

Comprehensive Master Plan Village of Nyack, New York

Prepared by
Nyack Master Plan Steering Committee
with
Phillips Preiss Shapiro Associates, Inc.
Planning and Real Estate Consultants
January 2002, Revised December 2004
Amended September 2006, December 2006
Adopted by Nyack Board of Trustees:
January 11, 2007

Village of Nyack

Comprehensive Master Plan

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Prepared for
The Village of Nyack

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Phillips Preiss Shapiro Associates, Inc.
Planning and Real Estate Consultants
434 Sixth Avenue
New York, New York 10011

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RESOLUTION OF THE NYACK VILLAGE BOARD PURSUANT TO VILLAGE LAW SECTION 7-722 ADOPTING THE COMPREHENSIVE MASTER PLAN AND THE PROPOSED FOR THE VILLAGE OF NYACK, ROCKLAND COUNTY, NEW YORK

WHEREAS, the Nyack Village Board has, by resolution, directed the preparation of a Village Comprehensive Master Plan by the Master Plan Committee who have produced such Village Comprehensive Master Plan after public input and consultation with a professional consultant;

WHEREAS, the Master Plan Committee has by resolution recommended that the final draft of the Village Comprehensive Master Plan be adopted by the Village Board of Trustees;

WHEREAS, the Nyack Village Board has previously declared itself Lead Agency under the provisions of Article 8 of the New York State Environmental Conservation Law (SEQRA), for the purpose of a environmental review of the adoption of a Comprehensive Master Plan;

WHEREAS, the Nyack Village Board has by resolution certified the Findings Statement of the Final Generic Environmental Impact Statement for the proposed Comprehensive Master Plan, and thereby ended the review process required under SEQRA;

WHEREAS, the Nyack Village Board referred the Final Generic Environmental Impact Statement and the Final Draft of the Village Comprehensive Master Plan to the Rockland County Planning Department for its review and recommendations as required by Village Law Section 7-722 (5)(b);

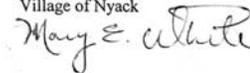
WHEREAS, the Nyack Village Board and the Master Plan Committee have noticed and held public hearings and other meetings in accordance with the requirements of Village Law 7-722 (6) to insure full opportunity for citizen preparation in the preparation of the Comprehensive Master Plan;

THEREFORE BE IT RESOLVED that the Village of Nyack Board of Trustees, pursuant to Village Law Section 7-722 (7), hereby adopts the Village of Nyack Comprehensive Master Plan; and,

BE IT FURTHER RESOLVED that the Village Comprehensive Master be filed in the office of the Nyack Village Clerk and with the Office of the Rockland County Planning Department;

Adopted at a regular Board meeting of the Village of Nyack Board of Trustees on January 11, 2007.

Mary White
Village Clerk
Village of Nyack



Acknowledgments

Village of Nyack

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Nancy Blaker Weber

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Raymond T. O'Connell

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“Nyack on the Hudson,” ca. 1884, detail of lithographic pictorial view by Beck & Pauli published in Troy, NY, by L.R. Burleigh in 1884, from *A Centennial Journal: Nyack in the 20th Century*, by the Historical Society of the Nyacks.

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Introduction

Village Overview

The Village of Nyack is a special place, proud of its historic, scenic and socially heterogeneous character—quite unlike the suburbs to the west. It is a small community with a population of fewer than 7,000 residents. Located on the west shore of the Hudson River just over 25 miles north of New York City, it is almost fully developed with a dense mix of uses, including a compact, urbane downtown.

Nyack was incorporated as a Village as early as 1883, with the adjacent villages of South Nyack and Upper Nyack also incorporating around the same time. The majority of the Village's land area is located in the Town of Orangetown, with a small western appendage located in the Town of Clarkstown.

Though Nyack has had a zoning code for a number of years, a comprehensive plan for its development has not been prepared for over 40 years. There have been specific

planning efforts throughout the years, including a comprehensive plan prepared for the Village's urban renewal program in the middle part of the twentieth century, a downtown plan in 1978, and more recently a *Local Waterfront Redevelopment Plan (1992)* and *Destination Parking Study*. In view of the market, real estate and demographic changes of the 1990s, Village leaders decided that the preparation of a comprehensive plan should at last be undertaken.

Process

From the start, Nyack set about creating a plan that drew from its own strong sense of community.

In October 1998, planning professor John Mullin visited Nyack and coordinated a “town meeting” focusing on downtown Nyack. This well-attended event generated greater interest in planning for Nyack's future, resulting in the Village's decision to prepare a comprehensive master plan. A Master Plan Steering Committee was

formed, chaired by former mayor Kieran Quinn and comprised of Village activists, civic leaders and Planning Board, Zoning Board of Appeals and Parking Authority representatives. Four topical committees were formed with equally diverse representation. The selected topics were the downtown, the gateway, the waterfront, and residential quality of life. These committees met over the course of a year to generate “bottom-up” plans for their topics.

Phillips Preiss Shapiro Associates, Inc. (PPSA) was selected by the Village Board of Trustees in early 2000 to serve as the comprehensive plan consultant. A Village base map was prepared using data from the Rockland County Department of Planning's geograph-

ic information system. A survey of existing land uses in Nyack was completed and mapped. Demographic and economic information was obtained for the Village.

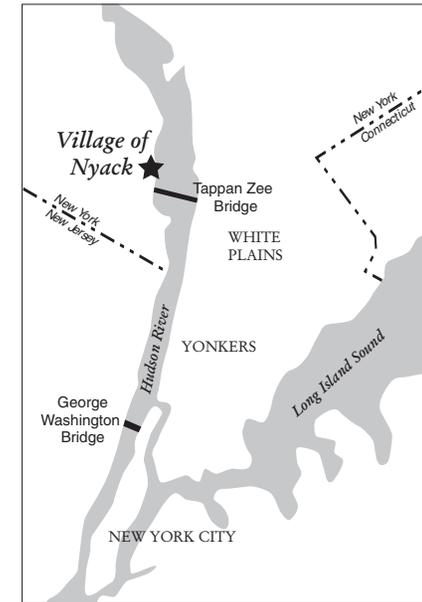
With this baseline of information, and over the next nine months, PPSA worked in an iterative process with the four topical committees and the Steering Committee. A walking tour was conducted with each committee and PPSA, at which issues were discussed in depth. PPSA, the committees, Village staff, and volunteers conducted additional research. The recommendations of each committee were distilled and revised.

A subsequent brainstorming workshop on each topic was staged. Each workshop was attended by both the Steering Committee and

the relevant topical committee. The public was also invited, prompted by pre-publication of each topical committee's draft recommendations in the Village newsletter (more on this later). These were not public hearings or presentations. Rather, the single-purpose agenda for each workshop, preceded by research and tours, provided the opportunity to delve deep into the potential recommendations.

While this interchange of ideas and priorities formed the core of the planning process, a variety of strategies were employed to generate more ideas and input. As some examples:

- In June 2000, a second Village-wide “town meeting” was staged on a Saturday morning. The



Map 1: Regional Context



The planning process featured interactive work with four topical committees under a village-wide steering committee.

chairpeople of the four topical committees each presented a summary of their draft ideas. The public responded. PPSA moderated. The agenda for future work of the committees and consultants was set.

- Walking tours were arranged with the four topical committees, the planning consultants and guest advisors, such as Project for Public Spaces.
- A resident survey was designed and distributed to all Nyack mailing addresses. In addition, surveys were made available at

the Nyack Public Library and other public places. A total of 164 people responded, representing the normative response rate of over 2 percent.

- A merchant and business survey was also prepared and distributed through the mail and through drop-offs at virtually all downtown business premises. A total of 126 businesses responded, representing an unusually high response rate of over 25 percent.
- PPSA met with a number of Village entities, including, in no particular order, the Village Treasurer, Building Department, Parking Authority, Village Historian, and others.
- Volunteers were recruited at the start-up workshop and after-

ward to prepare specific research tasks, especially those that speak to the experience of Nyack as a place. These have included surveys of the most important vistas and scenic features of the village; photo essays on what people like and don't like in the built environment; maps showing sidewalk conditions; other maps showing which streets are considered particularly good or poor for pedestrians; and maps and information on housing conditions; as well as maps and information on quality of life concerns, such as crime, sanitation, and safety.

- Information on the plan, including meeting dates and minutes, has been posted on the

Nyack is not just a special place physically; it has a special sense of community.

- Village's website.
- A PowerPoint presentation was prepared. The Steering Committee and Topical Committee members used it to present the plan to smaller citizen groupings in order to obtain further input.
- The Village retained Janet Hoshour, Comprehensive Plan Project Manager, to coordinate the work of the committees, volunteers and consultant, as well as to be available for outreach, interviews, and questions from the public.

Along with the in-depth workshops, the most innovative aspect of the process was the use of the Village's monthly newsletter (*The Nyack Village News*) for over a year, to

generate ideas and broaden involvement. As noted, all of the workshops were advertised in the newsletter, with a printing of the initial recommendations of each of the topical committees. The newsletter printed the surveys and the survey results. Concurrent with the presentation of the draft plan, the plan was summarized in a special edition of the newsletter. The newsletter was mailed to every property owner and resident in the Village.

As shall be discussed, Nyack is not just a special place physically; it has a special sense of community. This plan recognizes and builds on that sense of community. It is truly a co-venture between the consultants (as out-of-towners) and the residents (as the true experts). The

goal is to draft a plan that captures the enthusiasm of Nyack as a community, and can hold the Village in good stead for decades to come. The plan also reflects Nyack's regional role as a Hudson River Valley Greenway Community and a member of the Rockland Riverfront Communities Council (RRCC), an organization comprised of 11 municipalities in Rockland County with Hudson River shoreline, Rockland County and the Palisades Interstate Park Commission.

Document Organization

The remainder of this document consists of five major sections. The bulk of Comprehensive Master Plan is comprised of four chapters addressing the following topics:

Monthly newsletters provided a report on the plan's progress, and invited participation in meetings, surveys, photography and research.



- Downtown
- Gateway
- Waterfront
- Residential

As noted, these topics were selected early on by the Village of Nyack as the elements around which the Comprehensive Master Plan should

be organized, instead of the typical plan elements such as land use, transportation and community facilities. This approach enabled in-depth analysis of the issues facing the downtown, main corridors leading in and out of the Village, and the waterfront, with issues particular to neighborhoods and quality of life addressed in the residential chapter.

The final chapter outlines the approach to implementation of the many recommendations set forth in the Comprehensive Master Plan. These include amendments to the Village's Zoning Ordinance, as well as actions that should be taken by various Village agencies and other entities.

