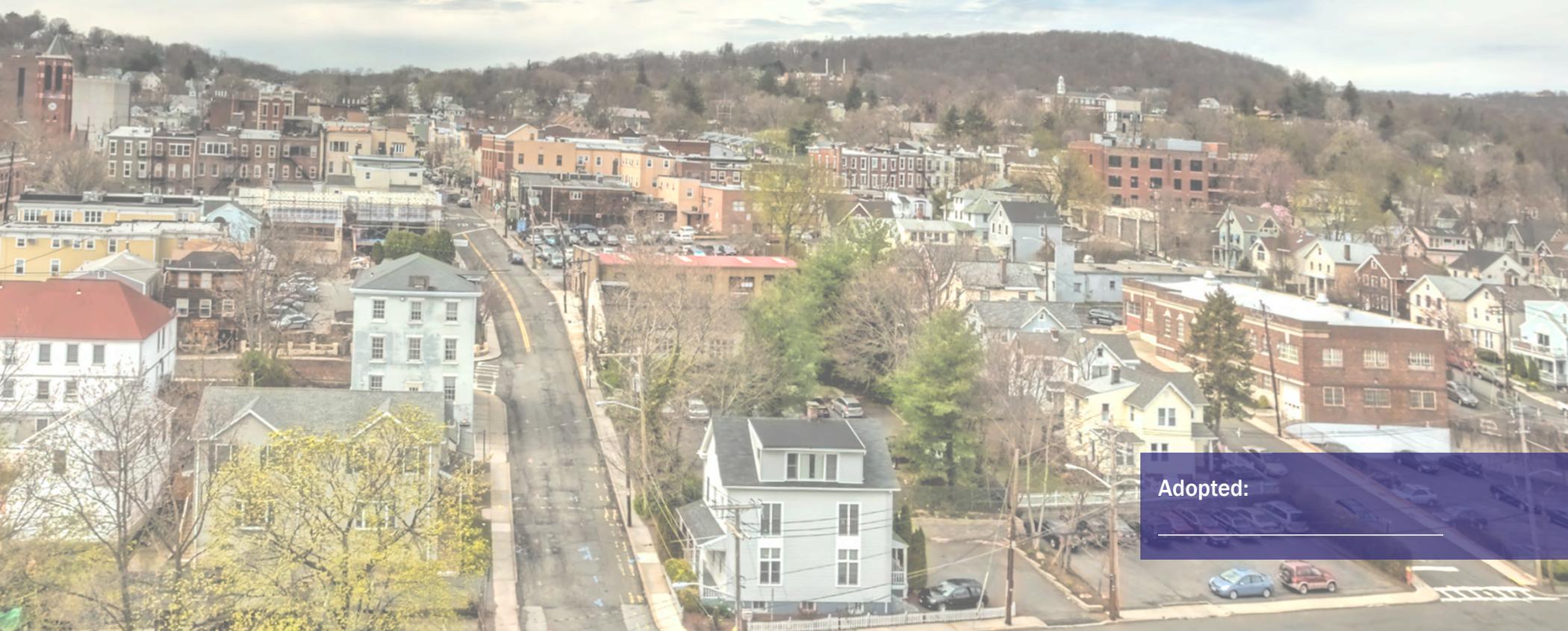


# PLAN NYACK



Blueprint for the Future

## The Village of Nyack Comprehensive Plan



Adopted: \_\_\_\_\_



# Plan Nyack: Blueprint for the Future

## Village of Nyack Comprehensive Plan

Nyack, New York

Prepared for

The Village of Nyack

Prepared by

The Nyack Comprehensive Plan Steering Committee

With

BFJ Planning

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October 2016

*Village of Nyack Comprehensive Plan*



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# I. INTRODUCTION AND VISION

## 1. INTRODUCTION AND VISION

### 1.1 PLANNING BACKGROUND AND PROCESS

The Village of Nyack’s last comprehensive plan was prepared beginning in 2002 and adopted in 2007 after several amendments. That Comprehensive Master Plan (CMP) was organized around the four key themes of downtown, the “Gateway” area around Exit 12, the waterfront, and residential neighborhoods. The CMP outlined a range of recommendations, including a series of zoning amendments, many of which were implemented through the creation of new mixed-use and waterfront districts.

In updating the 2007 CMP, the Village is seeking to build on these planning efforts with current demographic and economic data, and to integrate plans for new multi-modal transportation options, waterfront development activity and environmental sustainability. Nyack received a grant award in 2015 to complete the update from the New York State Energy Research and Development Authority (NYSERDA).

State municipal law provides that the Board of Trustees may prepare a comprehensive plan with the assistance of a special board. Accordingly, the Trustees appointed a Steering Committee of 10 members to assist with the preparation of a Plan update, working with a multidisciplinary consultant team. The committee included representatives from Village government, staff and boards and committees, as well as members of the community at-large and key stakeholder groups such as the Nyack NAACP. The committee met regularly over the course of the year-long planning process, provided guidance and direction in the drafting of the Plan and hosted seven community workshops to collect and incorporate public input.

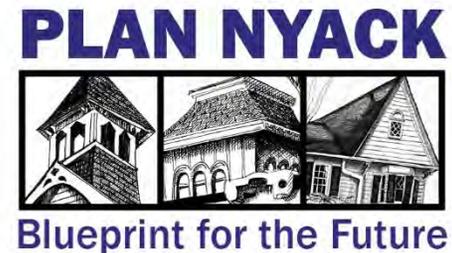
The concluding Future Land Use Plan and Implementation section of this Plan incorporates the Village’s essential characteristics and future goals addressed in the following chapter topics: Regional Context and History; Socioeconomics and Housing; Land Use and Zoning; Infrastructure and Utilities; Transportation; Natural Resources, Parks and Open Space; Historic, Cultural and Municipal Resources; and Economic Development and Planning Focus Areas. The final piece of the Plan is an Action Agenda that is both part of the document and can also be used as a stand-alone “to-do” list for the Trustees to consider.

### 1.2 PUBLIC PARTICIPATION

In undertaking this Plan, a major focus was to ensure that the process would be open and engaging to the community, taking advantage of the local “experts” who know their Village best. Public participation was identified early on as critical for the development of a successful Plan, and a variety of outreach methods were used to reach stakeholders from a broad spectrum of the community, as follows:

#### *Project Branding*

To capture the interest of stakeholders, the project team worked with the Steering Committee to create a name and a brand for the comprehensive planning process – Plan



Nyack: Blueprint for the Future. Major elements of the brand

## I. INTRODUCTION AND VISION

included a consistent color palette, font and style of layout that was used for publicity materials and project deliverables. The idea was to create a name and project image that would be recognizable and visually appealing, and that would convey qualities that make the Village unique within the region.

### **Public Workshops**

A total of seven public workshops were held as part of this comprehensive planning process, covering a variety of topics, as follows:

- October 19, 2015: Opening Public Workshop
- December 2, 2015: Sustainability, Land Use, Socioeconomics & Housing
- January 13, 2016: Downtown & Gateways
- February 24, 2016: Transportation, Infrastructure & Utilities
- March 30, 2016: Waterfront Development & Ferry Potential
- April 26, 2016: Economic Development
- May 25, 2016: Working Draft Comprehensive Plan

Feedback and recommendations from each of these sessions have been reviewed and appropriately integrated into this Plan. The seven workshops are summarized in the Appendix.

### **Public Survey**

Attending public meetings is difficult for people with many constraints on their time, including work, family and social obligations. Because of this, there are generally only specific segments of the population who attend community workshops – namely those who are deeply civic-minded or those with a specific area of concern. Therefore, an online survey was used to further inform the planning process by allowing the project

team to gain insights into the opinions of the portion of the population who may not be reachable by traditional outreach methods. The survey was available from February to March of 2016, and was completed online by 945 people. In addition, hard copies of the survey were made available at Village Hall and the library, and were returned by 43 people. The responses to the survey – which was not limited to Nyack residents – were integral in drafting the Plan chapters. A summary of the survey results is found in the Appendix.

### **Other Stakeholder Outreach**

In addition to the public engagement described above, the consultant team preparing this Plan conducted targeting outreach to key stakeholder groups, including the Nyack NAACP and representatives of the Village’s business community.

## 1.3 SUSTAINABILITY

### **What is Sustainability?**

Although associated most closely with the environment, sustainability is a far broader concept. As defined by the American Planning Association, sustainable development “maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend.” Sustainability should be achieved with an integrated approach to planning for land use, transportation, the environment, housing, economic development and infrastructure.

### **Sustainability Process**

The 2016 Comprehensive Plan update is part of a broader effort on the part of the Village of Nyack to support principles of

## I. INTRODUCTION AND VISION

sustainability in the community. The Village's ongoing sustainability programs began when the Village adopted the pledge to become a Climate Smart Community in 2013. The Climate Smart Community Program is an initiative led by the New York State Department of Environmental Conservation (NYSDEC) to help local governments reduce municipal and community greenhouse gas emissions. In becoming a Climate Smart Community, Nyack committed to achieve five milestones: 1) conduct a greenhouse gas (GHG) emissions inventory, 2) adopt emissions reduction targets, 3) develop a climate action plan, 4) develop implementation policies, and 5) monitor and verify results of GHG emissions reductions. The Climate Smart Community Program is helping to guide the Village's sustainability programs and the Comprehensive Plan supports this effort by incorporating principles of sustainability throughout chapters.

The Village has been working toward achieving these milestones, including completion of the Sustainable Nyack Action Plan in 2015. The Action Plan was produced to guide ongoing action by the Nyack Green Policy Task Force, which is made up of the Village's Sustainability Coordinator, elected officials, Village staff and members of the community. It outlines goals, targets, and actions related to energy, recycling and waste, landscape and water, and communication and outreach. The Action Plan also provides a framework for incorporating sustainability principles into the Comprehensive Plan.

The goal of the Comprehensive Plan is to carry forward the goals of the Sustainable Nyack Action Plan and support the Climate Smart Community pledge. Through the comprehensive planning process, the Steering Committee identified sustainability goals that can be achieved through the comprehensive plan, reviewed

the Village's zoning code and developed recommendations to revise the code to promote sustainability, developed strategies to reduce energy and GHG emissions in municipal operations, identified potential capital projects and plans to support sustainability goals, and began to develop GHG emissions reduction targets.

Once the Comprehensive Plan is adopted, the Green Policy Task Force plans to begin working on the Nyack Climate Action Plan, which is one component of meeting the Climate Smart Community pledge. The Climate Action Plan will draw on the work completed in the Comprehensive Plan update and will include finalized GHG emissions targets, an implementation strategy for sustainability goals, and a strategy for ongoing monitoring and reporting of GHG emissions reductions.

### ***Completed and Ongoing Projects***

The Village has already begun efforts to reduce GHG emissions, including adopting the Climate Smart Community (CSC) Pledge and then creating a CSC Task Force and appointing a CSC Coordinator. As a first step, the Village has developed a municipal GHG emissions inventory in order to establish a baseline for measuring future GHG emissions and monitoring progress in meeting emissions reduction targets.

Additional efforts by the Village are underway and ongoing. For example, a community-wide GHG emissions inventory was completed as part of the Mid-Hudson Regional Sustainability Plan. The Village is also working on establishing emissions reduction targets for both municipal and community GHG emissions. The Comprehensive Plan is one piece of the Village's broader goal of developing a Climate Action Plan which will include long-term strategies to reduce GHG emissions and

## I. INTRODUCTION AND VISION

monitor progress. In addition, Nyack is also currently conducting a study of pedestrian and bicycle options to reduce vehicle miles travelled in the downtown. The study, funded through a Transportation Alternatives Program (TAP) Grant, is looking at the potential to improve safety and access for pedestrians and bicyclists in Nyack's downtown.

The Nyack Comprehensive Plan fits within the Village's ongoing process to promote principles of sustainability, both by municipal operations and throughout the community as a whole. The role of the Comprehensive Plan in this process is to identify recommendations from the Sustainable Nyack Action Plan that can be moved forward by the Comprehensive Plan while also setting the Village up to complete its CSC pledge following adoption of the plan. In particular, the Comprehensive Plan attempts to promote principles of sustainability related to green infrastructure, renewable energy policy, transportation infrastructure, building energy efficiency, environmental resources, and solid waste management.

### ***Best Practices and Policies for Sustainability***

In addition to advancing Nyack's ongoing sustainability efforts, this Comprehensive Plan is intended to support a number of national and regional practices for enhancing sustainability:

- *Mid-Hudson Regional Sustainability Plan (2013)* – This report, funded through the Cleaner Greener Communities program for a consortium of communities in the region, is intended to promote sustainable development focused on climate change mitigation and adaptation, environmental justice, economic development and governance. Key goals of the Regional

Sustainability that Nyack envisions its Comprehensive Plan supporting are:

- Increasing carpool, transit and non-motorized vehicle work trips and decreasing single-occupancy vehicle work trips;
  - Reducing vehicle miles traveled (VMT);
  - Reducing Hudson River bridge crossings per registered vehicle;
  - Reducing transportation GHG emissions per capita; and
  - Reducing stationary fuel consumption GHG emissions.
- *Sustaining Places: Best Practices for Comprehensive Plans (2015)* – The American Planning Association (APA) has identified a set of standards for comprehensive plans to encourage communities to plan for meeting the needs of current and future generations without compromising environmental resources.

The APA's Comprehensive Plan Standards for Sustaining Places are organized around six overarching themes:

- A livable built environment;
  - Harmony with nature;
  - A resilient economy;
  - Social equity;
  - Healthy communities; and
  - Responsible regionalism.
- *LEED for Neighborhood Development (LEED ND) rating system* – The U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program has created a rating system that integrates the

## I. INTRODUCTION AND VISION

principles of smart growth, urbanism and green building into a national system for neighborhood design. LEED ND scores projects according to satisfaction of five categories:

- *Smart Location and Linkage (SLL)* – site design that minimizes adverse environmental effects and avoids contributing to sprawl.
- *Neighborhood Pattern and Design (NPD)* – creation of compact, walkable, mixed-use neighborhoods with good connections to nearby communities.
- *Green Infrastructure and Buildings (GIB)* – building techniques that reduce waste and use energy, water and materials more efficiency than conventional building practices.
- *Innovation (IN)* – projects that use innovative planning practices and sustainable building features.
- *Regional Priority (RP)* – design that addresses local environmental issues.

Although Nyack is a largely built-out community of established neighborhoods, it is appropriate that the Village look to the LEED ND rating system as a model in supporting initiatives such as transit-oriented development (TOD), alternative transportation modes and green infrastructure and building.

### ***Socioeconomic Sustainability***

For Nyack in particular, the socioeconomic aspects of sustainability are critically important. As described in Chapters 3 and 9, the Village's current economic picture shows a weak recovery from the 2008-2009 recession, and many of its residents are economically vulnerable. When adjusted for

inflation, incomes fell by 24% from 2000 to 2013, leading to a substantial increase in the poverty rate, from 6% of individuals in 2000 to 15% in 2010. Nearly two-thirds of Nyack residents are renters, and the Village's rents are high relative to regional averages. Largely as a result of these factors, more than half (53%) of Village residents are considered housing cost-burdened, meaning that they spend at least 30% of their monthly income on housing costs.

Given this economic environment, this Comprehensive Plan seeks to incorporate a focus on enhancing the economic sustainability of Nyack as a whole, as well as its residents. In developing Plan recommendations, priority has been given to strategies that can achieve a clear and substantial payoff in terms of cost savings and economic development, while addressing key issues of environmental sustainability. For example, retrofitting municipal facilities to incorporate green building elements can promote reduced energy use as well as lower utility bills. In addition, recommendations have considered initial capital costs and well as longer-term maintenance and operational costs, taking into account the Village's capacity to fund and maintain improvements and weighing that capacity against the potential benefit of the improvement. Chapter 10 of this Plan includes a summary of all recommendations and an Action Agenda identifying the Village's priorities for implementation, with approximate timeframes and responsible entities.

# I. INTRODUCTION AND VISION

## 1.4 VISION STATEMENT

Nyack is a Village that strives to:

- **Value** its rich historic assets and walkable neighborhoods and the diverse and creative culture that has grown from them.
- **Enhance** its Hudson River waterfront as a vital and attractive resource that should be fully accessible and enjoyed by all.
- **Strengthen** its vibrant downtown community to help current businesses thrive, attract new investment and visitors and provide economic opportunities for Village residents.
- **Protect** neighborhood character while creating housing opportunities for a wide range of people, including seniors, young professionals, low-income individuals and families, and the disabled.
- **Create** an economically sustainable and resilient community capable of balancing the socially and environmentally interdependent needs in a lasting way, prepared for and adaptable to the impacts of climate change.

Nyack's Comprehensive Plan seeks to protect and enhance its historic and residential neighborhoods; facilitate revitalization of the downtown, waterfront and gateway areas; and chart a path toward a more sustainable and resilient future.

## 2. REGIONAL CONTEXT AND HISTORY

### 2. REGIONAL CONTEXT AND HISTORY

#### 2.1 VILLAGE HISTORY

Though a small place, with just under 7,000 residents, Nyack plays a significant role in the region. Its location at the western terminus of the Tappan Zee Bridge, and direct access to Interstate 87/287 (New York State Thruway), as well as U.S. Route 9W and New York State Route 59, provides important links to Westchester County and New York City, northern New Jersey and the Hudson River Valley (Figure 1). Nyack's location on the Hudson River and near several state parks creates recreational opportunities for residents and visitors alike. Two major regional job centers are located in the Village – Nyack Hospital and Rockland BOCES – that together employ more than 2,000 people. And, Nyack boasts a compact, walkable and vibrant downtown that attracts people from beyond its borders, giving it a well-deserved reputation as a cultural destination for the region.

Nyack incorporated as a village in 1883, soon after the incorporation of the adjacent areas of Upper Nyack and South Nyack. Most of the Village is in the Town of Orangetown, with a small western portion located in the Town of Clarkstown. Totalling 1.6 square miles in area (0.77 square miles of which is land), Nyack is on the western shore of the Hudson River, approximately 20 miles north of New York City. It is bordered to the north by the Village of Upper Nyack, to the south by the Village of South Nyack and to the west by the Town of Clarkstown (Figure 2).

The land that is now Nyack was originally inhabited by the Tappan group of the Lenape Native American tribe that migrated seasonally throughout the Hudson Palisades and New York-New Jersey Highlands region. The first Europeans arrived in Nyack in 1675, when a Dutch trader, Harman Dowsen Tallman, settled in the area. Other Dutch families followed, and Tallman later built a mill along Nyack Brook. The land that forms most of present-day Nyack remained in the Tallman family's ownership until 1799, when it was sold to Abraham Lydecker, who in turn sold the land to Tunis and Peter Smith in 1813. Between 1814 and 1828, the Smiths laid out Nyack's first streets and sold building lots, initiating the development of the modern Village.

Nyack's history is closely linked to the Hudson River, and the transportation that it facilitated as well as constrained. The Nyack Turnpike (roughly today's NY Route 59) was completed in 1825, linking Nyack to Suffern.

In 1827, steamboat travel began from Nyack to New York City. Commercial ferry service to Tarrytown was launched in 1834 and operated through the 1940s. A railroad link to Piermont began in 1870, providing rail access south to New Jersey and north to Lake Erie. By 1893, the County government established a county road system to connect its major business areas.<sup>1</sup>



**Nyack ferry to Tarrytown, circa 1920**  
*Hudson River Valley Heritage*

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<sup>1</sup> Nyack Historical Marker (The Nyack Library Local History Collection); Rockland County Comprehensive Plan.

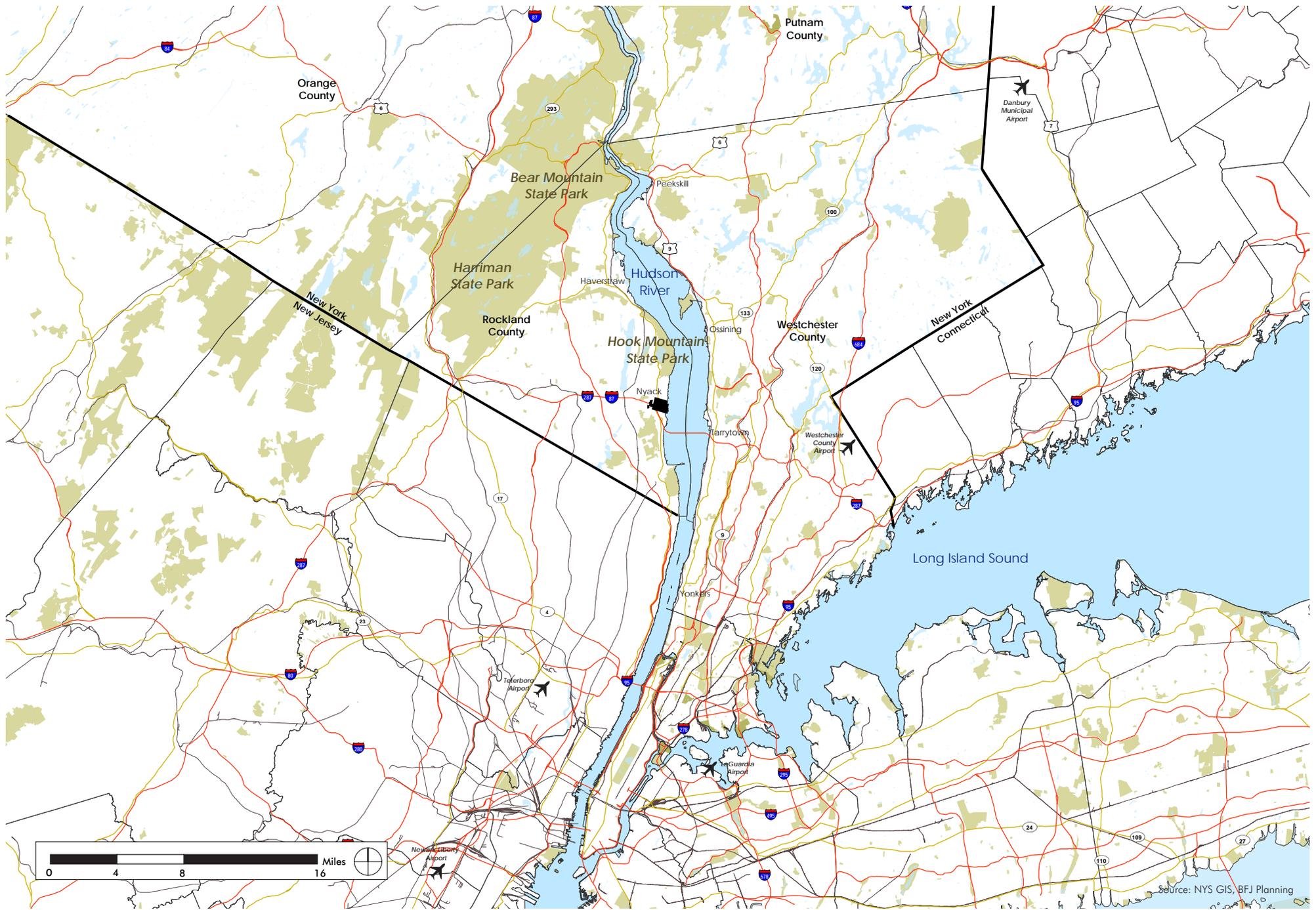


Figure 1: Regional Setting



Source: Rockland County, BfJ Planning

**Figure 2: Local Context**

## 2. REGIONAL CONTEXT AND HISTORY

Industry has played a major role in Nyack's land-use development, and much of that industry has related to the river. After fishing had been well established as an early industry, another economic driver in and around the Village was quarrying, beginning after the Revolutionary War in the Palisades from Hook Mountain to Piermont. Sandstone quarried in the Nyack area was used locally in structures like the Old Stone Church in Upper Nyack and the John Green House in Nyack, and in building construction up and down the Hudson River, including at Manhattan's City Hall and the old Capitol building in Albany. Quarrying reached its peak in the region in the 1830s, but waned after 1845 with the discovery of higher-quality stone in Connecticut and New Jersey.

Shipbuilding has also been an important industry in Nyack, beginning at the start of the 19<sup>th</sup> century largely to serve the quarries. In 1813, Tunis and Peter Smith launched a longstanding shipbuilding business at the foot of Main Street, and about the same time, Henry Gesner opened a yard at the foot of Clinton Avenue in today's South Nyack. From 1800 through the 1850s, Nyack built more Hudson River sloops than any other community along the river, but by the 20<sup>th</sup> century, only one boatyard remained.<sup>2</sup>

The beginning of the 20<sup>th</sup> century saw more infrastructure improvements with the 1924 opening of the Bear Mountain Bridge, providing the first vehicular crossing of the Hudson River south of Albany. With the opening of the George Washington Bridge in 1931, bridges largely replaced cross-river ferry service, though the Nyack-Tarrytown ferry continued into the 1940s. The

construction of the Palisades Interstate Parkway and the New York State Thruway in the 1950s further improved connectivity.

However, no modern infrastructure development has had a greater impact on Nyack than the opening of the Tappan Zee Bridge in 1955. Linking South Nyack and Tarrytown, the bridge forever altered how Rockland County residents interacted with communities east of the Hudson. Prior to its opening, most residents working outside Rockland commuted to New York City via New Jersey. After construction of the bridge, the commuting pattern shifted from Rockland to Westchester County, a trend that continues today. The bridge also facilitated the growth of travel in Rockland and more intensive development along the I-87/287 corridor. In 2013, construction began on a replacement of the Tappan Zee Bridge (the New NY Bridge) north of the current span; when complete in 2018, the bridge will carry eight traffic lanes, four breakdown lanes and a bike/pedestrian path. The new bridge, like its predecessor, will have major ramifications for Nyack.

### 2.2 REGIONAL PLANNING CONTEXT

A community's growth and development patterns are shaped most directly by the land-use and planning decisions made by its local government. However, many local concerns, such as air and water quality, traffic conditions and economic growth, have impacts that reach beyond municipal boundaries. These can be most effectively addressed when the regional context is taken into consideration. This broader outlook for growth and development is provided by vision and comprehensive plans

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<sup>2</sup> "Fish & Ships: The Hudson River in the History of the Nyacks." Newsletter of the Historical Society of the Nyacks, Spring 2009.

## 2. REGIONAL CONTEXT AND HISTORY

issued by county and other municipal governments, and sometimes inter-municipal agreements. For Nyack, several plans developed at a regional and municipal level are relevant, including the following:

### ***Nyack Local Waterfront Revitalization Program (1992)***

The Local Waterfront Revitalization Program (LWRP) is part of the New York Coastal Management Program administered by the Department of State (NYS DOS) under the provisions of the U.S. Coastal Zone Management Act. The program promotes a balance between economic development and preservation, to facilitate beneficial use of coastal resources while preventing loss of marine resources and wildlife, diminution of open space or public waterfront access, impairment of scenic beauty, or lasting adverse changes to ecological systems. Implementation projects proposed in Nyack's LWRP include preparing a Memorial Park master plan, removing sunken barges, building a fishing pier and creating a continuous riverfront walkway. In 2015, the Village was awarded a State Consolidated Funding Application (CFA) grant to update the LWRP.

### ***Nyack Comprehensive Master Plan (2007)***

Nyack's current Comprehensive Master Plan (CMP) was developed beginning in 2002, undergoing several revisions and amendments before its ultimate adoption. The CMP is organized around four themes: downtown, the Gateway area, the Hudson River waterfront, and residential neighborhoods, with recommendations outlined for each. The plan suggested a series of zoning amendments, many of which were implemented through creation of the Downtown Mixed Use (DMU), Residential Mixed Use (RMU), Office Mixed Use (OMU), Commercial Corridor (CC) and Waterfront (WF) zones. Other recommendations that have been implemented to some degree include further study of the former Helen Hayes Performing Arts Center "superblock,"

redesign of the parking at Memorial Park and streetscaping and traffic calming efforts.

### ***Rockland County Comprehensive Plan (2011)***

This plan sets a vision for the future development and preservation of the County, as a guide to municipal land-use decisions. While planning and zoning authority rests with the County's five towns and 19 villages, *Rockland Tomorrow* gives an understanding of how regional land-use patterns and policies work together and helps local officials identify and avoid potential land-use conflicts along borders and encourage intermunicipal cooperation. The plan is also meant to guide capital budget decisions for County facilities and programs.

*Rockland Tomorrow* promotes conservation of the 90% to 95% of the County's land that lies outside its commercial centers and corridors, including residential neighborhoods, parks and farmland, and scenic and environmental resources. The plan supports focusing growth and redevelopment efforts on existing centers, along commercial corridors and in office and industrial clusters, that all provide local services and jobs.

### ***Orangetown Comprehensive Plan (2003 and 2011)***

The Town's 2003 plan outlines recommendations for open space and environmental protection, community facilities and transportation and infrastructure. The plan also includes detailed analysis and recommendations for the six hamlet areas of Pearl River, Orangeburg, Blauvelt, Tappan, Sparkill and Palisades, as well as key corridors such as Route 303 and underutilized areas like the Rockland Psychiatric Center site.

In 2011, Orangetown began the process of updating its comprehensive plan. The Town determined that most suggestions from the 2003 plan remained valid. The initial planning effort focused on several detailed areas of analysis,

## 2. REGIONAL CONTEXT AND HISTORY

with the study's results to determine whether a full update of the comprehensive plan was needed. The 2011 study made recommendations for the Pearl River hamlet, Route 303 and the Rockland Psychiatric Center site, and found that a full plan update was not necessary.

### ***Clarkstown Comprehensive Plan (2009)***

This plan focuses on improving residents' connections to jobs, schools, businesses, parks and the environment. It outlines a series of goals and objectives for economic development; environmental resources; health, safety and welfare; historic and cultural resources; housing; recreation, parks, open space; and transportation.

The key areas of focus for Clarkstown's plan are ensuring efficient travel among the Tappan Zee Bridge/I-87/287 corridor, the Route 59 corridor and other parts of the town; and promoting revitalization of the Valley Cottage, Congers and New City hamlet centers. Areas of the town that adjoin Nyack are primarily residential neighborhoods and open space, and are not suggested to change.

### ***South Nyack Comprehensive Plan (ongoing)***

Nyack and South Nyack are closely linked, sharing both a school district and a downtown. The border between the villages is relatively indistinguishable, running through residential neighborhoods and the Broadway commercial corridor at the eastern end and along the Nyack College and Nyack Middle School campuses at the western end. The two villages – together with Upper Nyack, Grand View and Piermont – jointly applied in 2011 for a State grant to study how combining or sharing services could save costs without reducing services. Though the grant application was not successful, it illustrated the mutual interest in exploring shared services.

In 2009, South Nyack began the process of updating its 1969 Comprehensive Plan by forming a volunteer board to formulate a vision for the village's future. The board proposed two overarching goals for South Nyack: to improve economic sustainability through enhancing the tax base and to support cultural sustainability by establishing a unique identity for the village.

A key planning recommendation is a proposed redesign of Exit 10 of I-87/287 as part of the Tappan Zee Bridge replacement. In 2014, South Nyack issued a request for proposals for a consultant to prepare a feasibility study of options to meet the economic and cultural sustainability goals of its planning initiatives. Outcomes will include preliminary renderings and cost and revenue estimates.

### ***Upper Nyack Comprehensive Plan (1999)***

This plan, an update to the village's 1985 Community Development Plan, focuses on preserving the scenic, "small-town" character of Upper Nyack and ensuring that future development or changes in land use are compatible with the existing community. The 1999 plan recommends zoning revisions to address nonconforming uses and structures, eliminate minimum livable floor area requirements, change provisions for coverage and height, and consider map changes to reflect development patterns and to achieve open space and environmental objectives. The plan also recommends adoption of historic preservation provisions, an Official Map and subdivision regulations be adopted for Upper Nyack.

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### 2.3 REGIONAL PLANNING ISSUES

In considering Nyack's place within the greater region, there are several key issues that – while in part beyond the Village's direct control – require careful consideration in this Plan, to ensure that its quality-of-life, sustainable environment and economic vitality are preserved.

#### ***The Tappan Zee Bridge and the I-87/287 Corridor***

The New NY Bridge project will have a tremendous impact on Nyack and adjacent municipalities. As part of that project, the New York State Department of Transportation (NYSDOT) has proposed to address major congestion issues along the corridor through a bus rapid transit (BRT) service connecting Suffern to downtown White Plains, with stops in Nyack at Artopee Way (proposed) and Route 59/Mountainview Avenue and in South Nyack on Franklin Street (see Figure 3). This main bus route, which received \$10 million in federal funding in October 2015, could be expanded to six more routes in the future. The service, called "Lower Hudson Transit Link," is planned to replace the Tappan ZEEpress (TZx) when the bridge opens in 2018.

The New NY Bridge project rebuilds only the bridge itself, and not its approaches. This decision was made so that a decades-long planning process could be brought to an end and an affordable project could proceed. The bridge will be four lanes of traffic in each direction. Those lanes connect to corresponding lanes on the Westchester County side until Exit 8, where traffic can go south on I-87 to New York or east to White Plains on I-287. However, original plans to extend these lanes in Rockland County to the Garden State Parkway at Exit 14A are not part of the current project. Those plans, incorporated in the original environmental impact statement, are shown in Figure 4.

Currently, the four lanes westbound end just west of Exit 11 at the top of a hill within Nyack. They need to be extended to the Garden State Parkway to reduce this existing congestion point and to give traffic the opportunity to exit at either the Palisades Interstate Parkway or the Garden State Parkway. Conversely, coming eastbound, the fourth lane would ideally also start at the Garden State Parkway, but it is absolutely necessary to extend from the Palisades Center Mall to the bridge, as shown in Figure 4. These lanes were originally seen as "climbing lanes," needed to relieve existing congestion. They will be even more important with increased traffic projected for the new bridge.

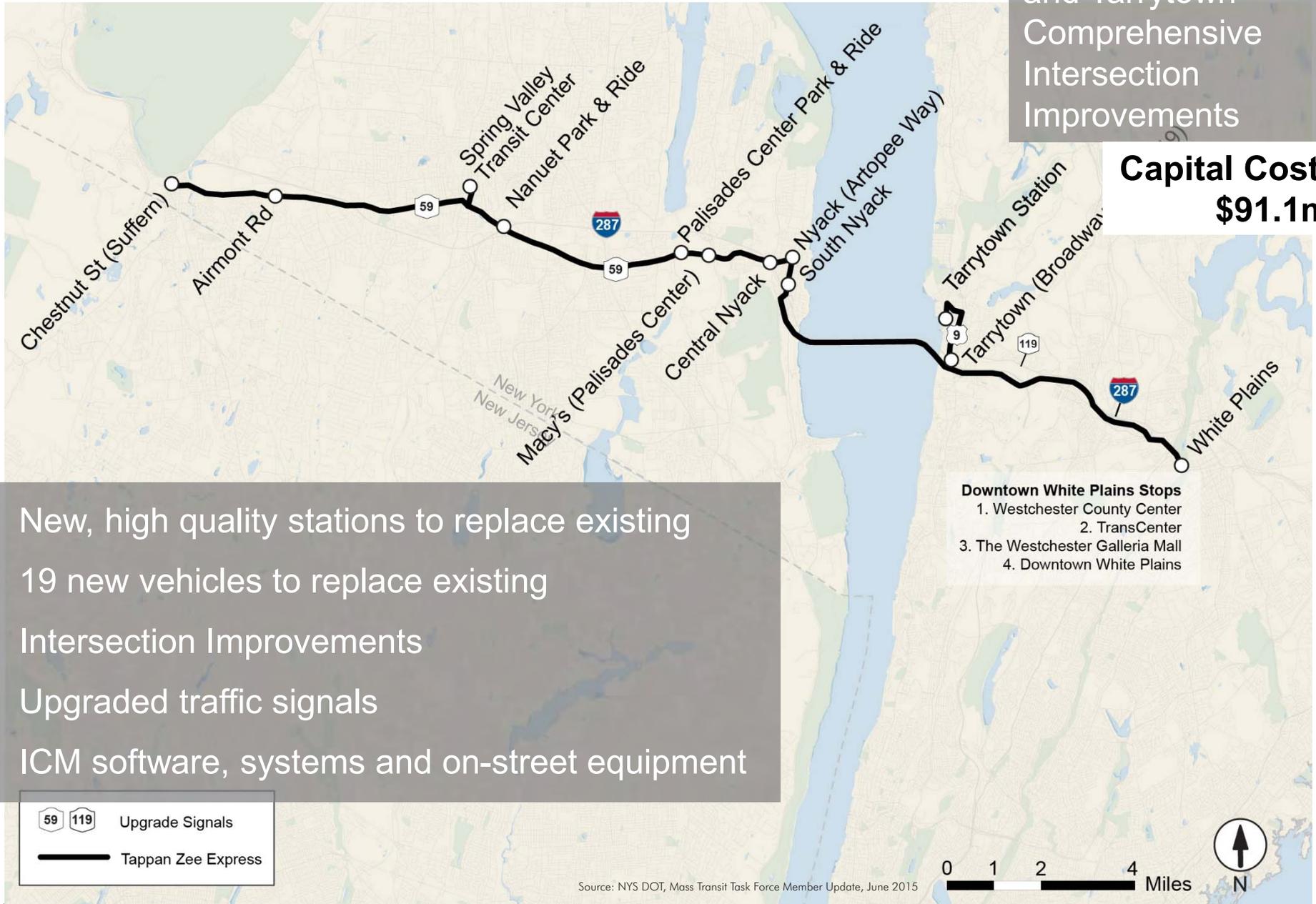
In addition, as currently planned, the New NY Bridge will not have dedicated bus lanes, although buses will be allowed to use the bridge's emergency lanes during peak travel. Thus, the new buses being provided as part of the overall project, though billed as "express buses," will share the existing travel lines with all other traffic. There is enough space on the new bridge for these dedicated lanes, but providing them will require preparation of supplemental environmental review documents by the State.

Unless both the approaches and dedicated bus lanes are created, the resulting congestion will have significant negative impacts, including increased air pollution, longer response time for emergency services, higher crash rates and a higher cost of doing business due to greatly expanded travel times. Two impacts are of particular relevance to Nyack. The first is air quality. Stop-and-go traffic has been shown to create significant increases in carbon monoxide, nitrogen oxide and volatile organic compounds. Secondly, more congestion will give drivers an incentive to get off I-87/287 at Exit 10 and use local roads to bypass traffic, affecting Nyack's streets and neighborhoods. For these reasons, the Village should advocate for widening I-87/287 as originally planned, as well as dedicated bus lanes.

# The Link Mainline

Nanuet Park & Ride and Tarrytown Comprehensive Intersection Improvements

**Capital Cost: \$91.1m**



- New, high quality stations to replace existing
- 19 new vehicles to replace existing
- Intersection Improvements
- Upgraded traffic signals
- ICM software, systems and on-street equipment

- Downtown White Plains Stops**
1. Westchester County Center
  2. TransCenter
  3. The Westchester Galleria Mall
  4. Downtown White Plains

Source: NYS DOT, Mass Transit Task Force Member Update, June 2015

**Figure 3: Proposed Lower Hudson Transit Link Bus Rapid Transit Route**

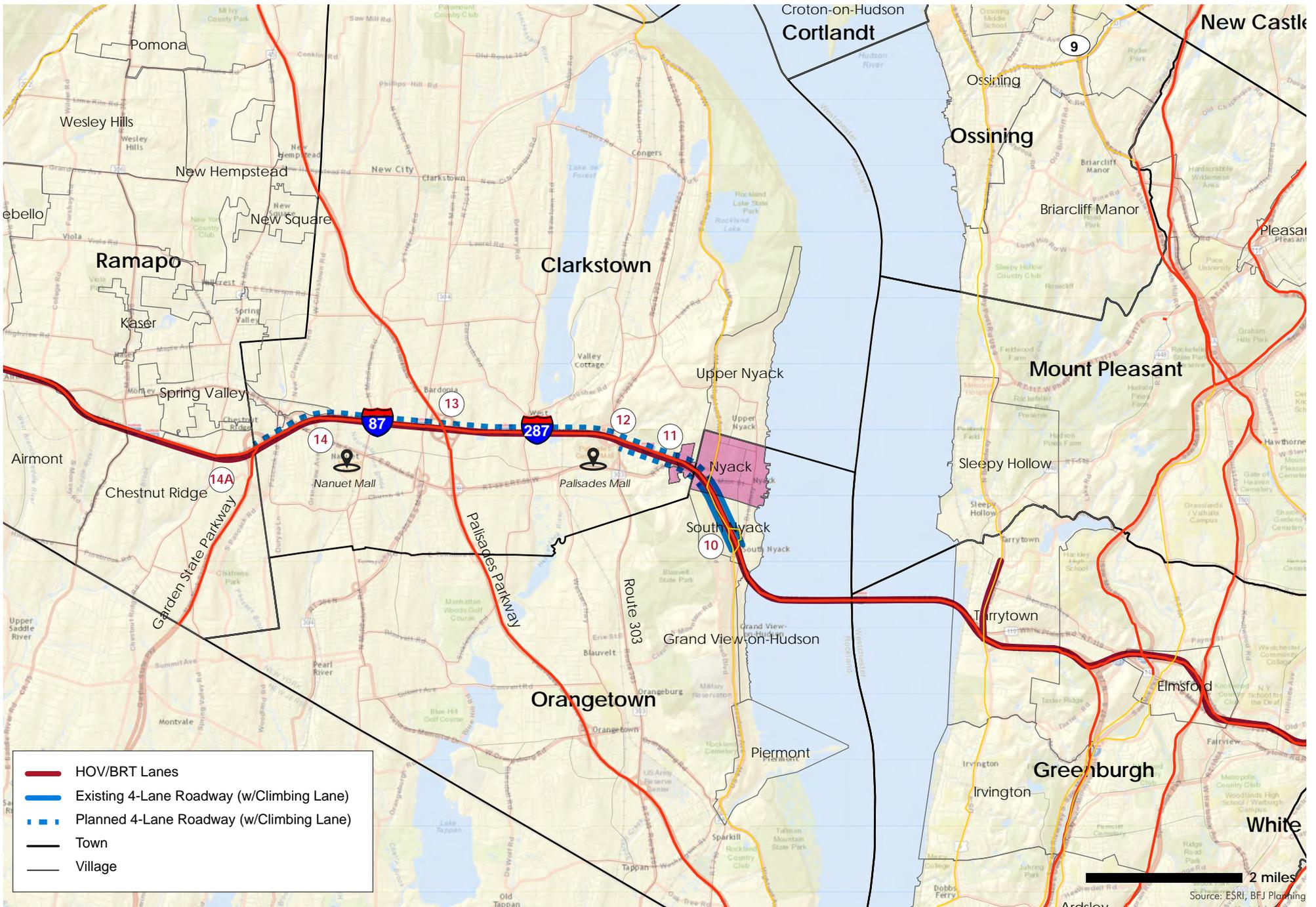


Figure 4: Originally Planned I-287 Corridor Improvements

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### ***Watershed Planning and the Nyack Brook***

Most of Nyack is part of the Sparkill Creek–Hudson River subwatershed, which covers the southeastern portion of Orangetown. A portion of the Village is in the Sparta Brook–Hudson River subwatershed, which is located along the riverfront areas of most of Clarkstown. Nyack’s location at the water’s edge and the surrounding topography mean that it faces impacts from land-use activities that occur upstream along the Hudson, well outside of its municipal borders, and that its land-use decisions may affect downstream areas. Recognizing this reality, planning for communities like the Village is increasingly taking a watershed approach, which 1) is defined hydrologically instead of politically; 2) acknowledges that everyone’s actions in a watershed have an effect on others; 3) realizes that upstream conditions affect downstream water quality; and 4) creates more effective solutions because whole watersheds and many stakeholders are included.<sup>3</sup> This type of planning requires coordination with adjoining municipalities and regional planning groups, and the New York State Department of Environmental Conservation (NYSDEC) provides tools to assist local communities in undertaking watershed-based planning.

In the Village itself, the Nyack Brook has a major impact on planning and land-use decisions that may be under the Village’s direct or indirect control. Historically, the brook originated from a pond located at present-day Exit 11 on the New York State Thruway, flowing east along Main Street before turning south and then eastward again to exit into the Hudson River south of Hudson Avenue.

Today, the Nyack Brook is a degraded, urbanized stream that travels through pipes or armored channels for most of its way through the Village. This channelization has reduced the brook’s capacity during stormwater overflow events, and is a major contributing factor to flooding throughout downtown Nyack. Previous planning efforts such as the *Nyack Green Infrastructure Report* have identified ways to improve stormwater management and aesthetic conditions along the brook, including the potential to bring portions of it above ground. For example, the Village has a long-planned project known as the Nyack Brook Project that would divert the overflow portion of Nyack Brook via additional conduits, which would help to relieve the stormwater capacity issues. In addition, the recently approved redevelopment of the Pavion property on Cedar Hill Avenue and South Franklin Street at Nyack’s southern border will “daylight” part of the Nyack Brook. Similar opportunities can be explored for both Village property and future redevelopment of private land along the brook.

### ***Growth and Accommodation of Bicycle Transportation***

Bicycling – both recreational and as a means of commutation – has exploded in popularity in the New York metropolitan region. Nyack experiences a significant number of cyclists, with estimates numbering in the hundreds of cyclists traveling to or through the Village on a typical warm-weather day.

The New NY Bridge will incorporate a 3-mile shared-use pedestrian and bike path from Tarrytown to the Exit 10 interchange and the Esposito Trail in South Nyack. Although the number of users that the path will attract is not known, NYSDOT’s parking demand study has estimated that 151

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<sup>3</sup> New York State Department of Environmental Conservation, Division of Water. <http://www.dec.ny.gov/lands/25563.html>.

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parking spaces – 54 in Rockland and 97 in Westchester – will be needed to accommodate visitors to the path when it opens in 2018.<sup>4</sup>

The potential for the shared-use path to generate major growth in cyclist traffic to and through Nyack has raised concerns about impacts on local quality-of-life. Careful planning will be necessary to ensure that the appropriate infrastructure is in place within the Village to mitigate negative impacts of bicycle transportation while capitalizing on the potential positive economic impacts. A 2012 report on the economic impact of the Walkway Over the Hudson bridge connecting Poughkeepsie and Highland, New York, found that the 500,000 annual visitors to that bridge generated more than \$15 million in direct spending by non-local users in Dutchess and Ulster Counties, nearly \$8.5 million in indirect “spillover effects,” 383 new jobs and \$9.4 million in new wages. In addition, the two counties receive nearly \$800,000 in annual sales and hotel tax revenue.<sup>5</sup> Clearly, there is great potential for Nyack to benefit from the growth in cyclists; the key task will be to ensure that these benefits do not create adverse effects on the Village’s residents and businesses.

### ***Impact of Major Retail Destinations on Local Commerce***

Nyack is near two regional malls, the Palisades Center Mall in West Nyack off I-87/287 and the Shops at Nanuet at the intersection of Route 59 and Middletown Road. Palisades Center Mall, opened in 1998, comprises approximately 2.2 million square feet and is the second-largest shopping mall in

the region (behind Roosevelt Field in Garden City). The Shops at Nanuet, formerly the Nanuet Mall, opened in 2013 with about 750,000 square feet of retail, restaurant and commercial space in a “lifestyle center” setting. The Rockland County Comprehensive Plan found that retail space in village centers and hamlets tends to suffer at the expense of these two malls and other major shopping centers in the county, and recommended branding village centers as “magnets for uniquely different patterns of spending” based on demographic trends and consumer preferences. At the time of the County plan, retail vacancies were found to be twice as concentrated in village locations as in unincorporated areas.<sup>6</sup>

These data likely reflect, at least in part, the national economic recession that began in 2008, and Nyack’s retail picture appears to have improved, though some vacancies persist. But the trend highlights the importance for the Village’s downtown to capture its optimal niche market. Nyack contains among the largest stock of retail space of villages in the County, and it serves as the downtown not only for its own residents, but for those in surrounding municipalities without commercial areas. There is strong potential for the Village to leverage its retail uses to serve a larger area in the region. The challenge is to ensure that the types and scales of businesses are well-positioned to capture regional demand. While Nyack can clearly not compete with the regional malls for comparable goods, it has a role to play in neighborhood shopping, niche retail, bars and restaurants and galleries.

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<sup>4</sup> <http://www.newnybridge.com/news/2015/2015-05-12-relocation-nnyb-bike-ped-path.html>.

<sup>5</sup> *Walkway Over the Hudson Economic Impact Update: Final Report*. Camoin Associates, February 2012. <https://walkway.org/impact>.

<sup>6</sup> *Rockland Tomorrow: Rockland County Comprehensive Plan, 2011*. [http://rocklandgov.com/files/4513/5067/1656/Rockland\\_Tomorrow.pdf](http://rocklandgov.com/files/4513/5067/1656/Rockland_Tomorrow.pdf).

## 2. REGIONAL CONTEXT AND HISTORY

### ***Capitalizing on Proximity to an Exceptional Park System***

As a small, built-out village, Nyack does not have a large amount of dedicated open space or opportunities to create new open space. However, it is part of a larger network of parks and recreational facilities that is one of the Hudson Valley's strongest assets. State parks near Nyack include Rockland Lake, Nyack Beach, Hook Mountain and Blauvelt, and it is a short ride from Harriman State Park and Bear Mountain State Park, which are major regional draws. Nearby Rockland County parks include Mountainview Nature Park, Buttermilk Falls, Sean Hunter Ryan Memorial, and Clausland Mountain. In addition, Nyack has strong access to the regional trail system. The Long Path, a hiking trail that extends from the western end of the George Washington Bridge north to the Adirondacks, weaves its way through Rockland County and Nyack, while New York State Bike Route 9 and the Hudson Valley Greenway both traverse the Village.

The Hudson River itself is a significant recreational resource, providing opportunities for fishing, boating, swimming, hiking and wildlife-related recreation. Nyack's waterfront already boasts major public resources including Memorial Park, the municipal marina and three private boat clubs (Nyack Boat Club, Hook Mountain Yacht Club and Rockland Rowing Association). The Village's LWRP identified a range of projects and policies to preserve and enhance the riverfront. Yet there are opportunities for Nyack to improve the condition of its waterfront and increase the public's access and enjoyment of this important amenity, through public investment, future redevelopment of land and appropriate planning and programming initiatives.

### 3. SOCIOECONOMICS AND HOUSING

### 3. SOCIOECONOMICS AND HOUSING

#### 3.1 EXISTING CONDITIONS

##### 3.1.1 Methodology and Data Sources

This chapter compares socioeconomic conditions in the Village of Nyack today to historic conditions and future projections, and also draws comparisons from Rockland County and Westchester County to frame a regional context for analysis. Unless otherwise noted, contemporary data is taken from the 2009-2013 American Community Survey (ACS), the most current available dataset from this U.S. Census Bureau tool, which combines results from rolling five-year periods of surveying to make estimates. In most cases, ACS estimates are also used to benchmark for 2010 (using ACS survey data from 2006-2010 unless otherwise noted), because 2010 Census counts are not available for most datasets at this geographic level. Conditions from 2000 are also included, to understand a broader time scale of change and to provide a point of comparison to the 2006 Comprehensive Plan for the Village of Nyack, which used data from the 2000 Census. ACS is a sophisticated analytic tool and is the most reliable method available to demographers to understand the scale of change in local communities and to assess future needs.<sup>7</sup>

##### 3.1.2 Socioeconomic Conditions

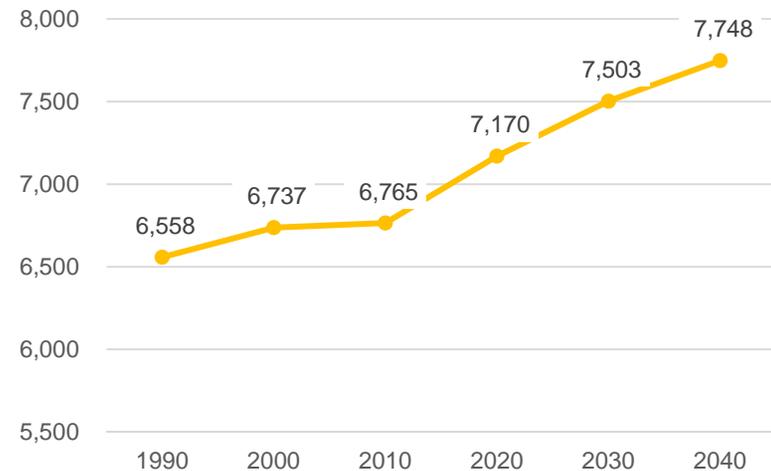
###### *Population*

Nyack had an estimated population in 2013 of approximately 6,980 individuals and 3,334 households. The population has

<sup>7</sup> Some percentages given in this chapter are rounded; therefore they may not add evenly to 100%.

grown 6.4% since 2000, when population was 6,558, and 3.2% since 2010, when population was 6,765. The Village's population is stable, with modest projected growth at a rate of less than 1% per year based on a proportion of the growth rates of Rockland County over the period to 2040.<sup>8</sup> This would represent a growth of 768 individuals in Nyack, or 11% above the 2013 population. That growth would create 250 additional households, assuming average household size remains constant over the period.

**Chart 1: Nyack Past and Projected Population, 1990-2040**



###### *Age Distribution*

The median age in Nyack is 38.5, which is slightly older than in Rockland County (36.4) but slightly younger than Westchester County (40.2). Nyack has fewer children under 20 (22% of the population) than do Rockland County (31%) and Westchester

<sup>8</sup> Population projection data from Cornell Program on Applied Demographics.

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County (26%), and the Village has a larger cohort in the workforce age groups of 25-64 (59%) than do Rockland (49%) and Westchester (53%). The upper threshold of age distribution is about the same size in Nyack as in Rockland and Westchester.

The percentage of Nyack’s population in the 65-and-older cohort is expected to increase to 18% by 2040, based on Rockland County population projections. The labor force (25-64), which represents 61% of today’s Village population, is predicted to decrease slightly to 58% by 2040. Teens and young adults (15-24), who are today 21% of the population, are expected to make up just 16% of the population by 2040. And the school-aged cohort (up to 14 years of age) will remain steady at approximately 16% of the population. While these numbers are relatively stable, as is the overall population, the slow growth in the oldest cohort presents the most pertinent questions for housing and community services.

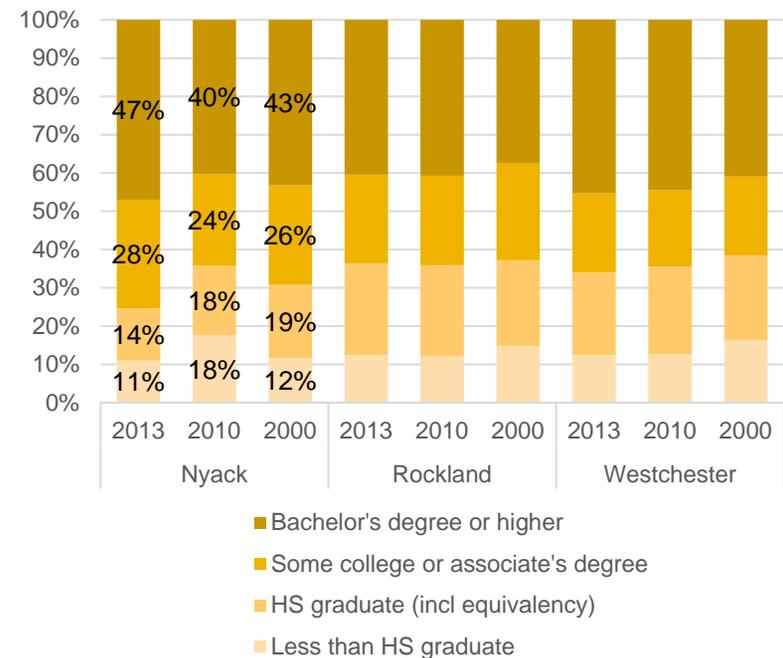
#### **Racial and Ethnic Composition**

The relationship between 2013 population identifying as white (68%) and non-white (34%) in Nyack is relatively similar to Rockland County (73% and 29%, respectively) and Westchester County (69% and 34%). However, the variation in the non-white population in Nyack is different from these two counties, with a higher proportion in the Village identifying Black/African American (27% of total population) than in Rockland (13%) and Westchester (16%). Conversely, Nyack has a smaller Hispanic population of any race (10%) than does Rockland (16%) or Westchester (22%).

#### **Education**

Some 47% of residents of Nyack 25 years of age or older hold at least a bachelor’s degree, and an additional 28% have completed some college or hold an associate’s degree. In Rockland County overall, 40% of residents have a bachelor’s degree and 23% have completed some college or hold an associate’s degree. In Westchester, the figures are 45% and 21%, respectively. Likewise, the Village’s population with less than a high school education is slightly lower than in both counties overall.

**Chart 2: Educational Attainment - Nyack, Rockland, Westchester: 2000, 2010 and 2013**



### 3. SOCIOECONOMICS AND HOUSING

As of May 2015, the five public schools in the Nyack Public School district together enrolled 3,032 students at facilities located in immediate proximity to the Village and its 1,536 school-age children. Class sizes average 21 students at the three K-5 schools (Liberty, Upper Nyack and Valley Cottage) and 24 students in grades 6 and up (Nyack Middle School and Nyack High School). Successful post-secondary education outcomes may reflect the quality of schools in Nyack. Test scores at Nyack High School meet or exceed statewide test scores, and the school has a 2% non-completion rate and a 91% postsecondary matriculation rate.<sup>9</sup>

#### **Economic Indicators**

Median household income in Nyack is estimated at \$56,469 in 2013. In real terms, income has grown by 2.3% in the Village since 2000, but incomes have actually fallen by 24% when adjusted for inflation to 2013 dollars.<sup>10</sup> This loss in real buying power is echoed in similar, though not as pronounced, inflation-adjusted decreases in Rockland County (-8%), Westchester County (-5%) and nationally (-7%).

Following regional trends, incidence of poverty in Nyack has increased significantly, from 6% of individuals in 2000 to an estimated 15% of individuals in 2010. While Rockland County had a higher incidence of poverty among individuals than the Village prior to and during the economic downturn (10% in 2000 and 11% in 2010), Nyack is now more closely aligned to the countywide incidence of 14%.

**Chart 3: Median Household Income (2013 dollars) - Nyack, Rockland, Westchester: 2000, 2010 and 2013**



While reliable current employment rates for the specific geography of Nyack and other small villages are not calculated by the Bureau of Labor Statistics, the wider Rockland County

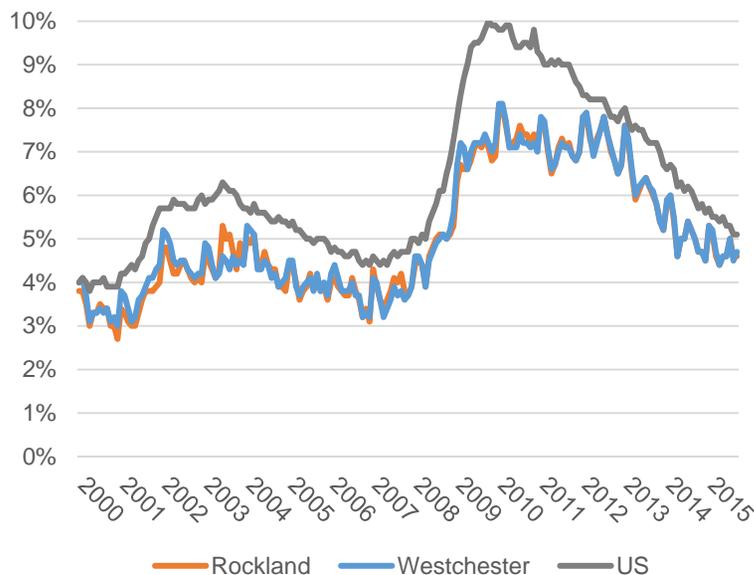
<sup>9</sup> Schools data from Nyack Public Schools – District Profile ([www.nyackpublicschools.org](http://www.nyackpublicschools.org)).

<sup>10</sup> Inflation adjustments use Bureau of Labor Statistics CPI Inflation Calculator ([www.bls.gov](http://www.bls.gov)).

