers. Parking and pick-up/drop-off areas may affect automobile traffic. Parents also may visit the center with children in strollers, making sidewalk condition an issue. Community centers sponsoring activities for older adults or functioning as "senior centers" are used by residents who also especially need a safe, comfortable walking environment. Recreation centers may attract travelers around peak hours for those participating in activities (i.e., swimming) before or after the business day. Community and recreation centers attract weekend users,

as well, for both incidental use and large events. Most community centers in Clarkstown are of a smaller variety that serve the local neighborhood.

Residential Community (Multifamily or Active Adult Residences)

Residential communities are diverse in demographics and can be age-restricted. The areas may be composed of single-family detached homes, attached single-family homes (townhouses), apartment buildings, or a combination of these. The relative residential density in suburban environments affects transportation due to increased travel at intersections between neighborhood and the regional street networks. Connecting streets often approach local roads with higher travel speeds; presenting safety concerns for drivers and pedestrians at these locations.

For multifamily communities, residents may have a significant effect on peak-hour travel for all modes due to travel for work and school. Where children are present and amenities (schools, retail) are located within walking distance, pedestrian safety will be a key issue during peak hours, especially where there is access to roadways with higher speed limits. Where facilities are available, the area may attract travelers during those hours for various activities.

Adult-only communities, or senior living communities, typically contribute to off-peak travel. Many activities occur during business hours, as many residents have retired from work and will make trips throughout the day. Some adult communities provide amenities such as health care services or senior community centers, which may contribute to pedestrian travel. In general, a higher proportion of older adults use mobility devices or do not drive, highlighting pedestrian and public transit issues. Parking and pick-up/drop-off areas for public transportation and private vehicles may affect the speed and safety of automobile and pedestrian traffic at intersections. Issues related to Community Centers will apply where these facilities are available. Tables 1.5, 1.6, and 1.7 summarize the multifamily housing and senior adult residences mix by Hamlet Center areas within the Town of Clarkstown.

Table 1.5 Hamlet Center Multifamily Housing Units by Tenure

Hamlet	Condos	Rentals	Total
Bardonia	230	100	330
Central Nyack	0	101	101
Congers	494	0	494
Nanuet	1,895	1,461	3,357
New City	443	409	852
Valley Cottage	1,005	96	1,101
West Nyack	32	0	32

Source: Town of Clarkstown Housing Report, 2002

Table 1.6 Clarkstown Multifamily Housing Stock

Bardonia		
Name	**Owned**	**Rental**
Germonds Village	60	-
L'Ambiance	27	-
Monterey Gardens	-	100
Parkside	31	-
Village Green	112	-
Northgate Apartments	-	72
Waldron Heights	-	29

Congers		
Name		
Bridgewater I	**Owned**	**Rental**
Bridgewater II	30	-
Doxbury Manor	54	-
Georgetown Manor	20	-
Hidden Valley	56	-
Long Clove Mews	91	-
Millers Landing	56	-
Swans Landing	23	-

Nanuet		
Name	**Owned**	**Rental**
Avalon	-	525
Bremer	84	-
Buckingham Apts.	64	-
College Avenue	128	-
Greenbriar (Reigert)	-	57
Amber Fields	150	-
Middlewood	-	106
Normandy Village (South of 1st St.)	115	172
Normandy Village (North of 1st St.)	21	79
St. Moritz	-	22
Sisters of Charity	-	106
Sussex	84	-
Hamlets (Eagle Ridge)	240	-
Hamlets (Treetops)	240	-
Hamlets (Vista I)	240	-
Hamlets (Knolls East)	240	-
Hamlets (Timberline)	120	-
Versailles	70	-

New City		
Name	**Owned**	**Rental**
Braemer	31	-
Champeau Apts.	-	38
Mount Vernon Manor	-	36
New City Condos	331	-
New City Gardens	-	166
Squadron Gardens	-	100
Sunrise Assisted Living	-	76
Woodfern Apts.	-	29

Valley Cottage		
Name	**Owned**	**Rental**
Burgundy Apts.	-	96
Gazzola	15	-
Lake Road Apts.	150	-
Mountainview Condos	777	-
Mountainbrook Estates	47	-
Rockridge	16	-

West Nyack		
Name	**Owned**	**Rental**
Clarksville Condos	8	-
Oakwood Garden	24	-

Source: Town of Clarkstown Housing Report, 2002,

Table 1.7 Senior Adult Multifamily Residences

Name	Hamlet	Owner Occupied	Renter Occupied
Monterey Gardens	Bardonia	0	100
Squadron Gardens	New City	0	100
Middlewood	Nanuet	0	106
Sisters of Charity	Nanuet	0	106
	Total	*0*	*412*

Source: Town of Clarkstown Housing Report, 2002.

Libraries

Libraries generate travel throughout the week. Highest travel will occur during events in a way similar to community centers and schools. Safety is a key concern, as libraries are often used by children and young adults, many of whom travel by foot or bicycle. Parents also may visit the library with children in strollers, making sidewalk condition an issue. Automobile traffic may be affected by patrons stopping by the library before or after work to return or pick up materials or family members. Clarkstown's three libraries contribute primarily to local travel.

Hamlet Centers

The Town of Clarkstown has created Hamlet Center zoning overlay districts that offer incentives for development and guide site and building design. The Hamlet Center overlays currently are located in New City, Congers, and Valley Cottage. Zoning overlays are planned for Nanuet, Central Nyack, and West Nyack. Concentrations of traffic generators exist in these locations.

The Hamlet Center overlay guides the creation of accessible, walkable, and attractive "downtown" centers that create a sense of identity, preserve architecturally significant buildings, stimulate the business environment, and provide a safe walking environment. Hamlet Center overlays also encourage a mix of land uses, most notably by including provisions for one-bedroom apartments over retail stores.

Development in Hamlet Center overlay zones will generate trips for residents, workers, and visitors. A great majority of local trips in Clarkstown are by automobile, so intersection conflicts – including access to parking – will be a key issue for roadways near Centers. With an increase in pedestrians and cyclists, safety is a main issue and may require slower driving speeds. While shopping and recreational trips occur throughout the day, employees of businesses and

residents will travel mostly during peak hours, with main paths of travel to and from major roadways.

1.6 LAND USE AND ZONING

According to 2008 tax files from Rockland County and the Town of Clarkstown, land use in Clarkstown is largely low-density residential. Small, winding suburban roadways, often ending in cul-de-sacs, provide access to homes surrounded by private yards. These areas are punctuated by parcels of more dense urban development, often anchored by moderately intense retail and other commercial uses. There also are a number of government and quasi-government properties in the area, as well as land designated for public utilities and industrial activities.

The main areas of commercial use are located near I-287 and SR-59 near the southern end of the Town, and along SR-304 near the Hamlet of New City. Major commercial centers to the south include Spring Valley Marketplace, Nanuet Mall, Rockland Plaza, and Palisades Center. The commercial area in New City is comprised of separate buildings and small retail structures. About half of the commercial properties in each zone are devoted to parking.

Areas zoned or registered as public utilities, which include services such as water and electricity, are located at the southern border of Clarkstown, around Lake De Forest, and extend slightly northwest from the lake. Major industrial uses include a rock quarry at the southern end of Lake De Forest near West Nyack, an industrial park off of SR-303 near Congers and an additional rock quarry at the northern end of Lake De Forest. Major industrial office uses in Clarkstown include office parks near Brenner Drive in Congers, Corporate Way in Valley Cottage, and on South Pascack Road near SR-59 in Nanuet.

Large public institutional uses include schools, a cemetery, and a number of municipal buildings, many of which are located near SR-304 and south of I-287. Clarkstown also enjoys public open space in Rockland Lake State Park on the Hudson River, Kennedy Dells County Park between Little Tor Road and SR-304, Mountain View Park near I-287 and SR-59, as well as a number of local open spaces, ball fields and small parks throughout the Town. Four country clubs and/or golf courses also are located within Clarkstown.

Figures 1.18 and 1.19 document the current land use and zoning within Clarkstown, respectively.

Figure 1.18
Land Use
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- Agricultural
- Community Commercial
- Office
- Regional Commercial
- Utilities
- Vacant
- Not Yet Classified
- Heavy Industrial
- Light Industrial/Warehouse
- Residential
- Institutional/Quasi-Public
- Local Park/Open Space
- Public Park/Open Space
- Private Recreation/Private Open Space
- Roads
- Railroad
- Municipal Boundary

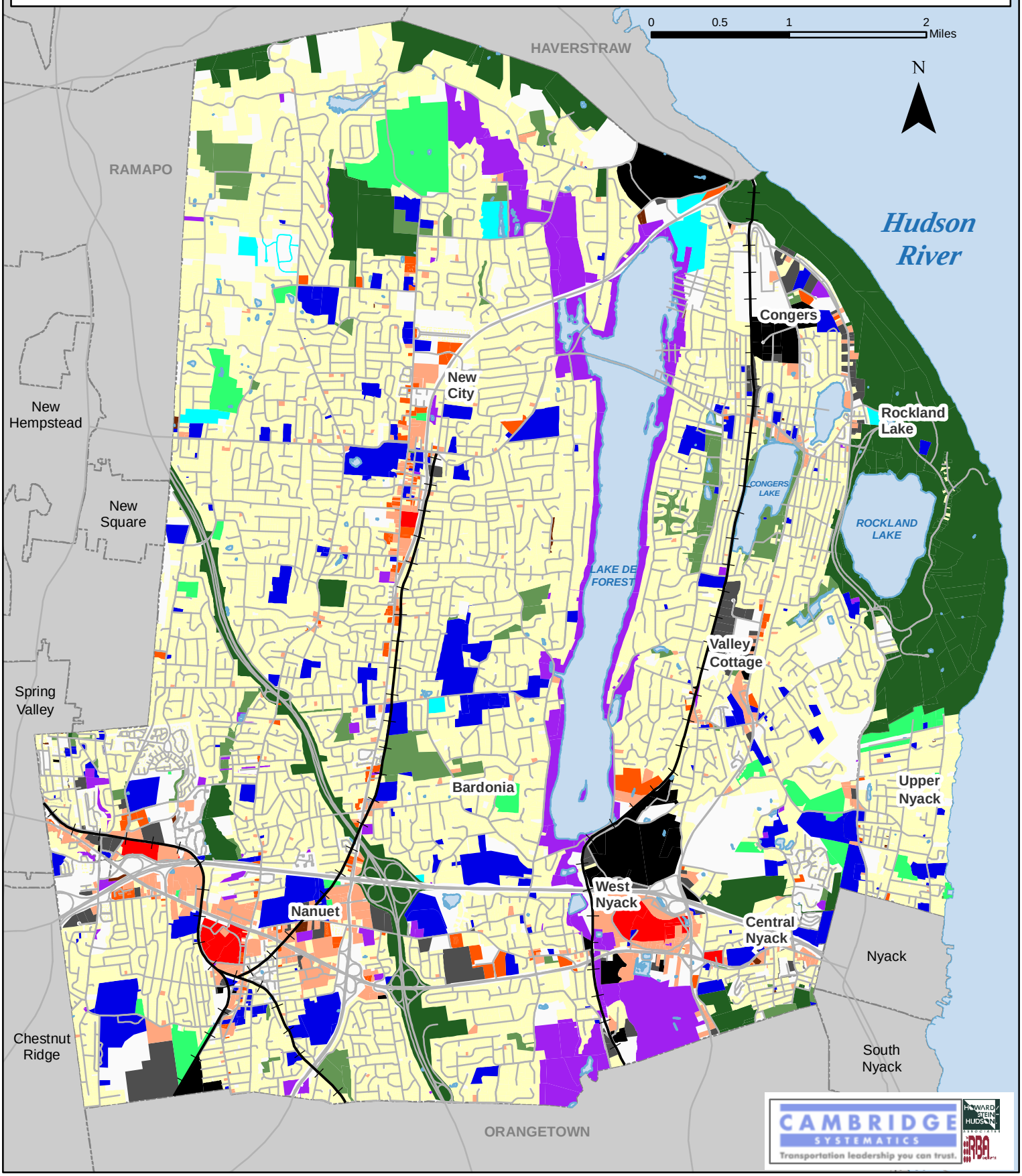


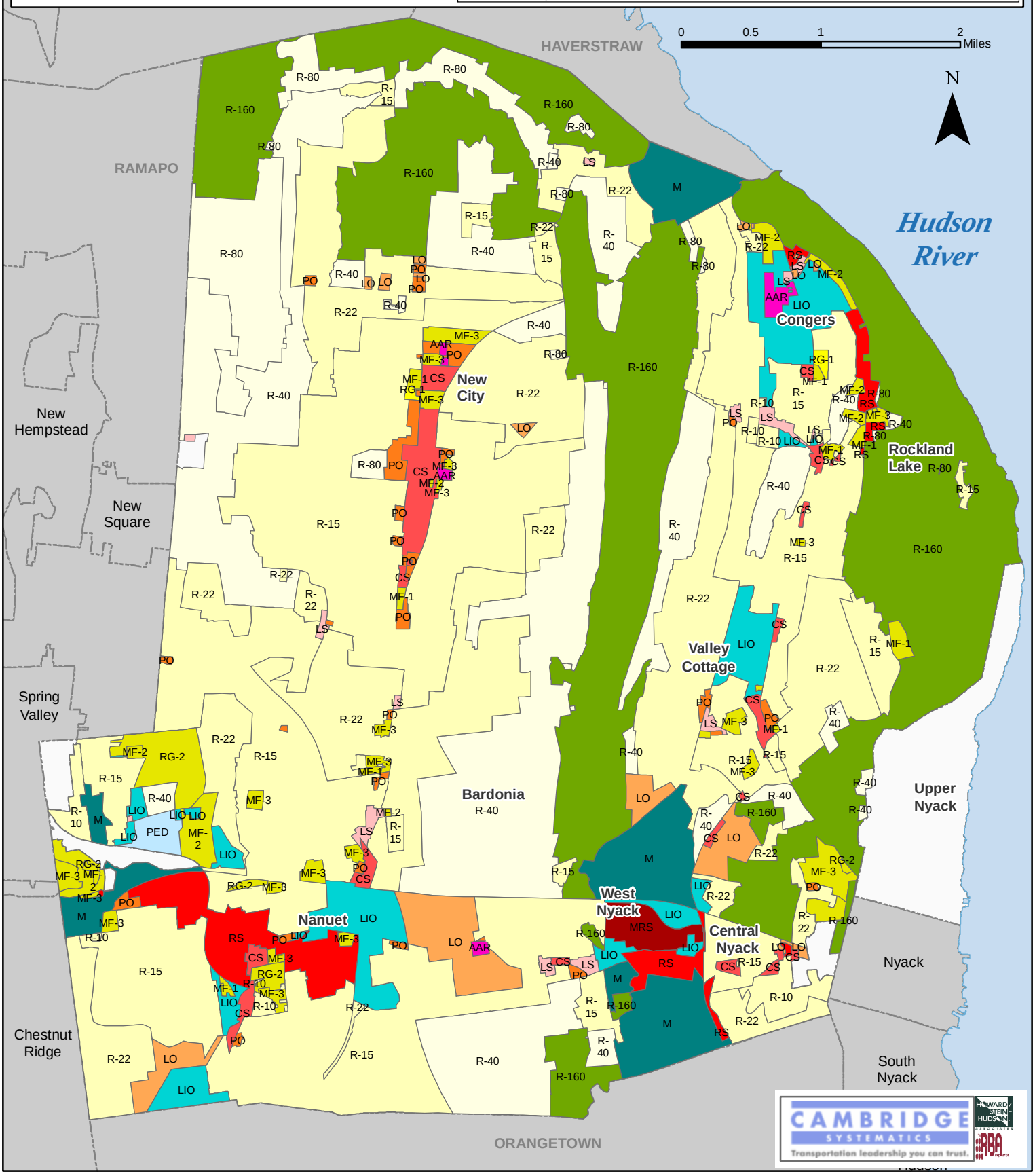
Figure 1.19
Zoning
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

- Conservation Density Residence
- Low Density Residence
- Medium Density Residence
- High Density Residence
- Multi Family
- Active Adult Residence
- Laboratory Office
- Professional Office
- Local Shopping
- Community Shopping
- Regional Shopping
- Major Regional Shopping
- Light Industrial Office
- Manufacturing
- Planned Economic Development



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1.7 SYNTHESIS OF PUBLIC OUTREACH DATA

Beginning in late 2007 and throughout 2008, the Town of Clarkstown engaged its citizens in updating the Town's Comprehensive Plan. As part of this outreach effort, the following meetings were held to solicit the public's opinions and ideas and to create a vision for the entire town and for their respective hamlets.

Townwide Meetings

Kickoff for Public Participation Identification of Ideas	October 25, 2007
Comprehensive Plan Meeting	May 15, 2008

Hamlet Area Workshops

Nanuet, Spring Valley, and Bardonia	December 3, 2007
Valley Cottage and Upper Nyack	January 10, 2008
Congers and Rockland Lake	January 24, 2008
New City	February 4, 2008
West Nyack, Central Nyack, and Nyack	February 21, 2008

The following details the information gathered during these meetings with regards to transportation issues.

Methodology

The public comments and concerns expressed during the meetings were gathered and posted by Clarkstown on the Town's Comprehensive Plan web site. The following analysis is based on the information posted on the web site.

The posted comments were entered into a database using the following fields:

- Meeting;
- Issue;
- Comment/Concern;
- Specific Place;
- If Yes, Where; and
- Additional Notes.

The raw database can be found in Appendix B of this technical memorandum.

Meeting – Indicates at which meeting the comment was made.

Issue – A general description of the comment as pertaining to one of the following categories:

- Bicycle/Pedestrian;
- Road;
- Safety;
- Sidewalk;
- Traffic;
- Transit;
- Trucks;
- Tappan Zee Bridge Project; and
- Other.

While many of these issues may overlap, the categories represent the major themes revealed by the comments received.

Comment/Concern – A more detailed description of the comment in terms of a specific concern or desired action. Some examples of the comments/concerns are:

- More transit service;
- More bike paths or pedestrian walkways and pathways;
- Plan coordination (among various levels of government); and
- Increased truck traffic concerns.

While the actual wording is unique to each comment, similar comments were described in a consistent manner in order to capture shared ideas and input.

Specific Place – A yes or no statement as to whether the commenter identified a geographic location specific to their concern.

If Yes, Where – Refers to the previous question in order to capture any specific roads or intersections identified in the comments.

Additional Notes – A place for any pertinent information that could not be captured by any of the previous fields.

Once input into the database, the information was tabulated and counts of responses to each field were made based on the entire population of comments, as well as according to each hamlet area workshop.

A total of 130 distinct comments were made through this outreach process. The most comments were received at the kickoff meeting and 20 comments each were received at the New City, Valley Cottage/Upper Nyack, and West Nyack/ Nyack/Central Nyack hamlet area workshops.

Townwide Comments and Concerns

Based on all of the comments received, participants identified the issue of roads most frequently. In addition, more than 20 of the 130 comments received were related to the issue of transit. Bicycle/pedestrian issues also were brought up frequently as an area of concern.

Coinciding with the issue of roads, the most requested action in the comments/concern field was for intersection improvements. Of the specific intersections mentioned, SR-303 and Lake Road in Congers was cited by the most number of people. Other comments and concerns requested plan coordination with other initiatives going on at various levels of government, including coordination with the Tappan Zee Bridge project. When aggregated, requests for more bicycle and pedestrian infrastructure and facilities constitute a significant number of comments (23) and actually surpass the requests for intersection improvements. While the actions and suggestions detailed in the comments/concerns field varied, they do reveal a concern to address the needs not only for the private vehicle driver, but also for the transit rider, pedestrian, and bicyclist.

Hamlet-Specific Comments and Concerns

Nanuet, Spring Valley, and Bardonia

Roads and sidewalks were of greatest concern based on the comments at this workshop. The specific actions and recommendations varied but included: road improvements, sidewalk maintenance, street paving, and the development of new traffic patterns on the SR-59 corridor.

Valley Cottage and Upper Nyack

The most prominent issue identified at this workshop was roads, specifically a desire for intersection improvements. SR-303 was mentioned in a number of contexts, including the intersection at Lake Road, a desire to increase the road's capacity, and a desire to increase bicycle and pedestrian access along the route. Bicycle/pedestrian issues, traffic concerns, and concern over coordination with the Tappan Zee Bridge project also were identified by more than one participant.

Congers and Rockland Lake

Five of the six comments regarding roads requested intersection improvements at this hamlet workshop. Again, SR-303 was identified as the major site of these desired improvements, specifically its intersection with Lake Road in Congers, the Executive Park, and Hilltop. In addition to roadway improvements, bicycle/pedestrian improvements and new and improved sidewalks also were mentioned in a number of comments.

New City

Transit and bicycle/pedestrian issues were identified most frequently in comments from New City. With regards to transit, comments ranged from a desire to increase ridership and rail service to the desire for a high-speed train directly to Manhattan. Bicycle/pedestrian comments focused on a need for bike storage and more bike paths.

West Nyack, Nyack, and Central Nyack

For this hamlet area workshop, traffic was the dominant issue followed by road and sidewalk needs. There also were requests for analysis, including more research on the CSX freight line, what kind of freight is carried and whether or not the CSX Bridge needs to be replaced. Participants also requested analysis of commuter lot usage for the lots on SR-59 and SR-303.

Conclusion

The public outreach for the Comprehensive Plan thus far has revealed that certain issues such as roadway improvements, expanding the transit system, and increasing bicycle and pedestrian access and facilities affect the entire town. The hamlet area workshops reveal that while these issues and concerns may be shared, the priority of each issue may differ between hamlet areas. This information was used in developing a prioritization strategy for identifying and executing transportation projects.

2.0 Transportation Improvement Goals

2.1 TOWNWIDE GOALS

The Clarkstown Comprehensive Transportation Plan identified transportation improvement goals and strategies to improve all types of travel in Clarkstown and neighboring communities. The plan is based on an analysis of the current state of the transportation network in Clarkstown. The goals described here for Clarkstown's transportation infrastructure and services resulted from the analysis of the current condition of these assets. The data was organized using a GIS database that allowed for detailed overlays of the transportation network in relation to the land uses and facilities the network serves. Transportation needs were identified based on current long-range forecasts of population, employment, and development in the region. These regional trends provided insight into gaps in transportation service that may arise within the next few decades. The goals also reflect the local resident input gathered at community workshops.

The study team organized Clarkstown's transportation needs into 11 long-term goals. Detailed with more specific objectives, these goals create a framework with which the Town of Clarkstown will guide spending and policy decisions in the coming decades.

Roadway Network

- Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, SR-59 corridor, and other parts of Clarkstown.
- Add to economic strength and quality of life in Clarkstown by coordinating with the Tappan Zee Bridge/I-287 Environmental Review project and any other regional transportation initiatives.
- Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes and minimizing conflict between modes.

Public Transportation

- Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors.
- Provide for commuter transit services to regional centers that are accessible, efficient, and safe.

Sidewalk and Pedestrian Facilities

- Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations.
- Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities.

Bicycle Facilities

- Create a bicycling environment that is accessible, safe, and enjoyable.

Quality of Life

- Improve residents' health and maintain rural character by reducing pollution related to motorized travel.

Land Use

- Develop Hamlet Centers with transportation options and connections.
- Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation.

2.2 GAP ANALYSIS

A "gap" analysis was performed to determine where the existing transportation network falls short of meeting the Town's goals. The characteristics of transportation-related infrastructure and operations in Clarkstown were reframed and presented as discrete issues that can be addressed through construction and policy strategies. These strategies are described in the following section "Development of Transportation Improvement Strategies." The gaps are presented below by related goal categories.

Roadway Network

Concerns regarding automobile traffic in the Town of Clarkstown center on three main issues: congested corridors, intersections with high crash occurrences, and truck routing. The study defined where these issues affect the transportation infrastructure, and the extent to which they present obstacles to achieving Clarkstown's future transportation goals. The corridors identified are based on both existing and predicted traffic volumes based on population growth and planned projects, particularly commercial properties.

Congested Corridors

Congested corridors include links in the roadway network that experience travel times at less than free-flow levels for any part of a 24-hour day. These corridors

are based on available data, including historical traffic counts, accident reports, a truck routes study, as well as personal experiences of people involved in the public meeting portions of the Comprehensive Plan public outreach process. The corridors include (in both directions):

- SR-59 between New Clarkstown Road in Nanuet to the west and I-287/87 in Central Nyack to the east:
  - Ten accident hotspots;
  - Dense collection of access management locations;
  - Major truck route (to Nanuet Mall and Palisades Center in West Nyack); and
  - County transit system's trunk line (TOR 59).
- SR-303 from the southern border of Clarkstown in West Nyack to U.S. Route 9W to the north:
  - Three accident hotspots;
  - High transit ridership at SR-303 and Brenner Drive (developing technology corridor);
  - Additional commercial space anticipated for technology corridor; and
  - Additional commercial space anticipated for Clarkstown Executive Park.
- SR-304 from SR-59 to the south in Nanuet to Laurel Road in New City:
  - Five accident hotspots;
  - High transit ridership at SR-304 and West Nyack Road; and
  - Six schools or churches within a quarter-mile of SR-304.
- Middletown Road (CR-33) from Church Street to the south in Nanuet to Germonds Road and the Palisades Interstate Parkway to the north:
  - One accident hotspot (SR-59);
  - Nanuet Train Station on the Pascack Valley commuter rail line;
  - Three Park-N-Ride facilities;
  - Access to Nanuet Mall and Rockland Plaza; and
  - Small commercial area near curve at New Valley Road/Milich Lane.
- New Hempstead/Congers Road (CR-80) from the border of Clarkstown with Ramapo, to Brewery Road in New City:
  - Two accident hotspots; and
  - Generators in New City (along and near Main Street) are expected to increase traffic as County grows.

Figure 2.1 documents the identified gaps in the roadway network.

Figure 2.1
Gap Identification - Traffic
Comprehensive Transportation Plan

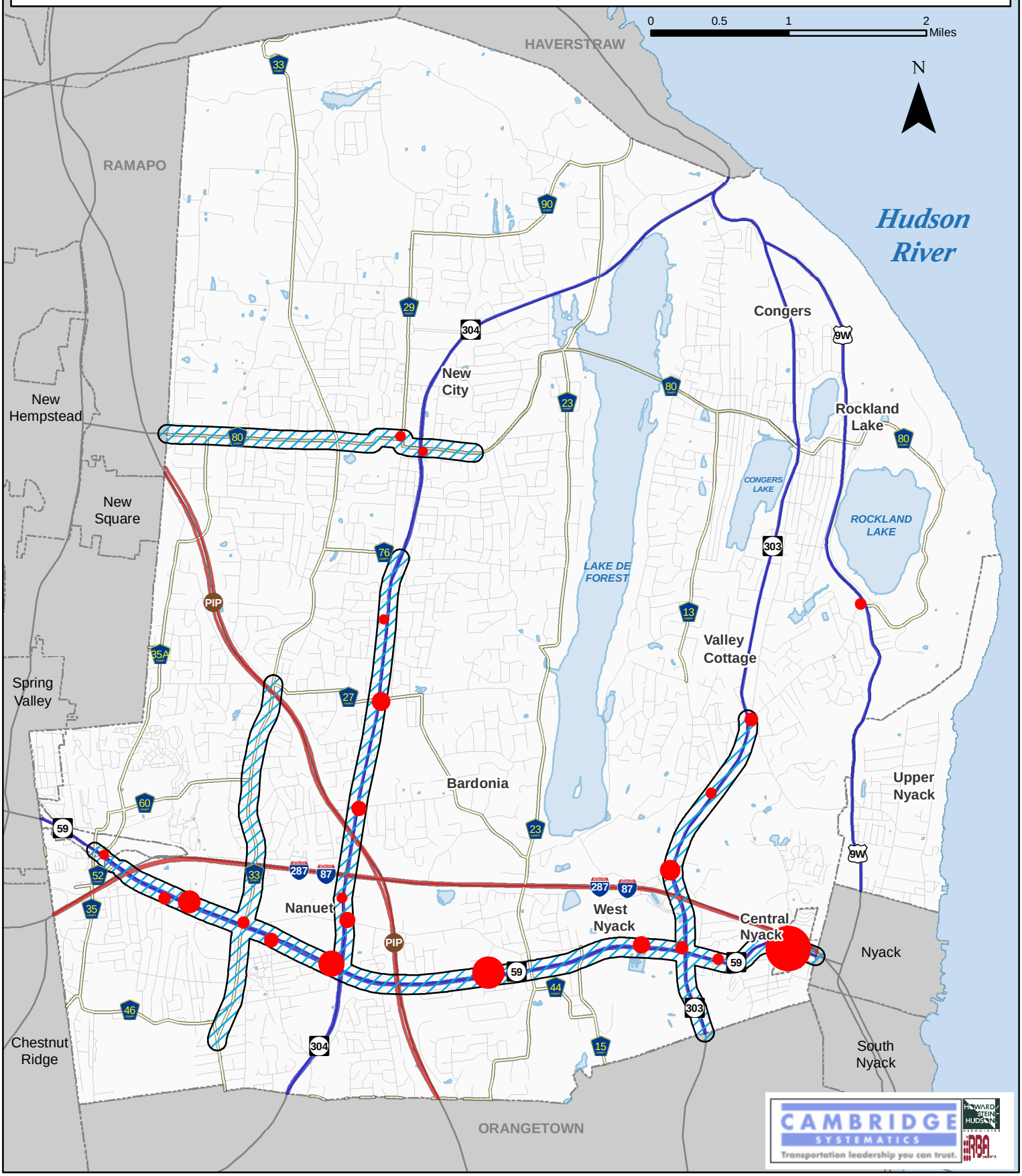
Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Crash Locations
- Low
- Medium
- High

Interstate Highway
State Highway
County Highway
Local Road
Congested Corridors
Municipal Boundary



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Public Transportation

Clarkstown and the surrounding region continue to develop and need efficient and safe public transportation. Rockland County is still transitioning from a rural and village transit service into a more heavily used and dynamic suburban transit market. Clarkstown is served by three different local bus services, as well as commuter buses traveling to locations in New York City, Westchester County, and New Jersey. In addition, New Jersey Transit trains stop in Nanuet and Spring Valley, carrying passengers to routes along the Pascack Valley Line. Taxis, both individual and shared, have been useful for the indirect, suburban roadway network in Rockland County. Concentrations of retail and warehousing in Clarkstown attract workers from all directions, as does access to commuter routes and car sharing on the area highways.

An analysis of challenges to the public transportation network included comments from Clarkstown residents and public officials, mapping of local origins and destinations, ridership counts from individual transit lines, and incorporation of information compiled in the Economic Development report for the 2009 Clarkstown Comprehensive Plan. The analysis illustrated challenges in bus travel times due to congestion, access to underserved neighborhoods and generators, and operations providing accessible hours and quality customer service.

Congestion

Congested traffic in Clarkstown (see Roadway Network) is an impediment to efficient bus travel. In addition, increased ridership is straining the flag-down bus stop system used by Transport of Rockland and MiniTrans. The following geographic areas experience travel times above local averages:

- SR-59 between New Clarkstown Road in Nanuet to the west and SR-304 to the east;
- SR-59 between SR-303 and Mountainview Avenue in Central Nyack. In particular Mountainview Avenue/New York State Thruway Exit 11 in Nyack;
- SR-303 from its intersection with SR-59 West Nyack to Storms Road in Valley Cottage to the north;
- Main Street (Old SR-304) between Laurel Road and Phillips Hill Road in New City; and
- Congers Road (CR-80) at the intersection with SR-304.

Underserved Areas

Underserved areas were examined by comparing transit routes with land uses and travel generators in the Town, as well as boarding and alighting counts from the 2007 Rockland County Bus Stop Study. A comparison of transit to planned

development and priority neighborhoods also was used to identify areas of need. Areas below represent current and forecasted gaps in transit service:

- New City (along South Main Street).
- Nanuet and West Nyack (on the SR-59 Congested Corridor) have planned expansions near Palisades Center. These and other projects will be encouraged by planned roadway and transit development on the I-287/ Tappan Zee Bridge corridor.
- Congers technology corridor (SR-303 and Brenner Drive).
- Hamlet centers (New City, Congers, Valley Cottage, Central Nyack, West Nyack, and Nanuet) will include greater density of the built environment, streetscape improvements and mixed use development.
- Regional Parks (Rockland Lake State Park, Hook Mountain State Park, Blauvelt State Park, High Tor State Park, South Mountain County Park, Mountain Ivy County Park, and Kennedy Dells County Park).

Operations

Operational policy for the areas three local transit providers reflects the largely suburban network, with limited service in some directions, long headways, uncoordinated transfers, and little late-night service. For transit to support the goals outlined in the previous section, it must meet riders' needs for all types of trips. Operations also must keep pace with changing trends in demographics and the economy. Clarkstown represents a concentration of jobs in the service sector, which is unique in the hours and locations of work. Gaps in operations were analyzed by comparing generators to transit routes, analyzing overlap between bus schedules, incorporating public feedback and analyzing hypothetical trips for feasibility. Key concerns include the broad issues below (which are addressed in following sections).

- Palisades Center, Rockland Plaza, and Nanuet Train Station lack coordinated transfers with wait times up to 30 minutes and uncertain arrival times;
- Limited service hours for north-south route corridors in both directions: TOR 91/97 and TOR 49;
- Lack of up-to-date route information at fixed bus stops, transfer points, and park-and-rides; and
- Unsafe or insufficient shelters for riders waiting for buses due in part to the area's "flag-down" system for public transit.

Example Transit Trip 1: New City to Congers

Travel between the hamlet centers of New City and Congers, approximately three miles apart and separated by Lake DeForest, lacks convenient bus connections throughout the day. Some connections require approximately one hour of travel time while other require long waits between buses. The TOR 91

bus travels from New City to Congers via Haverstraw to the north every hour from 6:00 in the morning to 8:00 in the evening with a travel time of 52 to 60 minutes. The Red and Tan 9A and 9AT buses run between New City and Congers every 60 minutes during non-peak hours, and every 30 minutes between 3:30 and 6:30. In the opposite direction the shorter headways are from 8:30 to 10:40 in the morning, and 8:45 p.m. to 12:00 a.m. The Red and Tan lines do not operate on a flag-down service along Congers Road (CR-80), and the direct connection affords a 10-minute trip. The Clarkstown MiniTrans buses offer connections between New City to Congers via the SR-59 corridor. For example, a trip using the B line from New City with a coordinated transfer to the A line to Congers at Nanuet Mall requires 62 minutes of travel time. MiniTrans operates from approximately 7:00 a.m. to 7:00 p.m., limiting the types of trips available. Other local routes on the SR-59 corridor require up to three transfers and up to 83 minutes travel time.

Example Transit Trip 2: Nanuet to Congers

Commuters traveling to employment parks on SR-303 north of Route 59, and who live west of SR-303 (New City, Nanuet, and Spring Valley) face low transit access. Using the Palisades Center as a transfer point, transfers from the eastbound TOR 59 to the TOR 91 or TOR 97 northbound buses are available approximately every 30 minutes. A critical transfer for business hours (8:31 a.m. TOR 91 run) requires a nearly 20-minute wait. The previous bus requires the same wait time, and the run after (8:57 a.m.) has only a 3-minute wait, which may lead to a missed transfer. Similarly, for people who live on SR-303 and travel west of Palisades Center, the trip home would include a nearly 30-minute wait for the next TOR 91 or TOR 97 bus. There are no connections to the TAPPAN ZEExpress with less than a 30-minute wait and quarter-mile walk for residents on or near SR-303.

Example Transit Trip 3: New City to Route 59

Commuters traveling by bus from New City along SR-304/Main Street to destinations on SR-59 will find convenient transfers and headways during the morning and evening rush hours. Wait times for transfers between the Red and Tan 49 line and the TOR 59 bus are less than 15 minutes, on average. For reverse commuters – those living in the increasingly populated Route 59 corridor who work to the north near SR-304 – transit options are limited. There are no afternoon or evening routes out of New City traveling south on Main Street, leaving only the Clarkstown Mini Trans B or E buses, each having circuitous routes east or west of Main Street at headways of over an hour.

Figure 2.2 documents the identified gaps in the public transportation network. Transit routes are shown in different colors, overlain on characteristics of the town and transportation network such as residential development and congested corridors. This map was used in conjunction with other analyses to visually see where service is operating in relation to existing and planned development, and roadway use.

Figure 2.2
Gap Identification - Public Transportation
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Bus Services
- Mini Trans
- Red And Tan
- Tappan ZEExpress
- Transport of Rockland
- Roads
- Commuter Rail

Proposed Developments
- Multi Family Housing
- Mixed Use - Retail, Housing, Office
- Office/Industrial
- Congested Corridors Affecting Transit Operations
- Active Adult Residences

Bus Transit Service Area
- Local
- Commuter

Note - Gaps outside the Service Area buffers denote Transit Gaps

- Hamlet Centers
- Municipal Boundary

Pedestrian Facilities

Through an analysis of existing conditions, four priority corridors were identified that provide the most connectivity to pedestrian generators and have the poorest walking conditions. These same corridors also experience the largest shares of automobile traffic, due to a scarcity of diverse connections.

- SR-59;
- SR-303;
- SR-304; and
- New Hempstead Road/Congers Road (CR-80).

Barriers to walking include missing sidewalks, sidewalks in poor condition or obstructions limiting accessibility. Obstructions include cracks, uneven surfaces, raised sections of sidewalk, utility poles, missing curb ramps at intersections. The following sections describe specific sidewalk issues grouped by hamlet center or neighborhood (based on U.S. Census Designated Places).

Nanuet

SR-59 is a major commercial district in the hamlet of Nanuet. Other main roadways in the transportation network include South Pascack Road (CR-35), New Clarkstown Road (CR-35A), Middletown Road/Main Street (CR-33), Main Street (SR-304), West Nyack Road, Smith Street, Church Street, and Convent Road (CR-46).

The sidewalks in poor condition that should be repaired or replaced include these locations:

- Route 59 between College Avenue and Smith Street; and
- Smith Street between Route 59 and Church Street.

Missing segments of sidewalk that should be installed include:

- New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard;
- South Pascack Road (CR-35) between Route 59 and Convent Road (CR-46);
- Convent Road (CR-46) between South Pascack Road (CR-35) and South Middletown Road (CR-33);
- West Nyack Road between College Avenue and SR-304; and
- South Middletown Road (CR-33) between Church Street and the Clarkstown–Orangetown border.

Bardonia

SR-304 and North Middletown Road/South Little Tor Road (CR-33) are major north-south roadways in the hamlet of Bardonia, connecting the commercial

centers of New City and Nanuet. Germonds Road (CR-27) is a main connector between Main Street and North Middletown Road/Little Tor Road. Additionally, near the intersection of Germonds Road and Middletown Road there is both a Synagogue and a middle school.