Summary of Goals and Objectives



Downtown Objectives:

- Promote and enhance downtown amenities and social character.
- Promote and enhance downtown's historic scale and character.
- Enhance the fine-grain mixed-use character of downtown.
- Enhance walkability throughout downtown.
- Address perceived and actual parking problems.
- Improve connections between downtown Nyack and the rest of the Village, particularly the waterfront.

Gateway Objectives:

- Enhance uses and the walkability of the entire Gateway.
- Pursue a design vision and image for the Thruway area other than a typical suburban corridor.
- Redesign the Thruway underpass and ramps to address the Village' design and safety concerns.
- Enhance the character of the Hillside Avenue area as a transition to downtown.
- Protect and enhance the predominantly residential character of the Highland Avenue area.

Goal:

Protect and enhance the traditional downtown center that residents enjoy and in which they take pride.

Goal:

Generate new and higher-value development that can afford to pay for needed on- and off-site improvements.



Goal:
Maximize the Hudson River as the Village's defining visual, open space and recreational amenity.

Waterfront Objectives:

- Protect views and improve connections between the waterfront and the rest of the Village, particularly downtown.
- Enhance Memorial Park, with better lighting, security, access, and amenities.
- Provide additional waterfront parks and access opportunities.
- Make Nyack more of a destination for low-impact boating and other water-oriented activities.

Goal:
Protect the physical and social qualities that make Nyack a safe, diverse, affordable, and pleasant community.

Residential Objectives:

- Problem-solve to ensure that Nyack remains a place where a wide variety of residents can find and maintain a home.
- Enhance and protect Nyack's village scale and historic charm.
- Emphasize Nyack's pedestrian-oriented circulation system.
- Encourage private and public facilities that better meet the recreational and other needs of local residents.

Downtown

Downtown serves many purposes for the Village's residents, business community, and neighbors as well as visitors to the area. It is a regional antiquing and dining attraction, an employment center, a residential area, and a cultural center. It features festivals and a farmers' market, Village and private offices, theaters and art galleries, restaurants and nightclubs. Above all else, it is the heart of the Village's active social life. People have numerous reasons to visit downtown Nyack, including the chance to window shop, dine, meet friends, people-watch, and run into acquaintances.

Various land uses are located in downtown Nyack, including a dense core of street-level commercial uses with residential and office uses on upper floors. However there is concern among residents that it does not have enough businesses that provide a variety of merchandise for everyday needs. Though downtown is convenient to highways and is highly walkable, residents and merchants both view parking as a serious concern. Residents and merchants alike are

generally pleased with the variety and quality of restaurants and entertainment in downtown, but some residents are put out by the anti-social behavior sometimes associated with downtown's many bars and bistros. While certain downtown businesses and public facilities, such as the post office and library, are places where residents and workers can interact, there is not one central downtown gathering place. Downtown is a regional attraction, but it is constantly facing challenges

from other attractions in the region for visitors. Downtown's streetscape harks back to the nineteenth century, yet it has little connection to its own historic waterfront. It is a valuable asset for the Village, but there is much that could be done to improve the area.

Therefore the following objectives have been set for downtown Nyack:

- A. *Promote and enhance downtown amenities and social character.*

- B. Promote and enhance downtown's historic scale and character.
- C. Enhance the fine-grain mixed-use character of downtown.
- D. Enhance walkability throughout downtown.
- E. Address perceived and actual parking problems.
- F. Improve connections between downtown Nyack and the rest of the Village, particularly the waterfront.

The overall goal is to protect and enhance the traditional downtown center that residents enjoy and in which they take pride.

Description

Overview. In its earliest years, Nyack was focused on the water-

front. But when the railroad came to Nyack, its center shifted up the hill to the area around the depot. A large number of downtown Nyack's commercial buildings were constructed in the late nineteenth century as Nyack became more accessible due to the railroad (long since gone). Improved land transportation, culminating in the construction of the New York State Thruway with an exit just west of downtown, cemented the importance of downtown Nyack to the Village and also Rockland County.

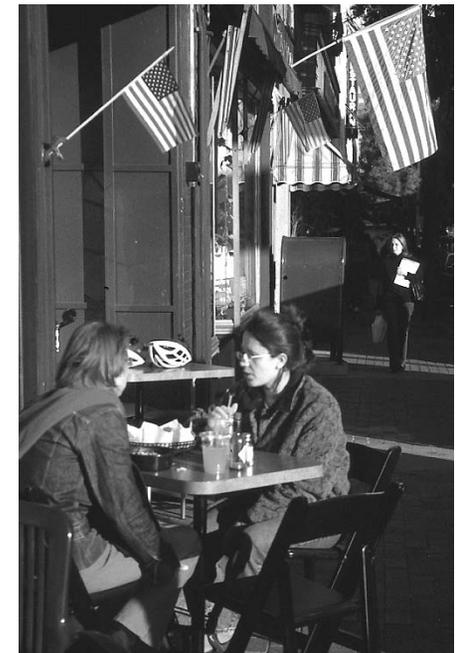
Through the years Nyack's downtown has reinvented itself a number of times. Focusing on the past century, as downtown declined due in part to increased suburbanization and the loss of businesses to highway locations, significant por-

tions of downtown Nyack were redeveloped in the 1950s and 1960s. The physical changes to downtown from urban renewal include the main Village parking lot south of Franklin and Main Streets, the bi-level Nyack Plaza shopping center and theater on Main Street, and adjacent multi-family residential buildings. Urban renewal removed blight, but left physical scars in downtown. In the late 1960s, downtown's revitalization began quietly with the arrival of Christopher's Antiques on South Broadway. More antique dealers came to downtown Nyack in subsequent years, followed by boutiques and restaurants of various types.

The core of downtown Nyack is located along Main Street,



Nyack has emerged as a regional antiquing and dining destination. Yet it also remains the heart of the village's social life.



Above all else, downtown is the heart of the Village's active social life.

Broadway, Franklin Street, and some adjacent streets. The western edge of downtown is not strictly defined, but it ends in the vicinity of Mill Street, at the foot of the Main Street hill. The total commercial floor area in downtown Nyack is approximately 300,000 square feet.

Market Support. Downtown Nyack was once Rockland County's commercial center. Therefore the physical size of downtown is based upon serving residents from well beyond the limits of the Village. Since the early twentieth century, however, Rockland County has grown to nearly 300,000 residents served by numerous commercial areas spread along major roadways, while Nyack today is a community

of just under 7,000 residents.

According to surveyed merchants, less than 40 percent of downtown Nyack's customers come from the Nyacks (see Table 1). Figures for the Helen Hayes Performing Arts Center's audience portray similar geographic characteristics.

These figures demonstrate that while downtown Nyack relies foremost on local residents, given its current emphasis on antiques and dining, it also needs and garners regional visitors to support its commercial space and amenities. In some ways downtown is a victim of its own success as an attraction. Residents of Nyack have expressed the desire to have a downtown that provides convenience retail and other services for Village residents,

while also providing space for locally owned businesses that are true to the community's character. One major problem is that downtown Nyack has limited space for larger stores that could provide resident conveniences. The desirability of downtown combined with its generally small store sizes have caused higher and yet higher rents that make it difficult for start-up as well as larger businesses to find suitable space.

Land Uses and Attractions. While there is a mix of uses in downtown, its primary attractions today are specialty shops (such as antique and arts and craft stores) and entertainment (theaters, restaurants and nightclubs). According to a survey

Table 1: Downtown Nyack Customer Base

Nyack, Upper Nyack, South Nyack	38%
Other Rockland or Orange County	25%
Westchester or Connecticut	9%
New Jersey	9%
New York City	7%
Wholesale/E-Commerce	3%
Other	6%
No response	3%

TOTAL 100%

Source: Nyack Business Survey, 2000

of merchants, Nyack's commercial establishments are busy year-round, although the busiest months of the year for many businesses are November and December, and the slowest months are July and August. This is due to the emphasis of establishments on comparison shopping for furniture, gifts, etc.

There are also various types of residential units located in the downtown area. These include upper floor apartments above retail uses, multiple-family residential buildings, one- and two-family homes and one-family homes converted to multiple dwellings. Downtown multifamily developments include Nyack Plaza family and senior apartments and Tallman Towers. These residential uses contribute to downtown's vibrant

mixed-use character.

Various community facilities also contribute to this quality, with three particular facilities housed in historic buildings located on South Broadway. Nyack Library is located in a Carnegie-funded building constructed in 1903 (with subsequent additions). The YMCA's building was constructed in 1928. The Nyack Post Office was constructed in 1933. Other downtown institutions include Nyack Center, the Senior Center, Head Start, and several houses of worship.

There are a number of cultural facilities in downtown. These include the Hopper House Arts Center, the Elmwood Playhouse community theater and the Helen Hayes Performing Arts Center (HHPAC). The HHPAC is a theater

with approximately 600 seats located in Nyack Plaza on the south side of Main Street between Franklin and Cedar Streets. In a typical recent year, it was home to six plays and dozens of concerts, children's events and special events, with total attendance of over 100,000 patrons.

Special events in downtown have included the Arts, Crafts and Antique Dealers Association of the Nyacks (ACADA) street fairs, various Chamber of Commerce-sponsored events such as Springfest and Septemberfest; Gay Pride festivals; Memorial Day, Halloween and the fire inspection parades; and First Night New Year's Eve celebration. A farmers' market is held on Thursdays from June to October in the main parking lot.

There is no one simple solution to downtown's parking problems.

Parking and Transportation.

There is relatively good transit service between downtown and other places in Rockland County as well as New York City. Coach USA (Red and Tan Lines) provides regional bus service to New York City from Nyack. The line has service from Nyack to midtown Manhattan and to the George Washington Bridge Bus Terminal. Transport of Rockland (TOR) provides local bus service between Nyack and Haverstraw, Pearl River, Spring Valley, Suffern, and intermediate points. The Tappan Zee Express bus service also connects Nyack commuters to the Tarrytown and White Plains Metro North railroad stations.