### 3. SOCIOECONOMICS AND HOUSING

unemployment rate is 4.6%.<sup>11</sup> The United States average is slightly higher, at 5% as of April 2016. Unemployment rates in Rockland and Westchester Counties have closely mirrored each other since 2000, reaching highs of 8% during the Great Recession of 2007-2008 before falling to current rates. These figures demonstrate an economic recovery since the recession in jobs, but not in incomes, again mirroring broader national trends, as job growth has largely been in lower-paying sectors.

**Chart 4: Unemployment Rate - Rockland, Westchester, U.S.: 2000-2015**



<sup>11</sup> Unemployment data from the Bureau of Labor Statistics, Local Area Unemployment Statistics.

#### **Existing Housing Supply and Production**

##### *Count and Age of Units*

Nyack has 3,602 housing units in predominantly low-rise building stock, with 27% of units built before 1940, reflecting the fact that more pre-1940 structures were single-family than multifamily. The 1960s and 1970s were a period of robust housing production in the Village, during which 55% of today's single-family units and 39% of the multifamily units were created. Housing production in the last 35 years has been limited, representing only 14% of housing units, and new construction since 2000 comprises just 1% of the total stock.

##### *Density*

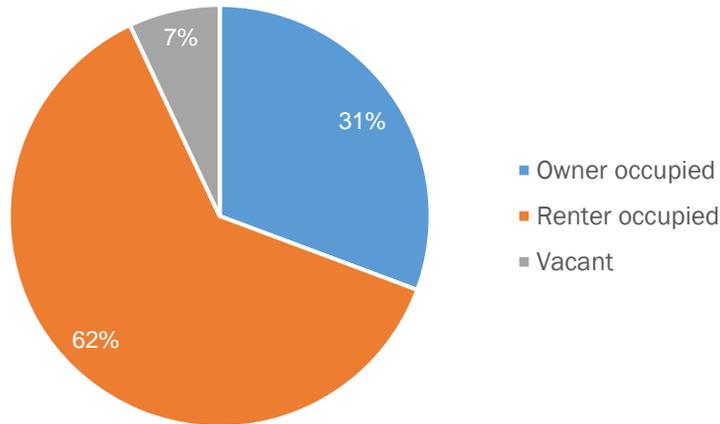
Nyack has a density of approximately 9,064 persons per square mile (based on 2013 population of 6,980 and land area of 0.77 square miles), and 4,677 housing units per square mile. This is considerably denser than the density of Rockland County, at 1,866 persons and 603 housing units per square mile.

##### *Occupancy Characteristics*

A distinguishing characteristic of housing in Nyack is the predominance of rented units, which comprise 62% (or 3,297) of the total occupied units. This is a reversal of tenancy proportions in the Village's suburban regional context, including in Rockland County (28% rental units) and Westchester (35% rental units). These proportions have remained stable over the last 15 years. Nearly half (44%) of all rented units in Nyack are located in structures with 10 or more units, whereas 59% of owner-occupied units are in single-unit structures and just 16% are in structures with 10 or more units.

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**Chart 5: Nyack Tenure of Housing Units, 2013**



According to the Census, a total of 7% of Nyack’s total housing stock was vacant in 2013, similar to vacancy rates in Rockland and Westchester Counties (6% each). Vacancy among rental units is slightly higher in the Village, at 8%. There is not a significant difference in household size between renter-occupied and owner-occupied units.

*Market-Rate Multifamily Housing*

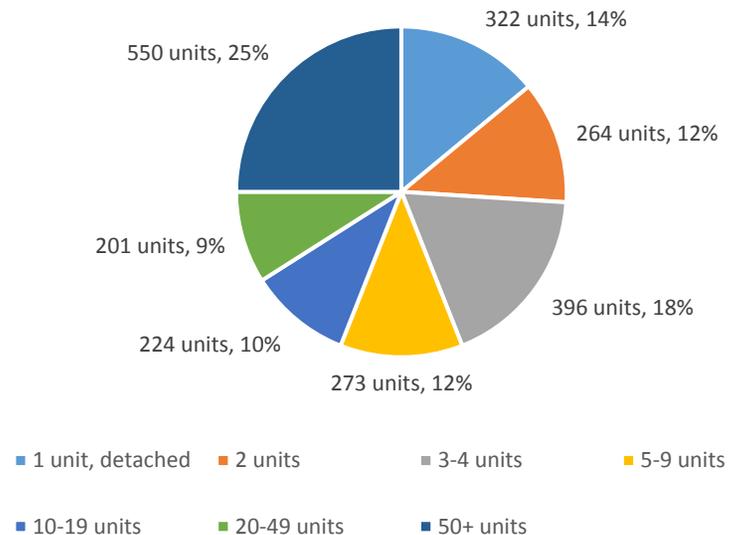
Multifamily residential structures are located throughout Nyack, mixed in neighborhoods with single-family homes, though concentrated more heavily in the Village’s southern and eastern quadrants and in the Clarkstown portion of the Village.

Substantial multifamily condominiums and cooperative stock include the following:

- The Ivanhoe (45 units, on Fourth Avenue)<sup>12</sup>
- Rivercrest Cooperative (95 units, on Gedney Street)<sup>13</sup>
- The Clermont (170 units, on Gedney Street)<sup>14</sup>

The 2,230 rented units are distributed in a range of sizes of structures, with the largest proportion located in the largest class of structure:

**Chart 6: Nyack Distribution of Rental Housing Units by Structure**



<sup>12</sup> Realtor.com

<sup>13</sup> “A Tough, Expensive Recovery for the Sandy-Damaged Rivercrest Co-op.” *Habitat Magazine*. September 2014.

<sup>14</sup> “Nyack waterfront development: Big plans vs. long memories.” *The Journal News*. October 25, 2015.

### 3. SOCIOECONOMICS AND HOUSING

Among the 2,230 rented apartments in Nyack are 1,773 market-rate units (50% of the total units in the Village). These units encompass a range of price points and product types, from large, amenity-rich luxury complexes to walk-up apartments above ground-floor retail (the latter concentrated predominantly on Main Street and Broadway).

Among the largest market-rate complexes are:

- West Shore Towers (145 units, on Gedney Street)<sup>15</sup>
- Warren Hills Apartments (190 units, off Mountainview Avenue)<sup>16</sup>
- Tappan Zee Manor (100 assisted-living units, off Mountainview Avenue)<sup>17</sup>

#### *Income-restricted multifamily housing*

Nyack has 136 public income-restricted apartment units in two buildings, owned and operated by the Village of Nyack Housing Authority (VNHA).<sup>18</sup> Waldron Terrace has 88 units serving disabled residents; Depew Manor has 48 units serving seniors. While Depew Manor is well-located within a short walk from shops and services in the downtown, Waldron Terrace's location near the western edge of Nyack puts its residents at a distance from those amenities. Limited pedestrian infrastructure along Upper Depew Avenue and Route 59 present an additional barrier to downtown access for these residents.

The Village also has 297 privately owned income-restricted units, administered by the VNHA through the Section 8 voucher program. The Pine Street Homes is a newly constructed cluster

of units catering to disabled residents, managed in partnership with the VNHA and located near Waldron Terrace at Nyack's western edge. Rockland Gardens has 68 units for seniors and families a short walk north of Main Street. Nyack Plaza serves families and seniors in 173 units, while Tallman Towers serves seniors and families in 28 units in a newly renovated structure, located near Nyack Plaza and Depew Manor.

The VNHA administers 236 Section 8 vouchers, including 18 enhanced vouchers, 28 project-based vouchers and 190 tenant-based vouchers. Tenants qualify for these vouchers at 50% or less of area median household income, and receiving unit owners are reimbursed from VNHA (through a grant from the U.S. Department of Housing and Urban Development) for the difference between market rental rates and the subsidized rates charged to qualifying lower-income tenants.

#### ***Housing Demand Characteristics***

##### *Housing Costs*

Median contract rent in Nyack in 2013 is \$1,274. Rents in the Village are high compared with regional averages, where median contract rents in 2013 were \$1,182 in Rockland County in \$1,195 in Westchester County. Median rents in Nyack have increased slightly in inflation-adjusted dollars since 2010, and have risen 16% since 2000.

Similar stability is seen in residential sale transaction prices and volume.<sup>19</sup> The median sale price in Nyack in 2015 to date is \$400,000, up 10.3% from the 2014 median. While that suggests a rapidly rising housing market, the annual transaction

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<sup>15</sup> Westshoretowers.com

<sup>16</sup> Apartments.com

<sup>17</sup> Assistedlivingfacilities.org

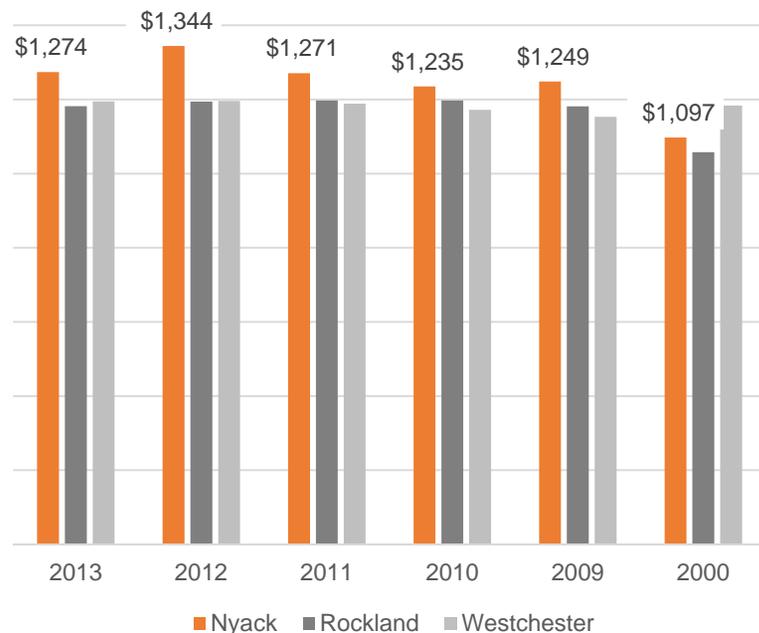
<sup>18</sup> Income-restricted apartment data from the Village of Nyack Housing Authority website.

<sup>19</sup> Residential transaction and inventory data from Zillow.com.

### 3. SOCIOECONOMICS AND HOUSING

volume remains small (30-40 per year in the recent three-year period) and relatively stable, creating volatility in year-to-year median prices. The overall price trend is slightly positive on a linear basis, and the broader Rockland market shows a similarly steady post-recession rebound in both prices and transaction volume, reinforcing the overall stable picture of the Nyack market.

**Chart 7: Median Rents (Inflation-Adjusted) - Nyack, Rockland, Westchester: 2000, 2010 and 2013**



A recent scan of inventory in Nyack found 29 housing units on the market, including no new-construction units, representing a 3.37-month supply based on the pace of sales absorption since late 2012.

#### *Drivers of Housing Demand*

Housing demand in Nyack is driven in part by the attributes that make it an attractive place for households of many types to stay or relocate. These attributes include its community and cultural amenities, its local and regional recreation opportunities, its strategic location relative to jobs in the region, the quality of its built environment and the Village's positive image.

Among the Village's collection of community assets are gathering places (Memorial Park, the community garden, the YMCA, Nyack Center, the Senior Center and several houses of worship); public services (Nyack Hospital, the public library); and a roster of annual and recurring events (including the annual Halloween Parade, street fairs, weekly Thursday farmer's market and the annual ART WALK). Cultural facilities – including the Elmwood Playhouse and the Edward Hopper House – provide year-round cultural amenities. The Nyack Center and the historic Nyack Library also provide programming for diverse groups, including holding semi-regular events for Rivertown Film and the Rockland County Jazz & Blues Society. The Village's central location in the region provides easy access to cultural programming elsewhere in Rockland and Westchester Counties, the Hudson Valley region and New York City.

While the Catskills region offers outdoor opportunities a 90-minute drive north of the Village, there are recreational opportunities right in Nyack. The 11-acre Memorial Park is the Village's largest, located on the Hudson River waterfront, and is undergoing a series of enhancement projects to increase programming and utilization. Other recreation options are found just outside Nyack. Access to the Greenway Water Trail, the Long Path and New York State Bike Route 9 connect Village residents (and many visitors from elsewhere in the region) to hundreds of miles of high-quality recreation and exercise amenities.

### 3. SOCIOECONOMICS AND HOUSING

Several points of private and public waterfront access offer opportunities for actively engaging with the Hudson River through sailing, kayaking and fishing. Additionally, a number of local and nearby parks, beaches and public spaces offer alternatives for riverside recreation, from public events and concerts at Memorial Park to picnicking at Nyack Beach State Park. Over 50,000 acres of diverse park and outdoor recreation opportunities are within an hour's drive of the Village, from fishing at Rockland Lake State Park to hiking at Bear Mountain.

Nyack's central location within its region, and its immediate access to I-87/I-287 and the Tappan Zee Bridge, provide access to jobs and amenities across the region, including over 900,000 jobs in Rockland, Westchester and Bergen Counties.<sup>20</sup> The nearest large employment center is White Plains, a 20- to 30-minute drive away, and numerous employers are located along the 20-minute drive to Suffern. Attractions and jobs in Manhattan are reachable within 60-90 minutes by Metro-North (accessible at Tarrytown) or within 75 to 90 minutes by car. Manhattan-bound buses also represent an attractive and affordable option for Nyack commuters.

These community, cultural, recreational and locational assets contribute to an attractive sense of place that is enriched by the character of the village fabric: its walkable, inviting downtown and its neighborhoods with their well-maintained heritage buildings. Community members express pride in the image of Nyack as a place that is warm, welcoming and creative, and the services and programming described here reflect a community with a civic life that meets a diverse range of wants and needs.

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<sup>20</sup> Jobs data from US Census Bureau, County Business Patterns.

### 3.2 ISSUES AND OPPORTUNITIES

#### 3.2.1 Socioeconomics: Access to Economic Opportunity

This chapter has noted the disconnect in rates of recovery for Nyack between the jobs sector and housing market. It also indicates a downward trend in income for Village households – a trend echoed in regional and national data on household incomes. The result of this lopsided recovery is that Nyack residents experience greater incidence of poverty and increased housing cost burdens relative to incomes – concerns also voiced by residents and stakeholders in this planning process. While housing costs are high, the data suggests that increasing access to economic opportunity is the strongest lever by which to address the mismatch.

Transportation access is a key means by which to connect residents to a broader range of economic opportunities. For decades, Nyack's relative inaccessibility via transit to regional job centers, has hindered economic growth in the Village. The New NY Bridge, expected to be completed by 2018, and some associated enhancements to public transit are slated to come online. Further enhancements to fast and efficient transportation options for residents within the Village to job centers and transit networks on both sides of the Hudson River would, if enacted, help to better connect residents to the widest possible range of job opportunities within a reasonable commuting time of the Village, and thus positively impact its local socioeconomic conditions.

In addition to connecting residents to job options in the region, opportunities may exist to increase the job base in and/or near

### 3. SOCIOECONOMICS AND HOUSING

the Village to provide economic opportunity close to home. These opportunities are described in Chapter 10.

A third approach to protecting the financial well-being of Nyack residents is to protect the current economic base through a thoughtful and balanced land-use approach. The current residential development pipeline suggests strong interest in infill and adaptive reuse sites and the potential of some non-residential locations to convert to residential use.<sup>21</sup> While housing production is an essential means to address affordability concerns expressed by the community, the zoning code and design guidelines explored elsewhere in this study are tools to balance residential development demand with nonresidential uses, such as flexible office and artisan craft and small manufacturing spaces, that are compatible with the Village’s special character and protect and grow its job base.

#### 3.2.2 Housing for All Residents

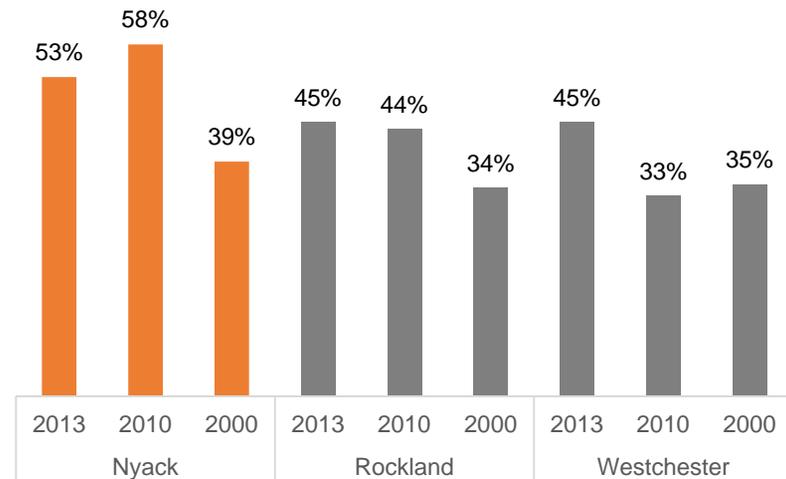
##### *Housing Affordability*

Housing affordability was a central concern raised by the local community in the 2006 Comprehensive Master Plan and was echoed in the community consultation process that produced this plan update. One means of measuring and understanding affordability is housing cost burden, which relates monthly housing costs to monthly household income: A household is housing-cost burdened if housing costs consumes 30% or more of a household’s income. In 2013, 53% of Nyack households were housing-cost burdened. This is a reduction in housing-cost burden of 5% since 2010, but is higher than 2013 levels in

<sup>21</sup> “Infill development” refers to developing vacant or underused parcels within existing urban areas that are already largely developed. “Adaptive

Rockland and Westchester Counties (at 45% of households cost-burdened in each). While housing costs are high throughout the region, households in Nyack seem to be especially affected by a housing market that has rebounded while incomes appear to have remained flat or decreased.

**Chart 8: Percentage of Housing Cost-Burdened Households - Nyack, Rockland, Westchester: 2000-2013**



##### *Development Pipeline*

One source of unaffordability is lack of available supply of units for rent or purchase sufficient to meet demand. Development of new construction housing units is one means by which to meet that demand. At the time of this Plan, a pipeline of 366 units

reuse” is converting an existing building for a purpose other than which it was built or designed for, such as converting a factory into apartments.

### 3. SOCIOECONOMICS AND HOUSING

includes 168 **approved** units and 198 **proposed** units. Key projects in the pipeline at the time of writing include:

- Pavion: 135 units. Approved.
- Nyack Point: 33 units. Approved.
- TZ Vista: 118 units. Mixed-use. Proposed.
- 2-6 North Midland: 47 units. Proposed.
- Gateway Lofts: 33 units. Proposed.

This represents significant private residential investment in new ground-up residential development in the Village, at a scale that exceeds housing need relative to Nyack's share of Rockland County population growth projections to 2040. The Village has the opportunity to manage and shape this new development according to the community's desired scale of change and values of affordability, urban design, and sustainability.

#### ***Housing Choice***

A key to creating a stable, accessible housing market is to encourage a wide range of housing choices. While Nyack today has an attractive mix of multifamily and single-family homes, and of rented and owned housing options, the limited land available for redevelopment warrants an efficient approach that prioritizes attractive multifamily options in locations that maximize access to the community assets that make the Village so attractive. This approach is particularly useful in retaining new young families who may find the schools and community quality of Nyack attractive but for whom the existing supply of larger single-family houses is financially out of reach. The growth in older cohorts of the population over the coming decades, while modest, further suggest encouraging siting and design of new and infill development of smaller, lower-maintenance units

for seniors near services and transit, enabling more of the population to age in place and stay connected to the community physically and socially. The same logic applies for housing for young adults, who, nationally and in the Hudson Valley, increasingly desire to put down roots in the kind of vibrant, walkable community of which Nyack is emblematic.

Finally, even small increases in overall property prices in Nyack will have an outsize impact on the community's lowest income residents. This population's need to access affordable housing and uplifting economic opportunities can be met by promoting affordable housing development and preservation near transit, shops, jobs and social services. Bringing this group (and all residents) closer to these amenities makes living with one or no car more feasible, reducing overall living costs.

#### **3.2.3 Public Realm Opportunities to Support Economic Growth and Housing Solutions**

The Village has opportunities to invest in the public realm in ways that reinforce its best qualities, provide opportunities for residential and non-residential development and sustain Nyack's attractiveness for future public and private investment. The community planning process has yielded general support for targeted infill development at a scale appropriate to the surrounding physical fabric and consistent in quality with the architectural character of the village as a means to continue supporting the Village tax base and promoting residential housing production that responds to market pressures.



Source: Rockland County, BfJ Planning

**Figure 5: Development in the Pipeline**

### 3. SOCIOECONOMICS AND HOUSING

#### **Waterfront**

The Hudson River waterfront provides valuable views and open spaces for recreation close to home, but maximizing its potential requires balancing public access, enjoyment and protection of the waterfront with demand for development on privately held parcels.

In May 2016, the Village Board of Trustees adopted revisions to the Waterfront (WF) zoning district intended to accommodate development and ensure public access to the waterfront at a scale appropriate to the surrounding context. That process involved a public engagement element that led to the development of waterfront design guidelines. This comprehensive planning process also incorporated community input and discussions about opportunities to create new connections between the waterfront and upland neighborhoods, among publicly owned waterfront land (Memorial Park and the Marina and adjacent parking), and among privately owned waterfront parcels (the vacant Gedney Street parcel, the Nyack Boat Club and the West Shore Towers and Rivercrest complexes). Building community consensus around a more civic waterfront experience sets the stage for shaping development at the water's edge, accommodating demand for new mixed-income housing in a way that satisfies community needs and standards. This Plan supports the recent WF zoning amendments and also offers a range of strategies to further enhance and activate Nyack's riverfront.

#### **Downtown**

Of additional interest is protecting and enhancing the Village's walkable and historic downtown, which contributes significantly to the value of and demand for housing in Nyack. The Superblock site, which in its current configuration is inconsistent with the existing downtown development fabric –

because of the large, low-scale building footprints, lack of pedestrian connectivity and significant areas of surface parking that reflect its history as an urban renewal site – presents an opportunity to stitch back together the fine-grained pedestrian fabric of downtown to the highest standard of urban design. A reconceived Superblock can provide better connections to downtown for the community while creating new cultural amenities, public spaces, commercial spaces, and market-rate and affordable housing. Market absorption of approved and planned residential units throughout the village must be accounted for when planning for any mixed-use redevelopment of the Superblock that includes new residential units.

#### **Gateway**

Finally, the Village Gateway area provides an important opportunity to reconceive an automobile-oriented entry point into Nyack as an increasingly pedestrian-friendly, walkable, and better connected place that extends the Village's attractive Main Street corridor to a new "front door." The mix of land uses, building configurations, and streetscape designs can be updated in this district to create a welcoming and desirable location for new private investment in residential and innovative job-creating uses, while sustaining existing uses that continue to contribute positively to the Village economy and character and retaining the highway access that provides a vital transportation and economic link to the rest of the region.

Chapter 9 of this Plan discusses issues and opportunities for each of these three focus areas.

### **3. SOCIOECONOMICS AND HOUSING**

#### **3.3 RECOMMENDATIONS**

##### **3.3.1 Growth, Development and Housing**

1. Preserve the current overall built scale of Nyack and its neighborhoods.
2. Manage growth demand by prioritizing townhouse and multifamily development where appropriate, with sensitivity to the existing village context of low-rise single-, two-, and three-family residences and small apartment buildings.
3. Guide new development toward the most walkable and transit-proximate places, with strong access to local services, to reduce household costs and maximize efficiency of public investments.
4. Increase housing opportunities that respond to Nyack's changing population, including seniors and young adults.
5. Continue to seek federal and state grants for affordable housing.
6. Facilitate maintenance of existing neighborhood multifamily housing stock.

##### **3.3.2 Downtown**

1. Prioritize the siting and highest-caliber design of a user-friendly transit hub (bus) serving the Village core and connecting it with regional economic hubs.
2. Encourage redevelopment of the "Superblock" site (the area bounded by Main, Cedar and South Franklin Streets and Artopee Way) with new ground-floor retail, a cultural anchor, upper-floor housing and a public gathering place.

##### **3.3.3 Waterfront**

1. Establish and codify a waterfront vision that guides its future redevelopment to provide maximum public benefit and preserve community character; create a new, cohesive civic place and guide future development according to community goals.

##### **3.3.4 Gateway**

1. Promote the revitalization of Nyack's "front door" through targeted infill development that embodies a stronger, more pedestrian-oriented design aesthetic.

### 3. SOCIOECONOMICS AND HOUSING

## 4. LAND USE AND ZONING

### 4. LAND USE AND ZONING

The built environment – the type, location and intensity of existing and future land uses – defines the character of a village. It is important to know where and how much land is presently developed for residential, business, recreation and other uses. Examining these developed areas helps residents visualize desirable and undesirable aspects of land use patterns and provides a foundation for the planning policies and objectives guiding future development of vacant or underdeveloped parcels. A municipality’s zoning and subdivision regulations are the major regulatory tools with which it can control land uses and influence future development patterns and practices. Below is a summary of the existing land use, development patterns and zoning in the Village of Nyack.

#### 4.1 EXISTING CONDITIONS

##### 4.1.1 Land Use

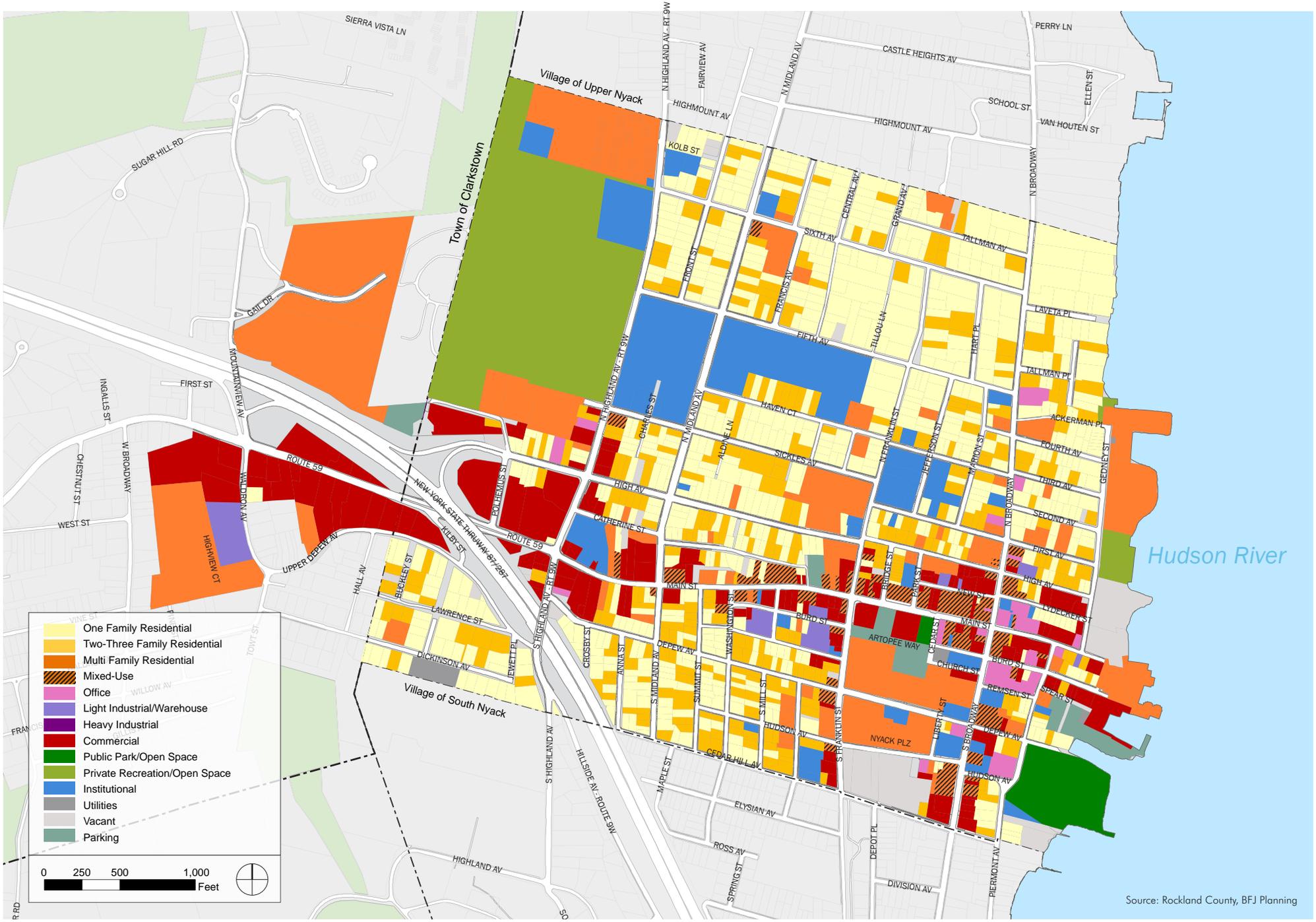
Nyack is a compact, built-out community within the New York metropolitan area. According to the U.S. Census Bureau, the Village contains a total land area of 0.77 square miles, with a population density of 9,064 people per square mile, or 14.2 people per acre. This represents significantly greater density than both Rockland County (at 1,796 people per square mile, or 2.8 people per acre) and Westchester County (at 2,205 people per square mile, or 3.4 people per acre). This relative density is reflected in the overall land use patterns found in Nyack, which include single-, two- and three-family homes on small lots, multifamily residential buildings and relatively limited designated open space.

**Residential.** Residential uses account for the vast majority of the Village’s land area (see Figure 6). The 2007 Comprehensive Master Plan (CMP) noted that the wide variety of housing types in Nyack is a key reason that the Village is far less homogenous than most suburbs and achieves such a high density. This variety of housing stock ranges from single-family homes to apartments over stores to major apartment and townhome complexes. Significant housing developments completed since the 2007 plan include the Glenmare and Adare apartments on Main Street with 18 units and 16 units, respectively.

**Community and Institutional.** The largest community and institutional uses in the Village include Nyack Hospital, the Rockland BOCES facility at the former Nyack High School, and the St. Ann’s Catholic Church and former school property. Smaller community uses includes other houses of worship, fire stations, the YMCA and the Nyack Library. There are no public schools in the Village.

**Office and Commercial.** The traditional commercial and service core of Nyack is centered along Main Street, Broadway, Franklin Street and some adjacent streets. Here, the commercial uses are small-scale stores, offices and restaurants, in a compact, walkable environment served by on-street and municipal parking.

With the opening of Exit 11 of the New York State Thruway, the commercial core spread to encompass all of upper Main Street, Route 59 and a portion of Highland Avenue (Route 9W). However, the development pattern in this area is more auto-oriented, with larger lots and more surface parking areas.



Source: Rockland County, BfJ Planning

Figure 6: Existing Land Use

## 4. LAND USE AND ZONING

**Mixed Use.** Downtown Nyack is characterized by a traditional mix of uses, with apartments or offices typically found over stores or restaurants. This is especially true along Main Street between Broadway and Washington Street, and on Broadway south of First Avenue. The complementary mix of uses contributes greatly to the Village’s distinctive image and sense of place, attracting visitors from throughout the region.

**Open Space and Recreation.** The Village’s main public park is Memorial Park, comprising approximately 11 acres along the Hudson River waterfront in the southeastern corner of Nyack. Key private open space or recreational uses include the Nyack Boat Club, the Hook Mountain Yacht Club and the 65-acre Oak Hill Cemetery.

**Industrial.** Very little land area in Nyack remains in industrial use. There are scattered light industrial uses along Burd Street, Jackson Avenue and High Avenue, as well as west of Exit 11. Many formerly industrial properties have been redeveloped for residential or mixed use. There are no remaining heavy industrial uses in the Village.

### 4.1.2 Development in the Pipeline

As a built-out community, very little of Nyack’s land remains vacant, and most development potential lies in redeveloping underutilized or obsolete sites. In fact, the Village has recently seen substantial development interest, as market conditions continue to improve in the wake of a national recession.

Development projects approved or proposed include the following (see Figure 3.1):

- TIME Nyack (hotel) – opened May 2016
- Nyack Point (residential, 33 units) – approved
- Pavion (mixed use, 135 units) – approved
- TZ Vista (mixed use, 118 units) – proposed
- 2-6 North Midland (residential, 47 units) – proposed
- Gateway Lofts (residential, 33 units) – proposed
- 70 Main/Athene building (mixed use) - proposed

### 4.1.3 Zoning

The Village of Nyack has 13 primary zoning classifications, including two single-family residential districts, a two-family residential district, three multifamily residential districts, three mixed-use districts covering the central business district and environs, a waterfront district, a manufacturing district and a hospital district. See Figure 7 for a Zoning Map and Table 1 for a summary of the existing zoning districts.

The single-family residential zones allow for single-family homes on minimum lot sizes of 7,500 square feet or 5,000 square feet. The lower-density single-family district, the **SFR-1**, is found in the northeastern portion of the Village and is also mapped on Memorial Park. The higher-density single-family zone, the **SFR-2**, is located in a small area near Nyack Middle School, between the New York State Thruway and the border with South Nyack.



## 4. LAND USE AND ZONING

**Table 1: Summary of Existing Zoning Districts**

|                                 | District                         | Minimum Lot Area                                  | Required Setbacks                     |  |                                       | Building Height   | Floor Area Ratio/<br>Residential Density |
|---------------------------------|----------------------------------|---|---------------------------------------|--|---------------------------------------|-------------------|--|
|                                 |                                  |   | Front                                 | Side (one)   | Rear                                  |                   |  |
| Single- and Two-Family Housing  | Single-Family Residence (SFR-1)  | 7,500 sf  | 20% lot area divided by lot width     | 5 ft or 10% of lot width, whichever larger           | 30% lot area divided by lot width     | 32 ft/2 stories   | -  |
|                                 | Single-Family Residence (SFR-2)  | 5,000 sf  |                                       |  |                                       |                   |  |
|                                 | Two-Family Residence (TFR)       | 5,000 sf for one-family, 10,000 sf for other uses |                                       |  |                                       |                   |  |
| Multifamily Housing             | Multi-Family Residential (MFR-1) | 20,000 sf   | 30 ft                                 | 25 ft  | 30 ft                                 | 40 ft/3 stories   | 14 units/acre                            |
|                                 | Multi-Family Residential (MFR-2) | 20,000 sf   | 30 ft                                 | 20 ft  | 25 ft                                 | 50 ft/4 stories   | 30 units/acre                            |
|                                 | Multi-Family Residential (MFR-3) | 40,000 sf   | 20 ft                                 | 20 ft  | 20 ft                                 | 85 ft/8 stories   | 50 units/acre                            |
| Mixed-Use                       | Downtown Mixed Use (DMU)         | --  | --                                    | 5 ft if provided, 15 ft if abutting residential zone | 15 ft if greater than 1 story         | 40 ft/3 stories   | 2.0 FAR<br>50 units/acre                 |
|                                 | Residential Mixed Use (RMU)      | 7,500 sf  | --                                    | 10 ft  | 15 ft                                 | 32 ft/2 stories   | 0.75 FAR<br>18 units/acre                |
|                                 | Office Mixed Use (OMU)           | 7,500 sf  | 15 ft                                 | 10 ft  | 25 ft                                 | 35 ft/2 stories   | 0.5 FAR                                  |
| Commercial and Light Industrial | Corridor Commercial (CC)         | 7,500 sf  | 15 ft                                 | 5 ft if provided, 15 ft if abutting residential zone | 25 ft                                 | 35 ft/2 stories   | 0.5 FAR                                  |
|                                 | Manufacturing (M)                | --  | 20 ft                                 | 20 ft  | 20 ft                                 |                   | 1.0 FAR                                  |
| Waterfront                      | Waterfront Development (WF)      | --  | 10 ft                                 | 10 ft  | --                                    | 35 ft             | 0.65 FAR<br>24 units/acre                |
| Hospital                        | Hospital (H)                     | 40,000 sf   | 15 ft<br>(25 ft if facing residences) | 15 ft<br>(25 ft if facing residences)                | 15 ft<br>(25 ft if facing residences) | 40 ft/3 ½ stories | 1.2 FAR                                  |

Source: Village of Nyack Code, Chapter 360, Zoning

## 4. LAND USE AND ZONING

Nyack's two-family zone, the **TFR** district, which permits both single- and two-family homes (as well as the conversion of single-family residences to two-family) is found in large areas of the Village. It includes the Oak Hill Cemetery and BOCES properties, and has a minimum lot size of 5,000 square feet for single-family homes and 10,000 square feet for two-family homes and other permitted uses.

The three multifamily zones correspond to Nyack's complexes containing three or more units, and differ mainly by minimum lot size and permitted building height, with minor differences in setbacks. The **MFR-1** and **MFR-2** zones have a minimum lot size of 20,000 square feet, with permitted building heights of 3 and 4 stories, respectively. The **MFR-3** is the highest-intensity multifamily zone, with a minimum lot size of 40,000 square feet and a permitted building height of 8 stories. MFR-2 is mapped on the Warren Hills and Nyack Plaza developments, while MFR-3 is designated for the Tallman Towers and Depew Manor complexes and MFR-1 is located on most other multifamily developments (except for those along the riverfront).

The **Downtown Mixed Use (DMU)** zone covers all of downtown Nyack: Main Street between Gedney Street and Highland Avenue, and Broadway from First Avenue south to the South Nyack border. This zone, adopted based on recommendations in the 2007 CMP, is intended to support the Village's downtown core by concentrating retail, office and public uses, as well as residential units on upper floors. There are no minimum lot size, frontage or front yard setback requirements, and other setbacks are minimal. Building height is limited to 3 stories, or 40 feet). Within the DMU zone, the DMU Overlay District provides further restrictions that prohibit ground-floor residential uses along street frontages. This overlay was created in 2014 to provide

greater flexibility by limiting the active-use ground-floor requirement to the core downtown area. All other provisions are the same for both the DMU zone and the DMU Overlay District. The DMU zone also provides for bulk and density incentives to encourage benefits such as affordable or senior housing, street improvements, additional parking and public amenities. The specific amount of the incentives is not specified and is left to the Village Board to determine; Village staff report that developers have not utilized the incentives.

The **Residential Mixed Use (RMU)** zone is intended to preserve the character, scale and mix of uses in areas adjacent to the downtown core, providing for a transition between more intensive commercial areas and residential neighborhoods. This district is found small pockets at the southeastern corner of the Village and along High and Highland Avenues near Exit 11. The RMU zone permits a wide range of residential and commercial uses, at a density roughly comparable to the MFR-1 but on smaller lots.

The **Office Mixed Use (OMU)** district is meant to provide for a mix of office and residential uses in a predominantly residential setting. Many of the buildings in this zone – which is mapped along portions of North Broadway and in a small area just west of Memorial Park – are former single-family homes that have been converted to professional offices.

The purpose of the **Corridor Commercial (CC)** district is to facilitate a wide range of commercial uses that benefit from automobile traffic; that require larger parcels of land; and that may involve heavy commercial uses such as storage, warehousing, hotels and large-scale retail. The zone is mapped along Main Street and Route 59 west of Highland Avenue, in

## 4. LAND USE AND ZONING

Nyack's "Gateway" area. In addition to typical auto-oriented retail and office uses, the CC district also permits a number of light industrial uses, making it the Village's de facto industrial zone. No residential uses are permitted in the CC district, except for retirement homes, nursing homes or assisted-living facilities by special permit.

The **Waterfront Development (WF)** district is intended to encourage an appropriate balance of uses in and near the Hudson River waterfront by facilitating water-dependent uses where public access will be provided, and to preserve the aesthetics and ambiance of the area. The zone permits medium- to high-density residential uses along with key commercial uses such as arts and crafts studios, banks, bed and breakfasts, outdoor commercial recreation, hotels and inns, offices, restaurants and retail stores. The WF zone also has special bulk requirements designed to preserve view corridors and to provide for development incentives. While much of the district has already been developed, two key underdeveloped areas are subject to change. A nearly 4-acre site on Gedney Street, at the foot of Lydecker Street and High Avenue, is the subject of a major development proposal ("TZ Vista") including 118 residential units and public open space. The Board of Trustees unanimously adopted in 2016 a zoning text amendment for the WF zone to accommodate development and ensure public access to the waterfront at a scale appropriate to the surrounding context. The text change included provisions for the Board of Trustees to grant, by special permit, greater allowable FAR, residential density and height in exchange for conformance to design guidelines that address building

setbacks, landscaping, building facades materials, preservation of view corridors and provision of a public waterfront walkway. This Comprehensive Plan supports the recent WF text amendment as an appropriate tool to achieve a balance between development and public access along Nyack's waterfront. As was noted by Scenic Hudson in March 2016, the WF revisions are consistent with that advocacy group's waterfront development policies, expressed in *Revitalizing Hudson Riverfronts*. Specific elements of the WF revisions that Scenic Hudson cites as consistent with its principles include the provision of meaningful public waterfront access and creation of development incentives in exchange for public amenities.<sup>22</sup>

The WF district also includes the Nyack Marina and surrounding area, which suffered substantial damage from Hurricanes Irene and Sandy, is being considered for a reconfiguration to better accommodate future uses.

Nyack has one manufacturing district, the **M** zone, which is intended to promote industrial and highway-oriented commercial uses. The M district is mapped in only one location in the Village: the site of the newly constructed TIME Nyack hotel. Given this development, the Village should consider whether the M zone is needed. This site could be rezoned to the CC zone, so long as such a change did not render the hotel use nonconforming with respect to any area or bulk provisions.

The **Hospital (H)** district is mapped for the land bounded by Highland, Sickles, North Midland and 5<sup>th</sup> Avenues, which contains Nyack Hospital. The only permitted uses in this zone are hospitals and related uses, including parking. The hospital's

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<sup>22</sup> Letter dated March 10, 2016, to Nyack Village Planner Bob Galvin from Jeffrey Anzevino, AICP, Director of Land Use Advocacy, Scenic Hudson.

## 4. LAND USE AND ZONING

parking lot across Highland Avenue, between 5<sup>th</sup> and 6<sup>th</sup> Avenues, is not part of the H zone, but is mapped TFR; the Village may consider including this area in the H zone.

### 4.2 ISSUES AND OPPORTUNITIES

Nyack is a largely built-out community, with most opportunities for development found in targeted infill and redevelopment of vacant or underutilized sites. There appears to be general consensus among the community that such development is an effective way to support the Village's tax base and promote economic revitalization initiatives. The challenge is to ensure that the scale and appearance of new development is consistent with the surrounding character, supports local businesses and preserves neighborhood quality of life.

The Village's zoning code was updated comprehensively in 2009 to implement recommendations of the previous CMP, with other targeted revisions undertaken in the years since (as discussed more fully below), and the code is functioning relatively well. The following discussion outlines several recommended revisions to address continuing land use and zoning issues and achieve Nyack's development and preservation objectives through further refinements.

#### 4.2.1 Area, Bulk and Use Provisions

Most of Nyack's current area and bulk regulations appear to be functioning well in promoting a desirable pattern and scale of development; however, there are some key issues to be addressed. The Village has two key measures to control bulk:

floor area ratio (FAR) and dwelling units per acre. FAR is used for the mixed-use and nonresidential zones, while units per acre is used in some mixed-use and residential districts. In zones where both measures are used (most mixed-use districts and the WF zone), FAR and units per acre are not calibrated to each other. Thus, a development may be able to achieve maximum FAR, but would not be able to achieve maximum units per acre. The Village should re-examine FAR and residential density in the zones where both standards are used, to ensure that they appropriately function so that they can work in tandem. It is not suggested that either FAR or residential density be added to or removed from any zone, but rather that the numerical values may be adjusted for greater effectiveness.

Also, the Village should consider expanding its existing open space requirement from the multifamily zones to other zones that allow residential development. An open space requirement is one method of encouraging pervious surfaces. It requires a minimum amount of usable open space per unit.

#### 4.2.2 Downtown Zoning

The DMU district was created in 2009 to implement the CMP recommendation of establishing a unified zone for the downtown core. A key provision of the zone was a requirement for active street-level uses, with residential uses prohibited on the ground floor. However, the DMU district encompasses a larger area than what is generally considered to be the downtown core, covering nearly the entire length of Main Street. West of Washington Street, the character of Main Street changes to one that is more heavily residential and less mixed-use. This area also tends to be more auto-focused, as it

## 4. LAND USE AND ZONING

generally lacks on-street parking and sidewalks are not as well-established. Recognizing this issue, the Village in 2014 created the DMU Overlay District to better focus the requirement for active street-level uses. Within the overlay, residential uses are prohibited on the ground floor; elsewhere in the DMU zone, they are permitted, though ground-floor uses that generate pedestrian activity are encouraged.

The Village should consider adjusting the DMU boundaries to better promote the downtown land use goals and recognize the core as reflected in the 2007 CMP. The DMU zone could shrink to match the boundaries of the DMU Overlay District, and the remaining areas of the current DMU zone should be rezoned either to RMU or a newly created transition zone, to reflect the shift in character that occurs as one moves outward from the downtown core and abuts residential neighborhoods. With this zoning change, the DMU Overlay District could be eliminated.

In addition to adjusting the boundaries of the DMU zone, the Village should address the bulk and density provisions and incentives of this district. Currently, within the DMU zone, the Board of Trustees may allow increased FAR, density, building height or special uses, in exchange for public benefits (provision of affordable or senior housing, street improvements, additional parking or design or recreational amenities) or investments that advance broader goals of sustainable development in Nyack. But the code does not provide specific incentive amounts, leaving it to the Trustees to determine, based in part on the applicant's estimate of the required costs of the public benefit features. These incentives do not appear to have been used in any development since their adoption, and it is likely that the lack of specifics on what incentive the Trustees should provide has played a role. The Village should determine the specific

bonuses or additional uses to be provided through the incentives, to offer greater clarity for applicants who may seek to use them. This will need to take into account the potential for applicants to also use the sustainability incentives (which are capped at 40% of base density), with a complete analysis of whether the potential combination of incentives can be fully achieved.

Discussion by the community and the Steering Committee during preparation of this Plan indicated support for increasing Nyack's residential population downtown, as a way to increase economic activity and "critical mass" for the central business district. To address this issue, consideration should be given to increasing the overall allowable height in the DMU zone from 3 stories, or 40 feet, to 4 stories, or 48 feet. This would make currently vacant or underutilized downtown properties more attractive to prospective developers for new mixed-use projects that bring in more people to downtown Nyack. One way to achieve both the objectives of clarifying the DMU incentives and encouraging mixed-use development is to allow building height to be increased to 4 stories or 48 feet if a sufficient number of the development incentives are met.

Finally, the Village should evaluate whether additional uses may be defined and permitted in the DMU zone to promote a wider range of activities. Examples of potential new uses include microbreweries and live/work studios.

### 4.2.3 Gateway Area

Nyack's "Gateway" area – the portion of Main Street and Route 59 near Exit 11 – has long been recognized as an area in need

## 4. LAND USE AND ZONING

of improvement. While some of the uses in this area are successful and provide important services for the Village, the area is generally characterized by marginal or dormant uses and forms an unattractive entrance into the Village of Nyack. Auto-oriented uses, expansive paved areas and minimal landscaping currently characterize this Gateway area.

The Gateway area is located within the CC zone, which is intended to promote an auto-oriented commercial environment and uses such as storage, warehousing, hotels and large-scale retail. The zone also permits a range of light industrial and vehicle-related uses. The Village should explore revisions to the CC zone to facilitate the location of new uses that have the potential to drive economic development and grow the tax base, such as multifamily, live/work units and business incubators. Any such changes would need to involve the Town of Clarkstown, given the potential traffic impacts on the hamlet of Central Nyack within the Town.

The Village may also consider map changes to the CC district as appropriate, to facilitate the revitalization of existing uses. For example, the owner of the Tappan Zee Manor nursing home has expressed interest in incorporating assisted- and independent-living apartments into the facility, and has indicated that the MFR-2 zone would be a better fit than the CC zone for such a plan. An MFR-2 zoning for this property would be consistent with the zoning directly to the north, and the Village should consider such a change in the future.

The CC district has minimal provisions for landscaping and other site plan and design elements. Establishing building and coverage requirements, as discussed above, could be the most effective way to change the existing character of the zone. The

Village should also create additional controls to improve site design and aesthetics in the Gateway area, recognizing that it will continue to serve as a primarily auto-oriented area. Examples include provisions for building orientation toward the street with parking to the side or rear, more specific landscaping standards and provisions for street trees.

### 4.2.4 Waterfront

The WF district covers nearly the entire Village Hudson River frontage east of Gedney Street, and also includes the Clermont Condominiums and marina area. Most of this area, with the exception of the vacant site at the foot of Lydecker Street which is part of a development proposal, is built-out and not subject to significant change. However, the Village should take steps to ensure that existing water-related uses (such as the Nyack Boat Club) are strengthened through a complementary mix of uses that promotes activity and a greater connection to the river. The introduction of additional uses could help to draw more residents and visitors to the waterfront, facilitating greater use of Nyack's greatest asset, without detracting from its downtown core. Additional uses that may be considered include bars and taverns (restaurants are already allowed) and outdoor water-related commercial recreation (such as kayak rental).

In May 2016, the Village Board of Trustees adopted revisions to the WF regulations that include creation of detailed design guidelines to protect public views of the waterfront, improve the public's relationship with the water through the provision of public access and promote high-quality design. In exchange for meeting those design guidelines and subject to a special permit from the Board of Trustees, the regulations allow for an increase

## 4. LAND USE AND ZONING

in the maximum height, width and FAR of buildings in the WF zone, as well as a reduction of parking ratios where parking is provided underground. The Village should continue to closely monitor the WF zone to ensure an appropriate and complementary pattern of development.

### 4.2.5 Open Space Zoning

Two of Nyack's key open space resources – Memorial Park and Oak Hill Cemetery – are zoned for residential use, SFR-1 for Memorial Park and TFR for the cemetery. This is typical of many traditional zoning codes in New York, in which parks and open spaces were often zoned for low-density residential as a default provision. However, some communities are now opting to zone such space resources to a specialized open space zone, to provide greater protection. While it is not anticipated that either Memorial Park or Oak Hill Cemetery are under any development pressure, the Village may consider creation of an open space zone for these two areas, to recognize their significance. Alternatively, the cemetery may be rezoned to the lowest-density residential use (SFR-1), which is the only zoning district in which a cemetery is allowed.

### 4.2.6 Sustainability Incentives

In 2014, Nyack adopted a sustainability chapter to promote green infrastructure and building practices through density bonus incentives. Village staff report that the incentives have been quite effective in promoting sustainable development, with several recent significant development application opting in. The Village should continue to monitor the effectiveness of

the incentives and adjust as needed to ensure that they are functioning given evolving sustainability goals and shifts in technology. For example, Nyack should consider adding incentives to promote car-sharing services and charging stations for electric vehicles. Others, such as alternative energy sources beyond solar or geothermal, may be considered with technological advances.

### 4.2.7 Parking

The provision of adequate parking, particularly in the downtown area, is a major concern for residents and visitors. However, it is also appropriate to balance the need for sufficient parking with Nyack's economic development goals, to ensure that parking regulations are not creating unnecessary barriers to revitalization. The Village should consider the following to ensure this balance:

***Municipal lot improvements.*** All municipal parking lots should be configured to assure that they are functioning at the highest level, while ensuring that adequate landscaping and lighting provides for aesthetic value, stormwater management and safety. A plan should be developed to better coordinate public and private lots and reach consensus on how to improve flow within and between the various parking areas in the Village.

***Reactivation of the in-lieu parking fee.*** The Zoning Code allows for the Planning Board to authorize a payment-in-lieu of parking in the mixed-use and CC zones. However, the Board of Trustees must set the fee per space by resolution; this may require further analysis if pursued. A reasonable fee such as \$3,000 per space could be appropriate; some communities have also

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waived up to the first five spaces to provide relief for small-scaled, “mom and pop”-type businesses.

**Improved parking management.** The Village’s Parking Authority is not active, and its functions are presently overseen by the Village Administrator. The Village Board has discussed the status of the Authority in recent years and determined not to re-activate it. However, the Village could consider designating a Parking Manager, with clear duties and powers delineated, to oversee management of funds from in-lieu parking fees and other sources for use in long-term parking improvements.

**Promotion of shared parking and land banking.** The Zoning Code allows for a reduction of required parking if the proposed uses have complementary peak parking demand. However, authority to reduce required parking to reflect shared parking rests with the Zoning Board of Appeals. The authority should be with the Planning Board, to consider shared parking as part of site plan review. In addition, the Planning Board should be able to reduce the parking requirement to the actual need of the proposed uses, based on a shared parking analysis, rather than reduce it to the least of the required spaces.

The Nyack Green Infrastructure report recommended that the Village consider adopting parking regulations supporting “land banking,” or allowing development of a fewer number of required parking spaces where a smaller number can be shown as adequate to meet the needs of the particular use of the site. The portion of the required spaces that are undeveloped would then be reserved, as noted on the site plan, so that they may be used in the future if needed. The Village should consider providing for land banking in the CC district as a way to reduce

impervious surfaces, ensure efficiency in parking and improve aesthetics.

**Potential relaxing of downtown parking provisions.** Most recent development applications in the downtown have required a parking variance, and the variance is typically granted. With the above improvements in place, the Village should consider whether parking requirements in the DMU zone can be reduced to reflect the proximity of municipal lots, the availability of on-street parking and the efficiencies gained from mixed uses.

### 4.2.8 Application Procedures and Board Duties

Nyack’s zoning code outlines general administrative procedures for site development plans, subdivisions, special use permits, variances and other approvals. However, no details are provided regarding the content and number of required plans, timing of submittals or noticing, only that all submission materials must be in a form and number as required by the Building Inspector. This lack of clarity has resulted in application materials that are not uniform and do not contain sufficient information on which the approval bodies can base their decisions. The Village should establish clear standards and procedures for all approval processes. Having such provisions within the code itself provides greater predictability for applicants and strengthens the Village’s ability to ensure compliance.

The ARB reviews all building permit applications that are subject to a Village board review, as well as site plans, subdivisions, demolitions and sign permits. The ARB is also responsible for issuing certificates of appropriateness for any exterior changes to buildings or sites designated as landmarks or located within

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designated historic districts, although no landmarks or historic districts have been established in Nyack.

Nyack's architecture is a valuable and cherished asset for the community, and the Village should continue to encourage preservation of historic buildings and the use of appropriate building design in new development. However, there are several issues with the current functioning of the ARB that the Village should consider addressing: 1) a lack of official, published design guidelines, which creates a risk of subjective decisions; 2) the need for a clear mandate or direction for ARB members in understanding their role in the approvals process; 3) requirements that the ARB review changes that are not visible from the street or are otherwise immaterial, which could unnecessarily burden applicants; and 4) the delay and cost to applicants of having to appear at multiple land use board meetings, especially if repeat appearances are required with each board.

At present, development applications go first to the ARB for a recommendation, and then to the Planning Board. This is problematic, as more significant applications can change significantly in the course of site plan or subdivision review, which can force applicants to return to the ARB for a new recommendation. In some cases, the two boards are not in agreement on the application. The mere fact that virtually any development in Nyack, even a minor project, can require both site plan and architectural review places a significant financial burden on single-family homeowners, one that many can ill-afford, as described in Chapter 3.

The Village should explore options for making the ARB and Planning Board function better and avoiding placing a cost

burden on individual homeowners. As part of this planning process, the Board of Trustees and Steering Committee have discussed the issues with the current functioning of the ARB, and while there appears to be consensus that changes need to be made, there is not agreement on the nature and extent of any changes. A range of options have been discussed:

1. Make no changes to the existing structure and function of the Planning Board and ARB.
2. One option is to merge the two boards so that design review is considered as part of site plan or subdivision review, creating a more holistic and interconnected process. This would retain the full function of the ARB, but would require expansion of the Planning Board to seven members to incorporate additional members from the ARB. Granting the Planning Board jurisdiction over architectural review would be consistent with New York State Village Law, which expressly grants that authority.
3. A second option would make the ARB advisory, with the ability to provide recommendations to the Planning Board as part of site plan review.
4. A third option would retain the current board structures, but exempt one- and two-family homes and sign permits from ARB review.
5. A fourth option, recommended by the Village's Land Use Technical Committee (LUTC) in 2015, would retain the current board structures, but limit ARB review of single- and two-family homes to:

## 4. LAND USE AND ZONING

- New construction or alterations that affect the exterior appearance of the building, are visible from a public street and exceed 30% of the square footage of the existing structure's front elevation, not including the roof; or
- New construction or alterations of any deck or porch that affect the exterior appearance of the building, are visible from a public street and exceed 25 square feet, including steps.

Given the lack of clear consensus on the best approach to the ARB, this issue would be appropriate for further study, either by a newly created committee or the LUTC. This Plan recommends that, if changes to the ARB are pursued, in the short-term, the Village focus on Options 2 and 3 above. Longer-term, an appropriate goal would be to merge the ARB and Planning Board, as this approach represents a reasonable balance between ensuring preservation of Nyack's architectural character and minimizing cost burdens to the individual homeowner.

There are several other changes that the Village should consider, independent of any change regarding the ARB, for improving the functionality of aesthetic review:

- Creating design guidelines for the mixed-use and CC zones (including for signage), recognizing that this could require additional Village funding. Because of Nyack's eclectic collection of architectural styles, Village-wide design guidelines are not suggested due to both the difficulty of establishing a single design aesthetic and

the risk of suppressing or homogenizing the diversity of the Village's architectural character.

- Exempting certain minor modifications to single- and two-family homes from site plan review. Examples include roof replacement, small additions and changes not visible from the street. One option to consider may be to exempt improvements to or replacement of roofs and any work not requiring a variance and not exceeding the building footprint by more than 10%. In addition, sign permits could be moved to the Building Department unless they are sought in connection with site plan approval. In such cases, the Planning Board would consider the sign permit as part of its overall review.

### 4.3 RECOMMENDATIONS

#### 4.3.1 Area, Bulk and Use Provisions

- Consider adjusting FAR and residential density in zoning districts where both are used, to ensure that they function appropriately together.
- Explore establishing minimum per-unit open space requirements for the single- and two-family districts and the CC zone.

#### 4.3.2 Downtown Zoning

- Consider shrinking the boundaries of the DMU district to match those of the DMU Overlay District, and rezoning

## 4. LAND USE AND ZONING

the remaining areas of the current DMU zone either to the Residential Mixed Use (RMU) district or a newly created transition zone.

- Explore increasing the allowable height in the DMU zone to four stories, or 48 feet.
- Within the DMU zone, clarify the bulk and density incentives to determine the specific bonuses or additional uses to be provided.
- Evaluate whether additional uses may be defined and permitted in the DMU zone, such as microbreweries and live/work studios, to promote a wider range of activities.

### 4.3.3 Gateway Area

- Establish site design and landscaping controls to improve functionality and aesthetics. Examples include provisions for building orientation toward the street with parking to the side or rear, more specific landscaping standards and provisions for street trees.
- Consider allowing additional uses in the CC zone to encourage economic development and greater activity in the Gateway, including multifamily, live/work units and business incubators.
- Consider map changes to the CC zone to facilitate the revitalization of existing uses.

### 4.3.4 Waterfront

- Continue to closely monitor the WF zone to ensure an appropriate and complementary development pattern.

### 4.3.5 Open Space Zoning

- Look into establishing an open space zone for Memorial Park and Oak Hill Cemetery, or alternatively, rezone the cemetery to SFR-1.

### 4.3.6 Sustainability Incentives

- Continue to monitor the effectiveness of the incentives and adjust as needed to ensure they are functioning properly to promote sustainability objectives.
- Consider adding incentives to promote car-sharing services and charging stations for electric vehicles.

### 4.3.7 Parking

- Explore reconfigurations to municipal parking lots, as needed and in coordination with the Rockland County and New York State departments of transportation as appropriate, to ensure their maximum functionality while increasing landscaping and lighting within the lots.
- Develop a plan to better coordinate public and private parking lots to improve efficiency and aesthetics.

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- Reactivate the in-lieu parking fee and establish a reasonable amount.
- Consider designating a Parking Manager, reporting to the Village Administrator, to oversee management of funds from in-lieu parking fees and other sources, for use in implementing long-term parking improvements.
- Grant authority to the Planning Board to reduce parking requirements upon a shared parking analysis showing a lower actual need.
- Consider adopting land banking parking regulations for the CC zone.
- Look at relaxing parking requirements in the DMU zone.