Sidewalk in poor condition that should be repaired or replaced exists in these locations:

- SR-304 between SR-59 and Bardonia Road/Ludvigh Road;
- SR-304 between Germonds Road and Virginia Street; and
- Germonds Road between Gerlach Drive and Germonds Village.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- Germonds Road between Gerlach Drive and Middletown Road.

New City

Main Street (CR-29) is a major north-south roadway through the hamlet of New City. Little Tor Road (CR-33), and the northern segment of SR-304 are other major north-south roadways in New City. Congers Road/New Hempstead Road (CR-80) is a major east/west roadway connecting New City with the Palisades Interstate Parkway to the west and the hamlet of Congers, located to the east across a causeway traversing Lake Deforest. Other main roadways in the area include West Clarkstown Road (CR-35A) and Collyer Avenue (CR-76).

Sidewalk in poor condition that should be repaired or replaced include these locations:

- South Main Street between Second Street and Demarest Avenue; and
- South Little Tor Road between Red Hill Road and New Valley Road.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-304 between Virginia Avenue and South Main Street;
- North Main Street (CR-29) between Phillips Hill Road and Old Route 304 (CR-90);
- Congers Road (CR-80) between Strawtown Road and Prides Crossing;
- New Hempstead Road (CR-80) between Main Street and the Clarkstown/ Ramapo border;
- West Clarkstown Road (CR-35A) between Franklin Lane and New Hempstead Road (CR-80); and
- Little Tor Road (CR-33) between New Hempstead Road (CR-80) and Moreland Road.

West Nyack

SR-59 is a major east-west roadway in the hamlet of West Nyack, connecting the commercial centers of Nanuet and Nyack. Other main roads in the transportation network include Sickletown Road/Strawtown Road (CR-23), West Nyack Road (SR-59A) and SR-303.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-59 between West Nyack Road and Waldron Avenue; and
- Strawtown Road (CR-23) between SR-59 and Germonds Road.

Valley Cottage

SR-303 is a major north-south roadway in the hamlet of Valley Cottage. Other key streets include Lake Road, Christian Herald Road, and Ridge Road, although these roadways are suburban or rural and see little car or pedestrian traffic.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-303 between Lake Road and Emerald Road.

Congers

SR-303 and Kings Highway (CR-13) are major north-south roadways in the hamlet of Congers. Lake Road/Congers Road (CR-80) is a major east-west roadway, connecting Congers with the commercial center in New City, located across Lake Deforest via the causeway.

Missing segments of sidewalk for the overall transportation network that should be installed include:

- SR-303 between Emerald Road and Lake Road (CR-80);
- Kings Highway (CR-13) between Reginald Drive and Congers Road (CR-80); and
- Lake Road/Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road, including the Lake De Forest causeway.

Figures 2.3 to 2.8 document the identified gaps in the sidewalk/pedestrian facilities within Clarkstown by hamlet centers or neighborhoods.

Figure 2.3

Gap Identification : Sidewalk and Pedestrian

Nanuet Hamlet Center

Comprehensive Transportation Plan

Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other

*** Note - Sidewalk Elements viewed distinctly when zoomed in**

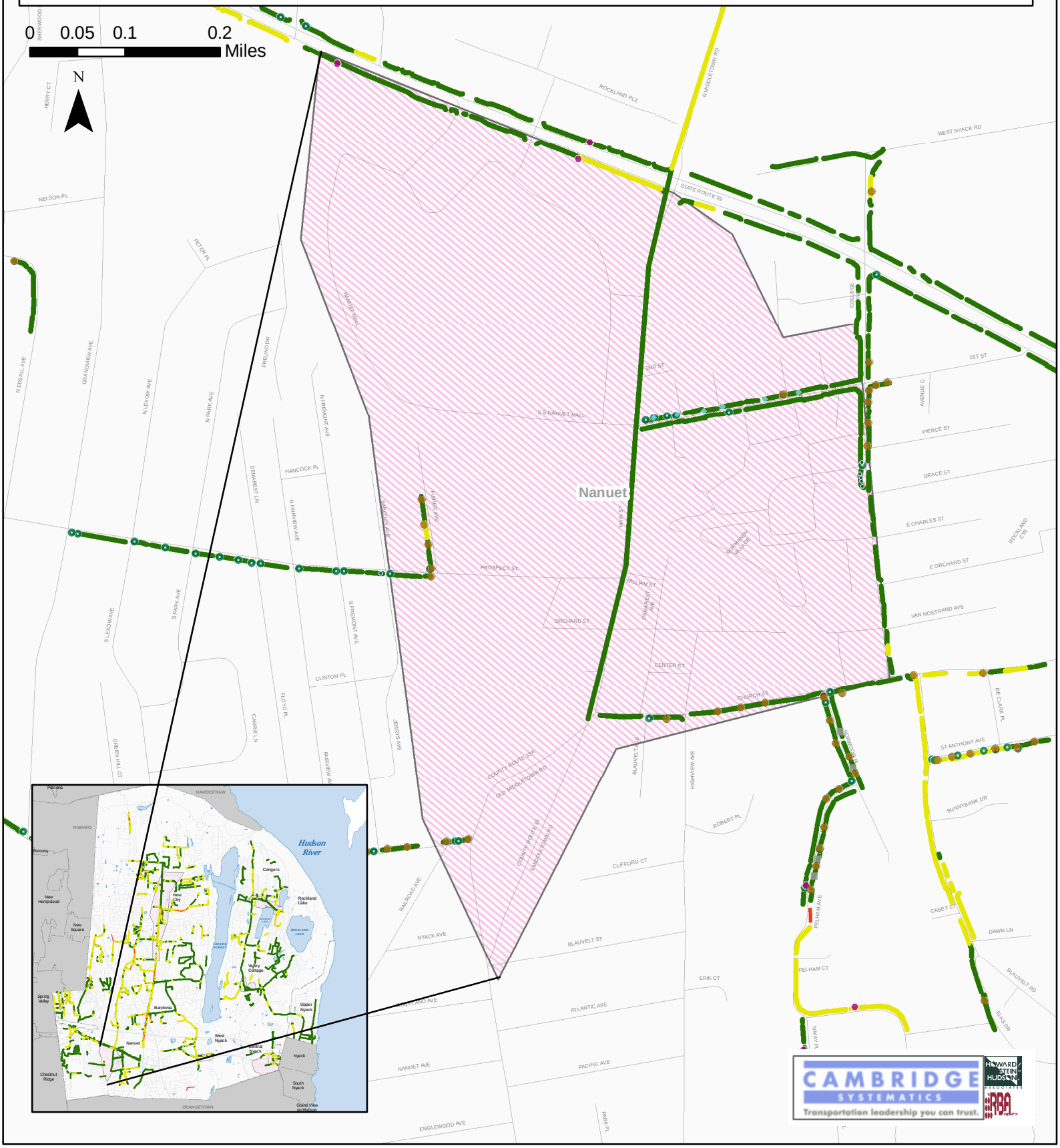

Figure 2.4

Gap Identification : Sidewalk and Pedestrian

Bardonia Area

Comprehensive Transportation Plan

Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other

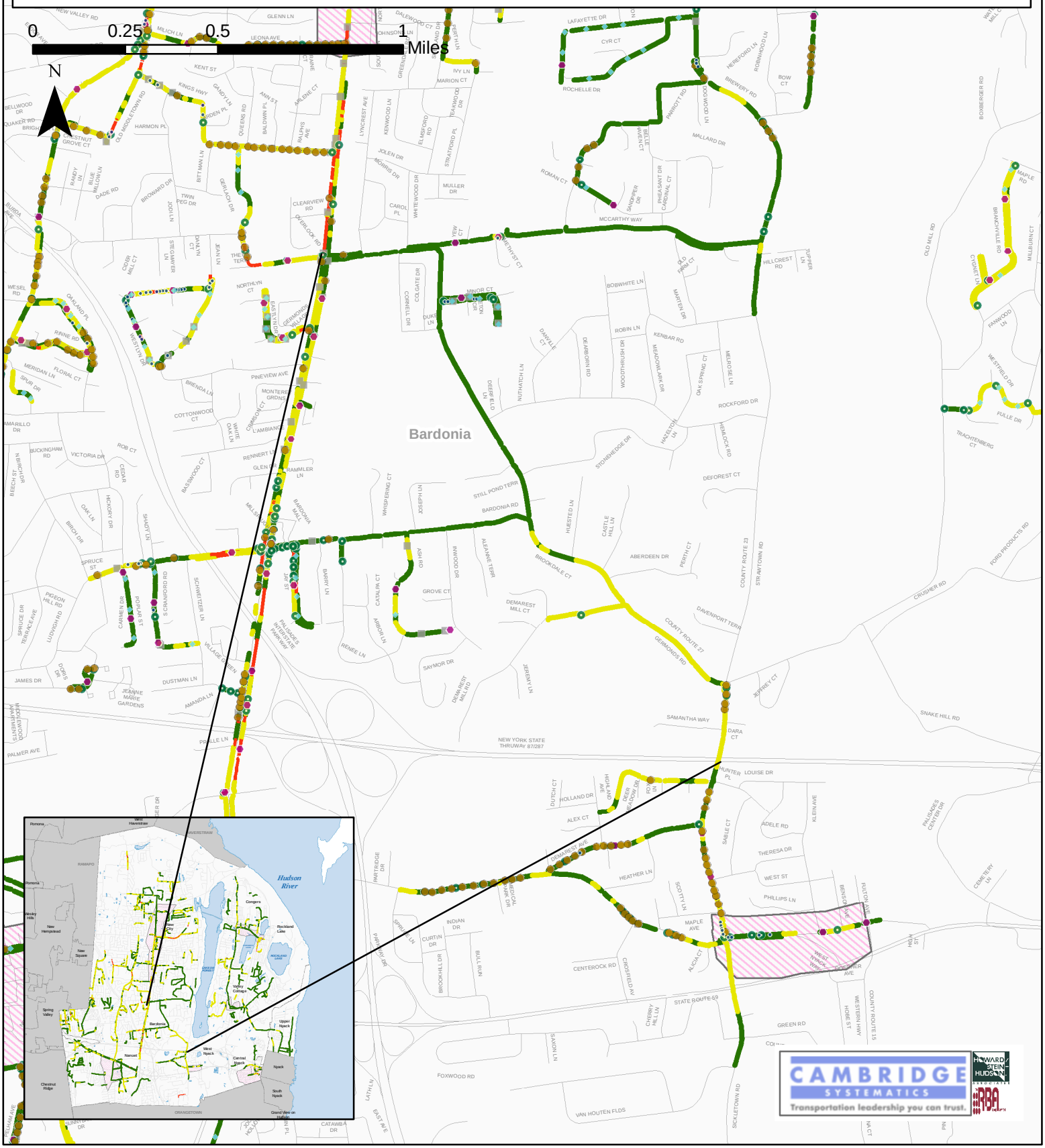

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Figure 2.5

Gap Identification : Sidewalk and Pedestrian

New City Hamlet Center

Comprehensive Transportation Plan

Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

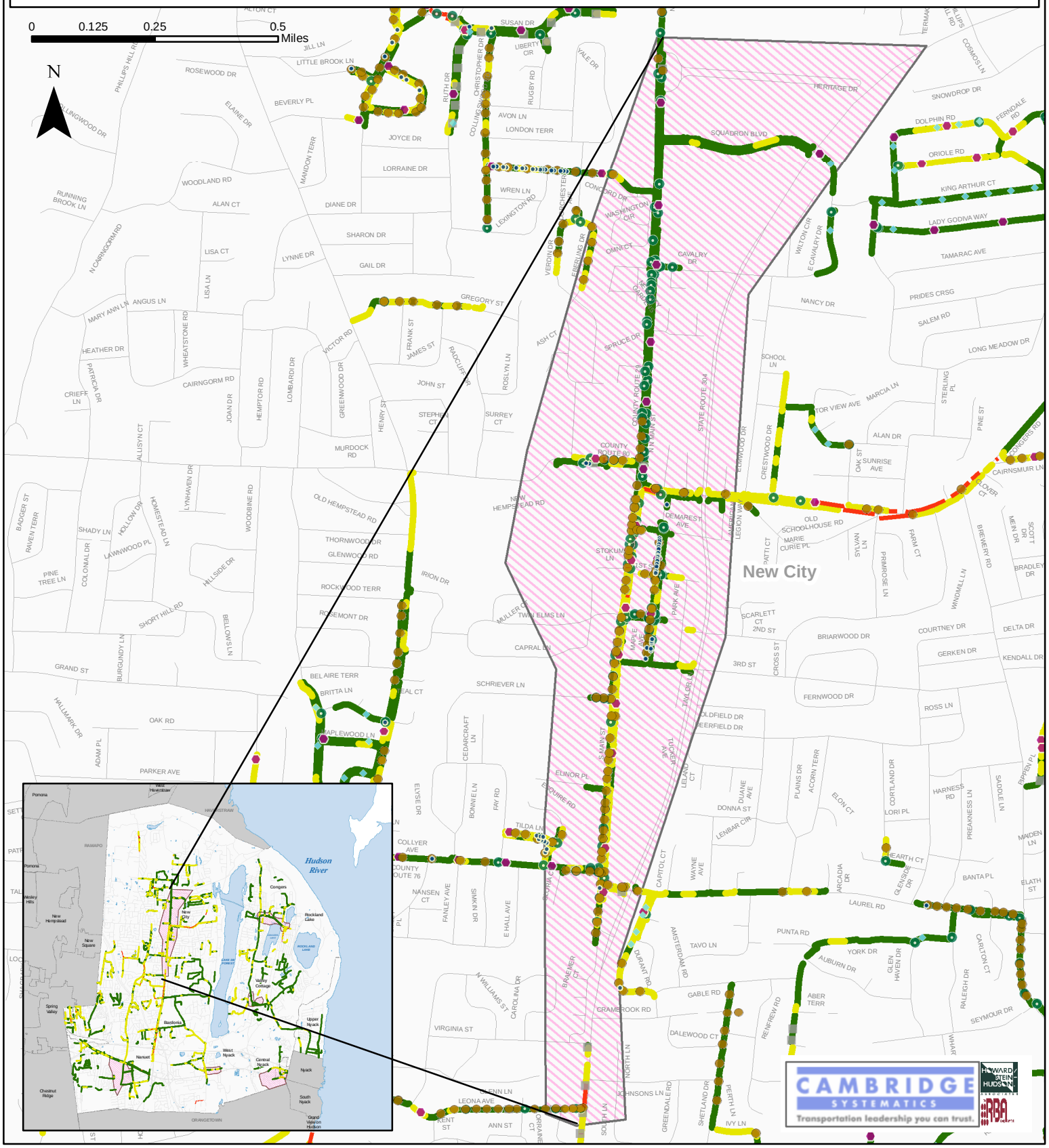
Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other



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RBA

Figure 2.6

Gap Identification : Sidewalk and Pedestrian

West Nyack Hamlet Center

Comprehensive Transportation Plan

Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other

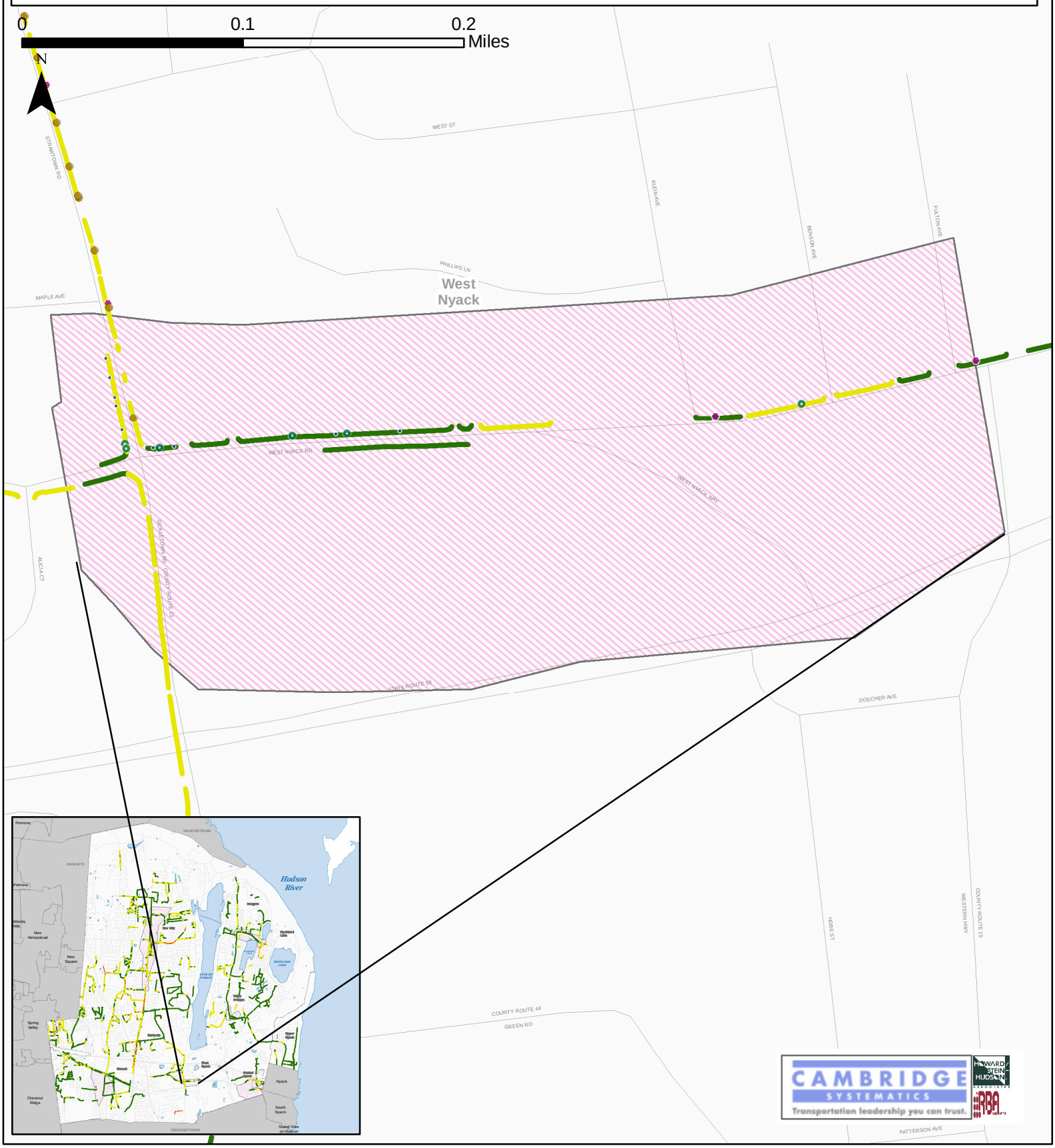


Figure 2.7
Gap Identification : Sidewalk and Pedestrian
Valley Cottage Hamlet Center

Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other

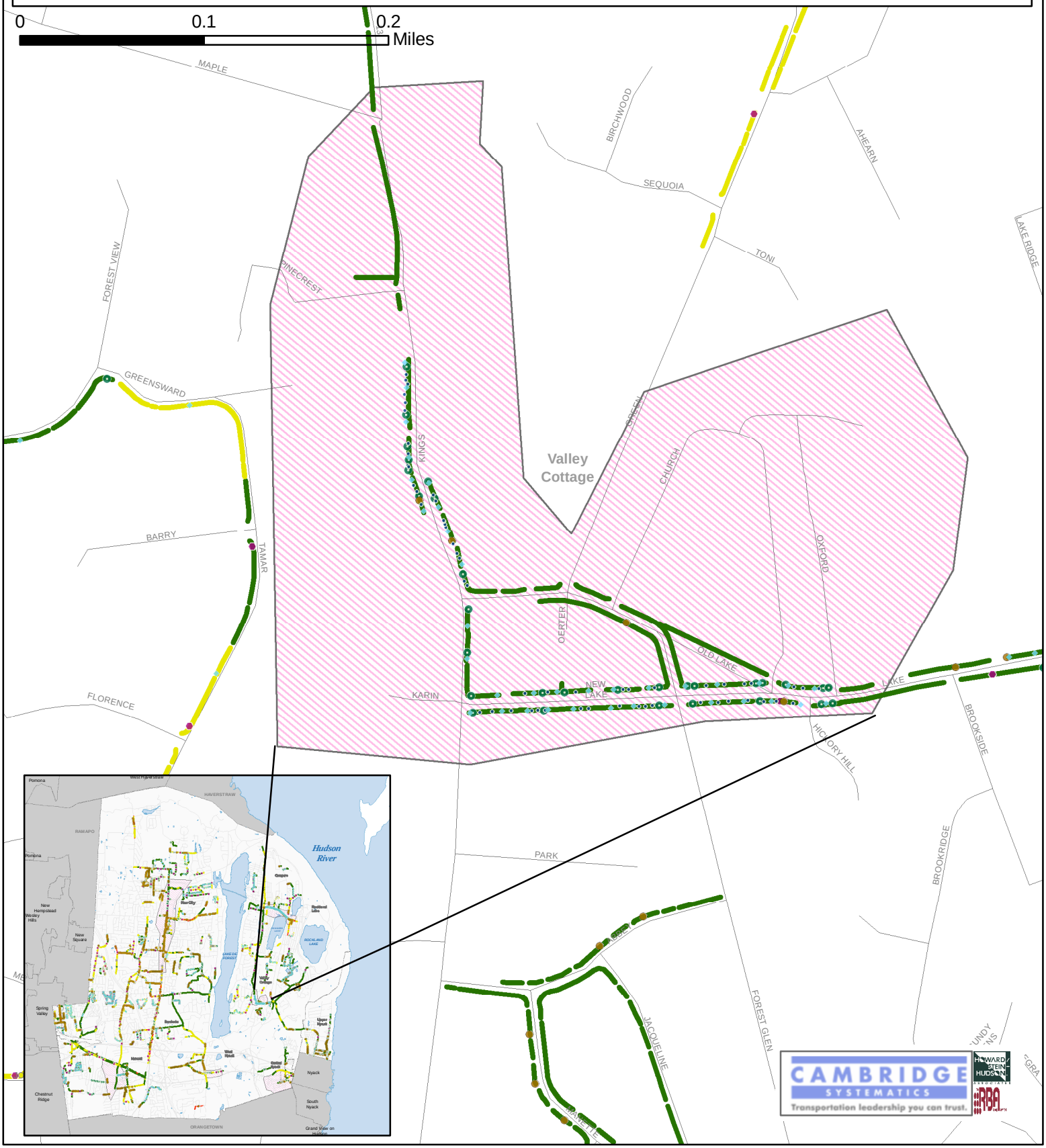


Figure 2.8

Gap Identification : Sidewalk and Pedestrian

Congers Hamlet Center

Comprehensive Transportation Plan

Town of Clarkstown

Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Sidewalk Condition
- Poor
- Fair
- Good

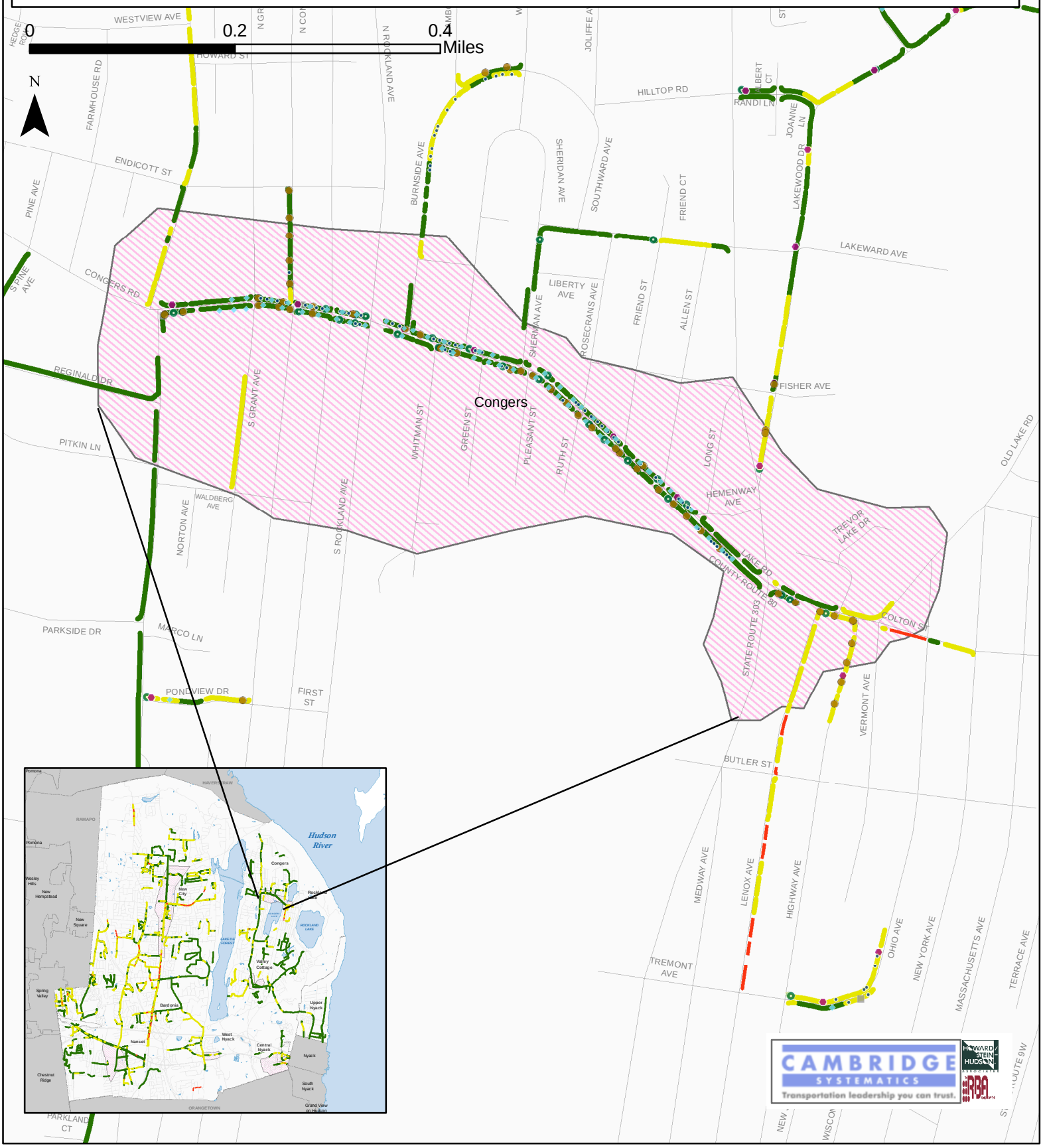
Roads

Hamlet Centers

Municipal Boundary

Sidewalk Elements
- Fire Hydrant
- Sign Post
- Street Light

Sidewalk Elements
- Tree
- Telephone Pole
- Other



Bicycle Facilities

Compared to Clarkstown as a whole, the east side of the Town is relatively well served with bicycle facilities, with Route 9W providing a north-south bicycle route which connects to sections of the Hudson River Valley Greenway to the north and south. There also are two recreational bicycle trails, both east of Route 9W; including the waterfront trail that connects Haverstraw to Upper Nyack and the loop road around Rockland Lake.

These recreational trails do not, however, provide a viable means of transportation for would-be bicycle commuters. The waterfront trail is too remote from likely trip origin and destination points and it is 'paved' with compacted stone screenings which discourages use by the type of skinny high-pressure 'road-bike' style tires most commuters favor. The loop road around Rockland Lake while paved does not connect any likely commuter origin and destination points.

As a transportation system, there is no designated network of bicycle routes, on street or off, connecting hamlet centers or other specific points of trip origin and destination to one another throughout the Town. There are no east-west on-street routes marked or signed for cyclists. With the exception of Route 9W, there are no north-south on-street routes marked or signed. In essence, the entire Town is a 'gap'.

Bicycle commuters can be expected to travel distances up to 10 miles each way in favorable weather on a regular basis provided they have access to safe and convenient routes connecting residential districts to likely destinations such as employment centers, shopping areas, and entertainment venues.

Cyclists who are commuting are no different than motorists who are commuting. They want a route that is efficient and direct. This means that all of the principal arterials in the Town, the roads that most directly connect logical points of trip origin and destination, should be studied to identify ways that they can be made safe for designated shared use by bicycles and motorists.

Quality of Life

Developments of Clarkstown's transportation system are closely linked with the quality of life available here. As noted in the long-range vision, travel impacts enjoyment of the environment, personal health, and access to services and resources.

To explore areas of need in the transportation infrastructure, the planning team analyzed feedback from public visioning sessions and existing regional plans for environment, housing, and land use. Maps were created to compare transportation resources to various uses and to identify design issues. In addition, the results of traffic analysis allowed for interpolation of quality of life issues. Key concerns are listed below.

- **Air Pollution –** This is a key concern where congestion stalls traffic, leading to an increase in emissions similar to a single point source. Vehicle emissions have been shown to contribute to global warming and smog at regional scales and beyond, and respiratory illnesses and building wear at localized scales. Particular geographic areas in Clarkstown to address include:
  - SR-59 between New Clarkstown Road in Nanuet to the west and I-287/87 in Central Nyack to the east;
  - SR-303 from the southern border of Clarkstown in West Nyack to Lake Road in Valley Cottage to the north;
  - SR-304 from SR-59 to the south in Nanuet to Laurel Road in New City;
  - North Middletown Road (CR-33) from Church Street to the south in Nanuet (Nanuet Mall) to Germonds Road and the Palisades Interstate Parkway to the north; and
  - New Hempstead Road (CR-80) from the border of Clarkstown with Ramapo, to Brewery Road in New City.
- **Noise Pollution –** This is critical where industrial, warehousing and deliveries lead to frequent truck traffic. Noise pollution disrupts day-to-day life for businesses and residents, and can lead to a decline in land values. Particular geographic areas in Clarkstown include:
  - SR-59 Corridor;
  - Doescher Avenue (intersection of SR-59); and
  - Quarries.
- **Light Pollution –** Overlighting (too much light) can have negative effects on wildlife in undeveloped areas and can compromise the use and enjoyment of public and private spaces. Forms of light pollution observed in Clarkstown include:
  - Light trespass (light from one property spilling onto another) or glare; and
  - Sky glow near shopping centers, where a "dome" of light is cast into the night sky.
- **Water Pollution –** While no information on water quality within the Town borders was available at the time of the writing of this plan, it is generally understood that the watershed areas in Clarkstown are susceptible to water pollution due to transportation infrastructure. Contributing factors include impermeable paving material in roads, sidewalks, and parking lots that lead to stormwater runoff that can overload streams and carry pollutants such as oil into the watershed.

The Clarkstown Highway Department has investigated the use of alternatives to road salt to mitigate excess Sodium Chloride (salt) that can be washed into the watershed and harm fish, wildlife and vegetation. The town also has created an anti-icing procedure that applied a 20 percent salt solution to specific high-risk roads prior to a storm. This has reduced the need for the application of salt to these roads and resulted in cost savings and fewer vehicle crashes. The solution also recycles stormwater runoff that would have otherwise been discharged into local streams or sewage systems. For more information, please see the Appendix memorandum on Roadway Anti-Ice Products.

- **Walking and Biking –** Clarkstown lacks a fully developed network of walking and cycling paths that enable travel that can improve personal health. Non-motorized transportation also may contribute to improved sense of community in neighborhoods where walking facilities increase personal interactions. Several parks are available that would be well served by non-motorized connections from residential areas and public transportation.
- **Security –** Clarkstown does not have its own public regional emergency evacuation plan. However, the Town participates in the Rockland County Radiological Emergency Preparedness plan, which has a traffic management plan for the Indian Point Energy center in case of evacuation. Clarkstown also has the City Watch public notification system to notify residents as needed. Having evacuation and other security plans and policies in place that are regularly coordinated with related agencies, and communicated broadly to the public, can facilitate an efficient and safe response by the community.

Land Use

While Clarkstown aims to preserve the suburban and even rural character that continues to attract businesses and residents, sprawling land use patterns present challenges to achieving their transportation goals. Given existing conditions and projected population growth in the region, local roads will be pushed to support traffic flows to expanding areas of development, leading to compromised safety and increasing congestion.

To identify challenges to achieving transportation goals in relation to land use patterns, the team analyzed land uses by tax lots, zoning maps, prior planning studies, regional development plans, and conversations with community members. Land use influences transportation goals through zoning law, which dictates the allowance for development, parking requirements and design, public transportation access and street design. Key land use gaps identified include:

- Suburban Sprawl – Low-density and single-use development leaves travelers dependent on travel by car. Examples include malls and other commercial areas on SR-59 without safe pedestrian connections, executive office parks

located north of the main commercial areas on SR-303 and dead-end street design in residential areas.

- Large parking lots surrounding businesses leads to long walking distances from street to building fronts, and adds to storm runoff and water pollution.
- The lack of master planning and other regulations that encourage public transportation use; secondarily improves traffic flow and provides safe route for customers.

3.0 Transportation Improvement Strategies

3.1 IMPROVEMENT STRATEGIES

The following strategies lay out a guide for future projects based on an analysis of Clarkstown's long-term transportation goals and the current infrastructure gaps to achieving those goals. Some strategies are site-specific, while others present policy tools to address future change. The strategies are grouped according to areas of transportation, consistent with the previous sections.

Roadway Network

Strategies for achieving goals in Clarkstown's roadway network target three main issues: traffic congestion, intersections with high crash occurrences, and freight truck routing. Identified congestion corridors – based on both existing and predicted traffic due to population growth and planned developments – exist on segments of SR-59, as well as SR-303, SR-304 and Middletown Road (CR-33) near SR-59 and New Hempstead Road/Congers Road in New City.

Traffic congestion suggestions include creating access management programs along the congested corridors that alleviate traffic slowing as drivers use driveways. Signalization, or the timing of intersections with traffic lights, is another key approach in mitigating traffic congestion in Clarkstown. The Rockland County Highway Department published recommendations to improve signalization and roadway geometry at 46 intersections in the Town, 11 of which are located in congested corridors described in this report. The report detailed traffic data (AM and PM peak hour turning movement volumes), roadway geometry, detector locations, speed limits, signage, pedestrian volumes, parking regulations, signal timing, phasing and equipment information was collected for the existing conditions. The Town of Clarkstown has implemented all signal timing recommendations found in the report. For more information, see the Appendix document titled "Data Collection and Analysis for Traffic Signal Retiming of Locally Maintained Traffic Signals on the NYMTC Best Practice Model."

Critical accident locations, mostly located along congested corridors, can be addressed through systematic study and design treatments that account for specific environmental conditions. Truck routes were addressed in a 2007 report by Rockland County. The strategies in the report are consistent with the goals outlined in this plan and will be used to achieve the Town's goals. No additional freight strategies were identified in this report.

Strategies in other sections of this chapter also address roadway congestion. The public transportation section includes strategies to increase transit ridership and reduce the number of automobiles on the road. Similarly, land use strategies that reduce suburban sprawl through a mix of transit accessible shopping, work and housing opportunities, as well as transit access, can encourage less dependence on car use.

Systemwide and Policy Strategies

- Coordinate with Rockland County to ensure traffic signalization in congested corridors improves the flow of traffic in Clarkstown and at a scale that addresses regional traffic congestion.
- Establish policies for street design that accommodates all travel modes (walking, cycling, cars, transit, and freight) and applies traffic calming treatments that accommodate safe driving practices.
- Improve transit access to commercial and retail centers to encourage non-automobile travel to the area (see Transit Strategies in this section).
- Expand capacity at existing Park-N-Ride facilities. Consolidate access points with nearby locations to minimize obstacles.
- Use the Clarkstown zoning code to address access management for new development in order to minimize driveway conflicts with traffic and pedestrians.

Geographic Strategies

SR-59 between New Clarkstown Road in Nanuet to the West and I-287/87 in Central Nyack to the East

- Investigate the 10 accident hotspot intersections on Clarkstown roads, prioritize them by safety impact, and implement case-specific mitigation.
- Investigate alternatives for a bus-only lane on SR-59 during periods of highest transit and automobile congestion. The plans should compliment developments related to the Tappan Zee Bridge project.
- Address access management to parking lots between Middletown Road near Nanuet Mall and Rockland Plaza, and New Clarkstown Road (33 driveway locations).

SR-303 from the Southern Border of Clarkstown in West Nyack to Route 9W in Congers to the North

- Investigate three crash hotspot intersections on Clarkstown roads, prioritize them by safety impact, and implement case-specific mitigation.

- Address access management, public transportation and site design issues:
  - Reduce traffic congestion in the growing Congers Technology Corridor (SR-303 and Brenner Drive) reduce traffic congestion in this growing area (See Land Use Strategies); and
  - Valley Cottage Executive Office Corridor (SR-303 and Brenner Drive) reduce traffic congestion in this growing area (See Land Use Strategies).

SR-304 from SR-59 to the South in Nanuet to Laurel Road in New City

- Investigate five accident hotspot intersections on SR-304, prioritize them by safety impact, and implement case-specific mitigation.
- Redesign the intersection of South Main Street and New Hempstead Road/Congers Road in New City (near SR-304).
- Widen the roadway to accommodate bus stops that allow for passing traffic (See Transit Strategies).

Middletown Road (CR-33) from Church Street to the South (Nanuet Mall) to Germonds Road and the Palisades Interstate Parkway to the North

- Improve access for drivers to the Nanuet Train Station on the Pascack Valley rail line by addressing rush-hour queuing on the tracks, as well as connections to SR-59 and I-287.

New Hempstead Road (CR-80) from the Eastern Border of Clarkstown with Ramapo, to Brewery Road in New City

- Investigate two critical accident hotspot intersections at New Hempstead Road and Main Street, and Congers Road at SR-304, prioritize them by safety impact, and implement case-specific mitigation.
- Work with Rockland County to address access management in New City governmental parking areas to further reduce the number of driveways entering New Hempstead Road.
- Coordinate with Rockland County and the Town of Ramapo to address congestion on New Hempstead Road/Congers Road (CR-80) near the Clarkstown border.

Public Transportation Services

Strategies for public transportation focus on improving bus travel times and on-time performance, increasing access to underserved areas and improving overall bus operations. The suggested operational strategies for reducing bus travel times include creating bus-only lanes during peak hours and pull-out areas, focusing on portions of the congested corridors in Central Nyack, Nanuet, and New City, as well as the access roads to Palisades Center Mall. The Town

also should investigate a fixed bus stop system on the MiniTrans and TOR bus routes in order to consolidate time needed for boarding and alighting.

Underserved areas have shortages of service to destinations used frequently by residents. One key strategy is to create a "Hamlet Circulator" to connect and encourage growing areas of development. Other areas to address include office developments on Route 303 near Congers and Valley Cottage, the SR-59 corridor with potential development following the Tappan Zee Bridge project, and the state and county parks located in Clarkstown. Policy strategies address the frequency, hours, and customer service aspects of the public transportation network. This includes coordinating transfers at existing hubs, expanding hours for routes on SR-303 and SR-304, adding information technology services (ITS) for minute-by-minute updates at bus locations and developing robust data collection to aid in service planning.