Downtown parking is provided in public parking lots, private parking lots, and on-street (curbside) spaces, both metered and unmetered. Public

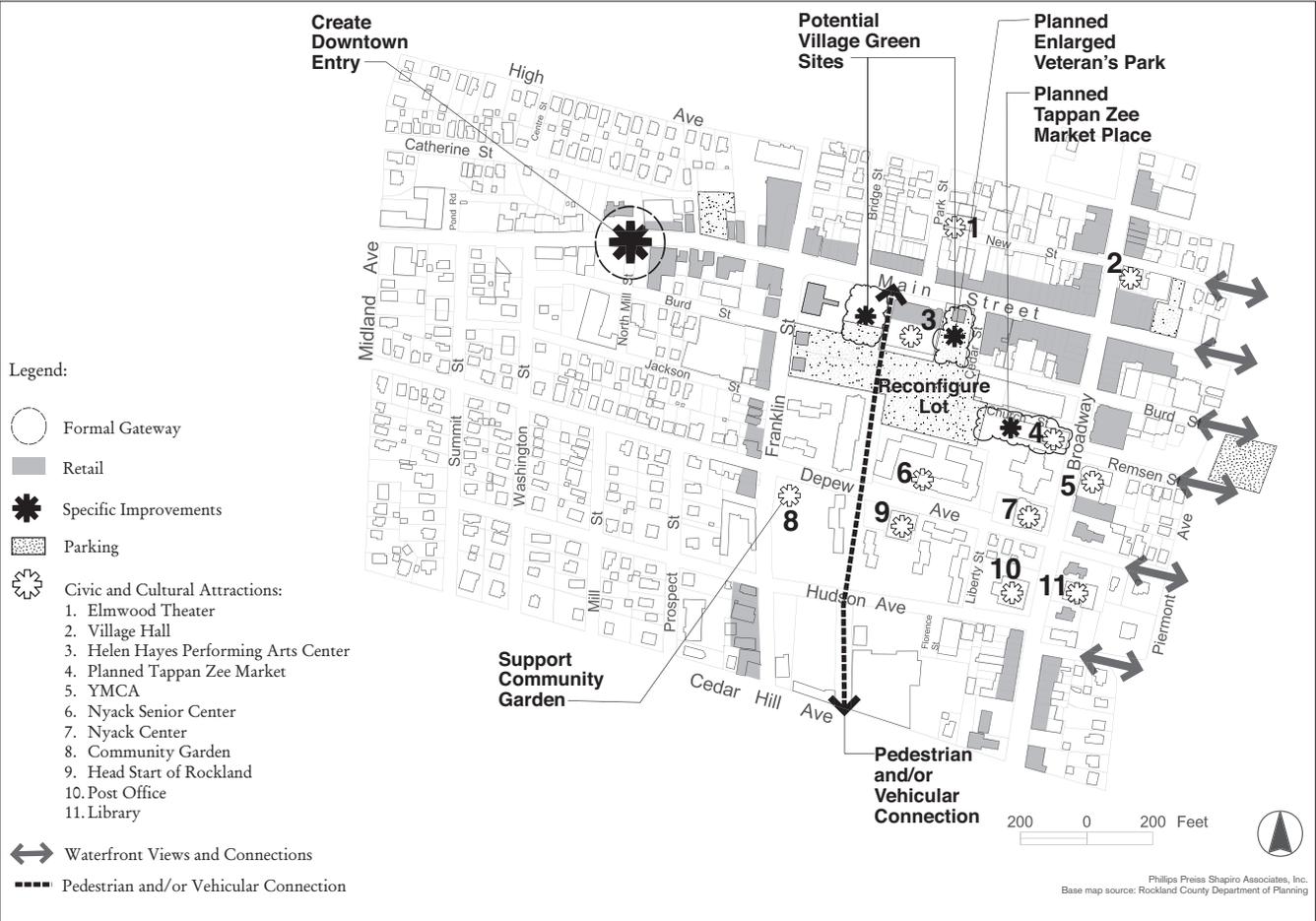
parking lots are managed by the Nyack Parking Authority and include the main lot on Main Street between Franklin and Cedar Streets as well as smaller lots within a few blocks from the center of downtown. Private parking is provided by some larger uses, such as HSBC Bank, Wachovia and Presidential Life. On-street parking is available on most downtown streets, with meters on various streets in the core of the area. Parking is also provided for bicycles in various locations.

Parking is the top downtown issue among both residents and businesses alike. A quarter of residents surveyed indicated that parking regulations and the lack of parking are what they like least about downtown Nyack. Nearly 60 percent of residents and over two-thirds of merchants

rated the availability of parking in downtown as poor or very poor. Of those few merchants who complained about a loss of customers in the past five years, most attributed the cause to parking problems. However, residents and businesses were not so aggravated as to rank parking improvements over other spending priorities. Also, residents and businesses differ as to whether the construction of a garage is the solution to the perceived parking problems.

The public submitted comments during the Public Hearing process suggesting that the Village Board consider reconciling a recent parking study commissioned by the Village Board with the language of the Comprehensive Master Plan. This issue may warrant further more detailed analysis. However, the rec-

Map 2: Downtown Land Use and Design



ommendations of the Comprehensive Master Plan are more general in nature, and can be implemented utilizing both the language of the Comprehensive Master Plan and the recommendations set forth in the parking study.

That's because there is no one

simple solution to parking problems. The Nyack Parking Authority has been active in trying to address parking problems through measures such as providing new capacity and shifting the allocation of spaces for longer-term parking. The Parking Authority and Chamber of Commerce also have

studied this issue. Despite the range for views on parking, the situation is not unusual for a village of this size, and does not constitute a crisis. While increases in supply are welcome, the larger problem is really how the convenient spaces are allocated.

**Objective:
Promote and enhance
downtown amenities and
social character.**

Recommendations

Provide a Village Green to the east or west of the Helen Hayes Performing Arts Center. Downtown Nyack has a mix of stores, services, public facilities and events that is almost unheard of for a village this size. The one thing that keeps it from being a nearly perfect traditional downtown is its lack of a central gathering place—a place where informal interaction can be promoted as well as special events. The need for a Village Green was highlighted at the downtown workshop moderated by Professor John Mullin in 1998, the village-wide forum in June 2000 and all of the downtown workshops. Veteran's Park to the east of HHPAC currently provides some very limited downtown open space. A plan has been approved (2004) to enlarge and beautify Veteran's Park. This plan sponsored and supported by the Rotary Club is scheduled for construction in 2005. An attractive long-term potential site for a Village Green would be to the west of HHPAC, although a currently planned enlargement of the existing parking lot there would decrease this possibility in the short term. A Village Green located along Main Street hugging the sidewalk on the west side of the HHPAC would be prominent, beautify the central downtown “superblock,” serve as an attractive entry to the theater, and better connect the theater to Main Street. Some residents also support exploring the flexibility of resurfacing the buried stream running through downtown as part of the Village Green. Other options could also be considered for the area. Alternatively, a public gathering space could be sited within a new facility (e.g. open plaza, etc.) that could function as a gateway to that facility. The uses in such a facility may be specifically targeted, in part, to supporting existing recreational and educational institutions and to encourage both their expansion and the formation of new recreation, artistic or educational institutions that make Nyack unique. If possible, connecting this public space to the Hudson River in some fashion (design, view, etc) should be accomplished. Whatever site and design are adopted, there should be no net loss of public parking from the provision of a Village Green; and the parking lot should be landscaped so as to make a seamless transition from the Green. The next step is to undertake a more detailed design study of the superblock, with these anticipated benefits and objectives in mind.

Increase the number and quality of downtown gathering and sitting areas. Downtown has a few locations where pedestrians can stop and sit. Some of these are small but well used, such as the benches in front of Village Hall or in Veterans' Park. Other locations that attract crowds, particularly in front of various stores, are not designed to handle large numbers of people and create problems with noise and trash. Additional gathering places should be provided that have adequate facilities such as benches, trash receptacles, and lighting. Attention should be paid to ensuring that the location of such facilities does not create nuisances for neighboring properties.

Provide public restrooms to enhance downtown's attractiveness for shoppers and other visitors, mindful of security and maintenance issues. The need for public restrooms has been raised by both residents and the business community. The recently approved (2004) plan for a public market on the site of the Tappan Zee Playhouse includes public bathrooms to be open during business hours. Additional sites could be an expanded Helen Hayes Performing Arts Center or a kiosk in a redesigned main parking lot. One or several preferred locations should be selected as part of these projects as they move forward. Key criteria include convenience, prominence, security, maintenance, and the costs of security and maintenance.

Increase the number of trash and recycling receptacles. Litter was cited by residents as the third largest problem in downtown (after parking and a lack of stores and services for residents). While this problem could be addressed by the Village, the experience of other downtowns throughout the Tri-State area is that it is often best addressed by a downtown business improvement district, as discussed next.

Promote the creation of a BID (business improvement district). A BID is a tool used primarily by commercial districts as a means to organize and finance supplemental services for an area. The BID mechanism allows property

Special events help to bolster downtown's marketability and social character.



owners and merchants to organize as a group to use a municipality's tax collection powers to voluntarily "assess" themselves. Funds are collected by the municipality and returned in their entirety to the BID, which utilizes the funds to purchase supplemental services such as sanitation, security, promotions, and special events. Funds can also be used for capital improvements such as street furniture, trees, signage, and lighting. The BID also could work with the Parking Authority to address parking problems. Unlike a merchant association, which is voluntary, a BID has the power of law behind it and thus provides a steady stream of income for continuous improvements and programs. This approach could be used in Nyack to bolster the Village's support of downtown improvements. According to merchants surveyed, two-thirds of business owners live in the Nyacks, and two-thirds of business owners support a BID as a way to pay for parking improvements in the Village. Both of these statistics bode well in terms of public support for a well-conceived BID.

Retain and strengthen calendar of events. Over half of the Village's residents surveyed considered downtown's events, festivals, and promotions as very good. The selection of events offered is one of downtown's main assets, which strengthens its character as well as the social character of the Village. However it is important that the primary focus of these events remains local in nature. There is too much competition from the New York region—and too little space and road capacity in the Village—for Nyack to compete on a regular basis in the larger marketplace.

**Objective:
Promote and enhance
downtown's historic scale
and character.**

Create a downtown historic district. Nyack's downtown attracts visitors because it is an assembly of eclectic businesses in mainly historic buildings. These historic resources deserve utmost protection. Yet, with the burden of proof on the applicant, there should be opportunities to mix funky and artistic elements with the traditional and historic.

Mandates for ground-floor retail, historic guidelines, contextual zoning, and facade improvement incentives should be combined to promote private investment in a more attractive downtown.



The mix of building types and facade styles are somewhat varied and should continue to be.

Provide a consistent palette of lighting, landscaping, and sidewalks throughout downtown's public domains.

These include pedestrian-scale lighting, benches, and trash receptacles, street trees, granite curb cuts, etc. These streetscape elements should adhere to and respect Nyack's rich architectural heritage. The core area to initially target for these elements is Main Street from Broadway to Franklin Street, South Broadway from Main Street to Cedar Hill Avenue, and Franklin Street from Main Street to Depew Avenue. Eventually, these elements should be extended on Main Street from North Mill Street to the Clermont, on Broadway from First Avenue to Cedar Hill Avenue, on Franklin Street from High Avenue to Depew Avenue, on Burd Street from Broadway to the Clermont, and on the small cross streets within one block of both Main Street and Broadway.

Stay alert for opportunities to place utilities underground. Burying aboveground utility wires would greatly enhance the appearance of the downtown district and ease the planting of shade trees. Underground utilities are less prone to disruption than overhead wires. This endeavor is too costly for the Village to do all at once. However it could be tied to major redevelopment (e.g., as contemplated for the Helen Hayes Performing Arts Center) and incremental public infrastructure investments (e.g., any major sidewalk or street improvements).