### 4.3.8 Application Procedures and Board Duties

- Study the best approach to architectural review in Nyack, with consideration for the following options:
  - Making no changes to the existing structure and function of the Planning Board and ARB.
  - Merging the ARB and Planning Board so that design review is considered as part of site plan or subdivision review. This would retain the full function of the ARB, but would require expansion of the Planning Board to seven members to incorporate additional members from the ARB.
- Making the ARB advisory, with the ability to provide recommendations to the Planning Board as part of site plan review.
- Retain the current structure of the ARB, but exempt one- and two-family homes and sign permits from ARB review.
- Retain the current structure of the ARB, but limit review of one- and two-family homes to work above an established threshold.
- Create design guidelines for the mixed-use and CC zones, to provide greater clarity in architectural review.
- Consider exempting certain minor modifications to single- and two-family homes from site plan review.
- Look at moving approval of sign permits to the Building Department, unless they are sought in connection with a site plan approval. In such cases, the Planning Board would consider the sign permit as part of its overall review of the site plan.

## 5. INFRASTRUCTURE AND UTILITIES

### 5.1 INFRASTRUCTURE AND UTILITIES

Nyack's infrastructure supports its residential and commercial uses. Often referred to as "grey infrastructure," it consists of man-made improvements that support human settlement, such as water and sewer systems, electric and telecommunication lines and other community systems. This chapter addresses the major infrastructure systems within the Village and existing conditions and trends. Maintaining the infrastructure in Nyack is an important factor in preserving the Village's quality-of-life and economic development efforts.<sup>23</sup>

#### 5.1 EXISTING CONDITIONS

##### 5.1.1 Water Supply

Potable water for the Village of Nyack is sourced from the Hackensack River, just south of an existing dam that is responsible for creating Lake DeForest, a 5.6 billion-gallon reservoir in Clarkstown. The 1952 water allocation permit under which the reservoir was built defined its "safe yield" to be 19.75 million gallons per day (mgd). The safe yield is the amount of water that can be continuously withdrawn from the reservoir during a period of drought equivalent to the worst drought of record within the lake's drainage area. The permit also allocated 2 mgd of the safe yield for use by the Village of Nyack.<sup>24</sup>

The contributing watershed for Lake DeForest covers approximately 17,700 acres bounded roughly by Highway 202 on the north, just north of Highway 59 on the south, the Hudson

River on the east and the Palisades Interstate Parkway on the west. The ground cover for the watershed is mostly single-family residential lots, with some park areas; golf courses; and some industrial/commercial areas, primarily in downtown New City (see Figure 8).

After the water is sourced from the Hackensack River, it is then treated at the Village of Nyack water treatment plant, located in West Nyack (see Figure 8). The water is treated to meet New York State's drinking water standards. After treatment, the water is then distributed to approximately 14,700 people, with 3,330 service connections in the Villages of Nyack and South Nyack and other neighboring areas.

The Village of Nyack distributed a notification on February 24, 2016, informing its residents that the concentration of Total Trihalomethanes (TTHM) was above the maximum contaminant level (MCL). TTHMs are volatile organic chemicals that are a byproduct of disinfectants reacting with organic matter in the water. Where the standard acceptable concentration of TTHM set by the U.S. Environmental Protection Agency (EPA) is at 80 parts per billion, the averaged results of sampling by Nyack's Water Department from late 2015 to early 2016 were found to be 82.3 parts per billion. Those who drink water containing TTHM in excess of the MCL over many years may experience adverse effects. The Village is working to minimize the formation of TTHM by reducing the amount of organic matter in the water system, as well as by increasing the frequency of flushing the system to prevent water aging, another potential culprit for the increased concentration of TTHM.

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<sup>23</sup> See Chapter 6, Transportation, for a description of Nyack's transportation network.

<sup>24</sup> Rockland County Comprehensive Plan, 2011.



Source: Rockland County, Sherwood Engineers

Figure 8: Lake DeForest Watershed Area

## 5. INFRASTRUCTURE AND UTILITIES

### 5.1.2 Sanitary Sewer System

The Village of Nyack is part of the Orangetown Sewer District, and its sanitary sewer system is maintained by the Town's Sewer Department. The Sewer District is approximately 25 square miles in area and services roughly 50,000 people, including residents from Nyack, Grand View-on-Hudson, Piermont and South Nyack. The treatment plant has a design flow of 12.75 million gallons per day (mgd) and a daily average flow of 7.9 mgd, of which Nyack's pump stations deliver roughly two-thirds, or 5.3 mgd.<sup>25</sup>



**Sewer pump station on Spear Street**  
*BFJ Planning*

The sewer system at Nyack is collected and conveyed to two pump stations, one on Spear Street, west of the Nyack Marina, and the other north of the intersection of Ackerman Place and Gedney Street (see Figure 9). Siphon lines convey wastewater to the Orangetown Sewer

Treatment Plant, located along Route 303, just north of the Palisades Interstate Parkway. After the water is treated to New York State Department of Environmental Conservation (NYSDEC) treatment standards, the effluent is discharged, via a series of pipes, to the Hudson River. The discharge point to the river is in Piermont, at the end of the pier on Ferry Road.

### 5.1.3 Stormwater System

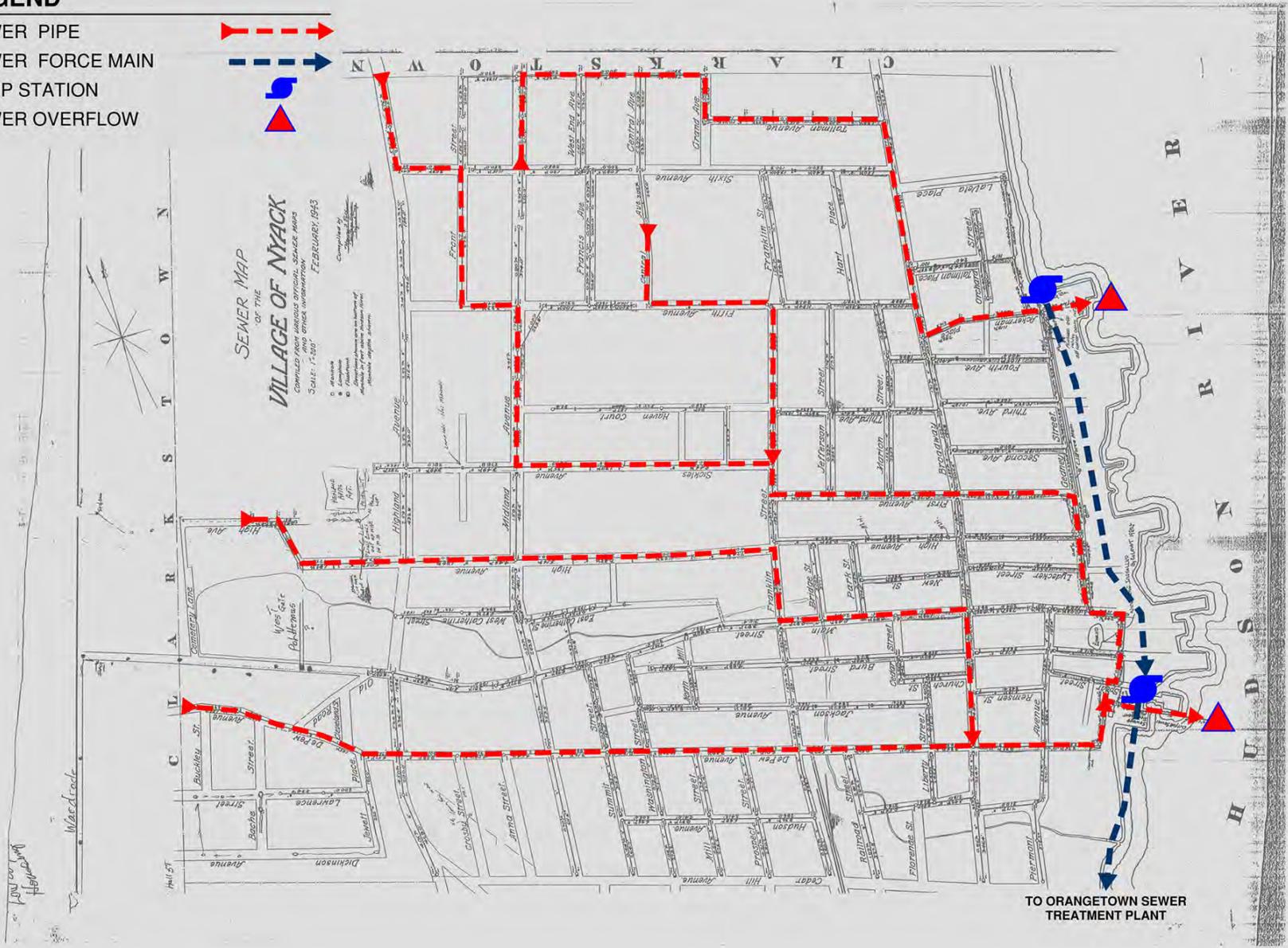
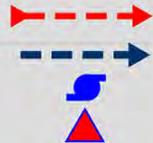
The stormwater management system for the Village of Nyack consists of a disconnected network of inlets and pipes, a culverted brook known as Nyack Brook, and large swaths of unmanaged runoff areas that flow east to one of 22 outfalls that discharge directly to the Hudson River (see Figure 10). The Village is largely developed by residential land uses and several large non-residential uses including Nyack Hospital and Oak Hill Cemetery. Nyack is on a steep slope with a limited drainage system. In addition, the Village's natural system of stormwater management has, in effect, been eliminated, including a large pond that once existed at the location of the current West Gate Inn, and the enclosure of the Nyack Brook.

The Nyack Brook Culvert is the backbone of the Village's stormwater system. It was created in the 19th century and modified in the early 20th century to alter the route of the existing Nyack Brook, and the burial and channelization of the Brook accommodated expanding real estate. The culvert serves as a drainage trunk line for more than half of the Village. Since the Brook was converted to a culvert, frequent accounts of flooding have been reported, increasing in magnitude over the decades. Because of the culvert's long and extensive history, as well as its location in some areas beneath private buildings, it is difficult to access and determine precisely where deficiencies may exist. However, the key issues are believed to be minimal culvert slope in the downtown and reduced flow area due to debris accumulation, combined with high runoff concentration from a steep watershed with increasing impervious surfaces.

<sup>25</sup> Orangetown Sewer Department.

**LEGEND**

- SEWER PIPE
- SEWER FORCE MAIN
- PUMP STATION
- SEWER OVERFLOW



Source: Village of Nyack, Sherwood Engineers

Figure 9: Nyack Sanitary Sewer System

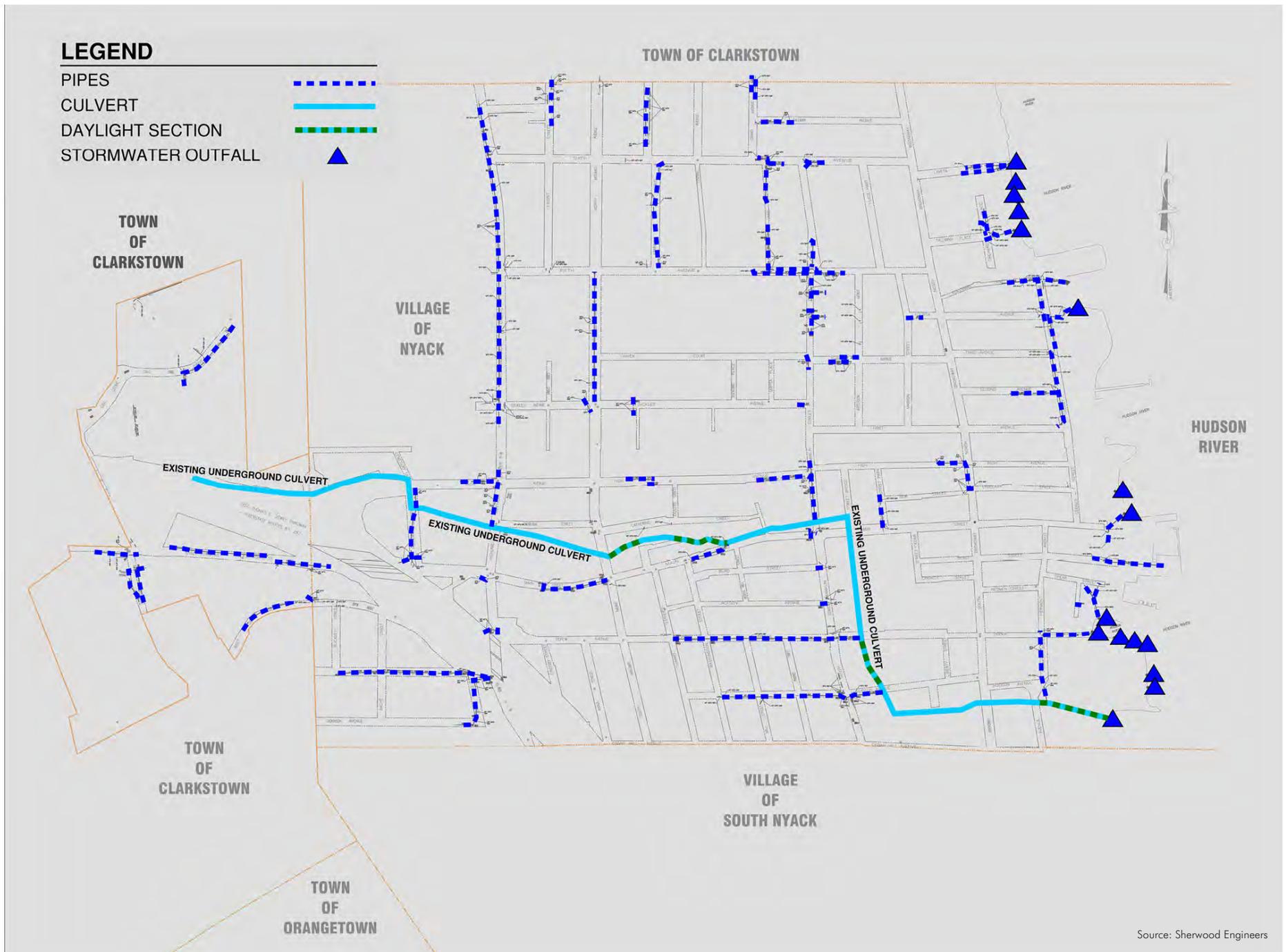


Figure 10: Nyack Stormwater Sewer System

## 5. INFRASTRUCTURE AND UTILITIES



Recycling container on Main Street  
BFJ Planning

### 5.1.4 Solid Waste

Solid waste in Nyack is handled at the Clarkstown solid waste facility on Route 303 south of Route 59, which serves the Villages of Nyack, South Nyack, Upper Nyack, Grand View-on-Hudson and Piermont as well as Clarkstown and Orangetown. The facility accepts municipal solid waste for consolidation and transport to out-of-county disposal facilities, and received about 141,732 tons of municipal solid

waste in 2010.<sup>26</sup> The Clarkstown facility also has a yard waste composting and wood mulch facility and operates a concrete and asphalt recycling operation. There are no active municipal solid waste landfills in Rockland County.

Garbage in Nyack is picked up twice-weekly by the Village's Department of Public Works (DPW), and recyclables are picked up by a private hauler (Miele Sanitation) twice a month. Bulk materials are collected every other Friday. Hazardous waste must be brought to the Rockland County Hazardous Waste Facility in Pomona. The DPW also picks up leaves curbside from October 15 to December 5. After December 5, leaves must be in biodegradable bags. To reduce the volume of leaf disposal,

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<sup>26</sup> *Rockland County Solid Waste Management Plan*. Rockland County Solid Waste Management Authority, 2014.

The Village has been promoting greater use of leaf composting, the "Love 'Em and Leave 'Em" program, which educates homeowners about the benefits of mulching in place.

### 5.1.5 Electricity and Energy

Orange and Rockland Utilities, Inc. (O&R), a wholly owned unit of Consolidated Edison, Inc., provides electric power and natural gas to residents of Rockland County and customers in six other counties in New York, northern New Jersey and northeastern Pennsylvania. The company, headquartered in Pearl River, serves about 300,000 electric customers in all three states and about 128,000 natural gas customers in New York and Pennsylvania. O&R has 14 substations in Rockland County; the closest one to Nyack is on Snake Hill Road in West Nyack.

The only operating power plant in Rockland County is the Bowline Generating Plant, which is owned and operated by Mirant Corp. and is in West Haverstraw. The former Lovett Power Plant in Stony Point, also owned by Mirant, was closed in 2007.

There are no major solar arrays in Nyack. In 2014, the Town of Clarkstown constructed a 2.3-megawatt solar array on the 13-acre former West Nyack landfill just off Route 303.

Nyack's zoning supports development that accommodates solar energy systems and adopted the NYS Unified Solar Permit. Small residential systems are exempt from ARB review. Provision of solar collection panels is one of the amenities that can allow for an FAR bonus under the sustainability incentives.

## 5. INFRASTRUCTURE AND UTILITIES

### 5.1.6 Telecommunications

Verizon provides land-line telephone service to Rockland County, and cellular, Internet and television services is provided by various national carriers.

Cell towers and transmitters are located on private as well as government property. The location and local government ability to regulate cell towers and antennas is subject to the Federal Telecommunications Act.

## 5.2 ISSUES AND OPPORTUNITIES

Nyack's infrastructure system is vital to preserving quality-of-life for residents, supporting existing businesses and promoting economic development efforts, as well as improving the Village's environmental sustainability. The following section highlights current issues and opportunities for improvement.

### 5.2.1 Promote Efficient Use of Nyack's Water Supply

In 2013, 512 million gallons of potable water were distributed to Nyack Water consumers, and 428 million gallons were billed and accounted. However, due to pipe leaks, illegal taking of water, main breaks and other faults, some 62 million gallons were unaccounted for. Most of this loss can be attributed to aging infrastructure, which also deteriorates water quality due to accumulation of sediment and other materials in main lines.

Population growth in the vicinity of the watershed contributing area also proves to be an important factor in the water supply system. As communities develop, the increase in impervious areas increases the amount of runoff that flows to Lake

DeForest, and brings with it more pollutants that worsen the water quality of the reservoir, prior to treatment. In turn, the treatment process needed to achieve water quality standards becomes more economically and energy intensive. In order to address the potable water system's major problems, Low Impact Development (LID), water conservation and regulatory initiatives are highly recommended. Implementing LID to reduce runoff and pollutant discharge to potable water sources also maximizes aquifer recharge rates. It is recognized that the Lake DeForest watershed is outside the borders of Nyack, and the Village may have little control over development patterns in areas that drain into the reservoir. The Village's position, therefore, may be one of advocacy with Clarkstown and other applicable areas, to ensure that new development and redevelopment appropriately addresses runoff.

For Nyack, reducing potable water consumption by means of reusing rainwater and greywater (relatively clean household wastewater from baths, sinks, washing machines, etc.) could be an effective method of water conservation. Similarly, efficient building fixtures and regulating the use of potable water for irrigation, car washing and other outside activities helps address water scarcity. Advocacy and education programs intended to reduce residential water consumption can also prove to be an effective tool to achieve better results. The great majority of the potable water system's short-, mid- and long-term issues can also be addressed by implementing the New York State Energy Research and Development Authority's (NYSERDA) *Guide to Water Conservation and Reuse*, by incorporating the relevant sections of this guide to the Zoning Code. A similar approach can be made with both the EPA's WaterSense program – which promotes water-efficient consumer products and decreased water use in manufacturing and infrastructure –

## 5. INFRASTRUCTURE AND UTILITIES

as well as the 2013 Nyack Green Infrastructure Report, which recommends a list of actions to protect water quality, increase groundwater recharge and contribute to flooding reduction by using green infrastructure for stormwater management. In addition, the Rockland County Water Task Force is working on draft language for a model ordinance on water conservation – based on the WaterSense requirements – that the Village could consider incorporating, as appropriate, into its code.

### 5.2.2 Address Sewer Capacity Issues

Currently, both pump stations in Nyack overflow from time to time, discharging raw sewage to the Hudson River. Overflow occurs when the system has reached its capacity and can no longer pump water out at the same rate as it is coming in. Infiltration and Inflow (I&I) is one of the main causes for overflow discharge. This occurs when groundwater, as well as stormwater, infiltrates the sewer lines by means of leaky pipes, broken joints and cracked manholes, increasing the system's flow. In addition, illegal connections to the sewer system from sump pumps, rain gutters and other sources can cause the system to fail and discharge raw sewage to the Hudson River, violating the NYSDEC consent order for discharging water to State water bodies. As a result, the Orangetown treatment plant is treating a heavier load than is necessary, incurring additional costs for electricity and maintenance, which are then passed on to the sewer district's users via taxes and higher energy bills.

Infiltration and Inflow remediation to the Town's system has been incorporated over the past few years. A \$2.5 million commitment by Orangetown's Department of Environmental Management and Engineering (DEME) was made in 2014 to fix approximately 50,000 linear feet of pipe by Cured In Place Pipe

(CIPP) Lining. About 10,000 linear feet of pipe was rehabilitated in 2014; 20,000 linear feet in 2015, and an estimated 20,000 linear feet of pipe will be sleeve-lined in 2016.

In addition to pipe-lining remediation, DEME has implemented a "Sump Pump and Downspout Disconnect Program." Currently, a heavy rainfall can almost triple the volume of water flowing to the treatment plant because of sump pumps and downspouts that are illegally connected to the sewer lines. In an effort to reduce the inflow, DEME collaborated with Nyack's Green Infrastructure Committee to create a brochure which explains how to disconnect both downspouts and sump pumps, from sewer systems. This program, if applied to the Village, can help alleviate inflow into sewer lines and reduce overflow from its two pump stations from discharging raw sewage to the Hudson.

In addition, a reduction in potable water consumption in the Village would reduce the sewer effluent that makes its way to the pump stations. Implementing the New York State Energy Research and Development Authority (NYSERDA) *Guide to Water Conservation and Reuse*, by reusing greywater for irrigation and other mechanical uses, not only reduces potable water consumption, but also generates less wastewater. Similarly, adopting EPA's WaterSense program approach for low-flow water fixtures will also reduce the amount of sewer flow. Lastly, the 2013 Nyack Green Infrastructure Report, which recommends a discharge compliance certificate and continuing education and expansion of public outreach, will further reduce the amount of wastewater needed to be treated, and the overflow discharge to Hudson River irrigation and other mechanical uses, not only reduces potable water consumption, but also generates less wastewater.

## 5. INFRASTRUCTURE AND UTILITIES

### 5.2.3 Address Stormwater Flooding in the Downtown

To remedy the flooding situation on Main Street, the Village commissioned an assessment of the Nyack Brook hydraulics that resulted in the design of a 680-foot bypass culvert, which would provide additional culvert capacity in the section with the least capacity and highest propensity for flooding. The project, known as the “Nyack Brook Improvement Project,” proposes the installation of a below-grade bypass structure, including a weir that allows high flows of water to be directed toward a new below-grade culvert that would run south beneath Mill Street, turn east at Burd Street and tie back into the existing culvert east of Franklin Street (see Figure 11).

The project construction cost is expected to total \$15 million. In 2015, the Village pursued funding for the project through a FEMA Hazard Mitigation Grant; however, the grant was not approved. As a result, the Village is completing a New York State Consolidated Funding Application (CFA) for the project.

The Village is also designing green infrastructure elements along Broadway to support transportation improvements, in a project funded by a federal Transportation Alternatives Program (TAP) grant. The Village has also applied for technical support from Scenic Hudson, and was awarded a CFA grant for an update to its Local Waterfront Revitalization Program (LWRP).

Exacerbating the drainage problems, rainwater runoff from areas outside of the Village, including 9W, a State road, creates uncontrolled contributions of stormwater to the already taxed drainage system. Currently, there are stormwater and streetscape improvements planned on the east side of North Midland Avenue from High Avenue to Haven Court.



**Nyack Brook, looking south from Depew Avenue**  
*BFJ Planning*

A private mixed-use development that has been approved at the corner of Franklin Street and Hudson Avenue, the Pavion, which includes best management practices (BMPs) such as pervious pavements and daylighting of the Nyack Brook as it passes through the site. The daylighting work was incentivized by the sustainability provisions of the Village zoning code. Another approved private development, Nyack Point on Main Street, is also incorporating several green infrastructure practices. The Village should continue to promote the use of green infrastructure, including exploring opportunities for public-private partnerships. For example, there are a number of privately owned surface parking lots along Piermont Avenue between Main Street and Depew Avenue. The Village should reach out to these property owners to discuss the potential for “greening” these parking areas, enhancing both stormwater management and aesthetics.

**EXISTING CULVERT - 11 FT WIDE**  
13.2 ft

**MAIN STREET**

**NORTH MILL STREET**

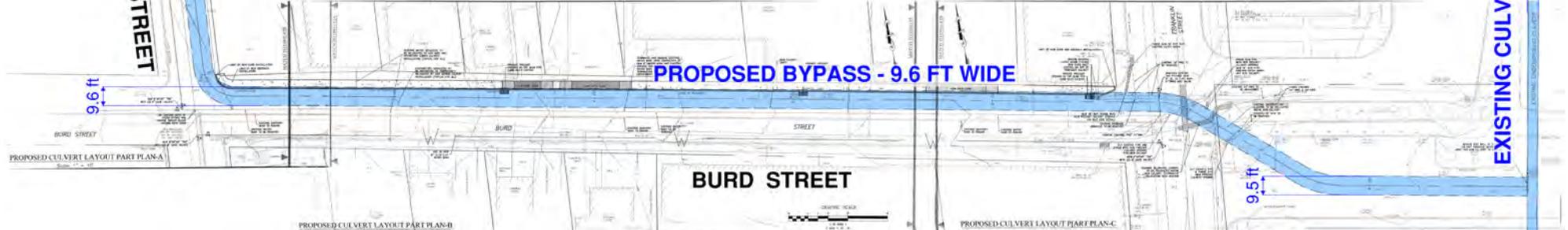
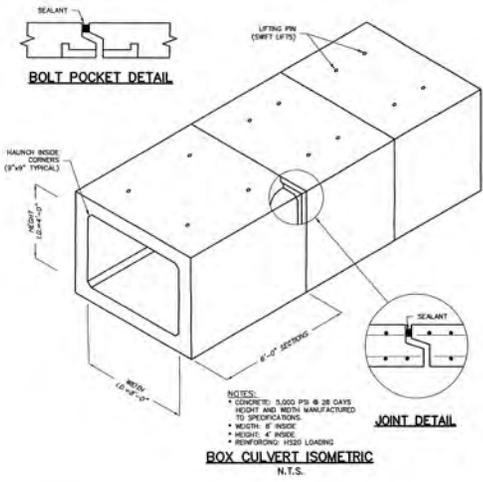
ft  
9.6

**PROPOSED BYPASS - 9.6 FT WIDE**

**BURD STREET**

**FRANKLIN STREET**

**EXISTING CULVERT - 5 FT WIDE**  
5.7 ft



Source: Village of Nyack

Figure 11: Nyack Brook Improvement Project

## 5. INFRASTRUCTURE AND UTILITIES

Many opportunities exist and should be explored to address the stormwater challenges, starting with refinements to the tree planting and maintenance standards, which should be expanded to maximize potential for stormwater infiltration. This may include use of high permeability soils, water tolerant tree species and tree filter wells. Partnerships with vendors should be explored that provide discounted products and installations for permeable pavements, rainwater cisterns and other stormwater runoff reduction methods.

Stormwater management banking options should also be established. This may include the establishment of a fund that can be used to implement capital projects, or simply identifying appropriate off-site projects that can be completed by developers to address their project's stormwater impacts. Banking opportunities should consider public or private open spaces, such as Oak Hill Cemetery, BOCES field and the Nyack Hospital landscape. The Village has been talking to large owners about improved landscaping at several of these locations. Memorial Park is another opportunity along the waterfront to include water quality testing and advocacy to improve waterfront health and increase public waterfront use. To this end, Riverkeeper is interested in engaging as a partner.

Nyack's Green Infrastructure Report and zoning code have gone a long way toward introducing green infrastructure practices into development; however there are many opportunities for expanding and tailoring these BMPs to align with the Village's specific challenges.

One option is to create a flood hierarchy plan which would identify a priority system for floodable areas such as open space, parking, secondary roads etc.

All of these recommendations and more should be evaluated and organized in the form of a stormwater master plan. This would tailor development requirements that align with the unique challenges in Nyack. A master plan would provide the Village with a road map for addressing the various stormwater issues and prioritizing the solutions.

### 5.2.4 Pursue opportunities to enhance sustainability through solid waste and energy processes and facilities

Many of Nyack's sustainability goals (see Chapter 7) can be address through changes to its solid waste services, particularly given that the Village exerts control over the provision of trash and recycling service, and that it owns facilities where changes could have substantial impact, such as municipal and Housing Authority buildings. Measures to promote more recycling and reduce solid waste should be pursued, including enhancements to recycling facilities as well as public education and partnerships with local businesses and organizations.

Similarly, Nyack can be a leader in energy reduction and the use of alternative energy sources by using energy-efficient technology and systems at municipal facilities, and supporting the increased use of solar energy Village-wide.

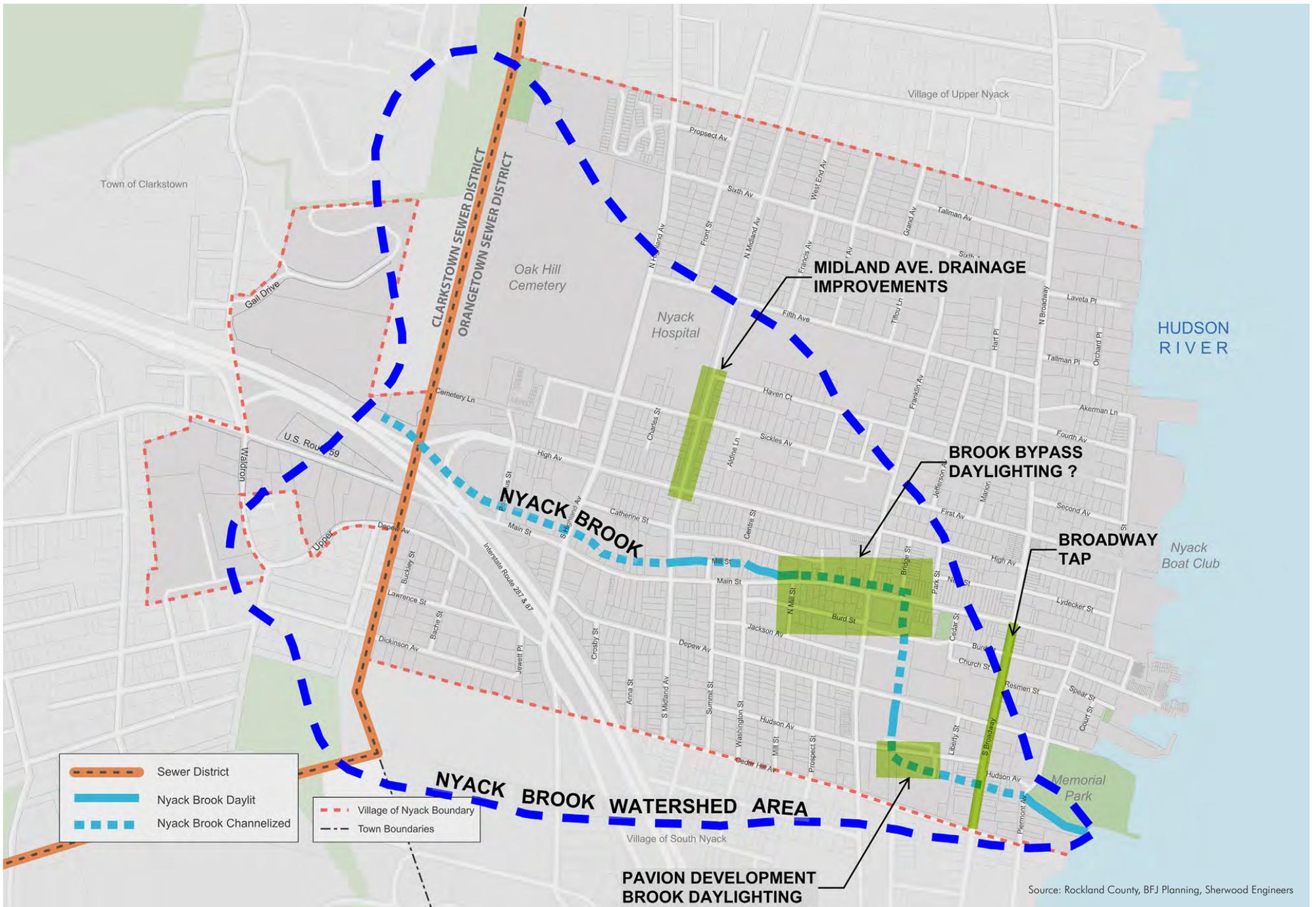


Figure 12: Stormwater Management Issues and Opportunities

## 5. INFRASTRUCTURE AND UTILITIES

### 5.3 RECOMMENDATIONS

#### 5.3.1 Water Supply

- Advocate for low-impact development and similar best practices in the Lake DeForest watershed area.
- Through zoning regulations and incentives, promote water conservation measures such as reuse of rainwater and greywater; use of efficient building fixtures; and controls on the use of potable water for irrigation, car washing and other outside activities.
- Incorporate appropriate elements of NYSERDA's *Guide to Water Conservation and Reuse* and the EPA's WaterSense program into the Zoning Code.
- Continue to implement action items of the Nyack Green Infrastructure Report as appropriate and feasible.
- Promote residential water conservation through advocacy and education programs.

#### 5.3.2 Sanitary Sewer

- Explore development of a program to encourage and incentivize the disconnection of illegal downspouts and sump pumps from the sewer system.
- Establish a discharge compliance certificate program and continue education and outreach about the issues of infiltration and inflow.
- Support the Town of Orangetown in its infiltration and inflow remediation efforts.

#### 5.3.3 Stormwater Management and Flooding

- Continue to seek funding and implementation of the Nyack Brook Improvement Project as the Village's highest-priority infrastructure project.
- Promote the daylighting of the Nyack Brook, as appropriate and feasible, as part of development and redevelopment. Explore the potential for daylighting the Brook at Village-owned properties.
- Develop planting and maintenance standards for street trees and other trees in Village properties, maximizing their potential for stormwater infiltration.
- Undertake a stormwater master plan to establish best management practices for Nyack that address its unique challenges. Some elements of this plan could include:
  - Establishing a stormwater management banking fund that can be used to implement capital projects or identify off-site projects that can address stormwater impacts of future projects.
  - Creating a flood hierarchy plan to identify a priority system for floodable areas such as open space, parking, secondary roads, etc.
  - Explore the potential for green infrastructure elements along Broadway and other Village roadways, to improve stormwater management as well as aesthetics and pedestrian-friendliness.
  - Explore partnerships with vendors for discounted products and installations for permeable pavements, rainwater cisterns and other stormwater

## 5. INFRASTRUCTURE AND UTILITIES

runoff reduction methods, with a particular focus on the use of these methods at Village facilities.

### 5.3.4 Solid Waste

- Increase the prevalence of recycling Village-wide, with a focus on municipal and Housing Authority facilities.
- Provide additional locations for recycling in public areas and assess the location of existing recycling bins to ensure effectiveness.
- Promote the reduction of solid waste through programs such as:
  - A public awareness campaign to promote donation of large bulk goods rather than disposal;
  - Publicizing the Rockland County Solid Waste Management Authority's program offering compost bins and rain barrels for purchase;
  - Hosting regular donation or "swap" events for used sports equipment, toys, Halloween costumes, etc.;
  - Consideration of a quantity-based user fee (i.e., pay per bag or pay per pound) to encourage people to reduce the amount of recyclable or compostable material they throw away; and
  - Partnerships with the Nyack Farmer's Market and Community garden to facilitate local composting of food and plant waste.

- Work with the business community and vendors at the Farmer's Market to reduce the use of disposable bags.
- Host regular hazardous waste drop-off and shredding events and include electronic waste pickup days several times a year in the carter's contract.

### 5.3.5 Energy

- Increase the use of solar energy Village-wide, including consideration of installing solar panels on municipal facilities such as the water plant and holding tank.
- Promote reduced energy use at municipal and Housing Authority facilities through renovations and retrofits that use energy-efficient technology.
- Encourage community-wide energy efficiency by promoting NYSERDA's Energy Star program and home energy audits.
- Promote the use of energy-efficient street lights and lighting in Memorial Park.

## 6. TRANSPORTATION

### 6. TRANSPORTATION

This chapter provides an overview of the existing condition of local transportation infrastructure and operations. The preliminary recommendations aim to increase safety, mobility and accessibility for all modes and user groups. Please refer to Chapter 2 for regional transportation topics.

#### 6.1 EXISTING CONDITIONS

##### 6.1.1 Travel Patterns

##### Commutation Patterns

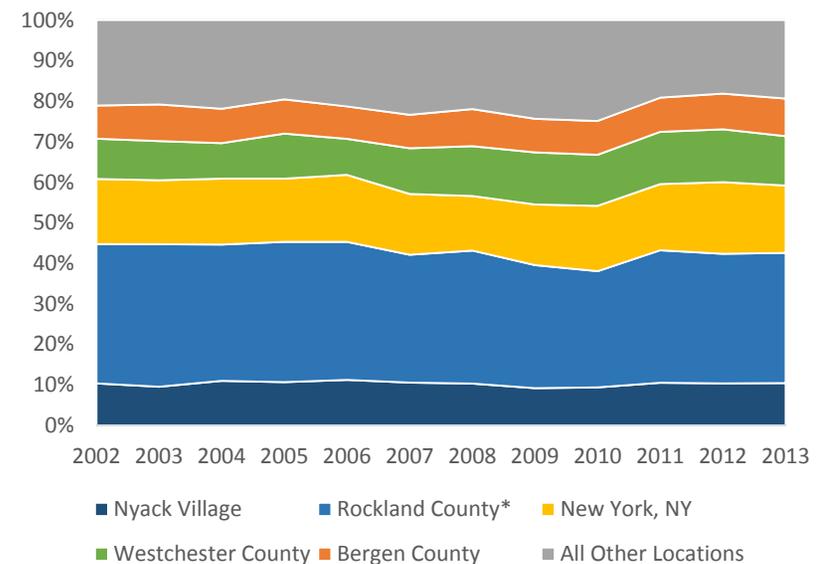
Nyack has an estimated working population of 2,760 people. As of 2013, 289 (10.5%) employed residents work within Nyack and 878 (32%) commute to other destinations in Rockland County. The top three work destinations outside of the county are Manhattan (17%); Westchester County (12%); and Bergen County, New Jersey (9%).

The following chart shows trends in work destination by county since 2002. The portion of Village residents who work in Nyack has held constant, ranging from 9% to 11%. There has been a general decrease in the percentage employed in other locations within Rockland County. Outside the county, the percentage of residents working in Manhattan has increased from 15% to 18%, except for a temporary dip in 2008. The percentage of Nyack residents working in Westchester County has also increased from 9% to 12%. Neighboring Bergen County has consistently employed 8% to 9% of employed Village residents.

Approximately 4,120 people are employed within Nyack. Jobs are concentrated in downtown and at Nyack Hospital, which is the Village's largest employer. The majority of workers in the

Village live in Rockland County, with 6% from Nyack and 55% from other locations in the county. Neighboring Orange and Bergen Counties account for 7% and 6% of workers, respectively. A total of 8% of workers commute from Westchester County, while 9% commute from New York City and Long Island.

Chart 9: Work Destination by County



\*Destinations in Rockland County outside of Nyack.

Source: LODES, American Community Survey

##### Other Traffic Generators

Census journey-to-work data do not account for trips made outside of work or trips made by non-employed populations. The following section outlines other traffic generators within Nyack.

## 6. TRANSPORTATION

**Schools:** Nyack is part of the Nyack Union Free School District, which includes the Nyacks (Nyack, South Nyack, Upper Nyack and Central Nyack), Upper Grandview, and Valley Cottage. Nyack students must travel outside the Village boundaries to attend any of the schools in the district. The district provides bus transportation for students that live farther than 1 mile from kindergarten through 6<sup>th</sup> grade and 1.5 miles from 6<sup>th</sup> grade through 12<sup>th</sup> grade. Parts of Nyack fall within the 1.5-mile walk zone of Nyack Middle School and Nyack High School, located in South Nyack and Upper Nyack, respectively.

**Senior Citizens:** Nyack is home to several senior living communities, such as Depew Manor located downtown and Tappan Zee Manor in the Clarkstown portion of the Village border. Much of this population is reliant on assisted mobility in the form of paratransit services and community shuttles to access commercial areas and health care services.

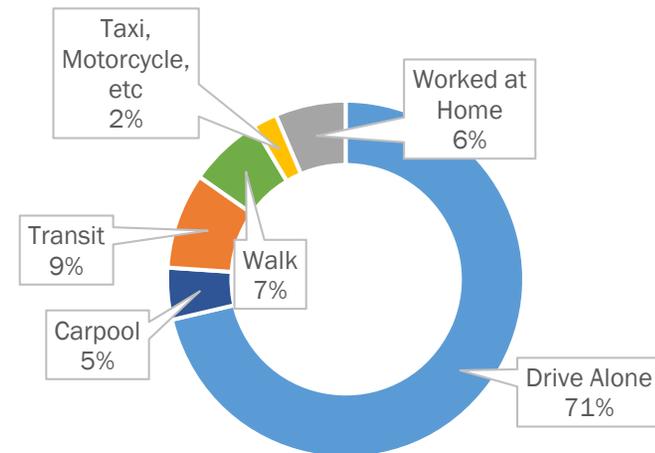
**Recreation:** Nyack's retail and cultural assets make it a popular local and regional destination along the Hudson River. The Village is also situated along Route 9W, a popular bicycle corridor that attracts thousands of cyclists each year. The epicenter of local bicycling activity is along Broadway, just north of Main Street, the Village's two main commercial corridors.

### Mode Share

The following chart shows the primary mode used to travel to work, according to the Census Bureau's American Community Survey (ACS).<sup>27</sup> Vehicle trips account for three-quarters of trips made to work by Nyack residents. Nine percent travel by public transportation and 7% walk, while 6% of employed residents

work from home. The ACS estimates that zero percent of residents commute by bicycle as their primary mode.

Chart 10: Nyack Mode Share



Source: American Community Survey

The large percentage of single-occupancy vehicle trips can be attributed to a majority of trip destinations located in places that are not pedestrian-accessible. Nyack offers a range of small-business and specialty retail and services, but residents must travel outside of the Village for large grocery stores that are located in auto-centric areas.

**Vehicle ownership:** Approximately 9.3% of working households in Nyack do not own a vehicle, which is similar to Westchester's estimated 8.8% of households, but higher than Rockland County's average of 6%.

<sup>27</sup> The Census journey-to-work data assesses the primary mode used for commutation. Some Nyack residents may use multiple modes of

transportation for their daily commutes; therefore the Census data may not fully capture multi-modal forms of commuting.

## 6. TRANSPORTATION

### 6.1.2 Vehicular Circulation

#### Roadway System

Figure 13 shows the functional classification of roadways, as determined by the New York State Department of Transportation (NYSDOT) and the Village Code. The purpose of this categorization is to describe a roadway's relative capacity, mobility and land access. Figure 13 also provides the location of signalized intersections and NYSDOT annual average daily traffic (AADT) from 2013.

**Interstate:** The Village is located between Exits 10 and 11 of the New York State Thruway *I-87/287*, the region's main east-west corridor connecting Rockland and Westchester Counties. Exit 10 does not have an exit for vehicles traveling eastbound, effectively making Exit 11 the last off ramp before the Tappan Zee Bridge. As a result, eastbound traffic to the Nyacks and Piermont may have to travel through parts of the Village.

*I-87/287* is under the jurisdiction of the New York State Thruway Authority (NYSTA).

**Arterials:** *U.S. Route 9W* is a north-south U.S. highway that runs along the Hudson River. It serves as the western counterpart of *Route 9*, which runs parallel on the eastern side of the Hudson River. In the Nyacks, *Route 9W* is located further inland, serving as the western boundary of the street grid that defines the village setting. In the Village of Nyack, *Route 9W* is *Highland Avenue*, a two-lane roadway with additional width for shoulders or parking. *Route 9W* is maintained by NYSDOT within Rockland County.

*NY Route 59* is a four-lane east-west highway that runs parallel to *I-87/287* from Nyack to the New Jersey state border at Suffern. Its Westchester County counterpart is *Route 119*, which

spans from Tarrytown to White Plains. While only half a mile of *Route 59* is located within the Village borders, this highway serves as an important regional gateway to the Nyacks and provides access to major activity centers in Rockland County. *Route 59* is maintained by NYSDOT.

The intersection of *Highland Avenue* and *Route 59/Main Street* is the highest-volume intersection in the Village, with an average of approximately 25,000 vehicles entering daily.

**Collectors:** *Route 59* terminates at *Highland Avenue*, after which the roadway turns into *Main Street*, which is Village-controlled. *Main Street* consists of two travel lanes with sporadic width for on-street parking and left-turn lanes. *Main Street* is one of the Village's two mixed-use corridors, characterized by an abundance of stores, restaurants and bars. It serves as the Village's primary east-west roadway.

*Broadway* is a two-lane north-south street that spans the length of the Nyacks. In the Village, *Broadway* is a narrow corridor rich in commercial, municipal and nonprofit uses that operates with slower speeds and traffic conflicts typical of urban settings. On-street parking is available on both sides. The intersection of *Main Street* and *Broadway* is considered to be the center of Downtown Nyack.

*Midland Avenue* is a two-lane residential street that begins at the southern Village line and terminating at Hook Mountain. *Midland Avenue* is relatively wide and is lined with on-street parking.

*Mountainview Avenue* is a collector street that runs along the border of the Village and provides access to land parcels located in Clarkstown, north of *Route 59*.



Figure 13: Functional Classification of Roadways and Annual Average Daily Traffic

## 6. TRANSPORTATION

### Local Roads

Local roads are streets that have not been designated as arterials and collectors by the State. Their primary function is to provide access to adjacent properties. All of these streets are owned and maintained by the Village, with the exception of a few private streets that are located within housing subdivisions. Several local roads serve as local collectors that supplement designated arterial and collector roads.

*Franklin Street* provides a north-south alternative to Broadway in the Village and serves as an important bus route south of Main Street.

*High Street* is an east-west residential street whose western terminus is the westbound on- and off-ramp for Exit 11 of I-87/287. It provides a nearby alternative to Main Street.

*Waldron Avenue* and *Upper Depew Avenue* are local collector streets that provide access to the Waldron Terrace neighborhood.

The Village Code designates sections of *Depew Avenue* and *Burd Street* as “Main Arterials of Travel”, which gives through traffic along these street rights-of-way over local streets.

### 6.1.3 Traffic Safety

Crash data were obtained from NYSDOT for the most recent three-year period, May 2012 to April 2015. A total of 1,054 crashes occurred within the Village boundary.<sup>28</sup> The following table provides a summary of total crashes by severity:

**Table 2: Total Crashes by Severity, May 2012-April 2015**

| Severity              | Crashes |
|-----------------------|---------|
| Fatality              | 0       |
| Injury                | 131     |
| Property Damage (PDO) | 267     |
| Non-Reportable        | 656     |
| TOTAL                 | 1,054   |

Source: NYSDOT

Figure 14 shows the location of motor vehicle crashes that occurred on public streets. Table 3 lists the intersections with the greatest crash magnitude.

**Table 3: High-Crash Intersections (May 2012-April 2015)**

| Intersection              | Injury | PDO | Total |
|---------------------------|--------|-----|-------|
| Route 59/Mountainview Ave | 11     | 50  | 61    |
| Route 59/Highland Ave     | 10     | 46  | 56    |
| Main St/Broadway          | 3      | 32  | 35    |
| New Street/Broadway       | 1      | 30  | 31    |
| Main St/Midland Ave       | 7      | 20  | 27    |
| Depew Ave/S. Highland Ave | 5      | 19  | 24    |
| High Ave/N. Highland Ave  | 5      | 19  | 24    |
| Main St/Cedar St          | 7      | 15  | 22    |
| Burd St/Broadway          | 3      | 19  | 22    |
| High Ave/Polhemus St      | 3      | 17  | 20    |

Source: NYSDOT

<sup>28</sup> Excluding crashes that occurred on I-87/287 and on private property

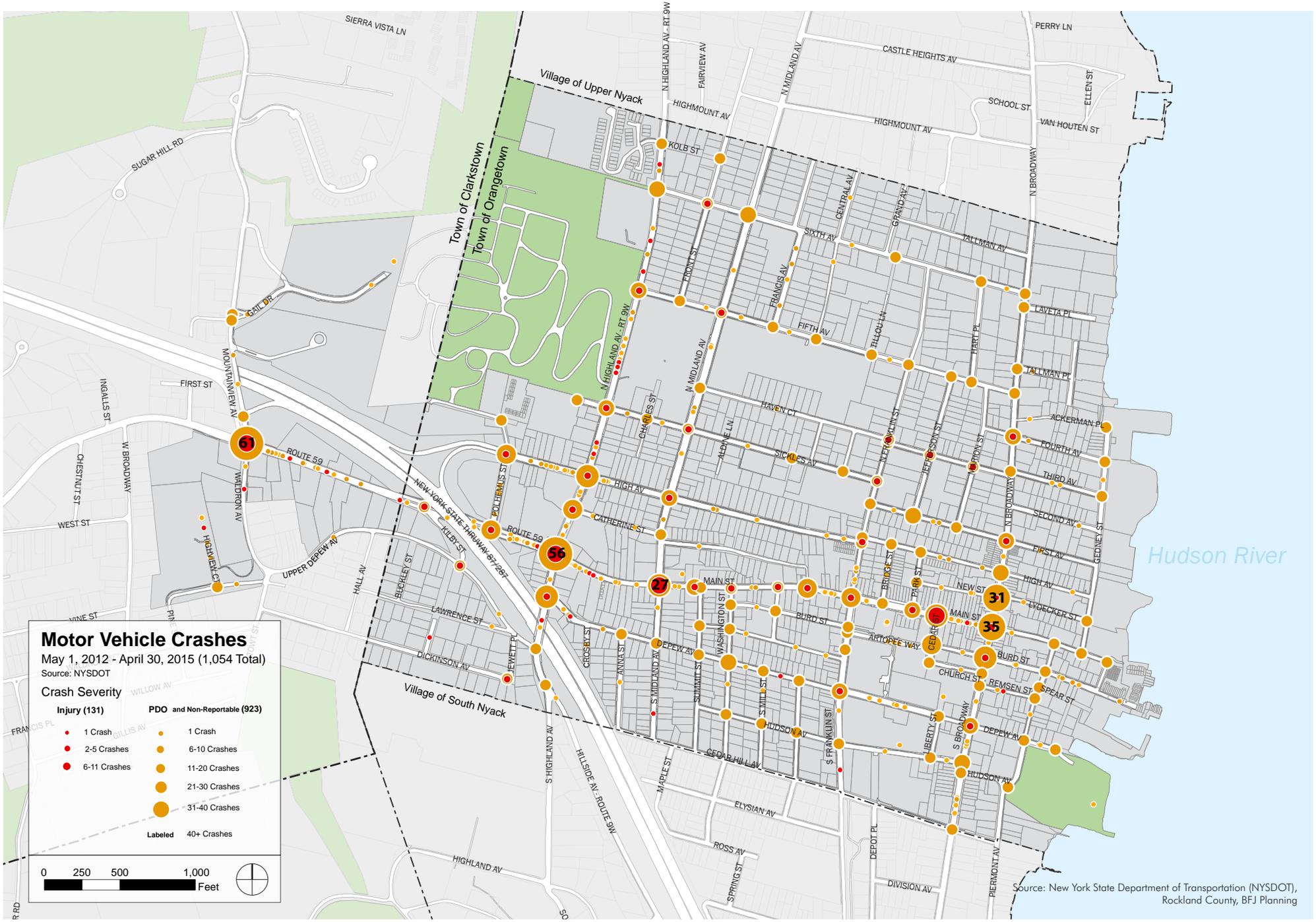


Figure 14: Motor Vehicle Crashes

## 6. TRANSPORTATION

The greatest number of crashes occurred along arterial and collector streets that carry the largest share of traffic volumes.

Figure 15 shows the location of pedestrian and bicycle crashes, all of which were reported with injuries. Pedestrian crashes are concentrated in the vicinity of Broadway and Main Street. Four of the six bicycle crashes during the three-year period occurred on Highland Avenue, which is along the Route 9W bicycle route.

### 6.1.4 Public Transit

Nyack’s public transit network consists of local and intercity bus services. Figure 16 shows the bus routes that provide service to the Village. Nyack is not near commuter rail stations in Rockland County, but Metro-North’s Hudson Line, accessible from Tarrytown, serves as an important link to Manhattan.

#### Local Service

Transport of Rockland (TOR) is the primary local bus service provider in Rockland County. TOR, which is provided by the Rockland County Department of Public Transportation, operates three routes in Nyack, which terminate at the Artopee Way bus stop. These routes provide access to municipalities in Orangetown, Clarkstown, western Haverstraw and southern Ramapo as well as nearby retail centers, such as the Hub Shopping Center and Palisades Center Mall. Table 4 lists the bus routes with service hours and average rush-hour headways. Route 59 provides consistent service throughout the week. Route 91 does not stop in Nyack on Sundays and Route 92 runs only during the weekday rush hour.

**Table 4: TOR Bus Routes in Nyack**

| Bus Route | Destination  | Service Span                         | Rush Hour Frequency |
|-----------|--|--------------------------------------|---------------------|
| 59        | Nyack to Suffern via Chestnut Ridge/Spring Valley  | 6 AM – 1 AM                          | 20 minutes          |
| 91        | Nyack to Spring Valley via Haverstraw and New City | 7 AM – 8 PM                          | 1 hour              |
| 92        | Nyack to Spring Valley via I-87/287 Corridor       | 5:30 AM – 8:30 AM, 3:30 PM – 6:30 PM | 1 hour              |

*Source: Transit of Rockland*

TOR Routes average daily load factor of 19%, which means an average of 81% of seats are vacant during trips. TOR Route 59, the route with the highest ridership, has an average daily load factor of 23%.<sup>29</sup>

#### Commuter Services

The Rockland County Department of Public Transportation operates a commuter service, Tappan Zee Express (TZx), between Suffern and White Plains along the I-287 corridor. TZx provides direct link between Nyack and Metro-North’s Hudson Line, at Tarrytown Station, as well as the Harlem Line in downtown White Plains and service to the White Plains TransCenter. However, trip times are no shorter than auto travel because the bus operates in mixed traffic, and ridership is low. The average daily load factor on the TZx Routes that stop in Nyack ranges from 11% to 31% and is highest in peak hours.

<sup>29</sup><http://www.newnybridge.com/documents/meetings/2013/20131025-network-analysis.pdf>



Figure 15: Bicycle and Pedestrian Crashes

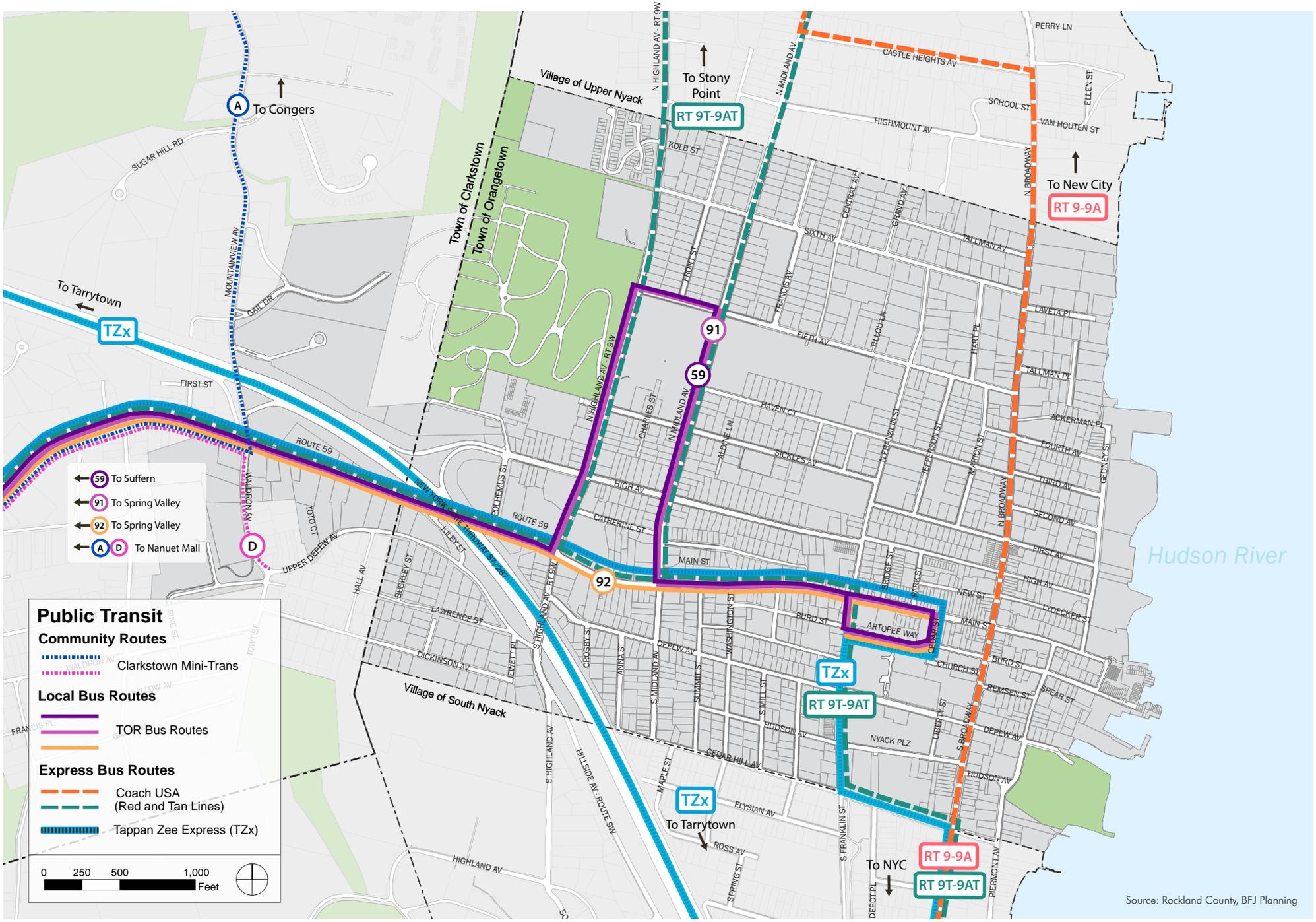


Figure 16: Public Transit

## 6. TRANSPORTATION

Coach USA's Rockland Coaches (Red & Tan) provides motorcoach service to the George Washington Bridge Bus Terminal and Port Authority Bus Terminal in Manhattan. The services run along the Route 9W corridor and stop at several municipalities between Nyack and Fort Lee before crossing the George Washington Bridge. Weekday service generally runs between 6 a.m. and 11 p.m. at 30-minute headways during peak hours. Weekend service runs hourly.

### Community Shuttles

Clarkstown Mini-Trans provides service to Upper Depew Heights and the areas along Mountainview Avenue. The Mini-Trans network is designed as hub-and-spoke system, with The Shops at Nanuet serving as the hub. Weekday service runs between 7 a.m. and 7 p.m. at intervals of 1 hour and 10 minutes. Saturday service runs between 9 a.m. and 6 p.m. at a similar headway. Service does not run on Sundays.

### Paratransit Services

Rockland County's TRIPS service provides door-to-door transportation for senior citizens and people with disabilities who are unable to use fixed-route services. The fleet consists of 28 vehicles with a capacity of 4-18 people. *Regular TRIPS* is a shared-ride service that operates Monday-Friday from 7 a.m. to 7 p.m., with reduced service on Saturday. *ADA TRIPS* is Rockland County's complimentary paratransit service limited to origins and destinations within three-quarters of a mile from the municipal fixed-route transit. In 2014, TRIPS provided approximately 62,000 rides.<sup>30</sup> Paratransit fares are priced at \$3 per ride in 2016. Tickets are discounted if purchased in bulk.