Systemwide and Policy Strategies

- Transition to a fixed-stop bus system for the Transport of Rockland bus routes in Clarkstown. Locations, facilities, and expected results are described in the 2007 Clarkstown Bus Stop Study.
- Identify opportunities for coordinated transfers at Palisades Center, Rockland Plaza, and the Nanuet Train Station that achieve passenger wait times of less than 15 minutes.
- Continue to explore ITS for local and regional transit services, giving customers access to up-to-date "next bus" information, schedules and service advisories at transit stops and stations.
- Establish procedures with transit agencies to create and maintain safe, convenient pedestrian facilities between bus shelters and local travel generators.
- Add bike parking at transit hubs and other high-use transit stops.
- Incorporate transit stops and routes into the Clarkstown land use regulations so these assets are considered with new developments in Clarkstown.
- Work with government partners and private bus companies to develop more bus routes and stops near parks and open spaces in Clarkstown that encourage transit trips for recreational activities.
- Coordinate future studies of Bus Rapid Transit and Light Rail Transit on SR-59 with efforts to improve the Tappan Zee Bridge.
- Implement data collection processes that comply with National Transit Database requirements and aid in planning future services to meet demand.
- Encourage and undertake a marketing campaign with local businesses to advertise in public transportation facilities and infrastructure while also

encouraging them to provide and disseminate public transportation information such as maps and schedules.

Geographic Strategies

- Create bus-only lanes on the Route 59 corridor during peak hours to facilitate more efficient passage for public transportation.
- Create bus route through Palisades Center Mall parking lots that does not conflict with cars that are parking (At the time of this report, Rockland County is working with Palisades Center to find appropriate space for public transportation on the property).
- Create a "hamlet circulator" bus line traveling among the hamlet centers, with coordinated transfers and stops on the SR-59 corridor.
- Address capacity and traffic conflict issues at the intersection of Mountainview Avenue and SR-59.
- Seek ways to separate bus stop locations and pull-out lanes at these locations:
  - SR-303 from SR-59 to Storms Road in Valley Cottage;
  - North Main Street between Laurel Road and Phillips Hill Road in New City;
  - Other bus stops on North Main Street in New City; and
  - Congers Road (CR-80) at the intersection with SR-304.
- Expand service hours on the TOR 91 and 97, providing more frequent service and "reverse commute" trips on the SR-303 corridor.
- Explore need for service expansion to the Congers technology corridor (SR-303 and Brenner Drive).
- Create a bus stop hub facility in New City for MiniTrans, TOR, and Red and Tan bus lines.

Sidewalk and Pedestrian Facilities

Taken together, requests for more bicycle and pedestrian infrastructure and facilities were key issues for Clarkstown residents during public meetings regarding local transportation, actually surpassing requests for other roadway improvements. While the concerns and ideas for sidewalks and pedestrian facilities varied, they revealed a concern for the safety of non-motorized travelers, including pedestrians, transit riders, and bicyclists.

The goal of improving the sidewalk network is to provide a comfortable and safe environment for pedestrians while improving the walkability of the town. To do this, the sidewalk construction was prioritized in areas where there are high numbers of travelers, safety concerns limit walking and where walking is a primary means of transportation.

There are two main impediments to a safe pedestrian environment. One are gaps in the sidewalk network. These are described in the previous section of the transportation plan.

These areas tended to coincide with the congested corridors listed in the Roadway Network section. To summarize, sidewalk projects within hamlet centers and that meet the following criteria received priority attention:

- Safety risks to pedestrians due to design of sidewalk route, crossing area, or lack of sidewalks;
- Safety risks to pedestrians on existing sidewalks due to poor surface conditions;
- Located within one-half mile of a facility that generates higher-than-average pedestrian traffic (such as a transit stop or a library);
- Serve a population that uses walking as a primary form of transportation (such as school-age children); and
- Fill in or expand the existing sidewalk network.

Systemwide and Policy Strategies

- Create the Clarkstown Complete Streets Initiative to bring together a diverse group of community members, government partners, and funders to develop new ways to provide roadways that are safe for all users, including pedestrians, cyclists, transit riders, and automobile drivers.
- Create a Street Smarts Program to provide educational activities for community members to learn how to share sidewalks, bike paths, and roadways safely with other users. The program would be modeled from similar municipal programs in New York and other states. For further information, see Figure 3.3 in this section.
- Create Safe Routes Programs for students and older adults. Safe Routes programs include streetscape improvements to increase safety, awareness outreach to drivers in high-use pedestrian areas, and pedestrian-education programs to promote healthy and safe walking. For further information, see Figure 3.3 in this section.

Geographic Strategies

- Create and improve the sidewalk network focusing on the segments displayed in the accompanying map and detailed below. The segments presented in the table represent locations meeting the priority criteria: high use, safety risk to pedestrians, population served and enhancing the existing network.

Table 3.1 outlines the sidewalk and pedestrian facility locations recommended for improvement.

Table 3.1 Recommended Sidewalk Improvements

Hamlet	Project Segment	Length (Mile)	New/ Improve
Bardonia	Germonds Road between Gerlach Drive and Middletown Road	0.6	New
	McCarthy Way from Parrot Road to Strawtown Road	0.6	New
	SR-304 between SR-59 and Virginia Street	2.2	New/ Improve
	West Clarkstown Road from New Clarkstown Road (or Burda Lane) to South Little Tor Road/Middletown Road	0.9	New
Congers	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road	1.2	New
	Kings Highway (CR-13) between Reginald Drive and Congers Road/Lake Road (CR-80)	0.1	New
	Kings Highway from First Street to Endicott Street	0.5	New
	Lakeland Avenue between Amanda Lane and Beechwood Drive	0.3	New
	Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street	0.25	New
Nanuet	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59	1.8	New
	Grandview Avenue from SR-59 to Convent Road	0.9	New
	New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard	0.3	New
	Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive	0.4	New
	Pipetown Hill Road between South Central Road and South Pascack Road	0.4	New
	Prospect Street from Briar Road to South Middletown Road	0.8	New
	South Middletown Road (CR-33) between Church Street and the Clarkstown–Orangetown border	0.8	New
	Smith Street between SR-59 and Church Street	0.2	Improve
	South Pascack Road (CR-35) between SR-59 and Convent Road	1.0	New/ Improve
	SR-59 between College Avenue and Smith Street	0.5	Improve
	West Nyack Road between College Avenue and SR-304	0.6	New

Hamlet	Project Segment	Length (Mile)	New/ Improve
New City	Burda Avenue/Lane from South Little Tor Road to Red Hill Road	1.1	New
	Congers Road (CR-80) between Strawtown Road and Prides Crossing	0.5	New
	Elmwood Drive between East Calvary Drive and Congers Road	0.5	New
	Goebel Road between SR-304 and CR-80	0.4	New
	North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road	1.7	New
	North Main Street/Zukor Road between Phillips Hill Road and Doral Court	0.5	New
	New Hempstead Road (CR-80) between N. Main Street and the Clarkstown/Ramapo Line	1.8	New
	Old Route 304/Haverstraw Road between N. Main St. and 9W	1.7	New
	Phillips Hill Road between North Little Tor Road and N. Main Street	0.9	New
	Red Hill Road from Burda Lane to West Clarkstown Road	0.5	New
	South Main Street between Second Street and Demarest Avenue	0.2	New
	Saw Mill Road	0.7	New
	West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80)	0.6	New
	Zukor Road from Old Route 304 to Doral Court	0.3	New
Valley Cottage	SR-303 between Emerald Road and Lake Road (CR-80)	1.1	New
	Casper Hill Road from Storms Road to SR-303	0.4	New
	Kings Highway from Crusher Road to Karin Court	0.9	New
West Nyack	SR-59 from West Nyack Road and the Nyack Village Line	1.0	New/ Improve
	Strawtown Road (CR-23) between SR-59 and Germonds Road	0.6	New

Bicycle Facilities

Cyclists who are commuting are no different than motorists who are commuting. They want a route that is efficient and direct. This means that all of the principal arterials in the Town – the roads that most directly connect logical points of trip origin and destination – should be made safe for designated shared use by bicycles and motorists.

There are three classes of bicycle paths with varying degrees of infrastructure intensity and cyclists' exposure to motorized traffic.

1. Class 1 includes off-street trails, either paved or graveled. These paths may be found in parkland or where right-of-way is not already defined.
2. Class 2 routes are separated but on-street bike lanes, usually with more than a minimum shoulder width of four feet. The lane may be designated with a single stripe, symbols, painted lane, or a combination of these.
3. Class 3 routes are shared bicycle lanes, meaning there is no separate facility, with bikes sharing space with vehicular traffic. Class 3 routes are signed to indicate a shared lane, with no further physical alterations. This is most appropriate where vehicle speeds are slow and cyclists may be passed safely.

The recommendations below are based on analysis that considered existing projects, open space and transportation assets and travel generators. The Palisades Trailway has been studied and designed, and the first phase already has been built in Orangetown, and can now be extended through Clarkstown. The CSX West Shore rail line runs north-south near Route 303 and currently is used for freight purposes alone but can be designed to accommodate non-motorized uses. Opportunities for potential off-road trail development may exist within the right-of-way and land surrounding Lake DeForest.

Systemwide and Policy Strategies

- Adopt a bicycle network plan and develop a route implementation program taking into consideration prioritization processes, design, safety, convenience, quality of experience, proximity to trip generators, and ease of implementation.
- Connect recreational cycling routes to generators and destinations via new on-street bicycle routes that encourage short on-street bicycle trips.
- Raise awareness of bicycle resources to shift the perception of cycling to that of a real transportation option while educating drivers and cyclists on safe practices.

Geographic Strategies

- Work with the Palisades Interstate Park Commission and other authorities to implement the planned bicycle facilities on the Palisades Interstate Trailway.

- Assess the feasibility of existing plans for a Class 1 or Class 2 bike route on SR-59 between West Nyack and Nanuet.
- Assess the feasibility of a rail-with-trail along the CSX River Line. Clarkstown should coordinate with CSX, Rockland County, and NYS DOT Region 8. The study should include possible trail design alternatives.

  As noted by the Federal Highway Administration and other organizations, rails-with-trails are operating under a wide variety of conditions. There are no national standards or guidelines that dictate rail-with-trail facility design. Key design issues to address include setback from the tracks, barriers between the trail and the tracks, rail crossings, and proper signs or other warning systems. Design decisions must take into account the characteristics of the track segment, including available land, vegetation, topography, sight distance, train speed and frequency, types of crossings, and the presence of tunnels or bridges. See figure 3.2 for more information.
- Assess the feasibility of a trail around Lake DeForest to provide recreational and commuter access to this large public space.
- Establish a Class 2 bicycle lane network using the routes displayed in the Figure 3.1 and detailed in Table 3.2. Planned paths are routes separated from vehicular traffic that are already designed and could be constructed the soonest. Studied paths are separated routes that have been recommended as part of this report or other studies. Studied Routes are on-road cycling paths suggested in this plan or other studies.

Table 3.2 Recommended Class 2 Bike Lanes: Four-Foot Shoulder on Roadway

Route	Point 1	Point 2	Length (Mile)	Width (Feet)	Shoulder (Feet)	Widen	Design Issues
Collyer Avenue/Laurel Road/Westerly Drive	New City Little Tor Road	New City Strawtown Road	2.0	22-29	0-4	Yes	Changing Widths Wetlands
Convent Rd/ Old Middletown Road/ Church Street	Nanuet Scotland Hill Rd	Nanuet SR-304	2.0	-	-	Yes	Sidewalk Utility Poles
Kings Highway/ Old Haverstraw Road	West Nyack SR-303	Congers SR-304	5.0	26-30	0-4	No	None
Ludvigh/Germonds/Old Mill Road	Nanuet Middletown Road	Valley Cottage Kings Highway	4.5	21-28	0	Yes	Rail Crossing
North Main Street/Old Route 304	New City New Hempstead Road	Haverstraw Border Route 9W	4.0	-	0-2	Yes	Traffic Parking
Middletown Rd / Little Tor Road	Nanuet Orangetown Border	New City S Mountain Road	7.5	34-38	0-2	Yes	None
New Hempstead/Congers/ Lake Road (CR-80)	New City Ramapo Border	Congers Rockland Lake	6.0	30-47	0-4	Yes	Utility Poles Causeway
Phillips Hill Road w/ Old Phillips Hill Road Spur	New City N Main Street	New City New Hempstead Rd	2.0 + 1.0	26	0-2	Yes	Sidewalk Steep Grade
Sickletown/Strawtown/ Ridge Road	W. Nyack Orangetown Border	New City Old Rte 304	5.5	20-25	0	Yes	Utility Poles Wetlands
State Route 303	W. Nyack Orangetown Border	Route 9W Haverstraw Border	5.5	35-49	4-10	No	Turn Lanes Traffic
State Route 304	W. Nyack Orangetown Border	Route 9W Haverstraw	8.0	-	-	No	Turn lanes

Route	Point 1	Point 2	Length (Mile)	Width (Feet)	Shoulder (Feet)	Widen	Design Issues
		Border					
West Clarkstown/Germonds Road/McCarthy Way	Nanuet New Clarkstown Road	Bardonia Strawtown Road	3.0	29	1-2	No	Utility Poles
West Nyack Road / Western Hwy	Nanuet College Avenue	West Nyack Western Highway	2.5	21-28	0	Yes	None
New Lake Road/Lake Road	Valley Cottage Kings Highway	Valley Cottage 9W	1.7	20-25	0	Yes	None
Pascack Rd/ W Clarkstown Rd / Buena Vista Rd/ Saw Mill Rd (CR35)	Nanuet SR-59	New City N Little Tor Rd	6.4	21-28	0-2	Yes	Turn lanes Utility Poles

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Figure 3.1
Bicycle Facilities
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

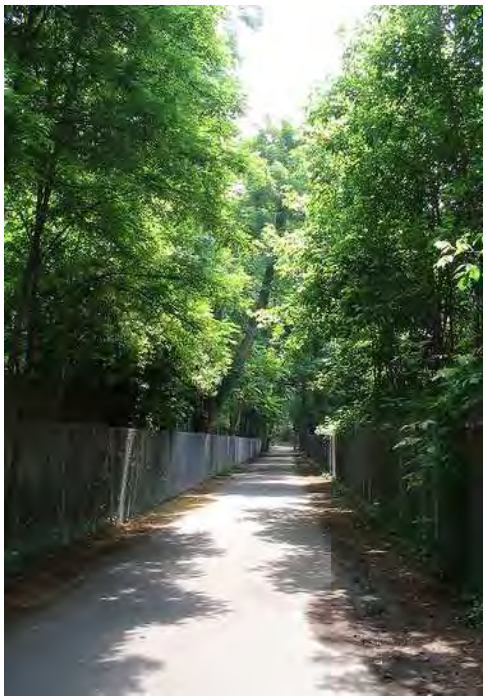
Data Source: Rockland County Planning Department - GIS

Legend
Bicycle Facilities
- Existing Bridge/Park/Separated On-Street
- Existing On Street Striped/Signed
- Planned Path
- Studied Path
- Studied Route
- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary

Figure 3.2 Rail-With-Trail Bicycle Paths

Rail-with-trail facilities have been successful as recreational trails near rail lines in New York and around the United States. Key design issues to address include setback from the tracks, barriers between the trail and the tracks, rail crossings, and proper signs or other warning systems. Design decisions must take into account the characteristics of the track segment, including available land, vegetation, topography, sight distance, train speed and frequency, types of crossings, and the presence of tunnels or bridges.

The Traction Line Recreation Trail is a multi-use trail located on an abandoned trolley corridor in Morris County, New Jersey. The three-mile trail runs from Morristown to Madison along a portion of New Jersey Transit's Morris and Essex Line. A continuous chain-link fence and grassy strip separate the trail from the active rail line. The trail connects to two New Jersey Transit rail stations and other multi-use trails. The trail meets standards of the Americans with Disabilities Act. The Morris County Park System designated the trail in the 1986 on land donated from the Jersey Central Power and Light Company and a one-mile extension was built on land donated by JCP&L and Fairleigh Dickenson University in 1998.



Source: Federal Highway Administration, Morris County (New Jersey).

Quality of Life

Strategies for air and water pollution mitigation include robust data collection to aid in project prioritization, improving public transportation service especially in congested corridors, and using roadside and paving design to minimize stormwater runoff. Strategies addressing noise pollution include implementing recommendations in the 2007 Rockland County Truck Route Study, while light pollution can be minimized by developing lighting standards that take advantage of technology and design elements available in street and structure lighting. Other strategies affecting quality of life in Clarkstown include improvements to the pedestrian and cycling networks to provide opportunities

for active, transportation and exercise choices, and coordinating with regional authorities to update and publicize a regional evacuation plan.

Systemwide or Policy Strategies

- Continue to collaborate with air pollution monitoring along Clarkstown roadways and prioritize congestion mitigation where traffic-related pollution is highest.
- Incorporate street lighting design and placement into the Town code to minimize light pollution. For example, consult the Town of Warwick, New York regulations.[1]
- Develop policies and research to encourage the use of permeable pavers, bioswales, and other storm runoff mitigation treatments on any paved transportation infrastructure.
- Incorporate minimum space and programming requirements for neighborhood parks, plazas, and playgrounds into zoning regulations for Clarkstown Hamlet Centers.
- Continue to support new equipment, procedures and training related to roadway anti-icing and use of road salt in order to maintain high levels of driver safety, local water quality, and cost-effectiveness.
- Implement the Pedestrian and Bike strategies for improving the walking environment to support healthy commuting and recreational activities.
- Coordinate with neighboring and regional authorities to develop and publicize emergency evacuation routes that will be free from flooding or other obstructions.
- Create "complete streets" design template for introduction in Hamlet Centers and other developments that incorporate all transit modes with emphasis on safety and convenience (See Figure 3.3 below).
- Create a "street smarts" townwide traffic safety campaign that relies on increased public education and active community participation in practicing attentiveness, patience, and a willingness to share the road with fellow drivers, cyclist, and pedestrians equally (See Figure 3.3 below).

Geographic Strategies

- Work with Orangetown, Rockland County and NYSDOT to find a multi-jurisdictional solution to the Doescher Avenue truck routing concern.
- Institute recommendations in the 2007 Clarkstown Truck Route Study to mitigate noise pollution by consolidating truck routes on SR-59.

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[1] Town of Warwick, New York Town Code § 164-43.4 Lighting.

Figure 3.3 Complete Streets and New Haven's Street Smarts

The term **"complete streets"** refers to roadways that provide a safe environment for all users, including pedestrians, cyclists and automobile drivers. Complete streets techniques include reducing lane widths for cars, limiting and signing the speed limit, and the installation of bike and pedestrian paths and amenities. Many of the design measures used in complete streets have been widely used since the 1970s as traffic calming techniques. By addressing speeding and cut-through volumes on local streets, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, improving the quality of life in any type of neighborhood.

Increased density and roadway congestion in town centers necessitates adequate transportation infrastructure that balances the needs of pedestrians, bicyclists, transit users and drivers. Local governments have adopted complete streets policies that revise traditional roadway standards to incorporate safety-enhancing engineering and design measures. Policies also include public education components to promote safe activities on roadways and highlight the particular considerations of different types of users. Policies also address the role of enforcement in applying local traffic laws to the maximum public benefit. To recognize the environmental and social benefits to communities of walking, cycling and using public transportation, complete streets policies give priority to projects enhancing the safety and accessibility of these modes.

Legislation in The City of New Haven, Connecticut calls for the incorporation of complete streets policy to inform prioritization of transportation projects, a Design Manual with specific guidelines and performance measures, a public planning process, an educational campaign, and coordinated enforcement of traffic rules by the New Haven Police Department.

Sources: City of New Haven, Connecticut; National Complete Streets Coalition; Voorhees Transportation Center at Rutgers University.

Land Use

The land use strategies focus on encouraging moderately dense new and infill development that follows the tenets of smart growth and transit-oriented development (TOD). These development strategies aim to encourage growth that is environmentally, socially, and culturally sustainable in the long term. This includes, for example, constructing low-energy buildings, reducing automobile use and creating vibrant "downtowns" with a mix of residential, work and retail.

Clarkstown already has codes that facilitate non-automobile travel in Clarkstown's Hamlet Centers. Clarkstown should aim to find ways to apply Hamlet Center regulations more broadly across the Town and in all cases incorporate ideas from residents, business owners, developers, and community leaders. Some ways to allow for more efficient land development may include reducing parking requirements, increasing the mix of uses per building or parcel, increasing allowable building heights, and increasing proximity to neighboring uses. Incorporating public transportation, pedestrians, bicyclists, cars, and trucks into "complete streets" will ensure that Clarkstown achieves its transportation goals. The strategies should be supported by coordination between land development agencies and regional transportation planning organizations. In addition, opportunities should be explored to include the cost of developing transportation infrastructure, as well as costs of congestion and pollution due to additions in automobile use.

Systemwide and Policy Strategies

- Change Clarkstown Town Code to increase allowable densities for technology, commercial, and office developments on the SR-303 Corridor (Technology Corridor, Executive Park).
- Change Clarkstown Town Code to increase allowable densities for technology, commercial, and office developments on the SR-59 corridor.
- Change Clarkstown Town Code to increase allowable densities for commercial, residential, and mixed-use development within Hamlet Centers.
- Explore opportunities to amend Hamlet Center zones to include provisions for access management, sidewalk development, public transportation stops, traffic calming, and reduced parking requirements.
- Explore creative parking requirements in the Clarkstown Town Code to accommodate a range of land and transportation uses.
- Incorporate development, maintenance, and congestion costs for transportation infrastructure related to new residential, commercial, industrial, or mixed use development in Clarkstown to reflect impacts on the roadway network and encourage more dense development patterns.
- Change Clarkstown Town Code to incorporate public transportation infrastructure – pull-out lanes, travel lanes, sidewalk shelter space – into Hamlet Center zoning to allow for public transportation access.
- Phase in "complete streets" roadway design in Clarkstown Hamlet Centers. Complete streets create a transportation environment that accommodates pedestrians, cyclists, transit, trucks, and cars with equal safety, accessibility, and efficiency. The design model also can be applied to pedestrian corridors described above.

Geographic Strategies

- Change Clarkstown Town Code to increase allowable Floor Area Ratios (FAR) and decrease parking needs for technology, commercial, and office developments on the SR-303 Corridor near the Congers Technology Corridor and Executive Park. Continue encouraging the application of Hamlet Center overlay design guidelines for new development to increase access by transit.
- Encourage additional zoning changes in the Congers Hamlet Center from SR-303 to Rockland Avenue (affecting R-10, LS, and LIO zones) to create opportunities for new development with decreased parking requirements and mixed multifamily residential and commercial uses.
- Facilitate infill mixed-use development on underused parking lots on properties fronting Kings Highway and Old Lake Road in the Valley Cottage Hamlet Center.
- Encourage the implementation of mixed use development in Nanuet.
- Explore infill development incentives in Nanuet on Prospect Street, South Middletown Road and First Street. Uses should compliment the regional shopping uses at Nanuet Mall. Create a Hamlet Center overlay district for Nanuet that maintains the character and design of neighboring Hamlet Center overlays and improves access to the Nanuet Train Station near Orchard Street and Prospect Street.
- Assess opportunities in New City to reduce parking requirements and create site design guidelines (and incentives) for new development on New Hempstead Road, Main Street, Third Street, Calvary Drive and Squadron Boulevard.
- Designate small public parks and playgrounds on publicly owned or institutional land in New City. Parks should be readily accessible by pedestrians and cyclists and free from conflicts with automobile uses. Parks should be preserved to provide community space as development densities increase in the Hamlet Center.

3.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

The strategies above each come with costs and benefits to the town in a variety of ways. Part of the overall planning process, including any future site-specific recommendations, is to account for consequences in a way that minimizes unwanted effects and/or channels the results back into progressing the Town's goals for its transportation assets. The following sections briefly describe the key potential physical and social effects of the strategies above and the mitigation steps to begin addressing these concerns.

Roadway Network

Potential Impacts

Strategies associated with Clarkstown's roadway network have the potential to result in the greatest environmental and social impacts due to the high number of users and the large amount of resources needed for construction and operation. Where road capacity is expanded or congestion reduced, there is potential to create "induced demand" as greater numbers of travelers take to the road because driving is easier. This will add to the amount of air, water and noise pollution generated.

Additionally, adding to roadway surfaces also may increase storm water runoff due to these impervious surfaces, and the need for continued anti-icing chemicals and other maintenance. Increasing roadway speeds also increases the risk of injury due to crashes with vehicles, pedestrians, and wildlife. Given limited municipal budgets, social effects to consider involve the equitable allocation of government resources to projects of all types (e.g., housing, transportation, energy) that will benefit the greatest number of residents.

Mitigation Measures

Many factors can influence individual decisions to drive, and these can be explored by Clarkstown to mitigate pollution and safety issues associated with roadway traffic. Strategies affecting transit services, parking supply and pedestrian and bicycle infrastructure should be applied with forethought as ways to maintain efficient traffic levels and provide viable alternatives. Improving signalization reduces costs and pollution associated with congested motor traffic, as noted in the Appendix item "Data Collection and Analysis for Traffic Signal Retiming of Locally Maintained Traffic Signals on the NYMTC Best Practice Model." Regularly evaluating signalization can ensure equipment and traffic are appropriately coordinated.

To address storm water runoff, the Town can create and apply roadside and catchbasin design that diverts runoff in an environmentally sensitive way. Continual monitoring and cooperation with New York State environmental offices can catch issues before they are critical. For more information on the Town's anti-icing activities to mitigate runoff of potentially harmful amounts of sodium chloride, please see the Appendix memorandum "Roadway Anti-Ice Products."

Where capacity increases are planned, effective enforcement and education programs, such as community "Street Smarts" programming, should maintain safe driving practices. To ensure that roadway strategies are socially equitable, the Town should participate in all required impact studies and reach out to local leaders and community members for input in the planning and design process.

Public Transportation Services

Potential Impacts

Improving transit service may increase the number of miles driven by local buses, adding to the associated pollution resulting from vehicle operations. Bus engines also create noise levels similar to trucks. The development of parking facilities and bus stops may have negative environmental effects. For example, the addition of standard paving increases storm water runoff. Storing and servicing buses can create local nuisances such as noise, odors and increased traffic. Finally, the addition of a "hamlet circulator" involves new vehicles and planning, each requiring a substantial amount of time and finances for development.

Mitigation Measures

To mitigate the addition of bus service in Clarkstown, the transit agency should explore the use of hybrid-electric and other alternative fuel vehicles for any new purchases or rebuilds. The Town should conduct and participate in any comprehensive planning and outreach processes for the siting or expansion of new bus facilities or routes to ensure community input and support. While these processes are time-consuming, the Town should explore temporary service adjustments or trial runs to augment service during planning stages.

Sidewalk/Pedestrian Facilities

Potential Impacts

Sidewalks and curbs channel storm water in the roadway instead of running off into the soil. While solutions adequately deal with this, it adds to the cost of installing sidewalk. Other physical impacts include encroachments on existing trees, landscaping, fences, and walls. While many of these obstructions that are close to the curb or edge of pavement may actually be within the town's right-of-way, it is important for the Town to be accommodating. Finally, some residents have moved to Clarkstown to enjoy the suburban environment and, therefore, oppose sidewalks because they suggest urban levels of foot traffic, noise, and concrete.

Mitigation Measure

The impact of additional stormwater is commonly handled by adding to the stormwater collection infrastructure through the use of catchbasins and underground storm sewers. In most cases engineered solutions can preserve much of the existing character these elements provide while still accommodating a sidewalk that the meets the ADA guidelines. Consensus building through outreach and education programs will help to bridge the gap between the benefits of a safe and walkable community and minimize the some of the stigma that sidewalks may hold for some residents.

Bicycle Facilities

Potential Impacts

The feasibility of bike trails, lanes, and parking is heavily influenced by the degree to which a variety of environmental concerns can be avoided. Such concerns may include but are not limited to potential impacts involving:

- Purchase of property or purchase of easements depending on the existing right-of-way;
- Moving utility poles;
- Moving guide rails;
- Excavating or filling of embankments;
- Moving and/or replacing stormwater catchbasin with bicycle safe designs;
- Cutting trees; and
- Encroachment on stream courses or wetlands.

Route identification also requires attention to local ecology and wildlife corridors, hazmat and brownfield sites, effects on drainage, conformity with local land use and zoning regulations and the presence of sensitive historic and cultural resources.

Class 1 (off-street) trails are likely to require environmental assessment, particularly if the proposed facility is within designated parkland or where right-of-way is not already defined. A Class 2 (separated) lane should be preferred if a roadway has a minimum shoulder of four feet, as capital work would not be required. If constructing a shoulder is necessary and feasible, the potential impacts above should be considered.

Mitigation Measures

Stormwater and environmental mitigation solutions have been discussed in the Sidewalk/Pedestrian Facilities section. Consensus building through outreach and education programs will help to publicize benefits of a safe, walkable and bikeable community and minimize negative connotations that bicycle use may hold for some residents.

A few of the studied bicycle routes have unique characteristics that raised concerns in their ability to provide a safe and reliable cycling environment. The following describes these routes, the perceived negative impact, and reasoning why these routes would provide important connections between popular destinations and contribute positively to the quality of life in Clarkstown.

- **Old Mill Road, Snake Hill Road and Crusher Road** provide an east-west connection near the southern end of Clarkstown. The road is steep but safe

for experienced cyclists. Signing these roads as bicycle routes would add safety needed due to truck traffic at the quarry.

- **Storms Road – Christian Herald Road** are part of the east-west connection above, terminating at North Broadway, which offers a route to the Hudson River, the Nyack Beach-Hood Mountain Trail, and Upper Nyack businesses.
- **Casper Hill Road** is a short segment intended to connect Kings Highway to SR-303. Kings Highway runs through the Valley Cottage hamlet center, thereby making its extension to SR-303 very useful.
- **A Lake DeForest bike path** may be most feasible along the east side of the lake. A trail along the east bank of Deforest Lake would connect Old Mill Road to Congers Road (CR-80), and would help create connections between park land and other multi-use trails in Clarkstown.
- **CSX Rail-With-Trail** facility is recommended along the existing CSX freight rail line. Typically, the trails require cooperation from the rail operator and legal allowances made to the organization that will construct and maintain the trail. Some trails are used as service roads by the railroad operators. The Clarkstown trail would differ from on-street bicycle lanes by offering safety and diversity as a multi-use recreational space free from vehicular traffic, convenient for less experienced cyclists.

  Guidance on trail construction must be pieced together from standards related to shared-use paths, pedestrian facilities, railroad facilities, and roadway crossings of railroad rights-of-way. Useful documents include the AASHTO's 1999 Manual on Uniform Traffic Control Devices, Americans with Disabilities Act publications for pedestrian facilities, and reports such as "Compilation of Pedestrian Devices In Use At Grade Crossings" by the Federal Railroad Administration in January 2008. Other resources include the U.S. DOT Federal Highway Administration's August 2002 report entitled "Rails-with-Trails: Lessons Learned: Literature Review, Current Practices, Conclusions," and the Rails To Trails Conservancy's November 2000 report entitled "Rails-with-Trails: Design, Management and Operating Characteristics of 61 Trails Along Active Railroads."

  For information on the Traction Line Recreation Trail as a local example for rail-with-trail development in Clarkstown, please see Figure 3.2 above.

Quality of Life

Potential Impacts

As the strategies addressing quality of life in Clarkstown are largely aimed to reduce transportation-related secondary effects, there are few impacts of the recommendations. Similar potential impacts are addressed in the preceding sections.

Mitigation Measures

Possible mitigation strategies are addressed in the preceding sections.

Land Use

Potential Impacts

The impacts of the land use recommendations to create denser, walkable, and transit-accessible centers of development increase the amount of developed land in a small area. By increasing impervious/paved surfaces, storm water runoff can be a localized problem leading to localized flooding, groundwater contamination, or severe soil erosion. While nodes of development encouraged in Smart Growth and TOD encourage trips by transit and walking, the density of attractive destinations also can increase automobile trips, leading to environmental impacts described in the Roadway Network section. There also can be a scarcity of parking due to competing land uses, which can reduce retail customer access. Social impacts include the loss of open space and increase in rents.

Mitigation Measures

The competition for space inherent in Smart Growth plans must be addressed early in the visioning and planning process, to incorporate a mix of land uses and transportation modes into design and land use policies. The Town has initiated outreach to leading suburban communities implementing Smart Growth strategies, elicited community input, and facilitated phased development to account for adjustments to local needs. The Town should continue these efforts.

Data collection for transportation resources should be enhanced to increase efficiency and increase monitoring of outcomes related to future development. Environmental impacts of increased land cover should be addressed through roadside and catchbasin design that diverts runoff. Roadway planning also should incorporate and take into account the preservation of local open spaces to enhance local social interactivity.

3.3 TRANSPORTATION IMPROVEMENT STRATEGY TABLES

The Transportation Improvement Strategy Tables outline the specific geographic strategies detailed in the previous section for quick reference and comparison. The strategies are arranged by category as in the previous sections, addressing roadway network, public transportation, sidewalk and pedestrian facilities, bicycle network, quality of life and land use. In some cases, the strategies are generalized to present an overall view of the approach.

Potential negative environmental and social effects of each strategy are outlined in the following tables. The likelihood of each effect occurring and, therefore, requiring mitigation is ranked as low, medium, or high. This is a general assessment of the risk of the effect occurring, based on local geography, on-site assessment, and standard project construction processes. The last column lists suggested mitigation strategies to counter any negative environmental or social effects of the primary strategy. This information should give the Town the opportunity to assess in general the resources required to address each issue through these strategy alternatives. Each strategy also will require further study and site-specific design as part of the implementation process.

Table 3.3 Roadway Network Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Improve crash hotspot intersections on Clarkstown Roads	Route 59 Route 303 Route 304 Middletown Road New Hempstead Road	Increased Speed	High	Enforcement and site design to maintain appropriate speeds
		Increase in Vehicle-Miles Traveled (VMT)	Medium	Increase public transportation options Decrease parking availability Develop walking and bicycling options
		Benefits accrue to drivers in specific neighborhoods only.	Low	Develop prioritization practice for improvements based on safety, access, proximity to pedestrians and generators, and planned development.
Bus-only lane	Route 59	Increased automobile congestion	Medium	Design to allow uncongested flow of automobiles using forecasts of traffic that includes diversion of trips to transit.
		Additional paved surfaces lead to increased stormwater runoff.	Low	Use roadside design and paver material that minimizes storm runoff
		Long timeframe	High	Initiate early planning process to coincide with TZB improvements
		High infrastructure cost	High	Seek creative funding for bus infrastructure that is part of regional developments.
Address access management to parking lots	Route 59 from Middletown Road to New Clarkstown Road New City Congers Tech Corridor Valley Cottage Exec Corridor Nanuet Train Station	Increased vehicle speed	Low	Enforcement and site design to maintain appropriate speeds
		Increase in VMT	Low	Increase public transportation options Decrease parking availability Develop walking and bicycling options
Redesign "jog" intersection in	South Main Street and New	Increased vehicle	Low	Street design facilitating safe driving speed,

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
New City to provide additional stacking and a sense of neighborhood character	Hempstead Road/Congers Road	speed (safety)		"gateway" treatment components, and increase pedestrian flows through park-like designs Signal timing to moderate driving speeds
Coordinate and regularly evaluate Clarkstown-maintained traffic signals; Work closely with Rockland County and New York State DOT to address signalization on other congested corridors	11 locally maintained signals in congested corridors (see above)	Increased vehicle speed (safety)	Low	Regularly evaluate and adjust signal timing and intersection infrastructure to maintain optimal signalization. Work closely with Rockland County and New York State DOT to assess and adjust other signals on congested corridors.
		Increased pollution from additional drivers due to "induced demand."	Low	Signal coordination reduced traffic congestion, reducing overall emissions given the same number of drivers.

Table 3.4 Public Transportation Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Create a "hamlet circulator" bus line traveling between hamlet centers	Local Roads	Air, noise and water pollution associated with additional vehicles	Low	Use hybrid-electric or other alternative-fuel engines that operate with less air and noise pollution than standard combustion engines.
		Traffic congestion (air, water, and noise pollution)	Low	Create separated bus facilities that minimize traffic conflicts at bus stops
Fixed-stop bus system for the Transport of Rockland bus routes in Clarkstown	Transit routes on SR-59, SR-303, SR-304: (TOR 59, 91, 94, 97)	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as bioswales or permeable pavers that eliminate stormwater runoff.
		Increased walking distance for some riders between stops	Low	Work with neighborhood residents near stops to participate in stop location plan. Install sidewalks to provide safe access to bus stops. Increase education and access to ADA compliant bus options.
Bus stop hub facility for MiniTrans, TOR and Red and Tan bus lines.	New City	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as landscaping or permeable pavers that eliminate stormwater runoff.
Separate bus stop locations and bus travel lanes	Route 59 Route 303 in Valley Cottage Main Street in New City Congers Road and Route 304	Design may require increased paved area, or other landscape/construction alterations.	Medium	Apply water runoff treatments such as landscaping or permeable pavers that eliminate stormwater runoff.
		Traffic congestion (air, water, and noise pollution)	Medium	Explore opportunities to expand roadway capacity (at the shoulder or median) to accommodate transit facilities.
Create bus route through Palisades Center parking lots	Palisades Center Mall	Traffic congestion (air, water, and noise pollution)	Low	Separate the bus route from automobile uses or create a routing alternative.

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Expand service hours on the TOR 91 and 97	Route 303	Air, noise and water pollution associated with additional vehicles	Low	Use hybrid-electric or other alternative-fuel engines that operate with less air and noise pollution than standard combustion engines.
Add bus stop locations near parks that encourage transit trips for recreational activities.	Parks	Design may require increased paved area, or other landscape/construction alterations.	Low	Apply water runoff treatments such as bioswales or permeable pavers that eliminate stormwater runoff.

Table 3.5 Sidewalks and Pedestrian Facility Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Install new sidewalk sections to improve connections and usability.	40 segments: See Table 3.1 in this section.	Increase in impermeable paved surfaces.	Medium	Use permeable pavers where possible. Use landscape designs to mitigate stormwater run off and conserve vegetation.

Table 3.6 Bicycle Facility Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Class 1 bike routes (separated)	Route 9W Palisades Interstate Trailway West Shore Line Rockland Lake Road	May increase water runoff where path added	Low	Use permeable pavers where possible. Use landscape designs to mitigate stormwater run off and conserve vegetation.
Class 2 bike routes (in street)	13 routes: See Table 3.2 in this section	May increase water runoff where road shoulder added	Low	Use pavers and landscape design that minimize runoff.
Class 3 bike routes (shared)	13 routes: See Table 3.2 in this section	Traffic congestion (air, water, and noise pollution)	Low	Promote efficient lane use with education and lane markings for cyclists and drivers.