Encourage better but still varied signage; employ a sign amortization law to bring all signs into compliance after ten years.

A mix of signs adds to the charm of downtown, but within certain boundaries. The internal use of neon signs should be permitted subject to guidelines, and altogether prohibited on the exterior of buildings. Vertical signs should be permitted, but the cheap look of black lettering on white backgrounds should be discouraged. Sandwich board signs that block sidewalks should be prohibited, but not kiosks where multiple businesses might

advertise. Signs blocking window displays and views into stores should be discouraged. In short, the Village should employ a handful of prohibitions, advisory guidelines, and much jawboning to promote varied but tasteful signage.

Provide public art and additional seasonal displays. Nyack is proud of its creative character, and downtown is a natural place to showcase its creativity. The periodic installation of artwork and displays would say a lot more about Nyack than simply limited seasonal displays or pole-mounted banners that are common to so many other downtowns.

Promote compatibility in scale, density, design, and orientation between new and existing development. To help ensure the general continuation of a walkable, historically scaled building pattern, the Village should establish maximum setback, maximum floor area, and minimum height requirements for downtown development in addition to existing requirements. Regulations should mandate that buildings face the street. Combining individual parcels for development should be contingent on a special permit, demonstrating that the historic character, scale, orientation, and mix of uses of the site(s) and downtown will be enhanced. These regulations would close the loopholes in zoning regulations that permit development that is out of character with downtown and its pedestrian-oriented, mixed-use character. Furthermore, the typical older commercial building in downtown Nyack includes the following design elements: first floor with glass and thin wood mullion storefront topped by a cornice band with a sign panel, second and third floors with three vertical double hung windows across and a top wood or brick cornice. Urban design guidelines should use these standards as a basis, with some flexibility to allow creative design that still fits in with downtown.

Encourage historic restorations and facade improvements. Wherever practical, improvements to downtown

facades should be based on the original facades of buildings. Generally, the most attractive—and least expensive—way to improve the facade of any historic building is to restore it to its original appearance.

Encourage redevelopment and redesign of the periphery of the Helen Hayes Performing Arts Center to better front Main Street. The theater's management has prepared preliminary plans for expanding its facilities and improving the retail component. It is clear that the design of the existing building has not been successful and that improvements are necessary. However, whatever is done on this site will last for decades, as the current development has, so care must be taken to ensure an appropriate design for this key parcel. One prime consideration of any redevelopment plans is to reconnect this block to Main Street at street level along its frontage. Building design also could enable upper floor uses for the theater and other non-retail tenants that would add to the downtown mix. The opportunity to create a Village Green is a third key element, as described earlier. The preservation of parking is a fourth, as described later. And the interest of creating more tax ratable development (through BID payments and/or PILOT – payment in lieu of taxes) is a fourth.

Obtain funding from outside sources for technical assistance for storefront and building facade improvements. The residential survey indicated that the appearance of downtown stores is very important—15 percent of businesses surveyed planned to improve their storefronts within the next five years—and an amortization clause has been recommended for non-conforming signage. Technical assistance programs for these types of improvements are preferable to grants or tax incentives, as they reduce red tape and the inevitable “cookie cutter” solutions, which hamper design creativity. Furthermore, while there are generally insignificant cost differentials, technical assistance yields dramatic appearance improvements. It is, in short, more cost effective to provide “free” advice to many business and property owners than throw a lot of money at a handful of projects, even assuming that only half of the technical



An expanded outdoor farmers' market should be a top priority.

**Objective:
Enhance the fine-grain
mixed-use character of
downtown.**

assistance recipients follow through on the advice.

Maintain a diverse mix of land uses. Downtown Nyack has stores selling old books and antiques; restaurants serving tacos to Thai food; and offices, services, and a mix of other amenities often not found in suburban communities with populations ten times that of Nyack. However the quality and diversity of stores in downtown still are issues that were raised in the residential survey, as many believe that downtown is more slanted towards luxury boutiques than everyday goods. In fact residents considered the lack of stores and services for residents to be downtown's number two problem (after parking). As a large number of Nyack residents work at home or elsewhere in the Village (one-third of residents surveyed work in Nyack!), there is a significant local market for convenience retail and services. Examples of these businesses include office supply stores and copying and mailing centers for those with home offices or small businesses, as well as retail and services that meet resident's basic needs.

Support to the maximum extent feasible the recently approved (2004) public market on the site of the Tappan Zee Playhouse. Support would include cooperation by the Parking Authority in managing and augmenting the limited parking provided in the approved plan. The Village should also continuously urge the market owners to provide a market that is affordable and provides goods for downtown and other Village residents.

Enhance the farmers' market; expand hours for the farmers' market to possibly include weekend/weekday late afternoons and/or mornings. The market is an important downtown attraction, particularly as July and August are slow months for downtown merchants. While the market is popular at its existing Thursday time slot, it could draw additional shoppers downtown on one or both weekend mornings. Weekend afternoons also would be an option, though parking lots are fuller then, and there is less need to promote downtown commerce during these hours. The

farmers' market is conveniently located adjacent to the planned public market.

Mandate ground floor retail uses (including restaurants and realtors) along Main Street (North Mill Street to Broadway), Broadway (High Avenue to Church Street/Remsen Street, Hudson Avenue to Cedar Hill Avenue) and Franklin Street (Main Street to Depew Avenue). Ground floor retail uses should also be strongly encouraged on Main Street and Burd Street to the waterfront, and/or on Broadway between First Avenue and Cedar Hill Avenue, where they are already permitted. Nyack has a walkable downtown. The pedestrian experience is enhanced by the provision of interesting windows at street level, and is lessened by blank spaces and unused window areas.

Promote small businesses. The Village should encourage start-up businesses and more downtown services. These can be accommodated along Burd Street and along Franklin Street, as discussed elsewhere.

Strengthen regulations for bars and outdoor dining to address concerns such as noise, crime and proximity to residences. Nyack increasingly has become a nightlife destination for Rockland County and nearby areas. While bar and restaurant patrons generally are responsible and add to downtown's vitality and economic health, there are impacts on adjacent areas from rowdy patrons as well as increased traffic and parking demand. Noise is a particular concern where bars are located in proximity to residential uses. Zoning regulations should be tightened to address these concerns. While there is no one solution to this problem, options that should be considered include: (1) modifying closing hours, (2) restricting access of new patrons to bars after a certain time, (3) enacting clustering or spacing requirements, and (4) providing increased enforcement of "nuisance" offenses in the late night and early morning hours.



Creating a supportive environment for small businesses to flourish is a high priority. This includes mandates for ground floor retail, and curtailing of auto-related uses.

Promote residential and artist live/work space. Adding residents to a downtown adds to the street life, which in turn can increase safety and provide additional customers for businesses. The provision of live/work space, primarily geared towards artists, has become an increasingly popular way to stabilize or revitalize older downtowns and urban areas. Artists generally require large spaces that are affordable, yet have relatively convenient access to the arts market, transportation and residential amenities, such as shopping, schools and recreation. These are features that downtown Nyack offers, lending credibility to an arts center. Artist and other live/work space should be permitted in all of downtown's zoning districts.

Encourage office uses on the upper floor of buildings. The addition of office workers would increase the number of people downtown during the day on weekdays. Office uses also would help balance the mix of downtown commercial uses in terms of the need for services and would have a positive impact on tax ratables. Providing additional office space downtown would increase the possibility of existing small professional businesses in Nyack remaining in the Village as they grow.

Promote small-scale overnight accommodations in or near downtown. Despite the Village's small size, Nyack has the possibility of attracting a boutique hotel or inn due to its convenient highway access, village character, and positive image as a regional tourist destination. This type of use should be permitted in all non-residential zones by special permit, with stringent requirements to ensure that the design is consistent with the surrounding area and that negative impacts are limited. (Note: as with retail uses, larger-scale hotels should be located in the Thruway area of the Gateway.)

Support downtown community facilities, including the library, YMCA, Nyack Center, and Helen Hayes

Performing Arts Center. These institutions add to the mix of uses in downtown, serve local residents, and bring visitors to downtown. Despite what these uses add to the community, it is sometimes not feasible for certain community facilities to remain in a downtown area. The Village should encourage the existing clustering of civic and cultural uses downtown to the extent possible, but be prepared to address the void left if any of its anchors leave. The adaptive reuse of existing structures should be encouraged where appropriate.

Maintain and provide more safe and attractive sidewalks. Nearly half of residential survey respondents walk to downtown on a regular basis and over two-thirds of residents surveyed describe downtown's walkability as “very good.” Keeping sidewalks to and from downtown in good repair, well lit, and shaded is not just a matter of civic pride and public safety, but it is also good business. (So, for that matter, are all of the other pedestrian enhancements presented here.)

Protect pedestrians in the crosswalk with pavers (cobblestone or striated), bump-outs (a.k.a. neckdowns), and signage. These techniques encourage drivers to slow down and notice pedestrians. They are useful ways of dealing with twenty-first century trucks and other traffic on a nineteenth century street grid.

Prohibit new curb cuts on Main Street and Broadway in the core downtown area. The addition of new drive-ways in the areas with the heaviest pedestrian traffic would have significant detrimental impacts on walkability, and therefore should be strongly eschewed.

Provide additional street trees in a manner sensitive to uses. Street trees provide shade in summer and character all year round. Tree species that bloom high are preferred, since they are less likely to obscure views of store-

**Objective:
Enhance walkability
throughout downtown.**



Outdoor dining, sidewalk lighting, street trees and other pedestrian amenities are essential ingredients of downtown's success.

fronts. Likewise, clusters of trees should be located in front of open lots, with thinner groupings in front of stores, and in a manner that does not degrade sidewalks and utility wires. The Village also should develop a list of recommended street trees and make it available to all applicants for building permits and new construction.

Provide adequate street and sidewalk lighting, with minimal impacts on adjoining residences. Emphasis should be placed on sidewalk lighting as opposed to street lighting with low lighting fixtures. The Village should explore replicating or mimicking the original fixtures used in downtown. The Village (and/or BID) should explore the possibility of taking back ownership and maintenance of light fixtures. If, over time, Orange & Rockland decides to get out of the lighting business, it may be willing to sell poles to the Village for as little as one dollar per pole. Street lighting maintenance and power is approximately \$40 per pole per month. So if downtown has, for example, 100 poles, the total annual cost would be roughly \$50,000 per year. A business plan should be prepared to assure that this cost is recouped.

Prohibit solid security gates; promote awnings. Solid roll-down gates detract from the pedestrian and window-shopping character of downtown, and unnecessarily increase the perception of danger. Where gates are considered necessary by a property owner, other options such as see-through mesh gates (which are now far more affordable) or increased internal store security should be promoted. Awnings on the other hand add to the character of downtown, and provide needed shade and shelter in the summer and rain. Discretionary approvals should be linked to awnings, wherever they are appropriate.