<sup>30</sup><http://www.lohud.com/story/news/transit/2015/06/09/rockland-rolls-new-trips-buses/28748503/>

### 6.1.5 Bicycle Circulation

Figure 17 shows current signed routes in Nyack. These routes do not have pavement markings, such as shared-lane "sharrows" or lanes.

The primary bicycle route that runs through Nyack (NYS Bike Route 9) enters the village from Piermont Avenue. At Main Street, the route shifts to Gedney Street and later to North Broadway to Upper Nyack. This signed route is an alternative to 9W, which is designated as a bicycle route by the State. In Nyack, Highland Avenue is two lanes and does not have continuous shoulders. "Share the road" signage is present.

The Esposito Trail, a rail-to-trail conversion, terminates at Nyack's southern border. The Village is actively working to extend the trail along Franklin Street to Artopee Way, and has reached an agreement with the developer of the Pavion property to extend the trail one block north of the Village border.

Nyack's proximity to Rockland Lake, Nyack Beach, Hook Mountain Tallman Lake and Bear Mountain State parks, makes its roads popular routes for long-range and regional cyclists going to regional recreational attractions.



Cyclist on South Broadway  
BFJ Planning



Figure 17: Existing Bicycle Routes

## 6. TRANSPORTATION

### 6.1.6 Pedestrian Circulation

Nyack is dense and walkable compared with other Rockland County communities. Most streets have sidewalks, though their condition varies. The number of intersections is highest in the downtown and lowest west of Midland Avenue. Areas located in Clarkstown have fewer intersections and crossing opportunities. Nyack's steep slopes pose a challenge to connectivity between some residential neighborhoods and downtown. The maintenance and condition of sidewalks in Nyack was raised as an issue throughout the planning process.



**Sidewalk conditions need improvement throughout the Village.**  
*BFJ Planning*

### 6.1.7 Municipal Parking

Nyack's on-street spaces and off-street lots is overseen by the Village Administrator. Metered spaces are concentrated in the downtown and hospital areas. The village owns four municipal lots, two of which are located in the "Superblock." Figure 18 shows the location of these lots.

Metered parking is in effect from 11 a.m. to 6 p.m., and from 11 p.m. to 6 a.m., at a rate of 75 cents per hour. Payment is collected by single-space or multi-space meters. Parking is free during the morning and evening peak periods. Alternate side of the street parking is in effect from 3 a.m. to 6 a.m.

The Village offers parking permits for its municipal lots. The permits range from \$20 to \$60 a month depending on the lot. Permits are priced the same for residents and non-residents.

## 6.2 ISSUES AND OPPORTUNITIES

### 6.2.1 Vehicular Circulation

**Downtown Nyack:** Downtown is relatively insulated from high-volume State and federal roadways. However, the area's narrow streets provide reduced vehicular capacity that must compete with an abundance of pedestrian and bicycle activity. Residents and stakeholders have expressed concern regarding congestion along Main Street and Broadway, especially at the intersections of Main Street/Broadway and Main Street/Franklin Street.

While a congested downtown is a symptom of economic success, actions should be taken to reduce conflicts among motorists, pedestrian, bicycles, transit and commercial deliveries. Circulation improvements should focus on improving

## 6. TRANSPORTATION

safety and quality-of-life and less on improving travel speeds, for example upgrades to traffic signals to reduce congestion along Main Street, addressing the traffic impacts from business deliveries and increasing traffic enforcement along Broadway and Main Street.

**Gateways:** Nyack's western gateway is located at the Exit 11 interchange, which begins at the intersection of Route 59 and Waldron Avenue/Mountainview Avenue. Nyack's gateway signage is located at the Thruway overpass at Kirby Street. The stretch leading to and from the traffic signal at Route 59 and Highland Avenue is the most congested area in Nyack. Congestion is also common around the Exit 11 ramps at High Avenue.

Traffic signals along Route 59/Main Street are poorly coordinated, causing motorists to seek alternative routes. Workshop and online survey participants identified popular cut-throughs via residential streets to avoid the traffic signal at Route 59 and Highland Avenue.

### 6.2.2 Safety

**Complete Streets:** Complete Streets are roads that have been designed for the safe and convenient passage of all user groups, regardless of ability. Nyack should adopt a Complete Streets policy to support its pledge to encourage alternative transportation modes. This would ensure that future developments and infrastructure is designed to accommodate pedestrian, bicycle and transit users as well as drivers.

**Intersection Controls:** Traffic signals and four-way stops are not widespread within the Village. As a result, vehicles can travel

long stretches without having to stop, which can encourage high-speed driving.

**Pedestrian Crossings:** Most intersections have not been designed to prioritize pedestrians. Only three of the Village's 10 signalized intersections have pedestrian signal heads. A significant number of intersections lack painted crosswalks and ADA-compliant curbs.



Intersection with non-compliant curb and poorly marked crosswalk  
BFJ Planning

**Traffic Calming:** Workshop and online survey participants identified Highland Avenue, Midland Avenue, North Broadway and Gedney Street as high-speed corridors that are in need of traffic calming. Simple interventions such as narrowing lane width, installing vertical speed control elements (for example, speed humps) or extending curbs will lower driver speeds and increase driver awareness.

Traffic calming strategies should be used to discourage the use of residential streets, such as Kirby Street and High Avenue, as short-cuts to bypass congested arterials.



Figure 18: Municipal Parking

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### 6.2.3 Public Transportation

Residents have access to many bus routes, but these services operate under various constraints that make personal vehicle travel a preferred alternative. Transit ridership in Rockland County is extremely low compared with other counties in the region. TZx has the highest subsidy per rider cost of all bus services within Rockland County, at \$5.15 per rider, to provide incentive for transit use, as it is a connecting service to Metro-North. There exists little transit infrastructure to support buses, such as bus-only lanes and comfortable bus shelters.

The service span and headways of TOR and Clarkstown Mini-Bus do not provide riders with the flexibility or reliability needed to encourage ridership. Current routes do not provide north-south service between South and Upper Nyack.

The push to convert current TZx service into Bus Rapid Transit (BRT) over the New NY Bridge presents a great opportunity for Nyack to establish itself as an important transit hub along the Route 59 corridor. The Village should also work with transit providers on the western side of the Hudson to enhance intra-county and north-south service, including connection to the Secaucus Junction Station via the NJ Transit Pascack Valley line.

### 6.3.4 Bicycle Circulation

Bicycle planning should consider the three types of bicyclists who ride in Nyack and have different needs and preferences based on trip purpose. *Local bicyclists* are residents that take short-distance trips within the Village. *Regional bicyclists* stop or travel through Nyack as part of medium-distance trips between municipalities for various purposes. *Long-range bicyclists* are

typically athletic-driven recreational cyclists who stop or travel through Nyack as part of long-distance trips.

Nyack's quaint residential streets make it a great place for local bicycling. However, the steep topography makes westbound travel difficult. Regional and long-distance riders tend to ride through Nyack in north-south trajectories to avoid climbing hills.

Residents have expressed concern regarding the groups of long-range bicyclists traveling along Broadway during the warmer months. The number of regional and long-range bicyclists is expected to increase with the opening of the shared-use path on the New NY Bridge. Nyack's bicycle network design should encourage advanced, long-range bicyclists who are passing through the Village to ride on other roads, to alleviate congestion on Broadway. Diversion strategies could include use of pavement markings and wayfinding signage.

Figure 19 shows a network of "Bicycle Desire Lines" developed by the consultant team that demonstrate the best routes for Local, regional and long-range bicyclists in Nyack. In the future, the Village may consider developing a network of bicycle routes – including signage, shared lanes and dedicated bike lanes where feasible – that would build upon the observations represented in the map of Bicycle Desire Lines. The objective of this map is to identify a strategy to reduce conflicts created by long-range bicyclists within Nyack's downtown. A bicycle route map for Nyack should direct long-range bicyclists who are largely bypassing the Village, either along Highland Avenue/Route 9W and Midland Avenue or NYS Bike Route 9. Long-range bicyclists may still travel into the downtown along Franklin Street, especially to visit local coffee shops and restaurants, but the goal is to identify the fastest, safest route through the Village for those who do not plan to stop. Regional bicyclists may be more

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likely to travel into Nyack in order to patronize the Village's shops and restaurants; therefore, there should be additional local routes to bring this group through the Village. For this group of cyclists, the extension of the Esposito Trail to Depew Avenue, and the use of shared bike lanes along Franklin Street to Main Street, would improve regional connections to Nyack's downtown core. Local riders are welcome to travel along any local road, but the Bicycle Desire Lines avoid the Village's steepest streets, which would be least friendly to casual riders.

The Bicycle Desire Lines map also shows the potential for a central bicycle parking location on Artopee Way; however, there could also be smaller bike corrals distributed around the Village, particularly in the downtown area and near the waterfront. Distributed bicycle parking areas should coincide with the location of attractions within the Village, including Memorial Park, popular dining locations and cultural institutions.

### 6.2.5 Pedestrian Circulation

**Downtown:** Sidewalks in Downtown are typically narrow and crowded with street furniture, planters, signs, meters and utilities. In warmer months, many businesses set up sidewalk cafes. During busy times, pedestrians must walk in single file. The Village may consider stricter guidelines for sidewalk cafes to ensure there is sufficient room for pedestrians. Also, to further expand pedestrian space, temporary closures of Main Street could be considered during special events.

Main Street's streetscape was improved in 2012 between Franklin Street and Broadway with brick crosswalks and curb extensions featuring benches and green infrastructure. However, the Village has found aspects of this design difficult to

maintain. Village consultants are in the process of developing a streetscape plan along Broadway, as part of a Transportation Alternatives Program (TAP) grant. Construction is expected to begin in late 2016. Following these efforts, the Village should plan for the construction and ongoing maintenance of sidewalks and crosswalks in the downtown, to ensure that streetscape improvements remain effective and pedestrian-friendly.

**Neighborhood Streets:** Residents and community groups have expressed concern over the condition of sidewalks and crossings, as well as lighting, in the neighborhoods along Depew Avenue, Waldron Terrace and the Waterfront. In addition, concerns have been raised about the lack of sidewalks entering and within Memorial Park, where pedestrians routinely walk in Depew Avenue and the parking areas. Speed humps or similar traffic calming measures may be considered for this area.

**Safe Routes to School:** Nyack Middle School and Nyack High School's proximity to the village boundary means that many students live within the one-mile student walk zone. Sidewalks and crosswalks are in poor condition along Route 9W, which serves as a key walking route to both schools.

**Connections to the Nyacks:** Nyack is well connected to South and Upper Nyack by several north-south roadways. East-west connections to Central and West Nyack are confined to Route 59. The sidewalks along this auto-oriented corridor are incomplete and crossings are not marked. The Thruway underpass is a dark and unwelcoming barrier between Nyack and Central Nyack, and does not present an attractive gateway into the Village. Comprehensive pedestrian infrastructure along Route 59 is key to encouraging use of alternative transportation modes to access Nyack.

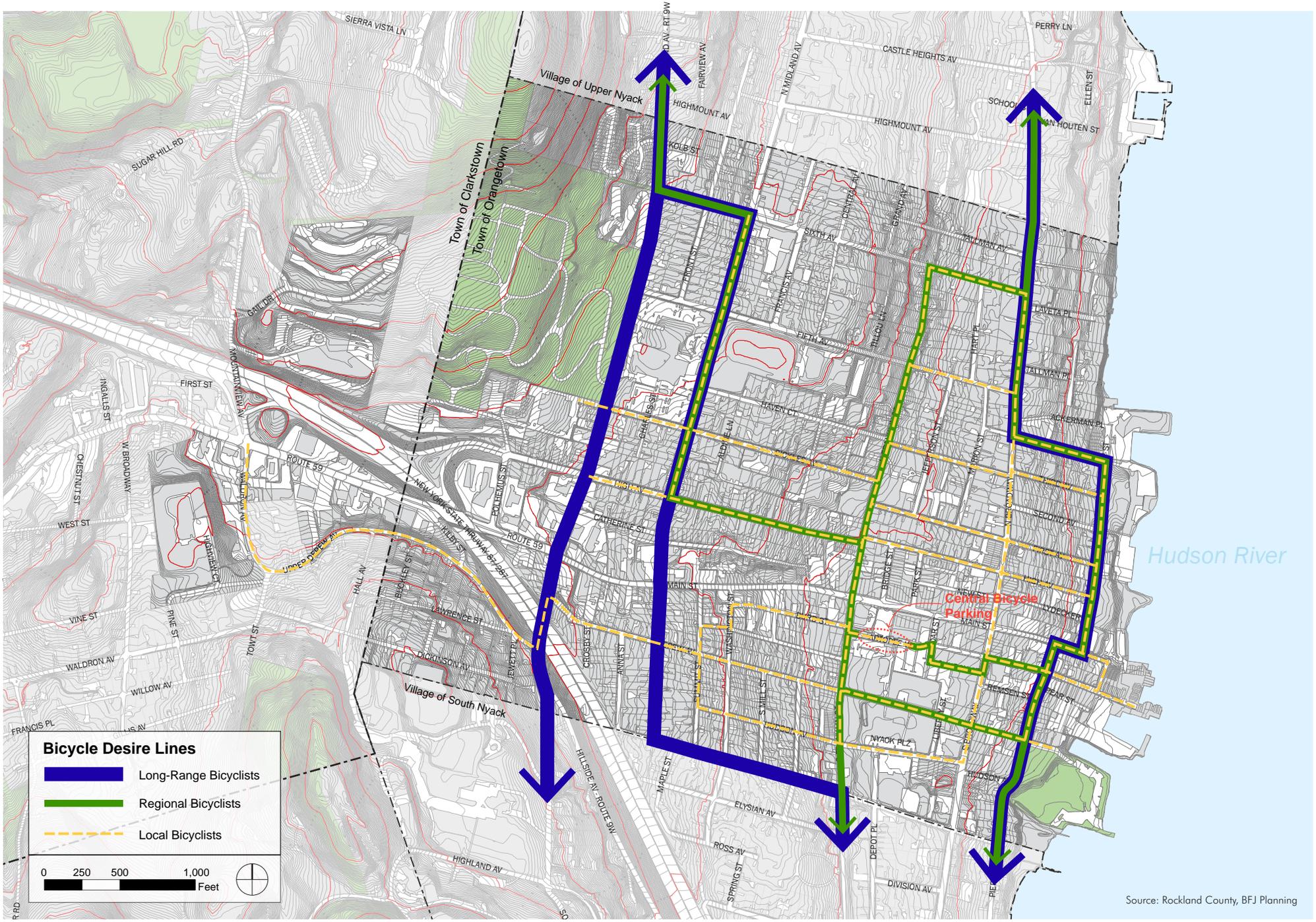


Figure 19: Bicycle Desire Lines

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### 6.2.6 Parking

There is a general perception among residents and business owners that there is not enough parking available downtown. Residents have expressed a preference to park in front of businesses, but the current supply of on-street parking along Main Street and Broadway is unable to satisfy this demand.

Online survey respondents expressed a need for additional parking on Main Street east of Franklin Street and along South Broadway, which is located within short walking distance of municipal lots. Parking regulations and pricing should be adjusted to further encourage drivers to park in these lots. Improved wayfinding signage is important to direct drivers to lots and provide walking directions (potentially including estimated walking times) from lots to places on interest. This will require a more effective parking management strategy, informed by regular parking occupancy counts and the varied needs of users at different times of the day and days of the week (for example, visitors to houses of worship on weekends).

Upgrading municipal lots with improved landscaping, lighting and signage will make them a more attractive place to park. The provision of space for electric vehicle charging space should also be considered in lot upgrades. The potential redevelopment of the Superblock presents an opportunity to replace surface parking lots with an upgraded parking structure. Every effort should be made to “hide” the structure by surrounding it with other land uses.

Parking is also a potential concern at along the waterfront, including at the Marina and Memorial Park. This part of the Village is already an important resource and critical asset for quality-of-life and the local economy. It is also poised to increase in activity and traffic in the near future, with renovations to the

Marina underway, a Request for Proposals soon to be released for the former River Club restaurant site and a proposed redesign for Memorial Park. Potential recreational boat excursion service or commuter ferry service (discussed in section 6.2.7 below) would add to the need for additional parking near the waterfront. This mixed-use recreational area, which includes park land, water-dependent uses and multiple restaurants, presents a great opportunity to provide for local residents while also drawing visitors to Nyack. However, it can only properly serve the Village if adequate parking exists to ease pressure on surrounding residential neighborhoods.

The Memorial Park Master Plan, completed by Quennell Rothschild & Partners (see Figure 32), reduces parking within Memorial Park by approximately 40 spaces, which improves pedestrian access to the waterfront in the park, but causes a deficit in parking spaces. The Memorial Park plan presumes that those spaces could be relocated in the Marina parking area; however doing so reduces the number of boat trailer parking spaces adjacent to the boat launch. As one of Nyack’s few publically accessible water-dependent uses on the waterfront, it is critical to retain boat trailer parking in this area. During off-peak hours of park and marina usage, the boat trailer spaces could serve shared purposes for residents who currently park in Memorial Park to view the Hudson River. However, peak hours for the Marina, Memorial Park, a waterfront restaurant and potential recreational boat excursions would overlap, which would increase parking demand, while at the same time the Memorial Park Master Plan eliminates approximately 40 parking spaces, potentially forcing visitors to the waterfront to seek parking on neighboring streets.

Section 6.2.7 discusses conceptual ideas for a low-impact parking terrace to increase the parking in the Marina area.

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However, even without constructing a parking terrace, it is possible to mitigate some of the parking loss at Memorial Park by reconfiguring the parking areas next to the former River Club restaurant, Spear Street Pump House and Spear Street Lot. Such a reconfiguration can also account for extension of a waterfront walkway adjacent to the Marina, which is further discussed in Section 9.3.2 and illustrated in Figure 20. Incorporation of a waterfront walkway next to the Marina will create a critical waterfront link from Memorial Park to the rest of the Village's waterfront. Preserving boat trailer storage adjacent to the boat launch retains one of Nyack's water-dependent uses on the waterfront. Reconfiguring the former River Club Lot with added parking around the Spear Street Pump Station, and reconfiguring the Spear Street Lot – in conjunction with the waterfront walkway, preserved boat trailer storage and the Memorial Park Master Plan – would result in a net loss of approximately 10 spaces. This is an improvement over the potential loss of 40 spaces without reconfiguring the existing surface lots, but still indicates a need to develop additional strategies to address future parking demands.

In addition to the Marina area, parking concerns were raised during this Plan process and the recent WF district zoning amendments regarding parking on Gedney Street. Currently, on-street parallel parking exists on the eastern side of the street except for between First and Second Avenues. Portions of Gedney, between Main Street and First Avenue and at the Rivercrest co-op property, are striped for loading areas, with no parking allowed. The Village is exploring the potential to increase on-street parking along Gedney, including possibly adding head-in spaces, to alleviate parking issues in the residential neighborhoods and at the Nyack Boat Club. Any

additional parking will need to ensure continued public access to the waterfront and use of the State bike route along Gedney.

### 6.2.7 Ferry Potential

When asked what new or different transit options would be most beneficial to Nyack, ferry service was identified as the top priority by respondents more frequently than any other option. The potential for successful ferry service in Nyack is a function of proper terminal siting, identifying desired service routes, generating adequate ridership and implementing service in a manner that is attractive to ferry riders as well as operators.

#### ***Ferry Terminal Siting, Infrastructure Requirements and Vessels:***

The Nyack shoreline between the Rivercrest Co-op and Memorial Park consists of a variety of maritime infrastructure and shoreline conditions. To accommodate ferry operations, the Nyack terminal location requires the following characteristics:

- has adequate water-depth for ferry vessels (at least 10 ft);
- has the ability to accommodate vehicle parking;
- is within a walkable distance to the downtown area; and
- is considerate of adjacent recreational boating activities including mooring fields, which can be adversely impacted by ferry vessel wakes.

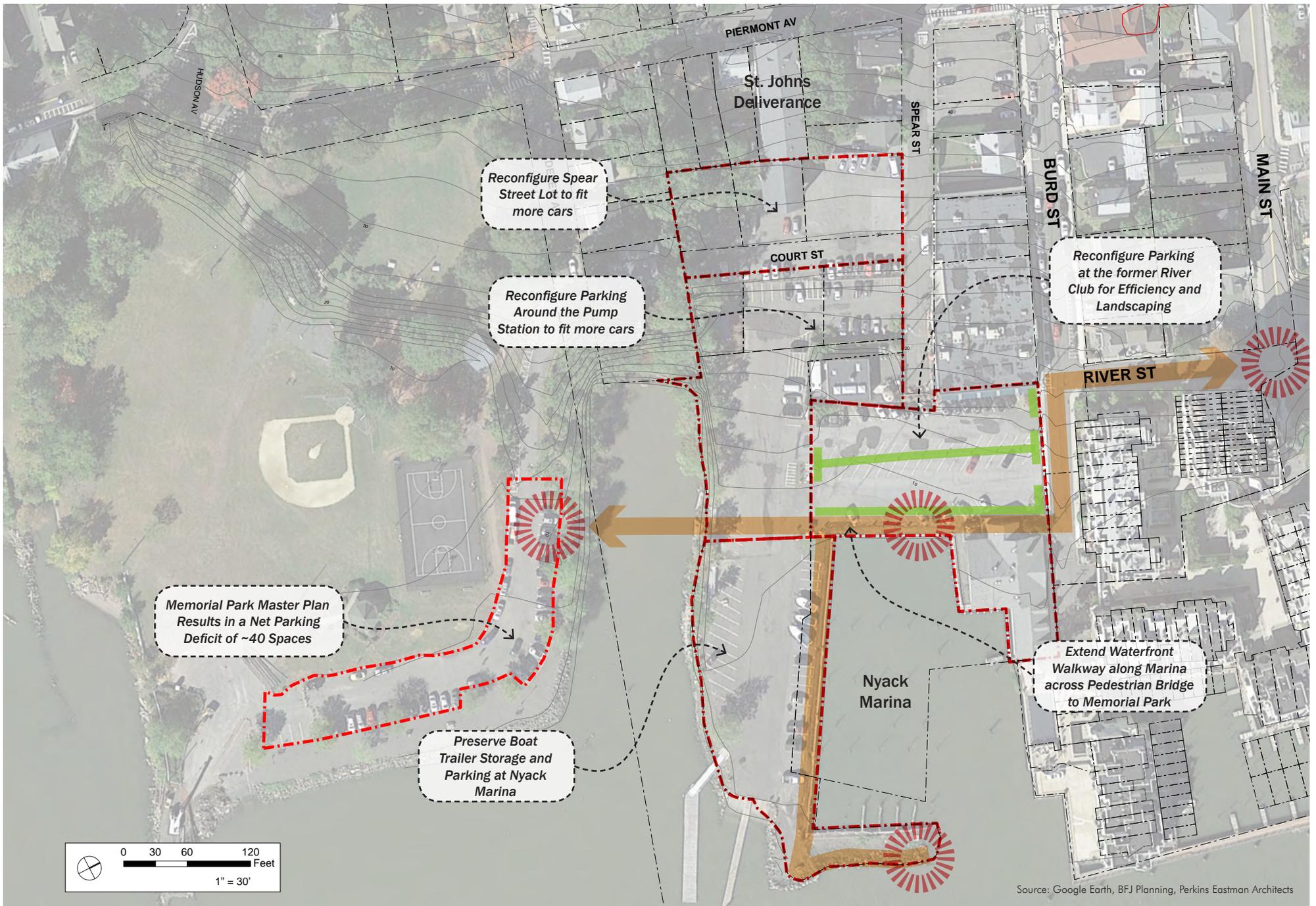


Figure 20: Waterfront Parking Reconfiguration Strategy

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**Typical ferry landing infrastructure.**  
*COWI Marine North America*



**Example of a 74-passenger (above) and a 149-passenger ferry (below) used in New York City.**  
*COWI Marine North America*

In consideration of the above criteria, the preferred location for a ferry terminal along the Nyack waterfront is immediately adjacent to the Village Marina and boat ramp.

The required ferry terminal infrastructure is scalable based on the size of operations. However, the typical waterfront infrastructure necessary to support operations consists of a floating barge to which the ferry moors; a gangway to connect the floating barge to land; and operational amenities such as a ticket kiosk, comfort station and sign boards. By comparison, a Nyack ferry terminal would have similar waterfront infrastructure as the current Haverstraw facility, or one of the many New York City ferry terminals in New York Harbor.

Based on the site conditions, expected ferry service options and routes, and anticipated ridership, the vessels that would service the Nyack waterfront would likely range in capacity from 74 to 149 passengers, and range in length from approximately 50 feet to 125 feet.



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**Ferry Service Options, Routes and Ridership:** The BFJ Team explored the feasibility of three different scenarios for development of ferry service at Nyack:

- A weekend seasonal/recreational service;
- A Nyack-to-Tarrytown commuter service, bringing Rockland County commuters to and from Metro-North's Tarrytown station; and
- Direct ferry service from Nyack to Midtown and Lower Manhattan.

### **Seasonal/Recreation Service**

There is a potential market for weekend service from New York City to Nyack. The Village is already to some extent a regional destination; the Nyack Marketing Association has estimated that it draws “tens of thousands” of visitors annually. Users of such a service could include day-trippers or overnighters attracted to the downtown area by its cultural resources, shopping and restaurants; hikers going to Hook Mountain; cyclists (biking from Manhattan to Nyack and taking the ferry back); and others. A recreational ferry service could also be used by local residents for weekend trips into Manhattan.

Assuming a single-vessel service, with ferries arriving at and departing from Nyack approximately every two to two-and-a-half hours on Saturdays and Sundays, and a round-trip fare of \$32, we estimate that such a service could be self-supporting at about 400 round-trip passengers per weekend.

One option for introducing such a service might be to seek funding to support a summer-fall pilot project. It is estimated that installing a temporary landing at the Village marina using an existing barge, and operating a Saturday-Sunday service

from June through October, would cost about \$500,000. Grant funding could be used for the landing, to provide discounted fares to help build ridership, and for a cooperative marketing program in partnership with local businesses. With a higher level of support, service to Nyack could be combined with service to other Hudson River towns and to Bear Mountain (see Figure 21).

### **Seasonal Ferry Parking**

Parking implications near the ferry dock are an important factor for the Village to consider in association with any type of ferry service—especially given the potential net-loss of parking that may result from implementation of the Memorial Park Master Plan. Seasonal/Recreation Ferry Service would likely have a limited need for increased parking in Nyack, since the Village is a destination and is likely to attract visitors from other locations around the Hudson Valley and New York City. However, some increase in parking should be provided to serve local travelers and also to improve operations at the Nyack Marina, restaurants in the area, and Memorial Park.

As discussed, some parking can be added by reconfiguring the Spear Street and Nyack Marina lots while retaining boat trailer parking. Parking can be added through construction of a one-deck parking terrace east of Court Street and behind the Spear Street Pump Station (See Figure 22). Design and scale of the parking terrace are key considerations to protect upland views and limit visual impact from the Marina and waterfront. A one-deck landscaped parking terrace at the ground level of the Marina would have an upper level below the ground level at Court Street. Such a parking terrace could accommodate about 85 parking spaces. In conjunction with reconfigurations to the Spear Street and Nyack Marina lots, this option would provide a net gain of about 30-40 spaces, accounting for spaces lost due to the Memorial Park Master Plan.

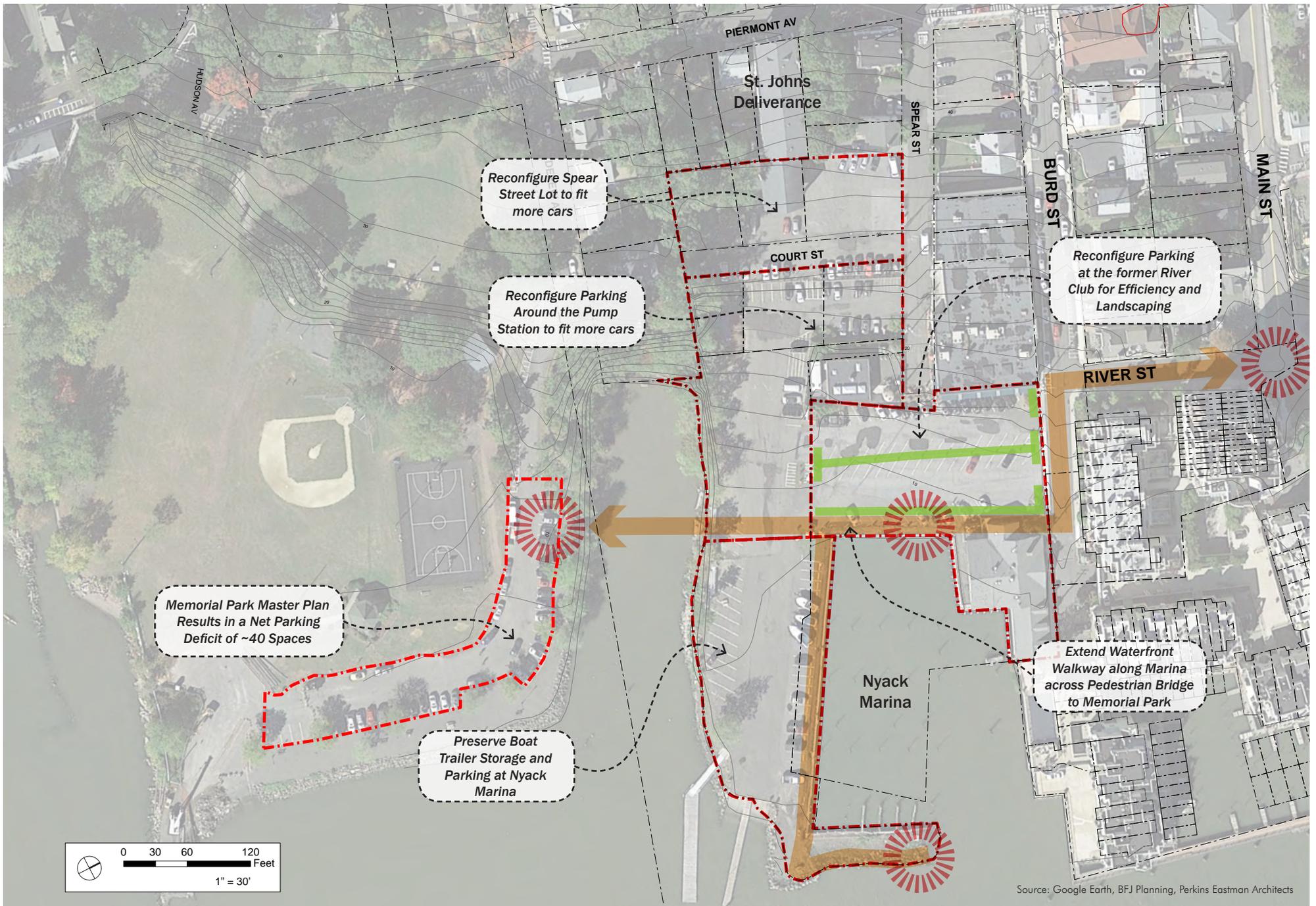


Figure 20: Waterfront Parking Reconfiguration Strategy

## Seasonal Recreation/Tourism

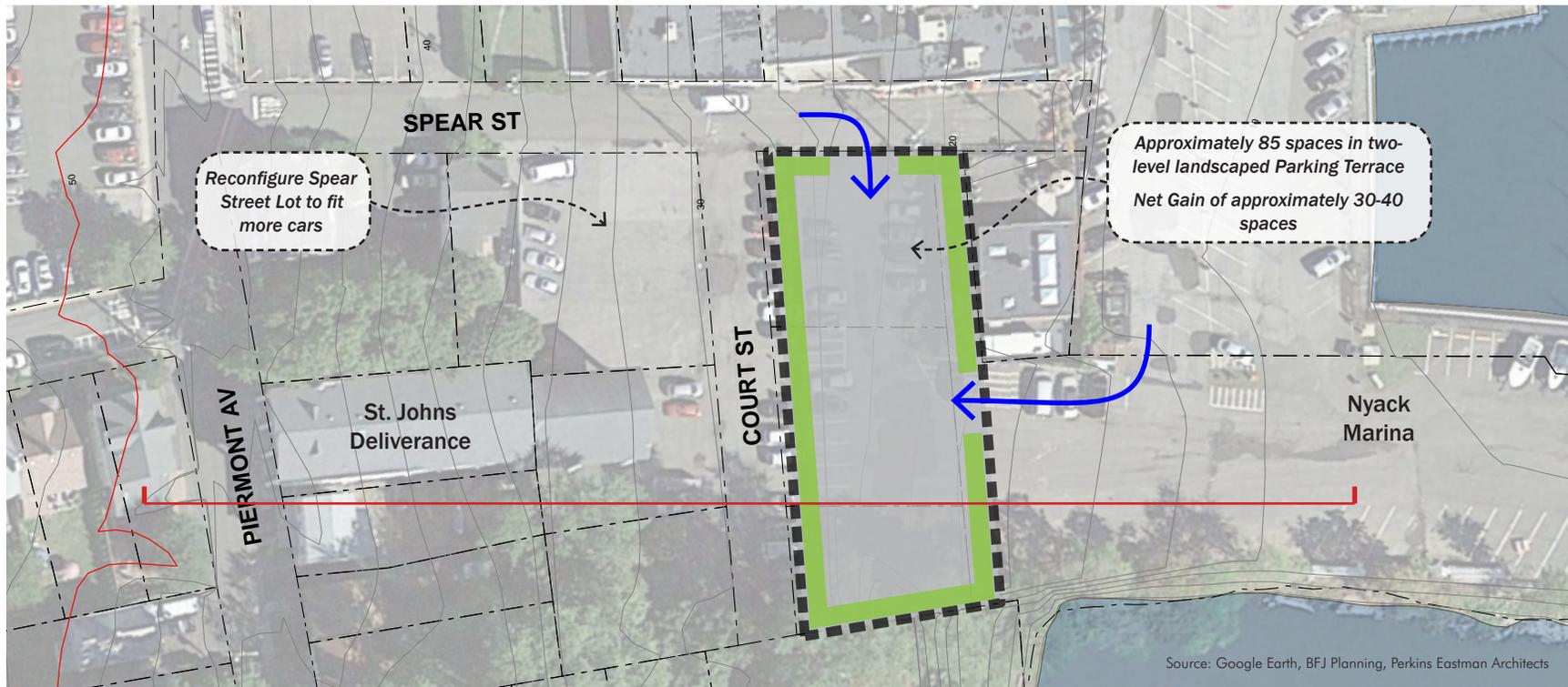
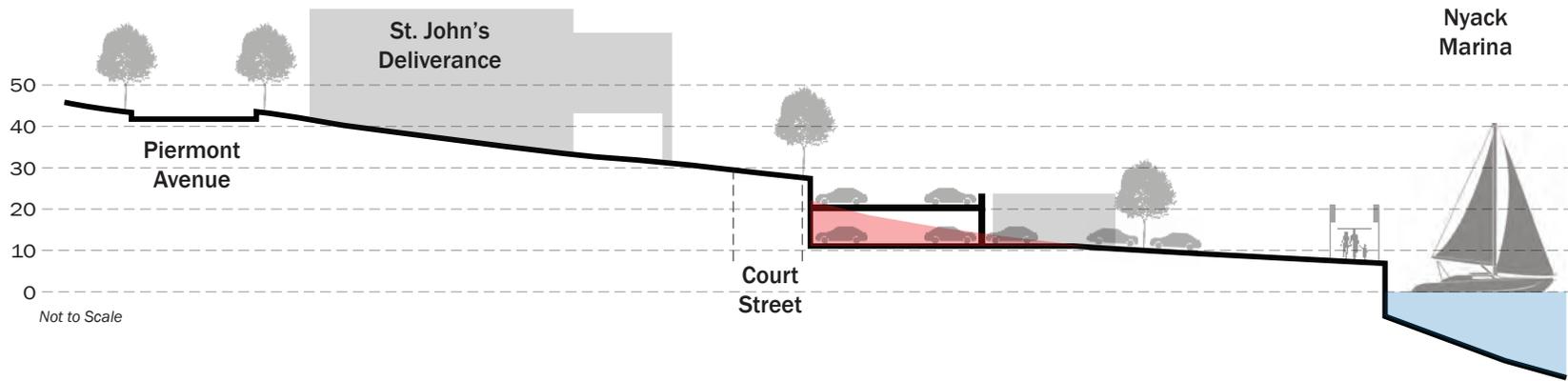


Figure 22: Seasonal Recreation/Tourism Ferry Parking Concept

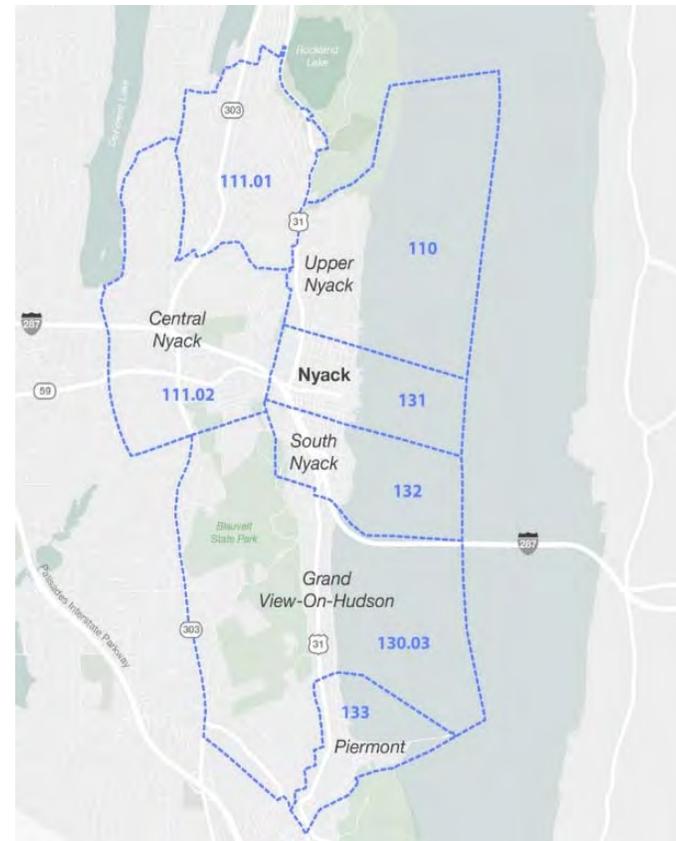
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### Commuter Service

The team’s assessment of the feasibility of a commuter-oriented ferry service starts with an analysis of patterns of commutation between the Nyack area and Midtown and Lower Manhattan. For purposes of this analysis, we define the primary market area for a Nyack ferry service as being comprised of seven census tracts (shown below) that correspond roughly to the area within a 10-minute drive to the ferry landing.



**Distribution of Nyack-area commuters to Midtown, Midtown South and Lower Manhattan.**  
U.S. Census Bureau



**Nyack Primary Market Area.**  
Appleseed

As the image above shows, the Census Bureau’s Census Transportation Planning Package (CTPP) indicates that during the years 2006 through 2010 (the latest period for which these data are available), a total of 1,866 residents of the seven census tracts commuted to jobs in the Manhattan central business district (the area below 59<sup>th</sup> Street). Of this total:

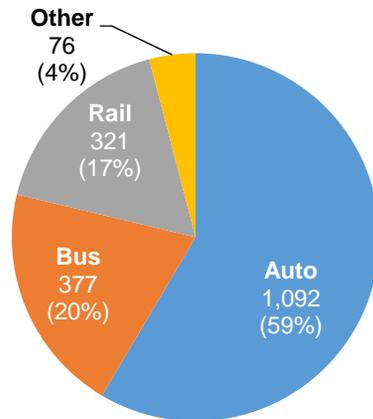
- About 59% commuted to Midtown (59<sup>th</sup> to 34<sup>th</sup> Street);

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- 29% commuted to Midtown South (34<sup>th</sup> to Canal Street), and
- 12% commuted to Lower Manhattan (below Canal Street).

As Chart 11 shows, a majority of these 1,866 commuters (59%) either drove alone or carpooled. Another 20% commuted by bus, and 17% commuted by rail.

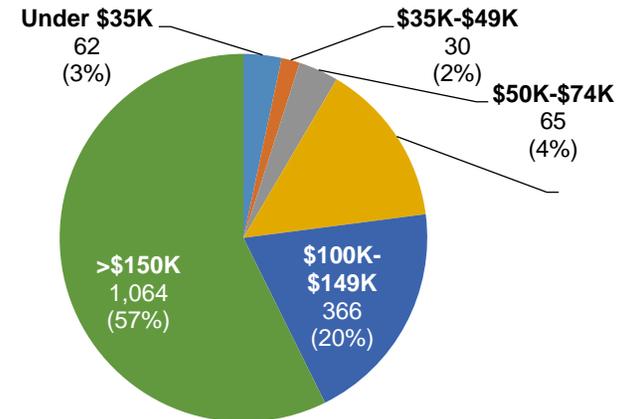
**Chart 11: Mode Split of Commuters from Nyack Area to Midtown, Midtown South and Lower Manhattan**



Source: U.S. Census Bureau

Among the most notable characteristics of Nyack-area residents commuting to the Manhattan central business district are their relatively high incomes. As Chart 12 shows, 57% of these commuters had household incomes in 2010 in excess of \$150,000.

**Chart 12: Income Distribution of Commuters from Nyack Area to Midtown, Midtown South and Lower Manhattan**



Source: U.S. Census Bureau

As Error! Not a valid bookmark self-reference. shows, the time spent traveling to work ranged from an average of an hour or less for those commuting to Midtown by automobile to 91 minutes for those commuting to Lower Manhattan via public transportation.

**Table 5: Mean Travel Time by Mode for Commuters from Nyack Area to Midtown, Midtown South and Lower Manhattan (in minutes)**

|                 | Drove Alone | Carpool | Public Transportation |
|-----------------|-------------|---------|-----------------------|
| Midtown         | 60          | 57      | 75                    |
| Midtown South   | 67          | 62      | 77                    |
| Lower Manhattan | 75          | 60      | 91                    |

Source: U.S. Census Bureau

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Overall, the demographic characteristics and commuting patterns of those who live in the seven census tracts and work in Manhattan below 59<sup>th</sup> Street suggest that this is a market that, although small, could potentially support ferry service. With 57% having household incomes in excess of \$150,000 (and some of them no doubt significantly higher than \$150,000), many may be willing to pay a premium price for a better commuting experience. And with commuting times ranging from 60 to 90 minutes, for at least some of these commuters ferry service might be competitive on time.

### ***Commuter Option 1: Nyack-to-Tarrytown Service***

One option for the introduction of a commuter ferry service at Nyack would be to persuade the Metropolitan Transportation Authority (MTA) to contract with a private operator to provide ferry service from the Village marina in Nyack to a new landing within a short walk to the Tarrytown station on Metro-North's Hudson line (see Figure 23). This would be similar in scale and character to the services that New York Waterway now provides (under contract with Metro-North) between Haverstraw and Ossining and between Newburgh and Beacon.

The Haverstraw-Ossining service operates at approximately 30-minute intervals during peak periods, with a running time of 15 minutes. Free parking is available at the Haverstraw landing. This service averages about 245 round trips per weekday, with a single-trip adult fare of \$4 (as of 2015) and a 10-trip ticket priced at \$35.25. Ferry riders who take the train from Ossining to Grand Central also have the option of purchasing a monthly "UniTicket" that covers the cost of both the ferry and the train, priced at \$340.50 per month (\$40.50 more than the cost of a monthly train ticket).

With Metro-North currently paying New York Waterway \$1.7 million annually to provide this service, the Haverstraw-to-Ossining ferry is deeply subsidized. Farebox revenues in 2015 covered less than 10% of the cost of the contract.

A connecting service from Nyack to Tarrytown would probably require a similar (or even deeper) level of subsidy. Moreover, a Nyack-to-Tarrytown service might, for several reasons, have difficulty matching ridership levels on the Haverstraw-to-Ossining service.

- According to the Census Bureau's CTPP data, in 2006-2010 only 321 residents of the seven census tracts in the Nyack area commuted to Manhattan below 59<sup>th</sup> Street by rail. To match Haverstraw-to-Ossining ridership, the ferry service would thus have to attract a substantial majority of those who commute from the Nyack area via Metro-North – or attract area residents who now commute by bus or private auto – or some combination of both.
- One of the attractions of the Haverstraw-to-Ossining service is that free parking is available at the Haverstraw landing site. While it would be possible (as discussed below) to develop a sufficient number of parking spaces near the Village marina to support this service, the cost of developing those spaces would probably require that this be paid parking.
- Rockland County residents who commute on Metro-North can already reach Tarrytown Station via the County's Tappan Zee Express (TZx) bus service,

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which runs from Suffern to downtown White Plains (see below). This service is heavily subsidized through a combination of federal, State and County funds; farebox revenues cover only about 20% of TZx's operating costs.

- Like those who use the Haverstraw-to-Ossining ferry, Rockland County commuters who take the TZx bus to Tarrytown Station can already purchase a monthly UniTicket for \$360.00 – \$60 more than the price of a monthly ticket from Tarrytown to Grand Central.

### *Commuter Ferry Parking*

Parking implications of commuter ferry service will be greater in Nyack than they would be for a

seasonal/recreation ferry, since viability of the service will depend upon ridership from Nyack, the surrounding Villages, and elsewhere in Rockland County. However, commuter parking will create limited conflicts with other uses around Memorial Park and the Nyack Marina, since those other uses tend to be more recreational in nature and will peak on the weekends rather than during the work week. Despite the advantages gained from shared parking, a parking terrace for commuter service to Tarrytown should accommodate ridership similar to the 245 weekday roundtrips that Haverstraw-Ossining Ferry sees.

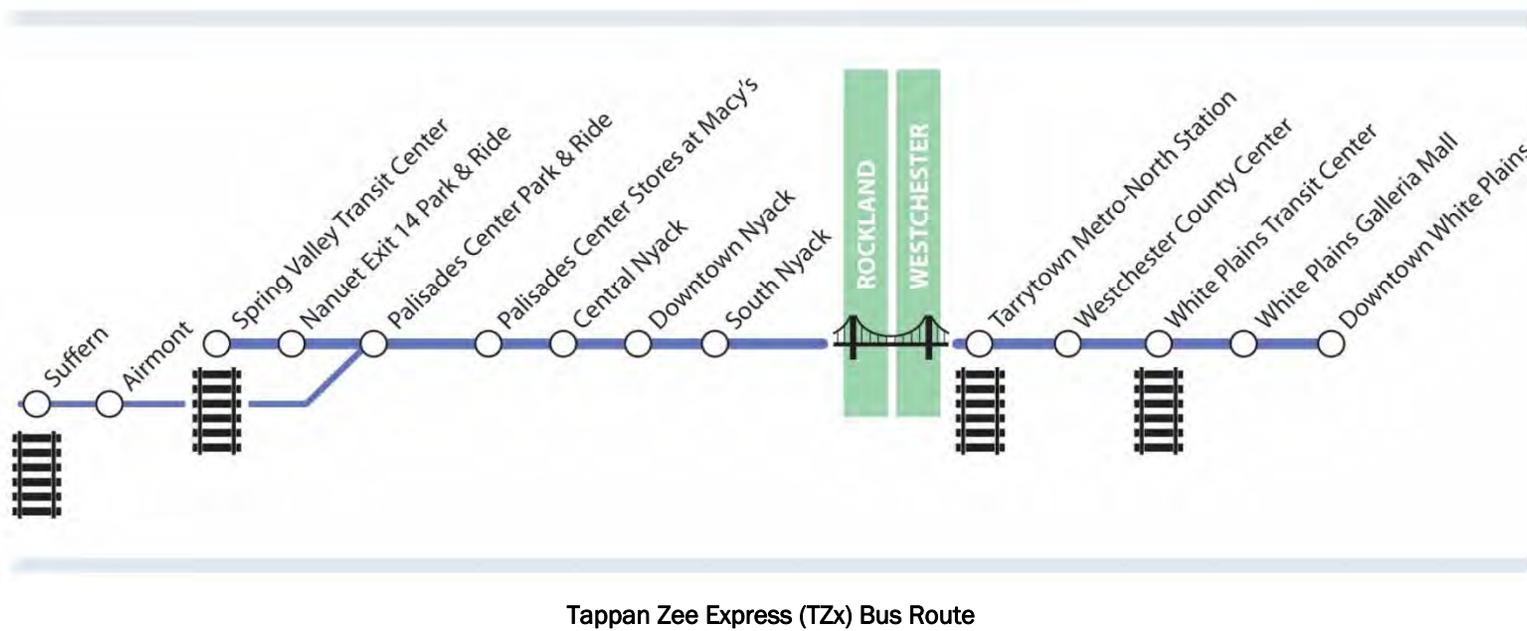




Figure 23: Potential Nyack-Tarrytown Commuter Ferry Route

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One option to meet this larger demand while still limiting disturbance of upland views is a two-deck landscaped parking terrace that is carved into the topography west of the Nyack Marina. With a lower level at grade with the Marina, the steep topography on-site would fit two decks with the top level at grade with the Spear Street Lot and St. John's Deliverance Tabernacle (see Figure 24). This option would allow for a greater number of parking spaces while still limiting impact on views from Piermont Avenue and Spear Street. From the Marina side, the parking terrace could be screened from view either with landscaping and trees or a maritime retail use facing the Marina. Even accounting for parking spaces lost as a result of the Memorial Park Master Plan, a two-deck landscaped parking terrace could hold approximately 180-220 spaces. In conjunction with reconfigurations to the Spear Street Lot and Nyack Marina Lot, this option would provide a net gain of approximately 100-140 spaces.

Additionally, this parking terrace option could be configured as a second phase of the smaller parking terrace described in conjunction with seasonal/recreation ferry service. By planning for a potential phasing scheme, the Village could implement seasonal ferry service as an initial phase and evaluate the potential for commuter service in the future.

### ***Commuter Option 2: Direct Ferry Service from Nyack to Midtown and Lower Manhattan***

The third option for introduction of ferry service at Nyack would be a direct service from Nyack to New York City DOT's ferry terminal at West 39<sup>th</sup> Street, and possibly the Port Authority's terminal at Vesey Street in Battery Park City (see Figure 25). Unlike the Nyack-to-Tarrytown service, a direct-to-Manhattan service would provide an entirely new option for area residents who commute to Manhattan. It is, however a more challenging option in that there is no immediately evident source of operating subsidy for such a service. It is thus likely to be feasible only if it can be operated on a self-sustaining basis.

For purposes of this analysis, we assume:

- A two-vessel service using 149-passenger vessels, with four departures from Nyack each weekday morning and four from Manhattan each late afternoon/evening, with a running time of approximately 60 minutes to West 39<sup>th</sup> Street and 70 minutes to Battery Park City;<sup>31</sup> and
- An average hourly operating cost of \$525 per vessel, and average daily fares of \$14 per trip (\$28 per round trip, about \$600 for a monthly ticket).

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<sup>31</sup> While the number of people who now (according to CTPP data) commute from the Nyack area to Lower Manhattan – 218 – is too small by itself to sustain a direct service from Nyack, it could potentially be large enough to justify extending a Nyack-to-Pier79 service to a second stop at Battery Park City. This is especially so given that the advantages of ferry

service relative to other modes – in terms of overall time savings, avoiding the need to switch to the subway at Grand Central or the Port Authority Bus Terminal and (at least for many commuters) being able to walk from the ferry terminal to their jobs – are greater for Nyack-to-Lower Manhattan than for Nyack-to-Midtown commuters.

### Commuter Option 1: Nyack to Tarrytown

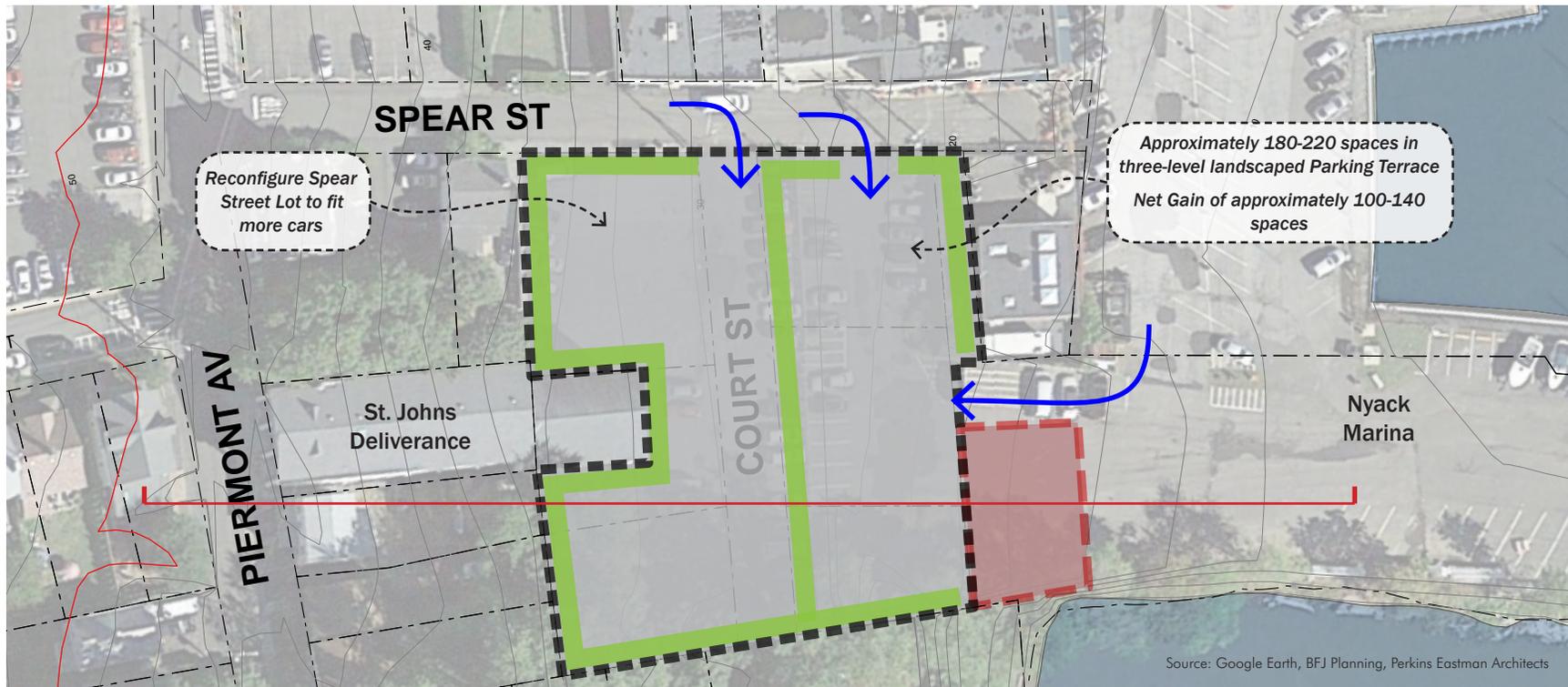
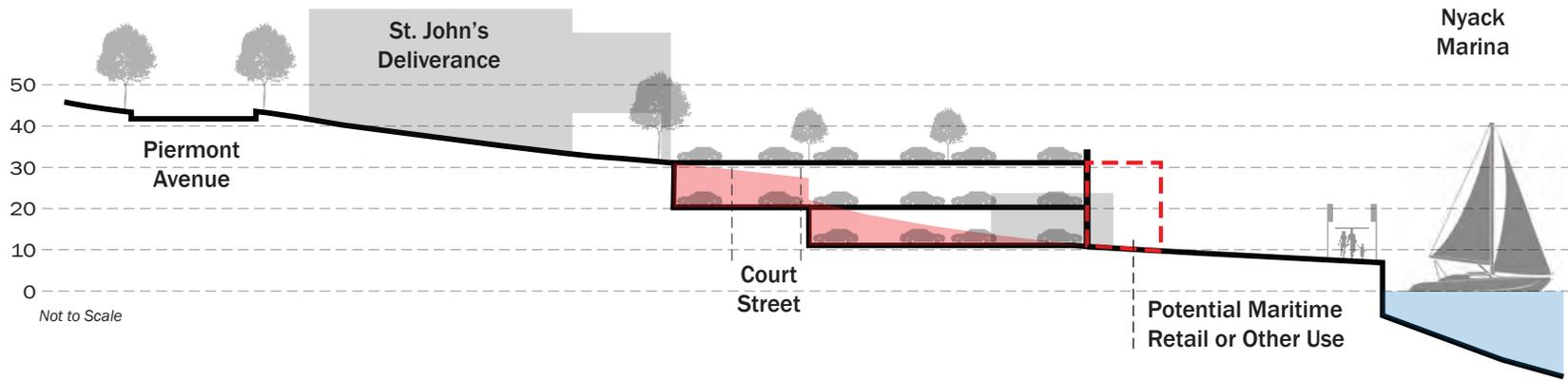


Figure 24: Commuter Ferry Parking Concept

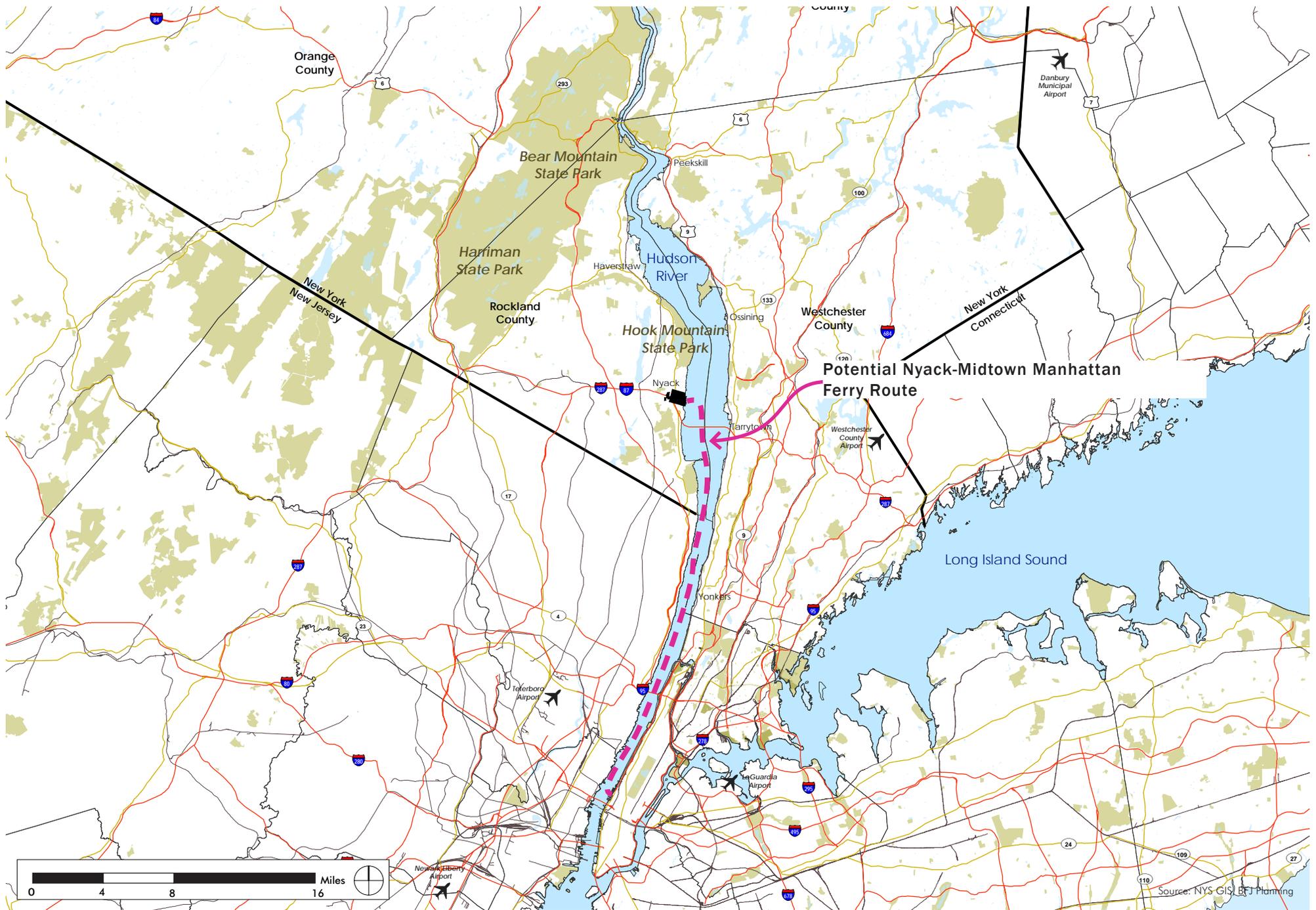


Figure 25: Potential Nyack-Manhattan Commuter Ferry Route

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Based on these assumptions, we estimate that to be financially sustainable, this service would need to attract (after an initial build-up) a stabilized average on the order of 425 round-trip commuters per day.