Table 3.7 Quality of Life Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Work with agencies to find a solution to the Doescher Avenue truck route	Western Highway and Route 59	Relocation of Residents	High	Work with residents to create an acceptable relocation plan. Research an alternate construction plan allowing access of 13-foot trucks from Western Highway to SR-59.
"Complete streets" roadway design.	Clarkstown Hamlet Centers	Traffic congestion (air, water, and noise pollution)	Low	Promote efficient lane use with education and lane markings for cyclists and drivers.

		Increase in impermeable paved surfaces	Low	Use pavers and landscape design that minimize runoff.

Table 3.8 Land Use Strategies

Primary Strategy	Location	Potential Negative Effect	Likelihood	Mitigation Strategy
Revise the minimum parking requirements	Town-wide	Inequitable transportation (parking) access if parking costs to user increase.	Low	Increase public transportation service and access.
Increase allowable densities for technology, commercial, and office developments	Route 59 and Route 303 Corridors	Traffic congestion (air, water, and noise pollution)	High	Promote efficient travel through education and lane markings for cyclists and drivers.
		Increased storm runoff (pavement, buildings)	High	Use pavers and landscape design that minimize runoff.
		Increase building emissions/heat	High	Require or "incentivize" green building techniques that use energy efficiently.
		Increase light pollution	Medium	Use lighting design and policy that provides safe areas without excess glare.
Increase allowable densities for residential and mixed use developments	New City Hamlet Center Congers Hamlet Center Valley Cottage Hamlet Center Nanuet Hamlet Center Central Nyack Hamlet Center West Nyack Hamlet Center	Traffic congestion (air, water, and noise pollution)	Medium	Promote efficient travel through education and lane markings for cyclists and drivers.
		Increased storm runoff (pavement, buildings)	Medium	Use pavers and landscape design that minimize runoff.
		Increase building emissions/heat	Medium	Require or "incentivize" green building techniques that use energy efficiently.
		Increase light pollution	Medium	Use lighting design and policy that provides safe areas without excess glare.
		Reduce open space available to public	Medium	Acquire more open space and develop local parks.

4.0 Project Prioritization

The Clarkstown Comprehensive Transportation Plan (CTP) has presented 10 townwide goals for its transportation network, an inventory, an analysis of the current state of the transportation network in Clarkstown, and strategies for meeting the townwide goals. This section builds on the previous analysis and general strategies to present a list of specific transportation projects ranked in a suggested order of importance to Clarkstown.

4.1 PROJECTS DEVELOPED FROM STRATEGIES

The prioritization process used the transportation strategies identified in the previous section to create over 100 discrete transportation projects. Projects differ from the strategies in that they denote actions on a scale and scope that fit within resources available to the Town of Clarkstown for planning, implementation, and maintenance of transportation infrastructure. Projects also were defined as actions that would be appropriate for typical funding and operational requirements, which allowed strategies to be reconfigured based on a mix of characteristics such as geography, scale, and infrastructure type. It is expected that projects will change in terms of these characteristics over time, and that the Town may add or remove projects from this working list.

While each of the projects suggested has a positive benefit to Clarkstown's transportation network, the availability of funding and other resources make it necessary to choose among them. Many issues and events factor into which projects are finally implemented, including location, cost, available funding, public input, and political processes, as well as the estimated benefit of the completed project.

This section describes the analytical process used to measure project benefits, followed by the suggested rankings of the projects organized by project type. The suggested ranking tool should prove useful for decision-makers and Town planners to quickly assess current and future transportation projects. The results provide an estimate of project needs and benefits that can be used for defining additions to Clarkstown's transportation infrastructure.

Table 4.1 outlines the transportation projects developed using the prioritization process.

Table 4.1 Project Prioritization Tree

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Access Management	SR-59	Nanuet Mall/Rockland Plaza Access Management Treatment Palisades Center Mall Access Management Treatment
	SR-303	West Nyack Access Management Treatment
	SR-304	Valley Cottage Access Management Treatment Congers Technology Corridor Access Management Treatment
	New Hempstead Road (CR-80)	New City Access Management Treatment
	Middletown Road (CR-33)	Nanuet Access Management Treatment
Signal Coordination	SR-59	SR-59 Signal Coordination Plan
	SR-304	SR-304 Signal Coordination Plan
	SR-303	SR-303 Signal Coordination Plan
	New Hempstead Road (CR-80)	New Hempstead Road (CR-80) signalization monitoring
	Middletown Road (CR-33)	Middletown Road (CR-33) signalization monitoring
Intersection Analysis and Improvement	SR-59	New Clarkstown Road Intersection Analysis Grandview Avenue Intersection Analysis Hutton Avenue Intersection Analysis College Avenue Intersection Analysis Smith Street Intersection Analysis Crossfield Avenue Intersection Analysis Palisades Center Drive Intersection Analysis Route 303 Intersection Analysis Broome Boulevard Intersection Analysis Waldron Avenue Intersection Analysis
	SR-304	West Nyack Road Intersection Safety Improvement Program Demarest Mill Road Intersection Safety Improvement Program Congers Road Intersection Safety Improvement Program Bardonia Road Intersection Safety Improvement Program Germonds Road Intersection Safety Improvement Program

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
		Leona Avenue Intersection Safety Improvement Program
Intersection Analysis and Improvement (Continued)	SR-303	Palisades Center Drive Intersection Safety Improvement Program
		Storms Road Intersection Safety Improvement Program
		Lake Road Intersection Safety Improvement Program
	New Hempstead Road (CR-80)	Lake Road Intersection Safety Improvement Program
	Middletown Road (CR-33)	Route 59 Intersection Safety Improvement Program
Transit Improvement Program	Town-wide	"Hamlet Center Circulator" route traveling between hamlet centers
		Fixed-stop bus system for Transport of Rockland and Clarkstown MiniTrans bus routes.
		Clarkstown Park-and-Ride expansion – 15 locations
		Explore ITS for transit services focusing on real-time customer information
		Marketing and advertising campaign partnering with local organizations.
	SR-59	Create separate bus route through Palisades Center Mall parking lot
		Nanuet Transit Connectivity Plan
		Separated transit lane on SR-59 through West Nyack and Nanuet.
	SR-303	Increase service on transit routes to provide greater mobility.
	SR-304	Increase service on transit routes to provide greater mobility.
Pedestrian Facilities Programs	Town-wide	Clarkstown Complete Streets Initiative
		Street Smarts Program
		Safe Routes (School, Older Adults) Programs
Pedestrian Facility Improvement	Bardonia	Germonds Road between Gerlach Drive and Middletown Road
		McCarthy Way from Parrot Road to Strawtown Road
		SR-304 between SR-59 and Virginia Street
		West Clarkstown Road from New Clarkstown Road (or Burda Lane) to South Little Tor Road/Middletown Road
	Congers	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road
		Kings Highway (CR-13) between Reginald Drive and Congers Road/Lake Road (CR-80)
		Kings Highway from First Street to Endicott Street
		Lakeland Avenue between Amanda Lane and Beechwood Drive
		Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
Pedestrian Facility Improvement (Continued)	Nanuet	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59
		Grandview Avenue from SR-59 to Convent Road
		New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard
		Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive
	Nanuet	Pipetown Hill Road between South Central Road and South Pascack Road
		Prospect Street from Briar Road to South Middletown Road
		South Middletown Road (CR-33) between Church Street and the Clarkstown–Orangetown border
		Smith Street between SR-59 and Church Street
		South Pascack Road (CR-35) between SR-59 and Convent Road
		SR-59 between College Avenue and Smith Street
		West Nyack Road between College Avenue and SR-304
	New City	Burda Avenue/Lane from South Little Tor Road to Red Hill Road
		Congers Road (CR-80) between Strawtown Road and Prides Crossing
		Elmwood Drive between East Calvary Drive and Congers Road
		Goebel Road between SR-304 and CR-80
		North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road
		North Main Street/Zukor Road between Phillips Hill Road and Doral Court
		New Hempstead Road (CR-80) between Main Street and the Clarkstown/Ramapo Line
		Old Route 304/Haverstraw Road between N. Main St. and 9W
		Phillips Hill Road between North Little Tor Road and Main Street
		Red Hill Road from Burda Lane to West Clarkstown Road
		South Main Street between Second Street and Demarest Avenue
		Saw Mill Road
		West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80)
		Zukor Road from Old Route 304 to Doral Court
	Valley Cottage	SR-303 between Emerald Road and Lake Road (CR-80)
		Casper Hill Road from Storms Road to SR-303

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
		Kings Highway from Crusher Road to Karin Court
Pedestrian Facility Improvement (Continued)	West Nyack	SR-59 from West Nyack Road and the Nyack Village Line Strawtown Road (CR-23) between SR-59 and Germonds Road
Bicycle Network Improvements	Class 1 (separated path) bicycle routes	Palisades Interstate Trailway West Shore Line Rail with Trail Lake De Forest
	Class 2 (marked lane) bicycle routes	Collyer Avenue/Laurel Road/Westerly Drive Convent Rd/ Old Middletown Road/ Church Street Kings Highway/Old Haverstraw Road Ludvigh/Germonds/Old Mill Road North Main Street/Old Route 304 Middletown Rd / Little Tor Road New Hempstead/Congers/Lake Road (CR-80) Phillips Hill Road w/ Old Phillips Hill Road Spur Sickletown/Strawtown/Ridge Road State Route 59 (Nanuet to Nyack) State Route 303 State Route 304 West Clarkstown/Germonds Road/McCarthy Way West Nyack Road / Western Hwy New Lake Road/Lake Road Pascack Rd/ W Clarkstown Rd / Buena Vista Rd/ Saw Mill Rd (CR35) Class 3 (signed-route) bicycle routes: alternative to any class II routes above where traffic volume and roadway width permit
Light Pollution		Develop light pollution minimization plan/lighting design regulations to complement the Clarkstown Town Code.
Water Pollution		Create design standards for use of porous pavers on new paved surfaces
		Require asphalt parking lots greater than 10,000 square feet to significantly reduce water runoff
Air Pollution		Reduce VMT through strategies outlined in Public Transportation and Roadway Network sections of this Plan.
Zoning and Land Use		Expansion of Hamlet Center overlay districts Revise parking requirements for retail, office and industrial uses
Zoning and Land Use		Adopt design guidelines to reflect prioritization of land development that

Level 1 (Project Type)	Level 2 (Project Location)	Level 3 (Project Name)
(continued)		increases availability of residential, retail and office uses near multimodal transit stops and stations.
		Require open/recreation space and programming requirements for neighborhood parks, plazas and playgrounds in Hamlet Center overlay districts that preserve spaces for community interaction
		Clarkstown Transportation Corridor Land Use / Zoning Analysis Studies (303, 304, 9W, 59)

4.2 PRIORITIZATION METHODOLOGY

Over 100 transportation projects were identified in Clarkstown. Though cost estimates have not been completed for all of the projects, it is certain the sum of their costs exceeds the resources that town, state, and Federal sources are able to allocate to transportation improvements in Clarkstown. Decisions on which projects should be advanced first should, therefore, be made by prioritizing the projects. Prioritization is a process by which projects are vetted or ranked according to how relevant or effective the project will be at meeting a number of criteria. Since state and Federal funding sources are not likely to fund every project that is needed, a prioritized list helps policy-makers advance Clarkstown's most effective transportation projects first.

The prioritization process was undertaken in four steps:

1. Develop a project evaluation tool which evaluates projects based upon criteria related to the goals of the Clarkstown Comprehensive Transportation Plan.
2. Expand the project evaluation tool to include criteria related to specific categories of projects, including access management, signal coordination, accident analysis, public transit, sidewalk, and bicycle projects.
3. Evaluate the projects.
4. Produce a prioritized list of projects based upon each project's performance in the project evaluation exercise. The prioritized lists of projects are provided in Section 3.0 of this document.

Project Evaluation Tool Development

A project evaluation tool was developed for the purpose of comparing projects in order to identify those which have the greatest benefit to the Town. The tool needed capabilities to evaluate each project's relevance to the overall CTP goals, and to compare projects within specific categories against one another in order to produce a prioritized list of projects within each category. The categories correspond to the likely pools of funding that the projects would draw upon, and include access management projects, signal coordination projects, accident analysis projects, public transit projects, sidewalk projects, and bicycle projects. For example, if Clarkstown were to receive a state grant which can be used for sidewalks, it would be valuable for the Town to have its sidewalk projects evaluated against one another so that the most effective sidewalk projects are developed first.

The following principles guided the development of the prioritization tool.

- Clarkstown's CTP goals and policy objectives drive the prioritization process and selection of evaluation criteria.
- The evaluation criteria used to evaluate each of the project categories are specific to the category, while reflecting the goals of the CTP.

- The evaluation criteria are reasonable in number, avoiding redundancy.
- Due to varying levels of data available, the evaluation criteria should rely on planning-level assessments of impacts where possible.
- The prioritization methodology adopted by Clarkstown should provide a consistent and uniform way of comparing projects.
- The prioritization process is as transparent as possible.

Townwide Goal Evaluation

The evaluation tool that was developed lists all of the projects identified in the CTP, key relevant information about each project such as project type and location, and evaluation criteria related to the goals of the Plan that were scored to produce a "CTP Goal Score." Each project was rated on a scale of low, moderate, or high based on how well the project addresses eleven specific evaluation criteria based on the town-wide goals identified in Table 4.2. Each criteria awarded a "low" score during the evaluation gave the project one point, while projects received two points for every "moderate" and three points for every "high" response. Therefore, the minimum subtotal score a project could receive was 10 points, while the maximum possible score was 30 points.

Table 4.2 Clarkstown Townwide Transportation Goals

Goals (See Section 2 for more information on the townwide planning goals)
♦ Provide efficient travel between the Tappan Zee Bridge/I 287 corridor, SR 59 corridor, and other parts of Clarkstown.
♦ Add to economic strength and quality of life in Clarkstown by coordinating with the Tappan Zee Bridge/I 287 Environmental Review project and any other regional transportation initiatives.
♦ Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes and minimizing conflict between modes.
♦ Provide local public transportation services that promote sustainable travel options for Clarkstown residents, businesses, and visitors.
♦ Provide for commuter transit services to regional centers that are accessible, efficient, and safe.
♦ Create a pedestrian environment that is accessible and provides useful connections between travel generators such as employment sites, residences, and shopping destinations.
♦ Provide a safe and enjoyable experience for users of sidewalks and other pedestrian facilities.
♦ Create a bicycling environment that is accessible, safe, and enjoyable.
♦ Improve residents' health and maintain rural character by reducing pollution related to motorized travel.
♦ Develop Hamlet Centers with transportation options and connections.
♦ Create diverse mixed-use development areas that allow for walking and biking, and are well-served by public transportation.

Expansion of the Tool to Include Category-Specific Evaluation

Additional evaluation tables were developed for each category of projects, within which each project receives a "Project Performance Score." This score reflects how well the project achieves the goals specific to the project category it best fits. Access management projects, for example, were grouped and evaluated against criteria specific to access management projects, such as whether or not each project is located on a congested corridor, how many driveways are in each access management study area, etc. Category evaluation sheets were developed for access management, signal coordination, accident analysis, public transit, sidewalk, and bicycle projects. The projects received a "low," "moderate," or "high" score for each criteria, which was summed to provide a subtotal. This subtotal, plus the subtotal from the CTP goals evaluation, produced a grand total project score for each project in each category.

The following paragraphs describe the Project Performance Score criteria identified for each project category.

Access Management Evaluation Criteria

Project located on a congested corridor – This criterion is intended to recognize the merits of projects which are located on Clarkstown's "congested corridors," where access management has the greatest potential to alleviate congestion. Projects located on one of the identified "congested corridors" would receive a score of "high," while projects located in an area of significant traffic volume but were not designated "congested corridors" would receive a "moderate" score. "Low" scores would be given to projects located in low-volume corridors.

Extent of existing curb cuts – This criterion represents the number and/or width of curb cuts that currently exist in each project area. A "high" score was given to areas where multiple curb cuts occur within 100 to 300 feet of roadway length, or where curb cuts spaced farther apart are wide enough that vehicle movements could be unpredictable or dangerous for pedestrians and other vehicles. A "moderate" score was given to areas where multiple curb cuts exist in stretches of roadway up to 500 feet, or where some unusually wide curb cuts exist. "Low" scores were given to areas where curb cuts were infrequent or spaced more than 500 feet apart over most or all of the project area.

Number of accidents occurring at driveways in the project area – Access management projects have the potential to increase safety. The greatest safety needs are at the locations where accidents are prevalent. Accident data from the Clarkstown Police Department were used to develop scores for this criterion. The number of projects was divided into thirds based upon the number of accidents in each project area. The third with the highest number of accidents received a "high" score, those in the middle one-third received a "moderate" score, and the third with the least accidents received a "low" score.

Extent to which curb cuts can be reduced in the project area – Access management projects would aim to reduce curb cuts in the project area; however,

there may be instances when that may not be achievable due to physical constraints or lack of alternative access. The "high," "moderate," and "low" scores for this criterion reflect a planning-level understanding of the feasibility of the project to significantly change the number of curb cuts.

Traffic volume in the project area – Traffic volume shows the utilization of the roadway and the number of trips that would be affected by the project. The projects, divided into thirds based upon traffic volume, were scored "high," "moderate," or "low" based upon which third of the population of projects they fell within.

Extent of pedestrian facilities in the project area – Pedestrian facilities would be impacted by access management projects. Curb cuts create areas of conflict between vehicles and pedestrians, and access management projects could reduce their prevalence. Where pedestrian facilities exist in the entire project area, a score of "high" was given. A score of "moderate" was given to projects where pedestrian facilities exist on one side of the roadway, or on a significant portion of the roadway in the project area. Projects in areas where there is little to no pedestrian infrastructure received a score of "low."

Project consistent with NYSDOT access management standards – Based upon an examination of the prevalence of curb cuts, intersections, and a perception of property lines derived from GIS, a judgment on how well each access management project adheres to state access management guidelines was made. A project that would likely adhere to NYSDOT's curb cut and intersection spacing guidelines received a score of "high." A "moderate" score was given to projects which would likely face challenges in meeting the guidelines, while "low" scores were given to projects which would face significant challenges to meet the guidelines.

Signal Coordination Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown's "congested corridors." Signal coordination can alleviate congestion. Projects located on one of the identified "congested corridors" received a score of "high," while projects located in an area of significant traffic volume but were not designated "congested corridors" received a "moderate" score, and "low" scores were given to projects located in low-volume corridors.

Project is located in a transit corridor – Signal coordination projects could have implications for transit services. Coordinating signals shortens travel time for all vehicles, including buses. There also is the potential to give signal priority or preemption to transit vehicles. Projects that received a "high" score in this category have more than one transit route operating in the project area, preferably routes of different types (such as a regional service as well as local services). "Moderate" scores were given to projects in areas where only one transit service operates, or where there is a lower level of service among several

transit providers. "Low" scores were given to projects where there are no regularly scheduled transit services operating.

Travel-time delays attributable to signalization in the project area – This criterion gives credit to projects which address a known signalization problem. In areas where signalization has been cited as an issue, either by community members in the CTP project or other recent transportation studies in the area, a score of "high" was given. A "moderate" score was conferred on projects where signalization could be a contributing factor to reducing delays or enhancing safety. A "low" score was given to projects for which signalization is not now, nor likely in the near future to be a major cause for concern.

Extent of signalization in the project area – This criterion assesses the number or the concentration of signalized intersections in each project area. A "high" score was given to projects where there are signalized intersections located at intervals of 200 to 1,200 feet apart. "Moderate" scores were given to projects in areas where there are a few instances of clustered signalized intersections, or if the intersections are spaced slightly beyond 1,200 feet, up to 1,800 feet apart. In areas where signals are not clustered, or there are few signals at all, a "low" score was given.

Number of pedestrian generators in the project area – Signalization has implications for pedestrians, as signal optimization may increase vehicle travel speeds, and coordination with pedestrian phases where pedestrian signals exist also must be achieved. To assess the level of pedestrian activity that occurs or may be likely to occur, the prevalence of pedestrian generators in each project area should be considered. A "high" score was given to projects in areas where pedestrian generators are clustered. In areas where there are pedestrian generators spaced more than 600 feet apart, a "moderate" score was appropriate. Where few or no pedestrian generators exist, a score of "low" was given.

Project located on a Clarkstown/local roadway – Signal coordination is generally the responsibility of the agency which has jurisdiction over the roadway(s) in the project area(s). Projects located on Town roadways can be completed by the town, whereas projects in other jurisdictions require partnerships with county and/or state departments. This changes the role of the town from project sponsor to project partner or advocate. A "high" score was given to projects on roadways in the town's jurisdiction. All other roadways received a "low" score.

Accident Analysis Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown's "congested corridors." Accidents can be the result of traffic congestion. Projects located on one of the identified "congested corridors" received a score of "high," while projects located in an area of significant traffic volume but were not designated "congested corridors"

received a "moderate" score, and "low" scores were given to projects located in low-volume corridors.

Number of accidents in the project area – The greatest safety needs are at the locations where accidents are prevalent. Accident data from the Clarkstown Police Department were used to develop scores for this criterion. The population of projects was divided into thirds based upon the number of accidents in each project area. The third with the highest number of accidents received a "high" score, those in the middle one-third received a "moderate" score, and the third with the least accidents received a "low" score.

Severity of reported accidents – The projects were divided into thirds to produce scores based on the severity of accidents, or the number of injuries reported. The third with the highest number of injuries received a "high" score, those in the middle one-third received a "moderate" score, and the third with the fewest reported injuries received a "low" score.

Ability to improve pedestrian safety – Accident analyses should address safety concerns for all modes of transportation. As such, the projects which improved conditions for all travelers received higher scores. A project is likely to have higher implications for pedestrian safety if there are both pedestrian facilities and generators located in the project area. For the presence of both, a score of "high" was conferred. If sidewalks exist in the absence of pedestrian generators, or vice versa, a "moderate" score was appropriate. The absence of both pedestrian facilities and pedestrian generators in the project area resulted in a score of "low."

Ability to improve bicyclist safety – Similar to pedestrian safety, a project is likely to have higher implications for cyclist safety if there are both bicycle facilities and travel generators located in the project area. For the presence of both, a score of "high" was given. If bicycle facilities exist in the absence of identified generators, or vice versa, a "moderate" was given. The absence of both bicyclist facilities and bicyclist generators in the project area resulted in a score of "low."

Ability to improve vehicular safety – This criterion is a judgment on the capability of a project to improve traffic safety. This judgment was made based upon potential physical constraints and operational issues. In this case, "high," "moderate," and "low" scores were conferred to express the likely ability of a project to address these issues and achieve the goal of improving traffic safety.

Public Transit Evaluation Criteria

Project located on a congested corridor – This criterion is intended to identify projects which are located on Clarkstown's "congested corridors." Public transit can suffer significant delays in congested areas. Projects located on one of the identified "congested corridors" received a score of "high," while projects located in an area of significant traffic volume but were not designated "congested

corridors" received a "moderate" score, and "low" scores were given to projects located in low-volume corridors.

Improves accessibility to transit for Clarkstown residents and businesses – This criterion rewards projects which serve high concentrations of residential and business areas. Projects which serve primarily residential or commercial zones (80 percent or more), particularly high-density zones, received a "high" score. Where residential and commercial zones compose 60-80 percent of the project area and where limited high-density residential or commercial zones exist, a "moderate" score was conferred. In areas where more than 60 percent of the project area is residential or commercial, and there are no higher-density residential or commercial areas, a "low" score was appropriate.

Improves transit travel time – Travel-time savings can be a significant boon to transit services. In coordination with the transit operators, "high," "moderate," and "low" scores were given to projects which provide the transit operators with the greatest, moderate, and least *value* attributable to travel-time savings.

Improves reliability of transit service – Reliability is an important factor for passengers who depend on the transit service to complete the trip on-time every time. Projects which use advanced technologies to maintain on-time performance were eligible for a "high" score. "Moderate" scores were applied to policy decisions or travel-time savings which improve reliability. "Low" scores were given to projects for which little to no reliability benefit was foreseen.

Enhances connectivity between major ridership generators – Transit services should have the goal of providing connections to major transit ridership generators. Those projects which connect two or more clusters of three or more generators received a "high" score. Projects connecting one cluster of three or more generators with generators outside the cluster, or which connect two or more distinct, unclustered travel generators, received a "moderate" score. If a project does not serve at least two travel generators, it received a "low" score.

Improves efficiency of transit operations – The operational efficiency of transit services directly affects the service costs and ultimately the customer experience. A project received a "high" score if it provides a major improvement to the operational efficiency and reduces the cost per passenger of the current transit services located within Clarkstown, on an order of magnitude scale (as real, discrete costs were not available for all transit services). A project which scored "moderate" in this category achieves this objective to a lesser degree, while a project with a score of "low," although valuable, does not provide a significant improvement to operational efficiency.

Sidewalk Evaluation Criteria

Project located in a Hamlet Center – Hamlets are centers of activity and mixed land uses where a significant amount of pedestrian traffic can be expected. A project located within a hamlet district received a "high" score. A project located on the fringe or edges (within one-quarter mile walking distance) of a hamlet

received a "moderate" score, while a project more than one-quarter mile from a hamlet was issued a "low" score.

Ability to enhance connectivity and continuity to the sidewalk network – To create a true network, sidewalks should be connected at both ends to other sidewalks. Projects which received "high" scores in this criterion are those which connect to other sidewalks at both ends of the project. If a project creates a sidewalk that connects to another sidewalk only at one end, or intersects with an existing sidewalk along its course, or connects at both ends to sidewalks that are proposed or planned but not yet in existence, a "moderate" score was appropriate. Sidewalk projects which will not connect to segments of the existing network at either end, or which connect at only one end to a planned or proposed sidewalk, received a "low" score.

Ability to enhance accessibility to transit stops within one-quarter mile – Transit stops are important nodes in the sidewalk network. Once someone departs a transit vehicle, they become a pedestrian. Pedestrian facilities should connect transit stops to travel destinations. Projects along which transit stops either exist or are recommended in the Rockland County Bus Stop Study, received a "high" score. "Moderate" scores were given to projects which are located within one-quarter mile of a transit stop but do not serve the transit stop directly. A "low" score was given to projects located more than one-quarter mile from a transit stop.

Ability to enhance accessibility to pedestrian generators within one-quarter mile – Sidewalks should connect pedestrian generators. Those projects which connect two or more clusters of three or more generators received a "high" score. Projects connecting one cluster of three or more generators with generators outside the cluster, or which connect two or more distinct, unclustered generators, received a "moderate" score. If a project does not serve at least two pedestrian generators, it received a "low" score.

Ability to enhance accessibility to households within one-quarter mile – This criterion rewards projects which serve high concentrations of residential areas. Projects which serve primarily residential land uses, particularly high-density zones, received a "high" score. Where nonresidential zones compose 20-40 percent of the project area, or where no high-density residential zones exist, a "moderate" score was conferred. In areas where more than 40 percent of the project area is nonresidential, and there are no higher-density residential zones, a "low" score was given.

Ability to enhance accessibility to businesses within one-quarter mile – This criterion rewards projects which serve high concentrations of business areas. Projects which serve primarily industrial/office or commercial zones, particularly high-density zones, were issued a "high" score. Where non-industrial/office and noncommercial zones compose 20-40 percent of the project area, or where no high-density industrial/office or commercial zones exist, a "moderate" score was conferred. In areas where more than 40 percent of the

project area is non-industrial/office or noncommercial, and there are no higher-density residential or commercial areas, a "low" score was appropriate.

Bicycle Evaluation Criteria

Project provides circulation through and within a Hamlet Center– Hamlet centers are areas with mixed uses, and either generate or have the potential to generate volumes of bicycle traffic. Projects which enhance the circulation of bicycles in these busy hamlet areas should receive consideration. "High" scores were reserved for projects located within a hamlet center. "Moderate" scores were given to projects which are adjacent or enter into, but not through a hamlet center. "Low" scores were given to projects which have no components within a hamlet center.

Project provides linkages between activity centers – Projects which link activity centers provide routes for cyclists to use while performing their day-to-day tasks. If a project connects three or more generators or hamlet centers, it was given a "high" score. If a project connects two generators or hamlet centers, a "moderate" score was issued. "Low" scores were given to projects in which one or no activity centers are served.

Extent of attractions and/or activity centers located along the route – Along the route, attractions and activity centers supplement the bicycle travel demand. "High" scores were given to projects which pass through hamlets or at least two generators along the route. "Moderate" scores were given to projects with one or two generators along the route. "Low" scores were given to projects where there are no generators or activity centers located along the route.

Access to transit facilities – Bicycles are often used to reach transit services, many of which provide bicycle racks on-board buses or near bus stops and train stations. "High" scores were given to projects which serve multiple bus stops served by more than one transit provider, or which serve a train station. "Moderate" scores were conferred to projects which serve multiple bus stops along one transit route, or a single stop served by more than one transit service. "Low" scores were issued to projects which do not provide access to transit services.

Ability to enhance accessibility to households within one-quarter mile – This criterion rewards projects that serve high concentrations of residential areas. Projects which serve primarily residential land uses, particularly high-density zones, received a "high" score. Where residential zones compose 60-80 percent of the project area, but where high-density residential zones may not exist, a "moderate" score was conferred. In areas where less than 60 percent of the project area is nonresidential, and there are no higher-density residential zones, a "low" score was appropriate.

Ability to enhance accessibility to businesses within one-quarter mile – This criterion rewards projects which serve high concentrations of business areas. Projects which serve primarily industrial/office or commercial zones (80 percent or more), particularly high-density zones received a "high" score. Where

industrial/office and commercial zones compose 60-80 percent of the project area, but where high-density industrial/office or commercial zones may not exist, a "moderate" score was conferred. In areas where less than 60 percent of the project area is industrial/office or commercial, and there are no higher-density industrial/office or commercial areas, a "low" score was given.

Cost of Implementation – The cost of a project is another important factor which should be considered when planning which projects should be advanced. The project evaluation tool includes a provision for factoring in capital and operating/maintenance costs into the category-specific evaluation sheets. Because the level of planning for each project in the Clarkstown CTP varies, and most projects have not advanced to a stage where discrete capital or operation/maintenance costs are known, an estimate was developed based on available information and professional expertise and knowledge of similar types of projects. Based on order of magnitude, the cost estimation scale ranges from one dollar sign ($) for the lowest cost to five dollar signs ($$$$$) for the highest costs. Land acquisition or unknown remediation costs were not factored into the cost estimation. This scaled cost estimate did not factor into the scoring of the projects. Rather, it serves as a supplemental qualitative feature by which the projects can be compared to one another.

4.3 PRIORITIZED PROJECTS

The following sections outline the results from the prioritization of identified projects. Projects are categorized by thematic project type and have three score values – CTP Goal Score, Project Performance Score, and a summed Total Prioritization Score. As discussed previously, the CTP Goal Score reflects a projects ability to meet the overall CTP goals. The Project Performance Score reflects a project's ability to achieve performance measures that are unique to each project type. Since different project types maintain varying objectives and performance measures, Project Performance Scores and Total Prioritization Scores can only be compared with and prioritized among projects within the same project type category.

Each section provides a narrative on the prioritization that occurred and a table outlining the prioritized projects in rank order (highest to lowest score). Some sections also contain a map figure illustrating the location and priority of the project. A projects priority value was calculated by placing the CTP Goal Score and the Project Performance Score on an x-y axis, respectively, and graphing these values on a scatter plot. As observed in Figure 4.1, each dot on the scatter plot represents a project. The scatter plot was divided into four quadrants based on the median values for CTP Goal Scores and Project Performance Scores. The upper right-hand quadrant, which maintained high scores in both measures, have the highest priority. The upper left-hand and lower right-hand quadrants contain one high score value and one score value in the moderate to low range. As such project located in these sections are medium priority projects. Projects

that fell in the lower left-hand quadrant received two low score values and are as low-priority projects.

Access Management Projects

The Nanuet Hamlet Center and Nanuet Mall/Rockland Plaza Access Management projects received the highest scores in this category. The projects are located in some of the most intensely developed commercial corridors in Clarkstown. The Nanuet project is in an area with more pedestrian activity and more curb cuts than the Nanuet Mall/Rockland Plaza area, which gave the Nanuet project marginally higher Project Performance Scores. The Central Nyack Access Management Treatment project received one point more than the Nanuet-area projects because of its proximity to the Tappan Zee Bridge. This proximity increases the likelihood that the transit component of the bridge replacement project will include a transit hub and additional traffic generators in the area of Central Nyack and West Nyack. The Central Nyack project received fewer points than the Nanuet-area projects due to fewer curb cuts and the absence of pedestrian activity along SR-59 in Central Nyack, when compared to Nanuet. Table 4.2 lists the prioritized access management projects in descending order according to Total Prioritization Score. Figure 4.2 is a map illustrating the locations and priority value of the high- and medium-priority access management projects.

Table 4.3 Prioritized Access Management Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Nanuet Access Management Treatment	18	20	38
2	Nanuet Mall/Rockland Plaza Access Management Treatment	18	18	36
3	Central Nyack Access Management Treatment	19	17	36
4	Palisades Center Mall Access Management Treatment	19	16	35
5	New City Access Management Treatment	17	16	33
6	Valley Cottage Access Management Treatment	17	15	32
7	Congers Technology Corridor Access Management Treatment	17	13	30

Figure 4.1
Access Management Prioritization
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects
- High Priority
- Medium Priority

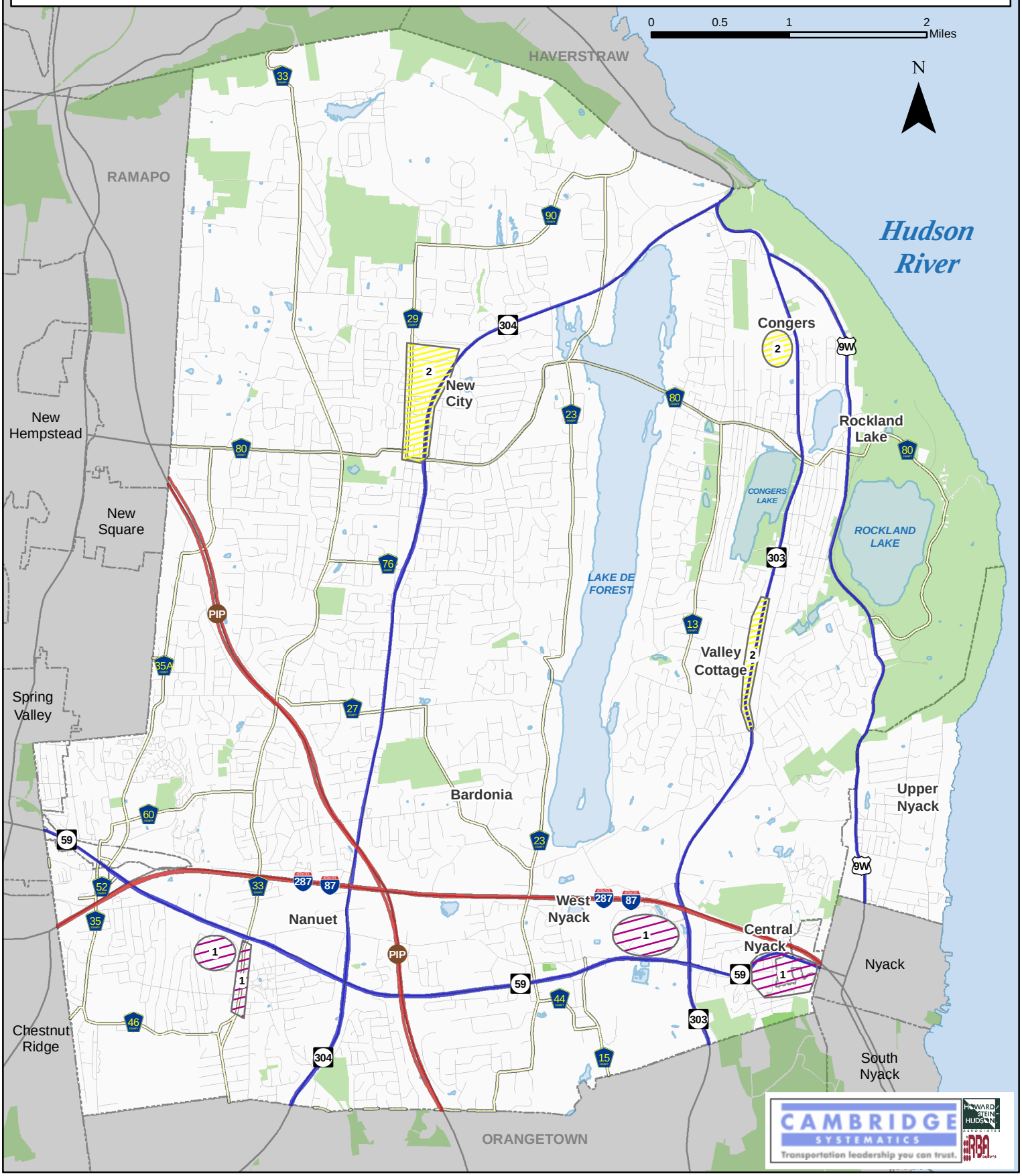
Interstate Highway

State Highway

County Highway

Local Road

Municipal Boundary



Signal Coordination Projects

Of the signal coordination projects, the SR-59 Signal Coordination Plan scored the highest in both the CTP Goal Score and Project Performance Score. Signal coordination projects on SR-304 and SR-303 received the same scores. However, each performed stronger and weaker in certain categories. The SR-304 project did not score as highly as the SR-303 project in the "located on a transit corridor" category because there is less transit service and frequency on SR-304 than on SR-303. SR-304 scored high in the pedestrian generators category, while SR-303 scored moderate. Table 4.3 lists the prioritized access management projects in descending order according to Total Prioritization Score. Figure 4.3 illustrates the locations of high priority signal coordination projects.

Table 4.4 Prioritized Signal Coordination Projects

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	SR-59 Signal Coordination Plan	20	15	35
2	SR-304 Signal Coordination Plan	17	13	30
3	SR-303 Signal Coordination Plan	17	13	30
4	Middletown Road (CR-33) Signal Coordination Plan	17	12	29
5	New Hempstead Road (CR-80) Signal Coordination Plan	15	10	25

Figure 4.2
Prioritized Signal Coordination Projects
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects
- High Priority

Note : Label indicates Project ID

- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary

Accident Analysis Projects

Of the 21 accident analysis projects, the intersection of SR-59 and Waldron Avenue received the highest score in the prioritization (36). The intersection's location in proximity to the I-287/Tappan Zee Bridge Corridor and the SR-59 Corridor, the high level of transit service and the number of generators located near this intersection contributed to its high score. This intersection also is the most dangerous intersection in Clarkstown, with the highest number of accidents and related injuries. Four intersections received 34 points, including the intersections of SR-59 and Smith Street, SR-59 and Crosfield Avenue, SR-59 and SR-303, and SR-303 and Palisades Center Drive. The number of accidents and injuries at these locations combined with the proximity of these intersections to congested corridors, transit corridors, and pedestrian generators contributed to their high CTP Goal and Project Performance scores. Table 4.4 lists the prioritized accident analysis projects in order of their Total Prioritization Score, and Figure 4.4 maps the accident analysis project locations and priority in implementation.