Promote infill development. Vacant lots and breaks in retail frontage detract from the downtown's pedestrian qual-

ity and unity. This is especially a problem on Franklin Street and Main Street, where urban renewal has left its mark. Incentives should therefore be provided, such as permitting 100 percent lot coverage in connection with the provision of off-site parking. In addition, small pavilions should be encouraged on the periphery of the superblock, to increase street life along Main and Franklin Streets. New parking lots should be carefully planned to avoid negative impacts on residential and open space uses. (Conversely, any development involving existing parking lots must ensure that there is no net loss of parking.)

Encourage merchants to keep businesses open during the evening or to at least keep stores lit at night. Adding lighted and active storefronts to the evening street scene encourages pedestrian activity and adds to the feeling of safety and security for downtown visitors and residents.

Provide additional on-street parking spaces through re-striping, removing curb cuts, and diagonal parking. There is limited space for parking on the sides of streets, but heavy demand for these spaces. The Chamber study found, for instance, that at peak times there was 72 percent utilization of off-street parking, but 82 percent utilization of public on-street parking. *The Nyack Destination Parking Study* found that 73 percent of all shoppers parked on the street. Where possible, existing parking should be modified to permit additional parking. While the gain is incremental on any one block, the aggregate gain can be quite large and, given the minimal cost of re-striping, re-curb-ing and moving meters, quite cost-effective. *The Nyack Destination Parking Study* found that there are 280 curb-side parking spaces, and a demand for 355 spaces. The goal should be to increase on-street parking by 75 spaces.

Dedicate the most convenient off-street parking spaces to short-term parking; move long term parking areas to outlying lots. As noted, there are three main types of parking that need to be provided downtown: short-term

**Objective:
Address perceived and actual
parking problems.**

for impulse shoppers, medium-term for shoppers and diners, and long-term for employees. A major problem in downtown is when long-term parkers, such as merchants, use spaces that would be better utilized by short-term visitors. Extrapolating from our merchant surveys, approximately 50 on-street spaces are used by merchants, which exacerbates the parking shortage. The Parking Authority has been successful in shifting allocation of spaces to some extent to encourage long-term visitors to park in fringe areas, where there is adequate capacity. This approach should be continued and expanded.

Promote shared parking for multiple uses. Downtown has a wide mix of uses, some of which have different times of peak use. In addition, some smaller private parking lots use more space than necessary to maintain separate access points. When possible, these uses should share parking facilities, thereby maximizing usage of spaces and reducing the need for new parking. This approach could be used to lessen requirements for new construction, as well as in connection with “grandfathering” of parking requirements for pre-existing non-conforming uses. Shared parking can be provided by the private sector or through turning adjacent lots over to the Parking Authority for public use, with credit given to those properties giving up parking spaces.

Improve the “readability” of parking options for visitors. There are currently some signs directing downtown visitors to parking areas, but these are limited in number and in the information they provide. By providing clear to follow signs that direct visitors to off-street parking, the impression of easy access to parking is created. Intercepting drivers as they approach downtown also would reduce congestion in the core. Signs should have specific information directing visitors to particular lots for specific destinations, such as the Helen Hayes Performing Arts Center or waterfront attractions.

A lot should be done to improve the availability of parking in front of stores and in the most convenient lots – before going to more expensive and draconian strategies like garages.



As practical and cost-effective, acquire and build additional small-scale at-grade lots in locations close to the downtown core area. A parking garage has been suggested as a solution to the parking problem. However it is difficult for a garage to work—and be worth the very substantial investment—without a major captive audience such as that generated by a courthouse or hospital. Shoppers and diners in a downtown of this scale generally prefer on-street spaces and surface parking lots, which should be encouraged. The *Nyack Destination Parking Study* notes a shortage of off-street parking in the area north of Main Street near Broadway, and on southern Broadway. Given the limited number of possible on-street spaces in the downtown core, consideration should be given to constructing additional small lots on underutilized properties, including the gas station site on South Broadway should it ever be vacated. The design of these lots must be sympathetic to the surrounding area, with features such as adequate screening and landscaping, minimal curb cuts, and provision of pedestrian and bicycle amenities, to help ensure that any potential negative impacts are mitigated.

Reconfigure existing lots to increase their landscaping and attractiveness, especially at night, and in sync with expansion of parking spaces elsewhere. It is clear from the planning process that whatever solution is developed for the parking problem, Nyackers do not want downtown to become a sea of large surface parking lots. Some of the existing parking lots around downtown provide valuable spaces, but in some cases at the expense of adequate landscaping and buffering. The Village and Parking Authority should set an example for private parking lot owners by enhancing the visual appeal and reduction of environmental impacts of their own lots. Landscaping and trees should be provided both on the perimeter of parking lots as well as in aisles. Safe yet attractive night lighting of lots also must be provided (though of course in a manner that does not disturb neighboring residences). The *Nyack Destination Parking Study* noted that 100 percent of diners in Nyack drove, and 83 percent parked in lots.

**Objective:
Improve connections
between downtown Nyack
and the rest of the Village,
particularly the waterfront.**

Redesign public and private parking on the Nyack Plaza superblock to create more attractive and better used parking and open space amenities. The existing main parking lot is most important to downtown due to its size and central location. It also should be reserved mostly for shorter-term parking due to its convenient location. The distribution of spaces could be changed on this lot and its design altered to provide at least as much parking in this area. The lot also should be both inviting and attractive.

Work with the Parking Authority to resolve existing concerns. There is (and will always be) both justified and unreasonable grousing with regard to issues such as enforcement, hours of meters, convenience of parking, and landscaping of parking lots. Ideas should be pursued as described above to provide additional capacity and reallocate existing resources. One recommended approach, implemented since 2002, provides short-term parking in front of uses with high turnover, such as the Post Office or banks, medium-term parking for the rest of on-street spaces and in the most convenient portions of off-street lots, and long-term parking elsewhere. The Nyack Parking Authority generally has done an admirable job of managing parking demand and increasing supply in downtown. It should be encouraged to work with the Chamber of Commerce, Village, and civic groups to continuously problem-solve parking provision, design, and regulation.

Enhance views of the Hudson River from Broadway and Main Street. The Hudson River is arguably Nyack's most important natural resource and one of its primary identifying characteristics. Maintaining and improving visual connections to the river from downtown will help remind visitors of the waterfront connection. It will also remind visitors of why Nyack, as a riverfront community, is different from inland communities and downtowns.

Use signage to direct visitors to the waterfront. Despite the short distance from the downtown core area to the

waterfront, there is little to indicate the connections between these two areas. As noted above, the connection to the Hudson River is part of what makes Nyack special. A synergy between waterfront uses and downtown will enhance both areas, and provide reasons for visitors to stay in Nyack longer. In addition, getting visitors used to traversing the small hill between downtown and the waterfront may increase the use of fringe parking areas towards the waterfront by downtown visitors.

Support the efforts of the Historical Society of the Nyacks to have exhibition space in downtown Nyack. This type of facility would further enhance downtown by creating an additional attraction.

Extend retail district zoning along Burd Street. Burd Street can function as an enticing passageway to the waterfront, especially if it has the shops and eateries that make it a more animated street along which to walk. As a side street, Burd Street retail would logically emphasize start-up businesses, arts and crafts, etc. As such, Burd Street would function as a place in which to “incubate” businesses that can eventually “graduate” to more visible and expensive locations on Broadway and Main Street.

Extend street tree, sidewalk and sidewalk lighting strategies to cross streets. The core area of downtown is rightfully the focus of many of the recommended streetscape improvements, as these areas have the heaviest foot traffic and concentration of uses in the area. Over time, however, physical improvements made along Main Street, Broadway, and Franklin Street should spill out onto adjacent streets, and not just end at the corner.

Gateway

When one thinks of the Village of Nyack, what are the images that come to mind? The Hudson River waterfront. A vibrant downtown with a diverse mix of shops, restaurants, and cultural amenities. Historic and charming homes and neighborhoods. Yet when many people arrive in Nyack, their point of entry into the Village is through an area that has little to do with these cherished images of Nyack—through one of several automotive-oriented corridors that could be located off any highway in any suburban community.

The “Gateway” area of the Village of Nyack begins at a break in the Palisades ridge through which the New York State Thruway and Route 59 funnel thousands of vehicles daily to and from the Tappan Zee Bridge. It spills down Main Street into downtown Nyack, as well as into other parts of the Village to the north and south along Highland Avenue (Route 9W). Thus, the Gateway consists of three somewhat distinct areas that are described below: the Thruway area, the

Hillside area, and the Highland Avenue area.

The overall appearance and function of the Gateway area are generally the result of automobile influences. Yet it is acknowledged that automotive-oriented uses are necessary and sometimes appropriate in certain areas. The challenge is how to accommodate high volumes of vehicular traffic and larger-scale uses while providing some indication that this area is part of the Village of Nyack, with distinctive

architecture, attractive urban design treatments and pedestrian and bicyclist amenities where appropriate.

Therefore the following objectives have been set for Nyack's Gateway area:

- A. *Enhance uses and the walkability of the entire Gateway.*
- B. *Pursue a design vision and image for the Thruway area other than a typical suburban corridor.*
- C. *Redesign the Thruway underpass and ramps to address the Village's*

The Gateway includes the Thruway area comprised of Route 59 west of Highland Avenue (right), Main Street from Highland Avenue to downtown (far right) and Highland Avenue and the area around Nyack Hospital (bottom far right).

design and safety concerns.

- D. *Enhance the character of the Hillside area as a transition to downtown.*
- E. *Protect and enhance the predominantly residential character of the Highland Avenue area.*

The overall goal is to generate new and higher-value development that can afford to pay for needed on- and off-site improvements.

Description

The Gateway is currently characterized by a wide mix of uses, high volumes of vehicle traffic, generally undistinguished architecture, and few pedestrian amenities. Yet parts of it and adjoining areas are stable residential neighborhoods.

The predominant land uses are commercial along Routes 59 and 9W and residential away from these roads. The commercial uses are typical of those found in areas around highway interchanges, including fast food restaurants, automotive service stations, motels, retail strip centers and automotive dealers. Other types of non-residential uses include office, light industrial, and public uses, such as the Village's Department of Public Works garage and Nyack Hospital. However, there are cohesive residential areas of the Gateway, along with some attractive older commercial buildings along upper Main Street.

The Gateway is therefore somewhat complex. It is best understood as having three main



parts. The character and function of the three subdistricts of the Gateway area are described below.