Based on the CTPP data cited previously, this would represent approximately 23% of all residents of the seven-tract area who commute each day to Manhattan below 59<sup>th</sup> Street – a “capture rate” that would not be easy to reach.

To fully evaluate potential demand for commuter service from Nyack to Manhattan, however, we need to look beyond the static 2006-2010 data that the CTPP provides, and consider other factors that affect demand for such service:

- During the next five to 10 years, the areas of greatest job growth in Manhattan will be concentrated on the island’s west side – in the Hudson Yards area, West Chelsea and at the World Trade Center. For people commuting to these areas from Rockland County, a Hudson River ferry service could be an attractive alternative to commuting by rail into Grand Central or by bus to the Port Authority’s Midtown terminal.
- Increases in Port Authority bridge and tunnel tolls since 2011, the likelihood of further increases in the next few years – and the near-certainty of large increases in tolls on the new Tappan Zee Bridge – have significantly raised and will further raise the cost of commuting by auto. This is likely to increase the number of commuters who might be induced to switch to another mode of transportation.
- Convenient, reliable and reasonably frequent commuter ferry service could make Nyack a more

attractive place to live for people who work in Manhattan.

Thus, even if ferry operators conclude that there is unlikely to be sufficient demand in 2016 to sustain an unsubsidized commuter ferry service, the feasibility of such a service could improve during the next several years.

A ferry service from Nyack to Manhattan is likely to require similar ridership as the service to Tarrytown; therefore the two-deck parking terrace illustrated in the Tarrytown ferry option would be adequate to support the feasibility of this service. As with the option above, the parking terrace could be screened from view either with landscaping and trees or a maritime retail use facing the Marina. Since this ferry service may require slightly larger ridership, the parking terrace should be configured to accommodate the upper range of 220 parking spaces. The Manhattan ferry service would also require a larger ferry boat.

Finally, it is possible that both a Tarrytown and a Manhattan ferry service might operate simultaneously. In the event that the Village implements a combined commuter ferry service that includes both Nyack to Tarrytown and Nyack to Manhattan, the parking requirements would be increased, demanding construction of a three-deck parking terrace. As with the previous option, the structure could be configured to add this third deck as a future phase. Even accounting for parking spaces lost as a result of the Memorial Park Master Plan, a three-deck landscaped parking terrace could hold approximately 230-270 spaces. In conjunction with reconfigurations to the Spear Street Lot and Nyack Marina Lot, this option would provide a net gain of approximately 150-190 spaces. To fully accommodate parking needs of

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combined ferry service to both Tarrytown and Manhattan, additional parking within the Village may have to be secured.

### *Ferry Traffic*

The introduction of ferry service at the Marina, and any associated parking, may create potential traffic and parking impacts on nearby areas. A seasonal ferry service is likely to have fairly minimal traffic impacts, given that its peak would not be expected to overlap with commuting peak hours.

For the Nyack-to-Tarrytown or Nyack-to-Manhattan options, the ferry peak is likely to fall earlier than the overall commutation peak. For example, initial analysis conducted as part of this Plan indicated that, based on 2009 traffic counts from the NYSDOT (the most recent data available), the morning peak hour for traffic along North Broadway falls between 8 a.m. and 9 a.m. In contrast, the peak hour for Short Clove Road in Haverstraw, which provides access from Route 9W to the ferry parking lot, has a morning peak hour of 7 a.m. to 8 a.m., based on 2014 data. The earlier peak hour experienced in Haverstraw reflects the fact that ferry service runs between 5:50 a.m. and 8:45 a.m.

**Implementation Strategy:** The BFJ team recommends a three-part strategy for introducing ferry service at Nyack.

### **Seasonal/Recreational Service**

As a starting point for the initiation of ferry service, a seasonal/recreational weekend service offers several advantages.

- It could be started fairly quickly, with a relatively modest up-front investment;
- It would require much less parking than either of the two commuter ferry options described above, and would not

increase significantly the volume of traffic on local streets; and

- Local businesses could be expected to support efforts to market such a service.

As noted above, we estimate that a single-vessel, Saturday-Sunday Manhattan-to-Nyack service running from June through October could be launched as a pilot project for as little as \$500,000. We recommend that the Village explore the possibility of obtaining State funding for such a project through the Hudson Valley Regional Economic Development Council, with the goal of issuing an RFP to operators early in 2017 and starting the new service during the summer of 2017. At the same time, we recommend that the Village seek State funding (perhaps also through the Regional Economic Development Council) for development of:

- A parking terrace that would serve Memorial Park, the Village marina, the restaurant and the ferry landing; and
- If the pilot project proves to be successful, development of a more permanent ferry landing at the Village marina.

### **Nyack-to-Tarrytown Commuter Service**

Nyack-to-Tarrytown ferry service is highly unlikely to be financially self-sustaining, and would to some extent be competing directly with Rockland County's TZx bus service. Nyack-to-Tarrytown could nevertheless be feasible if the MTA contracted with a private operator to provide a heavily subsidized service similar to Metro-North's Haverstraw-to-Ossining service.

We therefore recommend that the Village begin to explore the MTA's willingness to contract with a private operator to provide a Nyack-to-Tarrytown ferry service.

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### ***Nyack-to-Manhattan Commuter Service***

As noted above, it appears unlikely that an unsubsidized Nyack-to-Manhattan ferry service could in the near term attract a sufficient number of riders to be financially self-sustaining.

Moreover, in contrast to a possible Nyack-to-Tarrytown service, there does not appear to be an available source of ongoing public subsidy for a Nyack-to-Manhattan service. Over time, however, a Nyack-to-Manhattan service could become more attractive to private operators, for several reasons, including:

- The continued growth of major concentrations of employment on Manhattan's West Side; and
- Long-term increases in the cost of commuting to Manhattan by private automobile.

Even as it pursues creation of a seasonal/recreational service and explores the MTA's interest in contracting for a Nyack-to-Tarrytown service, the Village should begin informal discussions with private operators about their potential interest in undertaking a Nyack-to-Manhattan service. If there appears to be significant interest in providing such a service, the Village could follow up in 2017 with a more formal Request for Expressions of Interest.

### ***Combining Commuter and Weekend Recreational Service***

While weekend recreational service and weekday commuter service can be pursued separately, they are by no means mutually exclusive. If a seasonal weekend service proved successful, it could enhance the feasibility of weekday commuter service, by providing the operator with an opportunity to generate additional revenue on weekends.

A seasonal/recreational weekend service can thus be viewed as something that would in its own right benefit the Village, or as a

step toward development of a weekday commuter service – but one would not conflict with the other.

## 6.3 RECOMMENDATIONS

### 6.3.1 Vehicular Circulation

- Reduce congestion along Main Street by upgrading signals with video detection actuation.
- Increase traffic enforcement in the downtown along Broadway and Main Street to improve circulation and help guide visitors.
- Create additional loading zones and incentives for businesses to accept deliveries outside of peak hours.
- Install wayfinding signage at Route 59 and High Avenue gateways to direct visitors to the downtown via Main Street.

### 6.3.2 Safety

- Install pedestrian signal heads at all signalized intersections.
- Reduce speeds by implementing traffic calming on streets identified as high-crash or high-speed corridors.
- Adopt a Complete Streets Policy.
- Address the condition of sidewalks in the downtown and residential areas, particularly along Upper Depew and in

## 6. TRANSPORTATION

the Waldron Terrace neighborhood, including pavement conditions, streetscaping and lighting.

### 6.3.3 Public Transportation

- Advocate for regional transit improvements and support Bus Rapid Transit (BRT) within Nyack.
- Explore the feasibility of a shuttle to connect the Nyacks with the Village's downtown.
- Improve bus stop amenities at all marked stops.

### 6.3.4 Bicycle Circulation

- Create a bicycle route network that accommodates local, regional and long-range cyclists.
- Introduce an improved wayfinding system that directs travelers to appropriate streets and destinations.
- Increase bicycle parking opportunities in the Village core to encourage local bicycle use.
- Introduce temporary bicycle corrals or valets in appropriate locations, such as Artopee Way, to accommodate large influxes of bicyclists during summer weekends and special events. Strategic and appropriate placement of bike racks can also serve to calm traffic and clear sidewalks for pedestrian use.
- Extend the Esposito trail to Depew Avenue and then provide for shared bike lanes into Downtown via Franklin Street.

### 6.3.5 Pedestrian Circulation

- Create a pedestrian master plan that provides an implementation strategy for the construction, renovation and ongoing maintenance of sidewalks and pathways, crosswalks and ADA-compliant curb ramps.
- Develop a "Safe Routes to School" program to focus on improving pedestrian infrastructure within student walk zones.
- Improve walkability along the Route 59 corridor to strengthen pedestrian connections to the Waldron Terrace neighborhood and Central and West Nyack.
- Permit restaurants to use parklets, temporary sidewalk extensions installed in parking lanes, during the warmer months to better accommodate outdoor dining and preserve walking space along Downtown streets.



Parklet in San Francisco, CA sponsored by neighborhood restaurant  
San Francisco Planning Department

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- Consider stricter guidelines for sidewalk cafes to ensure that sufficient pedestrian space is maintained.
- Explore the potential for occasional temporary closures of Main Street to create a pedestrian plaza during special events.

### 6.3.6 Parking

- Monitor the parking demand by conducting routine occupancy counts to inform parking management strategies.
- Review parking regulations to accommodate parking near houses of worship during Saturday and Sunday worship hours and other events.
- Explore better landscaping and lighting for existing surface lots in the downtown. As new development occurs in the Superblock, encourage the use of high-quality structured parking incorporated with other land uses.
- Improve landscape, lighting and signage in municipal lots, including the use of green infrastructure to improve stormwater management and reduce the heat island effect.
- Reserve spaces for electric vehicle charging stations and car-share vehicles in municipal lots.
- Incorporate parking into wayfinding signage.
- Explore the potential to add on-street parking on Gedney Street.

### 6.3.7 Ferry Potential

- Engage ferry operators to measure their interest in providing service to Nyack at the Village marina site location, with a goal of issuing an RFP early in 2017 to start a seasonal ferry service during the summer of 2017. If there is significant interest in providing a Nyack-to-Manhattan service, follow up in 2017 with a formal Request for Expressions of Interest.
- Seek State funding for and implement a pilot program to obtain actual ridership data and operator feedback which will inform long-term investment in ferry service
- Coordinate with other municipalities to develop a network of ferry landings for weekend/recreational use.
- Seek State funding for development of:
  - A parking terrace to serve Memorial Park, the Village marina, the restaurant and the ferry landing; and
  - If the pilot project proves to be successful, establishment of a more permanent ferry landing at the Village marina.
- Initiate discussions with the MTA to explore its willingness to contract with a private operator to provide a Nyack-to-Tarrytown ferry service.

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### 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

Nyack's image and character is shaped as much by the high quality of its environmental setting as by its built environment. These assets contribute significantly to the quality-of-life of Nyack's residents and to its attraction for visitors and businesses alike. The protection and enhancement of these resources are essential to the preservation of the Village's special community character.

#### 7.1 EXISTING CONDITIONS

##### 7.1.1 Natural Resources and Sustainability

In the years since the 2007 Comprehensive Master Plan, sustainability planning has taken center stage in Nyack, as it has across the region and the world. This reflects a number of factors, including more development pressure on a diminishing supply of land; greater awareness of the environmental impacts of human activities; and broader issues such as water quality, flood impacts and global warming.

In 2013, Nyack established a Sustainability Desk in its Planning Department and the volunteer position of Sustainability Coordinator, charged with implementing actions recommended in the Village's *Green Infrastructure Report* and that align with regional initiatives such as the New York State Energy Research and Development Authority's (NYSERDA) Cleaner Greener Communities program and the New York State Department of Environmental Conservation's (NYSDEC) Hudson River Estuary Program. That same year, Nyack adopted the pledge to become

a Climate Smart Community, tapping into a State program that provides education and technical support to local communities in dealing with the causes and effects of climate change.

The Village has enjoyed great success in receiving grants to carry out its sustainability planning efforts, which have supported initiatives including the *Sustainable Nyack Action Plan* and this Comprehensive Plan. It has also enlisted the assistance of local and regional partners such as Scenic Hudson, NYSERDA, the Hudson River Watershed Alliance, Hudson River Valley Greenway, Keep Rockland Beautiful and the Towns of Orangetown and Clarkstown.

This chapter builds on the work of these prior plans and studies, as well as regional initiatives such as the *Mid-Hudson Regional Sustainability Plan (2013)*, the Hudson River Estuary Program, the Hudson River Sustainable Shorelines Project and the Hudson River Comprehensive Restoration Plan (*The Hudson We Share*). The chapter also identifies significant environmental systems and features including steep slopes, floodplains and wetlands, fragile soils and other prominent natural features. The environment is and should continue to be a unique community resource that is preserved and enhanced for future generations.

#### Topography

Nyack is located just northeast of the Palisades Ridge, which runs along the Hudson River linking High Tor and Hook Mountain State Parks, before turning and heading south to the southernmost tip of Rockland County at Palisades Interstate Park. Overall, elevations throughout the Village slope upward from the Hudson River shoreline to a high of about 550 feet at

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the northwestern portion of Nyack. As Figure 26 illustrates, significant portions of steeply sloped areas are found in Nyack.

There are particularly steep areas near the waterfront within Memorial Park and east of Gedney Street from Main Street to Fourth Avenue, and the northern section of the waterfront is very steep right at the water's edge in the backyards of residential homes north of Ackerman Place. The east-west streets that meet Gedney Street are also quite steep, especially Ackerman Place. Near the downtown, there is a steep slope that falls from Catherine Street east of Midland Avenue, channeling the Nyack Brook parallel to Main Street. In the southwestern portion of the Village, there are significantly steep slopes west of I-87/I-287.

Some of the steepest roadways in the Village are the east-west streets in the northern section of Nyack, in particular, Fifth and Sixth Avenues from Hart Place to Central Avenue, and Tallman Avenue as it approaches Grand Avenue to the west. Farther west, there are several steep ridges within Oak Hill Cemetery that continue to the southwest within the Tappan Zee Manor and Warren Hills Apartments parcels.

Generally, development of steep slopes greater than 15% is difficult, though not impossible, due to construction costs and the undesirability of road grades that exceed 10%. In addition, during construction, soil erosion and surface water runoff can increase as a result of clearing vegetation from steep slopes. Nyack regulates development on areas with slopes of at least

25% for single-, two- or three-family homes, and at least 50% for other types of development.

### **Flooding, Watercourses and Wetlands**

Most of Nyack is located within the Sparkill Creek-Hudson River subwatershed, which encompasses the southeastern corner of Rockland County extending into New Jersey (see Figure 27). About one-third of the Village (the northeasterly portion) is in the Sparta Brook-Hudson River subwatershed, which runs to the north along the Hudson River and includes Upper Nyack.

In terms of flooding, small pockets of Nyack's Hudson Riverfront, as well as the southwestern corner of the Village west of I-87/287, are located within areas of moderate flooding (see Figure 28).<sup>32</sup> The Federal Emergency Management Agency (FEMA) has classified these areas as Flood Zone X, which is typically the area between the limits of the 100-year and 500-year flood zones. FEMA produces these floodplain maps in order to implement its National Flood Insurance Program (NFIP), which allows property owners in participating communities to purchase flood insurance in exchange for state and community floodplain management regulations that reduce future potential flood damages. If a community adopts and enforces a floodplain management ordinance for new construction in floodplains, the federal government will make flood insurance available within the community to mitigate flood losses.

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<sup>32</sup> Figure 28 indicates a FEMA 500-year floodplain southwest of I-87/I-287. It is unclear why this area is a designated floodplain, given the steep grade changes that move from this area eastward to the Hudson River.

The Village should consult with FEMA on the proper designation of this area, and, if appropriate, seek a Letter of Map Revision (LOMR).



Source: Rockland County, BfJ Planning

Figure 26: Topography

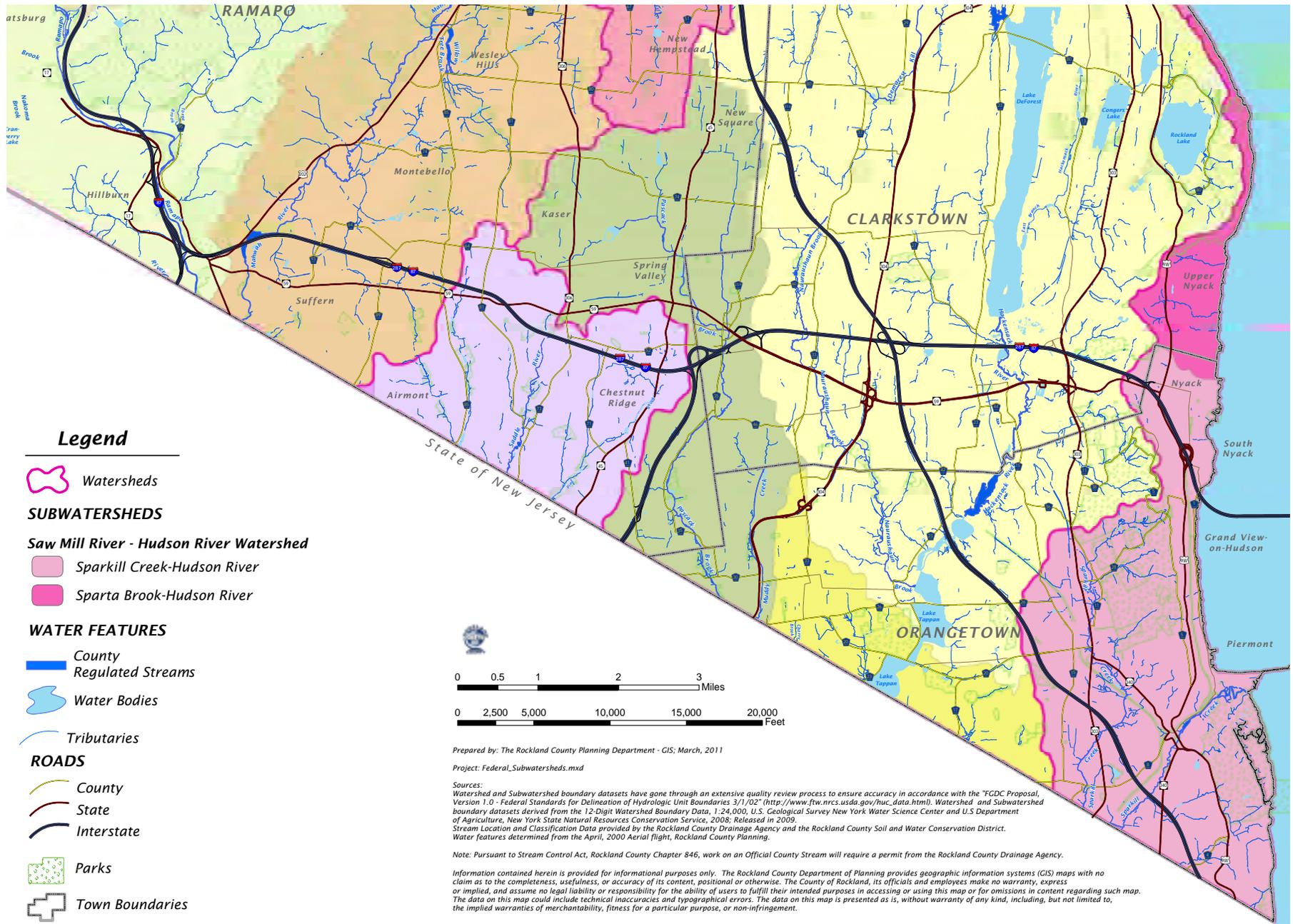


Figure 27: Sparkill Creek-Hudson River Subwatershed

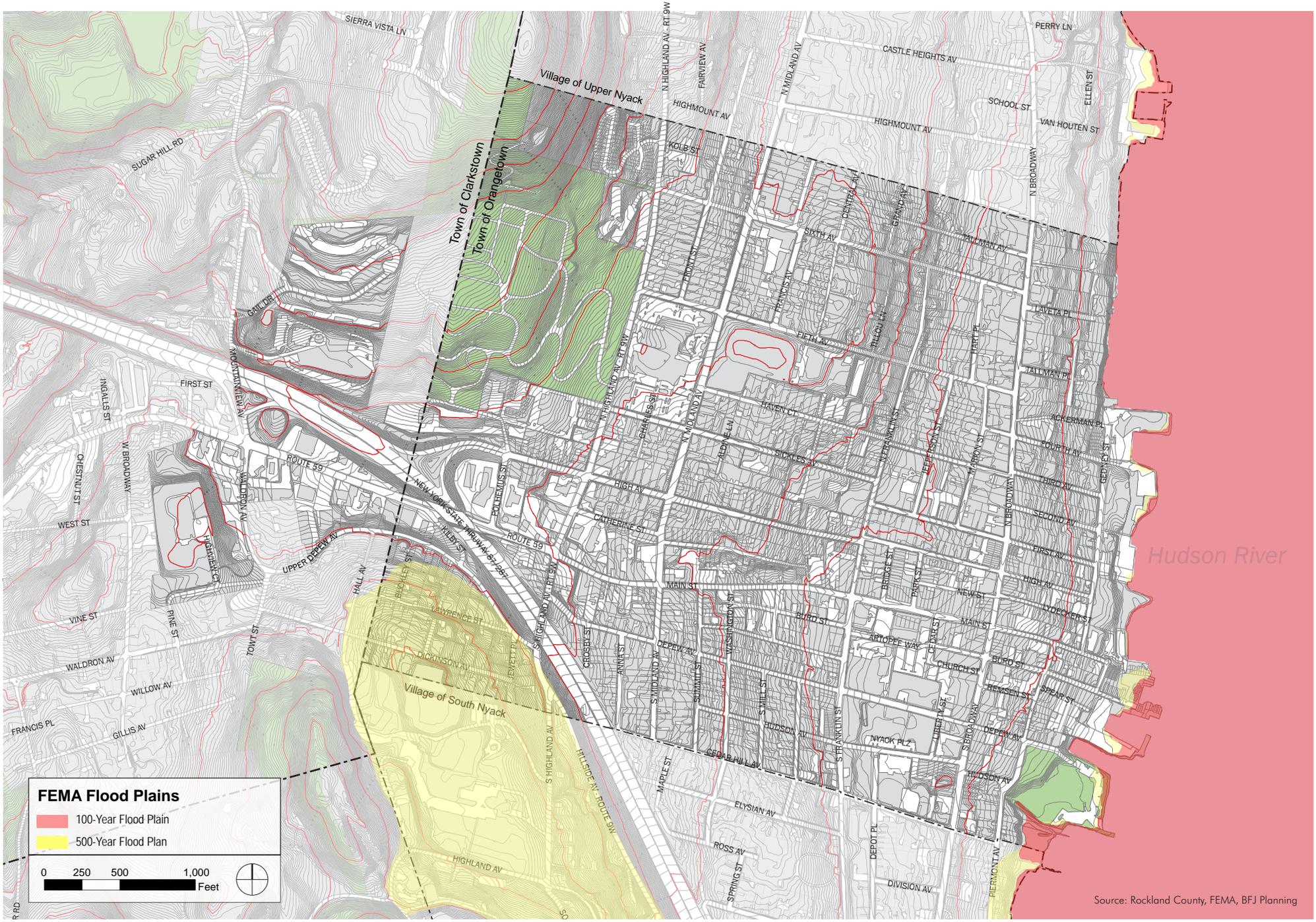


Figure 28: FEMA Floodplains

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Chapter 205 of the Nyack Village Code establishes standards for construction within areas of special flood hazard, which are defined as the land in the floodplain subject to a 1% or greater chance of flooding in any given year (commonly referred to as the base floodplain or 100-year floodplain). Based on the FEMA mapped as illustrated in Figure 28, the Village has limited exposure to the 100-year floodplain due to steep topography along the Hudson River waterfront. There is a State-owned wetland area at the southern boundary of Nyack that is largely within the 100-year floodplain, along with a portion of the Rockland Rowing Association site and Memorial Park directly to the north. A portion of the Nyack Municipal Marina site is also in the 100-year floodplain, but most of the parking area and former River Club site are at a higher elevation. Much of the Clermont Condominium buildings are in the 100-year floodplain, but sites further north, including the vacant brownfield parcel at the corner of Main and Gedney Streets, the Nyack Boat Club site, West Shore Towers, Rivercrest, and the Hook Mountain Yacht Club, have very limited exposure to the 100-year floodplain. Many of these locations, however, experienced damaging flooding during Hurricane Sandy in 2013.

Although most of Nyack is outside a designated flood zone, the Village has experienced flooding from major rain events, particularly in the downtown area. Much of the flooding arises from overflows of the Nyack Brook, which flows primarily through underground culverts along Main Street. Chapter 5 discusses this issue and recommendations to address it.

Wetlands act as natural storage basins for floodwaters and aid in groundwater recharge. In addition, wetlands provide habitat for many types of wildlife and contribute to natural and scenic beauty. There are three levels of wetland protection: national, state and municipal. The U.S. Army Corps of Engineers is

responsible for regulating national wetlands, and issues permits for regulated activities under Section 404 of the Clean Water Act, which regulates the disposal of dredged or fill material into waters of the United States. The Hudson River falls into this category. At a State level, wetlands over 12.4 acres in size are mapped and regulated by the NYSDEC; no such wetlands are found in Nyack.

At a local level, in Section 360-4.4 of the zoning ordinance, the Village prohibits construction (including introduction of impervious surfaces, roads, utility and other infrastructure) within 100 feet of the upland boundary of a freshwater or tidal wetland. Wetland boundaries and the 100-foot setback are required to be identified on plats as “conservation areas,” with notes provided on plats and deeds that prohibit accessory structures and uses in those areas.

### Soils

The physical properties of soils have a direct impact on land use and have important implications for future development, based on their ability to absorb stormwater runoff, filter out pollutants carried by runoff, support structures and sustain plant and animal life. Other key characteristics include their rate of water percolation, stability and inclination to erode. Consideration of the engineering properties of the soil present on a site is an integral part of site design.

Figure 29 shows the general pattern of soils by hydrologic group in Nyack, based on the following hydrologic group definitions:

- **A** – High infiltration rate, low runoff potential when thoroughly wet; very deep, well drained to excessively drained; sands or gravelly sands; high rate of water transmission.

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- **B** – Moderate infiltration rate, moderate runoff potential when thoroughly wet; moderately deep or deep; moderately well drained to well drained; moderately fine to moderately coarse; moderate rate of water transmission.
- **C** – Slow infiltration rate, low runoff potential when thoroughly wet; has layer that impedes downward movement of water; moderately fine to fine; slow rate of water transmission.
- **D** – Very slow infiltration rate, high runoff potential when thoroughly wet; has permanent high water table; claypan or clay layer at or near the surface, or shallow over nearly impervious layer; clayey soil that has high shrink-swell potential; very slow rate of water transmission.

As illustrated in Figure 29, Nyack consists of more poorly-drained soils with a slow to very slow infiltration rate. A small portion of soils at the far western edge has greater runoff potential, which has implications for stormwater management.

### **Stormwater Management and Drainage**

Land development often eliminates natural features that moderate stormwater runoff and exposes soil to erosion. Stormwater runoff carries soil and other pollutants into streams, lakes, rivers and estuaries. In severe storm events, bank erosion, flooding, road washouts and flooded basements are a direct result of uncontrolled stormwater runoff. This is a very costly and sometimes dangerous problem, as Nyack’s residents and property owners have witnessed firsthand.

Federal and state law requires urbanized communities, including the Village, to establish Phase II stormwater

management programs aimed at controlling stormwater on developed sites to the maximum extent possible. This means that the quantity, rate and quality of runoff should not change significantly between pre- and post-development.

New York Phase II stormwater regulations are limited to areas over 1 acre, but Nyack opted for a more stringent regulation, requiring a Stormwater Pollution Prevention Plan (SWPPP) for development activities involving at least 10,000 square feet.

One of the leading contributors to stormwater runoff is impervious surfaces, defined as any material that prevents the infiltration of water into the soil. Roads, rooftops, parking lots, driveways, sidewalks and other paved areas all fall into this category. As shown in Figure 30, approximately 235.69 acres, or 12.3% of Nyack’s total land area, is covered with impervious surfaces. Some 67.7% of that amount is coverage from roadways, parking areas and sidewalks, with the remaining 32.3% consisting of buildings and structures.

In addition to generating stormwater runoff that can lead to contamination of water bodies and groundwater, large paved areas can also contribute to the “urban heat island” effect, in which a developed area may be significantly warmer than surrounding rural areas due to a prevalence of dark surfaces that absorb more heat. There are several ways that municipalities can reduce impervious coverage, including regulatory changes to control the amount of lot coverage, design of parking areas to incorporate landscaped areas and use of permeable pavements that allow water to infiltrate.

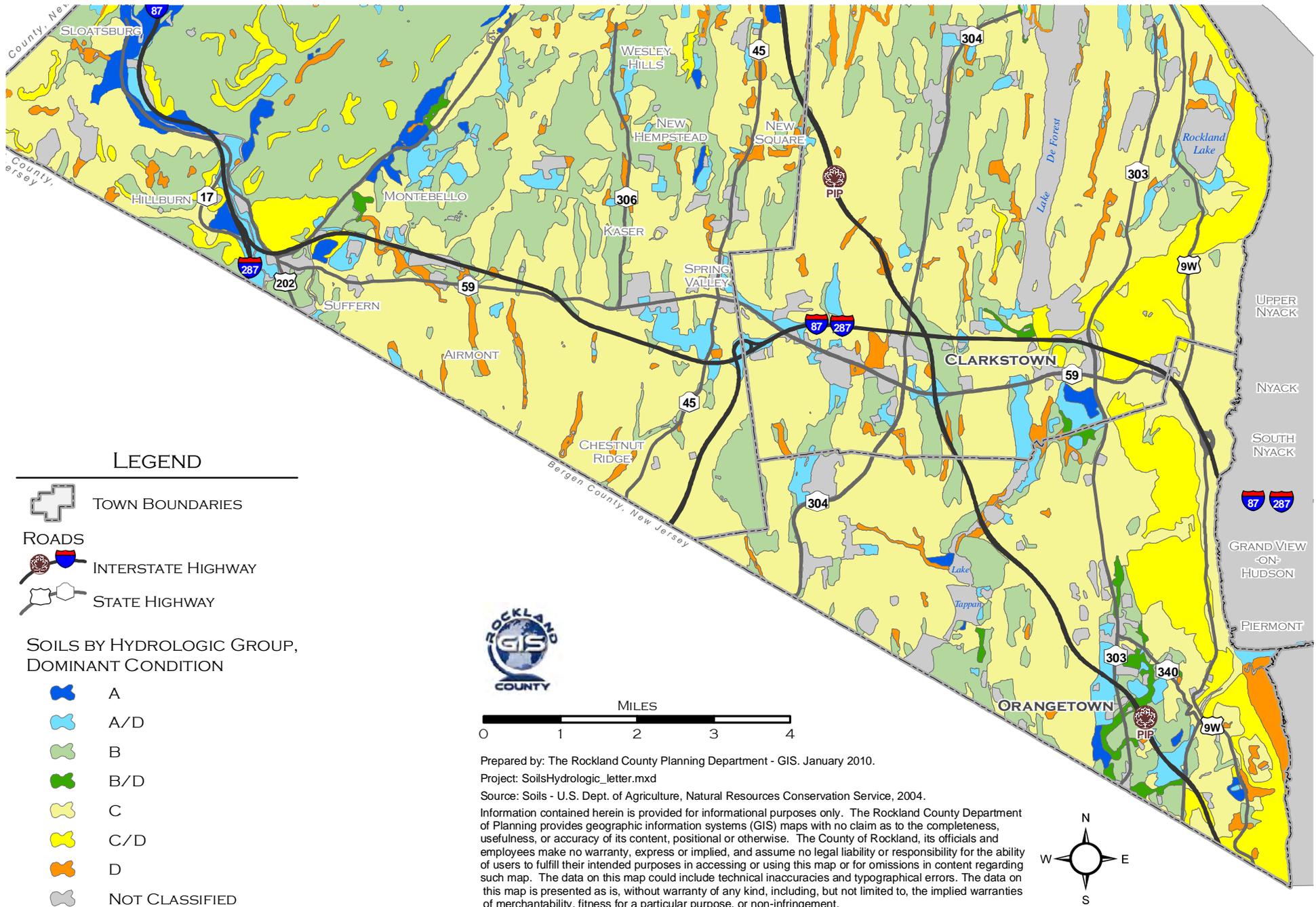


Figure 29: Soils



Source: Rockland County, BfJ Planning

Figure 30: Impervious Surfaces

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Nyack is also a member of the Stormwater Consortium of Rockland County, a collaborative initiative comprised of the five towns and 19 villages in the County, together with Cornell Cooperative Extension and the Rockland County Soil and Water Conservation District (SWCD). The consortium has developed model local laws on illicit discharge detection and elimination and stormwater management/erosion and sediment control, and also offers grant assistance and training to municipalities.

### **Trees**

Mature trees are an important part of Nyack's neighborhood character, provide habitat areas for a variety of wildlife and also play a critical role in stormwater management. In many ways, they can be considered natural green infrastructure.

The Nyack Tree Committee has been working to develop a community forestry management plan including education, outreach and a planting and maintenance program for trees on Village property. The advisory committee has conducted a complete inventory of all street trees and planting sites and created a list of recommended trees by size and type (deciduous vs. evergreen). The street tree inventory found that Nyack's inventoried urban forest provides an annual benefit of approximately \$107,712 in energy savings, stormwater reduction, increased property values and overall air quality improvements. The inventory determined that the Village's overall street condition is fair, but that Nyack is somewhat below generally accepted standards for the number of large trees (18 inches in diameter or greater). The report identified nearly 60 sites in the Village that would be suitable for tree planting with site modifications. These sites are known as "engineered planting sites" and generally require removal of impervious surfaces near the site to provide more room for trees to thrive.

With the street tree inventory and recommended tree list, the Tree Committee has started a pilot project for establishing a nursery and planting program, and the Village plans to apply for a cost-share grant from the New York State Urban Forestry Council in 2016 to create a management plan. All of these actions represent significant steps in preserving and enhancing Nyack's public trees, and the Tree Committee should continue to explore other tools and opportunities as they arise.

### **Water, Air, Noise and Light Pollution**

#### Water Quality

Water quality is a major issue for Nyack, as its drinking water comes from the Lake DeForest Reservoir via the Hackensack River, and more than one-third of respondents to the public survey indicated water quality as a major environmental concern. The Hackensack River is one of 14 County-regulated streams, subject to restrictions on development and related activities within their 100-year floodplain. Chapter 5 discusses the Village's drinking water infrastructure in more detail.

Water quality is also a concern for non-drinking uses of surface waters, such as swimming and fishing. While there are no official public beaches along the Hudson River in Rockland County, fishing and kayaking are quite common. One of the primary goals of the NYSDEC's Hudson River Estuary Program is to make the river and its tributaries consistently safe for swimming. The environmental advocacy group Riverkeeper regularly monitors water quality in the Hudson River Estuary, and has noted that the key sources of contamination include combined sewer overflows, sewage infrastructure failures and runoff from impervious surfaces and agricultural uses.

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All waters in New York are assigned a letter classification denoting their best use. Classifications AA or A are assigned to waters used as a source of drinking water, swimming and other recreation or fishing, while Classification B indicates a best usage for swimming and other recreation. Classification C is for waters supporting fishing, and Classification D is appropriate for fishing but not for supporting fish propagation. As of 2008, the NYSDEC classified the Hudson River in the vicinity of Nyack SB (the “S” denotes marine waters). Riverkeeper, which regularly gathers data on the Hudson River and its tributaries, determined the same classification in 2015.

### Air Quality

Poor air quality can cause a range of health issues, including respiratory illness and asthma. Air pollution can also cause haze and smog; reduce visibility; damage buildings; and harm water bodies, plants and wildlife. Nearly 60% of respondents to the public survey for this Plan indicated that air quality or traffic (which can include impacts on air quality) were of concern.

Air pollution can stem from point (stationary) sources, such as power plants; area sources, the cumulative impact of small individual sources; mobile sources, such as automobiles; and biogenic sources that occur naturally in vegetation. The most significant sources of carbon monoxide emissions, by far, are single-occupancy vehicles.

A major air quality issue for Nyack is traffic congestion on I-87/287. Stop-and-go traffic creates as much as four to five times the air pollution as traffic that flows smoothly. Two potential improvements to this situation are 1) The gradual introduction of hybrid and electric vehicles, and 2) capacity improvements to I-87/287 to relieve traffic congestion (see Chapter 2).

As part of the Sustainable Nyack Action Plan and the Climate Smart Communities Program, the Village has completed a greenhouse gas inventory of municipal operations and is working on a community-wide inventory. The Village then intends to take steps to reduce municipal GHG emissions and promote reductions in community-wide GHG emissions. The Climate Action Plan, expected to be completed later in 2016, will include greater detail on specific GHG reduction goals and strategies to achieve those goals. Initial strategies that the Village has identified to reduce GHG emissions include installing solar panels, conducting energy audits, replacing lights and windows in Village-owned buildings, and improving the recycling program.

### Noise Pollution

Noise can be defined as undesirable or unwanted sound that interferes with quality-of-life, and can also cause hearing loss and have an adverse effect on mental health. Environmental noise is considered with regard to several factors, including level – which relates to perceived loudness of a noise – but also its character, duration, time of day and frequency of occurrence.

Chapter 238 of the Village Code regulates activities that may result in adverse noise impacts, including the playing of instruments or bands, outdoor dining and sidewalk cafes, and the operation of tools used in building construction or repair or lawn and garden maintenance.

### Light Pollution

Light pollution is excessive or obtrusive artificial light. While it is most often associated with heavily populated areas with significant development, even relatively small amounts in more rural or low-density areas can create problems. Light pollution

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can generally be grouped into the following categories, although some sources of light may fall into more than one category:

- *Light trespass* occurs when unwanted light enters one’s property, such as when a strong light enters the window of one’s home from the outside.
- *Over-illumination* is the excessive use of light.
- *Glare* can range from being blinding to causing temporary visual impairment to producing discomfort.
- *Light clutter* refers to excessive groupings of lights.
- *Skyglow* is the effect that can be seen over populated areas, and results from the combination of all light sources in an area reflected into the sky.

Adverse effects of light pollution include energy waste, impacts on public health and disruption of plant and animal ecosystems. One of the most effective ways to reduce light pollution is by using full cutoff lighting fixtures that prevent light from shining in unwanted areas and may allow lower wattage lamps to be used. Use of these fixtures should be appropriate to the area of the Village and the level of activity. For example, representatives from the NAACP and other stakeholders raised concerns about sufficient lighting in neighborhoods in the western portion of the Village, as well as in the downtown. In areas that see substantial pedestrian activity, streets and sidewalks should be well-lit to ensure safety and quality-of-life.

### Climate Change and Sea Level Rise

According to the NYS DEC’s policy for assessing energy use and greenhouse gas emissions in environmental impact statements (EISs), global climate change is a significant environmental challenge, and one that will continue to affect the State’s natural resources. There is scientific consensus that human activity is increasing the concentration of greenhouse gases in

the atmosphere, and that this, in turn, is leading to climate change. The potential impacts of climate change range broadly, but it is generally expected to cause more frequent extreme weather events such as heavy rainfall, floods, heat waves and drought conditions, and sea level rise in coastal communities.

Around the world, ocean sea levels are rising at an accelerating pace. Along the Hudson River, from the Battery in Manhattan to the Federal Dam at Troy, sea level has risen approximately 1 foot over the past century. As outlined below, there is evidence that annual rates of sea level rise along the Hudson have accelerated over the past two decades and will continue to outpace the global average.

According to a 2014 report by the Piermont Waterfront Resilience Task Force, sea level rise projections on the Hudson River and elsewhere in New York have been provided in various reports from NYSERDA’s ClimAID report, the New York State Sea Level Rise Task Force and the NYS2100 Commission. These projections are based on empirical data, predictions of future climate conditions and estimates of ice sheet melt behavior from current observation and models. For the lower Hudson River, they are as follows:

**Table 6: Sea Level Rise Projections, Lower Hudson River**

|   | 2020s       | 2050s        | 2080s        | 2100         |
|---|-------------|--------------|--------------|--------------|
| <b>Sea Level Rise</b>                     | 2-5 inches  | 7-12 inches  | 12-23 inches | 15-30 inches |
| <b>Sea Level Rise with Rapid Ice Melt</b> | 5-10 inches | 19-29 inches | 41-55 inches | 56-72 inches |

Source: Piermont Waterfront Resilience Task Force, September 2014

The baseline sea level rise in the top row of the table is based on the central range of values from model-based probabilities, while the scenario in the lower row is based on acceleration of

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recent rates of ice melt in the Greenland and West Antarctic ice sheets and paleoclimate studies.<sup>33</sup>

Fortunately, Nyack was built on topography sloping up from the Hudson River, and the vast majority of the Village would not be affected by sea level rise to the same extent as a low-lying community like Piermont, for the foreseeable future. As shown in Figure 31, the maximum extent of Sea Level Rise in Nyack under the Rapid Ice Melt scenario of 72" by 2100 indicates that only a narrow portion of the waterfront would be inundated.

### 7.1.2 Village Parks and Open Spaces

The quality, quantity and variety of parks and open spaces are important attributes that help define a community's character. The benefits of parks and open spaces are varied, in that they provide opportunities for social interaction and healthful activity; help preserve natural features and environmentally sensitive areas; serve drainage and stormwater management functions; and enhance community aesthetics, increasing property values and the marketability of neighborhoods. As noted in Chapter 2, Nyack has excellent access to many regional parks, trails and bike routes, which contribute greatly to the quality-of-life of its residents. The trails and bike routes are discussed elsewhere in this plan; the following sections focuses on parks and open spaces located within the Village itself.

#### Public Parks and Open Space

Nyack's main park is the 11-acre **Memorial Park**, which lies at the southeastern corner of the Village along the Hudson River

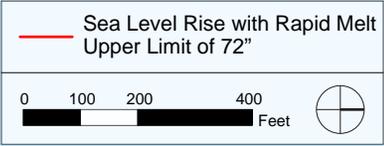
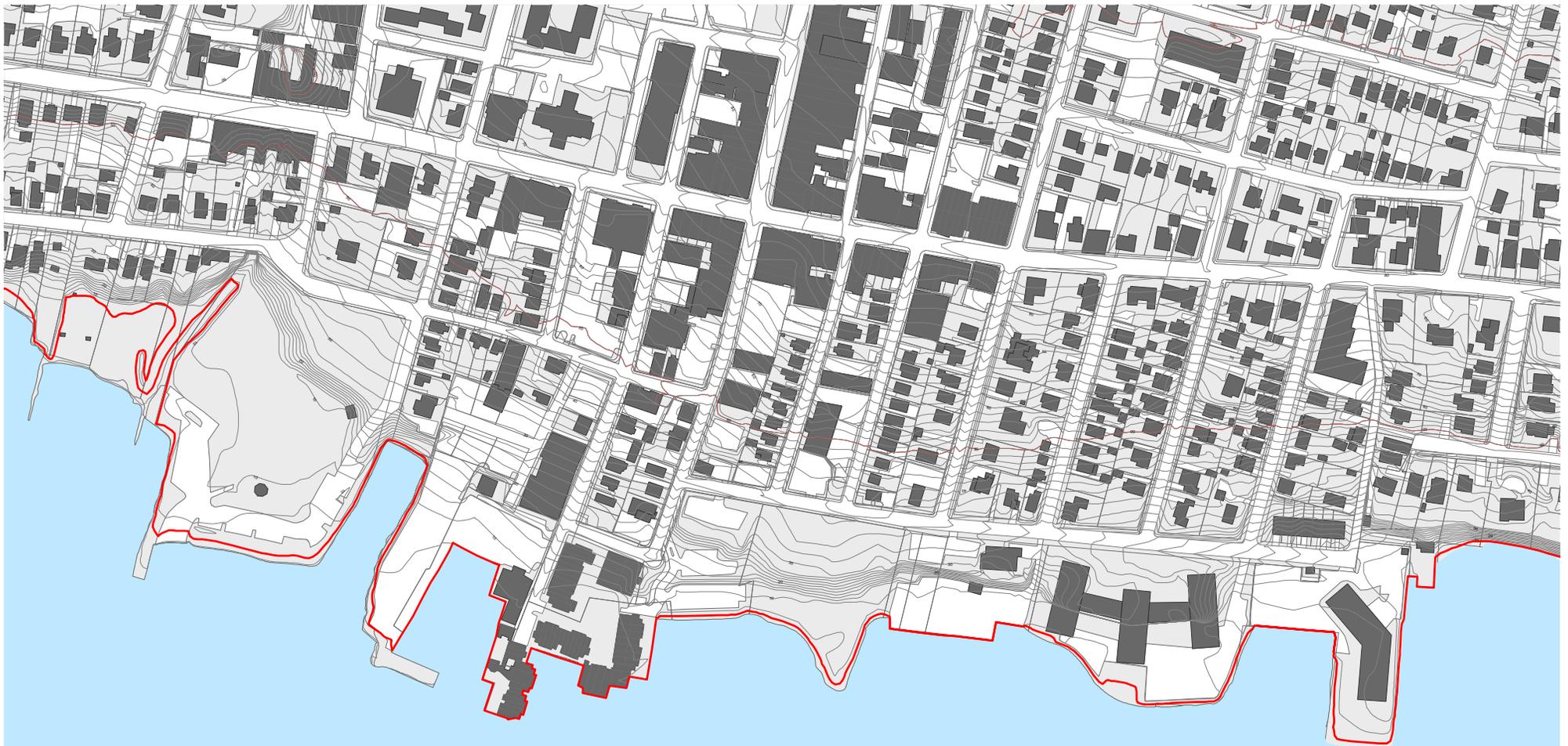
and was designated in 1935. The western portion of the park is deed-restricted for passive recreation and contains landscaped areas, open lawns and the Memorial Stairway leading from the upper part of the park to the foot of the Nyack Brook. The eastern portion of Memorial Park is composed of fill deposited in the river, which was added in the 1950s in connection with the construction of the Tappan Zee Bridge.

Memorial Park has a range of active recreational options including a skate park, baseball field, basketball court and a children's playground. The park also has passive spaces such as a butterfly garden and walking paths, and offers spectacular views of the Hudson River and Tappan Zee Bridge. It is also the site of many community events, including the Mostly Music summer program and holiday fireworks.

The nonprofit citizen group Nyack Park Conservancy (NPC) has led efforts in recent years to improve Memorial Park. In 2008, NPC hired the landscape architects Quennell Rothschild to design a new, expanded park to include the Village-owned marina to the north. A key aspect of the Memorial Park Master Plan (see Figure 32) includes the relocation of most of the parking areas along the park's waterfront to the marina site, with a pedestrian bridge to the park across the narrow inlet. The Village has received a grant to fund the bridge and is working to secure an easement over the privately owned inlet. Memorial Park is also the site of a new skate park, funded by private donations and opened in the fall of 2015, located just east of the basketball court.

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<sup>33</sup> *Resilience Roadmap: Planning for Piermont's Future*. Report of the Piermont Waterfront Resilience Task Force, September 2014.



Source: Rockland County, BFJ Planning

Figure 31: Sea Level Rise



**Figure 32: Memorial Park Master Plan**



Source: Rockland County, BfJ Planning

**Figure 33: Open Space and Natural Resources**

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

The other key Village open space is the 1.1-acre **Nyack Marina**, located just south of the foot of Burd Street and across the inlet from Memorial Park. The marina is on a small peninsula consisting primarily of paved parking for vehicles and boat trailers. Two boat ramps are at the end of the peninsula, as is a breakwater that protects a small cover with floating docks that accommodate approximately 40 boat slips

The marina sustained significant damage in Hurricane Irene in 2011 and Superstorm Sandy in 2012, and was closed for several years pending repairs to the bulkhead and docks. It reopened for the 2016 season, but still needs to be dredged, as current water levels can reach below 2 feet during low tide, depending on the location of the slip. The Village is working through the permitting process and expects to complete dredging in late October, after the 2016 season. Also located on the Village-owned marina parcel is the former River Club restaurant, which closed in October 2015 after more than 30 years in business. The Village is preparing to issue a request for proposals for an operator for the restaurant, in conjunction with the reopening of the marina.

In addition to these key park spaces, other public or quasi-public open space in Nyack includes **Veteran's Memorial Park**, at the southwest corner of Main and Cedar Streets; the **Rockland BOCES athletic fields** (former Nyack High School) on North Midland Avenue between Fifth Avenue and Haven Court; and the **Community Garden** on South Franklin Avenue. Neither the Community Garden nor Veteran's Memorial Park is officially designated as a park. The BOCES fields, though not under Village control, are an important community resource and are protected via a permanent recreational easement.

Other publicly owned spaces include a portion of the County-owned Mountainview Nature Park. Most of this 83-acre forested tract is in Central Nyack and accessed from Strawberry Hill Lane; however a small area east of Mountainview Avenue connects to the larger area via a hiking trail, and connects to the Long Path. Also, a State-owned parcel at the southeastern corner of the Village, at the South Nyack border, is vacant with no road access, and the State has expressed interest in granting it to Nyack for passive open space.

### **Private Open Space**

Several privately owned areas in Nyack provide recreational or open space benefits either to members or the surrounding neighborhoods. The largest of these is the 38-acre Oak Hill Cemetery, located on Highland Avenue across from Nyack Hospital. This property provides substantial green space and offers sweeping views of the Hudson River thanks to its steep topography.

Four waterfront sites provide recreational access for their members: the Nyack Boat Club on Gedney Street between First and Second Avenues; Hook Mountain Yacht Club at Ackerman Place and Gedney Street, next to the Rivercrest co-op; the Clermont condominium marina at the foot of Main Street; and the Rockland Rowing Association (formerly the River Rowing Association) on Piermont Avenue just south of the American Legion. The Nyack Boat Club and Hook Mountain Yacht Clubs are anticipated to remain operational in their current locations, and the Village supports their function as water-dependent uses. However, the Rockland Rowing Association is reportedly seeking alternative sites, as water access at its current location is problematic and it has experienced displacement with the Tappan Zee Bridge construction. The Clermont property provides public access to the Main Street pier via permanent

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

easements, but the pier sustained significant damage in Superstorm Sandy and requires repairs. In addition, access to the pier is gated, and the entry is next to the private Clermont parking lot, lessening the “public” nature of the pier.

### 7.1.3 Public Waterfront Access

#### Planning Context

There are several plans and studies, both on a local and regional level, that have relevance for Nyack’s future planning decisions along its Hudson River waterfront.

#### Local Waterfront Revitalization Program (1992)

Nyack’s most defining natural feature is the Hudson River. The Village has a three-quarter-mile long riverfront rich in history and beauty. Recognizing the importance of this resource to Nyack as well as to the region, the Village adopted an LWRP in 1992. The LWRP program is part of New York State’s Coastal Management Program, administered by the Department of State’s (NYDOS) Office of Planning and Development, and seeks to address regulation and development of coastal resources through implementation of 44 State coastal policies.

Nyack’s LWRP covers the entire Village, extending east to the Hudson River shoreline. For most of the waterfront area east of Gedney Street (between Second and Depew Avenues), the LWRP recommends moderate density mixed uses with a water orientation. The rest of the waterfront is recommended to be consistent with the existing development pattern: low-density residential south of Memorial Park, parkland for the park itself or high-density residential between Tallman Place and Second

Avenue. Most of the waterfront area is regulated under the provisions of the Waterfront Development (WF) zoning district.

Projects recommended by Nyack’s LWRP include preparation of a Memorial Park Master Plan (completed), removal of sunken barges in front of the park and replacement with a fishing dock, creation of riverfront walkways, maintenance dredging at the mouth of Nyack Brook and parking expansion at Memorial Park.

In December 2015, the Village was awarded a \$75,000 grant from the New York State Consolidated Funding Application (CFA) program to update the 1992 LWRP. The update process is anticipated to begin in 2016.

#### The State of the Hudson (2015)

The NYSDEC launched the Hudson River Estuary Program in 1987 with a mission of protecting and revitalizing the river for greater enjoyment and use by the public. The program periodically publishes reports on the status of Hudson River water quality, habitats, fish and wildlife populations and public access. The 2015 status update noted the impacts of climate change and invasive species as key challenges to be addressed.

#### Hudson River Estuary Action Agenda (2015-2020)

The Hudson River Estuary Program produces five-year action plans to identify implementation items based on current issues and opportunities. For 2015-2020, the Action Agenda is built around six themes: clean water; resilient communities; a vital estuary ecosystem; fish, wildlife and habitats; natural scenery; and education, river access, recreation and inspiration.<sup>34</sup>

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<sup>34</sup> [http://www.dec.ny.gov/docs/remediation\\_hudson\\_pdf/dhreaa15.pdf](http://www.dec.ny.gov/docs/remediation_hudson_pdf/dhreaa15.pdf)

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

### Hudson River Comprehensive Restoration Plan (Ongoing)

This region-wide restoration plan for the Hudson River Estuary, from the Tappan Zee Bridge to the Federal Dam at Troy, seeks to improve the function and health of natural systems, enhance regional economic potential and increase community resiliency. The plan will be centered on 12 Ecosystem Goals, quantifiable project targets for habitat restoration with a framework to track progress. The Comprehensive Restoration Plan, also known as *The Hudson We Share*, has solicited project ideas to implement the Ecosystem Goals, from municipalities throughout the study area. For Nyack, the suggested project opportunities are:

- Completion of the improvements identified in the Memorial Park Master Plan;
- Expansion of public waterfront access in connection with the proposed TZ Vista development;
- Repair and improvements to the Nyack Marina;
- Habitat restoration and invasive plant removal at properties south of Memorial Park;
- Improvement to the sewage pumping station adjacent to the Nyack Marina; and
- Completion of a ferry feasibility study connecting the Nyack waterfront to the Tarrytown train station.

### Hudson River Sustainable Shorelines Project (Ongoing)

This project is led by the NYSDEC Hudson River National Estuarine Research Reserve, in cooperation with the Greenway Conservancy for the Hudson River Valley, and aims to provide scientific data on the best shoreline management options for

preserving the Estuary's natural functions, especially in light of sea level rise and expected stronger storms.<sup>35</sup>

### **The Future of Nyack's Waterfront**

The waterfront is one of Nyack's most significant economic, tourism, recreation and ecological resources. Increasing public access to the water, improving its environmental quality and resiliency and supporting and enhancing the existing water-dependent uses are all critical steps in solidifying the connections among the Village's key opportunity areas, and in branding Nyack as a major local and regional waterfront destination. Chapter 9, Economic Development and Planning Focus Areas, includes a focus on the waterfront as a driver of economic opportunity, and recommends specific actions, including creation of a continuous waterfront walkway, for the Village to pursue in unlocking its full potential.

## 7.2 ISSUES AND OPPORTUNITIES

Nyack has worked hard in recent years to improve its stewardship of its natural resources and open spaces. Those efforts should continue, and the Village should take advantage of new opportunities to address environmental issues and enhance recreational opportunities for its residents. The following discussion highlights some of these opportunities.

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<sup>35</sup> <https://www.hrnerr.org/hudson-river-sustainable-shorelines/hudson-river-sustainable-shorelines-project/>

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

### 7.2.1 Improve Regulation of Natural Resources

#### Steep Slopes

Nyack prohibits development on areas with slopes of at least 25% for single-, two- or three-family homes and of at least 50% for other type of land development. In addition, on lands with slopes of less than 25% but composed of highly erodible soils, development proposals must consider the load-bearing capacity of the soils and demonstrate that they can be stabilized with a minimum of on-site disturbance or adverse impacts to neighboring properties.

The Village may consider whether this portion of the zoning ordinance (Section 360-4.4D) could be strengthened to encourage the use of development and construction techniques that enhance the condition of steep slopes, such as low-impact development that maintains the natural hydrology of a site and retains trees and other natural landscape features. The Village may also explore whether the threshold for steep slopes for other multifamily and nonresidential development should be reduced from 50%.

#### Wetlands

The Village regulates development activity within 100 feet of the upland boundary of a freshwater or tidal wetland. However, the zoning ordinance does not define wetlands, so it is not clear how development applicants identify and locate wetlands. It appears that the only wetland in Nyack is the Hudson River itself, and the 100-foot boundary is not enforced. There do not appear to be any freshwater wetlands present in Nyack. The Village should consider reducing the wetland buffer to 50 feet, which would

provide ample protection of the Hudson River but also allow for creation of amenities such as a public walkway.

#### Trees

Nyack has been proactive in establishing procedures for tree preservation and planting, by requiring a permit for removal of any significant tree, and by providing for street trees in the mixed-use and CC zones. However, these regulations should be clarified to improve their functionality and to ensure that they meet the objectives of tree preservation but are not onerous for private property owners. The Village should also consider creating a separate section of the code dealing with trees, rather than as a part of the zoning code. This would be consistent with the approach taken by many communities of establishing one location in which tree preservation and standards for street trees can be addressed.

Village staff report that tree removal permits make up a substantial portion of the Planning Board's activities, but the board does not have the most effective tools to make informed decisions about these permits. For example, the definition of significant trees appears to be overly broad and confusing, and the penalty for violation of the tree regulations (\$10,000 per instance) appears to be excessive and is likely not enforced.

The Tree Committee has begun to discuss many of the issues raised above, and should be supported in its efforts to improve Nyack's tree protection initiatives. In particular, the Village should retain a landscape architect to review site plans, certain tree removal permits, planting of street trees and other green infrastructure practices. Landscaping plans should be required for non-single-family development applications. Reasonable thresholds for review should be established for tree removal permits, to avoid unnecessary burdens on single-family

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

homeowners. The consultant fees for the landscape architect could be paid out of escrow fees in development applications.

Together with code improvements regarding trees, the Village should consider ways to encourage homeowners to retain trees on their properties and plant additional vegetation. One effective tool could be creation of a complimentary or low-fee tree planting program in which property owners can request a tree to be planted by the Village either on the municipal right-of-way on in the front yard beyond the right-of-way (with permission of the owner). The exact tree would be suggested by the Tree Committee from the list of recommended trees and the specifics of the property, and the committee could suggest an optimal planting location. Village funds would be required for the tree itself and the planting, but the owner would be responsible for future maintenance. This approach has been used in other municipalities in the region, and the NYS DEC's Hudson River Estuary Program also runs the Trees for Tribs program, which offers free native trees and shrubs to landowners for qualifying streamside buffer planting and restoration projects.

The Village should also focus efforts on overall education and outreach on the benefits of trees, including the financial advantages resulting from energy savings, improved stormwater management and enhanced property values. In addition, the Tree Committee should identify properties where increased tree plantings would be most beneficial, including those adjacent to the Hudson River and Nyack Brook, within a floodplain or containing steep slopes, and areas where trees are lacking along Village streets. Targeted outreach should be conducted to these property owners to encourage them to keep or increase the number of trees on their lands.