Table 4.5 Prioritized Accident Analysis Projects

		Score		
Number	Project Name	CTP Goal	Project Performance	Total Prioritization
1	Intersection analysis at SR-59 and Waldron Avenue	18	18	36
2	Intersection analysis at SR-59 and Smith Street	17	17	34
3	Intersection analysis at SR-59 and Crosfield Avenue	16	18	34
4	Intersection analysis at SR-59 and SR-303 (ramps)	18	16	34
5	Intersection analysis at SR-303 and Palisades Center Drive	18	16	34
6	Intersection analysis at SR-59 and Hutton Avenue	16	17	33
7	Intersection analysis at SR-59 and College Avenue	16	16	32
8	Intersection analysis at SR-59 and Palisades Center Drive	17	15	32
9	Intersection analysis at SR-59 and Broome Boulevard	16	16	32
10	Intersection analysis at SR-304 and Bardonia Road	16	16	32
11	Intersection analysis at SR-304 and Germonds Road	16	16	32
12	Intersection analysis at SR-303 and Lake Road (Valley Cottage)	16	16	32
13	Intersection analysis at SR-59 and	17	15	32

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
	Middletown Road			
14	Intersection analysis at SR-59 and New Clarkstown Road	17	14	31
15	Intersection analysis at SR-59 and Grandview Avenue	16	15	31
16	Intersection analysis at SR-304 and West Nyack Road	16	15	31
17	Intersection analysis at SR-304 and Demarest Mill Road	16	14	30
18	Intersection analysis at SR-304 and Leona Avenue	16	14	30
19	Intersection analysis at SR-303 and Storms Road	16	14	30
20	Intersection analysis at SR-304 and Congers Road	16	14	30
21	Intersection analysis at Route 9W and Lake Road (Valley Cottage)	16	13	29

Figure 4.3
Prioritized Accident Analysis Projects
Comprehensive Transportation Plan

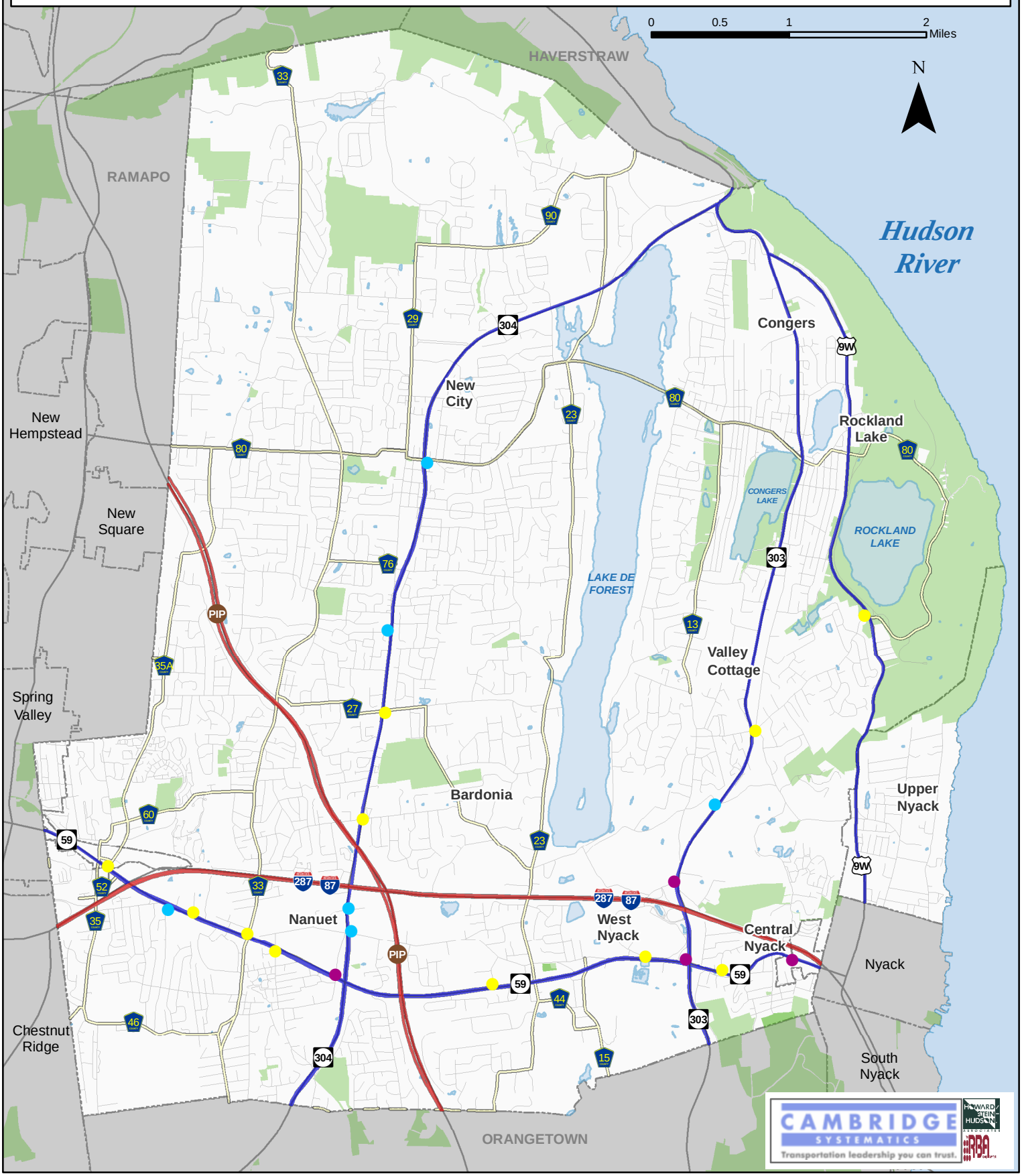
Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects
- High Priority
- Medium Priority
- Low Priority

Interstate Highway
State Highway
County Highway
Local Road
Municipal Boundary



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Transit Improvement Projects

Of the 11 transit improvement projects, the "Hamlet Center Circulator" scored the highest overall goal score, along with transitioning to a fixed-stop bus system. It also had the highest project performance Score along with the "Nanuet Transit Connectivity Plan." A "Hamlet Center Circulator" transit service would improve connectivity and transit travel time between Clarkstown's hamlets. The pedestrian activity and mix of generators in and near hamlet centers allowed this project to achieve high scores in those categories. A fixed-stop transit system would improve transit travel time, reliability, and efficiency. The Nanuet Transit Connectivity Plan, which would provide better connections between bus transit systems and the Nanuet Train Station, received high scores due to the improved transit time and reliability associated with transfers between services, and the benefits that could accrue to the hamlet center of Nanuet with the establishment of a transit hub there. Table 4.5 lists the prioritized transit improvement projects in order of their Total Prioritization Score.

Table 4.6 Prioritized Transit Improvement Projects

		Score		
Number	Project Name	CTP Goal	Project Performance	Total Prioritization
1	"Hamlet Center Circulator" route traveling between hamlet centers	25	15	40
2	Nanuet Transit Connectivity Plan	23	15	38
3	Fixed-stop bus system for Transport of Rockland and Clarkstown MiniTrans bus routes	25	13	38
4	Separated transit lane on State Route 59 through West Nyack and Nanuet	22	15	37
5	Separate bus route through Palisades Center Mall parking lot	22	15	37
6	Increase runs and service hours on State Route 304	21	14	35
7	Increase runs and service hours on State Route 303	21	14	35
9	Clarkstown Park-and-Ride expansion – 15 locations	19	13	32
10	ITS for transit services focusing on real-time customer information	19	12	31
11	Marketing and advertising campaign partnering with local organizations	13	8	21

Sidewalk Improvement Projects

A total of 37 pedestrian facility projects were prioritized based on the Goal and Project Performance Scores. The stretch of SR-304 from SR-59 to Virginia Street near the Hamlet of Bardonia received the highest score. This major roadway connects the SR-59 commercial corridor to a long stretch of residential and commercial areas, as well as schools, houses of worship, employment centers and some segments of existing sidewalks. Due to the size of this project, cost is a key issue to consider.

New Hempstead Road (CR-80) between Main Street in New City and the Clarkstown/Ramapo border, Prospect Street from Briar Road to South Middletown Road, and SR-59 from West Nyack Road to the Nyack Village Line each received the second highest overall scores. The SR-59 segment received a high CTP Goal Score, as it would provide key connections for pedestrians between Hamlet Centers, community facilities, as well as Palisades Center and other retail and employment sites. New Hempstead Road passes through New City, providing access to major government, religious and commercial areas, as well as a key connection to nearby residential streets. Prospect Street connects the Nanuet train station to an area that would benefit from a safe, obstruction-free sidewalk, providing a key alternative to SR-59. The prioritized list of sidewalk projects is provided in Table 4.6. Figure 4.5 illustrates the locations and the priority of the sidewalk projects throughout Clarkstown.

Table 4.7 Prioritized Sidewalk Improvement Projects

		Score		
Number	Project Name	CTP Goal	Project Performance	Total Prioritization
1	SR-304 between SR-59 and Virginia Street	20	17	37
2	New Hempstead Road (CR-80) between North Main Street and the Clarkstown/Ramapo line	19	17	36
3	Prospect Street from Briar Road to South Middletown Road	19	17	36
4	SR-59 from West Nyack Road and the Nyack Village Line	20	16	36
5	South Main Street between Second Street and Demarest Avenue	19	15	34
6	SR-303 between Emerald Road and Lake Road (CR-80)	19	15	34
7	Convent Road (CR-46)/South Pascack Road (CR-35) from South Middletown Road (CR-33) to SR-59	18	15	33
8	Elmwood Drive between East Calvary Drive and Congers Road	19	14	33

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
9	Germonds Road between Gerlach Drive and Middletown Road	19	14	33
10	Kings Highway (CR-13) between Reginald Drive and Congers Road (SR-80)	19	14	33
11	McCarthy Way from Parrot Road to Strawtown Road	19	14	33
12	Pipetown Hill Road between South Central Road and South Pascack Road	19	14	33
13	Grandview Avenue from SR-59 to Convent Road	19	13	32
14	New Clarkstown Road (CR-35A) between Perlman Drive and Overlook Boulevard	19	13	32
15	South Middletown Road (CR-33) between Church Street and the Clarkstown-Orangetown border	19	13	32
16	Smith Street between SR-59 and Church Street	20	12	32
17	Old Nyack Turnpike Road between South Pascack Road and Sherwood Drive	19	12	31
18	SR-59 between College Avenue and Smith Street	19	12	31
19	Strawtown Road (CR-23) between SR-59 and Germonds Road	19	12	31
20	Congers Road (CR-80) between Kings Highway (CR-13) and Strawtown Road	18	12	30
21	West Clarkstown Road from New Clarkstown Road (alt. Burda Lane) to South Little Tor Road/Middletown Road	18	12	30
22	West Nyack Road between College Avenue and SR-304	19	11	30
23	Congers Road (CR-80) between Strawtown Road and Prides Crossing	18	11	29
24	North Little Tor Road (CR-33) between New Hempstead Road and Moreland Road	18	11	29
25	South Pascack Road (CR-35) between SR-59 and Convent Road	19	10	29

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
26	Burda Avenue/Lane from South Little Tor Road to Red Hill Road	18	10	28
27	North Main Street/Zukor Road between Phillips Hill Road and Doral Court	18	10	28
28	Phillips Hill Road between North Little Tor Road and Main Street	18	9	27
29	Red Hill Road from Burda Lane to West Clarkstown Road	18	9	27
30	West Clarkstown Road (CR-35A) between Red Hill Road and New Hempstead Road (CR-80)	18	9	27
31	Goebel Road between SR-304 and CR-80	18	8	26
32	Kings Highway from Crusher Road to Karin Court	18	8	26
33	Casper Hill Road from Storms Road to SR-303	18	7	25
34	Lakeland Avenue between Lakewood Avenue and Amanda Lane	18	7	25
35	Old Route 304/Haverstraw Road from N Main St to 9W	18	7	25
36	Vermont Avenue, Massachusetts Avenue, Vermont Avenue, Colton Street, Butler Street	18	7	25
37	Saw Mill Road	18	6	24

Figure 4.4
Prioritized Sidewalk Improvement Projects
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects
- High Priority
- Medium Priority
- Low Priority

Existing Sidewalk

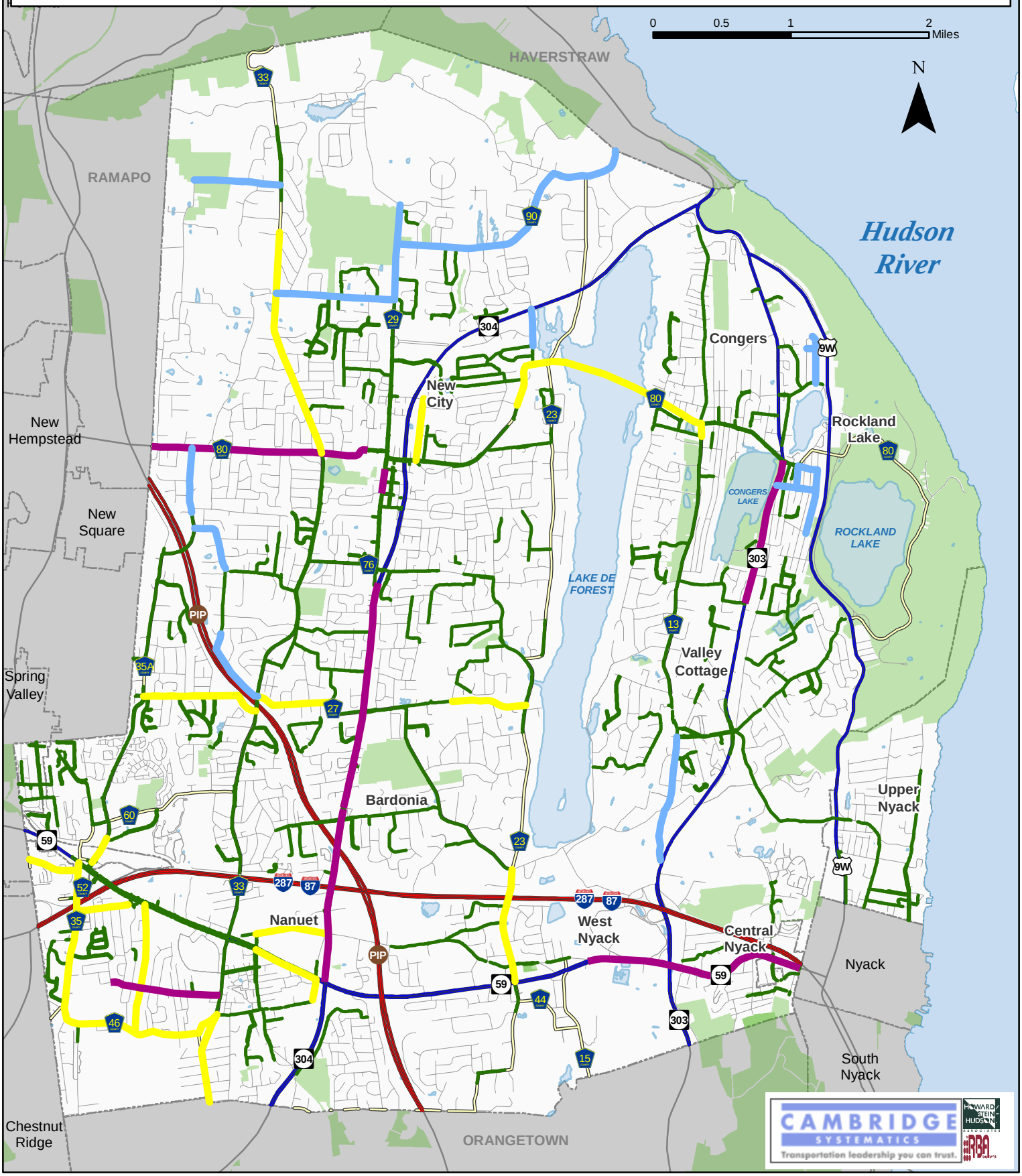
Interstate Highway

State Highway

County Highway

Local Road

Municipal Boundary



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Bicycle Facility Projects

Upon completion of the prioritization of bicycle facility projects, there was a four-way tie for the highest total score. Paths on Main Street in New City, Middletown Road, SR-303, and SR-59 each received equally strong scores. Bicycle routes on SR-303 and SR-59 were a strong match to CTP goals, while the former two roadways scored higher on their local performance characteristics. This difference may be in part due to the scale of the projects, as the larger roadways (SR-59 and SR-303) will have the greater townwide connectivity and benefits. Conversely, these projects also will require the greatest coordination and costs to implement. A complete list of prioritized bicycle facility projects is provided in Table 4.7 below.

Table 4.8 Prioritized Bicycle Facility Projects

		Score		
Number	Project Name	CTP Goal	Project Performance	Total Prioritization
1	Main Street/Old Route 304 (New City)	18	18	36
2	Middletown Road/Little Tor Road (Route 33 – Nanuet to New City)	18	18	36
3	SR-303 (Nyack to Congers)	20	16	36
4	SR-59 (Nanuet to Nyack)	20	16	36
5	New Hempstead Road/Congers Road/Lake Road (Route 80 – Congers to New City)	17	18	35
6	SR-304 (Nanuet to New City)	19	16	35
7	West Nyack Road/Western Highway (Nanuet to Nyack)	18	16	34
8	West Shore Line Rail with Trail	20	14	34
9	Kings Highway/Old Haverstraw Road (Nyack to Congers)	18	15	33
10	New Lake Road (Valley Cottage)	17	15	32
11	Sickletown Road/Strawtown Road/Ridge Road (Route 23 – West Nyack to New City)	18	13	31
12	Collyer Avenue/Laurel Road/Westerly Dr. (New City)	17	13	30
13	Ludvigh Road/Germonds Road/Crusher Road (Route 27 – Bardonia)	18	12	30
14	Convent Road/Old Middletown Road/Church Street (Nanuet)	18	11	29

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
15	Pascack Road/New Clarkstown Road/West Clarkstown Road/Buena Vista Road/Saw Mill Road (Route 35 – Nanuet to New City)	17	12	29
16	West Clarkstown Road/Germonds Road/McCarthy Way (New City)	17	11	28
17	Palisades Interstate Trailway (Separated)	17	10	27
18	Lake De Forest (Separated)	17	9	26

Figure 4.5
Prioritized Bicycle Facility Projects
Comprehensive Transportation Plan

Town of Clarkstown
Rockland County, New York

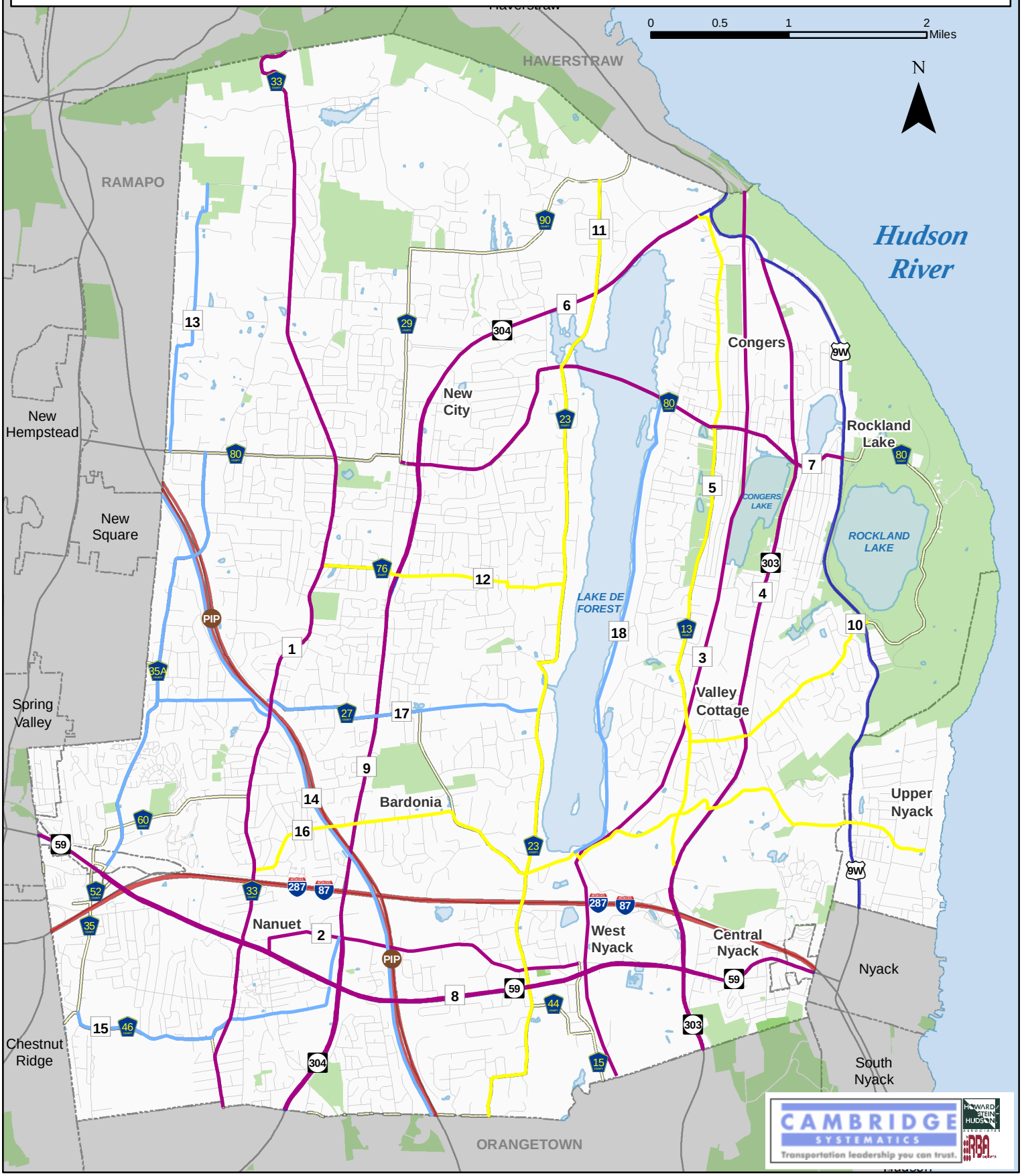
Data Source: Rockland County Planning Department - GIS

Legend

Prioritization Projects
- High Priority
- Medium Priority
- Low Priority

Note: Label indicates Project ID

- Interstate Highway
- State Highway
- County Highway
- Local Road
- Municipal Boundary



Quality of Life Initiatives

Three quality of life initiatives were prioritized. Because the three initiatives contained different types of projects intended to achieve the aims of different aspects of the quality of life in Clarkstown, it was deemed inappropriate to develop specific performance criteria. The three initiatives were prioritized according to how well they addressed the overarching CTP goals. The initiative to require water runoff reductions for large parking lots received the highest score due to the potential to limit water pollution and flooding. Also, the encouragement of smaller surface parking lots improves the urban design potential in hamlet centers, making the environment more pedestrian- and bicycle-friendly. Implementing lighting design regulations in hamlet centers improves the quality of life by reducing light pollution and improving the design of hamlet centers and streetscapes. Creating design standards for use of porous pavers reduces water runoff. The prioritized list of quality of life initiatives is provided in Table 4.8. Because these are townwide initiatives, no map of project locations was developed for this category.

Table 4.9 Prioritized Quality of Life Initiatives

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Require asphalt parking lots greater than 10,000 square feet to significantly reduce water runoff	17	N/A	17
2	Develop light pollution minimization plan/lighting design regulations	14	N/A	14
3	Create design standards for use of porous pavers on new paved surfaces	13	N/A	13

Land Use Initiatives

Similar to the quality of life initiatives, the five land use initiatives were a diverse set of project types and were prioritized according to the manner in which they addressed the CTP goals. The expanded adoption of design guidelines that increase the availability of various land uses near multimodal transit stops and stations received the highest score due to the positive implications for transit, pedestrian, and bicycle use. The Hamlet Center overlay districts achieved a high score as well, due to the transit-, pedestrian-, and bicycle-friendly nature of mixed-use urban design that is found in those districts. Park and open space requirements also scored highly because of the pedestrian and bicycle opportunities, environmental protection and quality of life improvements that can accompany that initiative. The full list of prioritized land use initiatives is provided in Table 4.9. Because most of the land use initiatives have townwide

applicability, no map of specific project locations was prepared for this set of projects.

Table 4.10 Prioritized Land Use Initiatives

Number	Project Name	Score		
		CTP Goal	Project Performance	Total Prioritization
1	Adopt design guidelines to reflect prioritization of land development that increases availability of residential, retail and office uses near multimodal transit stops and stations.	27	N/A	27
2	Expansion of Hamlet Center overlay districts	23	N/A	23
3	Require open/recreation space and programming for neighborhood parks, plazas and playgrounds in Hamlet Center overlay districts that preserve spaces for community interaction	21	N/A	21
4	Clarkstown Transportation Corridor Land Use / Zoning Analysis Studies (303, 304, 9W, 59)	18	N/A	18
5	Revise parking requirements for retail, office and industrial uses	15	N/A	15

5.0 Identification of Funding Strategies and Programs

The following Federal and state programs offer funding opportunities to implement the proposed projects in the Comprehensive Transportation Plan. The following sections also outline the areas where funding criteria match the needs identified in the Comprehensive Transportation Plan. Lastly, there is an explanation of funding already available to Clarkstown for transportation improvements. Many of these projects align with those strategies developed for the Comprehensive Plan and the Town should do whatever is possible to ensure such project funds are utilized.

The Procedures for Locally Administered Federal Aid Projects (PLAFAP) is a manual available on the NYSDOT web site (www.nysdot.gov) that serves as a comprehensive resource to ensure that Federal funding reaches the local levels and that local levels of government apply for funding in a matter consistent with Federal and state regulations. The Regional Local Project Liaison (RLPL) for Region 8, which serves Rockland County, is Carolyn Ryan and she can be contacted at (845) 431-5884. She is the first point of contact for any PLAFAP questions. In addition, both Patrick Gerdin and Joseph Pyzowski with Rockland County are invaluable resources as both work extensively with the State and NYMTC on soliciting state and Federal funding for the County.

5.1 FEDERAL PROGRAMS

The following Federal programs are funded in the most recent Federal transportation legislation, SAFETEA-LU, which is due to expire in 2009. As of today, most of these programs are running on their final cycle and are no longer accepting applications. There has been considerable debate in the transportation community about what the next Federal legislation will look like and what programs will likely be continued or included. The programs listed below have survived several iterations of legislation. However, there is no certainty that any of these programs will be included.

Additional uncertainty comes out of the fact that passage of previous Federal transportation legislation attempts have taken years longer than expected. Should long delays occur during this next legislative cycle, it is unclear whether SAFETEA-LU and its attendant program would be extended or other stopgap measures be deployed. Furthermore, discussions with the Rockland County Highway Department has intimated that the New York Metropolitan Transportation Council (NYMTC), Clarkstown's local metropolitan planning organization (MPO) and major distributor of these funds, will not be receiving

new program applications for the Transportation Improvement Program (TIP) for up to two fiscal years given the current economic climate.

Transportation Enhancement Program

Overview

This program, as administered by the Federal Highway Administration, provides funds for projects that aim to expand transportation choices and enhance the transportation experience. This includes bicycle and pedestrian enhancements as well as scenic or historic projects, landscaping and environmental mitigation.

Eligibility

Twelve Transportation Enhancement Activities are eligible for these funds:

1. Provision of facilities for pedestrians and bicycles;
2. Provision of safety and educational activities for pedestrians and bicyclists;
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields);
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
5. Landscaping and other scenic beautification;
6. Historic preservation;
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails);
9. Inventory, control, and removal of outdoor advertising;
10. Archaeological planning and research;
11. Environmental mitigation:
    a. To address water pollution due to highway runoff; or
    b. Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

Application Process

Applications are submitted to the appropriate MPO (NYMTC in Clarkstown's case) and/or the regional office of the State Department of Transportation which, along with Federal Highway Administration (FHWA) officials, screens the

applications for completeness and eligibility requirements. The MPO then evaluates, ranks, and prioritizes the applications that are determined to be eligible. A Central Advisory Committee receives and prioritizes lists and makes selection recommendations to the Governor. Applicants can have their applications prescreened by DOT coordinators in advance of deadlines for suggestions to improve their application.

Funding Information

- Minimum/Maximum Funding: $100,000/$2 Million
- Required Local Match**:** 20 percent

Contact Information

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Potential Funding Alignments

- Pedestrian Facilities and Facility Improvement projects, specifically the Complete Streets Initiative.
- Bicycle Network Improvement projects.
- Hamlet Center transportation improvement projects.

Additional Information

Pedestrian and Cycling activities are the category of projects that receive the greatest share of funding in New York.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Overview

This program has been included in Federal transportation legislation since 1991. It is administered jointly by the FHWA and the Federal Transit Administration (FTA) and provides funds for projects that reduce criteria air pollutants regulated from transportation-related sources. SAFETEA-LU requires states and MPOs to give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities that provide air quality benefits. SAFETEA-LU also requires the Secretary of the Federal Department of Transportation to evaluate and assess the effectiveness of a representative sample of CMAQ projects to determine the direct and indirect

impact of the projects on air quality and congestion levels, and to ensure the effective implementation of the program.

Eligibility

The goals of the CMAQ program are reducing air pollution through promotion of operational and technological improvements, the targeting of major freight bottlenecks, and relieving urban congestion. The funds are moderately flexible and have been used to fund a variety of projects that meet these goals.

Eligible Projects/Programs

- Transportation activities in an approved State Implementation Plan, transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990.
- Pedestrian/bicycles off- or on-road facilities, including modification of existing public walkways to comply with the Americans with Disabilities Act.
- Intermodal Surface Transportation Efficiency Act (ISTEA) management and monitoring systems.
- Traffic management/monitoring/congestion relief strategies.
- Transit (new system/service expansion or operations).
- Alternative fuel projects (including vehicle refueling infrastructure, clean fuel fleet programs, and conversions).
- Public/private partnerships and initiatives.
- Inspection and maintenance (I/M) programs.
- Intermodal freight.
- Telecommunications.
- Travel demand management.
- Project development activities for new services and programs with air quality benefits.
- Public education and outreach activities.
- Rideshare programs.
- Establishing/contracting with transportation management associations (TMA).
- Fare/fee subsidy programs (operating subsidies have a three-year limit).
- Diesel retrofits.
- Truck stop electrification.

- Experimental pilot projects/innovative financing.
- Other transportation projects with air quality benefits.

Ineligible Projects

- Construction of projects which add new capacity for single-occupancy vehicles.

Application Process

The Federal funds are distributed through state DOTs and MPOs. Within NYMTC, CMAQ funds for Rockland County are administered through the Mid-Hudson South Transportation Coordinating Committee. Projects are usually solicited via an advertisement by the local MPO through the Transportation Improvement Program (TIP) process.

Funding Information

- Maximum funding information not available
- Funding requires 20% local match
- Program is reimbursement based

Contact Information

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Potential Funding Alignments

- Access Management projects.
- Intersection Analysis and Improvement projects.
- Pedestrian Facilities and Facility Improvement projects.
- Bicycle Network Improvement projects.

Surface Transportation Program (STP)

Overview

This program provides flexible funding to be used by states and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects and intra-city and intercity bus terminals and facilities.

Eligibility

STP funds are divided amongst several subprograms, including:

- STP (Anywhere) – These STP funds are available for projects anywhere in the State. They represent 30 percent of all STP funds and require a 20 percent state match to the 80 percent of funding supplied by the Federal government.
- STP ENHANCE – The Surface Transportation Program (Enhancement Program) is a program that has 10 percent of the formula-based STP funds designated for transportation enhancement activities to assist communities attain social, cultural, aesthetic, and environmental goals. These enhancement projects must relate to the intermodal transportation system by function or by impact. The State generally does not provide matching funds, those are typically produced locally. This program encompasses 10 percent of total STP funding.
- STP FLEX – Surface Transportation Program (Flexible) is the most versatile of the formula-based STP funds used for a variety of transportation improvements to include "flexing" fund to transit projects.
- STP LG Urban – The Surface Transportation Program (Large Urban) is a formula-based STP funds suballocated for an urbanized area with a population over 200,000 and is used for a variety of transportation improvements.
- STP RAIL – The Surface Transportation Program (Rail) has a portion of the STP Safety funds are used for rail-related safety projects.
- STP RURAL – Surface Transportation Program (Rural) is a formula-based STP funds suballocated for non-urbanized areas typically on roads classified as rural minor collectors.
- STP SAFETY – The Surface Transportation Program (Safety) is 10 percent of the formula-based STP funds that must be designated for safety projects such as railway/highway grade crossings or hazard elimination programs on any public road.

Application Process

Similar to CMAQ funds, STP funds are distributed through state DOTs and MPOs. Within NYMTC, CMAQ funds for Rockland County are administered through the Mid-Hudson South Transportation Coordinating Committee.

Funding Information

- Maximum funding information not available
- Funding requires 20% local match
- Program is reimbursement based

Contact Information

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E-mail: jshanahan@dot.state.ny.us

Potential Funding Alignments

- Access Management projects.
- Transit Improvement Program projects.
- Pedestrian Facilities and Facility Improvement projects, specifically the Complete Streets Initiative.
- Bicycle Network Improvement projects.

Recreational Trails Program

Overview

This program offers 80 percent Federal funding with a sliding scale (see 23 USC 120). Federal agency project sponsors may provide additional Federal funds up to a total Federal share of 95 percent. Other Federal programs may provide matching funds toward the non-Federal share if the project also is eligible under the other Federal program. Recreational Trails Program (RTP) funds may be used to match other Federal programs if the project also is eligible under other Federal programs. States may allow a programmatic match for funds from non-Federal sources. "Soft-match" (donations of funds, material, services, or new right-of-way) may be permitted from any project sponsor, whether a public agency or private organization.

Eligibility

The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Each state administers its own program, usually through a state resource or park agency. Each state develops its own procedures to solicit and select projects for funding.

Funding Usage

Maintain and restore existing trails:

- Develop and rehabilitate trailside and trailhead facilities and trail linkages;

- Purchase and lease of trail construction and maintenance equipment;
- Construct new trails (with restrictions for new trails on Federal lands);
- Acquire easements or property for trails;
- Assess trail conditions for accessibility and maintenance;
- Develop and disseminate publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training) (limited to five percent of a state's funds); and
- State administrative costs related to this program (limited to seven percent of a state's funds).

Application Process

New York State may make grants to private organizations or to municipal, county, state, Federal, or other government agencies. Projects may be on public or private land, but projects on private land must provide written assurances of public access.

States are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform construction and maintenance of recreational trails.

Funding Information

- Maximum funding information not available
- Program is administered through New York State
- Federal Government spits half of total allocation evenly among states, and the other half proportionally based on a state's proportion of recreational activity.

Contact Information

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Albany NY 12238

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E-mail: robert.reinhardt@oprhp.state.ny.us

Potential Funding Alignments

- Plan and Implement Class 1 and Class 2 bicycle routes.

National Highway System Funds

Overview

These (80/20) funds are more flexible than interstate highway funds and can be used for any type of highway project, including transit or other transportation projects in the corridor, maintenance and capital improvements.

Eligibility

Project Eligibility is determined by the State.

Application Process

Funds are distributed through the State.

Funding Information

- Federal share usually 80%, local share 20%

Contact Information

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NYSDOT Region 8 Office
Eleanor Roosevelt State Office Building
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Telephone: (845) 431-5723

Potential Funding Alignments

- Transit Improvement Program projects, specifically to coordinate with the Tappan Zee Bridge Project.

Federal Safe Routes to School (SRTS)

Overview

The Safe Routes to School Program (SRTS) empowers communities to make walking and bicycling to school a safe and routine activity.

Eligibility

The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Application Process

Funds are administered by the New York State Department of Transportation.

Funding Information

The legislation established a number of parameters related to program funding which address the following items:

- Apportionment Formula – Funds are provided to each state and the District of Columbia by formula based on the State's percentage of the national total of school-aged children in Kindergarten through eighth grade. Apportionments will be updated by FHWA as new national enrollment data becomes available.
- Minimum Allocation – No state shall receive less than $1 million in any fiscal year.
- Infrastructure and Non-Infrastructure Funds – Funds are made available for two different types of projects (infrastructure and non-infrastructure), with not less than 10 percent and not more than 30 percent of each state's apportionment required to be spent on non-infrastructure activities.
- Duration of Availability – Funds shall be available for obligation in the same manner as if such funds were apportioned. Funds are not transferable and must remain available until expended.
- No Local Match Permitted – The Federal share of the cost of a project or activity shall be 100 percent.
- Set-Aside for Administrative Expenses – Prior to distributing funding to the states, FHWA may deduct up to $3 million each year for administrative expenses to carry out the SRTS Program.

Contact Information

Greg Hart
Region 8 SRTS Coordinator
4 Burnett Boulevard
Poughkeepsie, NY 12603
Telephone: (845) 431-5724

Potential Funding Alignments

- Safety Improvement Program projects.
- Pedestrian Facilities and Facility Improvement projects.
- Bicycle Network Improvement projects.

5.2 STATE PROGRAMS

Most transportation funding is allocated by the Federal funding categories outlined above. New York State has a number of transportation funds from which it allocates money for projects. Some of the funds include the

transportation infrastructure renewal fund, mass transportation operating assistance fund, dedicated highway and bridge trust fund, dedicated mass transportation trust fund, and the transportation safety account. These funds are maintained by gas, petroleum and other motor vehicle-related fees (State Environmental Resource Center). However, state funds are not allocated through categorical programs such as those outlined at the Federal level. For example, the Statewide Mass Transportation Operating Assistance (STOA) provides flat funding to transit operators based on passengers and vehicle miles traveled. State funds, when listed in the TIP appear to be allocated in terms of gap or match funding for those programs already receiving some form of Federal money. One example of such as program is the Municipal Street and Highway Program, also known as the Marchiselli Program, which helps match Federal aid for municipalities. (NYSDOT) However, there is a reimbursement program offered by NYSDOT for eligible projects.

State Dedicated Funds are available for improvements to state roads. If the Town can identify a project to improve a state road or possibly an intersection of a local road with a state road, contact at the Region 8 NYSDOT office.