Thruway Area. The Thruway area generally is comprised of Route 59 west of Highland Avenue and other streets directly impacted by traffic and land use considerations associated with exits on a major highway. Interchange 11 of the New York State Thruway consists of exit and entrance ramps located at two locations in the Gateway. The south-bound ramps are located at the



The overall appearance and function of the Gateway area are generally the result of automobile influences.



intersection of Route 59, Waldron Avenue, and Mountainview Avenue. The northbound ramps are located at the intersection of North High Avenue and Polhemus Street, one block to the north and west of Routes 59 and 9W.

The areas immediately surrounding the two parts of the interchange include numerous automobile-oriented land uses. These commercial uses include fast food restaurants, gas stations, automotive dealers, and strip centers, as well as the only overnight accommodations in the Village. There are also some offices and light industrial uses in this area.

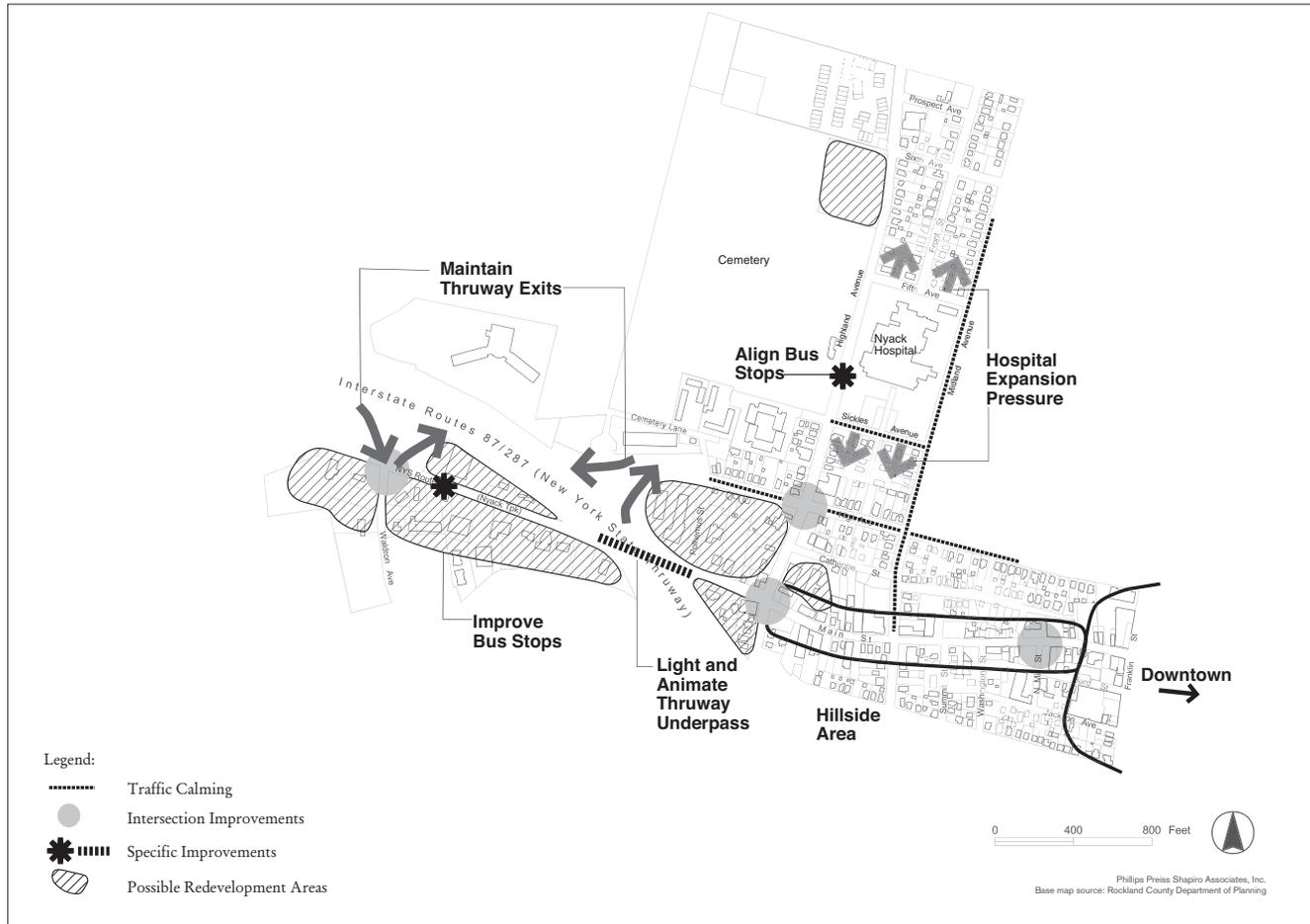
The lack of assemblages in this area hinders cohesive development, and promotes auto-oriented and

other uses that do not reflect the latent value associated with real estate next to a major highway interchange. Development in this area has caused problems over time, such as stormwater runoff, that need to be addressed. The Thruway interchanges themselves pose congestion and safety problems in the immediate area, and promote traffic congestion as much as several blocks away due to traffic heading to and from the Thruway. Nonetheless, the interchange is a vital link to the regional highway network, without which the downtown, Nyack Hospital, and residential property values would decline.

Hillside Area. The section of Main Street from Highland Avenue to

downtown includes a mix of uses as well as a development pattern that is not quite downtown, not quite highway-oriented. There are varied commercial uses in this area, including antique stores, other types of destination retail, and bars and restaurants. Mixed in also are various types of residential uses. The Hillside area provides views of the Hudson River, and the character of this area is influenced by buildings built mainly at the end of the nineteenth and earlier part of the twentieth centuries. There are various private off-street parking lots in this area although these are often underutilized as they are generally restricted to single tenants. A Village Parking Authority lot is located at close to the Hillside area on the north side of Main Street.

Map 3: Gateway Land Use and Design



Highland Avenue Area. The northern section of the Gateway is generally more residential in nature, although a notable exception in this area is Nyack Hospital. The Hospital is located between Highland and Midland Avenues and Fifth Avenue and Sickles Street, with an accessory

parking lot located approximately one-quarter mile north on the west side of Highland Avenue. BOCES (the former Nyack High School) is located across Midland Avenue from the Hospital and the “new” Nyack High School also is located in this general area a short distance north of

the Village border. Highland Avenue also is designated as US Route 9W, and it carries relatively high volumes of traffic. Residential uses along Highland Avenue and in its general vicinity include one- and two-family homes as well as multiple-family dwellings.

**Objective:
Enhance uses in and the
walkability of the entire
Gateway.**

Recommendations

Provide safe, attractive, well-lit and landscaped walkways throughout the area. Efforts should be made to provide adequate sidewalks and walkways in light of the high volumes and speed of traffic in much of the Gateway. Sidewalks and walkways are particularly important to connect to destinations such as Nyack Hospital and bus stops. Shade trees and pedestrian-oriented lighting should be provided.

Require (by code) buffer areas between commercial and residential development, as well as between other possibly non-compatible land uses. The nature of the mix of uses in the Gateway is different than that in downtown Nyack. Whereas downtown is pedestrian-oriented and densely developed, much of the Gateway is spread out and auto-oriented. Many of the particular types of uses that should be located in the Gateway have impacts due to large parking areas and high turnover of vehicular traffic. Adequate buffering should be provided between these types of uses and residential properties. The zoning regulations could require different buffer types for different uses and lot sizes, perhaps as special permit requirements.

Enact and promote shared parking for multiple uses. The provision of large parking areas required for many of the types of uses permitted in the Gateway area consumes significant amounts of land, particularly when individual lots with separate access points are provided for a series of neighboring properties. Shared access and circulation should be permitted for adjacent parking lots in commercial zones if cross-access easements are provided. The reduction of the number of total required spaces should be allowed for uses documented to have differing peak times of traffic generation.

Consider extending a downtown BID to the Gateway. A BID (business improvement district) could provide a regular revenue stream with which to create and maintain landscaping and design improvements in the area, primarily in the pub-

Pedestrian improvements are a priority throughout the Gateway.



lic right-of-way. This idea could be pursued (1) after a possible downtown BID proves successful, providing a management structure for a BID that extends to the Gateway; and (2) as redevelopment takes place in the Gateway, assuring that the expansion of the BID does not drain resources from the downtown area which should remain the focus of the BID.

Develop distinct but related design images for the different sections of the Gateway, as described in detail below. Amend the Village Zoning Code to require signage, lighting, landscaping, building materials, and sidewalks throughout the Gateway that complement the Village's eclectic design character. The Gateway is generally disconnected from Nyack. These types of improvements could help better connect this area with the Village and encourage investment in the Gateway.

Use development incentives to promote the assemblages needed for Thruway area redevelopment. Despite the Gateway's location at a major highway interchange and along major arterials, its market potential has not been realized. A plan for a transportation improvement district should be prepared with a GEIS (generic environmental impact statement) that ties new development to on- and off-site improvements. This plan should be completed as any improvements are planned to the Thruway interchange in Nyack, as the form of Thruway improvements would shape the market for the property within the Gateway.

Locate uses that cannot or should not locate downtown in the Thruway area. These uses include those with larger building footprints, high parking demands or other characteristics that require additional land and convenient vehicular access. For example, many Village residents expressed a need in the residential survey for a supermarket. Other suitable uses include larger-scale office buildings, hotels, and hospital-related uses that require large amounts of parking and vehicular traffic.

**Objective:
Pursue a design vision and image for the Thruway area other than a typical suburban corridor.**

Link higher-value redevelopment in this area to higher-quality design and amenities. All new development should achieve the highest design standards possible. New development contingent on special permits could also be required to contribute to Village-wide amenities, e.g., a hotel involving special exceptions for building height and other elements affecting community character could be tied to public access to its pool and/or other recreational amenities.

Provide standards to encourage design in the Thruway area that can be viewed at higher travel speeds as well as by pedestrians. This section of the Village accommodates uses that require high volumes of traffic. While high-quality design is important to Village residents, it is neither necessary nor desirable to attempt to strictly copy streetscape elements from downtown Nyack in the Thruway area. The emphasis should be on promoting ample landscaping (street trees, sidewalks, shade trees, parking lot trees, landscaped buffers) rather than on promoting certain architectural styles.

Pursue joint design standards and code enforcement with other agencies and neighboring municipalities. The Route 59 corridor in Nyack is viewed as part of a larger whole along with areas in Central and West Nyack. Common aesthetic and coordinated safety improvements along Route 59 will benefit those in all of these communities. Therefore Nyack should work with Clarkstown and Orangetown as well as Rockland County and the New York State Department of Transportation to improve conditions in this area.