### View Preservation

Nyack has established a View Protection Overlay District to preserve and improve views from “key locations” within the Village to the Hudson River waterfront. Currently, for any construction or alteration of buildings in this district, the Architectural Review Board must provide a recommendation to the Planning Board to ensure proper siting, dimensions and configuration of structures to mitigate impacts on views. However, the View Protection Overlay District designates every east-west street within Nyack as a View Protection Corridor. It is unlikely that all of these streets provide a view of the river, much less one that is significant. Designating all of these streets as view protection corridors may serve to weaken the mechanism for scenic preservation and take focus away from those views that truly are significant and worthy of attention. The Village should reassess the View Protection Corridors and identify which specific public views are the most important scenic resources that should be protected. Establishing clear public views, and procedures for protecting them, would provide greater clarity and predictability for future development applications.

### **7.2.2 Address Sources of Pollution**

#### Water Pollution

Chapter 5 discusses issues of water quality, particularly as it relates to Nyack's potable water supply. In addition to strategies such as low-impact development, addressing infiltration and inflow of the sanitary sewer system and stormwater management as covered in Chapter 5, the Village should take advantage of additional opportunities for establishing green infrastructure. Key opportunities include the three municipal

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lots (Artopee Way, Catherine Street and Spear Street). Increasing landscaping in these lots will help to improve drainage and stormwater management, as well as enhance aesthetics and functionality.

### Air Pollution

Nyack's efforts to reduce GHG emissions will extend to both municipal and community-wide emissions. GHG emissions reduction targets should be set in association with the Nyack Climate Action Plan, expected to be completed in 2016/2017. The Village has more direct control over municipal GHG emissions through capital programs, purchasing and procurement and ongoing maintenance of Village-owned facilities. Municipal GHG emissions can be reduced by improving energy efficiency of municipal buildings through physical and operational improvements. Strategies to reduce energy consumption and GHG emissions in municipal facilities could include renewable energy such as solar panels, lighting retrofits, energy efficient mechanical systems and energy auditing and retro-commissioning of existing buildings to identify low-hanging fruit. The Village could also consider requiring LEED equivalency for any new construction of Village-owned buildings.

Community-wide emissions can be reduced through local regulations on new construction, informational campaigns on state and federal incentives programs, enlisting lenders to provide low-interest loans on energy upgrades, incentives to encourage property owners to reduce energy use and infrastructure upgrades to promote alternative transportation. New regulations, such as zoning for sustainability, can reduce GHG emissions from new construction and can ease implementation of renewable energy installations. However, it is

critical to acknowledge that Nyack is largely built-out and the vast majority of the Village's housing stock—even looking forward 10 to 15 years—has already been built. Since the Village has limited authority to require energy upgrades in existing buildings, it must identify strategies that educate property owners on the cost savings and environmental benefits of reducing GHG emissions and provide information on State and Federal programs that provide financial assistance, rebates, and tax credits for conducting energy upgrades.

### Noise Pollution

One area in which the Village frequently sees noise issues is the use of garden tools such as leafblowers, which are currently prohibited in residential areas between the hours of 9 p.m. and 8 a.m. Recognizing the potential for noise impacts as well as a preference for reusing leaves for mulch rather than blowing them into piles, the Village's Sustainability Desk has explored a range of actions to manage leaf blowers. These include reducing the hours during which leaf blowers are permitted to operate, restricting leaf blower use in summer, promoting the conversion to electric or cleaner-burning four-stroke engines, and continuing to educate property owners about the benefits of mulching in place through the "Love 'Em and Leave 'Em" program. The Village should also consider expanding its regulations on the timing of leaf blowers to include commercial areas, since these areas may abut residential neighborhoods.

### Light Pollution

As noted above, an effective tool to reduce light pollution is by using full cutoff lighting fixtures that prevent light from shining in unwanted areas and may allow lower wattage lamps to be used. While the types of lighting proposed for new development is typically addressed in the site plan review process, the Village could consider adopting a policy promoting dark sky-friendly

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

lighting (and implement that policy on municipal facilities). As discussed, the use of lower-wattage lighting should be appropriate the area and function of the Village, balancing concerns about light pollution with the need to ensure safety.

### 7.2.3 Incorporate Climate Change in Future Planning

At a minimum, the Village and its land use boards should consider the most current climate science in designing, constructing or repairing infrastructure and in reviewing development applications. In addition, the Piermont report discussed in Section 7.1.8, although created specifically for that municipality, contains a number of recommendations for climate change adaptation that may be applicable to Nyack, including:

1. Develop a comprehensive emergency management plan and improve emergency communications in the Village.
2. Work with local utilities, especially electric, gas, water, sewer and telecommunications, to improve resilience.
3. Advocate and coordinate with Rockland County and the Towns of Orangetown and Clarkstown to increase infrastructure, access and stormwater resilience.
4. Work through the Rockland County Multi-Jurisdictional Natural Hazard Mitigation Plan to position Nyack for resiliency actions and funding opportunities.
5. Incorporate sustainability and resilience considerations into a revised Local Waterfront Revitalization Program (LWRP, see discussion below).

6. Adopt and regularly update sea level rise and flood projections recommended by the State and FEMA for municipal decision-making and planning purposes.

In May 2016, the Nyack Board of Trustees adopted revisions to the Waterfront Development (WF) zoning district that incorporate a set of design guidelines to be met in exchange for development incentives. These guidelines include a required minimum 50-foot setback from the high-water line of the Hudson River (30 feet of which should be designated public space), which helps to enhance resiliency along the waterfront. To further protect against sea level rise and storm surge, the Village may consider promoting “soft” (vegetated) shoreline treatments or riprap except where engineered bulkheads are required for the docking of vessels.

### 7.2.4 Enhance Existing Village Open Spaces and Explore Targeted Opportunities for Creation of New Spaces

Nyack’s publicly accessible open spaces are valuable recreational and aesthetic assets, and should continue to be maintained and enhanced. In addition, there may be opportunities to create new open spaces in a targeted, fiscally responsible way. Given that more than 60% of respondents to the survey for this Plan indicated support for maintaining or upgrading existing parks rather than acquisition of new park land, any newly created parks would have to balance community needs against the fiscal realities of maintaining open space. The major emphasis for Nyack should be on maintaining and upgrading its existing open spaces.

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

### Implement Memorial Park Master Plan

The primary mechanism for implementing the Quennell Rothschild Master Plan for Memorial Park is construction of the planned pedestrian bridge, which would allow parking to be relocated from the park to the marina site. The Village has received a grant to fund the bridge and is working to secure an easement over the privately owned inlet. Once the parking has been relocated, the Village should proceed with the remaining park improvements. Chapter 8 discusses some concepts and recommendations for the marina site that may require some minor changes to that portion of the Master Plan. These include reconfiguration of the marina parking area to accommodate a walking path and boat trailers, and possible relocation of the kayak site that is shown on the Park Master Plan at the marina floating dock, so that it is not affected by potential introduction of ferry service.

### Enhance the Marina Through a Public-Private Partnership

The marina will be reopening for the summer of 2016, and the Village plans to seek proposals for a new tenant at the former River Club. These changes present opportunities to re-activate this important Village space for residents and visitors alike. Chapter 8 discusses some concepts that should be considered as part of this public-private partnership.

### Revitalize Veteran's Memorial Park

Veteran's Memorial Park is a key feature of downtown Nyack, but is underutilized due to its location next to a municipal parking lot and the Riverspace site. The fact that this area is not officially designated as a Village park could provide some flexibility to relocate the space and establish it as a "Village Green," as part of an overall redevelopment of Riverspace and the municipal lot. This concept is discussed in Chapter 8.

### Facilitate the Repair and Reopening of the Clermont Pier

The Clermont Pier is intended to be publicly accessible, and easements are in place to provide that access. However, the pier sustained major damage from Superstorm Sandy, and the present configuration of the entrance from Main Street is not conducive to an inviting place. The Village should work with the condominium association to improve the pier and make it more publicly accessible. Some access improvements may be considered as part of creation of a waterfront walkway, as described in Chapter 8.

### Explore the Potential Creation of Pocket Parks

There are several isolated Village-owned parcels that may present opportunities for the creation of small neighborhood parks. These include the end of Laveta Place at the Hudson River and a small triangular lot on the southeast corner of Depew and Highland Avenues. The Laveta Place street-end could be a small scenic viewing area of the river, while the triangle at Depew and Highland could be a small pocket park. Creation of such parks would require careful coordination with adjacent residential property owners, and, given a lack of space for parking, the parks should be designed to target neighborhood walkers, not drivers from other parts of the Village or the larger region. Both areas are most appropriate for neighborhood-focused amenities such as benches and flowers. The parcel on Depew and Highland, in particular, given its topography, may be difficult for a functioning open space. While it is not clear that this parcel is buildable, the Village could also consider offering it for sale, as the adjacent residential property owner may be interested in the potential to enlarge their lot.

In addition, a large parcel on the south side of Dickinson Avenue, just north of Nyack Middle School, is currently used as a water reservoir. This site could be used for a public use,

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

including some combination of a small park, solar array or link to the school, if the existing utility use can be accommodated without compromising its function or security.

Finally, the eastern terminus of Hudson Avenue contains a triangular area that is striped to facilitate turning movements to Piermont Avenue. This area should be explored for installation of either a vegetated island or pervious pavement, to improve drainage conditions adjacent to Memorial Park and potential enhance pedestrian friendliness of the intersection through a reduction in crossing distance.

In considering any creation of new public space, the Village would need to carefully balance the relative benefits and costs. The DPW should be closely involved in this process, to ensure that the Village has the capacity to maintain its open spaces on an ongoing basis.

### Consider Ecological Restoration and Passive Space for Southern Waterfront Parcels

The Village should consider facilitating wetland and habitat restoration of the State-owned parcel at the southernmost end of the waterfront, working with the State or a nonprofit third party for the restoration and ongoing maintenance. In addition, if the Rockland Rowing Association property were to become available, the Village could consider designating its wetland areas for passive open space, and encouraging the State, Scenic Hudson or another entity to acquire it.

## 7.3 RECOMMENDATIONS

### 7.3.1 Natural Resource Protection

- Consider strengthening the regulation of steep slopes to encourage the use of low-impact development and other development techniques to preserve or enhance the condition of sloped areas.
- Explore whether the threshold for regulation of multifamily and nonresidential development on steep slopes should be reduced from 50%.
- Consider reducing the wetland buffer to 50 feet, which would provide ample protection of the Hudson River but also allow for creation of amenities such as a public walkway.
- Improve and streamline the regulation of tree removal by revising the definition of significant trees, reducing the penalty for violation and improving enforcement.
- Look at retaining a landscape architect to review site plans, certain tree removal permits, planting of street trees and other green infrastructure practices.
- Consider creating a separate section of the Village Code to cover trees, including the portion currently part of the zoning code as well as standards for street trees.
- Explore ways to encourage homeowners to retain trees and plant additional vegetation, including education and outreach and potentially providing free trees for planting in municipal rights-of-way or front yards.

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

- Reassess the View Protection Corridors to better establish the Village’s scenic resources and provide greater clarity in their protection.
- Explore opportunities to daylight the Nyack Brook where it is feasible and appropriate, including encouraging private property owners to daylight portions of the brook on their sites, as was done with the Pavion redevelopment.

### 7.3.2 Water, Air, Noise and Light Pollution

- Consider upgrading Village parking lots (Artopee Way, Catherine Street and Spear Street) with green infrastructure and/or solar energy facilities.
- Develop GHG emissions reduction targets in association with the Nyack Climate Action Plan.
- Consider changes to the regulation of leaf blowers to reduce their noise and other environmental impacts, and continue to educate property owners about the benefits of mulching in place.
- Adopt a policy promoting dark sky-friendly lighting that can be considered in land-use approvals and implemented on municipal facilities. Also, study areas where more lighting may be necessary for safety, particularly in the downtown area.

### 7.3.3 Climate Change

- Consider the most current climate science in designing, constructing or repairing infrastructure and in reviewing development applicants.
- Develop a comprehensive emergency management plan and improve emergency communications in the Village.
- Work with local utilities to improve resilience.
- Advocate and coordinate with Rockland County, Orangetown and Clarkstown to increase infrastructure, access and stormwater resilience.
- Work through the Rockland County Multi-Jurisdictional Natural Hazard Mitigation Plan to position Nyack for resiliency actions and funding opportunities.
- Incorporate sustainability and resilience considerations into a revised LWRP.
- Adopt and regularly update sea level rise and flood projections recommended by the State and FEMA for municipal decision-making and planning purposes.
- Consider promoting “soft” (vegetated) shoreline treatments or riprap except where engineered bulkheads are required for the docking of vessels.

### 7.3.4 Parks and Open Spaces

- Implement the Memorial Park Master Plan.
- Enhance the marina through a public-private partnership.

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

- Consider relocating Veteran’s Memorial Park as part of a revitalization of the Riverspace site and municipal parking lot, and officially designating the new space as a Village park.
- Work with the Clermont Condominiums to facilitate repairs to the Clermont Pier and improve its accessibility to the public.
- Explore the potential to create pocket parks at Village-owned spaces, including the end of Laveta Place, the triangular lot at Depew and Highland Avenues and the reservoir site on Dickinson Avenue, in coordination with adjacent property owners to minimize impacts and DPW to ensure that ongoing maintenance costs can be managed.
- Consider implementing an ecological restoration project for the State-owned parcel at the southern end of the waterfront.
- Consider designating the Rockland Rowing Association property for passive open space, and encourage its acquisition by the State, Scenic Hudson or another third party.
- Explore the potential to install a vegetated island or pervious pavement in the triangular striped area at the eastern terminus of Hudson Avenue (at Piermont Avenue).

## 7. NATURAL RESOURCES, PARKS AND OPEN SPACE

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

### 8. HISTORIC, CULTURAL AND MUNICIPAL, RESOURCES

Nyack is rich in its history and cultural amenities, generating a well-deserved reputation throughout the region as a destination for artists, musicians, writers and other creative influences. At the same time, the Village provides a range and quality of services and resources that is noteworthy for a small community, and that contributes greatly to Nyack's quality-of-life. The breadth of the Village's historic, cultural and municipal resources is instrumental in establishing Nyack's character and attractiveness for residents.

#### 8.1 EXISTING CONDITIONS

##### 8.1.1 Historic Resources

As noted in Chapter 2, Nyack's location along the Hudson River made it attractive for commerce and development dating back to its settlement by the Dutch in the late 17<sup>th</sup> century. While the Village grew steadily throughout the 19<sup>th</sup> century, it experienced its most significant population expansions just before the turn of the 20<sup>th</sup> century and in the 1920s and 1940s.

This development pattern has resulted in an abundant mix of architectural styles of varying periods. The Village's housing stock includes many Victorian houses with a range of styles including Queen Anne, Gothic Revival, Italianate and Second Empire. Nyack's commercial areas in and around the downtown include structures built before 1900 as well as mid- to late-20<sup>th</sup> century buildings such as the Riverspace and M&T Bank sites on the south side of Main Street and the Chase and Niagara Bank buildings on Broadway. Thus, while there are a number of

historic buildings and structures in Nyack, the Village does not have a uniform "look" from a particular era or style.



**Broadway and Main Street, 1921 (above) and in 2015 (below).**  
*Rockland County Historical Society, BFJ Planning*



## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

Two individual properties in Nyack are listed on the National Register of Historic Places, a program administered by the National Park Service: The U.S. Post Office (listed in 1989) and the Edward Hopper Birthplace and Childhood Home (listed in 2000).<sup>36</sup> The Tappan Zee Playhouse was listed on the National Register in 1983 but was demolished in 2004.

To be eligible for National Register listing, districts, buildings or structures must be more than 50 years old and should be 1) associated with events that have made a major contribution to the broad patterns of U.S. history or with the lives of significant people; 2) embody distinctive characteristics of a type, period or method of construction; or 3) have yielded or may yield important historical data. Direct benefits for properties listed on the National Register include possible eligibility for tax credits and potential consideration for federal grants administered by

the State Historic Preservation Office (SHPO).

Locally, a number of Nyack buildings and structures have been noted for historic significance. The 1817 John Green House, believed to be the oldest surviving residence in the Village, was donated in 2015 to a nonprofit historic preservation group and is undergoing

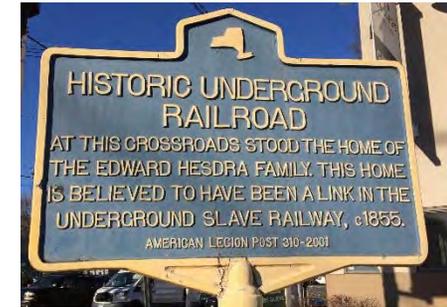


**John Green House**  
*BFJ Planning*

an extensive restoration. Funds are being raised for future work, with a goal of opening the house to the public in 2018 to coincide with the dedication of the New NY Bridge. In addition, the John Green House has been nominated for listing on the State and National registers, with plans to seek local historic designation once the façade work is complete.

In the late 1990s, the Historical Society of Rockland County made a comprehensive survey of the county's historic sites and structures, and identified more than 200 such resources in Nyack alone. While the survey is not used as the basis for regulations, it is a valuable reference tool and is used by Rockland County Planning Department staff in reviewing development applications.

Several local historic preservation groups have placed historic markers in the Village. Markers are



**Historic markers at Main Street and Highland Avenue (top) and Couch Court (bottom).**  
*Perkins Eastman, BFJ Planning*



<sup>36</sup> Both are also listed on the State Register of Historic Places.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

present at the First Niagara Bank building, Nyack Library, Oak Hill Cemetery, the Liberty Street School site on Depew Avenue, the Edward Hopper House, First Reformed Church, Couch Court, Memorial Park, Route 59 near Mountainview Avenue and two sites on Main Street believed to be part of the Underground Railroad.

Nyack's Zoning Code covers procedures for designating a historic site or district. The criteria for local designation are the same as for National Register listing, with several additions. For designation of a historic district, the application must be signed by at least 33% of the property owners within the proposed district, if the designation is initiated by other than the Architectural Review Board (ARB). Under the current code, it is not clear that any individual sites or districts have been designated as historic by the Village.

### 8.1.2 Cultural and Civic Resources

In communities throughout the nation and the world, the arts have become a major economic driver, helping to establish local identities and attracting residents, businesses and visitors. In addition, the arts industry (for-profit as well as nonprofit) supports millions of full-time jobs and injects revenue into local governments and businesses.

Rockland County, and the Nyack area in particular, has a legacy of attracting and supporting artists from a range of disciplines, including painting, writing, music and film and stage acting. Today, many Village residents work in all fields of arts and arts education throughout the metropolitan region, and contribute to Nyack's reputation as a vibrant, creative and engaging place.

The following section summarizes the key resources and non-profit organizations promoting arts, entertainment and culture in Nyack.

#### Edward Hopper House Art Center

The birthplace of renowned American artist Edward Hopper, the house on North Broadway was restored by members of the community and opened as a not-for-profit art center in 1971. The center has an archive of Hopper documents and memorabilia and exhibition space for 20<sup>th</sup> century and contemporary art, and hosts regular events such as a summer jazz series.



#### Nyack Center

The Nyack Center was founded in 1990 as a community center to support children, youth and families through educational and recreational programming. The center is housed in the former First Presbyterian Church, which dates to 1839. The Nyack Center provides before- and after-school services to more than 120 children in the Nyack area, as well as various community programs, including the Chamber of Commerce's farmer's

**Edward Hopper Art Center**  
*BFJ Planning*

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES



**Nyack Center**  
*BFJ Planning*

market in the winter. In addition, the center is home to the Rivertown Film Society, which holds film screenings and programs at Nyack Center and elsewhere in the region.

### **Elmwood Playhouse**

Located just off Main Street on Park Street, this four-building complex houses a 99-seat performing space; three rehearsal studios; multipurpose rooms; a scenic shop; and storage space for sets, lighting, costumes and props. The group

has been performing under various names since the 1940s and produces plays, classes and workshops.

### **Nyack Village Theatre**

This small facility on Main Street, located in the former Woolworth building, has a 49-seat black box theater and hosts various multimedia events, including the annual Nyack Film Festival. The theater is also available for rental.

### **ArtsRock**

ArtsRock is dedicated to bringing professional arts and multicultural programs to regional audiences. Based in Nyack, the group offers programs throughout Rockland County.

### **Nyack Art Collective**

This association seeks to create an artistic presence in the greater Nyack area and to make art and art education available to all. It offers workshops and other public events.

### **Friends of the Nyacks**

This community organization was founded in 1974 to maintain and improve quality-of-life in the Nyacks. A key area of focus for the group is supporting the arts. It produces the Mostly Music Festival on the Hudson and the ArtWalk event, provides financial support to the Rivertown Film Society and sponsors walking tours and events for newcomers.

### **Nyack Chamber of Commerce**

The Chamber has served the local business community for more than 60 years. The group provides marketing and business support and networking opportunities to its more than 100 members throughout the Nyack area. The Chamber also produces regular events throughout the year in the Village, including the farmer's market, SpringFest, SeptemberFest and the Halloween Parade.

### **Visit Nyack, Inc.**

Formerly the Nyack Marketing Association, Visit Nyack, Inc. was formed in 2012 to promote tourism in the Village, and launched the "Art & Soul on the Hudson" marketing campaign.

### **Historical Society of the Nyacks**

The Historical Society was established in 1994 to collect and preserve historic documents and memorabilia, including individual oral and written accounts, related to the Nyack area. The society is housed in the DePew House, an Italianate mansion built in 1850 for one of Nyack's largest landowning families, on Piermont Avenue. The facility, which was renovated in 2011 following flood damage, also houses a museum and shop. The Historical Society sponsors the Great Nyack House Tour, "ArmChair Walking Tours," and other regular events.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

### Art, Craft & Antique Dealers Association of Nyack

ACADA was formed in 1972 to support Nyack's business community. Today, it organizes many of the Village's street fairs, and supports the efforts of Visit Nyack.

### Nyack Community Garden

Founded in 1983 and located on South Franklin Street between Hudson and Depew Avenues, the Nyack Community Garden is open to residents of the Nyack School District. The volunteer-managed garden has more than 60 members.



Nyack Community Garden  
*BFJ Planning*

### 8.1.3 Municipal Facilities and Services

#### Village Administration

Village administration, most municipal departments and Nyack's Justice Court are all housed at Village Hall on North Broadway and Lydecker Street. The two-story building adjoins the Athene (formerly Presidential Life) buildings to the south and

east, with a small parking lot located to the rear. The Village is in the process of conducting an energy audit to Village Hall and has identified window replacement as a high-priority in improving the building's energy use. A lack of storage space is also an issue. Much of the problem could be solved by digitizing records and then moving paper documents off-site. Grant funding would be required to complete the digitization. The basement also presents an opportunity for storage space; however, there are issues of ingress and egress that would need to be addressed.

#### Emergency Services

##### Police

Police services for Nyack have been provided by the Towns of Orangetown and Clarkstown since 1991, when the Village Board voted to disband Nyack's police force. The Orangetown Police Department covers the Orangetown portion of the Village, including the downtown and waterfront, and maintains a satellite station in Nyack on Franklin Street. The Clarkstown Police Department has jurisdiction over the remaining western area of the Village, and operates from its New City headquarters.

##### Fire

Nyack Fire Department is an all-volunteer service covering Nyack, South Nyack, Upper Nyack and Grand View. Within the Village of Nyack, the department operates five companies at four facilities: Chelsea H&L Co. #2/Jackson Hose Co. #3 on Catherine Street; Mazeppa Engine Co. #2 on Main Street around the corner from Village Hall; Jackson Engine Co. #3 on Park Street; and Highland Hose Co. #5 on Main Street between Highland and Midland Avenues. Two additional facilities are on Depot Place in South Nyack and Main Street in Upper Nyack.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES



**Nyack Fire Department facility on Catherine Street.**  
*BFJ Planning*

The Nyack Joint Fire District maintains six fire stations (the four in Nyack plus one each in South Nyack and Upper Nyack) housing eight fire apparatus, one marine unit and a high-angle rescue team. The district is administered by five publicly elected commissioners.

### Emergency Medical Services

The Village is served by the Nyack Community Ambulance Corps (NCAC), a volunteer organization founded in 1939. The group is located on North Midland and Sixth Avenues and maintains a fleet of three ambulances and other equipment. NCAC typically manages an annual call volume of about 1,600 to 1,700.

### **Public Works**

The Department of Public Works (DPW), headquartered on Catherine Street next to the Chelsea H&L Co. #2/Jackson Hose Co. #3 building, handles public works and engineering functions

within Nyack, including stormwater management and Village construction projects.

The DPW has been led by the Village Administrator for the past year while the Village evaluates the department's needs and strategy. At the Catherine Street facility, a key issue is lack of storage space. The Village is researching the potential to lease space (potentially outside of Nyack) to store equipment such as snowplows, which could also create additional room for off-site stockpiling of materials, as well as space for snow storage which currently takes place near the Marina and in Memorial Park.

### **Building and Planning**

The Building Department is responsible for code enforcement in the Village. The department receives and reviews applications, drawings and plans for building and demolition permits, tree removal permits, signage and fire safety compliance. It also conducts inspections to ensure compliance with building permits, issues certificates of occupancy and compliance on completed permits and performs housing inspections to ensure buildings are used in a safe and lawful manner.

Working closely with the Building Department is the Village Planner, a part-time staffer who reviews applications submitted for approval to the Architectural Review Board, Planning Board and Zoning Board of Appeals. The Village Planner also works on economic development activities, grant applications, drafting of zoning text changes and other planning studies or initiatives. Within the Planning Department, the Village established a Sustainability Desk with a volunteer Sustainability Coordinator, charged with implementing actions recommended in the Green Infrastructure Report and that align with regional initiatives, and with developing the Sustainable Nyack Action Plan.



**Figure 34: Historic, Cultural and Municipal Facilities**

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

### Parks and Recreation

The Parks and Recreation Department oversees all recreation programs conducted by the Village and its recreational facilities. Nyack's primary recreational facility is Memorial Park, but events are held throughout the year at facilities in the community, including the Nyack Center, the Nyack Fencing Academy on Lydecker Street and Nyack High School in Upper Nyack. The department also plans seasonal special events.

### Nyack Library

The Nyack Library on South Broadway has served residents of Nyack, Upper Nyack, South Nyack and Grand View since its establishment in 1879 with funds from philanthropist Andrew Carnegie. The main building was built in 1903. In 2011, an annex was opened extending south to Hudson Street, increasing space for computers and meeting space. The library offers lectures, concerts and a seed exchange for gardeners.

### Senior Center and Head Start

The Nyack Senior Center, located on Depew Avenue in the Depew Manor housing complex, offers programs Monday through Friday to residents throughout the Nyack area. Activities include exercise classes, computer programs, excursions and meals. The center is part of the Rockland County Meals on Wheels program and provides transportation to residents of Central Nyack, Congers, Grand View, Rockland Lake, Upper Nyack, Valley Cottage and West Nyack.

Head Start of Rockland provides preschool and early childhood education services for low-income children and their families throughout the county. The Nyack facility is on Depew Avenue across from the Senior Center.



**Nyack Library**  
*BFJ Planning*

### Schools

Nyack is served by a single school district, which also serves residents of Central Nyack, South Nyack, Upper Nyack, Grand View and Valley Cottage. Because the school district is controlled by its own legislative body, independent of the Village, this Plan makes no recommendations concerning school operations or facilities.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

The Nyack School District covers approximately 8 square miles. The district has three elementary schools, one middle school and one high school. None of the schools are located in the Village. Two elementary schools are in Valley Cottage (Liberty Elementary School and Valley Cottage School) one elementary school (Upper Nyack Elementary) and the high school are in Upper Nyack, and the middle school is in South Nyack. Nyack High School, previously located in the Village at the current location of Rockland BOCES, was relocated to its current site in 1991 as part of a significant district-wide facilities improvement program. The last district bond referendum, totaling \$26.4 million, was approved in 2013 to complete a range of renovations to district buildings and athletic fields.

**Table 7: Nyack School District Enrollment, 2005-06 - 2014-15**

|         | K-5   | 6-8 | 9-12 | Total | Change |
|---------|-------|-----|------|-------|--------|
| 2005-06 | 1,288 | 631 | 946  | 2,865 |        |
| 2006-07 | 1,327 | 645 | 968  | 2,940 | 2.6%   |
| 2007-08 | 1,370 | 628 | 962  | 2,960 | 0.7%   |
| 2008-09 | 1,345 | 657 | 914  | 2,916 | -1.5%  |
| 2009-10 | 1,360 | 649 | 910  | 2,919 | 0.1%   |
| 2010-11 | 1,353 | 680 | 889  | 2,922 | 0.1%   |
| 2011-12 | 1,350 | 641 | 889  | 2,880 | -1.4%  |
| 2012-13 | 1,302 | 674 | 906  | 2,882 | 0.1%   |
| 2013-14 | 1,306 | 703 | 922  | 2,931 | 1.7%   |
| 2014-15 | 1,331 | 711 | 916  | 2,958 | 0.9%   |

Source: New York State Education Department

For the 2014-15 school year, total K-12 enrollment in the Nyack School District was 2,958 students.<sup>37</sup> Enrollment over the past 10 years has remained fairly constant, with slight declines seen over the 2007-08 to 2008-09 and 2010-11 to 2011-12 periods. Current enrollment is near its highest level of the 10-year period. District-wide enrollment is projected to remain at or near the historical level of 3,000 for the next two school years (to 2016-17), according to the Board of Education.<sup>38</sup>

### Nyack Hospital

Nyack Hospital is a 375-bed community acute care facility located between Highland and Midland Avenues opposite Oak Hill Cemetery to the west and the former Nyack High School to the east. The hospital is affiliated with Montefiore Health System and is a partner with Touro College of Osteopathic Medicine, providing clinical rotations to third-year medical students. In March 2016, Nyack Hospital announced plans to build a two-story addition of 16,300 square feet, along with a reconfiguration of 23,300 square feet of existing space. The project, expected to be complete in 2018, will double the size of the emergency department, one of the most active in the lower Hudson Valley, and provide space for primary and specialty care providers and support services. The hospital has a staff of more than 1,400, making it one of Rockland County's largest employers. Nyack Hospital has expressed interest in constructing a parking garage to replace surface parking, subject to future financing. This Plan supports the hospital in building a parking structure on its current property.

<sup>37</sup> From the NYS Education Department as of October 2014. Nyack School District data indicated a total of 3,032 students as of May 2015.

<sup>38</sup> Nyack Public Schools 2016-17 Budget Presentation, March 15, 2016.

## Nyack Public Schools

1. Nyack High School
2. Nyack Middle School
3. Liberty Elementary School
4. Upper Nyack Elementary School
5. Valley Cottage Elementary School

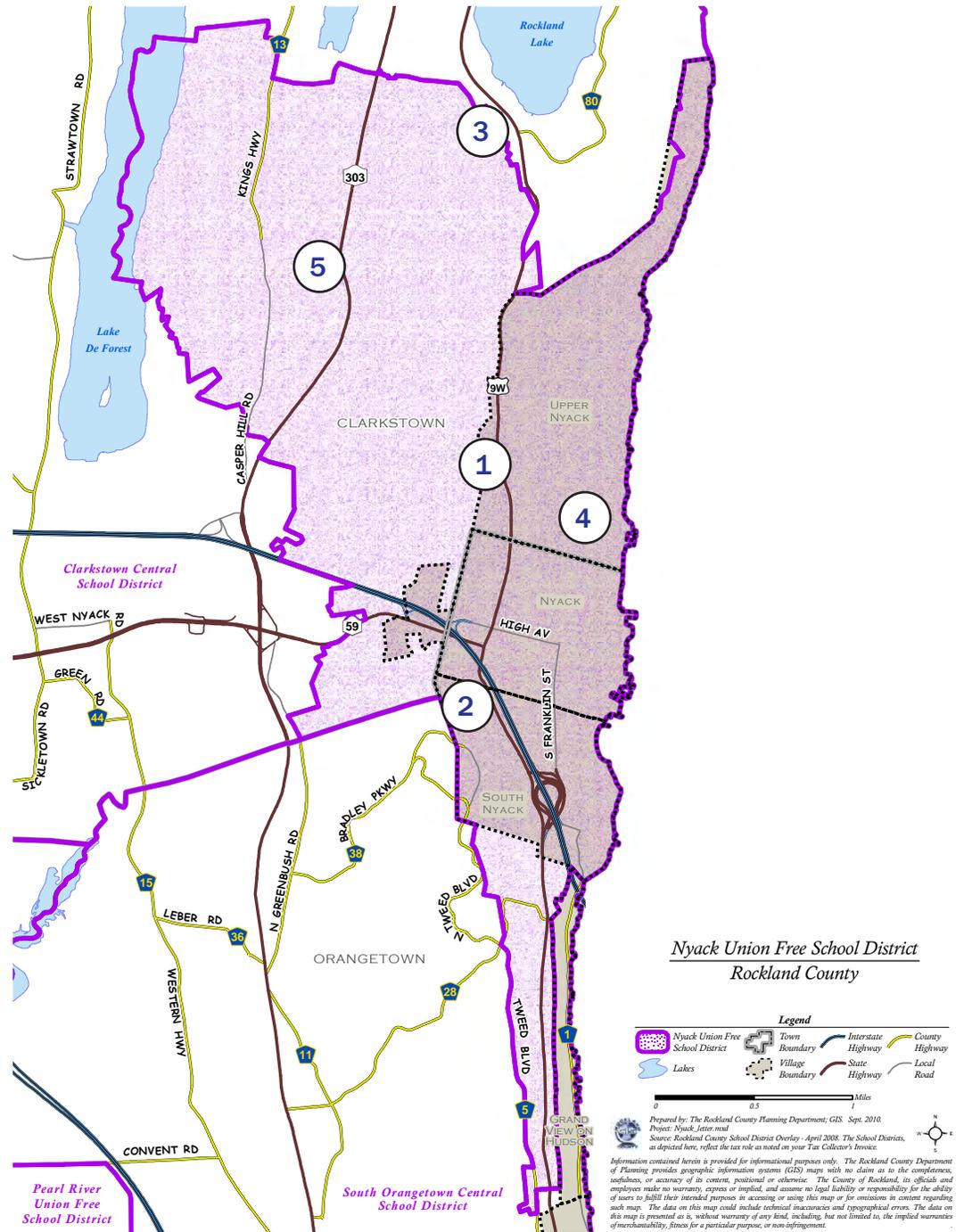


Figure 35: Nyack Public Schools

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES



**Nyack Hospital**  
*BFJ Planning*

### 8.2 ISSUES AND OPPORTUNITIES

Nyack benefits significantly from its wealth of historic and cultural resources and the facilities and services that the Village provides to its residents. Given the impact of these resources on Nyack's quality-of-life and image, the Village should continue its efforts to preserve and enhance its unique assets, with an eye toward efficiency and fiscal responsibility. The following discussion highlights some of these opportunities.

#### 8.2.1 Promote Targeted Historic Preservation Efforts

Nyack has a number of buildings and structures that, individually, are historically significant. However, because much of the Village has been altered over time, there generally are only small pockets of historic sites remaining. It is unclear if there is a substantial enough area to be designated a district. Local advocates for advocates are studying whether part of Nyack should be designated as a historic district, and the Village should support those research efforts, with a focus on sites or areas that may be designated on the National Register.

In the short-term, the Village may consider focusing its preservation efforts on individual sites. The New York State Historic Preservation



**Rockland County YMCA**  
*BFJ Planning*

Office (SHPO) has determined that the John Green House, the former Nyack High School (now occupied by Rockland BOCES) and the Nyack Center (former Nyack Presbyterian Church) are all eligible for listing on the National Register. Other downtown sites, including Nyack Library and the Rockland County YMCA, as well as individual homes, could be eligible. The Village should conduct a public education campaign to inform property owners about the potential benefits of historic designation at a state and federal level, including tax benefits and grant opportunities.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

At a local level, it is not clear that any sites or districts have been established under Nyack’s historic preservation regulations. As they are currently written, the regulations may be overly burdensome on individual property owners, without providing a benefit to historic designation. Chapter 360-5.11 requires a certificate of appropriateness for any exterior alteration of a building or site designated as a landmark or located within a designated historic district. The code also notes that a certificate of appropriateness may be required “in some cases” even when a building permit is not required, but does not specify when such a requirement may exist. Section 360-5.12 appears to be even more restrictive, prohibiting any building permit to “construct, alter, remove or demolish any structure or other feature on a proposed landmark site or in a proposed historic district” after an application for historic designated has been filed. This would appear to prevent even interior work on pending sites, without a certificate of appropriateness from the Architectural Review Board (ARB). Requiring an owner whose property is being considered for designation to obtain a certificate of appropriateness for essentially any work, particularly if the property may ultimately not be designated, is burdensome and could be a disincentive for the owner to support historic designation.

The Village should re-examine its historic preservation regulations to ensure that they are not onerous to property owners or creating disincentives to historic designation. In regulating properties that are currently listed on the National Register, or properties or districts that may be designated, the Village should make clear that the guiding standard is the Secretary of the Interior’s Standards for the Treatment of Historic Properties, which are already referenced in Nyack’s code. This will ensure that the board charged with regulating

historic designation is operating according to a clear set of standards, providing for minimal subjectivity and straightforward decision-making.

### 8.2.2 Support Arts and Culture in the Community

The arts, cultural and educational groups in and around Nyack are instrumental in establishing its character and making it an attractive place to live, work and visit. The Village should continue to support these organizations and ensure that they remain thriving and visible parts of the community.

One simple way to promote Nyack’s arts and culture scene for residents and visitors alike is to create a more visible space on the Village’s website. Currently, there is a section of the website for visitors that links to the *Visit Nyack* site. This section could be redesigned to target people who live or work in Nyack, as well as those interested in visiting from outside the area.

Another way to strengthen Nyack’s connection to arts and culture is to create opportunities for local artists to showcase their work in the Village. In the winter of 2015-2016, the Nyack Window Project brought together visual artists and downtown landlords to create art installations in storefront windows. The project was well received, and the Village should work



**Storefront art in downtown Nyack**  
*Visit Nyack, Inc.*

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

with the arts community to make the project a regular, year-round event, with rotating installations that can help to activate downtown storefronts while supporting local artists.

Nyack may also consider creating an Art in Public Places program, such as the Rockland County program that allocates 1% of the bonded capital cost of County construction projects for public art. Since its 1986 launch, the program has resulted in the installation of more than 20 paintings, sculptures and murals by artists from the Hudson River Valley, New York City and Bergen County.

The Village should also tap into regional organizations that can help to promote Nyack's history and culture to visitors. One important example is Historic Hudson River Towns (HHRT), a nonprofit organization based in Westchester County that seeks to promote tourism and downtown and waterfront revitalization in Hudson River communities from Yonkers to Albany. Although the group was launched with a focus on Westchester County, it has recently broadened its focus for a more regional perspective, adding the cities of Newburgh and Beacon to its membership. No Rockland County communities are currently members of HHRT. Given Nyack's desire to activate its waterfront and create more linkages to the downtown, the Village should seek membership, to benefit from intermunicipal marketing and coordination on regional initiatives such as a seasonal recreational ferry, as discussed elsewhere in this Plan.

### 8.2.3 Maximize Effectiveness and Efficiency of Municipal Facilities and Resources

Nyack provides a wide range of services to its residents, contributing greatly to its quality-of-life and desirability. The

challenge is to balance those services with the reality of fiscal constraints and to avoid overburdening taxpayers. In fact, "high taxes" was the most cited element desired to change in the public survey, with nearly 60% of respondents selecting it as something they would change about Nyack. Finding ways to reduce costs and increase efficiency without sacrificing services should be a major Village priority.

Nyack and its adjacent communities are closely linked, sharing a downtown, a school district and a library. Many residents of South Nyack or Upper Nyack think of themselves as being from Nyack and have a strong interest in the Village, as evidenced by the fact that almost a third of respondents to the survey were residents of either of the other villages. The idea of sharing more services among Nyack and its neighbors – and even potentially combining into a single municipality – has been explored in the recent past. In 2011, Nyack, South Nyack, Upper Nyack, Grandview and Piermont jointly applied for a State grant to study how combining or sharing services could save costs without reducing services. The application was not successful, but demonstrated a mutual interest. Respondents to the public survey for this Plan strongly echoed that interest, with nearly 62% expressing support for a study of the impact of a potential municipal consolidation of Nyack, South Nyack and Upper Nyack (see Figure 36). Only 8% of respondents were explicitly opposed to such a study; the rest either had no opinion or did not know enough about the issue to answer.

Given that support, the Village should proceed with a study of the potential municipal consolidation, seeking the support of the other villages in such an effort. The study could also look at whether Central Nyack (currently an unincorporated part of the Town of Clarkstown) could be included in a consolidation.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

A model is the 2012 Rye Town Dissolution Study, which assessed the feasibility of dissolving the Town of Rye, as the Town has no unincorporated area and instead consists of incorporated villages (Mamaroneck, Port Chester and Rye Brook). The study, funded with a Local Government Efficiency Grant Program to the four municipalities, looked at the fiscal benefits as well as costs of implementing a Town dissolution. The report also examined how Town functions (courts, tax assessment and collection, and maintenance of Town properties) could be carried out under a potential dissolution.

Implementing a consolidation of Nyack, South Nyack and Upper Nyack would not be easy. It would be a complicated process with a series of cascading impacts, reflecting the number of distinct and overlapping jurisdictions. These include one school district, two towns, three police departments (Orangetown, Clarkstown and South Nyack-Grand View) and two County legislative districts. A consolidation study would have to carefully analyze the relative impacts to determine whether, and how, a merger could happen. But whether or not a consolidation ultimately occurs, the Village should seek additional opportunities for shared services with South Nyack and Upper Nyack.

Within Nyack, there may be opportunities for reconfiguration or reorganization of municipal facilities to improve functionality and reduce costs. For example, the DPW facility on Catherine Street off Highland Avenue and the adjacent fire department building appear to be fairly dated and lack significant space for parking. Both sites are almost completely paved, and do not present an attractive entrance into the residential neighborhood on Catherine Street. To address these issues, the Village should explore the potential to construct a new, consolidated DPW and fire station facility at the current site. Such a facility could provide for enhanced functionality and aesthetics, and could

also incorporate green building and green infrastructure techniques. An enhanced fire station could also allow for the consolidation and sale of one or more nearby firehouses.

Other community facilities that appear to be underbuilt are the Senior Center and Head Start facilities, both two-story buildings on Depew Avenue. One idea that the Village could explore is the potential to replace the Head Start building with a three-story community complex that could incorporate Head Start, the Senior Center, a health clinic, indoor recreation and the Orangetown police substation. Another potential use at this site could be the planned Rockland Pride Center, which is raising funds to open a facility in Nyack. A reconfiguration of the Senior Center and Head Start facilities could allow for the sale of the current police substation on Franklin Street and the replacement of the existing Senior Center building with improved parking and open space/recreation for Depew Manor. Clearly, this would be significant for the Senior Center and Head Start, and those groups – as well as nearby residents – should be closely involved to ensure satisfactory continuation of services and minimal adverse neighborhood impacts.

A final opportunity for improvements to municipal facilities is at Village Hall. The Village should seek grants to implement recommendations of the energy audit, as well as window replacement, digitizing records to increase storage space, and potential use of the basement for additional space. In addition, there may be opportunities to increase parking at Village Hall beyond the current 15 spaces, through use of a portion of the adjacent Athene property that may be donated by the owner.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES



View of Nyack Senior Center (right) and Head Start Rockland (left).  
*Bing Maps*

### 8.2.4 Increase Sustainability at Municipal Facilities

Nyack's own facilities create opportunities to lead by example in sustainability efforts. The Sustainable Nyack Action Plan identified many actions that the Village can take, including replacing lights and windows at Village Hall; converting streetlights to LED; installing solar panels at the Water Plant and holding tank; increasing recycling at municipal buildings, firehouses and the Housing Authority; and planting trees along streets and in municipal lots. The Village should pursue these and other actions, as appropriate, to enhance its sustainability.

## 8.3 RECOMMENDATIONS

### 8.3.1 Historic Preservation

- Support local preservation advocates in their research on the potential for designation of a National Register historic district in Nyack.
- Support state and federal historic designation for individual sites in Nyack, including those already determined eligible for listing.
- Conduct a public education campaign to inform property owners about the benefits of historic designation.
- Re-examine the Village's historic preservation regulations to ensure that they meet objectives without over-burdening property owners.

### 8.3.2 Arts and Culture

- Promote Nyack's arts and cultural opportunities through marketing, outreach and special events.
- Consider establishing an Art in Public Places program modeled after the county's program.
- Take advantage of regional arts, cultural and tourism organizations such as Historic Hudson River Towns.

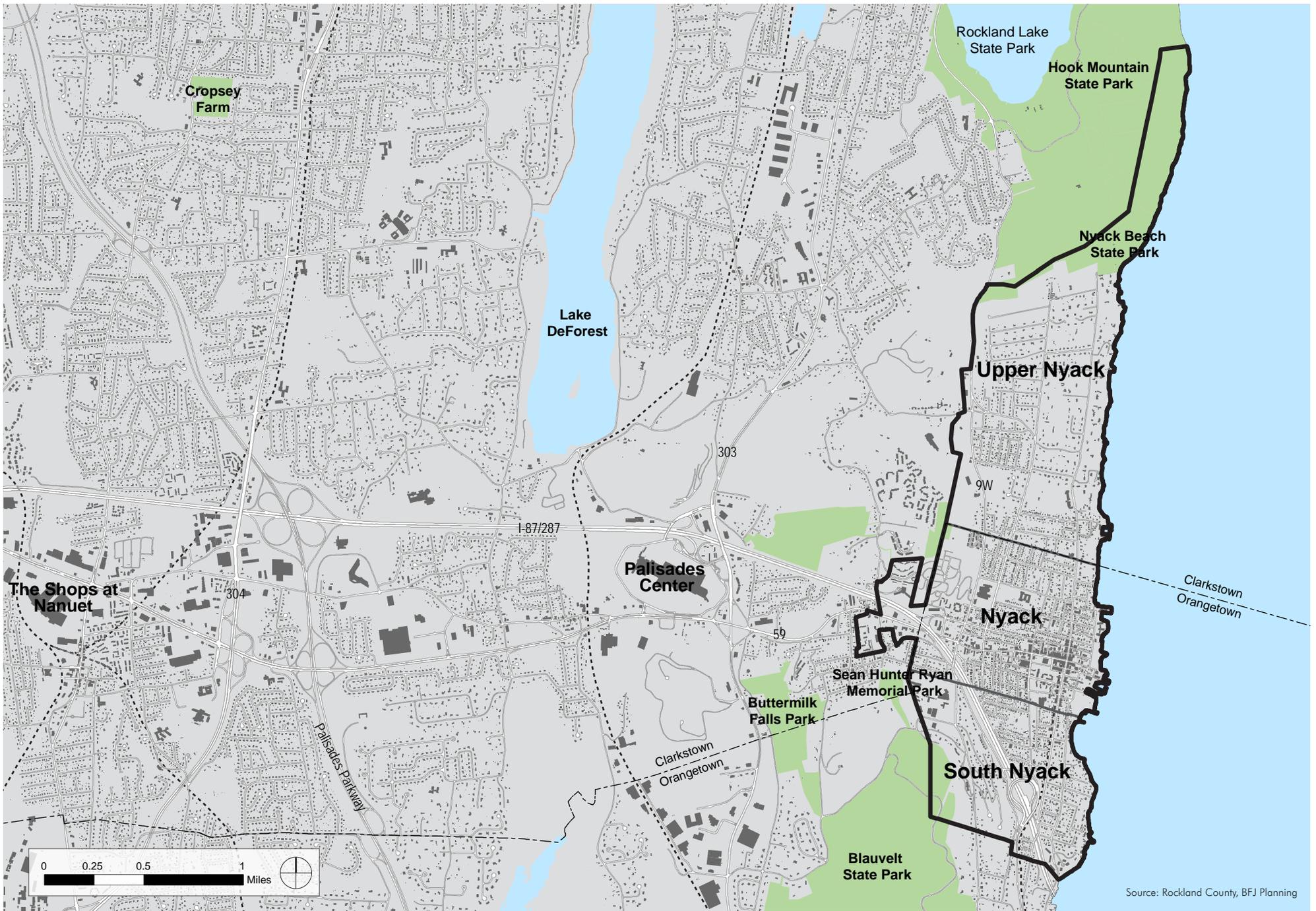


Figure 36: Potential Consolidation of Nyack, South Nyack and Upper Nyack

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

### 8.3.3 Municipal Facilities and Services

- Pursue a study of a municipal consolidation of Nyack, South Nyack and Upper Nyack.
- Continue to explore shared services with adjacent municipalities.
- Explore the potential for a new DPW/firehouse complex on Catherine Street, with the potential for consolidation of one or more nearby firehouses as a result.
- Explore creation of a new community center complex at the existing Head Start facility to house Head Start, the Senior Center and other services such as a police substation, indoor recreation, a health clinic and the new Rockland Pride Center.
- Pursue opportunities to improve the functionality of Village Hall, including digitizing records, window replacement and potential added parking.
- Implement sustainability measures for municipal facilities and services, as recommended by the Sustainable Nyack Action Plan.

## 8. HISTORIC, CULTURAL AND MUNICIPAL RESOURCES

## 9. ECONOMIC DEVELOPMENT

### 9. ECONOMIC DEVELOPMENT

#### 9.1 EXISTING CONDITIONS

##### 9.1.1 Nyack in the Regional Economy

Nyack plays an important role in the regional economy as a waterfront village with a downtown that serves a large catchment area of local residents. The Village is mostly residential, with residents mostly commuting to jobs outside Nyack, and a small but increasing number of residents enjoying remote or flexible work arrangements that keep them in the Village during part of their work week. The presence of a hospital and other community facilities, and a core of downtown retail, hospitality and entertainment merchants, provide a source of employment and economic activity. Although Nyack is well-positioned for automobile access to I-87/287 and the Tappan Zee Bridge, its location presents economic challenges related to accessibility of jobs in the region, as discussed in this chapter.

##### **Commuting Distances**

Access to highways and arterial roadways is critical for Nyack residents, as 89% of residents drive to work. The Village is located 20 to 30 minutes by car during rush hour from Suffern, a key job center in Rockland County. White Plains, a major jobs hub in Westchester County, is a 24- to 40-minute rush-hour drive east. The region's largest job center, Midtown Manhattan, can be reached in approximately 90 minutes at rush hour by car. Travel to Midtown via the Tappan Zee Express (TZx) bus service, departing from downtown Nyack with connections to rail at Tarrytown or White Plains, also takes about 90 minutes, with

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<sup>39</sup> Commute times and modal split from Census Bureau, American Community Survey 2014 5-year estimates. Travel times calculated via Google Maps.

connections to New York City subway service at Grand Central Terminal. Few residents make this relatively long commute today; 65% of residents commute less than 30 minutes to work, and only 8.8% commute longer than an hour.<sup>39</sup>

##### **Tappan Zee Bridge**

Nyack sits near the western terminus of the 3.1-mile Tappan Zee Bridge, one of six Hudson River road crossings in the New York City metropolitan area, which connects Rockland County in the west with Westchester County in the east via I-87/287. The eastbound crossing requires paying a \$4.75 toll via the E-ZPass electronic toll collection system. The current bridge, which is structurally deteriorating and sees use well beyond its intended capacity, is being replaced by a new \$3.98 billion bridge currently under construction just to the north. The new crossing, which will include one additional lane for general traffic and one additional lane restricted to buses, is scheduled to open in 2018. It is being built with a shared-use path, for use by bicyclists and pedestrians, and with a design that can accommodate future rail service.<sup>40</sup> The Tappan Zee Bridge crossing provides a vital connection for Nyack to jobs, attractions, consumers and visitors west of the Hudson and throughout the New York City region. Proximity to the bridge is a key economic advantage for the village, though traffic choke points on and near the bridge – and a lack of fast and convenient commuter alternatives – are a primary cause of hindered economic growth in the Village to-date.

<sup>40</sup> Source: NYS Thruway Authority. <http://www.newnybridge.com/about/>

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### Mass Transit

Unlike suburban towns in Westchester County, Rockland County has no direct commuter rail connection to Midtown Manhattan. A comparison of land use and development patterns in the counties reflects this difference, with a density of transit-oriented development and economic activity evident near rail stations on the Harlem and Hudson Metro-North commuter rail lines in Westchester County. Real estate values are also reflective of this disparity in transit access, with home prices higher in rail-connected places in Westchester than in villages directly across the Hudson, including Nyack.<sup>41</sup> These wealthier Westchester locations also benefit from being able to self-tax for infrastructure and public-realm improvements, further incentivizing the private investment in housing and commercial development that is attracted to transit-connected places.

### A Regional Destination

Nyack is a regional draw for shopping, cultural consumption and leisure. The Village is home to over 120 retail, accommodation, and food service establishments,<sup>42</sup> many located along Main Street and Broadway in the heart of the downtown. Nyack also hosts 17 arts, educational and recreational establishments, among them the Edward Hopper House, the Nyack Library, and the Elmwood Playhouse, all located downtown.

The Village's strong commercial core is a unique asset among suburban communities in Rockland County and elsewhere in the region, generating significant quality-of-life benefits for residents and making Nyack a destination for visitors from surrounding communities and beyond. Although the Village

itself is small (with a population of 6,980 residents in 2013), its commercial heart serves as downtown for a broader Nyacks region of 27,000 residents who live within a 15-minute drive in Central Nyack, South Nyack, Upper Nyack, West Nyack and Valley Cottage. Nyack provides an authentically urban alternative to the suburban car-oriented shopping malls and strip centers more prevalent in these surrounding communities. Additionally, Nyack hosts the major hospital, community facilities, and waterfront that are not present in surrounding villages. This larger catchment area is a source of economic strength for Nyack and supports a commercial core that is larger than what the Village's population might suggest.

Nyack also serves as a regional destination and gateway to the lower Hudson Valley. Visitor spending in 2014 was up statewide, with a year-over-year increase of 4% in the Hudson Valley and 6% in New York City. Nyack, situated at the foot of the Tappan Zee Bridge and with easy regional car access, is poised to capture some of the \$3 billion in annual spending generated by Hudson Valley visitors, and to further capture spillover from visitors to New York City, as the Hudson Valley region gains recognition as a must-see day trip and biking destination.<sup>43</sup>

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<sup>41</sup> Trulia analysis showing regional median home prices by ZIP code as of May 5, 2016.

<sup>42</sup> Source: U.S. Census Bureau, Economic Census: Nyack (2012).

<sup>43</sup> "The Economics of Tourism in New York State: 2014 Calendar Year, Hudson Valley Focus." Tourism Economics, 2015.

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### Business and Employment

Nyack has approximately 4,000 jobs within its boundaries. Among the major employers is Nyack Hospital, a 375-bed facility affiliated with Montefiore Health System that employs 1,650 people. The hospital receives 60,000 emergency room visits annually, and as part of a \$25 million capital campaign is undertaking an \$8 million expansion of the emergency room facility. The second-largest employer in Nyack is the Rockland County YMCA, with 220 jobs, most of them part-time and approximately half of which are based in Nyack.<sup>44</sup> The YMCA operates its main Rockland County facility in a historic building on South Broadway, offering health and fitness programs, aquatics and youth development programming.

Health care is the largest industrial sector in Nyack, generating \$250 million in business revenue in 2012.<sup>45</sup> Other significant sectors include business office uses (\$72 million revenue)<sup>46</sup>, retail (\$57 million revenue), and hospitality (\$36 million revenue).<sup>47,48</sup>

### 9.1.2 Quality-of-Life Attributes

Chapter 3 (Socioeconomics and Housing) of this Plan explores the range of attributes that make Nyack an attractive place for households and businesses to stay and relocate. These attributes, which collectively describe a quality-of-life and sense

of character that are among the key differentiators for the Village's economic future, are summarized here:

- A *compact downtown*, offering a variety of shops, services, cultural amenities, and community facilities within a 15-minute walk of most of the Village.
- A *socioeconomically diverse* population that welcomes and supports residents of all backgrounds and financial characteristics.
- An *arts and culture orientation*, with a legacy of supporting cultural production and artistic engagement that continues today.
- A location on the *Hudson River*, offering views from residences and locations throughout the Village and the



On-train tourism advertising sponsored by Visit Nyack.  
BFJ Planning

<sup>44</sup> Rockland County Economic Development Corporation; Rockland County YMCA.

<sup>45</sup> "Revenue" is defined here as sales, receipts, revenue, shipments or value of business done for employer establishments in Nyack.

<sup>46</sup> Business office uses include businesses in the following sectors: Information; Finance and Insurance; Real Estate Rental and Leasing;

Professional, Scientific, and Technical Services; Administration and Support and Waste Management and Remediation Services; Other Services (except Public Administration).

<sup>47</sup> "Hospitality" includes accommodation and food service establishments.

<sup>48</sup> U.S. Census Bureau Economic Census, 2012.

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opportunity to engage directly with the river through recreation, including boating.

- A location at the gateway to the iconic *Hudson Valley*, providing a base from which to explore the region's charming villages, outdoor recreation amenities, unique food and beverage experiences and cultural attractions.
- *Relatively affordable* housing and commercial space, particularly in comparison to New York City and Westchester County, making it an attractive location for



**Moored sailboats along the Nyack waterfront.**  
*James Lima Planning + Development*

families and business priced out by rapidly rising metropolitan property values.

- A *family-friendly* village, with a low crime rate and close access to well-performing schools, parks and community facilities and programming.

### 9.2 ISSUES AND OPPORTUNITIES

#### 9.2.1 National Economic Trends and Opportunities

##### **Generational Interest in Compact Downtown Living**

A diverse body of research by planners, academics, the nonprofit sector and government agencies support the conclusion that the American public is increasingly expressing favor for living, working and spending time in mixed-use downtowns. Suburban communities across the country, with land use and economic patterns reflecting a half-century of sprawl as a dominant paradigm, are exploring ways to retrofit the built environment to accommodate a more walkable, transit-oriented future. Places like Nyack, which retain a physical fabric built before automobile-centric development became the dominant mode, are increasingly in demand and are well-positioned in a marketplace that favors compact walkable communities with a tangible sense of place.

Millennials – the generational cohort born between 1980 and 2000, who are today in their late teens to early 30s – express a particularly strong affinity to compact, walkable communities. A recent survey by the National Association of Realtors and Portland State University<sup>49</sup> found the following when

<sup>49</sup> 2015 Community Preference Survey. National Association of Realtors and Portland State University, 2015.

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respondents were asked about their preferences when choosing where, and in what kind of housing, to live:

- A preference for living in attached housing
  - 51% of Millennials
  - 44% of Generation X<sup>50</sup>
  - 43% of Baby Boomers
  - 41% of the Silent Generation
- Favor living within an easy walking distance of other places, like shops and parks
  - 50% of Millennials
  - 43% of Generation X
  - 38% of Baby Boomers
  - 30% of the Silent Generation

Millennials also expressed widespread support for public expenditures to build the communities they prefer:

- 53% support developing communities where people do not have to drive long distances to work or shop.
- 58% support providing convenient alternatives to driving such as walking, biking and public transportation.
- 49% support building more sidewalks.

These preferences are expressed more strongly among Millennials than in any generation surveyed in the study.

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<sup>50</sup> Although there exists no consensus among demographers on how to define each generation, the Pew Research Center defines Generation X

The widespread support for walkable, mixed-use downtowns – support expressed particularly strongly by the Millennial generation - has broad relevance for Nyack’s future. Over the effective lifespan of this Plan, Millennials will be making decisions about where to establish long-term residence, where to start and grow businesses, whether and where to start and raise families, and where to invest social and financial capital in building community. Building a community that responds to the needs and preferences of this generation, which has overtaken Baby Boomers as the largest living generational cohort in America by population count, will position Nyack to be an



**New live/work space above existing retail and manufacturing uses, Seattle, Washington.**  
*James Lima Planning + Development*

as those born 1965-1980, the Baby Boom generation as those born 1946-1964, and the Silent Generation as those born 1928-1945.

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economically healthy community of choice for decades to come, attracting Millennial generation investment of all kinds.<sup>51</sup>

This is not to imply that Millennials are the only relevant generation. Indeed, the kinds of places they prefer – walkable, compact and with an array of commercial and cultural amenities close at hand – are exactly the types of places that support the aging in place of empty-nesters and older generations. Laying the groundwork for investments that will make Nyack a choice location for Millennials over the next two or three decades can have important benefits for these older generations in the shorter term, allowing them to stay rooted in and connected to the community even as the need for close access to health-care services and the impracticality of maintaining a car-based lifestyle cause the radius of daily life necessarily to shrink.