NYSDOT Region 8 Office

Richard Peters
Regional Planning and Program Manager.
Telephone: (845) 431-5723

Consolidated Local Street and Highway Improvement Program (CHIPS)

Overview

The Consolidated Local Street and Highway Improvement Program (CHIPS) was established by the Legislature in 1982. The applicable rules for the Program are contained in Section 10-c of the State Highway Law. Apportionments to municipalities are calculated annually by NYSDOT according to formulas specified in this section of the Law.

Between State Fiscal Year (SFY) 82-83 and 90-91 (April 1, 1982 – March 31, 1991) all CHIPS funds were distributed on a direct grant quarterly allocation basis. In 1991, State Legislation restructured CHIPS into two separate and distinct components. One was the Operation and Maintenance (O&M) direct grant component, funded from the State's General Fund, and the other was the Capital reimbursement component, funded from the sale of New York State Thruway Authority bonds.

While no CHIPS O&M funding has been included since the SFY 01-02 State Budget, the Legislature "converted" these funds into additional CHIPS Capital funds that have been appropriated since SFY 02-03.

Eligibility

Municipal

Counties, cities, towns, and villages that report local road mileage under their local jurisdiction are eligible for funding. The annual CHIPS apportionments to municipalities are calculated according to the CHIPS allocation formula specified in Section 10-C of the Highway Law. While several other factors are considered such as municipal funding levels and historical percentages for counties, cities, towns and villages, the two most important data inputs for this allocation process are local highway inventory (LHI) mileage (for all municipalities) and motor vehicle registrations (for counties and NYC) that are reported annually to NYSDOT.

Project

The municipality is responsible for selecting projects and, for eligibility, must certify that the project is expected to have a useful service life of at least 10 years. It also is important to note that this reimbursement program is only for those roadways that are not part of the state highway system or local roadways maintained by the State.

Refer to Appendix A of the April 2007 CHIPS Capital Guidelines for examples of the six project types (highway resurfacing, highway reconstruction, traffic control devices, bridge/culvert rehabilitation, bridge/culvert replacement, and "other") that are considered eligible for CHIPS Capital reimbursement. It is important to note that this is a reimbursement program and the service life of at least 10 years indicate that the needs for the project must be installation or improvement of infrastructure. While the CHIPS program could not be used to reimburse an access management plan, it could be eligible to execute the necessary roadway improvements once the plan is developed.

Ineligibility

- Operation and maintenance activities such as pothole repairs, crack sealing, snow removal, brush and weed control, street cleaning, highway planning studies, administrative disbursements (including administering CHIPS) not associated with a specific CHIPS Capital project, and purchase of materials not associated with a specific CHIPS Capital project.
- State highways, including locally maintained state arterials in cities.
- Parking lots or parking garages that are not both owned by a municipality and linked to a transit purpose.
- Sanitary sewers, water lines and other utilities that are not impacted by a highway/bridge reconstruction project.
- Bicycle access features outside the highway right-of-way.

- Amounts paid by a locality for interest or indirect costs (e.g., costs of issuance) on local bonds or notes issued to finance eligible project costs.

Application Process

Forms and application instructions can be found at:
https://www.nysdot.gov/programs/chips

Funding Information

- Funding is calculated based on a formula determined in the application packet.
- Program is reimbursement based.

Contact Information

Doreen Holsopple
4 Burnett Boulevard
Poughkeepsie, NY 12603
Telephone: (845) 431-5817

Potential Funding Alignments

- ITS and signal coordination projects.
- Lane widening for curbs and bike lanes.
- Light pollution minimization plan.

Additional Information

Based on historical funding administration, a strong relationship, and clear communication with the local MPO, NYMTC is essential. Though it is unclear exactly what future funding programs will look like, the Mid-Hudson South Transportation Coordinating Committee at NYMTC will likely have a great deal of influence on where those dollars are spent.

County/Local Contribution to Projects

County and local money is usually allocated once Federal funding has been identified. For example, if CMAQ funding provides 80 percent funding to a project, 15 percent may be provided by the State through Marchiselli funds, and 5 percent contributed by the County. If Marchiselli funds are not available, those funds may be provided by other funding means such as state bond financing. The County typically provides 10 percent funding on park-and-ride projects where 80 percent of the funding is provided by Federal dollars and the remaining 10 percent by the State.

In terms of funding for planning projects or studies, the primary funding source would be the MPO, through the Unified Planning Work Program. However,

competition for these funds is tough, especially given that Rockland and Westchester counties compete with New York City for those funds.

Current Clarkstown Transportation Funding

Current CMAQ-Funded Projects for Clarkstown in the TIP

- 850210 and 803041: Route 59 from Route 303 to Broome Boulevard; Left turn lanes at the Hub shopping center and Broome Boulevard.
- 850220: Route 303 at Lake Road; Valley Cottage highway reconstruction.
- 875757: Clarkstown Parking Reimbursement; for park-and-ride spaces in New City along the 304 corridor.
- 875868: Route 33 Bike/Pedestrian Improvements; for the Town of Clarkstown.
- 875895: Sidewalk Construction; to access New City business district.
- 875907: Pascack Road at Lawrence Street; left turn lane on southbound Pascack approach, drainage improvements, and installation of sidewalk.
- 875966: Germonds Road and PIP Intersection Reconstruction; part of the County Signal Retiming Study.

Current STP-Funded Projects for Clarkstown in the TIP

- 875458: Congers Road Reconstruction; Turning lanes, drainage improvements, and sidewalk/curb installation.
- 875903: Pascack Road Reconstruction; Smith Road to Pipetown Hill Road, replace below-grade crossing with RR bridge and add sidewalks.
- 878028: Lawrence Street Sidewalks; Install 1,920 linear feet total of new sidewalk.

Current National Highway (NHS)-Funded Projects for Clarkstown in the TIP

- 803026: Route 59 Sickletown Road to Route 303; Approach work and bridge rehabilitation.

Other Funded Projects for Clarkstown in the TIP (Funding Sources Not Identified)

- 809343: PIP North Middletown to Route 9W; Rehabilitate bridges.
- 875964: West Shore River Line: Improve safety and designation of quiet zone crossings.
- 875523: New Hempstead Road (CR 80-RTE 304 PIP); Reconstruct road, construct new bridge, add turning lanes and reconstruct drainage, installation of curb and sidewalk.

- 850221: Route 303 at Valley Cottage Library: Install right turn lane.
- 875904: State Bike Route 9; Rockland Lake river trail and Dunderburg mountain trail rehabilitation.
- 8T0414: PIP Trailway, Stage 3; Western Highway to NYS Thruway, new/improved pedestrian facility.
- 8T0415: PIP Trailway, Stage 4; NYS Thruway to Route 202, new/improved pedestrian facility.

According to the Rockland County Highway Department, the order of these projects may be switched around should priorities for the Town change. However, only the money allocated for the Town for each year can be accessed, regardless of the project.

Future Clarkstown Transportation Funding

United State Economic Recovery Act

In addition to the above mentioned projects, NYMTC has prepared a list of project that could be potentially funded by the National Economic Recovery Legislation currently being developed. The Clarkstown sponsored projects included in this list are:

- South Main Street Reconstruction; and
- Road Resurfacing and Reconstruction.

Tappan Zee Bridge Reconstruction

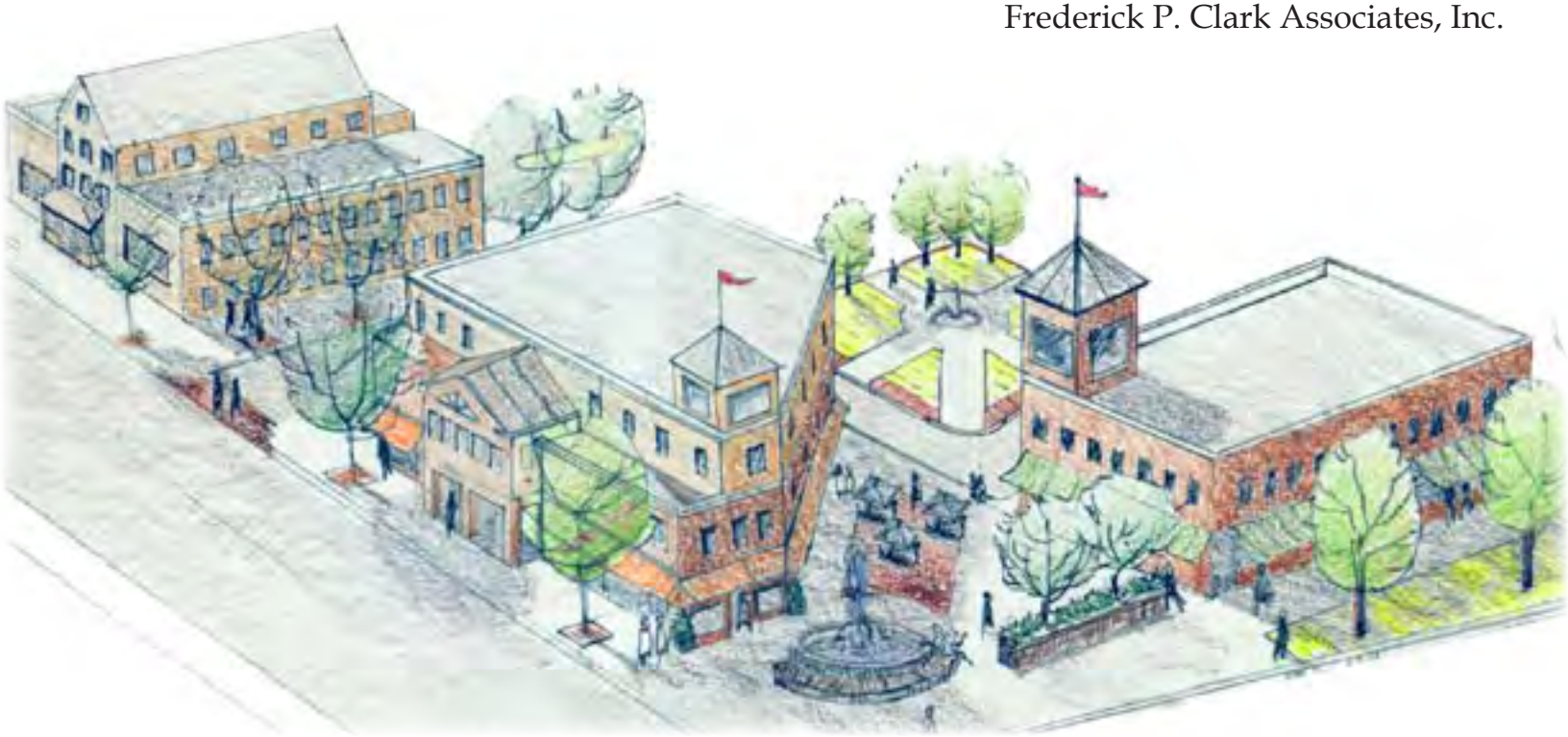
The studies of the Tappan Zee Bridge alternatives suggest that greater traffic flows of all types can be expected in Clarkstown and neighboring communities, and proposed express transit improvements will add a much-needed transit connection across the Hudson River. The possible installation of major transit hubs in the Town have the potential to change the type and intensity of land use around these areas, in addition to increased roadway and pedestrian traffic.

To date, the study teams have not defined financial resources for local governments responsible for the development and maintenance of the areas around the transit stops. Given the TZB plans, however, the Town should coordinate with Federal, state, and county governments and other representatives to secure resources to mitigate new developments in Clarkstown.

New City Hamlet Center Vision Plan

Prepared for:
The Town of Clarkstown *and*
The County of Rockland

Prepared by:
Behan Planning Associates, LLC
with
Frederick P. Clark Associates, Inc.



Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan

The County of Rockland

Hon. C. Scott Vanderhoef, County Executive
Hon. Harriet D. Cornell, Chairwoman of the Rockland County Legislature
Hon. Gerold M. Bierker, Minority Leader
Hon. Connie L. Coker
Hon. William L. Darden, Vice Chairman
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Hon Alden H. Wolfe

The Town of Clarkstown

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Councilman Ralph F. Mandia
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Clarkstown Central School District
Clarkstown Department of Recreation and Parks
Clarkstown Department of Highways
Clarkstown Department of Environmental Control
Rockland County Department of Planning
Rockland County Department of Highways
Rockland County Department of General Services
Rockland County Division of Environmental Resources
New York Metropolitan Transportation Council

Joyce Altieri, Wayne Ballard, Marvin Baum, John Ciafallo, Salvatore Corallo, Godon Coyle, Tara Hitchens, Brett Kelly, Denis Letson, Amy Mele, Joseph Pyzowski, Susan Sherwood, Sabrina Vargas, Charles Vezzetti and all of the others who assisted with this project and participated in the Vision Plan process.

Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan

Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan

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Note: Volume Two of this report includes supporting materials, preliminary planning concepts and sketches, traffic analysis for the central gateway, visual survey results and digital simulations and presentations. These files can be found at the Clarkstown Planning Department and Rockland County Planning Department offices.

Town of Clarkstown and County of Rockland
New City Hamlet Center Vision Plan

CHAPTER ONE
INTRODUCTION AND VISION STATEMENT

The New City hamlet is the community's center and a destination for work, shopping, and public gathering. The hamlet is the home to the Rockland County offices, the County Courthouse, the Clarkstown town hall, a wealth of local businesses, professional offices, eateries, service shops, a small range of housing options, parks, athletic fields and nature preserves, and great opportunities for public gathering and festivals.

Rockland County Courthouse

The hamlet center is an important part of the community fabric. However, local residents and visitors, whether visiting the hamlet for work, entertainment, or daily shopping tasks, are often frustrated by the overall experience of being in New City. A commonly-heard statement at public workshops – "I would never bring a friend from out of town to downtown New City" – highlights the lack of pride and general sense of disappointment with the area.

For years, the New City Hamlet Center has been the focus of community concern and controversy, as well as a variety of planning and revitalization projects dating back to the 1960s. However, almost every planning initiative and strategy met significant resistance and resulted in disappointment. The Vision Plan presents and establishes a new prototype for planning in New City through an inclusive collaborative process designed to build strong consensus and a community-supported vision for the future.

Residents working together to plan for New City's future

The foundation of this plan consists of dialogue, consensus building, and a comprehensive approach to visioning. The vision plan is unique in recent history in that the county and town are close partners working together to address the range of issues facing the hamlet center and sharing project costs. Furthermore, neighborhood and civic groups have also been closely involved in the process, through participation on planning committees and workshops, and have contributed greatly to development of the plan.

Purpose — a Place to be Proud of

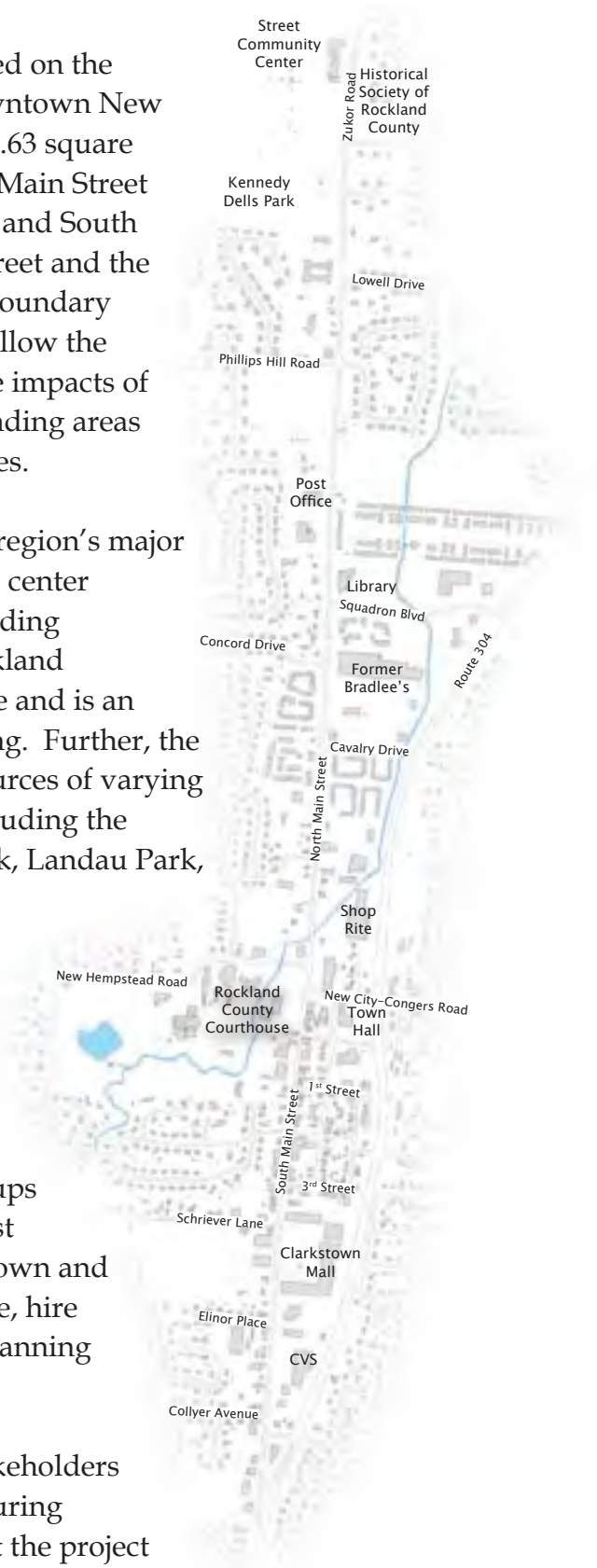
The primary purpose of this plan is to establish broad community consensus and illustrate the overriding vision for the New City Hamlet Center. In addition, the plan provides a short- and long-term implementation guide for government, civic groups, businesses, and resident stakeholders related to land use and zoning, transportation, design, and general renewal of the hamlet.

South Main Street in New City

At the first Vision Plan workshop (March 2006), participants were asked: "What would it take for this project to be considered a success?" Initial answers generally revolved around very specific, physical improvements – "we have got to fix up Bradlee's" or "there's not enough parking." However, after continued discussion one simple statement summarized why people were interested in the plan and participating in the meeting: "Let's make New City a place to be proud of!"

Planning Area

The Vision Plan boundary is generally based on the Town of Clarkstown's designation for Downtown New City and covers an area of approximately 0.63 square miles. The project area includes the entire Main Street corridor from the intersection of Route 304 and South Main Street to Zukor Road/North Main Street and the Street Community Center. However, the boundary was generally considered to be flexible to allow the community and consultants to consider the impacts of decisions within the corridor upon surrounding areas and to focus on key issues and opportunities.



The New City Hamlet Center is one of the region's major commercial and civic destinations. It is the center of municipal and county government including the Clarkstown government complex, Rockland County offices, and the County Courthouse and is an important place for commerce and shopping. Further, the study area includes a number of park resources of varying sizes for residents and visitors to enjoy including the Kennedy Dells Park, the Demarest Kill Park, Landau Park, and the historic Dutch Garden.

Planning Process

The New City Hamlet Center Vision Plan is a collaborative effort of local residents and property owners, local and county government officials and staff, community business people, and civic groups and organizations. To ensure for the widest participation and community benefit, the town and county worked together to design the scope, hire consultants, guide the project, and share planning costs.

A steering committee consisting of key stakeholders was established to guide the consultants during development of the plan and to ensure that the project responded to the diverse needs of the community. Groups and

organizations represented on the planning committee included the Little Tor Neighborhood Association, South Little Tor Neighborhood Association, Downtown New City Corporation, New City Chamber of Commerce, the Town of Clarkstown, County of Rockland, Clarkstown Garden Club, and the New City Civic Association. Consultants held several meetings with the steering committee to refine ideas and consider recommendations and strategies. Plan committee members also helped facilitate workshops and focus sessions and assisted with communication and outreach to the public.

Four (4) public workshops formed the foundation of the public outreach program, each of which included a brief consultant presentation, short break-out discussions by topic area, and a final summary and presentation by participants. Postcard notifications were mailed to residents within a ½ mile radius of the study area, email announcements sent to distribution lists and a community web site – www.newcityvision.net – was maintained to post schedules and draft materials and to keep the public informed on progress.

In addition to the large public workshops, a series of smaller focus group sessions were conducted to gain insight into specific issues of key concern including parking and parking management (sponsored by the New York Metropolitan Transportation Council), streetscape design, the local businesses community (opportunities for promotion and economic development), the Central Gateway area (Main Street intersection with New City – Congers and New Hempstead), and the Rockland County Campus.

Workshop participants discussing the South Main Streetscape

Document Organization

This document is organized around a set of planning principles and themes – Vision; Destination New City; Circulate New City; and Form New City – with recommendations and strategies grouped under each theme. The Vision Plan outline:

Chapter 1: Introduction and Vision

- Project introduction and the overall vision for the hamlet, the desired future condition;

Chapter 2: Destination New City

- Recommendations to enhance the "Destination" areas, the features that draw people to New City;

Chapter 3: Circulate New city

- Focuses on roadway, streetscape and pedestrian concepts for Main Street;

Chapter 4: Form New City

- Details land use, zoning, and organizational strategies for realizing the vision; and

Chapter 5: Conclusion and Implementation

- Summarizes the planning concepts and highlights implementation roles.

VISION STATEMENT

A vision statement is a consensus-building tool used to represent a community's desired future. The statement can also be used to guide the development of specific planning strategies and recommendations as well as to measure implementation and overall program effectiveness. The New City Hamlet Center vision statement represents a target by which to measure implementation and success.

New City Hamlet Center Vision

In the future, the New City Hamlet Center will be a vibrant, pedestrian-friendly community center with a wealth and diversity of business and job opportunities. The hamlet will include pleasant places for all ages through a mixed-use environment of entertainment, businesses, parks, and living opportunities and be strengthened by the presence of the town and county government offices whose workers shop, dine, and contribute to the overall vitality of the area.

Workshop participants selected these two images from other communities as their favorites during an image preference survey at the first workshop in March 2006

It is envisioned that links to enhanced park and recreation facilities such as Dutch Garden and the Demarest Kill County Park will bring residents and workers closer to the natural beauty of the area while the overall design and density of the hamlet will reflect the character of a traditional small town Main Street.

Surrounding neighborhoods will benefit by renewal of the Hamlet Center by being within walking distance of shops, restaurants, businesses, the courthouse, government offices, parks and other activity centers. New development will be sensitive to the existing neighborhoods and carefully designed to minimize adverse impacts to quality of life.

CHAPTER TWO
DESTINATION NEW CITY

Enhance and Strengthen New City's Civic, Cultural, Recreation, and Commercial Destinations

The New City Hamlet should be re-envisioned as a major destination center for civic life, culture, recreation, and commerce and as an alternative to the area's regional malls. Building on the qualities that make the hamlet special and important – its destination elements – New City can be transformed into a true "place" to experience and enjoy public life.

The hamlet already has many of the distinctive and typical components of a great Main Street community including thriving businesses, civic facilities such as the courthouse and parks, history and historic structures connecting the community to its past, and opportunities for civic and cultural engagement. Destination New City strengthens the elements that make the hamlet a place where people want to be – whether for shopping, work, or living. *Please see the Destination New City map at the end of this chapter for a summary of recommendations.*

Destination New City - Main Street transformed into public marketplace. Photo: Baum Image Group Inc.

Unify Civic and Recreation Clusters

The public parks, the government centers, and the other civic resources of the hamlet are the foundation of New City's strength as a community destination. The number and diversity of these civic "draws" – whether for work at the county offices, sports at the Kennedy Dells Park, or borrowing a book from the library – are responsible for bringing a significant portion of the Clarkstown and Rockland County community into New City every day. In general, goals for these civic and recreation destination areas include:

- Use design to create an overall and consistent theme for New City's Civic Destinations;

- Create synergy between resources and build off of success; and
- Mitigate the adverse impacts of change and development on surrounding neighborhoods.

Unify and Enhance the Northern Gateway

This destination area includes a variety of important community resources including the Street Community Center (where a number of Vision Plan public meetings were held), Kennedy Dells Park, and the Historical Society of Rockland County. Similar to other sections of the hamlet, the Northern Gateway includes a mix of community resources, facilities, attractions, and ownership. Nevertheless, through continuing partnerships, the destination element can be strengthened by creating a unified campus theme across the area.

- Coordinate the facilities and resources of the major properties (Kennedy Dells, Street Community Center, and Historical Society) through a comprehensive and unified campus planning approach including consistent signage, lighting, landscaping, and overall aesthetic themes and shared resources (e.g., parking areas).
  - o Establish physical connections between resources including a pedestrian crossing between the Historical Society and Street Community Center, formal shared parking arrangements and consistent signage.
  - o Coordinate expansion of the Historical Society of Rockland County with other areas of the campus. For example, any modifications to the town property at the corner of Zukor Road (North Main Street) and Haverstraw Road should help to unify the campus and enhance the cultural heritage and rural qualities of the area.

1832 Blauvelt House at the Historical Society campus on Zukor Road.

- Integrate all Northern Gateway projects (e.g., pedestrian connections, cultural and community activities) with gateway treatments that meet the community vision, such as a roundabout that is being contemplated by the County at the North Main Street / Zukor Road / Haverstraw Road (Old Route 304) intersection.

- Improve pedestrian connections to surrounding neighborhoods (specific details and concepts are found within the streetscape section of the plan – Circulate New City).
- Consider the Northern Gateway for additional cultural and community activities such as a performing arts center, theater, and expanded youth outreach and activities. *Note: monitor parking availability as use increases and consider formal shared parking arrangements and overflow areas for major events.*

Recognize the North Main Street Civic and Community Area

With the library and post office serving as anchors, visitors are drawn to North Main Street for a variety of daily tasks and needs such as mailing letters and packages, picking up a book, or participating in community events. In addition, the senior housing facility and small commercial area help establish this section of North Main Street as a secondary destination for the New City Hamlet.

Sunrise assisted living facility in the North Main Civic area.

- Continue to reinforce the arrival at this secondary destination through additional streetscape and pedestrian improvements such as new street trees, landscaped medians, benches and streetlamps. The County has helped to establish this destination by constructing new sidewalks here.
- Enhance links between the library, the post office, surrounding neighborhoods, and North Main Street.
- Integrate the Diamond Derby Ranch horse farm into the destination area and consider opportunities to promote the area's agricultural history. This property could be a prospect for the town's open space program if the owner is interested in conservation opportunities.

Celebrate the Central Gateway – the Hamlet's Community Center

The Central Gateway is the hamlet's primary destination and presents a wonderful opportunity to enhance public activities and civic life. This area is already a major community center and includes the Rockland County Courthouse and government

office buildings, the Town of Clarkstown government offices, local community facilities such as the town police and courts and the New City Fire Department, and a number of service, dining, and commercial establishments.
The Central Gateway is a place to participate in public life and build community spirit. The courthouse lawn and vicinity is home to a number of civic events including the Rockland County Fair held in the Spring and the New City Festival held in September. These events are very popular and draw thousands of residents into New City for fun and leisure activities. The town, county, and community civic groups should continue and build on these partnerships to more firmly establish the Central Gateway as the Civic Destination for Clarkstown and Rockland County.

Rockland County Fair on South Main Street. Photo: Baum Image Group, Inc.

- Provide additional opportunities for festivals and public events such as farmers' markets and concerts or performances.
- Utilize a continuing campus plan approach to the county lands in the central gateway. The diversity of users (office workers, county officials, park visitors, etc.) highlights the need for a comprehensive approach to planning for this area. The Central Gateway County Campus Vision Graphic (page 12) highlights a number of recommendations that were developed through the planning process and focus sessions with county officials and staff. An overall master plan would provide the county and community an opportunity to refine and further investigate the feasibility and desirability of these concepts.
  - Establish direct pedestrian connections between Main Street, Landau Park, Dutch Garden and Demarest Kill Park.
  - Enhance Demarest Kill Park through the provision of trails along the creek, additional picnic areas, and establishment of public spaces for performances.
  - Consider relocating access to the campus closer to the downtown core of the hamlet near Eberling Drive. This spot provides an excellent 'gateway opportunity' to the New City Hamlet Center as the existing structures in this location may be removed as part of the county facilities plan, presenting

the opportunity for access relocation. However, redesign of the intersection should take into account concerns of residents in the vicinity of the campus regarding through traffic and intersection alignments to avoid funneling of traffic into residential areas. To mitigate traffic concerns, automobiles exiting the campus could be discouraged from using Eberling Drive by means of a roundabout, signage or other design features (for example, cars leaving the campus could be required to make either a left or right hand turn onto New Hempstead Road).

Proposed view of Dutch Garden from South Main Street.

- Enhance Landau Park, a pocket park, dedicated to the memory of Kevin Landau, a Clarkstown firefighter who died serving the community, is a great spot for eating lunch, relaxing and being a part of the downtown area. Efforts by the Clarkstown Garden Club and the Downtown New City Corporation are already under way to improve the park and recognize this important spot in New City. Recommendations for Landau Park include:
  - The Town of Clarkstown should coordinate ongoing volunteer efforts to improve the park. Currently, improvement concepts sponsored by the Clarkstown Garden Club and the Downtown New City Corporation are running in parallel and should be united to ensure for a consistent theme and concept and to increase funding mechanisms.
  - Remove parking spaces from the eastern section of the park. These spaces are generally used by the fire station during emergency responses. Reserved, on street parking spaces could be established on Maple Avenue to make up for the loss of these two or three spots.
  - Continue the sidewalk from New City – Congers Road to Maple Avenue along Landau Park and in front of the fire station (west side of Maple Avenue).

Rockland County: Conceptual Plan for
New City Office Center and Campus
New City - Congers Road
South Main Street
New County Building
New Hempstead Road
Improved pedestrian linkage
Parking area removed
Dutch Garden extnsion to Main Street
Courthouse
Existing County Bldg.
Possible parking garage location
Public space, picnic area, or amphitheatre
Realignment of campus entry
Removal of Old County Clerk & Highway Buildings
County Jail
Creekside Trail System
Existing park access to remain
Picnic Area

Realize Main Street New City through continued partnerships and investment in the renewal of commercial centers

New City's commercial establishments, the variety of professional offices, retail and services shops, and eateries comprise a strong, local attraction base for the area and in conjunction with the civic and community elements have the potential to be part of a great Main Street destination.

Landau Park is a comfortable place to sit and relax in New City.

However, New City residents and visitors also desire a wider range of businesses and shops than currently present in the hamlet. According to the Downtown New City Corporation's 2006 survey, desired commercial uses include more high-scale retail, quality food stores and cafes, and family style restaurants. In a separate survey also sponsored by the Downtown New City Corporation, business owners and operators identified the streetscape (streets, trees, landscaping and sidewalks) as the first priority for improvement in New City followed by parking availability, marketing/promotion of businesses and improved façades.

Sidwalks are needed along this portion of Maple Avenue to connect to Landau Park and New City – Congers Road.

Destination New City promotes the enhancement of the hamlet's commercial centers and the realization of the Main Street vision through continued public – private partnerships. General goals and principles for these destination areas include:

- Unified design themes based on character areas (suburban, hamlet, central hamlet);
- A structural improvement program to enhance facades, buildings and signage;

- A unified economic development strategy including enhanced marketing and promotion of New City's commercial destinations;
- Improved pedestrian connectivity to major employment centers to take advantage of "target audiences" such as county/town employees; and
- Enhancement of the Demarest Kill by uncovering and exposing portions buried under parking lots (known as "daylighting") and creating a trail system along the creek.

Streetscape improvements including new sidewalks, lighting, and street trees are desired (and planned).

Central Gateway Commerce

The commercial area at Main Street, New Hempstead Road and New City – Congers Road is a major component of the overall central gateway and the primary entrance to the New City Hamlet. The existing built form and landscape is extremely auto-oriented, disconnected (internally as well as to the rest of Main Street) and is an unattractive entrance to the community. Nevertheless, there are tremendous opportunities to create a high quality mixed-use environment – enhancing the commercial components and tying the area into the surrounding civic resources and facilities, the proposed streetscape enhancements for Main Street, and the overall hamlet theme.

Specific strategies include:

- Establishing the central commerce area as a primary re-development focus for the community and the 'signature gateway' for New City;
- Enhancing pedestrian circulation throughout the central gateway and improving connections between commercial, civic and park resources;

Existing shopping plaza at the intersection of New City – Congers Road, Main Street, and New Hempstead Road.

- Promoting a traditional Main Street style of redevelopment with two- to three-story buildings, public spaces and mixed uses including retail and office on ground floors and opportunities for high quality housing above (housing could also be set aside for emergency responders who need easy access to the nearby Clarkstown Fire Station); and
- Utilizing a phased approach to renewal to minimize the impact to existing businesses.

Destination New City: Redevelopment concept for the intersection of New City – Congers Road, Main Street and New Hempstead Road

Overcoming Challenges

There are a number of barriers and impediments to renewal of this area – most of these challenges will only be overcome through public – private partnerships. For example, the gas station and automobile repair shops are inconsistent with the vision for this area while segmented property ownership, two cemeteries, and the Demarest Kill creek (which is buried underground in this area) complicate redevelopment scenarios. Structured parking will need to be added to a central, walkable location in the vicinity. Further, the existing retail and office businesses, dining establishments and the small area of single-family homes would likely be impacted by modifications and must be addressed during future planning efforts. To overcome these challenges the town, county, New York State (in particular the Department of Transportation for Route 304 access opportunities), private businesses, and property owners, must be partners in the process as well as in cost-sharing and mitigation of development constraints.

South Main Street – Continue the Momentum

South Main Street is New City's retail, shopping and dining core. There are a number of thriving businesses and examples of success to build upon. For example, the new CVS plaza was redeveloped with a consistent façade and improved landscaping. Other smaller establishments have worked to improve their properties through landscaping, outdoor spaces, pedestrian lighting and quality signage.

Building on the momentum of local entrepreneurial spirit, South Main Street can become a destination as a 'great street' for shopping, dining, working and living. The streetscape elements promote creation of a walkable destination which would include a high quality pedestrian experience consisting of well-maintained sidewalks, landscaping and street trees, pedestrian-scaled lighting, comfortable public space, and opportunities for outdoor cafes and dining. An existing example in New City is the La Terrazza restaurant's landscaping and outdoor seating area where the building and landscaping contribute to a pleasant pedestrian experience walking along South Main Street.

However, the quality depends not only on the presence of streetscape elements such as shade trees and benches but also on how surrounding buildings frame the street. A great street is enclosed and shaped by the structures that line it and should feel like a comfortable room.

In Clarkstown, the region, and New York State, there is a shortage of quality public places for people. New City can be a great place – a place of which to be proud, enjoy and show off to friends and visitors. Accomplishment of this vision will require a major shift in thinking and attitudes and the community must participate and work together towards that common goal.

- Re-envision South Main Street as a walkable, traditional main street hamlet. Incorporate this concept and theme into the town's regulatory system (zoning) as well as economic development, marketing and promotion materials.
- Improve the streetscape to encourage safe walking and easy connections between businesses so patrons can park their car once and walk between businesses, eateries and workplaces.
- Ensure for design consistency in architectural styles, façade, signage and building layout.
- Initiate an enhancement program for façades, landscaping and streetscape maintenance.
- Ensure that renewal is sensitive to the surrounding residential areas, particularly the west side of Main Street.

- Work with property owners to identify redevelopment and renewal opportunities that are consistent with the Vision Plan.
- Improve access to and from Route 304, particularly to remove truck traffic from Main Street.

La Terrazza's outdoor seating and landscaping enhance the downtown environment.

North Main Street Commerce

At the center of this commercial destination is the reuse of the former Bradlee's shopping center as a Super Stop and Shop supermarket (currently being reviewed by the Clarkstown Planning Board). Due to scale and design, this center is suburban in character and auto-focused and uses are more uniform, rather than mixed. This section of the hamlet is distinct from the Central Gateway and South Main Street and serves a different purpose. Enhancements to the North Main Street Commerce area will relate directly to private investment to shopping centers such as the

Strip malls can be 'humanized' through architectural treatments, consistent façades, appropriate signage and lighting and pedestrian amenities such as walkways, benches, and awnings.

Precedents

Of course, there are many examples of communities that have re-invented themselves to become destinations and alternatives to standard, conventional strip-mall development which can be used as models or inspiration. Workshop participants consistently mentioned Ridgewood New Jersey as a successful "Main Street community" which has many of the elements desired in New City such as diverse and quality shops that line the sidewalk, creating an engaging "street wall," ample landscaping and pedestrian amenities (benches, lights, appropriately-scaled signs, etc.), diverse and quality shops and on-street parking.

Ridgewood's Main Street is a pleasant experience for pedestirants.

Few visitors to Saratoga Springs today would recognize the city 30 years ago when the downtown was struggling and dominated by strip malls, an incoherent streetscape, unattractive façades, and was in a general state of disrepair. While New City's renewal will be decidedly different than Saratoga Springs, there is a lot to learn about the ability to transform an existing, built environment and advance a seemingly unachievable vision. Redevelopment in Saratoga Springs was and continues to be a partnership between the residential community, property owners, business operators and the city government where all groups work together towards a common goal of creating and enhancing one of the county's most cherished Main Street communities.

Before and after in Saratoga Springs. The strip mall and parking lot became a mixed-use building fronting Broadway.

former Bradlee's plaza. The town can partner in these improvements through promoting and requiring development projects that achieve the following:

- Minimize total impervious coverage through landscaping, open space, and innovative techniques such as pervious materials for overflow parking lot areas;
- Continue to require an enhanced, high quality aesthetic in landscaping, design, and signage. Ensure that even large buildings "fit in" and do not look like giant boxes; and
- Promote internal and external connectivity for pedestrians through sidewalks, trail connections to Demarest Kill Park, and crosswalks through parking areas.

This parking lot in Albany, NY includes a safe, quality pedestrian connection between parking areas and the office building.

Phasing change: these simulations demonstrate how a consistent façade and streetscape improvements can contribute to a great pedestrian experience and improved South Main Street.

Northern Gateway

- Maintain small town atmosphere and connections to rural heritage.
- Unify resources and facilities through coordinated campus plan approach.
- Improve pedestrian connections internally and to surrounding neighborhoods.

Maintain connections to the agricultural and rural heritage in the Northern Gateway

North Main Street Commerce

- Provide a quality suburban commercial destination. Minimize "box-type" structures and ensure for quality facades, landscaping, buffers and pedestrian amenities such as including sidewalks and trails along the Demarest Kill.
- Minimize 'hardscape' and overall lot coverage through "low impact" development techniques such as pervious surfaces and landscaped parking lots.

North Main Street Civic Center

- Secondary destination center for the hamlet recognized through streetscape enhancements and improved pedestrian connectivity between civic resources and surrounding neighborhoods.