**Objective:
Enhance the character of the
Hillside area.**

Enhance the identity of the Hillside area by creating regulations that acknowledge its role as a transition between the almost completely auto-oriented Thruway area and the pedestrian-oriented downtown area of the Village. The Hillside area has a generally cohesive character along Main Street from Highland Avenue to North Mill

Street. It is also somewhat pedestrian oriented, with older buildings constructed in the early twentieth century located close to the street. This section of the Village should be promoted as a unified sub-district that serves as a gateway into downtown, yet which has a distinct character from downtown. Architecture and design treatments in this area should respect its latent historic character. Uses in this area should include certain types of retail, other commercial, and residential, with a focus on artistic and funky types of businesses.

Replace (or augment) the R-M Residential Mixed Use District with regulations that further these objectives.

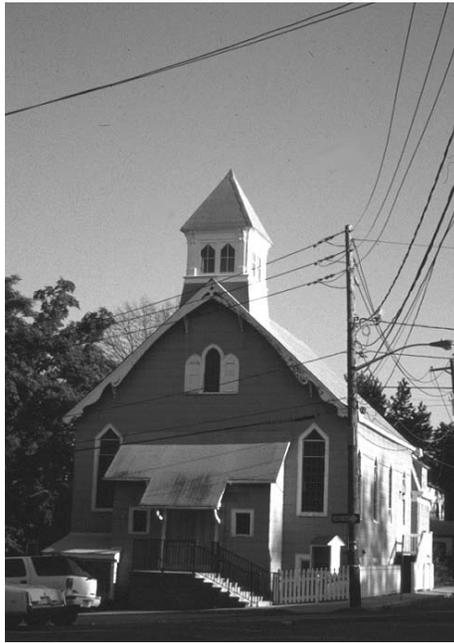
Existing height and dimension regulations should be enhanced by adding maximum setback, maximum floor area, and minimum height requirements consistent with the Hillside area's latent historic character. The regulations for this zone should incorporate the use and design objectives noted above to enable creative design. Interesting, but not overwhelming, signs should be permitted, such as flag signs.

Control the consolidation of individual properties through special permit procedure.

The objective is to assure that land assembly is done in a way that provides benefits to the surrounding area and does not overwhelm the immediate area. The mix of smaller older buildings in the Hillside area adds to its character. Lot consolidation could be permitted for unique situations, but would require special permit review to demonstrate the reasons for and benefits of agglomeration.

Provide additional and improved street and sidewalk lighting.

Improved lighting increases safety for both pedestrians and motorists, and can enhance the appearance of an area. In general, inadequate lighting is provided on sidewalks with excessive roadway lighting. Lower mounted light fixtures and different types of light standards—both oriented to the sidewalk, not the street—can improve this situation.



Landscaping, streetscape and pedestrian improvements should be targeted to the Main/North Mill Streets area, to create an attractive transition between the Hillside area and downtown.

Provide additional street trees. Trees alongside roads can greatly improve the appearance of an area, provide increased shade in warmer months and increase safety and reduce traffic speeds by narrowing the perception of a road's width. As is the case with downtown, the density of trees can be reduced in areas where business visibility is desirable. More dense plantings can be located in residential areas and in front of parking lots.

Create a plaza at Main and North Mill Streets, taking advantage of the open lots framed by historic buildings at this site. This plaza would mark the transition from the Gateway to downtown, and would better connect the Hillside area with downtown. The plaza could be created using some existing private spaces, such as parking lots, with additional public improvements. Some type of public feature should be included in a design, whether a flagpole, memorial, or other focal point.

**Objective:
Maintain and enhance the predominantly residential character of the Highland Avenue area.**

Maintain the character of residential portions of the Highland Avenue area and limit the impacts of non-residential uses in this area. There are existing stable residential areas along Highland and Midland Avenues and adjacent streets that should be protected from the intrusion of commercial uses.

Work with Nyack Hospital to ensure that any future growth is appropriate in terms of location, scale and design. The Hospital is a valuable resource for the Village and its residents. However its expansion can have detrimental impacts on the stability and character of the surrounding residential neighborhood. Efforts should be made to locate uses that require large amounts of parking and vehicular traffic away from residential areas, and ideally in the Thruway area. (The Thruway area has more land available and better road access than the Hospital's current location, with fewer neighboring residences, yet it is still close to the Hospital. These characteristics make this area ideal for future off-site and related facilities for Nyack Hospital.)

Lessen traffic impacts by reducing speed limits, increasing speed enforcement and modifying streets in the Highland Avenue area. Specific measures that can be taken include changing street direction, reducing pavement width, and adding medians on certain streets. As one example: reinstate on-street parking wherever practical on Highland Avenue. Additional parking will serve the dual purposes of providing parking for businesses and residents and narrowing and traveled way of a street, thus reducing traffic speeds.

As described for the Hillside area, control the consolidation of individual properties through special permit procedure. With the exception of Nyack Hospital and the Village Gate townhouse development, the prevailing character of the Highland Avenue area is that of detached dwellings. This pattern should be continued, with lot consolidation permitted by special permit only after demonstration of unique reasons for agglomeration, and assurances that land assembly is done in a way that provides benefits, and does not overwhelm, the immediate area.

Pursue pedestrian improvements to make the critical Main Street/Highland Avenue intersection more pedestrian-friendly. This intersection is the meeting point of Nyack's two highest-volume roads: Route 59 and Route 9W. It is the location where the State highway (Route 59) ends and the Village street (Main Street) begins. It also is used by numerous pedestrians, including children walking to school and workers and patrons walking to and from Route 59 businesses as well as Nyack Hospital, the village's major employer. The design of this intersection should improve safety for pedestrians through measures such as additional pedestrian signals, bumpouts, and changes in materials for crosswalks.

Ensure that adequate mitigation measures are provided for any adverse impacts resulting from physical expansion of the Thruway. It appears likely that the Thruway will be expanded in the area of Nyack at some point in the



Public art, landscaping and especially lighting should be used to make the Thruway underpass more attractive and less threatening.

coming decades, although the exact type, shape and size of improvements are uncertain. The Village should be prepared for this expansion to occur at some point, and should be prepared to lobby the Thruway Authority to minimize and mitigate impacts on Nyack from expansion. Particular measures could range from wider buffer areas next to the roadway and additional sound barriers to other, more indirect mitigation measures such as improved transit service from the Gateway.

**Objective:
Redesign the Thruway underpass and ramps to address the Village's design, safety and economic development concerns.**

Insist that a full highway exit/entry be provided at the Nyack Gateway. The presence of the Thruway interchange in Nyack is vitally important to the continued viability of the Village as a tourist destination and convenient residential community. Although there are localized traffic impacts from traffic going to and from the interchange, the overall benefits of maintaining full access to the regional highway network make it essential that access is not restricted or removed.

Work with the Thruway Authority to provide vehicular safety improvements at the intersections and roads serving the Thruway ramps. Improvements in these areas also should increase safety for pedestrians and bicyclists.

Make the Thruway underpass into less of a barrier and more of an entry. Some ways to accomplish this objective could include painting the columns, allowing public art under and around the underpass, providing signage and/or design treatments on the bridge, and plantings and other improvements to the existing center median strip on Route 59 near the underpass.

Waterfront

Nyack is and has always been a riverfront town. The Village owes its founding to its location along a break in the Palisades ridge dropping to the Hudson River. The river now provides recreation opportunities for Village residents and visitors, such as boating and fishing. It also provides visual excitement and a sense of openness that belies the relatively high density of the Village.

Yet there is only one fully publicly enjoyed parcel on the waterfront, Memorial Park! With the exception of the boat launch and marina to the north of Memorial Park and the Main Street pier on the Clermont property, the remainder is either in private control, or if public, difficult to get to. The waterfront has vast untapped potential to provide additional benefits to the community.

Therefore the following objectives have been set for Nyack's waterfront:

A. *Protect views and improve connec-*

tions between the waterfront and the rest of the Village, particularly downtown.

B. *Enhance Memorial Park, with better lighting, security, access and amenities.*

C. *Provide additional waterfront parks and access opportunities.*

D. *Make Nyack more of a destination for low-impact boating and other water-oriented activities.*

The overall goal is to maximize the Hudson River as the Village's defining visual, open space and recreational amenity.

Description

Nyack's waterfront, like many others along the Hudson River, was once utilized for industrial and commercial purposes. Public access was limited, if provided at all. In the past few decades, attitudes towards waterfronts have changed towards increasing public access and recreational amenities. The Hudson River has seen dramatic changes with regard to removal of former industrial properties and remediation of environmental problems. Water quality has increased to the point that fishing is permitted

The waterfront has vast untapped potential to provide additional benefits to the community.

for most species, and swimming is again possible in some areas. In a few short years, swimming beaches on the Hudson River could be commonplace.

Nyack's waterfront is poised to take advantage of these large-scale improvements through local-level actions. The Hudson River is the second best thing about living in Nyack, according to surveyed residents (the Village's sense of community was rated as the number one feature). Yet the River is a resource that can and should be enhanced. Although the Nyack waterfront is almost fully developed, there are numerous opportunities to increase public connections and access to the waterfront. The Village adopted a Local Waterfront Revitalization Program (LWRP) in 1992. More