### **Return to Downtown as Entertainment and Leisure Destination**

With a preference for walkable downtowns and compact communities comes demand for a different kind of programming mix in those places. The late 1990s saw a peak in suburban shopping mall development as the locus for retail, dining and entertainment expenditure, but the trend since then has shifted consumer preferences back to established places and a more authentic civic experience. There is increasing demand for downtown environments that offer leisure, food and drink, cultural programming and entertainment – activities that one took place primarily under the roof of large malls like Palisades Center and others across the region.

The resurgence of interest in downtowns, and the authentic experiences they offer, is an opportunity for transformation that



**Shared street for vehicles, pedestrians and cyclists enjoying shops and restaurants, Cambridge, Massachusetts.**

*Perkins Eastman Architects*



**Hook Mountain.**

*Urban Land Institute*

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<sup>51</sup> “Millennials overtake Baby Boomers as America’s largest generation.” Pew Research Center, 2016. <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>

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downtowns across the region have seized upon. Cultural and entertainment venues, when woven into the existing fabric of centers, are strengthening downtown economies by creating activity and programming hubs that attract more visitors; bolster institutions; and increase economic vitality through spending at retail, food and beverage and other local businesses.

### **Americans Want to Live in Places that Promote Good Health**

Residents of Nyack benefit from proximity to amenities that facilitate the incorporation of outdoor exercise and recreation into daily life. The Hudson River offers the opportunity to kayak or canoe on one of the nation's most iconic waterways. Memorial Park is the Village's central gathering place for sports like baseball and basketball, with views of the water and the Tappan Zee Bridge. Hook Mountain, located a mile north of Nyack, rewards hikers with a vista of the river and the surrounding region. The Village has long been a destination for bikers from New York City, with the area's hills offering a challenge at residents' doorsteps. Other parks, beaches and hills and mountains are located a short drive away.

The healthy lifestyle afforded by Nyack's natural setting is a strategic advantage given that so many Americans express a preference for living in places that promote good health. A recent Urban Land Institute survey found that 87% of Americans surveyed ranked a healthy environment as a top or high priority in choosing where to live, and 55% of those surveyed ranked access to green space as a top or high priority. The figures were consistent across ethnic and generational lines, and both preferences grew stronger in correlation with rising incomes.<sup>52</sup>

<sup>52</sup> "America in 2015." Urban Land Institute, 2016.

<sup>53</sup> <http://globalworkplaceanalytics.com/telecommuting-statistics>

### **Rise in Flexible Work Arrangements**

The number of Americans working outside of their places of employment ("teleworking") has doubled since 2005,<sup>53</sup> and 25% of Nyack residents report working from home at least some of the time.<sup>54</sup> A growing prevalence of teleworking somewhat mediates Nyack's distance from major job centers by offering a convenient alternative to long commutes while retaining the option to visit Midtown or other major office hubs if needed. The teleworking trend rewards places that invest in amenities for people who work independently or under flexible arrangements, such as low-cost communal office space, inexpensive coffee shops and cafes and civic places where people can connect to a local professional community. Nyack offers many of these



**Rentable shared workspace on Lydecker Street in downtown Nyack.**  
*Share Space Nyack*

<sup>54</sup> Nyack Comprehensive Plan survey, Spring 2016.

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amenities already, and has the opportunity to keep becoming a place that attracts people who have flexible work arrangements but need occasional access to employment hubs.

### 9.2.2 Regional Economic Trends and Opportunities

#### Hudson Valley Jobs Trends

Health care is, and will continue to be, a key driver of employment and employment growth in the Hudson Valley. Rockland County, in particular, has seen gains in health care and losses in manufacturing employment since 2007. The county had over 22,000 health care jobs in 2014, the largest share of jobs in Rockland County at 20%, but this represents a loss of nearly 6% in employment since 2007. Total manufacturing employment has dropped by nearly half in the same period, representing 8%, or 8,300, of jobs in the county today. Losses in this sector (reflecting national structural changes in employment and industry composition) were offset by a 28% increase in public administration employment (to 4,800 jobs) and a 14% increase in hospitality jobs (encompassing accommodation and food services, with 7,300 jobs in 2014).<sup>55</sup> The relative strength of the health-care sector, and recent gains in hospitality, benefit Nyack with its concentration of jobs in both sectors.

The 2011 Rockland County Comprehensive Plan notes a disconnect between jobs available in the county and skill sets of its resident workforce. Rockland County residents are skilled and highly educated relative to state and regional averages, but

jobs within the county skew toward those requiring lower skill levels. The implications of this mismatch for transportation, environmental health, household financial security and quality-of-life are significant, as many Rockland residents must travel outside the county to find jobs matched to their skills level, and jobs in Rockland County are filled by commuters (many from neighboring New Jersey), exacerbating traffic congestion and environmental pollution and incurring personal costs in time, stress and commuting expenses.<sup>56</sup> A sound economic development strategy may be to create the conditions to attract more high-paying high-skill firms to Rockland to take advantage of the highly skilled labor pool. Another may be to increase connectedness between Rockland County and regional job centers to lessen the personal and societal costs of long-distance car commuting.

#### Planned Transit Investments

The first steps toward stronger connectedness between Rockland County and the broader region may be coming via a \$91 million planned conversion of the existing TZx bus service to Bus Rapid Transit (BRT). Upgrades to the Suffern-to-White Plains line are the first phase of a seven-line regional BRT concept, which proposes to reduce current commute times by bus by 20%-25% and provide better connections to job hubs, other transit services and the Manhattan central business district.<sup>57</sup>

These investments have the potential to increase the market appeal of Nyack as a place to live and do business. Two of the planned stops on the initial BRT route are expected to be in

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<sup>55</sup> U.S. Census Bureau, OnTheMap Application; LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

<sup>56</sup> *Rockland Tomorrow: Rockland County Comprehensive Plan* (2011).

<sup>57</sup> New York State Department of Transportation RFEI for operator of new transit system (issued 2016).

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Nyack, including a station at Artopee Way in the downtown. The station capital investments needed to accommodate BRT service here create an opportunity for an impressive “front door” to the Village in what is today a back-alley bus stop. A thoughtful station design, with attentiveness to the experience of the BRT user as well as the visitor and local resident, can elevate the bus stop and service to being amenities that attract choice ridership and contribute to a more vital downtown. The necessary programming to accomplish this can be as simple as a newsstand or coffee shop, attractive design of the station and its surroundings, and information kiosks and navigational signage that make the BRT experience intuitive and comfortable.

### **Escalating New York City Housing Costs**

The Hudson Valley, in particular the lower valley with its stronger rail and road connections to New York City, is becoming attractive for residential relocation from the City. Housing costs have increased significantly in New York City since 2006, most significantly in Manhattan, where the median sale price is up 31% to \$1,213,000. Spillover from Manhattan into Brooklyn has increased sale prices by 21% over the same period (to \$633,000). Meanwhile, prices in Nyack have actually fallen by 14% (adjusted for inflation) over the period (to \$545,000). This likely reflects a correction to unusually high prices in Nyack and elsewhere in the country before the recent recession (commonly understood as the “housing bubble”).<sup>58</sup> Whereas in 2006 the median sale price in Nyack (\$631,928 in 2015 dollars) was higher than the median sale price in Brooklyn (\$547,278), a reversal in this price differential now favors Nyack by a significant margin, placing new demand on the housing market

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<sup>58</sup> Data sourced from Trulia. Analysis method selected May as a year-over-year representative midpoint of seasonal swings between high and low

in the Village and other places that boast both a cost advantage relative to the City and proximity to its amenities and employment opportunities.

### **Increasing Ferry Operator Interest**

The increasing interest in the Hudson Valley as a more affordable alternative for residents of New York City and its inner suburbs is part of a larger trend not limited only to residential choice. There is increasingly broad-based recognition of the region as a destination for living, and also for tourism, culture and enjoyment of its natural assets.

In response to this trend, ferry operators have expressed interest in expanding Hudson Valley waterborne transportation service. To the north of Nyack, ferries connect Haverstraw to Ossining, providing a connection with Grand Central Terminal via the Metro-North Hudson Line commuter railroad. Chapter 9 explores three concepts for expanded service:

1. A seasonal ferry for recreation and tourism, connecting Nyack to other Hudson River villages and/or Nyack to NYC;
2. A commuter ferry connecting Nyack to Tarrytown, with a further connection to Grand Central Terminal via Metro-North; and
3. A commuter ferry connecting Nyack directly to Manhattan, as an alternative to long-distance car and bus service.

The economic feasibility of each of these service categories depends on available subsidies, levels of service and projected

prices in all three markets, providing a point of comparison for median sale prices in May 2006 and May 2015.

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ridership. The potential economic benefits are also dependent on how the service is implemented, but can include:

- Improved access to Nyack for tourists from New York City and nearby regions, building on increased interest in visitation to the Hudson Valley;
- Linking Nyack to other villages to establish a Hudson Valley tourism circuit experience; and
- Providing alternative, or improved, access to job centers across the region, especially Midtown Manhattan, thereby mitigating the impact isolation from transit has on economic sustainability in the Village.

While ferry proposals must take into careful consideration the feasibility concerns described above, as well as the implications of ferry-related parking and traffic on the Village core, the potential exists to partner with interested ferry operators to establish an initial implementation of a ferry program and phase infrastructure investment in accordance with user interest, available resources and public support.

### 9.2.3 Local Economic Trends and Opportunities

In addition to the national and regional trends that have implications for the economic future and proposed strategies for Nyack, there are a number of trends in the Village itself that present opportunities for achieving economic health and stability over the coming decades.

#### **Strong Interest in Living and Working in the Same Community**

Nyack residents have expressed, in public meetings, workshops and surveys for this plan process, a strong interest in working and living in the same community. The trends toward flexible work arrangements described above – a doubling of workers using such arrangements in the last decade – elevate the importance of creating communities attractive for both residential life and as “civic workplaces.” The assets Nyack enjoys already – a compact community easily traversed by foot; easy access to the outdoors; a commercial core where many daily needs for goods and services can be met; and the coffee shops, public places and events that provide opportunities to create community – position Nyack well to continue attracting the interest of people who desire to do work close to home, whether through a remote work arrangement or through entrepreneurial business enterprises.

#### **Strength in Health Care**

The ongoing dominance, and relative stability, of the health-care sector in Rockland County bodes well for Nyack. This sector makes up nearly half of the job growth in the Village since 2007. The health-care sector grew by 16% since 2007 to comprise 2,256 jobs in 2014, offsetting job losses in the manufacturing sector and the more volatile construction sector.<sup>59</sup>

Nyack Hospital has announced as part of a \$25 million capital campaign an \$8 million expansion that will double the size of its emergency room to 26,000 square feet and establish a new 7,800 square foot “medical village.” This significant investment in a major hospital near the core of Nyack strengthens the

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<sup>59</sup> U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

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sustainability of the facility and its economic dividends for the Village for decades to come.<sup>60</sup>

### **A New Hotel at the Gateway to Downtown**

The Time Hotel, which opened in the spring of 2016, has 132 rooms, a restaurant and rooftop bar and 4,000 square feet of event space.<sup>61</sup> The hotel is proximate to the Thruway, Palisades Mall, Nyack Hospital, and other important economic drivers for the region, and is a short distance from the commercial core of the Village. The facility, developed by Dream Hotel Group, joins two other hotels in Nyack’s Gateway district (Super 8 and the West Gate Inn) and suggests an elevated bar for design excellence and experience in Nyack’s hospitality space. Its presence has the potential to create a more attractive destination for business and leisure visitors to Nyack, creating a new economic opportunity for businesses in the Village.

### **The Village Owns Key Sites on the Waterfront and Downtown**

Village ownership of significant portions of the Waterfront, particularly at the Marina site, and in downtown, presents opportunities for planning and implementation of a community-articulated vision – and to do so in a comprehensive and cohesive way that generates greater public benefits than could be achieved through piecemeal, parcel-by-parcel development or private investment alone.

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<sup>60</sup> “Nyack Hospital to expand emergency department, house medical village.” MidHudsonNew, 16 March 2016.

<sup>61</sup> [http://www.wymgmt.com/?post\\_type=portfolio&p=1794](http://www.wymgmt.com/?post_type=portfolio&p=1794), <http://www.thetimehotels.com/nyack/default-en.html>

<sup>62</sup> Calculations by the Office of the State Comptroller and the Empire State Policy Center showed that in 2013 a property with a value of \$545,000

### **9.2.4 Issues in Nyack**

#### **Challenges for Residents: Taxes, Housing Costs, Access to Jobs**

Despite the range of quality-of-life attributes that make Nyack a location of choice with a committed community of residents, many of those residents face direct financial challenges that threaten the overall economic well-being of the Village. When asked what, if anything, residents would most like to change about Nyack, 57% of respondents in a recent survey for this plan process selected “high taxes.” Although evidence shows that the overall property tax burden in Nyack is approximately similar to that of surrounding villages and in Tarrytown, for example, the perception of high taxes may be a disincentive to residential choice and business investment in Nyack.<sup>62</sup>

Whether actual or perceived, the tax burden is compounded by a very real overall housing cost burden that is higher than in surrounding areas. An uneven economic recovery, in which job and wage growth have not recovered at the same pace as regional and local real estate markets have rebounded, mean that as of 2013 over half of Nyack households were spending more than the recommended 30% of their income on housing costs. This places constraints on local households that limits spending in other economic sectors, including discretionary spending on food and beverage experiences that are a key component of the Nyack economy and among the defining characteristics of its merchant mix.<sup>63</sup>

in Nyack (Clarkstown) would have had an overall annual tax burden that was 3% higher than one in Nyack (Orangetown), 4% lower than one in South Nyack, and 8% higher than one in Tarrytown, assuming the same valuation for properties in each locale.

<sup>63</sup> U.S. Census Bureau. The housing cost burden is explored in detail in Chapter 3.

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One possible reason for the high housing cost burden is that Nyack residents, with relatively high levels of education and qualifications, have less access to major job centers and the employment and wage growth opportunities they offer than do communities across the river. Any market advantage the Village holds in lower house prices relative to rail-connected Westchester communities may be offset by this lower job-connectedness, suppressing wage growth overall.

### **Challenges for Businesses: Rents, Regulation, Customers, Finding Space**

Business owners and operators in Nyack likewise face financial and operating challenges. Among them are the asking rents for available retail properties in the Village, which retail brokers and merchant representatives report are higher than interested merchants are willing or able to pay. If a merchant is able to secure a reasonably priced storefront, regulatory barriers to opening and operating a business are an additional hurdle and significant cost burden. Merchants report complex permitting requirements and long processing times as an additional cost that increases entrepreneurial risk. Those merchants that do successfully navigate the process describe a downtown that has significant attributes of quality of place but an insufficient customer base and foot traffic to sustain many small businesses, particularly those that run on thin margins and lack an online presence to supplement bricks-and-mortar income. Struggles for business operators are not limited to Main Street and Broadway retail merchants: brokers and business community representatives also report that a dearth of available and attractive commercial office stock limits the ability of local

small businesses and entrepreneurs to build and grow their enterprises in Nyack, despite expressions of interest from a small but growing cluster of media and creative businesses.<sup>64</sup>

### **A Historic Center with a Few Missing Pieces**

Nyack has significant historic architectural and cultural assets, but its built environment is missing a few of the key pieces required to maximize its full potential. The Hudson River waterfront has become a major asset for residential investment and water-borne recreation, but lacks the civic orientation to make it a destination on par with waterfronts in other places along the Hudson and elsewhere in the region. The downtown district, with its large collection of storefronts in historic buildings, would benefit from more downtown visitors, workers and (in particular) residents to increase its customer base and daily foot traffic. Once known as a hub for antiques stores, the retail mix today heavily favors bars and restaurants. In a recent survey for the plan process, 86% of respondents expressed a desire to see different and/or higher quality stores and restaurants downtown.

While local commercial property brokers describe receiving interest from retailers not currently represented in Nyack's merchant assortment, those interested parties are deterred by what is perceived as a less-than-desirable public realm, a lack of residential density to support new retail, and the out-of-balance retail mix that favors bars and restaurants over other retail enterprises. The nearby presence of Palisades Mall is an additional challenge for Nyack's merchants, with its 255 stores, abundant parking and carefully managed (semi-)public realm a

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<sup>64</sup> Findings from this section from confidential conversations with representatives of local businesses, merchants and commercial real estate brokerages.

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short distance away. Finally, the historic center and the waterfront – two of the village’s best assets – are diminished in their impact on visitation and economic vitality by the weak connections between the two districts.



**Traditional Main Street storefronts (left) and the Superblock retail development (right).**

*James Lima Planning + Development*

### Development-Based Challenges

The quality-of-life benefits that make Nyack an attractive and special community, one which residents express as worthy of thoughtful protection and a careful approach to new development, are the same qualities that are driving a continued interest in development of new residential and mixed-use projects in the Village. As of the time of this writing, there are 366 housing units under development or proposed for development in Nyack. Limited vacant parcels remain in the

Village on which to meet future development demand while achieving the community’s vision for a public realm that preserves village character and is oriented toward the public. An incremental approach to planning and development, rather than one that is comprehensive, coordinated and codified in Village zoning and regulation, is less likely to achieve the maximum public value that this moment of significant development interest offers.

### 9.3 POLICY RECOMMENDATIONS

#### 9.3.1 Economic Development Approach

This plan recommends an economic development approach for Nyack that capitalizes on its best asset – its strong quality of place – and seizes the national and regional trends and local opportunities available today to address the issues described above. The approach encompasses four primary goals:

- Increase access to job opportunities;
- Expand the Village’s economy;
- Strengthen sense of place; and
- Reduce housing cost burden.

Each of these will be explored in some detail, and then enacted in the final sections of this chapter through a series of proposed interventions in three geographic focus areas: the Hudson River waterfront, downtown Nyack and the Gateway district.

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### **Increase Access to Employment Opportunities**

The issues and opportunities section of this report describes the disadvantage created by Nyack's isolation from immediate access to mass transit due to the resulting diminished connection to major job centers and subsequent limited access to a wide pool of employment and wage growth opportunities. This condition is manifest in a high housing cost burden for Nyack households, longer commute times than would otherwise be required if job opportunities in Rockland County were better matched to the strong skill level of the local labor pool, and a comparatively disadvantageous market position of Nyack as a community of choice for future residents relative to Hudson River communities with better mass transit access.

Increasing access to job opportunities, then, requires improving and enhancing connections. One strategy is to improve bus and intermodal transit connections, which makes regional jobs more accessible for Nyack residents and also makes the Village a more desirable location for businesses to locate. Building an appealing transit station in Nyack – one which elevates the transit experience into one attractive to commuters who have other choices for their commute – will increase the viability and benefit of the significant BRT investments that have been proposed by the State, and will provide a locus of activity which reorganizes the downtown core around a new central place.

A comprehensive approach to improving access to job opportunities should be responsive to the opportunity presented by the significant investment being made in building a new Tappan Zee Bridge. While the bridge will have one lane in each direction restricted for bus use, the termination of the bus-only lanes near the western terminus of the bridge on I-87/287 causes buses to enter slower-moving general traffic when congestion conditions are present. The Village should advocate

for capacity increases on I-87/287 to extend bus-only lanes toward and beyond Nyack, allowing for the full benefits of time savings and transit efficiency to be realized.

Exploring ferry transit connections is an additional means to provide more choices and better connections to jobs for Nyack residents (and to attract the business investment that often seeks out transit-rich locations). The Village should carefully consider the market feasibility, potential economic benefits and externalities associated with pursuing new ferry service to and from Nyack, including consideration of a phased approach to infrastructure investment that allows the conditions that favor a larger-scale ferry service (ridership, subsidy and political support) to accrue over time.

### **Expand the Village Economy**

In addition to connecting Village residents to jobs outside Nyack, the Village economy can expand by attracting more jobs, businesses and services to Nyack. The Village should carefully consider sensible locations for limited, attractive office and production spaces – particularly in the Gateway – to bring good jobs closer to highly educated Nyack residents who desire to work and live in the same community. Commercial and light manufacturing uses, once thought of as incompatible with residential housing, are now being thoughtfully incorporated into the existing fabric of urban communities and villages across the country. This approach breathes new life into underutilized structures and spaces and puts jobs and economic activity in the most environmentally sound, efficient locations.

Finally, the Village should ensure that it is prepared to take advantage of job creation opportunities as they arise. For example, a 2015 report for Empire State Development found that the film industry created more than \$5.1 billion in spending

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in New York State over the two-year period of 2013 and 2014, resulting in nearly 61,000 total jobs.<sup>65</sup> Given Nyack's strategic location in relatively close proximity to New York City, where most film production staff are based, and the Village's existing cluster of artists and creative workers, the film industry would be a logical business sector to develop in Nyack. The Village should examine its filming regulations (Chapter 187 of the Village Code) to ensure that they can be effective in streamlining the process for obtaining film permits, while protecting against quality-of-life detriments. Nyack should also explore opportunities for targeted outreach to the film industry, working with the Rockland County Office of Tourism, the Hudson Valley Film Commission and local entities such as Visit Nyack.

### Strengthen Sense of Place

Among the greatest differentiators Nyack can exploit in securing a more sound economic future is its sense of place. The competitive advantage of being a compact, Hudson Valley riverfront village makes Nyack a regional draw. This chapter describes the great potential for the civic waterfront, the value of reinforcing the Village's arts and culture orientation and how to create unique user experiences that connect the Village through a series of activity loops.

### Reduce Housing Cost Burden

One means to reducing housing cost burden is to respond to ongoing demand for new residential and mixed-use development in Nyack by permitting more infill housing. This is a particularly attractive option if development approvals come with requirements to provide permanently affordable housing, meet public realm design guidelines and create new civic



**Street fair on Broadway.**

*James Lima Planning + Development*

spaces that contribute to a more unified and attractive Village. Another, complementary means to moderating housing cost burden is to expand requirements for mixed-income housing beyond the currently required 10% of units for multifamily developments. Strategies might include deepening the alternative developer contribution to the Affordable Housing Buyout Fund (currently \$40,000 per required unit), or expanding the inclusionary percentage and Area Median Income (AMI) requirements to incorporate a wider band of the Nyack population than the 80% of AMI guideline currently in effect.

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<sup>65</sup> *Economic Impact of the Film Industry in New York State*. Camoin Associates, prepared for Empire State Development, March 2015.

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### Three Focus Areas

These overall economic development approaches are applied in the sections below as a series of proposed interventions in three focus areas in Nyack (see Figure 37):

- **Waterfront:** A civic place and high-value economic opportunity
- **Downtown:** A more vital, more successful village core that reinforces Nyack’s strong sense of place and makes the most of forthcoming mass transit investments
- **Gateway:** A more attractive entry experience to the village that also becomes an attractive location for job-generating, economically sustaining new investment

As a mature community, most of Nyack’s land has already been developed. However, future development of the remaining vacant land through infill development and redevelopment of previously built sites can significantly affect the Village. In order to support and protect the quality-of-life and character as envisioned for Nyack’s future, there is a necessary balance among development, the conservation of open space and natural resources, and the preservation of community assets.

### 9.3.2 Focus Area: Waterfront

#### The Waterfront Today

The Hudson River waterfront is one of Nyack’s most distinguishing characteristics. The comprehensive plan survey makes clear that the waterfront is of great value to Nyack residents. A sample of relevant findings:

- What symbol or image do you think best represents Nyack?  
*44% said the Hudson River.*
- Do you use Nyack’s Hudson River waterfront?  
*76% said yes. Common uses include walking, Memorial Park and dining.*
- What would you most like to see change on the waterfront?  
*47% said passive open space; 22% said restaurants; 7% said active water transportation.*
- How do you think the Village’s funds should be allocated for open space?  
*62% said maintain and upgrade existing parks/open spaces; 28% said acquire new land for parks.*

Today, waterfront conditions are not aligned with the value Nyack residents place on this asset. Few streets that terminate at the waterfront offer a public place from which to interact with or view the river, and in some places street-end views are blocked altogether by large-scale residential development. Existing civic infrastructure, such as the Clermont pier, is in some cases poorly maintained or inaccessible. In other areas, like Memorial Park and the marina, the waterfront experience is dominated by cars, with pedestrian and recreational needs secondary. Perhaps most critically, the waterfront is not fully the destination it could be. Jogs in the street grid and blockages in the view corridor between downtown and the waterfront make wayfinding between the two areas unclear, and the waterfront itself does not have an esplanade or walkway that makes clear where and how to experience it.



Figure 37: Economic Development Focus Areas

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### More Public, More Civic

Despite these shortcomings, community surveys and field observation demonstrate that the waterfront is valued and well-used, and there is opportunity to create a more civic space. That the Village controls much of the waterfront is an enormous advantage in creating a coordinated, choreographed user experience. The opportunity is to create a place that is more public and more civic in its orientation. This work is set to begin already with a plan, completed by Quennell Rothschild Landscape Architects, to remake Memorial Park. The plan creates new “places for people” along the river’s edge, replaces parking along the water with a pedestrian walkway, and extends that walkway north to the marina parcel via a pedestrian bridge.

This Plan suggests going further, reconceiving the entire waterfront, from Memorial Park north to Second Avenue, as a unified experience that offers a series of activities to draw people to the waterfront at more times of day and more times during the year. This programming could include free activities, such as fishing, boating, get-downs and walking along the water’s edge. It could also include building on recent investment in the marina, particularly in using landscape design to create a more environmentally friendly and people-first place on what is today a mostly an asphalt parking lot, and in leveraging the opportunity to attract a high-quality concessionaire to the former River Club restaurant space to generate lease revenue and local spending that provides a source of operating and maintenance income for a more broadly conceived waterfront park.

These improvements, paired with improved wayfinding that creates a stronger relationship between the waterfront district and downtown, would strengthen both districts and begin to unlock a much bigger public benefit than a parcel-by-parcel approach to redevelopment could alone realize.



Former River Club restaurant space (above) and example of a high-quality waterfront restaurant space in Poughkeepsie (Shadows on the Hudson, below).

*James Lima Planning + Development*





Figure 38: Waterfront Walkway Concept Diagram

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Examples of various walkway treatments including passive and active waterfronts (top) and shared streets (bottom).  
*Perkins Eastman Architects*

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### Funding Civic Places

High-quality, sensitively designed development can help Nyack fund and realize the ambition of a more civic waterfront. To successfully balance village character and economic growth on the waterfront, Nyack should develop clear urban design guidelines that focus on scale, materials, quality of design, quality of required public spaces to be provided and location and function of back-of-house requirements. Later phases of waterfront improvement may include a sensitively designed parking structure that facilitates expansion of ferry service

beyond the initial pilot phase described in this report. Village development and operating license agreements at this valuable site can be an important source of operating and maintenance income that makes the ambition of a larger-scale civic waterfront investment more financially feasible in the long term.



Conceptual rendering looking south along a new waterfront walkway next to the marina, with small-scale retail lining a parking terrace at right.

*Perkins Eastman Architects*

## 9. ECONOMIC DEVELOPMENT

### 9.3.3 Focus Area: Downtown

#### Downtown Today

Nyack's core serves as a downtown destination not only for the Village but for the larger community of 27,000 residents who visit for their regular shopping and services needs and for its unique restaurant and entertainment offerings. The downtown is compact and walkable; has a large collection of historic buildings; and contains a unique collection of independent merchants, restaurants, bars and community facilities. The district is a valuable economic asset for Nyack's future, and is of a sufficient size to offer a unique experience that draws regular and destination visitors from a large catchment area.

#### What Does Downtown Need?

Through engagement with the public through surveys and workshops, and outreach to representatives of the local business and merchant community, the plan process has yielded these insights about what downtown needs to achieve an economically sustainable future:

- A destination anchor use or public place
- More visitors, more hours of the day, every day
- A more diversified merchant mix
- Clearer wayfinding, for pedestrians and vehicle parking
- A stronger connection to the waterfront district
- More resources for downtown businesses

#### A New Destination to Strengthen Downtown

In 2011, Nyack stakeholders endorsed a redevelopment approach for a large block under significant Village ownership bounded by Main, Cedar and South Franklin Streets and

Artopee Way, often referred to as the "Superblock." The site is home to Riverspace, a mixed-use structure with a shuttered theater facility and above- and below-grade retail facing Main Street, and also accommodates the Village's largest municipal parking lot and a bank with drive-through. The retail, set back from the street and inconsistent in height and materials to the traditional Main Street fabric of apartments above stores, is not optimized to capture walk-in traffic and does not contribute to a cohesive and coherent downtown public realm. While this Plan continues the use of the term Superblock to refer to the public/private block described above, the Village should seek to redevelop the site based on the relatively low-rise, high-density mixed-use historic context directly across Main Street.



**South Broadway looking north.**  
*James Lima Planning + Development*

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**Retail configuration in the Superblock is not consistent with the historic pattern of downtown Nyack.**

*BFJ Planning*

A 2011 development alternatives analysis for this block evaluated concepts for a revitalized cultural center anchoring a mixed-use, mixed-income development on the site. The redevelopment recommended providing an attractive and inviting outdoor civic gathering place and a destination arts venue (evaluated at a range of scales) that would reinforce the identity of the Village as a site for cultural production and consumption. A revitalized cultural venue, which the study found was supportable given audience potential in the region, could become a hub that thickens programming downtown and generates new economic activity by attracting new visitors more often throughout the year, giving them a compelling reason to spend time and money in downtown Nyack.

The cultural anchor can take many forms. A marquee performing arts venue may be an opportunity to return to Main Street the name Helen Hayes, in recognition of the cherished Nyack native. A 300-seat flexible black box facility that was analyzed in the 2011 Superblock report could accommodate flat-floor theater performance and be converted for film, media, dance and visual arts, as well as revenue-generating special events uses. Among the options assessed and presented at public meetings in Nyack in 2011, this option generated the strongest community stakeholder support given its flexibility for varied users, size and relative cost. The nonprofit operator of the Edward Hopper House (already one of the most important cultural attractions in Nyack, might also create a destination attraction focused on the renowned American artist and Nyack's favorite son, directly on Main Street or elsewhere in the heart of the Village. A flexible gallery space could accommodate the exhibition of Edward Hopper works on loan from museum and private collections and generate significant new visitation that would benefit local businesses. Creative programming ideas for a redeveloped Village parking lot and the Riverspace property should also be thought of as part of a larger strategy for enhancing walkability and connectedness between downtown Nyack and a more actively programmed central waterfront.

Redeveloping the Superblock would also present an opportunity to reexamine and improve parking at the site and across downtown. In the near-term, surface parking will remain, but can be made more attractive and safe through lighting and landscaping, supporting initial phases of improvement and redevelopment to the site. Longer-term, a reconfiguration of the site and its structural components may include an interior parking structure wrapped in retail and other uses, potentially reducing demand on parking elsewhere in the district.

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As discussed in Chapter 7, the Veterans Memorial Park space at the corner of Main and Cedar Streets, could also be relocated as part of a broader reconfiguration of the Superblock site. This public space, though located in the heart of the downtown, is not heavily utilized and could be made a more active, attractive part of the public realm. In addition, the new public space could potentially incorporate a daylight portion of the Nyack Brook.

A key aspect of revitalizing the Superblock will be tackling issues of flooding during significant storm events, which affect the site and the downtown area overall. See Chapter 5 for a discussion of a Nyack Brook improvement project to address this problem.

### New Housing Choices

Another means to generating visitation by more people at more times of the day and more times throughout the year is to provide more sensitively designed housing choices at the Superblock and at infill sites throughout the downtown. New housing would provide greater density to support a diversified retail and services mix. A lack of infill density in the heart of the Village is a condition that retail brokerages and business representatives cited as a key impediment in attracting a more robust mix of stores and services. The Superblock is the most transit-oriented location in Nyack, and proposed BRT investments and the potential for ferry service will make it more so, giving residents direct access to jobs and amenities in the region while reducing overall vehicle use per household.

Affordability concerns can be addressed by ensuring that housing is required to incorporate pricing for a mix of incomes, and include a range of unit sizes that offer new options beyond the single-family residences that are predominant in the Nyack housing market; Millennials and aging populations have shown particular interest in smaller, low-maintenance units.



The Superblock site as it exists today (above) and as potentially reconfigured (below) with an improved parking area, relocated Veterans Memorial Park, new buildings and transit/bike hub.

*Perkins Eastman Architects*



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Veterans Memorial Park (left) and an example of a public space that could be appropriate for a reimagined Veterans Memorial Park.  
*BFJ Planning, Perkins Eastman Architects*



Currently daylit portion of the Nyack Brook on Main Street (left) and example of a potential treatment of a stream as part of downtown open space.  
*Perkins Eastman Architects*

## 9. ECONOMIC DEVELOPMENT

### Increasing Access to Economic Opportunity

While new transit investments, an improved Tappan Zee Bridge connection and the possibility of future service will all help Village residents access regional economic opportunities, downtown Nyack today presents the best opportunity to strengthen access to opportunities close to home. The Village should work with representatives in the real estate and business community, including the Nyack and Rockland County Chambers of Commerce, to identify locations for education, job training and greater local employment. This may include new ground-up office space development (also an opportunity for the Gateway district, described in the following section) or conversion of existing underutilized single-story and multistory office space into low-cost, flexible work spaces for creative entrepreneurs or even light craft manufacturers.



### An Attractive BRT Center that Acts as a Front Door to the Village

Today, TZx service connects Nyack residents from Artopee Way to jobs along the I-87/287 corridor running from Suffern to White Plains and beyond. Proposed improvements to that service, as part of a first of planned BRT upgrades, will create a more user-friendly, attractive and expedient service across as many as seven lines in Rockland and Westchester Counties.

That the BRT station stop is planned to be built in the heart of the Village provides two key benefits: 1) as the most heavily programmed place in Nyack, this location creates economic value by generating ancillary spending in shops and restaurants in the Village rather than at malls or strip centers near a suburban park-and-ride; and 2) this location reinforces the powerful asset of a village center by encouraging and rewarding walking, and discouraging the negative impacts (congestion, and parking) caused by unnecessary driving trips within Nyack.



An attractive, well-landscaped bus station with natural features (left) and a bicycle parking hub (right).  
*Perkins Eastman Architects*

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To generate the maximum public benefit of public investments, the BRT station should be designed and built to elevate the transit user experience and create a front door, rather than a back alley, for the arrival and departure experience. See the images above for examples of how transit and non-vehicular transportation can be accommodated in attractive ways. Design of a BRT station at Artopee Way should be done in consultation with NYSDOT, which is coordinating the BRT project.

### **More Resources for Downtown Businesses**

Nyack has a successful and active downtown district today, attracting visitors with its charming character and variety of local independent retailers, and several local organizations (e.g. Visit Nyack and the Chamber of Commerce) work to attract tourism and business to Nyack and should be supported. Still, merchant representatives and community members have expressed concerns that insufficient coordination around public realm issues, and a retail mix that skews toward bars and restaurants, is impeding downtown economic health and exacerbating existing storefront vacancy.

A business improvement district (BID) is one possible structure by which to address these concerns. A BID, funded by contributions of member businesses in the district, can provide a range of benefits to downtown businesses:

- Coordinating public realm beautification and maintenance
- Managing and marketing events and programming
- Coordinating wayfinding, signage, and visitor experience
- Conducting outreach to improve tenant mix

- Providing a unified voice for owners and operators to express concerns and effect change

The Village may also consider efforts to streamline regulatory process to opening businesses. Doing so can help businesses get off the ground faster and with less upfront investment, reducing startup costs and overall business risk. Appointing a voluntary or paid liaison at Village Hall who is empowered to coordinate regulations and act as a single point of contact for the business community could be useful in attracting interest from merchants and other businesses to invest in Nyack.

### **9.3.4 Focus Area: Gateway**

#### **An Important Complement to Downtown Nyack**

The Gateway, consisting of the district west and north of the intersection of Highland Avenue (Route 9W) and Main Street (Route 59), is more overtly accommodating to cars and auto-related uses than is the core of the Village; this is a reflection of this area's proximity to arterial and freeway infrastructure. This distinction serves to accommodate certain uses that are otherwise incompatible with the fine-grained pedestrian quality of the Village core. Preserving a place for these economically important uses is critical to protecting the special character of Nyack. However, the existing environment in this district is suboptimal to attract new private investment and does not project an inviting experience for visitors entering the Village.

#### **Leverage Hotel Investment**

The opportunity to rethink the public realm experience in the Gateway district is highlighted by the construction of the Time Hotel, set to open in mid-2016. The 132-room hotel creates an upscale, design-first visitor experience in a converted factory

## 9. ECONOMIC DEVELOPMENT

warehouse. The project, which contains a restaurant, rooftop bar, pool, and event space, will attract new visitors to Nyack and provides a new hub of activity in the Gateway district.

The hotel sets a new, higher bar for the experience of the visitor entering Nyack through this district. Its opening presents an opportunity to reconsider the value of the district in contributing to the unique experience of visiting, spending, and working in Nyack, and to consider new programming that relates to the hotel, including new office space.

### **The Commercial Corridor for a Residential Neighborhood**

The Gateway district, while serving unique retail and service needs for the village population, also has an important relationship to its adjacent residential neighborhood. The area uphill and to the south of Route 59, centered on Waldron and

Upper Depew Avenues, is home to a reservoir of affordable and middle-income housing for Nyack residents, but does not have the same access to an attractive and welcoming public realm that residents of affordable housing near the downtown enjoy.

A bus stop near the intersection of Route 59 and Waldron Avenue, and a school complex just south of the Village's southern boundary near Dickinson Avenue, generate foot traffic through this district, but much of the area has narrow and missing sidewalks that place pedestrians too close to moving traffic and too far from building frontages to feel comfortable. Residents have expressed in workshops and surveys a desire to create a better connected, safer and more attractive neighborhood commercial center for residents of and visitors to this area, including improved sidewalks and lighting.



**The Gateway area along Route 59 is dominated by pavement, a lack of adequate sidewalks and weak aesthetics that does not present a welcoming “front door” to Nyack.**

*Perkins Eastman Architects*

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### A Higher-Quality Public Realm

The community has expressed a vision for this area that maintains it as the right place to accommodate necessary auto-oriented uses away from the core of the Village. At the same time, participants have communicated a desire to create a higher-quality public realm that augments today's suburban, vehicle-first character. They have described a place that is welcoming and safe for walking and biking, that makes the experience of entering Nyack more attractive and that contributes positively to the economic vitality of, and serves the space and programming needs of, the Village in the future.

### A Flexible Approach to Future Development

These public realm improvements set the stage for consideration of new uses to serve the Village and bolster its tax base in the future. While this area is likely to remain a sensible location for the auto-oriented businesses that occupy it today, its proximity to major highways and arterials (I-87/287 and Routes 9W and 59) may make land parcels in this area attractive for new commercial office space, mixed-use multifamily uses or light manufacturing in the future. New BRT service on I-87/287, with a station stop in the Gateway, would create additional context for transit-oriented development of office space and housing. Changes to the zoning text for this plan should continue to recognize the economic value of the land uses present today while also maintaining flexibility for this area to receive these new uses as properties trade and market demand changes.



**Sidewalks in the Gateway are intermittent, and the Thruway overpass presents a barrier to pedestrians.**  
*Perkins Eastman Architects, BFJ Planning*



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The conceptual images above show how aesthetics and functionality can be improved short-term (top left) in the Gateway through landscaping, consistent sidewalks, fencing and signage. Longer-term, new development should be placed closer to the street to provide greater pedestrian connectivity (bottom left).

Public art can activate road infrastructure, as shown on Route 9 in Peekskill (top right) and the Brooklyn-Queens Expressway in Brooklyn (bottom right).  
*Perkins Eastman Architects, BFJ Planning, James Lima Planning + Development*



## 9. ECONOMIC DEVELOPMENT

### 9.4 RECOMMENDATIONS

#### 9.4.1 Improve Access to Employment Opportunities

1. Facilitate the development of appealing BRT stations in Nyack that improve bus and intermodal transit connections while making the transit experience more attractive, which will have economic development benefits.
2. Advocate for the widening of I-87/287 to reduce congestion and ensure continued, free-flowing automobile and bus access to and from Nyack at Exits 10 and 11.
3. Explore the potential for new ferry service to and from Nyack, including a phased approach to infrastructure investment (parking and required dock infrastructure) that could encourage a larger-scale service to develop over time.

#### 9.4.2 Expand the Village Economy

1. Carefully consider sensible locations for limited, attractive office and production spaces, particularly in the Gateway district, to bring good jobs closer to Nyack residents.
2. Explore the film industry as an appropriate sector to attract to Nyack, including streamlining the film permitting regulations as appropriate and conducting targeted outreach to industry professionals.

#### 9.4.3 Strengthen Sense of Place

1. Leverage a more civic waterfront and Nyack's downtown arts and culture orientation to create activity loops linking these areas.

#### 9.4.4 Reduce Housing Cost Burden

1. Encourage more infill housing, as appropriate, to respond to the ongoing demand for new residential and mixed-use development interest.
2. Consider expanding requirements for mixed-income housing beyond the currently required 10% set-aside. Potential strategies include:
  - Deepening the alternative developer contribution to the Affordable Housing Buyout Fund (currently set at \$40,000 per required unit), or
  - Expanding the inclusionary percentage and AMI requirements to incorporate a wider band of the Village population.

#### 9.4.5 Waterfront

1. Facilitate a unified waterfront experience that offers activities to attract people at more times of day and more times throughout the year. Potential strategies include:
  - Creation of a continuous public waterfront walkway from Memorial Park to the Nyack Boat Club site;
  - More water-related recreational activities (fishing, boating, get-downs and walking);
  - Landscaping that is pedestrian-oriented, with less impervious pavement; and

## 9. ECONOMIC DEVELOPMENT

- Attracting a high-quality concessionaire to the former River Club restaurant space to generate lease revenue and local spending.
2. Improve wayfinding and signage to create a stronger relationship between the waterfront area and downtown.

### 9.4.6 Downtown

1. Consider and promote redevelopment alternatives for the Superblock site that include:
  - Improvement of the surface parking lots in the short-term through lighting and landscaping;
  - In the long-term, a potential interior parking structure wrapped in retail and other uses; and
  - Potential establishment of a cultural use to anchor a mixed-use, mixed-income development at a scale comparable to the opposite (north) side of Main Street.
2. Address issues of flooding downtown during significant storm events, with the Nyack Brook improvement project given high priority.
3. Promote infill housing at the Superblock and throughout the downtown core, at a range of unit sizes and price points.
4. Work with representatives in the real estate and business community, including the Nyack and Rockland chambers of commerce, to identify locations for education, job training and greater local employment.

5. Support the continued success of Visit Nyack and other nonprofit groups working to attract tourism and business to the Village.
6. Consider creation of a business improvement district (BID) to address concerns about the quality of the public realm, including streetscaping and façade improvements.
7. Look at ways to streamline regulatory processes for opening businesses, to reduce upfront costs and increase efficiency.
8. Explore appointing a voluntary or paid business liaison at Village Hall to act as a single point of contact for the business community and develop interest by merchants and businesses that could invest in Nyack.

### 9.4.7 Gateway

1. Promote new uses that could leverage recent development, including multifamily residential, new office space and light manufacturing/production, with consideration for zoning changes that recognize the economic value of the existing uses while offering flexibility for additional uses.
2. Create safer and more attractive pedestrian and bicycling connections between the Gateway and nearby residential neighborhoods through sidewalk improvements, better lighting and marked bicycle routes.
3. Use signage, public art and streetscape improvements to establish an attractive and welcoming entrance into Nyack.

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

### 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

With the existing conditions and key issues and opportunities identified in the previous chapters as a baseline, this chapter now turns to the future plan for Nyack. The Comprehensive Plan guides the Village in its achievement of major planning goals and objectives, but the Plan does not, in itself, change zoning or assure implementation of recommendations. A community is developed over the years by countless individual and group decisions. This Plan is designed to educate those who seek to develop their property – and the various boards and committees that oversee such development – to ensure that future development in Nyack furthers the Village’s overall vision.

#### 10.1 WHAT IS THE FUTURE LAND USE PLAN?

The Future Land Use Plan presented in this chapter describes the general future land uses in Nyack, based on the recommendations made throughout this Comprehensive Plan. It provides an overview of preferred land use types and locations consistent with the Village’s overarching goals. While the Future Land Use Plan recognizes existing land uses and environmental resources and constraints, it also considers future potential development, economic trends and best planning practices.

The Future Land Use Plan is not meant to be parcel-specific; it shows broad land use patterns for different geographic areas in Nyack. For example, an area shown as low- to medium-density residential may have sites with higher-density housing. While the existing land use map may note individual uses, the Future Land Use Plan shows the generalized land use for the area.

The vision, goals and objectives described in the introduction of this Comprehensive Plan, together with the discussion of issues and opportunities and recommendations contained in each chapter, are the basis for the land use designations shown on the Future Land Use Plan. They describe a framework that encourages preserving walkable neighborhoods and historic assets; enhancing the waterfront; strengthening the downtown; creating housing opportunities for a wide range of people; and establishing a sustainable and resilient community.

The Future Land Use Plan presents a broad picture of the types and locations of land uses throughout the Village. It provides an overview of what kinds of uses should be located where and generally indicates the preferred intensity of land use. For example, residential uses in the Future Land Use Plan specify three density classifications: one-family, low- to medium-density, and multifamily. These categories give a conceptual understanding of desired residential densities across Nyack. In contrast, the Village’s zoning regulations are more specific; they include six residential zoning districts that are differentiated from one another by density and various other factors.

The nexus between the Future Land Use Plan and zoning is that the Future Land Use Plan provides a basis for potential future zoning changes. The Comprehensive Plan is the policy foundation for proposed revisions to the Village’s zoning code. As explained in State law, a zoning code must be based on a well-reasoned plan. Where any proposed use shown on the Future Land Use Plan is inconsistent with current zoning, a zoning change is warranted. The proposed land uses shown on the Future Land Use Plan are used as a guide for determining new zoning designations for these areas. Such zoning changes would be the next step in the planning process and can occur upon adoption of the Comprehensive Plan.

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

### 10.2 NYACK'S FUTURE LAND USE PLAN

As a mature community, most of Nyack's land has already been developed. However, future, development of the remaining vacant land through infill development and redevelopment of previously built sites can significantly affect the Village. In order to support and protect the quality-of-life and character as envisioned for Nyack's future, there is a necessary balance among development, the conservation of open space and natural resources; and the preservation of community assets.

The Future Land Use Plan presented in this chapter is both a map and accompanying text describing the Village's general land use categories and areas of specific recommendations. The plan recognizes the established development pattern, transportation infrastructure, natural features and opportunities for new development.

The major recommendations of this Plan are shown on the Future Land Use Plan (see Figure 39). The map can be considered a visual representation of the ideal form for Nyack. The figure shows the Village at maturity, with all land committed to development (private-sector or public); road networks; and dedicated or planned open space.

The following criteria were used to create the Future Land Use Plan:

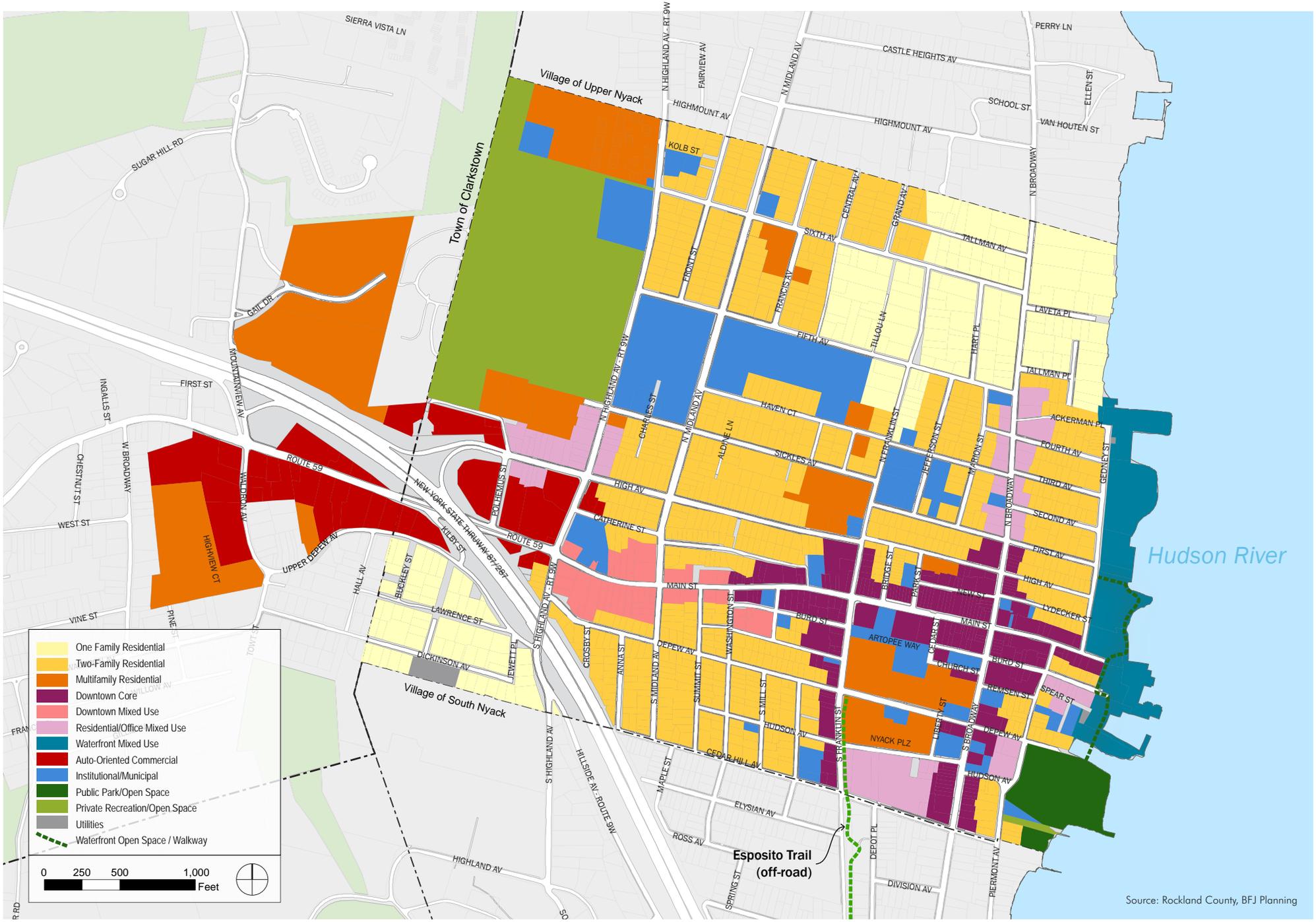
**Land Uses.** The Future Land Use Plan is generally consistent with existing development. Dramatic changes in existing land uses are not proposed, as the overall settlement pattern is one that Nyack's residents are generally satisfied with and wish to see continued. Also, there is no public interest served in increases the number of houses or businesses that are non-

conforming under zoning. Thus, areas that are stable or not in need of change are preserved.

**Zoning and Development Pressures.** This Comprehensive Plan seeks to consider zoning changes only where a reasonable argument for change, supported by the overarching planning goals and analysis, can be made. The Plan supports most of Nyack's existing zoning, as it allows homes where people want to live and at varying densities, and businesses where they are best located. However, there are two areas where the Plan recommends that zoning map changes be considered to achieve specific objectives:

- Consider shrinking the Downtown Mixed Use (DMU) district to match the boundaries of the current DMU Overlay District, and rezoning the remaining areas of the current DMU zone as either Residential Mixed Use (RMU) or a newly created downtown transition zone. The DMU Overlay District could then be eliminated.
- Look at creating an open space zone for Memorial Park and Oak Hill Cemetery, or alternatively, rezoning the cemetery to SFR-1 (single-family residential).

**Environmental Considerations.** Natural resources requiring protection include steep slopes, scenic vistas vegetated areas and the Hudson River waterfront. Nyack already controls development that might harm these resources, as does the State through the State Environmental Quality Review Act (SEQRA). In addition to potential zoning map changes to preserve open space as discussed above, this Plan recommends several additional measures of protection to protect key environmental resources:



Source: Rockland County, BFJ Planning

Figure 39: Future Land Use Plan

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- Adopt requirements controlling impervious coverage in addition to building coverage.
- Consider strengthening the regulation of steep slopes to encourage the use of low-impact development and other development techniques to preserve or enhance the condition of sloped areas.
- Explore whether the threshold for regulation of multifamily and non-residential development on steep slopes should be reduced from 50%.
- Improve and streamline the regulation of tree removal by revising the definition of significant trees, reducing the penalty for violation and improving enforcement.
- Look at creating a separate section of the Village Code to cover trees, including the portion currently part of the zoning code as well as standards for street trees.
- Explore ways to encourage homeowners to retain trees and plant additional vegetation, including education and outreach and possibly providing free or low-cost trees for planting in municipal rights-of-way or front yards.
- Reassess the View Protection Corridors to better establish the Village’s scenic resources and provide greater clarity in their protection.

**Infrastructure.** Access from adequate roads and proximity to existing or potential water and sewer utilities are two factors defining the capacity of land to accommodate different types and densities of development. No changes are proposed to the overall road network, but it is recommended that the Village advocate with the New York State Department of Transportation for improvements to I-87/287 to increase vehicular capacity.

### 10.3 FUTURE LAND USE PLAN ELEMENTS

The Future Land Use Plan is shown in Figure 39. There are six basic elements to this map:

- Underlying lots and road network
- Residential land uses
- Commercial (retail and office) uses
- Mixed uses
- Institutional/municipal uses
- Parks and open space (public and private)

The generalized land uses are shown using traditional land use colors. Lighter shades of each color indicate less development intensity; as the shade darkens, density increases. This map is not a substitute for and does not supersede Nyack’s official zoning map.

| <b>Land Use</b>                | <b>Color</b>      |
|--------------------------------|-------------------|
| Residential (three categories) | Yellow/Orange     |
| Commercial                     | Red               |
| Mixed use                      | Pink/Magenta/Teal |
| Parks and open space           | Green             |
| Institutional and municipal    | Blue              |
| Utilities                      | Gray              |

#### 10.3.1 Residential

The Future Land Use Plan shows a range of densities for housing, Nyack’s primary land use. In general respects, this is based on existing zoning and settlement. Residential development is grouped into three levels of density. It should be noted that this classification is related to the use of the land, not ownership. Nyack has several townhome or condominium developments that are single-family in terms of ownership and

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occupancy, but are grouped in a higher-density category because they are attached.

It should also be understood that the residential land use category does not exclude uses that are typically found embedded in residential neighborhoods, such as schools, places of worship, municipal uses and occasional small businesses. These other uses are normally seen as compatible with dwellings in overwhelmingly residential areas, and even as necessary to the proper functioning of neighborhoods. While the Future Land Use Plan shows current institutional and community uses such as places of worship and governmental facilities, a residential designation is not intended to preclude future location of such uses as may be appropriate.

**One-Family Residential.** This generally corresponds to the Single-Family Residential (SFR-1 and SFR-2) zones, or a range of density from one housing unit per 5,000 square feet to 7,500 square feet. This designation is found in Nyack's northeastern and southwestern corners.

**Two-Family Residential.** This corresponds to the TFR (Two-Family Residential) zone, which represents a density of two housing units per 5,000 square feet. Most of the Village's residential area as shown on the Future Land Use Plan falls into this category. Within this designation, single-family homes or multifamily developments (typically converted from large one-family dwellings) may be found and are appropriate if they are consistent with the scale of surrounding development.

**Multifamily Residential.** This corresponds to the three Multifamily Residential (MFR-1, MFR-2 and MFR-3) zones, which represent residential density ranging from 14 units to 50 units an acre. This classification denotes Nyack's largest residential complexes, including its public and subsidized housing.

This Comprehensive Plan does not propose any zoning map changes for the residential districts. The overall Plan approach is one of preservation and maintenance of established residential neighborhoods.

### 10.3.2 Auto-Oriented Commercial

These areas correspond to most of the CC district, as well as the location of the Time Nyack hotel, which is zoned for manufacturing (M). This land use classification is not intended to capture all of the Village's retail and office uses – many of these are located in mixed-use areas – but rather to represent uses that are more related to the automobile. This category is centered on the Route 59 corridor and includes portions of Highland and Waldron Avenues and Polhemus Street. Although this land use category is oriented to the automobile, it is intended that future uses here are designed to be pedestrian friendly and focused on the street (i.e. parking located to the rear and side) rather than the current domination of surface parking between the building and street. Future uses could also include multifamily residential by special permit.

### 10.3.3 Mixed Use

This Plan recognizes that mixed-use development incorporating residential, retail, restaurant, office and cultural uses is an important aspect of Nyack's character, as well as its economic base. In addition, allowing for residential uses to occur in mixed use areas, in either a standalone context or above non-residential uses, provides for diversity in housing options.

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The mixed use designation is meant to foster a lifestyle typical of thriving downtown areas, where residences and related commercial and entertainment uses support one another and are in turn supported by strong pedestrian activity. This designation also provides flexibility for areas where redevelopment could occur, but the exact nature of development is not known. In such cases, a mixed use designation gives parameters for investment, while allowing for economic development as consistent with market conditions.

Four mixed-use categories are shown on the Future Land Use Plan:

**Downtown Core.** This area roughly corresponds to the Downtown Mixed Use Overlay District, and is intended to provide for the most intensive concentration of retail sales and service, personal service, restaurants, offices and public uses. The primary development type here is envisioned as 2 or 3 stories of multifamily residential use over a ground floor of non-residential use, up to 4 total stories or 48 feet, with buildings positioned along the front lot line to facilitate a pedestrian-oriented fabric that is consistent with Nyack's historic downtown development. Single-story buildings and large interruptions in the street wall are to be avoided. The Downtown Core is mapped along Main Street generally to the east of Washington Street, on Broadway from the South Nyack border to First Avenue, and along Franklin Street from South Nyack to High Avenue.

**Downtown Mixed Use.** This area consists of the DMU zone outside of the DMU Overlay District. It is intended to promote a similar development pattern to the Downtown Core. However, building heights are intended to be a maximum of 3 stories, and ground-floor uses may include residential as well as retail, restaurant or office.

**Residential/Office Mixed Use.** This category generally encompasses the Residential Mixed Use (RMU) and Office Mixed Use (OMU) zoning districts, both of which are intended to promote a combination of residences and professional offices in a low-scale, neighborhood-oriented context. In addition, the Residential/Office Mixed Use designation is meant to provide for a transition between more intensive mixed use and commercial areas and lower-density residential areas. Large retail, restaurant and personal service uses, which can have traffic and parking impacts, are not appropriate. Building heights in the Residential/Office Mixed Use area should not exceed 35 feet.

**Waterfront Mixed Use.** This area covers the Waterfront (WF) zoning district. This designation is intended to protect the existing development – consisting of multifamily complexes (Rivercrest, West Shore Towers and Clermont) and boat clubs (Nyack Boat Club and Hook Mountain Yacht Club) – while also facilitating an appropriate combination of public and private uses along the waterfront. The Village-owned marina site is anticipated to be reconfigured and revitalized to accommodate the current marina function, a re-opened restaurant at the River Club site, parking to serve Memorial Park and potentially a ferry launch, and public open space. For privately owned properties in the Waterfront Mixed Use category, new uses envisioned are a combination of residential, restaurant and small-scale stores, ideally either maritime-focused or convenience retail. Art galleries or community space would also be appropriate. An important aspect of the Waterfront Mixed Use designation is continuous public space along the riverfront that allows for linkages to points north and south. Maximum building heights for new development on privately owned sites are envisioned at

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52 feet, with development designed to complement existing buildings in adjacent lower-density areas.

### 10.3.4 Institutional and Municipal Uses

These areas, shown in blue on the Future Land Use Map, correspond to existing land uses: schools, houses of worship and municipal facilities (including Village parking lots). No changes to these uses are anticipated or proposed. If any such changes were to occur in these areas, it is expected that the future use would be consistent with the surrounding land use designation.