Celebrate the Central Gateway
A vision of the 'signature gateway' at the intersection of Congers, Main, and New Hempstead

Central Gateway and New City Civic Center

- Signature gateway and focal point for the hamlet with redevelopment opportunities to establish a traditional Main Street and high quality pedestrian spaces.
- Improved links between county offices, courthouse, parks, town offices and other civic amenities strengthen this central destination. Link the Demarest Kill Park and creek to Dutch Garden, the courthouse law, Main Street, and Landau Park.
- Develop a system-wide master plan for public lands and government facilities to coordinate diverse needs of county and local government, the New City community, with the goals of the vision plan.

South Main Street Commerce

- Anchor for the southern section of the hamlet provides shopping, services and dining for residents, visitors and workers.
- Short-term enhancements to façades, parking areas, landscaping, pedestrian environment.
- Long-term strategies allow for re-use and establishment of a traditional Main Street hamlet and destination including hamlet-scale structures and opportunities for mixed-uses.

Connect the County Campus and Dutch Garden to Main Street

Special Gateway Treatment: Consider special gateway treatments, such as roundabouts, special plantings and pavings, to celebrate and enhance access at the north and south ends of town along Main Street.

Civic, Cultural, and Recreation Destinations

Commerce and Mixed-Use Destinations

Map prepared by:
Behan Planning Associates, LLC
Planning Community Futures

New City Vision Plan

Destination New City

Enhance and Strengthen New City's Civic, Cultural, Recreation, and Commercial Destinations

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CHAPTER THREE
CIRCULATE NEW CITY

Enhance Multi-modal Travel in the Hamlet through a Great Streets Initiative

North and South Main Street is the hamlet's spine, stretching over two miles and is part of the transportation system that connects Clarkstown and the area residents to the town's municipal center, the county courthouse and government campus. Main Street and the other roads in the hamlet provide automobile connections between this diverse set of uses and allow residents, visitors and employees to move through New City. In addition to facilitating automobile travel, streets provide bicycle and pedestrian mobility. Streets also serve as conduits for utilities, enable access to structures such as businesses and homes and provide spaces for the community to experience public life.

North and South Main Street in New City.

However, Main Street and New City's circulation system is trending towards a single function – automobile mobility – and in many ways the street is failing in that purpose. While the road is clearly designed for automobile use, few motorists actually enjoy the experience of driving through the hamlet. Circulate New City is a comprehensive program designed to re-establish and enhance the diverse functions of the hamlet's roadway system. Circulate New City celebrates the street and public spaces and, combined with other sections of the vision plan, is an important part of the renewed traditional hamlet design and style.

Roadway and Streetscape Program

The existing Main Street streetscape does not encourage pedestrian activity. Sidewalks, particularly along South Main Street, are narrow (some less than 4' wide) and in disrepair and there are no pedestrian amenities such as street trees, benches, or pedestrian-scaled lighting which enhance the walkability of downtown areas. Furthermore, throughout the study area there are excessive curb cuts for driveways, creating conflict points between vehicles and pedestrians and difficult turns across oncoming traffic.

Many sidewalks are in need of repair and modification. In this case, the walkway is interrupted by a utility pole.

A consistent, well-designed streetscape will be a major unifying component for Main Street. Improvements will create a pleasant, walkable environment for pedestrians whether walking for recreation, shopping, or on lunch break. The recommended streetscape improvements provide a consistent theme while recognizing the differences between each major section of the study area. The following principles form the basis for the streetscape and circulation recommendations:

- Maintain and enhance partnerships for improvement of the streetscape and utilize incentives to encourage participation in the project.
- Create a hamlet environment that supports and encourages an active and safe street life.
- Establish an appropriate image for the hamlet through consistent signage, streetscape, landscaping, and overall design and form for each section of the hamlet – South Main Street, the Central Gateway, and North Main Street.

Image: Sidewalks in Hudson, NY contribute to a quality experience for pedestrians.

Create and Maintain Partnerships

Accomplishing a traditional Main Street comprehensive streetscape for New City will require coordination and cooperation between the town, county, state and federal highway officials, local businesses, property owners and the community as a whole. Improvements to the streetscape will enhance the quality of Main Street and the value of properties in the vicinity. However, businesses will be impacted during construction periods and elements such as widened sidewalks and on-street parking may require shared access points and parking arrangements between adjacent properties.

Offer Incentives and a Comprehensive Package

To encourage community buy-in and partnership, a set of incentives should be offered as part of the overall streetscape package. For example, property owners in the district who limit curb cuts or establish cross-easement agreements for parking could be awarded a density bonus for future redevelopment or reduction in requirement such as parking or lot coverage to allow expansion or redevelopment of the property.

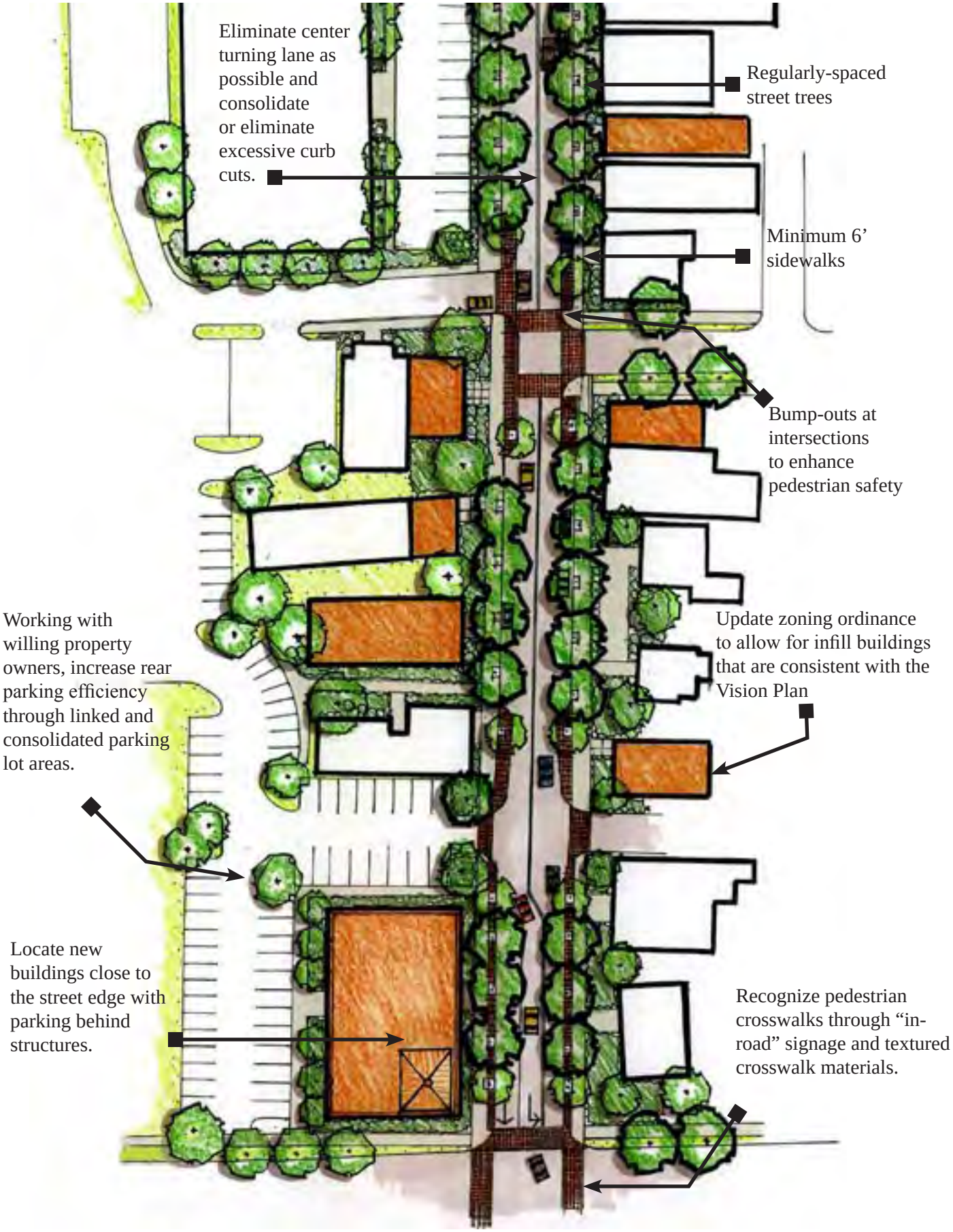
The town must partner with property owners and businesses to consolidate access points and improve the streetscape environment.

Main Street Streetscape Vernacular

South Main Street

The Town of Clarkstown recognized the need to improve the pedestrian environment several years ago and is prepared to reconstruct the South Main Street section of the road and streetscape. Preliminary concept plans have been developed as part of this Vision Plan which should be refined and used as a guide during implementation and construction. Improvements are recommended to both sides of the South Main Street streetscape including:

- Providing sidewalks at least 6 feet wide with additional area to accommodate street trees, benches, trash receptacles, pedestrian-scaled lighting and other amenities;
- Reducing the number of curb cuts and driveway access points by creating shared driveways and shared parking lots;


Eliminate center turning lane as possible and consolidate or eliminate excessive curb cuts.
Regularly-spaced street trees
Minimum 6' sidewalks
Bump-outs at intersections to enhance pedestrian safety
Working with willing property owners, increase rear parking efficiency through linked and consolidated parking lot areas.
Update zoning ordinance to allow for infill buildings that are consistent with the Vision Plan
Locate new buildings close to the street edge with parking behind structures.
Recognize pedestrian crosswalks through "in-road" signage and textured crosswalk materials.

This proposed concept for the South Main Street streetscape shows opportunities for on-street parking, pedestrian-scaled lighting, and other pedestrian amenities.

- Eliminating the center turning lane where possible, and identifying additional areas for on-street parking;
- Establishing safe pedestrian crossings through bump outs at key intersections which will reduce the crossing distance for pedestrians;
- Using textured crosswalks or pavers and "in-street" signage to define intersections;
- Utilizing pedestrian-scaled lighting. For example, light fixtures 15 to 18 feet in height along South Main Street with taller fixtures and more grandiose proportions at key locations such as the Central Gateway and County Courthouse;
- Using a common landscaping theme of street trees and plants throughout South Main Street and completing the pedestrian realm through site furnishings such as benches, quality trash receptacles and bollards;
- Locating new buildings close to the street edge with parking behind; and
- Working to remove visual clutter of excess signage and overhead utilities.

Features such as textured crosswalks (above) and in-street signage (below) enhance safety for pedestrians

Utilities

Most of the existing utility poles along South Main Street will be relocated as part of the road widening and streetscape project. The town should use this opportunity to either bury or relocate these facilities behind structures during reconstruction of the roadway and sidewalks (scheduled for 2007 or 2008). The Town of Clarkstown is currently investigating the cost for burying utilities in West Nyack and this information will be essential to decision-making process and moving forward in New City.

Buried utilities in communities can be an essential component of streetscape improvements. Image: shows Mamaroneck Avenue (Mamaroneck, NY) where utilities were recently re-located underground.

Phasing of South Main Street Streetscape Improvements

Folding in each of the most challenging elements of the streetscape improvement project including curb cut consolidation, creating on-street parking and addressing overhead utility lines, would be best accomplished by dividing the work into phases. The first phase should include a smaller pilot project area - perhaps from New City – Congers Road south to Third Avenue where each of the design elements would be installed for the community to see. In this way, the design and construction process can be fine-tuned and appropriately adjusted for later phases and completion of the project.

Suggested "pilot project area" on South Main Street could be a showcase for streetscape improvements.

Celebrate the Central Gateway's Importance and Identity

The Central Gateway area includes the Rockland County campus, the Clarkstown offices, and the surrounding parks, retail shops, restaurants and other businesses in the vicinity of New City – Congers Road, New Hempstead

Road and Main Street intersection. Streetscape design must take into consideration the level of traffic and the importance of New Hempstead Road as a cross-county connector route, the diversity of civic, commercial and park resources and the 'gateway element' of this area.

The Rockland County Courthouse is a major element of the Central Gateway.

Central Gateway Streetscape Design Framework

The streetscape at the Main Street, New Hempstead Road and New City – Congers Road intersection should be consistent with the design of South Main Street (brick or stone paved crosswalks, pedestrian-scaled lighting, formal planters, street trees, benches, etc) while incorporating design elements that reflect the importance of the County seat and New City's Central Gateway.

Incorporate wide, well-landscaped sidewalks, such as these in Saratoga Springs, NY, to enhance the public realm.

For example, sidewalks along North Main Street in the Central Gateway should be between 10 to 15 feet wide with ample plantings, benches and pedestrian amenities. Lighting in this area, while being consistent with the South Main Street concept, should be of a 'signature' style and recognize the importance of the County Courthouse and gateway. Where possible, landscaped medians should be employed to further enhance the gateway and recognize the entrance into New City. Utility poles and wires in front of the county courthouse should be relocated underground or behind structures.

Establish a 'signature' streetscape at the Central Gateway.

North Main Street: Connectivity and Quality Suburban Environment

North Main Street is owned and maintained by Rockland County and was recently re-constructed and widened. There are sidewalks on both sides of the street south of the post office while the sidewalk on the west side continues north ending just after the intersection of North Main Street and Phillips Hill Road. The objectives for the North Main Street streetscape are to improve automobile and pedestrian safety and connectivity and improve the overall roadway aesthetics through landscaping and traffic calming by utilizing the following strategies:

- Unify and link the area with the rest of the hamlet through streetscape and landscaping techniques. For example, additional street trees and landscaping along the sidewalks would soften the hardscape of the road, provide for more pleasant pedestrian areas, and minimize the 'highway' characteristics of the road;
- Utilize landscaping as visual buffers from large-scale development east of the roadway. Informal planting beds and stone wall-style treatments could be employed to promote and enhance the overall suburban character of North Main Street;
- Employ landscaped medians to create a boulevard effect. This will enhance the overall aesthetics and improve safety as a traffic calming device. Initially, medians could be located where the center turning lane is 'cross-hatched' and unrelated to turning or access points. A more aggressive retrofitting scheme would

This proposed concept for the North Main Street streetscape shows opportunities for landscaped medians and pedestrian-scaled lighting.

incorporate consolidation of access points and elimination of sections of the turning lane and replacement with a boulevard-style median; and

- Initiate an access management program. In general, throughout North Main Street, the number and extent of curb cuts and access points to businesses is a hazard for automobiles and pedestrians and adversely impacts the quality of the streetscape and the overall aesthetics. A cooperative access management effort between the town, county and property owners in this area should be initiated to encourage fewer access points, shared driveways and parking, and general coordination between adjacent lots.

North Main Street Civic – Hamlet-style Streetscape

The portion of North Main Street near the library and post office referred to as North Main Civic is highlighted as a potential secondary 'hamlet destination.' Here, the streetscape design could be designed to recognize the importance of this mixed-use/civic area through elements such as pedestrian-scaled lighting, brick/concrete crosswalks, formal street trees and planters, benches and other pedestrian amenities (similar to the proposed South Main Street streetscape).

Hamlet-style streetscape consistent with South Main Street is proposed for this secondary destination area along North Main Street.

Zukor Road/Kennedy Dells Civic and Recreation – Rural Streetscape

The northern edge of the study area transitions to Zukor Road and the community facilities in that area (parks, community center, historical society). The character of the roadway retains a rural setting and is distinct from the rest of Main Street (North and South). Only minimal improvements to the roadway and streetscape should be employed here to improve connectivity and pedestrian safety and access to these facilities.

- The unmaintained multi-use path present along portions of Zukor Road should be reconstructed and extended south to the

current sidewalk terminus at Phillips Hill Road. Informal landscaping should be incorporated into the path to enhance and maintain the 'rural characteristics' of Zukor Road.

- Streetscape elements such as signs, benches, lighting, multi-use paths and crosswalks should be consistent and serve to unify this area as a civic destination for the community.

Existing conditions on Zukor Road.

This proposed concept for the Zukor Road area includes recommendations for multi-use trails and a natural, informal landscaping treatment.

Roadways and Connectivity

Main Street is an important north to south connector for the community. The road ties together community parks, residential areas, shopping districts, and municipal facilities. The ideas presented here will redefine South Main Street as a pleasant, walkable street where the pedestrian areas are as important as travel lanes for automobiles. However, the use of more on-street parking as well as the elimination of curb cuts and the center turning lane where possible will likely impact vehicular traffic. The following strategies should be considered for overall roadway connectivity and circulation.

Increase use of parallel roads

Parallel roads can help alleviate thru traffic along South Main Street and should be incorporated into the overall enhancement program. Design keys such as signage and way-finding elements can be used to divert some traffic to Maple Avenue and Route 304. Furthermore, if property owners are interested in redevelopment opportunities, Maple Avenue could be extended south to provide direct access into the Clarkstown Mall property. This extension would increase connectivity in the hamlet and alternatives for travel within the downtown core.

Maple Avenue runs parallel to South Main Street, providing direct access to Town Hall, and includes new sidewalks and on-street parking.

Initiate an Access Management Program

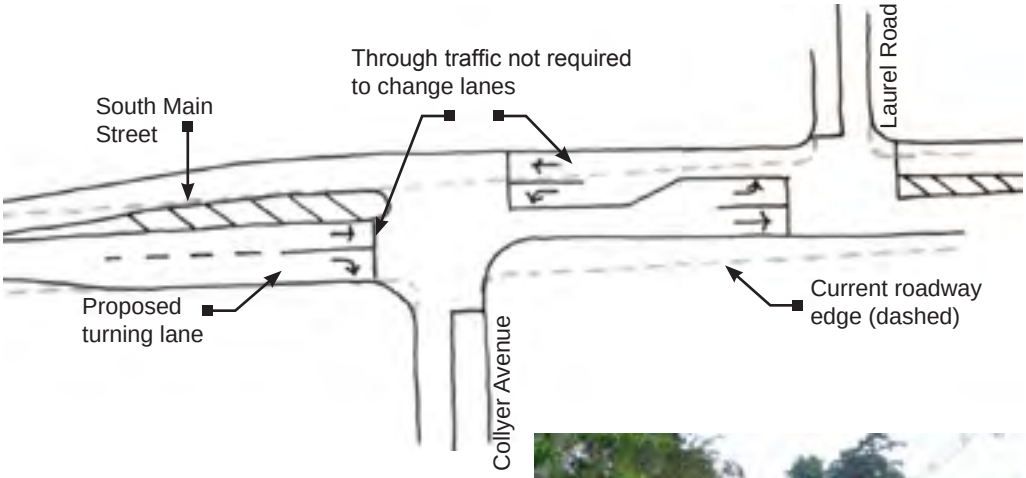
Throughout New City, a strong approach to access management is needed. This should start with a policy to reduce the number of existing curb cuts and limit new gaps in the streetscape through shared access drives and shared parking lots. In the future, zoning and site plan regulations can be modified to limit the number of access points with the intent of improving automobile and pedestrian safety throughout the corridor.

Through the re-development process, the town and county can provide incentives to property owners who participate in the access management program with the overall objective promoting cross-lot connectivity with primary access points located at controlled intersections.

Address Key Intersections

During the streetscape project, the town can also improve certain troublesome intersections. There are preliminary plans to modify the New Hempstead/ New City – Congers Roads, Schriever Lane, and Collyer Avenue intersections with South Main Street. These three intersections should be considered during the streetscape project and modified to improve clarity, safety for automobiles and pedestrians, and traffic flow.

- At Schriever Lane, there are opportunities to work with property owners to coordinate enhancement of the intersection with the Clarkstown Mall entrance and consolidated access.
- Collyer Avenue is confusing for motorists and should be modified.
- The intersection of South Main Street and Route 304 (the merge) is an excellent gateway opportunity. Working with the New York State Department of Transportation, this intersection could be redesigned as a roundabout to acknowledge the entrance to New City and improve safety.



South Main Street and Collyer Avenue with proposed re-alignment (top sketch).

New Hempstead Road, Main Street and New City – Congers Road Intersection

The primary Central Gateway intersection consists of a "jog" in the road pattern that increases turns and slows traffic in the area. A traffic control timing and phasing plan was developed by traffic consultants Frederick P. Clark which could be implemented immediately and should improve flow of traffic at this intersection without expansion of the roadway or major infrastructure modifications.

As the main access point to the county campus and route through New City, the New Hempstead Road, Main Street, and New City – Congers Road intersection presents challenges for automobiles and pedestrians.

In addition to investigating traffic flow, a number of alignment alternatives were developed (these are included in the appendix). Rockland County has planned improvements to the intersection, including additional turning lanes and is evaluating a slight widening of New City–Congers Road near Kevin Landau Park to accommodate a second receiving lane (pedestrians would use the walkway within the park). This would allow phasing for a double left turn from Main Street, which would improve the traffic flows. This concept will be further evaluated through collaboration between Town and County to determine opportunities that preserve, maintain and improve the existing sidewalk while meeting long-term traffic needs from both a vehicular and pedestrian perspective. Alternatives discussed during the Vision Plan process included a "town green" arrangement with a one-way couplet, a roundabout at the existing entrance to the shopping plaza, and a relocation of New Hempstead Road to the north behind the Bank of New York.

The planned intersection improvements should be reviewed to take into account opportunities to increase pedestrian safety and connectivity across New Hempstead Road, Main Street, and New City – Congers Road. Recognizing the importance of this road for thru traffic, access to the Palisades Parkway, and access to the county campus, the town and county should continue working together to finalize a plan for this primary central gateway intersection. For example, a dedicated pedestrian crossing phase which excludes autos from turning on red or otherwise interfering with pedestrian traffic could be implemented to improve safety.

Include the New York State Department of Transportation in Future Planning

Route 304 provides access to South and North Main Streets at several points through New City. However, additional access points at major destination areas are recommended to alleviate truck traffic on Main Street and increase overall connectivity. Specific opportunities include the Clarkstown Mall area and DeCicco's plaza and the Shop Rite on North Main Street. As a New York State highway, any changes or modifications to Route 304 will require partnership and cooperation with the New York State Department of Transportation (DOT). Discussions with the DOT Region 8 office in Poughkeepsie are ongoing as part of the Vision Plan process and will continue through implementation.

This sea of parking is inconsistent with the Vision Plan and a walkable hamlet.

Parking

Inadequate parking has been consistently mentioned at community workshops as a major concern and an issue to be addressed. Currently parking for each use is located directly on-site and there are no municipal parking lots except for lots serving the town hall and the county campus. However, it is important to recognize that the policy of requiring every business in a downtown or hamlet environment to provide on-site parking results in a number of unintended but adverse consequences to walkability, aesthetics, and economic development.

Requiring each business to provide on-site parking results in a high ratio of surface parking (asphalt) to buildings, landscaping and other uses; reduces development potential and opportunities for redevelopment and expansion; and dramatically reduces the ability to create a walkable streetscape. People will not generally walk from one end of a parking lot to another through the "sea of parking" which degrades the quality of the pedestrian experience. However, they will walk long distances when the environment is set up for pedestrians such as malls or traditional Main Street downtowns.

A quick analysis of the central and south hamlet areas shows that parking lots comprise approximately 3,000,000 square feet (almost 70 acres) with 1,200,000 square feet (less than 30 acres) of land dedicated to buildings. That's two and

Graphic comparison of building areas to parking areas in the New City Hamlet Center's Central Gateway and South Main Street areas.

a half times as much space for parking than buildings! This ratio is similar to what is found at regional shopping malls, not downtown districts. With this in mind, it is less likely that the lack of parking spaces is the problem, but rather the allocation and form of lots, connectivity between parking lots and buildings, and the overall arrangement of parking facilities for each business.

Overall Approach to Parking Management

An overall parking plan for the New City Hamlet Center should be developed to identify ways to manage the amount of parking needed for businesses, government offices, shops and residences. Important elements to consider include shared parking opportunities, demand management, on-street parking, impacts of parking regulations and standards, mitigation of spillover outside of the hamlet, and facility needs. Initial recommendations are included below:

Shared access and consolidated parking lots, like these behind structures in Ridgewood, NJ, increase parking efficiency for downtown businesses while minimizing impact on the Main Street streetscape.

- Consolidate existing parking lots where owners are interested. In general, the town, county, and business owners and operators must continue to work as partners to take advantage of and better-manage existing parking resources. Consolidation of segmented lots and shared parking arrangements would help to better utilize existing parking areas. The town could offer incentives for shared parking arrangements where property owners are willing and interested;
- Prioritize parking for customers. Create priority parking areas for clients and customers near businesses and long-term parking for employees in less critical areas of the downtown;
- Initiate a demand management program for all major employers in the hamlet starting with the town and county government. Currently, every driver in New City expects and gets free parking.

There are no incentives not to drive and park at work or to minimize automobile use other than frustration with traffic and finding a spot. Demand management programs reward those who elect to rideshare, walk, bicycle or otherwise arrive at a workplace without the use of an automobile. Some of the most innovative programs reward the "non-parkers" with a $5 bonus for not driving to work. Demand management programs have proven to reduce the strain on existing parking facilities and are several times more cost effective than construction of new lots or structures;

- Update parking regulations and development standards to reflect the Vision Plan. This would include a reduction in parking standards or the use of parking waivers where projects meet the objectives of the Vision Plan. The Planning Board could also offer incentives for interconnected parking lots or shared parking between commercial properties;
- Establish a parking authority to collect payment-in-lieu-of on site parking which could be allocated to municipal parking facilities and maintenance;
- Identify areas for municipal structures. Because the per space cost for parking in a garage can be much more expensive than a typical surface space (as much as 20 or 30 times as expensive), structured parking facilities often do not make financial sense and user fees are rarely (if ever) high enough to cover costs. Once demand management and shared parking arrangements are maximized, the community should re-evaluate the need, desirability and appropriate locations of structured parking facilities;

Officials in Saratoga Springs, NY took advantage of the pre-existing topography on this site to construct a simple decked parking structure.

- If structured parking is needed, utilize slope conditions for simple 'decked' approach to parking structures. These conditions are found at the town hall property, police department facility, and

areas of the county campus and could provide a less expensive way to accommodate more automobiles in the hamlet;

- Coordinate parking structures as part of major redevelopment projects at larger parcels. Areas of the hamlet where significant redevelopment could occur include the Central Gateway and the Clarkstown Mall (DeCicco's plaza, etc.); and
- A concept for one-way streets to allow for angled parking along Maple Avenue and South Main Street was suggested and considered as part of the Vision Plan process. Generally, one-way streets are utilized to increase traffic flow, enhance safety by eliminating oncoming traffic at intersections and turns, and allow for alternative parking arrangements such as on-street and angled parking. However, there are also a number of adverse impacts related to these types of circulation systems including the loss of overall connectivity, limits to business visibility and specifically to New City, the one-way system would only be viable for a maximum of three or four blocks. Further, angled parking on both sides of South Main Street, under a one-way street pattern would utilize the entire right of way resulting in no sidewalks and only a single travel lane. Hence, one-way circulation is not recommended for South Main Street. As an alternative, the town should consider angled parking on one side of Maple Avenue under a two-way road pattern. This could serve as a pilot program for the community's acceptance of angled parking and the benefits to businesses of more on-street parking.

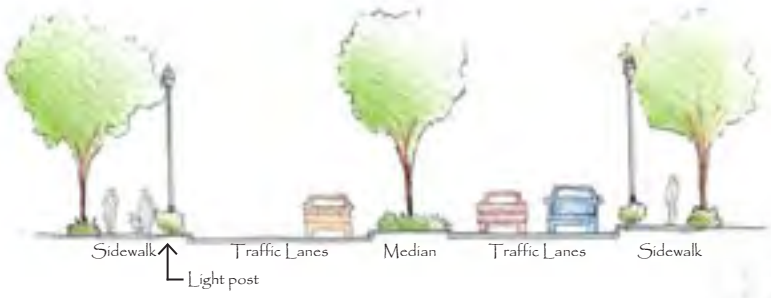
Zukor Road and Northern Gateway

- Improve pedestrian connectivity between neighborhoods and civic/park resources and internally between community facilities.
- Consider new gateway amenities such as a roundabout at Zukor Road intersection with a central feature such as a monument or welcome sign.

Northern Gateway Streetscape Concept

North Main Civic Streetscape

- Utilize hamlet-style streetscape elements to establish a traditional Main Street form, create visual recognition of arrival in this destination area, and enhance pedestrian connections between civic resources through textured crosswalks (e.g., brick/stone) and other amenities such as bicycle racks and benches.

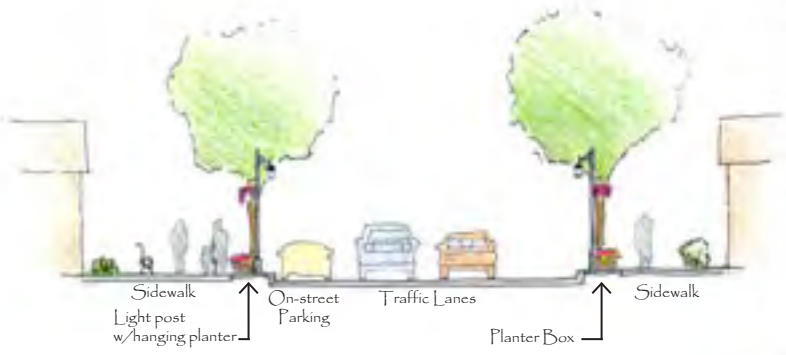


North Main Streetscape Concept

Where road widths allow, medians would have trees; in narrow areas medians would be landscaped.

South Main Streetscape

- Improve the pedestrian environment through new sidewalks, street trees, formal planters, pedestrian scaled lighting, and pedestrian amenities such as benches, trash receptacles, bicycle racks and brick or stone crosswalks.
- Initiate an access management program to consolidate and limit curb cuts, encourage shared access and parking areas, remove the center turning lane as possible and allow for on-street parking where appropriate.
- Initiate a pilot program to bury utility wires in one section of South Main Street and prepare the new streetscape for future alternatives including relocation behind structures, in parking areas, or underground.



South Main Streetscape Concept

Streetscape Character Areas:

Generally Rural Qualities

Maintain natural vegetation, utilize multi-use paths & trails, provide plantings in informal beds and reflect natural conditions as possible.

Generally Suburban Characteristics

Streetscape elements include sidewalks, landscaped roadways through informal-style plantings, boulevard-style medians and buffers from large-scale commercial uses and parking areas.

Traditional Hamlet Streetscape

Elements include sidewalks, plantings in formal boxes or hanging baskets, street trees, pedestrian-scaled lighting, benches, brick or stone pavers for crosswalks and other pedestrian amenities.

North Main Streetscape

- Utilize planted medians within the North Main Street roadway to soften the hardscape and enhance the road aesthetic.
- Consolidate curb cuts and promote single-access points, shared access, linked parking and other access management techniques to the greatest extent feasible.

Demarest Kill Blueway

- Develop Demarest Kill trail from county campus to North Main Secondary Civic Center at Squadron Blvd.
- Promote "day-lighting" of the creek at the Shop Rite Plaza as part of any future redevelopment.

Central Gateway Streetscape

- Create a high quality, 'signature gateway' into New City that recognizes the importance and identity of this area through streetscape design and prominent pedestrian spaces.

South Main Streetscape Detail

South Main Gateway Streetscape

- Recognize New City Hamlet's southern gateway through consistent signage and enhanced landscaping.
- Consider new alignments for roadway including a roundabout at Route 304 intersection with a central feature such as a monument or welcome sign.

New City Vision Plan

Circulate New City

Enhance multi-modal travel through and within the hamlet

Map prepared by:
Behan Planning Associates, LLC
Planning Community Futures

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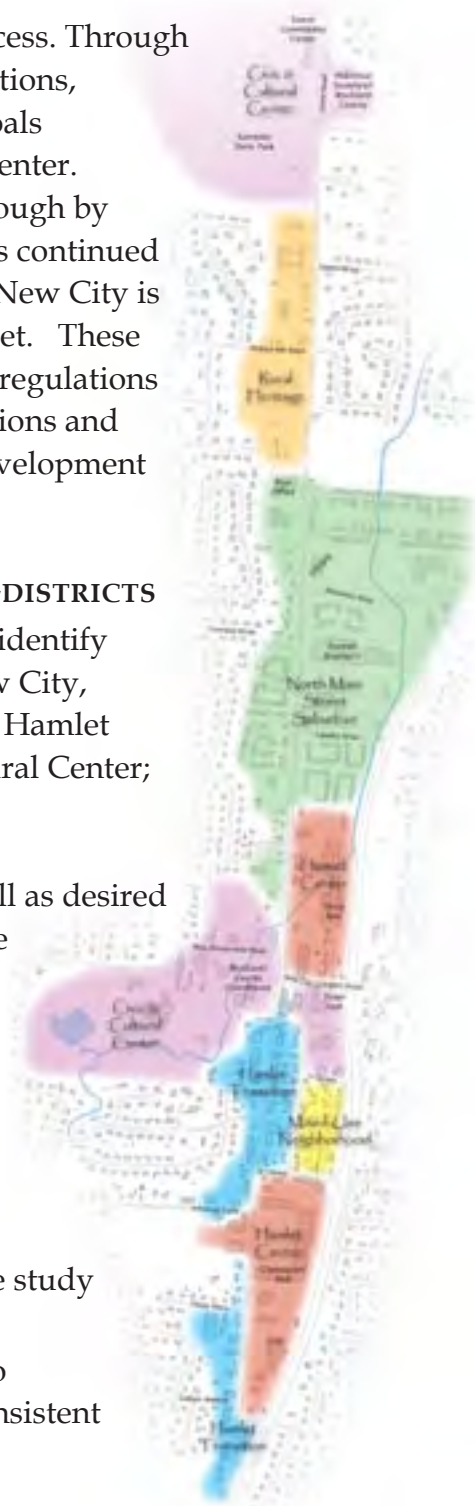
CHAPTER FOUR
FORM NEW CITY

Ensure that future Development is Consistent with the Vision Plan



The New City Vision Plan is a consensus-building process. Through this effort, a number of workshops, meetings, presentations, and discussions have been held to identify common goals and a concept for the future of the New City Hamlet Center. Implementation of this concept will require follow-through by civic leaders and municipal staff and officials as well as continued participation by residents and business people. Form New City is the foundation for long-term enhancement of the hamlet. These strategies relate to municipal policies such as land use regulations and parking standards, new institutions and organizations and opportunities for public-private partnerships for re-development and re-use.

Character Areas Approach – Land Use Sub-districts

To help conceptualize distinct areas of the hamlet and identify specific land use strategies for sub-districts within New City, six "character areas" were established: Hamlet Center; Hamlet Transition; Mixed-Use Neighborhood; Civic and Cultural Center; North Main Street Suburban; and Rural Heritage.

These categories relate to the existing conditions as well as desired future vision for each area and can help to guide future decision-making, particularly related to zoning and land use planning. Please note that the boundaries and proposed standards described for each character area should serve only as a conceptual framework and guide for implementation of the plan.

While each area is distinct, there are a number of recommendations that cross through much or all of the study area, including:

- The initiation of an incentive zoning program to encourage design and redevelopment that is consistent with the Vision Plan;

- Reducing parking requirements and standards. As the town's parking management program moves forward (shared parking, etc.), existing standards can be reduced. In the meantime, allow the Planning Board to waive or minimize requirements where projects are consistent with the Vision Plan;
- Reviewing all projects in the Hamlet Center for consistency with the Vision Plan. Graphic design guidelines could be developed by the town to further expand on architectural and site layout concepts;
- Utilizing the sign ordinance recently adopted by the Clarkstown Town Board. Additional standards specifically for the hamlet character areas may be needed; and
- Incentivizing investment in projects that significantly advance the Vision Plan. For these projects, initiate a "fast-track" review process and provide the Planning Board with authority to waive or minimize certain standards such as parking requirements and setbacks through incentive zoning. These procedures should be designed to provide development flexibility while eliminating the need for additional board(s) review (e.g., Zoning Board of Appeals).

New City Hamlet Character Areas

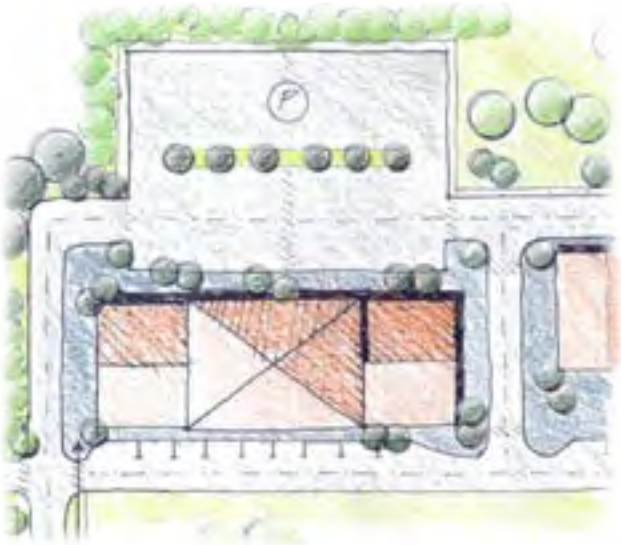
Hamlet Center: This character area is located in two portions of the hamlet and includes many significant opportunities to re-use, change and create a traditional Main Street. The northern hamlet center character area focuses on the existing Shop Rite plaza at the intersection of New City – Congers Road, New Hempstead Road, and Main Street. These stores and parking lots are the first impression visitors experience when entering New City from the east or west. The southern hamlet center character area is focused on the Clarkstown Mall and vicinity along South Main Street.

Sketch of Hamlet Center concept.

The Hamlet Center areas are unique in that they include relatively large parcels of land where one or two re-development projects could dramatically change the character and form of New City. These areas are highly visible properties with generally older strip mall structures.

The existing zoning for these areas (Community Shopping) is not consistent with the vision plan and should be updated. New zoning districts should be developed refining the concept of the hamlet center including the specific district boundaries, area and bulk standards, uses, signage and incentives. Recommendations for the Hamlet Center district include:

- Front yard setbacks: maximum of 30′ with no minimums except to allow for large sidewalks and cafe-type settings. Overall, buildings should be located closer to the street with parking prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35′ with allowances for taller features such as cupolas and pitched roofs through incentives;
- Uses: Mix of commerce, retail, public spaces and high quality living (with incentives for housing dedicated to emergency service personnel). All ground floors facing the public street should be commercial space; and
- Scale and intensity: highest density traditional Main Street character area. Floor area ratio of up to 2.0



Parking should be secondary to the streetscape and located behind structures.

Hamlet Transition: This character area includes parcels along the west side of South Main Street in close proximity to existing residential neighborhoods. Similar to the Hamlet Center areas, there are a number of opportunities for re-use and establishment of the traditional hamlet concept. However, lots on the west side of Main Street are generally shallower and smaller than those on the east side and consist of fewer strip plazas under single ownership. Further, this

character area abuts large single-family neighborhoods where concerns about expansion of commercial uses and activities close to homes have been expressed. Re-development of these sites must be sensitive to the surroundings and potential adverse impacts to residential areas.

Existing zoning in these areas should be updated to promote a traditional hamlet style in keeping with the vision plan. Recommendations include:

- Front yard setbacks: maximum of 30′ with no minimums except to allow for large sidewalks and cafe-type settings;
- Parking lots prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35′;
- Uses: Mixed (commerce, retail and high quality residential with quality public spaces). All ground floors facing the public street should be commercial space; and
- Scale and intensity: Medium density traditional Main Street character area. Minimize impacts to adjacent neighborhoods. Floor area ratio of up to 1.5

The existing scale of the mixed-use district should be maintained.

Mixed-use Neighborhood: This character area is located along Maple Ave and Park Ave just east of South Main Street and includes many recently renovated structures. The neighborhood is a mix of small scale professional offices, service operations and residences. Existing zoning should be updated and a new district established to maintain the current scale of this character area. Preliminary suggestions for the district include:

- Front yard setbacks: recognize existing setbacks (generally 5′ to 10′);
- Parking lots prohibited or highly restricted between structures and the public right-of-way;
- Height: up to 35′;
- Uses: Mixed (commerce, retail and residential); and
- Scale and intensity: recognize existing scale. Floor area ratio of up to 1.0

Civic and Cultural: There are two civic and cultural character areas in the hamlet. The first is located at the Northern Gateway and includes Kennedy Dells County Park, Street Community Center, and the Historical Society of Rockland County. The second area is a part of the Central Gateway along New Hempstead Road, New City – Congers Road and Maple Avenue. This character area includes the County Campus, Rockland County Courthouse, Clarkstown Town Hall, the Fire Station and Police Department. Current zoning in these areas is a mix of residential, office and community shopping.

Town of Clarkstown's Police and Courts building (above) and Town Hall (park shown below) are parts of the Civic and Cultural character area.

To recognize these areas and ensure that public projects contribute to the overall vision of the hamlet, the town should establish a civic and cultural zoning district. While most of this land is in public ownership, the zoning categorization would coordinate existing land use with the town's development regulatory system.

Rural Heritage: This area serves as a transition to the Northern Gateway section of the hamlet. The area is generally built-out but includes the only farm in the study area – the Diamond Derby farm. There are no major recommendations for modifications to zoning district boundaries or uses in this area. However, landscaping standards should be enhanced to require maintenance of natural vegetation to the greatest extent possible and to encourage the use of informal planting styles.

North Main Street Suburban: A diverse mix of shopping, office, civic and residential uses including the former Bradlee's shopping center, the library, post office and a senior housing center are included in this area. While there are

numerous opportunities for increased connectivity for pedestrians, this character area is predominately auto-oriented.

- Consider a hamlet-style zoning district for the civic and business area around the post office, library and senior housing center. Otherwise, general boundaries for zoning districts are appropriate.
- Increase requirements for pervious coverage for all projects in these areas and improve connectivity through trails and sidewalks through site planning process.
- Utilize landscaping in parking lots through medians and pedestrian walkways, to minimize large asphalt areas and minimize stormwater runoff through low impact development techniques designed to address stormwater management on the site (e.g., bio-retention swales).

Organizational and Administrative Concepts

Enhancement strategies for New City will rely on diverse participation and leadership from within the community. Local stakeholders such as the Clarkstown Garden Club, the Downtown New City Corporation and the New City Chamber of Commerce have already mobilized efforts to increase awareness of New City and improve and beautify the hamlet. Rockland County is poised to upgrade New Hempstead Road as well as provide improved public access to the county campus' wonderful park and historic resources. The Town of Clarkstown is also in position to re-construct South Main Street and improve the streetscape. These groups, organizations and elected officials make up the social capital needed for community enhancement. By continuing to work together the impact of these efforts will be multiplied and the community will realize that real change is happening in New City.

Continue to involve the community in dialogue during plan implementation. Above - a Vision Plan workshop break-out group at the Street Community Center

The town should continue to engage civic and community groups in planning and outreach programs. This planning process has provided civic groups with a platform for pro-active community involvement and a forum for communication and partnership. There is significant interest in continued participation in planning and community renewal programs. Already, the

Downtown New City Corporation has established a sub-committee to monitor and advance implementation of the Vision Plan. The partnership established between the county, town and the other stakeholder groups represents a special relationship and a success unto itself. The town and county should designate a formal plan implementation group to coordinate the community's social capital with enhancement and implementation efforts.

Address maintenance and enforcement issues

Workshop and meeting participants continually expressed a desire to see a clean, well-maintained Main Street and downtown area. Certain issues, such as reconstructing sidewalks, have been purposefully held back to allow the vision plan process to complete in order to create a better design concept. However, as implementation moves forward a renewed effort will be needed to ensure for long-term maintenance of the hamlet.

- Enforce and monitor compliance with zoning regulations. The town may need to allocate additional staff time to monitor compliance with standards for housing, signage, site maintenance, landscaping and other performance standards detailed in site plan approval.
- Allocate resources to maintain streetscape. The new streetscape will include a number of community amenities that will require maintenance and upkeep such as planters, benches, trash receptacles, bike racks, and similar features. A process should be formalized for monitoring the condition of these features and budget set aside to fix or replace broken items.

Enhance capacity to monitor compliance with zoning regulations for elements such as use, signage, service, storage and utility areas and upkeep of required landscaping.

- Consider establishment of a Business Improvement District for South Main Street for the purposes of maintenance, business promotion, landscaping, branding of the hamlet, etc. The Business Improvement District would be a voluntarily action and created by property owners, through a local law authorized by the town board and funded by a special tax assessment on commercial properties in the district.

Establish the administrative mechanisms to encourage and enable change

As described in the Vision Plan, there are a number of challenges and hurdles to success. These challenges include fragmented ownership, incompatible land uses, limited or uncoordinated parking, maintenance of infrastructure such as sidewalks, code enforcement and traffic congestion (to name a few). The Business Improvement District could be a key element in long-term maintenance and improvement of the hamlet. However, to initiate change, an entity or mechanism will likely be needed to help coordinate renewal projects. The following organizations should be considered for plan implementation and enhancement of New City:

- A re-development authority or local development corporation to undertake economic development activities and to work with developers and property owners on renewal projects;
- A parking authority to establish and maintain municipal parking lots and receive funds in lieu of parking from development projects; and
- Business Improvement District (mentioned above).

Rural Heritage

- Transition area to Northern Gateway.
- Maintain connections to rural and agricultural heritage.
- Protect natural vegetation to greatest extent possible.
- Work with farm operator to maintain active agriculture within the hamlet.

North Main Street Suburban

- Maintain generally suburban use, design and development pattern.
- Require increased landscaping for parking lots and buffer areas and pervious surfaces to limit stormwater runoff.

Civic and Cultural Center

- Focus for civic, recreation and community events.
- Formalize park areas and establish community service zoning classification to recognize civic and cultural uses and scale.
- Enhance façades and signage standards.

Hamlet Center

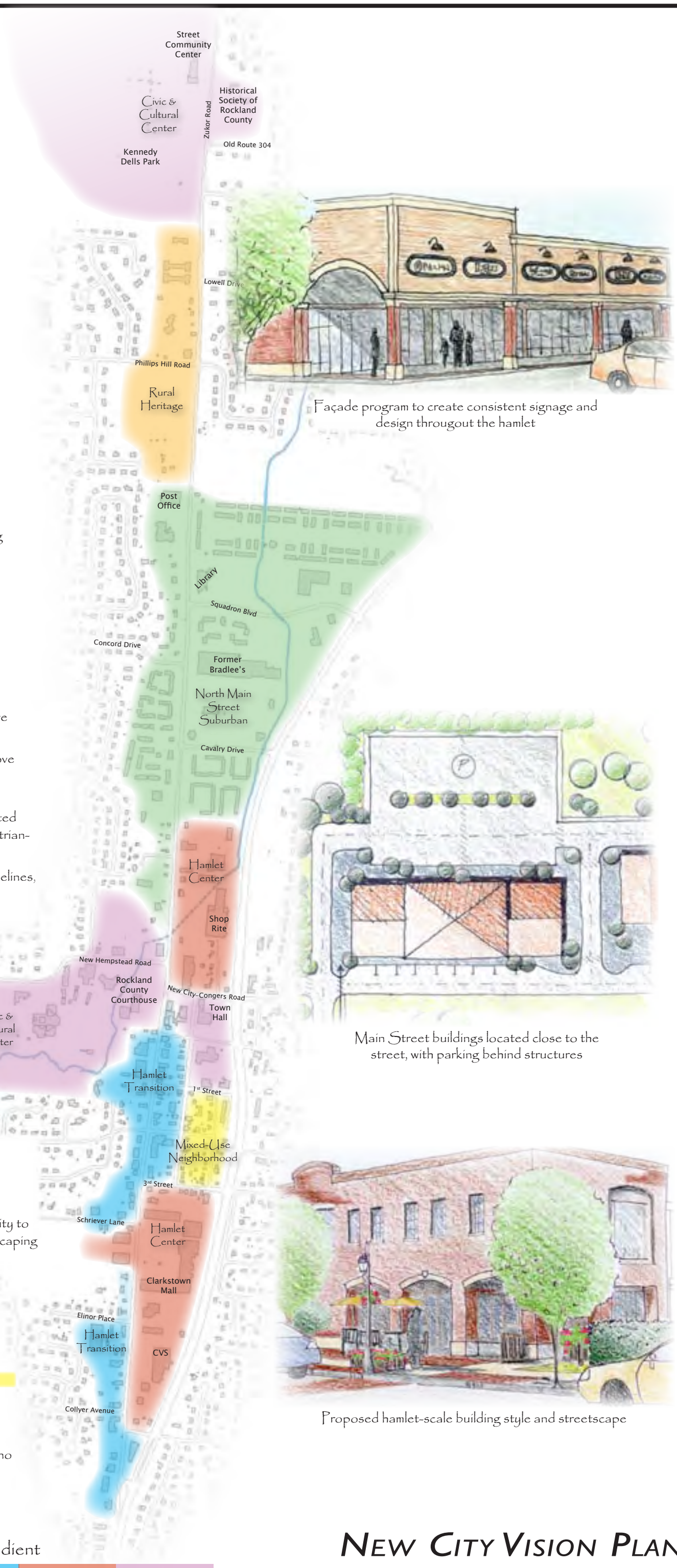
- Traditional Main Street form with a mix of commerce, retail and high quality living with celebrated public spaces extensive pedestrian amenities.
- Initiate façade improvement program and standards to improve aesthetics of strip centers and plazas.
- Encourage redevelopment and creation of a walkable Main Street with buildings close to the street, parking areas located behind structures, traditional architectural styles and pedestrian-scaled signage.
- Promote the Vision Plan through design standards and guidelines, incentives for community enhancements and public-private partnerships.

Hamlet Transition

- Traditional hamlet design with mix of small-scale retail and professional office businesses.
- Minimize conflicts between commercial areas in close proximity to low density neighborhoods and strengthen buffer and landscaping requirements particularly in transitions to residential areas.

Maple and Park Mixed-Use Neighborhood

- Maintain the existing scale, design and mixed-use qualities of this professional and residential area through new zoning district that limits potential incompatibilities.
- Provide opportunities for cafes and low-impact dining (e.g., no drive thru, chain architecture styles, etc.)



Façade program to create consistent signage and design througout the hamlet

Main Street buildings located close to the street, with parking behind structures

Proposed hamlet-scale building style and streetscape

Land use and Scale Gradient

Rural Heritage | Suburban | Mixed-Use | Hamlet Transition | Hamlet Center | Civic/Cultural Center

Map prepared by:
Behan Planning Associates, LLC
Planning Community Futures

New City Vision Plan

Form New City

Ensure that future development is consistent with the Vision Plan

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CHAPTER FIVE
CONCLUSION AND IMPLEMENTATION

Realize the Vision Plan through Continuing Partnerships, Dialogue and Collaboration

Enhancement of New City has been an objective and goal in Clarkstown and Rockland County as far back as the 1960s. To a certain extent, this document represents not only the work over the past several months, but the collective insights of residents, civic groups, community leaders and business people gained over the previous years and decades. More important than the physical document, graphics, maps and reports, the partnerships created for the visioning process have flourished and are the true success story of the process. It is hoped that the vision plan's enduring legacy is not only the improvement of New City, but the formation of long-lasting partnerships, cooperation and communication.

A Collective Vision with Individual Responsibilities

The Vision Plan for the New City Hamlet Center is a guide for the whole community and implementation falls squarely on those who participated in its development. Each group represented on the committee and each individual who participated in a workshop has a role to play including New City residents, business people, town and county staff and elected officials. While the plan represents a collective vision, much of its implementation will be based on individual actions:

Working together makes the seemingly insurmountable "doable." Above - Supervisor Gromack addresses participants at a Vision Plan workshop

- Property owners working with the town and neighbors to provide shared access and eliminate extra curb cuts to enhance the streetscape and make the hamlet safer for pedestrians;

- Business operators maintaining landscaped areas with healthy trees and shrubs and minimizing visual clutter such as excessive signage;
- Developers working pro-actively with neighbors in the project review and site plan process to understand and mitigate concerns prior to finalizing designs; and
- Neighbors participating as partners in the process and support and advocating for the realization of the Vision Plan and enhancement of New City.

Municipal Role

Of course, the Town of Clarkstown is in a position to directly implement the plan through investments in the built landscape (e.g., the streets and streetscape) as well as policy-making such as zoning and development regulations. In addition to these specific efforts, the town should take a leadership role in coordination of the various pieces of the plan in order to limit redundancies, conflicts and frustration. Highlights of the municipal role in implementation of the Vision Plan include:

Short Term:

- Establishment of an implementation task force;
- Encouragement and facilitation of a South Main Street Business Improvement District;
- Modification of zoning regulations along South Main Street;
- Installation of physical improvements including South Main Street streetscape and roadway infrastructure, community park improvements (e.g., Landau Park);
- Marketing of events, promotions and maintenance (e.g., street flower program).

Longer Term:

- Coordinate with County policy and administrative changes such as parking demand management strategies, creation of municipal parking;
- Implementation of economic development efforts including marketing and promotion and establishment of authorities (e.g., Local Development Corp.);
- Establishment of a local development corporation or similar entity.

County Role

Rockland County manages and maintains the most important and visible property in the hamlet – the historic County Courthouse, Demarest Kill Park and County Offices. The county campus is an integral part of the community and integrated into

the hamlet. Unlike a typical suburban business park or office campus, the county campus is almost a seamless part of the neighborhood and downtown. Its location in the middle of the hamlet encourages walking and strengthens the Central Gateway. However, this location also presents challenges in transportation, parking,, expansion and growth needs. Through a continued campus planning process, the county will have a long-range plan for future structures, growth areas, park and connectivity amenities and a continuing dialogue with neighbors including the town government, residents and businesses in the vicinity.

Major roadways through the hamlet including North Main Street, New Hempstead Road, and New City – Congers Road are owned and maintained by Rockland County. It is important that the dialogue between the county, town and community continue to ensure that modifications to the roadway infrastructure are coordinated with the Vision Plan and the overall concept for the hamlet. In particular, the streetscape elements along the county campus and in front of the courthouse should be consistent with South Main Street designs and intersection alternatives considered for the Main Street and New City – Congers Road intersection that minimize adverse impacts to pedestrian connectivity. Recommended preliminary steps for the county include:

Short Term:

- Continue with New City Vision Plan implementation, participate in the streetscape program with the town;
- Include context sensitive design of New Hempstead Road improvements in the Central Gateway;
- Establish an enhanced pedestrian link between the County Campuses on New Hempstead Road, connecting the north and south sides in a safe manner with improved crossings and signaling;
- Establish enhanced links between the County Campus and Dutch Garden and Main Street;
- Enhance community activities and events like a Rockland County Fair.

Longer Term:

- Create a pedestrian mall with a fountain in front of the County Campus;
- Participate with Town to create parking management strategies and facilities capital plan;
- Investigate the option of an improved connection between the County Campuses with a pedestrian pathway which runs underneath New Hempstead Road;
- Continue campus planning and develop a formal campus master plan.

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

Congers Lake Road Ad Hoc Committee
Gerard P. O'Rourke, 52 Trevor Lake Road, Congers NY 10920

June 20, 2007

Shirley J. Thormann
Chairwoman and
Members
Clarkstown Planning Board
10 Maple Ave
New City, NY 10956

Dear Mrs. Thormann & Members:

The Lake Road Ad Hoc Committee herewith respectfully submits our completed proposal for updating the Congers Overlay District regulations.

As interested Congers residents, we believe this assignment has afforded Congers with a forum for local input and we trust this will be helpful to the Board in updating the Overlay Plan. Thank you for providing us this opportunity.

In addition to submitting our recommended update for the town code, we wish to add the following comments we feel should also become an integral component of the update.

Background:

The committee utilized an exact copy of the current overlay obtained from the Town Code. We have lined out components we feel should be deleted, and inserted all additions and recommended changes in red on the enclosed copy.

Following the September 14, 2005 resolution of the Planning Board, this submittal covers only those areas with frontage on Lake Road from Kings Highway to the west side of Hemenway.

Areas not specifically located on Lake Road or without frontage on Lake Road were deleted from boundaries noted in the current code in order to comply with the area spelled out in this resolution.

Process followed:

Since beginning this review, our committee has met regularly to review all aspects of the regulations as currently existing.

Each Lake Road property owner was identified, invited, and many attended, a meeting arranged for property owners, to express their opinions and recommendations for their property, and to participate in an overall discussion of the future of the Lake Road area.

We met with Clarkstown Planning chairperson Shirley Thormann to review, in general terms, our assignment, current regulations, and to request copies of needed documents, which were promptly sent to us by the Planning Board.

Certain definitions were verified with the Clarkstown Building Dept.

The March 2007 quarterly meeting of the Congers Civic Assn was devoted specifically to the Overlay Plan and for the public to attend and voice their opinions. Lake Road property owners were also sent a letter notification of this meeting and invited to attend.

We would like to express our appreciation to the Planning Board staff, particularly Diane, who was most prompt and helpful in this process.

Highlights and General Discussion:

Congers "Down Home" atmosphere and actual layout does not lend itself to over-development or an inordinate number of new apartments, be they second floor additions to existing properties, renovated buildings, or new construction. Congers is not capable of accommodating the necessary parking required to accompany a large number of new apartment residents.

Further, our study indicates it may simply not be economically practical to envision entirely retail only on the first level along the length of the Overlay district.

Considering the proximity of Congers to the town and county courts, government offices in New City, and easy access to major thoroughfares, we added professional offices as a recommended use. This would bring daytime activity into Congers and provide increased business activity for merchants without the need for overnight parking required of apartments.

Some property owners expressed the opinion that first level residential should be considered, not just retail.

To address this, we have added an allowance for new construction of townhouses, and for the conversion of first level retail, to residential type, provided the owner makes structural changes to the existing building to bring it to a residential style, thus blending with overall plan for residential building types.

We agree with the current boundary lines, exempting the area from Kings Highway down to North and South Harrison Ave from the overlay, in order to preserve the residential nature of this area. This area includes a number of Older Victorian homes that has historically been free of commercialization.

Allowance for construction of three story buildings (anything in excess of 35 feet in height) was deleted. This is not desirable in Congers.

We discussed color schemes for renovations, or new construction and feel earth tones are most desirable overall. The recently completed St. Paul's building exemplifies this concept.

Additional attention is needed for Pedestrian walkways, improved crosswalks, enforced speed limits, and signage requiring vehicles to yield to pedestrians. Arrangement similar to Main St. Nyack is recommended.

Acquisition and demolition of the old garage site on Lake Road is recommended as a key to lessening the parking issues in the overlay district. By opening up this area, patrons of local businesses and professional offices could utilize the site during the day.

A property maintenance regulation requiring owner compliance coupled with strict enforcement requirements should be implemented for the overlay area.

Major Properties:

Travalini building:

Our group endorses the concept put forth by the owners for development of townhouse units in the rear open area of the property, however this must be accompanied with a guaranteed plan that incorporates improving and upgrading of the main building.

Beckerle Property:

The attributes and location of this property and its proximity to shops, bus lines, Congers Park, etc. certainly lends itself to the tentative redevelopment housing plan floated by the owner. Senior citizen housing and a provision for emergency volunteers are favorable possibilities here.

We feel the retail building should front on Lake Road with loading docks and customer pickup in the rear, not as indicated in their preliminary plan.

Other than the foregoing comments, due to lack of an official final plan being submitted, our committee is unable at this time to recommend based on the tentative plans presented.

Hemenway Property:

In our update of the overlay district we deleted this property being permitted to construct 3 story building in order for any future plan to align with the overall. The property is somewhat unique in that it has part fronting on state highway 303.

For several years it has been home to unsightly and disparate businesses. Redevelopment of this property with a more complimentary business such as a drive-in bank, medical offices, or perhaps a clinical or research laboratory building with second level professional offices is recommended.

Summary Comments:

In submitting these recommendations, it is our feeling that we have provided all parties an opportunity to express their opinions. In turn our committee has digested all suggestions and after discussion, we feel this submittal best represents the long term interests of the Hamlet of Congers.

As the update plan proceeds, with appropriate notification, our committee will be available to the Board to discuss this submittal.

Sincerely,

Gerry O'Rourke
Chairman Ad Hoc Committee

Alex Bourghol
Member

Jan Davies
Member

James Hanigan
Member

§ 151-10. (Reserved)

§ 151-11. (Reserved)

§ 151-12. (Reserved)

§ 151-13. (Reserved)

§ 151-14. (Reserved)

§ 151-15. Severability.

If any portion of this chapter shall be declared void, ineffective or unconstitutional by any final decision of any court of record having jurisdiction, this entire chapter shall be deemed null and void and shall have no force or effect.

ARTICLE II Specific Hamlet Center Overlay Districts

§ 151-16. Congers Hamlet Center Overlay District. [Added 2-10-2004 by L.L. No. 1-2004]

A. Boundaries. Congers Hamlet Center Overlay District includes those properties that are, at the time of the adoption of this section, zoned "LS, LIO, CS, R-10, R-15, with frontage on Lake Road, ~~Burnside Avenue, or North Rockland Avenue and located within 450 feet of Congers Lake Road~~ and within the area from the west sides of ~~Sherman Avenue and Pleasant Street~~ Hemenway (Long St.) ~~north~~ to the east sides of North and South Harrison Avenue. ~~Congers Hamlet Center Overlay District also includes those properties that are, at the time of the adoption of this section, zoned "LIO" and located with frontage on Hemenway Avenue. (See Map of District in Subsection M herein.)~~ The area from Kings Highway/Old Haverstraw Road to North and South Harrison Ave. is to remain intact to preserve existing Victorian style buildings.

B. Incentive use, permitted pursuant to § 261-b of the Town Law. As an incentive to encourage revitalization within this district, one-bedroom apartments, and professional offices, shall be permitted over retail stores as well as first level professional offices. In addition construction of single family townhouses is permitted. This incentive is allowable by special permit of the Town Board and is subject to the requirements of §§ 290-15 and 290-32C(5). This incentive use is subject to additional regulations as follows:

   (1) Exterior renovations, approved by the Architecture and Landscape Commission, in an architectural style that will harmonize with the architectural features of the unique buildings within this district are required for any building to which an apartment or apartments shall be added under this incentive. All must conform to the overall plan for the Congers Overlay main street district.

   (2) New construction in an architectural style, approved by the Architecture and Landscape Commission, which will harmonize with architectural features of the unique buildings within this district, shall be required for any new building that will have an apartment, ~~or~~ apartments, professional office facilities, or townhouses constructed under this incentive. All must conform to the overall plan for the Congers Overlay main street district.

   (3) Balconies facing Lake Road, or on sides of building within view of Lake Road are not permitted. Balconies in rear permitted only with approval of planning board as part of overall review. ~~for any apartments created under this incentive shall be constructed to~~

~~give privacy to those using them as well as to shield those users and their personal effects (furniture, banners, etc.) from view of passersby. Exceptions to this requirement may be allowed by specific approval of the Architecture and Landscape Commission when there is convincing evidence to show that the exception will improve the appearance of the building.~~

(4) Apartments created under this incentive shall be limited to one bedroom per apartment, with square footage limited to 1,000 sq. ft. maximum. and the certificate of occupancy shall be conditioned upon occupancy by no more than two individuals. Only the bedroom shall be used for sleeping purposes. No other habitable space shall be converted or used for sleeping purposes.

(5) Existing parking between the building and the front lot line shall be relocated wherever possible; where not possible, parking shall be separated from the street by stone walls, ~~opaque fencing,~~ landscaped berms or hedges, no higher than 4 feet, ~~as~~ as determined by the Planning Board as part of site plan review.

(6) Nothing herein shall be construed to allow a new building to have a third story or an existing building to be allowed to build a third story, ~~except on properties zoned LIO at the time of the adoption of this section.~~ There is to be no exception or variances granted in this regard.

(7) Property owners shall be required to give rental preference to Congers & Clarkstown residents for any apartment created under this incentive. Preference shall first be given to volunteer emergency personnel: (~~including~~ Specifically members of the Congers volunteer fire departments and Congers-Valley Cottage ambulances corps) ~~and~~ then to other members of Clarkstown emergency volunteer groups, and to senior citizens. Any application for a certificate of occupancy for any apartment created under this incentive shall be accompanied by a declaration of covenant running with the land providing for the above preference. Such declaration shall be in a form approved by the Town Attorney and recorded with the Rockland County Clerk.

C. Uses permitted by right. All LS (Local Shopping) uses are permitted throughout this district, except that drive-in restaurants are not permitted. Please refer to listing of recommendations for deletion.

D. Uses permitted by special permit. All LS special permit uses are permitted in this district, except that the only ~~no~~ residential uses of any type ~~shall be added~~ allowable within the district ~~except~~ is for one-bedroom apartments, over retail stores, over professional offices, and newly constructed townhouses, as permitted as an incentive use. With approval of Planning Board, a first floor retail establishment conversion to residential is allowable only if the structure is converted to a residential style building conforming, in type, to building standards established in this regulation. Please also refer to listing of recommendations for deletion.

E. Permitted general accessory uses. All LS)permitted general accessory uses are permitted in this district, except that no temporary sales offices are allowed. Please refer to listing of recommendations for deletion .

F. Permitted accessory signs. In order to further identify the district as a unique setting, ~~specific sign requirements~~ Types of signs. The following types of signs shall be permitted and all others excluded; with the exception of signs within the public right-of-way for directing traffic and providing information to the general public:

(a) Wood freestanding or monument signs: Wood freestanding signs that are painted or carved. Freestanding signs shall not exceed a total of twelve square feet inclusive of lettering, background and borders, and shall be no taller than six feet. Only one freestanding or monument sign shall be permitted per property. If more than one business is located on a single property, then all business names shall be combined on a single directory sign. Freestanding and monument

~~replace those usually permitted in LS or LIO zones.~~ (1)Town sign regulations apply.(chapter 243 & design guidelines)

signs shall be permitted in the front yard, provided that the location of such sign does not interfere with traffic safety. Signs may also be parallel or at right angles to the building.

(b) Wood panel or individual-lettered signs: Wood panel or individual lettered signs may be used on any elevation of the building and may be painted or carved or individually made. Such signs may not exceed a total of ten square feet for each business on each elevation, inclusive of lettering background and borders. If more than one business exists in one building, then only one such panel sign shall be permitted per business on any single elevation.

(c) Directional signs for the convenience of the patrons or customers may be permitted, however these signs shall be no larger than necessary to serve the purpose for which they are intended, and colors and materials shall coordinate with the overall design of signs for the entire property.

(d) Window painting. Where appropriate, painted window signs may be permitted; however, typeface will be limited to Times New Roman or similar typeface. Window sign will be hand lettered and shall not have a painted background. The space permitted for a window sign shall not exceed 25% of the total window area, as measured from the outer edges of the lettering.

(2) Lighting. Lighting of signs shall be permitted by means of directional lighting from the base or the top of the sign. Internal illumination, fluorescent lighting or neon lighting is prohibited. All lighting shall not interfere with the comfort and safety of the general traffic and nearby residences. Discuss?

(3) Color and design. A sign package for the entire site shall be approved in context of the design of the building. All applicants shall be required to submit plans for signage package so that the colors and design may be discussed in context with the design of the elevation of the building.

G. Required off-street parking. Parking requirements for this district shall be the same as for LS, except for

(1) Retail ~~and~~ service stores and establishments, including professional offices, require at least one space per 300 gross square feet of gross floor area.

(2) One-bedroom apartments require ~~at least one space per apartment.~~ two off-street spaces per apartment. Townhouse structures require two off street spaces per unit.

H. Required off-street loading berth requirements for this district shall be the same as in LS. , with restriction that they not be visible from Lake Road

I. Additional use regulations for this district shall be the same as in LS, except the Planning Board may:

(1) Reduce the distance from driveways and parking to residential district zoning boundaries only if equivalent visual and sound protection can be provided to residentially zoned properties.

(2) Allow, where no alternative is available, a driveway for access from the street to the side or rear of the property for parking or delivery access, with requirement that adjoining driveways require 25 feet buffer between them.

J. Bulk regulations for this district shall be the same as in LS, except:

construction ~~shall not~~ must be included and counted as part of the FAR regulations.

(2) The area between the front lot line and the building line shall be landscaped.

(3) Parking shall not be permitted between the front lot line and the building line for new construction.

K. Unique buildings. The Town Board designates the following buildings in this district as unique buildings. The illustrated buildings should be retained if possible and incorporated into site design for any new development. Modifications necessary to accommodate a new use will be permitted; however, it is the intention to require that all project plans retain original features of the buildings, including window type and configuration, front entries, storefronts (if applicable), and identifying decorative details, including those that provide a historical reference to the original use of the building.

(1) Congers Station. This building is significant for its role in the development of transportation and the businesses it attracted to the hamlet. Retain original exterior sheathing, windows, doors, entry configuration, details that identify the station, chimneys, platform shelter shape, roofline, and building configuration.

(2) Fire House. Retain exterior stucco sheathing, decorative contrasting feature under windowsill, window configuration, lettering on front of firehouse, garage doors and other entries, roofline.

(3) Bourghol Building: early mixed-use commercial building. Although this building has been modified, the building is fairly intact and is a good example of a Colonial-Revival-style commercial building. Original features to retain include the original window configuration, storefront, roofline, wood sheathing, chimney features and door locations. Porch modifications should be made to emulate a colonial style, and should be made of wood. Sheathing on the front of the storefronts should be changed to match the rest of the building.

(4) VonThaden Building (former Dickenman Building): commercial building. This building was recently damaged by fire. Features to be retained are the location of the windows and doors, original sheathing, corner entry, parapet line.

(5) Travaglini (Last Chance Saloon) Building: Federal-style commercial building. Features to retain: original corner entry, window size, type, and configuration, exterior sheathing, and coping. Decorative horizontal accent above corner entry should be restored along the facade that faces Lake Road at the pedestrian level and should take into account the entire building instead of allowing modifications of individual storefronts. Large buildings such as these also benefit from a coordinated signage package to create uniformity across the facade.

(6) Colett (Rick's Club American) Building: Colonial-revival-style commercial building. Features to retain: original features to retain include the original window configuration, storefront, roofline wood sheathing, chimney features and door locations.

(7) Grande Centrale Restaurant Building: Colonial-style commercial building. Now serving

LIO—RECOMMENDED DELETIONS FOR CONGERS OVERLAY ZONE

Column 2

Delete following items:

Item 5. Warehouses

Item 7. Car dealerships

Item 13. Carnivals and Circuses (except fund raisers-fire Dept., church etc)

Item 14. Auto repair shops

Item 15. Large Social halls

Column 3

Board of Appeals:

Item 1. Substations

Item 3. Public Utility Towers.

Town Board:

Item 2. Sandpits

Item 3. Gasoline Stations

Item 4. Auto Laundries

Item 6. Recycle facility

Item 7. Mini warehouses

Item 9. Hazardous waste facility

Column 4

Permitted General Accessory Uses

Item 1. Caretaker dwelling unit for any instructional use.
Item 7. Accessory parking --

Item 8. ""any similar accessory use" too broad.

Item 10. Primates for lab purposes

Column 5. Signs

Alex is reviewing details of new sign regulations.
Leave this to new ordinance and comment after hearing from Alex

Column 6. Parking

In general we have covered this in our update changes to overlay.

Column 7

Item 4 Mini Warehouses

Column 8

Items 5 & 6 Insert words "all should, instead of other" for both situations to require approval of respective boards.

Some of the other items seem to have little applicability to our situation.

June 2007 submitted by Congers Lake Road Ad Hoc Committee

LS RECOMMENDED DELETIONS FOR CONGERS OVERLAY ZONE

Column 2

Item: 3

We believe nursery schools should not be excluded. Remove word "except".

Item: 9

Refer to changes we are indicating in the revised Congers Overlay Plan to the effect . "Items added as permitted uses in Congers Overlay Plan."

Column 3

Delete Item 3. public utility towers.

Column 4

Delete Item 1. Trailer parking

Column 5

Alex 's sign review.

Column 6

Item 4b. Delete Fast-Food

Item 8b. Needs to be corrected to 2 spaces per apartment or townhouse unit.

Column 7

Item 4. Should this reference LIO instead of LS?

Column 8

Item 5 Change to uses referenced in Congers Overlay Update

June 2007 Submitted by Congers Lake Road Ad Hoc Committee

Joe Simoes

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Jay A. Greenwell, PLS, LLC
Land Surveying and Land Planning

Town of Clarkstown
MAR 31 2009
Council Chambers

March 28, 2009

Shirley Thormann, Chairwoman
Town of Clarkstown Planning Board
10 Maple Ave.
New City, NY 10956

Re: Comments on Congers and Valley Cottage Overlay Districts

Dear Shirley:

Thank you very much for the opportunity to address the board and consultants on the overlay districts the other night. It is refreshing to be able to meet with the members in an informal atmosphere and let them know how things look from the applicant's perspective.

Per your request, we are enclosing an edited synopsis of the comments we made at the meeting, outlining some problems and suggestions. We hope this is helpful in considering modifications to make the process more "user friendly".

Should you have any questions, we would be happy to continue the discussion.

Sincerely,

Jay

Jay A. Greenwell, PLS

cc: Joe Simoes, Planner

85 Lafayette Ave.
Suffern, NY 10901
(845) 357-0830
fax 357-0756

Jay A. Greenwell, PLS, LLC
Land Surveying and Land Planning

Project: Congers / Valley Cottage / West Nyack Hamlet Overlay Comments

Workshop Meeting Date: 3/25/09

Synopsis:

Comments on Hamlet Center Overlay District:

- Objective was to provide incentives to property owners to encourage revitalization, encourage pedestrian activity, stimulate business, maintain historic and architectecturally significant buildings and renovation.
- Incentive in the zoning is basically to promote the creation of one bedroom apartments over retail stores; the incentives include having the apartment not accrue to the floor area ratio of the building, reduction in the parking requirement from 1/200 sf to 1/300 sf, and adding one space per apartment
- The architectural elements discussed in the overlay districts are clear and well defined in the code, and the idea behind the overlay is very well intentioned but there are several drawbacks to the zoning elements as it was adopted.

Case Study:

- Sean Keenan's project on Lake Road ("SMK Lake Road") was a proposed 900 sf retail facility with an apartment above on a non-conforming lot of approximately 4200 sf.

    1. In May of 2004, we submitted plans for a small retail building on the lot on the south side of Lake Road, with a one bedroom apartment above. Variances were noted as required on the plan, for pre-existing small lot—lot area, front yard setback, rear yard buffer and parking spaces. During several TAC meetings, some procedural problems came to light: it was determined by the Town Attorney's Office that we were not allowed to request variances for a plan in the Overlay District, and secondly, when constructing an apartment over <u>proposed</u> retail, the floor area ratio was counted in the total—it was only when constructing apartments over <u>existing</u> retail that the incentive applied (that is—the apartment did not add to the floor area).

    2. So rather than move in a linear fashion...we had to withdraw the original submission (1/05) for the retail and apartment, then the project went to the Planning Board for Site Plan approval for a 900 sf retail facility without an apartment above (submitted 6/05, meeting 11/05), then to the ZBA for variances as needed (submitted 12/05, meeting 2/06), then back to the PB for final Site Plan approval (8/23/06), then to ALC and County Highway for

permitting and ultimately signature (1/7). Then we had to start over again, new SEQR submission (1/07) and back to the PB (2/07) for Amended final showing the apartment over the approved ("existing") retail, PB referred the matter to the TB for special permit for the overlay district to allow the apartment (TB meeting 7/07), back to Planning Board for a new final approval (10/07), and new final signature 12/07. This project took 3 years and 6 months, which is very onerous time line. ***It should be noted that this timeline was in spite of the fact that every board the applicant appeared in front of supported the project.***

3. This was a very convoluted approval process—involving two Planning Board applications and approvals. While the applicant's intentions were apparent, and the building was shown as two story from the beginning, it would be preferable if the applicant were allowed to present the entire project (including any variances needed) and proceed in a linear fashion. **We would recommend allowing modifications to the underlying zoning code by the Planning Board, or allow request for variances within the overlay district.**

Additional Comments:

1. **Suggest revision to the overlay to allow for the incentive apartment over proposed retail or proposed office, or any permitted use in the underlying zoning.** We did a project for Phil Scala in the Valley Cottage overlay, and had the problem that there was a veterinary office on the lower floor and Phil was considering adding apartments above on the second level. But the office use was not construed as meeting the requirement, and it was not allowed. It is our understanding that the Valley Cottage overlay has been subsequently amended to allow apartments over office area and we think this is a good idea.

2. Similary, we are currently processing an application for Graziano and Bertolino—right across the street from Sean's project. We have submitted plans for TAC review to demolish the existing derelict buildings and construct a new facility, but this application has the same difficulty: once you are demolishing the existing structures, the use is not "existing retail" and therefore the floor area of the new dwelling units are counted as part of the FAR. Also, because variances are required, it would have to follow the same non-linear approval process.

3. **The reason that the issue of variances becomes so important, is that it seems like almost any application for the overlay incentive will involve variances. Most of the existing buildings are close to the street (or in fact within the DSL), with non complying yards, buffers, etc.**

4. There is another inconsistency in the code: the LS zoning requires a front yard of 25' from the DSL but provides that the front yard may be reduced to

the average of commercial buildings within 100' of either side of the lot. But many of the existing buildings are within the DSL (witness Bertolino), and the average would fall inside the DSL.

5. As a side issue: the County Planning Board is going to give a disapproval on almost every project in the Congers overlay zone, since most will require variances (witness the 1/19/06 County Planning Board review for SMK)—since the overlays fall on County Road...always going to need an over-ride.

6. **Suggest modifying the height requirement in the overlay district**. The height permitted is 15' plus 1' per foot of distance from the DSL. The thrust of the overlay, to enhance pedestrian activity and shopping, dictates that buildings be close to the front sidewalks. However, that will mean that virually every structure will need a variance from the building height in order to construct the second floor apartments.