### 10.3.5 Parks, Recreation and Open Space

The Future Land Use Plan shows existing parcels in Nyack dedicated to public park and open space use (Memorial Park and the State-owned property at the southern end of the Village). It also shows privately owned space (Oak Hill Cemetery and the Rockland Rowing Association). Two other Village-owned open space areas – Veteran’s Park on Main Street and the Marina – are shown in a mixed-use designation, recognizing that their configuration may change as part of a larger future revitalization or the Superblock and marina areas, respectively. However, public open space is envisioned to remain in these two areas even if its configuration is altered. Two privately owned boat clubs – the Nyack Boat Club and the Hook Mountain Yacht Club – are designated as Waterfront Mixed Use, which is intended to support their current use and operation. The Esposito Trail – a 1.1-mile rail-to-trail conversion that extends along Franklin Street in South Nyack – is planned to extend as

an off-road path to Depew Avenue, after which it would become a shared on-road path into downtown Nyack.

### 10.3.6 Transportation and Utilities

These areas generally correspond to the existing roadways in Nyack, as well as the water reservoir property on Dickinson Avenue and the two sewer pump stations. No changes to these land uses are anticipated or proposed.

## 10.4 SUMMARY OF PLAN RECOMMENDATIONS

This section is a summary of all recommendations made in this Plan, organized by chapter. The following section discusses and prioritizes those recommendations and identifies appropriate steps for putting them into action.

In considering these recommendations and priorities for their implementation, the Village must ensure that any actions taken to implement this Comprehensive Plan appropriately balance the short- and long-term cost with the anticipated project benefit. As has been noted throughout this Plan, many Village residents are housing cost-burdened, and high taxes are a major concern. The Board of Trustees has a policy of remaining within the State-mandated 2% cap on property tax increases. This policy should be continued by future Trustees, as well as the Nyack public school district – which represents the large portion of the residential tax bill.

In order to minimize tax increases and recognize the limited fiscal resources of Nyack, many of the Plan recommendations below will require outside funding through grants or other

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means. Given the uncertainty of the awarding of such grants, the Village must prioritize those projects or actions that would provide for the greatest level of economic return relative to their cost. For example, the Nyack Brook Improvement Project, although it would entail a significant upfront cost, has the potential to substantially alleviate flooding issues in the downtown, which will aid existing property owners and businesses as well as generate new investment. Similarly, the development of ferry terminal infrastructure, as well as a parking structure at the Spear Street lot to accommodate both ferry riders and Memorial Park users, has a likely high payoff in terms of increasing transportation alternatives, creating new activity along the waterfront and generating positive economic spillover effects in the downtown. For these reasons, each of these projects are high-priority implementation actions.

### 10.4.1 Socioeconomics and Housing

#### *Growth, Development and Housing*

1. Preserve the current overall built context of Nyack and its neighborhoods.
2. Manage growth demand by prioritizing townhouse and multifamily development where appropriate, with sensitivity to the existing village context of low-rise single-, two-, and three-family residences and small apartment buildings.
3. Guide new development toward the most walkable and transit-proximate places, with strong access to local services, to reduce household costs and maximize efficiency of public investments.

4. Increase housing opportunities that respond to Nyack's changing population, including seniors and young adults.
5. Continue to seek federal and state grants for affordable housing.
6. Facilitate maintenance of existing neighborhood multifamily housing stock.

#### *Downtown*

1. Prioritize the siting and highest-caliber design of a user-friendly transit hub (bus) serving the Village core and connecting it with regional economic hubs.
2. Encourage redevelopment of the Superblock site with new ground-floor retail, a cultural anchor, upper-floor housing and a public gathering place.

#### *Waterfront*

1. Establish and codify a waterfront vision that guides its future redevelopment to provide maximum public benefit and preserve community character; create a new, cohesive civic place and guide future development according to community goals.

#### *Gateway*

1. Promote the revitalization of Nyack's "front door" through targeted infill development that embodies a stronger, more pedestrian-oriented design aesthetic.

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### 10.4.2 Land Use and Zoning

#### ***Area, Bulk and Use Provisions***

1. Consider adjusting FAR and residential density in zoning districts where both are used, to ensure that they function appropriately together.
2. Explore establishing minimum per-unit open space requirements for the single- and two-family districts and the CC zone.

#### ***Downtown Zoning***

1. Consider shrinking the boundaries of the DMU district to match those of the DMU Overlay District, and rezoning the remaining areas of the current DMU zone either to the Residential Mixed Use (RMU) district or a newly created transition zone.
2. Explore increasing the allowable height in the DMU zone to four stories, or 48 feet.
3. Within the DMU zone, clarify the bulk and density incentives to determine the specific bonuses or additional uses to be provided.
4. Evaluate whether additional uses may be defined and permitted in the DMU zone, such as microbreweries and live/work studios, to promote a wider range of activities.

#### ***Gateway Area***

1. Establish site design and landscaping controls to improve functionality and aesthetics. Examples include provisions for building orientation toward the street with parking to the side or rear, more specific landscaping standards and provisions for street trees.

2. Consider allowing additional uses in the CC zone to encourage economic development and greater activity in the Gateway, including multifamily, live/work units and business incubators.
3. Consider map changes to the CC zone to facilitate the revitalization of existing uses.

#### ***Waterfront***

1. Continue to closely monitor the WF zone to ensure an appropriate and complementary development pattern.

#### ***Open Space Zoning***

1. Look into establishing an open space zone for Memorial Park and Oak Hill Cemetery, or alternatively, rezone the cemetery to SFR-1.

#### ***Sustainability Incentives***

1. Continue to monitor the effectiveness of the incentives and adjust as needed to ensure they are functioning properly to promote sustainability objectives.
2. Consider adding incentives to promote car-sharing services and charging stations for electric vehicles.

#### ***Parking***

1. Explore reconfigurations to municipal parking lots, as needed, to ensure their maximum functionality while increasing landscaping and lighting within the lots.
2. Develop a plan to better coordinate public and private parking lots to improve efficiency and aesthetics.
3. Reactivate the in-lieu parking fee and establish a reasonable amount.

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4. Consider designating a Parking Manager, reporting to the Village Administrator, to oversee management of funds from in-lieu parking fees and other sources, for use in implementing long-term parking improvements.
5. Grant authority to the Planning Board to reduce parking requirements upon a shared parking analysis showing a lower actual need.
6. Consider adopting land banking parking regulations for the CC zone.
7. Look at relaxing parking requirements in the DMU zone.

### ***Application Procedures and Board Duties***

1. Study the best approach to architectural review in Nyack, with consideration for the following options:
  - Making no changes to the existing structure and function of the Planning Board and ARB.
  - Merging the ARB and Planning Board so that design review is considered as part of site plan or subdivision review. This would retain the full function of the ARB, but would require expansion of the Planning Board to seven members to incorporate additional members from the ARB.
  - Making the ARB advisory, with the ability to provide recommendations to the Planning Board as part of site plan review.
  - Retain the current structure of the ARB, but exempt one- and two-family homes and sign permits from ARB review.

- Retain the current structure of the ARB, but limit review of one- and two-family homes to work above an established threshold.
2. Create design guidelines for the mixed-use and CC zones, to provide greater clarity in architectural review.
  3. Consider exempting certain minor modifications to single- and two-family homes from site plan review.
  4. Look at moving approval of sign permits to the Building Department, unless they are sought in connection with a site plan approval, in which case the Planning Board would consider the sign permit as part of its overall review of the site plan.

### **10.4.3 Infrastructure and Utilities**

#### ***Water Supply***

1. Advocate for low-impact development and similar best practices in the Lake DeForest watershed area.
2. Through zoning regulations and incentives, promote water conservation measures such as reuse of rainwater and greywater; use of efficient building fixtures; and controls on the use of potable water for irrigation, car washing and other outside activities.
3. Incorporate appropriate elements of NYSERDA's *Guide to Water Conservation and Reuse* and the EPA's WaterSense program into the Zoning Code.
4. Continue to implement action items of the Nyack Green Infrastructure Report as appropriate and feasible.

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5. Promote residential water conservation through advocacy and education programs.

### **Sanitary Sewer**

1. Explore development of a program to encourage and incentivize the disconnection of illegal downspouts and sump pumps from the sewer system.
2. Establish a discharge compliance certificate program and continue education and outreach about the issues of infiltration and inflow.
3. Support the Town of Orangetown in its infiltration and inflow remediation efforts.

### **Stormwater Management and Flooding**

1. Continue to seek funding and implementation of the Nyack Brook Improvement Project as the Village's highest-priority infrastructure project.
2. Promote the daylighting of the Nyack Brook, as appropriate and feasible, as part of development and redevelopment. Explore the potential for daylighting the Brook at Village-owned properties.
3. Develop planting and maintenance standards for street trees and other trees in Village properties, maximizing their potential for stormwater infiltration.
4. Undertake a stormwater master plan to establish best management practices for Nyack that address its unique challenges. Some elements of this plan could include:
  - Establishing a stormwater management banking fund that can be used to implement capital projects or

identify off-site projects that can address stormwater impacts of future projects.

- Creating a flood hierarchy plan to identify a priority system for floodable areas such as open space, parking, secondary roads, etc.
- Explore the potential for green infrastructure elements along Broadway and other Village roadways, to improve stormwater management as well as aesthetics and pedestrian-friendliness.
- Explore partnerships with vendors for discounted products and installations for permeable pavements, rainwater cisterns and other stormwater runoff reduction methods, with a particular focus on the use of these methods at Village facilities.

### **Solid Waste**

1. Increase the prevalence of recycling Village-wide, with a focus on municipal and Housing Authority facilities.
2. Provide additional locations for recycling in public areas and assess the location of existing recycling bins to ensure effectiveness.
3. Promote the reduction of solid waste through education and outreach. This could also include a public awareness campaign to promote donation of large bulk goods rather than disposal, as well as hosting regular donation or "swap" events for used sports equipment, toys, Halloween costumes, etc.
4. Work with the business community and vendors at the Farmer's Market to reduce the use of disposable bags.

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5. Host regular hazardous waste drop-off and shredding events.

### **Energy**

1. Increase the use of solar energy Village-wide, including consideration of installing solar panels on municipal facilities such as the water plant and holding tank.
2. Promote reduced energy use at municipal and Housing Authority facilities through renovations and retrofits.
3. Encourage community-wide energy efficiency by promoting NYSERDA's Energy Star program and home energy audits.
4. Promote the use of energy-efficient street lights and lighting in Memorial Park.

### 10.4.4 Transportation

#### **Vehicular Circulation**

1. Reduce congestion along Main Street by upgrading signals with video detection actuation.
2. Increase traffic enforcement in the downtown along Broadway and Main Street to improve circulation and help guide visitors.
3. Create additional loading zones and incentives for businesses to accept deliveries outside of peak hours.
4. Install wayfinding signage at Route 59 and High Avenue gateways to direct visitors to the downtown via Main Street.

#### **Safety**

1. Install pedestrian signal heads at all signalized intersections.

2. Reduce speeds by implementing traffic calming on streets identified as high-crash or high-speed corridors.
3. Adopt a Complete Streets Policy.
4. Address the condition of sidewalks in the downtown and residential areas, particularly along Upper Depew and in the Waldron Terrace neighborhood, including pavement conditions, streetscaping and lighting.

#### **Public Transportation**

1. Advocate for regional transit improvements and support Bus Rapid Transit (BRT) within Nyack.
2. Explore the feasibility of a shuttle to connect the Nyacks with the Village's downtown.
3. Improve bus stop amenities at all marked stops.

#### **Bicycle Circulation**

1. Create a bicycle route network that accommodates local, regional and long-range cyclists.
2. Introduce an improved wayfinding system that directs travelers to appropriate streets and destinations.
3. Increase bicycle parking opportunities in the Village core to encourage local bicycle use.
4. Introduce temporary bicycle corrals or valets in appropriate locations, such as Artopee Way, to accommodate large influxes of bicyclists during summer weekends and special events.
5. Extend the Esposito trail to Depew Avenue and then provide for shared bike lanes into Downtown via Franklin Street.

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### ***Pedestrian Circulation***

1. Create a pedestrian master plan that provides an implementation strategy for the construction and renovation of sidewalks and pathways, crosswalks and ADA-compliant curb ramps.
2. Develop a “Safe Routes to School” program to focus on improving pedestrian infrastructure within student walk zones.
3. Improve walkability along the Route 59 corridor to strengthen pedestrian connections to the Waldron Terrace neighborhood as well as Central and West Nyack.
4. Permit restaurants to use parklets, temporary sidewalk extensions installed in parking lanes, during the warmer months to better accommodate outdoor dining and preserve walking space along Downtown streets.
5. Consider stricter guidelines for sidewalk cafes to ensure that sufficient pedestrian space is maintained.
6. Explore the potential for occasional temporary closures of Main Street to create a pedestrian plaza during special events.

### ***Parking***

1. Monitor the parking demand by conducting routine occupancy counts to inform parking management strategies.
2. Review parking regulations to accommodate parking near houses of worship during Saturday and Sunday worship hours and other events.

3. Explore better landscaping and lighting for existing surface lots in the downtown. As new development occurs in the Superblock, encourage the use of high-quality structured parking incorporated with other land uses.
4. Improve landscape, lighting and signage in municipal lots, including the use of green infrastructure to improve stormwater management and reduce the heat island effect.
5. Reserve spaces for electric vehicle charging stations and car-share vehicles in municipal lots.
6. Incorporate parking into wayfinding signage.
7. Explore the potential to add on-street parking on Gedney Street.

### ***Ferry Potential***

1. Engage ferry operators to measure their interest in providing service to Nyack at the Village marina site location, with a goal of issuing an RFP early in 2017 to start a seasonal ferry service during the summer of 2017. If there is significant interest in providing a Nyack-to-Manhattan service, follow up in 2017 with a formal Request for Expressions of Interest.
2. Seek State funding for and implement a pilot program to obtain actual ridership data and operator feedback which will inform long-term investment in ferry service
3. Coordinate with other municipalities to develop a network of ferry landings for weekend/recreational use.
4. Seek State funding for development of:
  - A parking terrace to serve Memorial Park, the Village marina, the restaurant and the ferry landing; and

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- If the pilot project proves to be successful, establishment of a more permanent ferry landing at the Village marina.
5. Initiate discussions with the MTA to explore its willingness to contract with a private operator to provide a Nyack-to-Tarrytown ferry service.

### 10.4.5 Natural Resources, Parks and Open Space

#### ***Natural Resources Protection***

1. Consider strengthening the regulation of steep slopes to encourage the use of low-impact development and other development techniques to preserve or enhance the condition of sloped areas.
2. Explore whether the threshold for regulation of multifamily and nonresidential development on steep slopes should be reduced from 50%.
3. Consider reducing the wetland buffer to 50 feet, which would provide ample protection of the Hudson River but also allow for creation of amenities such as a public walkway.
4. Improve and streamline the regulation of tree removal by revising the definition of significant trees, reducing the penalty for violation and improving enforcement.
5. Look at retaining a landscape architect to review site plans, certain tree removal permits, planting of street trees and other green infrastructure practices.
6. Consider creating a separate section of the Village Code to cover trees, including the portion currently part of the zoning code as well as standards for street trees.

7. Explore ways to encourage homeowners to retain trees and plant additional vegetation, including education and outreach and potentially providing free trees for planting in municipal rights-of-way or front yards.
8. Reassess the View Protection Corridors to better establish the Village's scenic resources and provide greater clarity in their protection.
9. As noted in Chapter 5, explore opportunities to daylight the Nyack Brook where it is feasible and appropriate, including encouraging private property owners to daylight portions of the brook on their sites.

#### ***Water, Air, Noise and Light Pollution***

1. Consider upgrading Village parking lots with green infrastructure and/or solar energy facilities.
2. Develop GHG emissions reduction targets in association with the Nyack Climate Action Plan.
3. Consider changes to the regulation of leaf blowers to reduce their noise and other environmental impacts, and continue to educate property owners about the benefits of mulching in place.
4. Adopt a policy promoting dark sky-friendly lighting that can be considered in land-use approvals and implemented on municipal facilities. Also, study areas where more lighting may be necessary for safety, particularly in the downtown area.

#### ***Climate Change***

1. Consider the most current climate science in designing, constructing or repairing infrastructure and in reviewing development applicants.

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2. Develop a comprehensive emergency management plan and improve emergency communications in the Village.
3. Work with local utilities to improve resilience.
4. Advocate and coordinate with Rockland County, Orangetown and Clarkstown to increase infrastructure, access and stormwater resilience.
5. Work through the Rockland County Multi-Jurisdictional Natural Hazard Mitigation Plan to position Nyack for resiliency actions and funding opportunities.
6. Incorporate sustainability and resilience considerations into a revised LWRP.
7. Adopt and regularly update sea level rise and flood projections recommended by the State and FEMA for municipal decision-making and planning purposes.
8. Consider promoting “soft” (vegetated) shoreline treatments or riprap except where engineered bulkheads are required for the docking of vessels.

### ***Parks and Open Spaces***

1. Implement the Memorial Park Master Plan.
2. Enhance the marina through a public-private partnership.
3. Consider relocating Veteran’s Memorial Park as part of a revitalization of the Riverspace site and municipal parking lot, and officially designating the new space as a Village park.
4. Work with the Clermont Condominiums to facilitate repairs to the Clermont Pier and improve its accessibility to the public.

5. Explore the potential to create pocket parks at Village-owned spaces, including the end of Laveta Place, the triangular lot at Depew and Highland Avenues and the reservoir site on Dickinson Avenue, in coordination with adjacent property owners to minimize impacts and DPW to ensure that ongoing maintenance costs can be managed.
6. Consider implementing an ecological restoration project for the State-owned parcel at the southern end of the waterfront.
7. Consider designating the Rockland Rowing Association property for passive open space, and encourage its acquisition by the State, Scenic Hudson or another third party.
8. Explore the potential to install a vegetated island or pervious pavement in the triangular striped area at the eastern terminus of Hudson Avenue (at Piermont Avenue).

### **10.4.6 Historic, Cultural and Municipal Resources**

#### ***Historic Preservation***

1. Support local preservation advocates in their research on the potential for designation of a National Register historic district in Nyack.
2. Support state and federal historic designation for individual sites in Nyack, including those already determined eligible for listing.
3. Conduct a public education campaign to inform property owners about the benefits of historic designation.

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4. Re-examine the Village's historic preservation regulations to ensure that they meet objectives without over-burdening property owners.

### ***Arts and Culture***

1. Promote Nyack's arts and cultural opportunities through marketing, outreach and special events.
2. Consider establishing an Art in Public Places program modeled after the county's program.
3. Take advantage of regional arts, cultural and tourism organizations such as Historic Hudson River Towns.

### ***Municipal Facilities and Services***

1. Pursue a study of a municipal consolidation of Nyack, South Nyack, Upper Nyack and potentially Central Nyack.
2. Continue to explore shared services with adjacent municipalities.
3. Explore the potential for a new DPW/firehouse complex on Catherine Street, with the potential for consolidation of one or more nearby firehouses as a result.
4. Explore creation of a new community center complex at the existing Head Start facility to house Head Start, the Senior Center and other services such as a police substation, indoor recreation, a health clinic and the new Rockland Pride Center.
5. Pursue opportunities to improve the functionality of Village Hall, including digitizing records, window replacement and potential added parking.

6. Implement sustainability measures for municipal facilities and services, as recommended by the Sustainable Nyack Action Plan.

## 10.4.7 Economic Development

### ***Improve Access to Employment Opportunities***

1. Facilitate the development of appealing BRT stations in Nyack that improve bus and intermodal transit connections while making the transit experience more attractive.
2. Advocate for the widening of I-87/287 to reduce congestion and ensure continued, free-flowing automobile and bus access to and from Nyack at Exits 10 and 11.
3. Explore the potential for new ferry service to and from Nyack, including a phased approach to infrastructure investment (parking and required dock infrastructure) that could encourage a larger-scale service to develop over time.

### ***Expand the Village Economy***

1. Carefully consider sensible locations for limited, attractive office and production spaces, particularly in the Gateway district, to bring good jobs closer to Nyack residents.
2. Explore the film industry as an appropriate sector to attract to Nyack, including streamlining the film permitting regulations as appropriate and conducting targeted outreach to industry professionals.

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### ***Strengthen Sense of Place***

1. Leverage a more civic waterfront and Nyack's downtown arts and culture orientation to create activity loops linking these areas.

### ***Reduce Housing Cost Burden***

1. Encourage more infill housing, as appropriate, to respond to the ongoing demand for new residential and mixed-use development interest.
2. Consider expanding requirements for mixed-income housing beyond the currently required 10% set-aside. Potential strategies include:
  - Deepening the alternative developer contribution to the Affordable Housing Buyout Fund (currently set at \$40,000 per required unit), or
  - Expanding the inclusionary percentage and AMI requirements to incorporate a wider band of the Village population.

### ***Waterfront***

1. Facilitate a unified waterfront experience that offers activities to attract people at more times of day and more times throughout the year. Potential strategies include:
  - Creation of a continuous public waterfront walkway from Memorial Park to the Nyack Boat Club site;
  - More water-related recreational activities (fishing, boating, get-downs and walking);
  - Landscaping that is pedestrian-oriented, with less impervious pavement; and

- Attracting a high-quality concessionaire to the former River Club restaurant space to generate lease revenue and local spending.

2. Improve wayfinding and signage to create a stronger relationship between the waterfront area and downtown.

### ***Downtown***

1. Consider and promote redevelopment alternatives for the Superblock site that include:
  - Improvement of the surface parking lots in the short-term through lighting and landscaping;
  - In the long-term, a potential interior parking structure wrapped in retail and other uses; and
  - Potential establishment of a cultural use to anchor a mixed-use, mixed-income development at a scale comparable to the opposite (north) side of Main Street.
2. Address issues of flooding downtown during significant storm events, with the Nyack Brook improvement project given high priority.
3. Promote infill housing at the Superblock and throughout the downtown core, at a range of unit sizes and price points.
4. Work with representative in the real estate and business community, including the Nyack and Rockland chambers of commerce, to identify locations for education, job training and greater local employment.
5. Support the continued success of Visit Nyack and other nonprofit groups working to attract tourism and business to the Village.

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6. Consider creation of a business improvement district (BID) to address concerns about the quality of the public realm, including streetscaping and façade improvements.
7. Look at ways to streamline regulatory processes for opening businesses, to reduce upfront costs and increase efficiency.
8. Explore appointing a voluntary or paid business liaison at Village Hall to act as a single-point of contact for the business community and develop interest in merchants and businesses that could invest in Nyack.

### Gateway

1. Promote new uses that could leverage recent development, including multifamily residential, new office space and light manufacturing/production.
2. Create safer and more attractive pedestrian and bicycling connections between the Gateway and nearby residential neighborhoods through sidewalk improvements, better lighting and marked bicycle routes.
3. Use signage, public art and streetscape improvements to establish an attractive and welcoming entrance into Nyack.

### 10.5 IMPLEMENTATION AND ACTION AGENDA

This section summarizes the implementation measures recommended throughout the Plan. Having an adopted Comprehensive Plan is a critical public policy tool, but it is not sufficient on its own to make change or preservation happen – the plan must be realized. There are six critical methods that Nyack will follow to ensure that this Plan is implemented. It is recognized that, given financial constraints that may affect the

Village as well as many other municipalities, implementation of this Plan is dependent on availability of funding and other economic factors.

#### 10.5.1 Implementation Tools

**Legislation.** Zoning is the most familiar tool used to implement a plan. The Village would need to amend certain elements of its zoning code to implement Plan recommendations.

**Regional Advocacy.** Some recommendations in this Plan extend beyond Nyack’s borders, but are critical to address issues within the Village. These will involve advocating and coordinating with other municipalities and regional agencies. Examples of such implementation activities include:

- Advocating with the New York State Department of Transportation and New York State Thruway Authority to facilitate vehicular capacity expansion along the I-87/287 corridor to the Garden State Parkway.
- Working with the Orangetown Sewer Department to address inflow and infiltration (I&I) issues in Nyack.
- Coordinating with other Hudson River communities to establish a recreational ferry pilot program.
- Pursuing a municipal consolidation study with South Nyack and Upper Nyack.
- Engaging with ferry operators to measure their interest in providing service to Nyack at the Village marina site location.
- Coordinating with other municipalities to develop a network of ferry landings for weekend/recreational use.

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- Initiating discussions with the MTA to explore its willingness to contract with a private operator to provide a Nyack-to-Tarrytown service.

**Capital Programming.** The second key tool is incorporation of the Plan objectives into the Village's capital improvement program (CIP). The ways that Nyack spends public revenue for public improvements – on water utilities, road construction and repair, major equipment purchases, a new DPW/fire station complex and upgrades to parks and recreational facilities – and the standards to which they are built have a major effect on the Village's function and image.

Nyack's CIP is a management and fiscal planning tool. The capital budget systematically assigns priorities to the Village's capital needs, and schedules their accomplishment through the expenditures of public funds from Village revenues and bonding and grant-writing capacity. Projects are scheduled on a multi-year basis, with each succeeding year seeing the completion of a project, or a phase of a long-range project, as a future year is added. New projects come on line as others earlier in the cycle reach completion. This rolling approach enables municipal government to plan for and remain current with necessary infrastructure improvements and other large, non-operational needs, so that long-range planning aspects can be achieved with steady, predictable steps over time. The Village knows its capital commitments for at least five years into the future. It can thus plan financing in an orderly way and stabilize the tax rate structure by spreading improvement costs systematically over a period of years. In addition, public input into the planning process continues, long past the Plan's adoption, as capital budgets are heard publicly. The organized public expenditures on improvements sends a positive signal to private businesses

and property owners, allowing them to plan their investment knowing that the Village is also planning responsibly.

Once the Comprehensive Plan is adopted, Nyack should evaluate and choose capital projects based on Plan recommendations. The highest-priority items are:

- Nyack Brook Improvement project
- Recreational Ferry Pilot Program Phase 1 (docks and related infrastructure)
- Recreational Ferry Pilot Program Phase 2 (parking/parking terrace at the Spear Street lot)

Some, or all, of these high-priority projects may be funded through grants and other sources as sought by the Village and described below.

**Grants and Third-Party Partnerships.** Nyack has a strong track record in successfully applying for and implementing State grants for major projects, including preparation of this Comprehensive Plan. The Village will continue aggressively seeking grant funding for planning and capital projects, and will also engage with third-party nonprofit organizations, such as Scenic Hudson, to meet its long-term objectives in a fiscally efficient and responsible way. It is anticipated that this additional funding can supplement the Village's capital budget, so that the financial burden on taxpayers is lessened.

**Future Studies and Ad-Hoc Committees.** Certain Plan recommendations will require more analysis. Detailed implementation measures can only be crafted through this additional study. For example, the Plan recommends that the Village pursue a study of a potential consolidation with South Nyack and Upper Nyack. Such a study would need to be undertaken together with these other municipalities, and would

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

likely entail formation of a special committee with representatives from each, and a joint application for grant funding to engage a consultant. In addition, the Plan recommends that the Village consider establishing a Parking Advisory Board to address community concerns.

**Continuing Planning.** There are two key aspects to continuing planning. The first is the Village government's sustained work with regional agencies, authorities and other municipalities on issues that extend across borders. These include (and are not limited to) the Orangetown Sewer District, NYS DOT, the New York State Thruway Authority and Rockland County Planning. As these entities plan, Nyack makes clear its concerns and preferences. With an adopted comprehensive plan, the Village's position is on record and must be taken into consideration.

The second aspect concerns development applications before the Planning Board and the Board of Trustees. In all likelihood, most site plan and subdivision applications conform to existing land development regulations. For these, either the Planning Board or the Trustees exercise careful oversight to ensure the best possible outcome for the Village, but are not required to make a policy decision. In other cases, a requested zone change may necessitate a policy choice. The boards look to the Comprehensive Plan for guidance: does the Plan anticipate a zoning change, or open space preservation, or the creation of a new municipal facility?

### 10.5.2 Updates to the Comprehensive Plan

In the future, Nyack can expect that changes will occur before the next Comprehensive Plan is written. A procedure should be put in place to review progress on the Plan's implementation, and to ensure that it remains current and relevant to the Village's context. Within five years of the Plan's adoption, a

progress report should be produced to assess the degree to which the Plan recommendations have been implemented. At that time, there can be an opportunity to make any necessary revisions to the Plan with public input. The Comprehensive Plan should be fully updated at least every 10 years, to reflect changed socioeconomic and development conditions. This way, the Board of Trustees, Planning Board, other boards and commissions, residents and other stakeholders will ensure that Nyack continues to plan for its future.

### 10.5.3 Action Agenda

In order to implement the various recommendations contained in this Comprehensive Plan, the following Action Agenda is proposed, which outlines key actions, the lead agencies identified for implementation, and the priority for action.

The lead agency is the entity, which by the nature of its mission and authority, is the logical party to head the implementation of a particular proposal. Many proposals may involve multiple agencies, including State agencies. The nature of activity required of a lead agency will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses, while others entail advocacy and promotion, and some call for administrative action.

Priorities are classified as immediate (1-2 years), mid-term (3-6 years) and long-term (7-10 years). Immediate actions generally entail changes to local laws or regulations and the highest-priority infrastructure projects or additional studies, or may be activities or policies already in place that should be continued.

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Mid-term actions likely involve the Village's CIP. Some of these items may already be identified, or may be recommendations that have arisen as part of this planning process.

Long-term activities are those that are considered important, but are placed "down the road" because limited resources are available both in terms of time and money to implement them. These recommendations may also require further study or planning and design before implementation can occur.

These timeframes are intended to help guide the Village in its decision-making; they are not meant to be binding. The exact timing of implementation actions is largely dependent on funding, with some mid- or long-term actions able to be completed sooner if funding is identified more quickly.

The implementation schedule is presented in the form of a "To Do" list, to make it easy for the Village to review implementation progress on a regular basis. It also allows for convenient updating of the list as items are completed, priorities change or new items are proposed.

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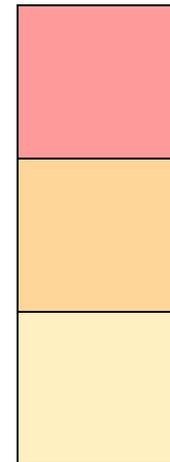
## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

### Action Agenda

**Immediate Action:**  
**Local Laws, Regulations and Policies**  
**and Regional Advocacy**

**Mid-Term Action:**  
**Village Budgeting Process**

**Long-Term Action:**  
**Further Study**



## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| Local Laws, Regulations and Policies and Regional Advocacy   | Village                          | Inter-Governmental/<br>Private |
|--|----------------------------------|--------------------------------|
| <b>Land Use and Zoning</b>   |                                  |                                |
| <b>Area, Bulk and Use Provisions</b> <ul style="list-style-type: none"> <li>▪ Consider adjusting FAR and residential density in zoning districts where both are used, to ensure that they function appropriately together.</li> <li>▪ Explore establishing minimum per-unit open space requirements for the single- and two-family districts and the CC zone.</li> </ul>   | <br>√<br><br>√                   |                                |
| <b>Downtown Zoning</b> <ul style="list-style-type: none"> <li>▪ Consider shrinking the boundaries of the DMU district to match those of the DMU Overlay District, and rezoning the remaining areas of the current DMU zone either to the Residential Mixed Use (RMU) district or a newly created transition zone.</li> <li>▪ Explore increasing the allowable height in the DMU zone to 4 stories, or 48 feet.</li> <li>▪ Within the DMU zone, clarify the bulk and density incentives to determine the specific bonuses or additional uses to be provided.</li> <li>▪ Evaluate whether additional uses may be defined and permitted in the DMU zone, such as microbreweries and live/work studios, to promote a wider range of activities.</li> </ul> | <br>√<br><br>√<br><br>√<br><br>√ |                                |
| <b>Gateway Area</b> <ul style="list-style-type: none"> <li>▪ Establish site design and landscaping controls to improve functionality and aesthetics. Examples include provisions for building orientation toward the street with parking to the side or rear, more specific landscaping standards and provisions for street trees.</li> <li>▪ Consider allowing additional uses in the CC zone to encourage economic development and greater activity, including multifamily, live/work units and business incubators.</li> <li>▪ Consider map changes to the CC zone to facilitate the revitalization of existing uses.</li> </ul>  | <br>√<br><br>√<br><br>√          |                                |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Land Use and Zoning (continued)</b>   |                       |  |
|--|-----------------------|--|
| <b>Open Space Zoning</b> <ul style="list-style-type: none"> <li>▪ Look into establishing an open space zone for Memorial Park and Oak Hill Cemetery, or alternatively, rezone the cemetery to SFR-1.</li> </ul>  | √                     |  |
| <b>Waterfront</b> <ul style="list-style-type: none"> <li>▪ Continue to closely monitor the WF zone to ensure an appropriate and complementary development pattern.</li> </ul>  | √                     |  |
| <b>Sustainability Incentives</b> <ul style="list-style-type: none"> <li>▪ Continue to monitor the effectiveness of the incentives and adjust as needed to ensure they are functioning properly to promote sustainability objectives.</li> <li>▪ Consider adding incentives to promote car-sharing services and charging stations for electric vehicles.</li> </ul>   | √<br>√                |  |
| <b>Parking</b> <ul style="list-style-type: none"> <li>▪ Reactivate the in-lieu parking fee and establish a reasonable amount.</li> <li>▪ Consider designating a Parking Manager, reporting to the Village Administrator, to oversee management of funds from in-lieu parking fees and other sources, for use in implementing long-term parking improvements.</li> <li>▪ Grant authority to the Planning Board to reduce parking requirements upon a shared parking analysis showing a lower actual need.</li> <li>▪ Consider adopting land banking parking regulations for the CC zone.</li> <li>▪ Look at relaxing parking requirements in the DMU zone.</li> </ul> | √<br>√<br>√<br>√<br>√ |  |
| <b>Application Procedures and Board Duties</b> <ul style="list-style-type: none"> <li>▪ Create design guidelines for the mixed-use and CC zones, to provide greater clarity in architectural review.</li> <li>▪ Consider exempting certain minor modifications to single- and two-family homes from site plan review.</li> </ul>   | √<br>√                |  |
| <ul style="list-style-type: none"> <li>▪ Look at moving approval of sign permits to the Building Department, unless they are sought in connection with a site plan approval, in which case the Planning Board would consider the sign permit as part of its overall review of the site plan.</li> </ul>  | √                     |  |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Infrastructure and Utilities</b>   |  |          |
|---|--|----------|
| <p><b>Water Supply</b></p> <ul style="list-style-type: none"> <li>▪ Advocate for low-impact development and similar best practices in the Lake DeForest watershed area.</li> <li>▪ Through zoning regulations and incentives, promote water conservation measures such as reuse of rainwater and greywater; use of efficient building fixtures; and controls on the use of potable water for irrigation, car washing and other outside activities.</li> <li>▪ Incorporate appropriate elements of NYSERDA’s <i>Guide to Water Conservation and Reuse</i> and the EPA’s WaterSense program into the zoning code.</li> <li>▪ Continue to implement action items of the Nyack Green Infrastructure Report as appropriate and feasible.</li> <li>▪ Promote residential water conservation through advocacy and education programs.</li> </ul> | <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> | <p>√</p> |
| <p><b>Sanitary Sewer</b></p> <ul style="list-style-type: none"> <li>▪ Explore development of a program to encourage and incentivize the disconnection of illegal downspouts and sump pumps from the sewer system.</li> <li>▪ Establish a discharge compliance certificate program and continue education and outreach about the issues of infiltration and inflow.</li> <li>▪ Support the Town of Orangetown in its infiltration and inflow remediation efforts.</li> </ul>   | <p>√</p> <p>√</p> <p>√</p>                   | <p>√</p> |
| <p><b>Stormwater Management and Flooding</b></p> <ul style="list-style-type: none"> <li>▪ Promote the daylighting of the Nyack Brook, as appropriate and feasible, as part of development and redevelopment. Explore the potential for daylighting the Brook at Village-owned properties.</li> <li>▪ Develop planting and maintenance standards for street trees and other trees in Village properties, maximizing their potential for stormwater infiltration.</li> <li>▪ Undertake a stormwater master plan to establish best management practices for Nyack that can address its unique challenges.</li> </ul>   | <p>√</p> <p>√</p> <p>√</p>                   |          |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| Infrastructure and Utilities (continued)  |   |   |
|---|---|---|
| <b>Solid Waste</b> <ul style="list-style-type: none"> <li>▪ Increase the prevalence of recycling Village-wide, with a focus on municipal and Housing Authority facilities.</li> <li>▪ Promote the reduction of solid waste through education and outreach. This could include a public awareness campaign to promote donation of large bulk goods rather than disposal, as well as hosting regular donation or “swap” events.</li> <li>▪ Work with businesses and Farmer’s Market vendors to reduce the use of disposable bags.</li> <li>▪ Host regular hazardous waste drop-off and shredding events.</li> </ul> | √ |   |
| <b>Energy</b> <ul style="list-style-type: none"> <li>▪ Encourage community-wide energy efficiency by promoting NYSERDA’s Energy Star program and home energy audits.</li> </ul>   | √ | √ |

| Transportation  |   |   |
|---|---|---|
| <b>Vehicular Circulation</b> <ul style="list-style-type: none"> <li>▪ Increase traffic enforcement in the downtown along Broadway and Main Street to improve circulation and help guide visitors.</li> <li>▪ Create additional loading zones and incentives for businesses to accept deliveries outside of peak hours.</li> </ul> | √ |   |
| <b>Safety</b> <ul style="list-style-type: none"> <li>▪ Adopt a Complete Streets Policy.</li> </ul>  | √ |   |
| <b>Public Transportation</b> <ul style="list-style-type: none"> <li>▪ Advocate for regional transit improvements and support Bus Rapid Transit (BRT) within Nyack.</li> </ul>   | √ | √ |
| <b>Pedestrian Circulation</b> <ul style="list-style-type: none"> <li>▪ Develop a “Safe Routes to School” program to focus on improving pedestrian infrastructure within student walk zones.</li> </ul>  | √ | √ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| Transportation (continued)   |                            |                  |
|--|----------------------------|------------------|
| <b>Pedestrian Circulation (continued)</b> <ul style="list-style-type: none"> <li>▪ Permit restaurants to use parklets, temporary sidewalk extensions installed in parking lanes, during the warmer months to better accommodate outdoor dining and preserve walking space along Downtown streets.</li> </ul>   | √                          |                  |
| <b>Parking</b> <ul style="list-style-type: none"> <li>▪ Monitor the parking demand by conducting routine occupancy counts to inform parking management strategies.</li> <li>▪ Review parking regulations to accommodate parking near houses of worship during Saturday and Sunday worship hours and other events.</li> </ul>   | √<br>√                     |                  |
| <b>Ferry Potential</b> <ul style="list-style-type: none"> <li>▪ Engage ferry operators to measure their interest in providing service to Nyack at the Village marina site location, with a goal of issuing an RFP early in 2017 to start a seasonal ferry service during the summer of 2017. If there is significant interest in providing a Nyack-to-Manhattan service, follow up in 2017 with a formal Request for Expressions of Interest.</li> <li>▪ Seek State funding for and implement a pilot program to obtain actual ridership data and operator feedback which will inform long-term investment in ferry service.</li> <li>▪ Coordinate with other municipalities to develop a network of ferry landings for weekend/recreational use.</li> <li>▪ Seek State funding for development of:               <ul style="list-style-type: none"> <li>○ A parking terrace to serve Memorial Park, the Village marina, the restaurant and the ferry landing; and</li> <li>○ If the pilot project proves to be successful, establishment of a more permanent ferry landing at the Village marina.</li> </ul> </li> <li>▪ Initiate discussions with the MTA to explore its willingness to contract with a private operator to provide a Nyack-to-Tarrytown service.</li> </ul> | √<br>√<br>√<br>√<br>√<br>√ | √<br>√<br>√<br>√ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Natural Resources, Parks and Open Space</b>   |  |  |
|--|--|--|
| <p><b>Natural Resources Protection</b></p> <ul style="list-style-type: none"> <li>▪ Consider strengthening the regulation of steep slopes to encourage the use of low-impact development and other development techniques to preserve or enhance the condition of sloped areas.</li> <li>▪ Consider reducing the wetland buffer to 50 feet, which would provide ample protection of the Hudson River but also allow for creation of amenities such as a public walkway.</li> <li>▪ Explore whether the threshold for regulation of multifamily and non-residential development on steep slopes should be reduced from 50%.</li> <li>▪ Improve and streamline the regulation of tree removal by revising the definition of significant trees, reducing the penalty for violation and improving enforcement.</li> <li>▪ Look at retaining a landscape architect to review site plans, certain tree removal permits, planting of street trees and other green infrastructure practices.</li> <li>▪ Consider creating a separate section of the Village Code to cover trees, including the portion currently part of the zoning code as well as standards for street trees.</li> <li>▪ Explore ways to encourage homeowners to retain trees and plant additional vegetation, including education and outreach and potentially providing free trees for planting in municipal rights-of-way or front yards.</li> <li>▪ Reassess the View Protection Corridors to better establish the Village’s scenic resources and provide greater clarity in their protection.</li> <li>▪ Explore opportunities to daylight the Nyack Brook where it is feasible and appropriate, including encouraging private property owners to daylight portions of the brook on their sites.</li> </ul> | <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> <p>√</p> | <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p>√</p> |
| <p><b>Water, Air, Noise and Light Pollution</b></p> <ul style="list-style-type: none"> <li>▪ Develop greenhouse gas emissions reduction targets in association with the Nyack Climate Action Plan.</li> <li>▪ Consider changes to the regulation of leaf blowers to reduce their noise and other environmental impacts, and continue to educate property owners about the benefits of mulching in place.</li> </ul>  | <p>√</p> <p>√</p>  | <p></p> <p></p>  |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Natural Resources, Parks and Open Space (continued)</b>   |                            |                  |
|--|----------------------------|------------------|
| <b>Water, Air, Noise and Light Pollution (continued)</b> <ul style="list-style-type: none"> <li>▪ Adopt a policy promoting dark sky-friendly lighting that can be considered in land-use approvals and implemented on municipal facilities. Also, study areas where more lighting may be necessary for safety, particularly in the downtown area.</li> </ul>   | √                          |                  |
| <b>Climate Change</b> <ul style="list-style-type: none"> <li>▪ Consider the most current climate change science in designing, constructing or repairing infrastructure and in reviewing development applications.</li> <li>▪ Work with local utilities to improve resilience.</li> <li>▪ Advocate and coordinate with Rockland County, Orangetown and Clarkstown to increase infrastructure, access and stormwater resilience.</li> <li>▪ Work through the Rockland County Multi-Jurisdictional Natural Hazard Mitigation Plan to position Nyack for resiliency actions and funding opportunities.</li> <li>▪ Adopt and regularly update sea level rise and flood projections recommended by the State and FEMA for municipal decision-making and planning purposes.</li> <li>▪ Consider promoting “soft” (vegetated) shoreline treatments or riprap except where engineered bulkheads are required for the docking of vessels.</li> </ul> | √<br>√<br>√<br>√<br>√<br>√ | √<br>√<br>√<br>√ |
| <b>Historic, Cultural and Municipal Resources</b>  |                            |                  |
| <b>Historic Preservation</b> <ul style="list-style-type: none"> <li>▪ Support local preservation advocates in their research on the potential for designation of a National Register historic district in Nyack.</li> <li>▪ Support state and federal historic designation for individual sites in Nyack, including those already determined eligible for listing.</li> <li>▪ Conduct public education to inform property owners of historic preservation benefits.</li> <li>▪ Re-examine the Village’s historic preservation regulations to ensure that they meet objectives without over-burdening property owners.</li> </ul>   | √<br>√<br>√<br>√           | √                |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Historic, Cultural and Municipal Resources (continued)</b>  |                         |                |
|--|-------------------------|----------------|
| <b>Arts and Culture</b> <ul style="list-style-type: none"> <li>▪ Promote Nyack’s arts and cultural opportunities with marketing, outreach and special events.</li> <li>▪ Consider establishing an Art in Public Places program modeled after the county’s program.</li> <li>▪ Take advantage of regional arts, cultural and tourism organizations such as Historic Hudson River Towns.</li> </ul>  | <br>√<br><br>√<br><br>√ | <br><br><br>√  |
| <b>Economic Development</b>  |                         |                |
| <b>Improve Access to Employment Opportunities</b> <ul style="list-style-type: none"> <li>▪ Facilitate the development of appealing BRT stations in Nyack that improve bus and intermodal transit connections while making the transit experience more attractive, which will have economic development benefits.</li> <li>▪ Advocate for the widening of I-87/287 to reduce congestion and ensure continued, free-flowing automobile and bus access to and from Nyack at Exits 10 and 11.</li> </ul> | <br>√<br><br>√          | <br>√<br><br>√ |
| <b>Expand the Village Economy</b> <ul style="list-style-type: none"> <li>▪ Carefully consider sensible locations for limited, attractive office and production spaces, particularly in the Gateway district, to bring good jobs closer to Nyack residents.</li> <li>▪ Explore the film industry as an appropriate sector to attract to Nyack, including streamlining the film permitting regulations as appropriate and conducting targeted outreach to industry professionals.</li> </ul>           | <br>√<br><br>√          | <br><br>√      |
| <b>Strengthen Sense of Place</b> <ul style="list-style-type: none"> <li>▪ Leverage a more civic waterfront and Nyack’s downtown arts and culture orientation to create activity loops linking these areas.</li> </ul>  | <br>√                   |                |
| <b>Reduce Housing Cost Burden</b> <ul style="list-style-type: none"> <li>▪ Encourage more infill housing, as appropriate, to respond to the ongoing demand for new residential and mixed-use development interest.</li> </ul>  | <br>√                   |                |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| Economic Development (continued)   |                                     |                                   |
|--|-------------------------------------|-----------------------------------|
| <p><b>Reduce Housing Cost Burden (continued)</b></p> <ul style="list-style-type: none"> <li>▪ Consider expanding requirements for mixed-income housing beyond the currently required 10% set-aside. Potential strategies include:               <ul style="list-style-type: none"> <li>○ Deepening the alternative developer contribution to the Affordable Housing Buyout Fund (currently set at \$40,000 per required unit), or</li> <li>○ Expanding the inclusionary percentage and AMI requirements to incorporate a wider band of the Village population.</li> </ul> </li> </ul>  | <p>√</p> <p>√</p> <p>√</p>          |                                   |
| <p><b>Downtown</b></p> <ul style="list-style-type: none"> <li>▪ Promote infill housing at the Superblock and throughout the downtown core, at a range of unit sizes and price points.</li> <li>▪ Work with representatives in the real estate and business community, including the Nyack and Rockland chambers of commerce, to identify locations for education, job training and greater local employment.</li> <li>▪ Support the continued success of Visit Nyack and other nonprofit groups working to attract tourism and business to the Village.</li> <li>▪ Look at ways to streamline regulatory processes for opening businesses, to reduce upfront costs and increase efficiency.</li> </ul> | <p>√</p> <p>√</p> <p>√</p> <p>√</p> | <p></p> <p>√</p> <p>√</p> <p></p> |
| <p><b>Gateway</b></p> <ul style="list-style-type: none"> <li>▪ Promote new uses that could leverage recent development, including multifamily residential, new office space and light manufacturing/production, with consideration for zoning changes that recognize the economic value of the existing uses while offering flexibility for additional uses.</li> </ul>  | <p>√</p>                            |                                   |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

|   |                |  |
|---|----------------|--|
| <b>Mid-Term Action: Village Budgeting Process</b> | <b>Village</b> | <b>Inter-Governmental/<br/>Private</b> |
|---|----------------|--|

| <b>Land Use and Zoning</b>  |   |  |
|---|---|--|
| <b>Parking</b> <ul style="list-style-type: none"> <li>▪ Explore reconfigurations to municipal parking lots, as needed, and in coordination with the Rockland County and New York State departments of transportation as appropriate, to ensure their maximum functionality while increasing landscaping and lighting within the lots.</li> <li>▪ Develop a plan to better coordinate public and private parking lots to improve efficiency and aesthetics.</li> </ul> | √ |  |
|   | √ |  |

| <b>Infrastructure and Utilities</b>  |   |   |
|--|---|---|
| <b>Stormwater Management and Flooding</b> <ul style="list-style-type: none"> <li>▪ Continue to seek funding and implementation of the Nyack Brook Improvement Project as the Village's highest-priority infrastructure project.</li> </ul>   | √ | √ |
| <b>Solid Waste</b> <ul style="list-style-type: none"> <li>▪ Provide additional locations for recycling in public areas and assess the location of existing recycling bins to ensure effectiveness.</li> </ul>  | √ |   |
| <b>Energy</b> <ul style="list-style-type: none"> <li>▪ Increase the use of solar energy Village-wide, including consideration of installing solar panels on municipal facilities such as the water plant and holding tank.</li> <li>▪ Promote reduced energy use at municipal and Housing Authority facilities through renovations and retrofits.</li> <li>▪ Promote the use of energy-efficient street lights and lighting in Memorial Park.</li> </ul> | √ | √ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Transportation</b>   |                           |            |
|---|---------------------------|------------|
| <b>Vehicular Circulation</b> <ul style="list-style-type: none"> <li>▪ Reduce congestion along Main Street by upgrading signals with video detection actuation.</li> <li>▪ Install wayfinding signage at Route 59 and High Avenue gateways to direct visitors to the downtown via Main Street.</li> </ul>  | <br>√<br>√                | <br><br>√  |
| <b>Safety</b> <ul style="list-style-type: none"> <li>▪ Install pedestrian signal heads at all signalized intersections.</li> <li>▪ Reduce speeds by implementing traffic calming on streets identified as high-crash or high-speed corridors.</li> <li>▪ Address the condition of sidewalks in the downtown and residential areas, particularly along Upper Depew and in the Waldron Terrace neighborhood, including pavement conditions, streetscaping and lighting.</li> </ul>  | <br>√<br>√<br>√           |            |
| <b>Public Transportation</b> <ul style="list-style-type: none"> <li>▪ Improve bus stop amenities at all marked stops.</li> </ul>  | <br>√                     |            |
| <b>Bicycle Circulation</b> <ul style="list-style-type: none"> <li>▪ Create a bicycle route network that accommodates local, regional and long-range cyclists.</li> <li>▪ Introduce an improved wayfinding system that directs travelers to appropriate streets and destinations.</li> <li>▪ Increase bicycle parking opportunities in the Village core to encourage local bicycle use.</li> <li>▪ Introduce temporary bicycle corrals or valets in appropriate locations, such as Artopee Way, to accommodate large influxes of bicyclists during summer weekends and special events.</li> <li>▪ Extend the Esposito Trail to Depew Avenue and then provide for shared bike lanes into Downtown via Franklin Street.</li> </ul> | <br>√<br>√<br>√<br>√<br>√ | <br>√<br>√ |
| <b>Pedestrian Circulation</b> <ul style="list-style-type: none"> <li>▪ Improve walkability along the Route 59 corridor to strengthen pedestrian connections to the Waldron Terrace neighborhood as well as Central and West Nyack.</li> </ul>   | <br>√                     | <br>√      |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Transportation (continued)</b>  |   |                                  |
|--|---|----------------------------------|
| <b>Parking</b> <ul style="list-style-type: none"> <li>▪ Explore better landscaping and lighting for existing surface lots in the Downtown. As new development occurs in the Superblock, encourage the use of high-quality structured parking incorporated with other land uses.</li> <li>▪ Improve landscape, lighting and signage in municipal lots, including the use of green infrastructure to improve stormwater management and reduce the heat island effect.</li> <li>▪ Reserve spaces for electric vehicle charging stations and car-share vehicles in municipal lots.</li> <li>▪ Incorporate parking into wayfinding signage.</li> <li>▪ Explore the potential to add on-street parking on Gedney Street.</li> </ul>  | <br>√<br><br>√<br><br>√<br><br>√<br><br>√ | <br><br><br><br><br>√            |
| <b>Natural Resources, Parks and Open Space</b>   |   |                                  |
| <b>Water, Air, Noise and Light Pollution</b> <ul style="list-style-type: none"> <li>▪ Consider upgrading Village parking lots (Artopee Way, Catherine Street and Spear Street) with green infrastructure and/or solar energy facilities.</li> </ul>  | <br>√                                     | <br>√                            |
| <b>Parks and Open Spaces</b> <ul style="list-style-type: none"> <li>▪ Implement the Memorial Park Master Plan.</li> <li>▪ Enhance the marina through a public-private partnership.</li> <li>▪ Work with the Clermont Condominiums to facilitate repairs to the Clermont Pier and improve its accessibility to the public.</li> <li>▪ Consider implementing an ecological restoration project for the State-owned parcel at the southern end of the waterfront.</li> <li>▪ Consider designating the Rockland Rowing Association property for passive open space, and encourage its acquisition by the State, Scenic Hudson or another third party.</li> <li>▪ Explore the potential to install a vegetated island or pervious pavement in the triangular striped area at the eastern terminus of Hudson Avenue (at Piermont Avenue).</li> </ul> | <br>√<br><br>√<br><br>√<br><br>√<br><br>√ | <br>√<br><br>√<br><br>√<br><br>√ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Historic, Cultural and Municipal Resources</b>  |   |   |
|--|---|---|
| <b>Municipal Facilities and Services</b> <ul style="list-style-type: none"> <li>▪ Pursue opportunities to improve the functionality of Village Hall, including digitizing records, window replacement and potential added parking.</li> <li>▪ Implement sustainability measures for municipal facilities and services, as recommended by the Sustainable Nyack Action Plan.</li> </ul>   | √ |   |
| <b>Economic Development</b>  |   |   |
| <b>Improve Access to Employment Opportunities</b> <ul style="list-style-type: none"> <li>▪ Explore the potential for new ferry service to and from Nyack, including a phased approach to infrastructure investment (parking and required dock infrastructure) that could encourage a larger-scale service to develop over time.</li> </ul>   | √ | √ |
| <b>Waterfront</b> <ul style="list-style-type: none"> <li>▪ Facilitate a unified waterfront experience that offers activities to attract people at more times of day and more times throughout the year. Potential strategies include:                             <ul style="list-style-type: none"> <li>○ Creation of a continuous public waterfront walkway from Memorial Park to the Nyack Boat Club site;</li> <li>○ More water-related recreational activities (fishing, boating, get-downs and walking);</li> <li>○ Landscaping that is pedestrian-oriented, with less impervious pavement; and</li> <li>○ Attracting a high-quality concessionaire to the former River Club restaurant space to generate lease revenue and local spending.</li> </ul> </li> <li>▪ Improve wayfinding and signage to create a stronger relationship between the waterfront area and downtown.</li> </ul> | √ | √ |
| <b>Downtown</b> <ul style="list-style-type: none"> <li>▪ Address issues of flooding downtown during significant storm events, with the Nyack Brook Improvement Project given high priority.</li> <li>▪ Explore appointing a voluntary or paid business liaison at Village Hall to act as a single point of contact for the business community and to develop interest by merchants and businesses that could invest in Nyack.</li> </ul>   | √ | √ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| Economic Development (continued)   |   |   |
|--|---|---|
| <b>Gateway</b>   |   |   |
| <ul style="list-style-type: none"> <li>▪ Create safer and more attractive pedestrian and bicycling connections between the Gateway and nearby residential neighborhoods through sidewalk improvements, better lighting and marked bicycle routes.</li> </ul> | √ | √ |
| <ul style="list-style-type: none"> <li>▪ Use signage, public art and streetscape improvements to establish an attractive and welcoming entrance into Nyack.</li> </ul>   | √ | √ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

|                                 |         |                                |
|---------------------------------|---------|--------------------------------|
| Long Term Action: Further Study | Village | Inter-Governmental/<br>Private |
|---------------------------------|---------|--------------------------------|

| Land Use and Zoning   |   |  |
|---|---|--|
| <p><b>Application Procedures and Board Duties</b></p> <ul style="list-style-type: none"> <li>▪ Study the best approach to architectural review in Nyack, with consideration for the following options:               <ul style="list-style-type: none"> <li>○ Making no changes to the existing structure and function of the Planning Board and ARB.</li> <li>○ Merging the ARB and Planning Board so that design review is considered as part of site plan or subdivision review. This would retain the full function of the ARB, but would require expansion of the Planning Board to seven members to incorporate additional members from the ARB.</li> <li>○ Making the ARB advisory, with the ability to provide recommendations to the Planning Board as part of site plan review.</li> <li>○ Retain the current structure of the ARB, but exempt one- and two-family homes and sign permits from ARB review.</li> <li>○ Retain the current structure of the ARB, but limit review of one- and two-family homes to work above an established threshold.</li> </ul> </li> </ul> | √ |  |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Transportation</b>  |   |   |
|--|---|---|
| <b>Public Transportation</b> <ul style="list-style-type: none"> <li>▪ Explore the feasibility of a shuttle to connect the Nyacks with the Village’s downtown.</li> </ul>   | √ | √ |
| <b>Pedestrian Circulation</b> <ul style="list-style-type: none"> <li>▪ Create a pedestrian master plan that provides an implementation strategy for the construction, renovation and ongoing maintenance of sidewalks and pathways, crosswalks and ADA-compliant curb ramps.</li> <li>▪ Consider stricter guidelines for sidewalk cafes to ensure that sufficient pedestrian space is maintained.</li> <li>▪ Explore the potential for occasional temporary closures of Main Street to create a pedestrian plaza during special events.</li> </ul>   | √ |   |
| <b>Natural Resources, Parks and Open Space</b>   |   |   |
| <b>Climate Change</b> <ul style="list-style-type: none"> <li>▪ Develop a comprehensive emergency management plan and improve emergency communications in the Village.</li> <li>▪ Incorporate sustainability and resilience considerations into a revised LWRP.</li> </ul>  | √ | √ |
| <b>Parks and Open Spaces</b> <ul style="list-style-type: none"> <li>▪ Consider relocating Veteran’s Memorial Park as part of a revitalization of the Riverspace site and municipal parking lot, and officially designating the new space as a Village park.</li> <li>▪ Explore the potential to create pocket parks at Village-owned spaces, including the end of Laveta Place, the triangular lot at Depew and Highland Avenues and the reservoir site on Dickinson Avenue, in coordination with adjacent property owners and DPW to ensure that ongoing maintenance costs can be managed.</li> </ul> | √ | √ |

## 10. FUTURE LAND USE PLAN AND IMPLEMENTATION

| <b>Historic, Cultural and Municipal Resources</b>  |                              |                              |
|--|------------------------------|------------------------------|
| <b>Municipal Facilities and Services</b> <ul style="list-style-type: none"> <li>▪ Pursue a study of a municipal consolidation of Nyack, South Nyack, Upper Nyack and potentially Central Nyack.</li> <li>▪ Continue to explore shared services with adjacent municipalities.</li> <li>▪ Explore the potential for a new DPW/firehouse complex on Catherine Street, with the potential for consolidation of one or more nearby firehouses as a result.</li> <li>▪ Explore creation of a new community center complex at the existing Head Start facility to house Head Start, the Senior Center and other services such as a police substation, indoor recreation, a health clinic and the new Rockland Pride Center.</li> </ul>  | √<br><br>√<br><br>√<br><br>√ | √<br><br>√<br><br>√<br><br>√ |
| <b>Economic Development</b>  |                              |                              |
| <b>Improve Access to Employment Opportunities</b> <ul style="list-style-type: none"> <li>▪ Explore the potential for new ferry service to and from Nyack, including a phased approach to infrastructure investment (parking and required dock infrastructure) that could encourage a larger-scale service to develop over time.</li> </ul>   | √                            | √                            |
| <b>Downtown</b> <ul style="list-style-type: none"> <li>▪ Consider and promote redevelopment alternatives for the Superblock site that include:               <ul style="list-style-type: none"> <li>○ Improvement of the surface parking lots in the short-term through lighting and landscaping;</li> <li>○ In the long-term, a potential interior parking structure wrapped in retail and other uses; and</li> <li>○ Potential establishment of a cultural use to anchor a mixed-use, mixed-income development at a scale comparable to the opposite (north) side of Main Street.</li> </ul> </li> <li>▪ Consider creation of a business improvement district (BID) to address concerns about the quality of the public realm, including streetscaping and façade improvements.</li> </ul> | √<br><br>√<br><br>√<br><br>√ | √<br><br>√<br><br>√<br><br>√ |