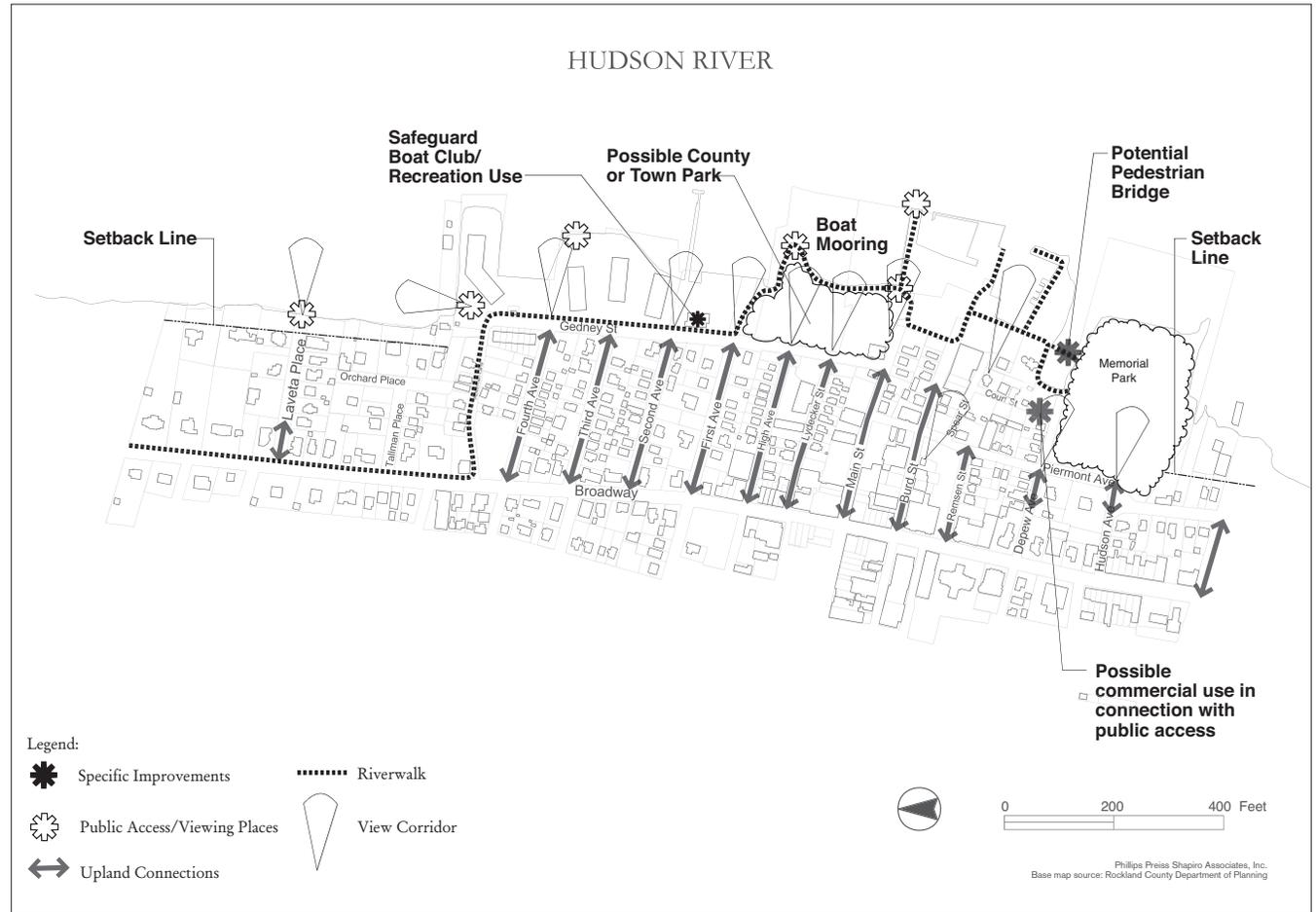
recently, the Village has become a member of the Rockland Riverfront Communities Council, which actively promotes the preservation and enhancement of the Hudson River waterfront municipalities in Rockland County. While many of the recommendations in the LWRP have been implemented since its adoption, there is much more that can be done to further improve the waterfront.

The waterfront can be divided into three main areas, as described below.

Southern Waterfront. The southern waterfront is comprised almost entirely of Memorial Park. There are also four private residential properties and the American Legion

Hall located between the south end of the park and the border of South Nyack. Memorial Park was created in 1920 for a Village veterans' memorial and became a Village park in 1935. It has 6.3 acres of land plus 3.4 acres of water. The eastern half of the park's land area is composed of fill deposited in the river, which was added in the 1950s in connection with the construction of the Tappan Zee Bridge. The park has one ball field, tennis and basketball courts, a playground area, a gazebo and open areas. There are dilapidated barges in the water just off the park, all but one of which is submerged. Events held in Memorial Park include the Mostly Music concerts, Riverfest, Crabfest, and the holiday fireworks. Vehicular access is provided to the

Map 4: Waterfront Land Use and Design



park from Depew Avenue. On street parking also is located on Piermont Avenue, which forms the western border of the park.

Central Waterfront. This portion of the waterfront stretches south

from Hook Mountain Yacht Club to just north of Depew Avenue. It generally consists of filled land that extended the natural water's edge to the east. Gedney Street forms the western boundary of most of this section of the waterfront. A few major multifamily residential devel-

opments are located in this area, including Clermont, Rivercrest, and West Shore Towers. Although much of the land on the central waterfront is in private ownership, it contains three key under- or undeveloped parcels: the Nyack Boat Club, Presidential Life site (bound-

ed by the Nyack Boat Club on the north, Clermont Phase III on the south and Gedney Street between First Avenue and Lydecker Street on the west), and Clermont Phase III site (bounded by the Presidential site on the north, the foot of Main Street and the rest of the Clermont development on the south, and Gedney Street between Lydecker Street and Main Street on the west). The Village of Nyack owns one key parcel in the central waterfront just south of the Clermont development. This property includes the Village marina and boat launch as well as a parking lot and the River Club restaurant, which is leased to a private operator.

Northern Waterfront. This section of the waterfront includes the area from the Hook Mountain Yacht Club just north of Ackerman Lane to the Upper Nyack border. The northern waterfront is all in private ownership with the exception of the public right-of-way at the foot of Laveta Place. This area is characterized by older single-family homes on large lots. Unlike the southern and central waterfronts, which are mostly manmade, the northern waterfront is characterized by the land along the river's edge sloping steeply up to the adjacent residential properties. Access opportunities along this stretch of Nyack's waterfront are thus limited by ownership patterns as well as by topography.

Objective:
Protect views and improve connections between the waterfront and the rest of the Village, particularly downtown Nyack.

Recommendations

Preserve and enhance views of the Hudson River from throughout the Village. In particular, protect waterfront views from and down cross streets. Nyackers feel a special connection with the Hudson River. Visual connections to the river from throughout the community provide a sense of place and remind residents and visitors of the unique character of Nyack. Maintaining and improving these connections is important and should be supported by Village policy.

Provide signage throughout the Village, coordinated with downtown directional signage, to direct visitors to the waterfront. The waterfront is an asset to the Village, but one that is not directly promoted throughout Nyack. As described in the downtown chapter, there are benefits to both downtown and to waterfront attractions by better linking these two areas. Visitors that are aware of more attractions may stay longer in the Village or visit more often, enhancing businesses. The lighting, landscape design and parking areas along the waterfront also should be coordinated with these improvements in the downtown.

Amend the zoning regulations in the low-density areas along the northern and southern waterfront to eliminate the possibility of land assemblage for cluster development and higher-density uses. The existing zoning for these areas allows increased residential building densities and has no limitations on land assemblage. Higher-density development in these areas would wall off the upland community, visually and symbolically, from its river. The lower density character and scale of these areas should be preserved.

Increase security at public areas along the waterfront by providing improved lighting without impacts on neighboring properties. Security is a primary concern of Village residents, particularly in areas like the waterfront that are somewhat isolated at night. Any new lighting should improve safety, but not be overwhelming to neighbors.

In the central waterfront from Second Avenue to Memorial Park, support cultural and commercial amenities that bring people to the waterfront. These include small museums, a museum barge, a seafood restaurant, inns, and bed-and-breakfasts—with appropriate guidelines for each to assure their compatibility in design, scale, etc. with their upland context. One possibility is to add a second story to the River Club restaurant that includes guest rooms. Adding places for visitors to stay would increase the attractiveness of Nyack to visitors.

Expand recreational and park resources. Memorial Park is the Village's only large recreational area. Although it has a limited area, its offerings can be expanded and improved in the following manner:

- Either recover the sunken barges for docking or other recreational uses or remove them to allow space for additional waterfront recreation.
- If the barges are maintained, consider making the one exposed barge more of a focal point on the waterfront, possibly through public art or seasonal displays on it.
- Provide additional summer uses, such as the recently installed sprinkler.
- Provide additional winter uses, such as ice skating (see Waterfront recommendation).
- Consider the provision of lighting for the ball field.
- Improve the condition of the basketball and tennis courts.
- Provide decent public rest rooms.
- Provide a concession stand.

Undertake safety and security improvements in Memorial Park. An analysis of the behavioral and use patterns of the park should be undertaken, with the goal of improving security, particularly in isolated areas such as near the cul-

**Objective:
Enhance Memorial Park, with
better lighting, security,
access and amenities.**

The plan for Memorial Park balances its value as both the Village's main waterfront amenity and the Village's most popular public park.



vert opening under Piermont Avenue. Security lighting should be improved where necessary. The use of the gate limiting access to the park needs to be clarified to see whether the park should be closed to vehicular traffic at certain times. Security personnel should also be provided in the park.

Upgrade and maintain Memorial Park's landscaping and open space. Memorial Park is currently attractive and well maintained. The Village should affirm its commitment to the park's beauty by providing additional landscaping where necessary and ensuring that Memorial Park continues to be well maintained. As one example, the parking lot at the water's edge could be redesigned to increase lawn area while allowing a limited amount of parking to remain at the shoreline for lunchtime and winter visitors.

Improve pedestrian access to Memorial Park for all pedestrians. The existing access from Depew Avenue appears to be somewhat hazardous for all pedestrians, let alone for people in wheelchairs or who are bringing baby carriages to the park. Safe access should be provided to the park for all pedestrians. This access point should also comply with Americans with Disabilities Act regulations. As noted in the Riverwalk recommendations, connecting the park to other parts of the waterfront and Village is important. A connection to Piermont Avenue at the southern end of the park should be provided as part of the Riverwalk. In the event that a suitable connection is made from the Spear Street parking lot to Memorial Park, removing direct vehicular access to Memorial Park (other than for emergency vehicles) should be considered.

Provide high design standards to comfort stations and other design features, with the input of the Architectural Review Board. Public facilities need not look "institutional"; their design should be characteristic of Nyack's unique

blend of architecture. Park lighting should be non-glare, so as to avoid adverse impacts on neighboring properties.

Over time, spread out recreational uses to other potential waterfront park sites. Memorial Park should still remain a central gathering place for Village residents and visitors with a wide array of activities. However, there is limited space for additional uses in the park. Decentralizing certain recreational uses when possible would reduce impacts on immediate neighbors of any one park and provide opportunities elsewhere on the waterfront.



Provide an ice skating rink on the waterfront. This could involve seasonal use of the basketball courts in Memorial Park. Other waterfront locations may prove more practical. The rink's purposes are to bolster winter recreation, increase winter use of the waterfront, and provide additional reasons to residents and visitors to recreate in Nyack and visit nearby downtown.

Create a "Riverwalk" along the entire length of the waterfront in the Village. The concept of a waterfront walkway has been considered in Nyack for some time. Providing this type of facility would link together the various portions of the waterfront and create an additional recreational amenity for the Village. (The proposed path of the Riverwalk is shown on the Waterfront Land Use/Design Map.) Specific recommendations for this walkway include the following:

- In the area from First Avenue to the south end of Memorial Park, locate the Riverwalk at the water's edge.



Small parks, viewing areas, a continuous riverwalk, upland connections and view corridor protection can protect and extend the benefits of Nyacks' riverfront to more parts of the Village and to more villagers.

**Objective:
Provide additional waterfront parks
and access opportunities.**



- Expand this riverside portion of the Riverwalk to Second Avenue in the event that the Nyack Boat Club looks to redevelop its property.
- In other areas, connect the waterfront segments along the first inland public right-of-way.
- Provide a bridge over the cove north of Memorial Park for the Riverwalk. This connection also would permit easier use of the Village parking lot for park visitors.
- Provide a pedestrian connection from Memorial Park to the parking lot along the water's edge of the easternmost residential property on the north side of Depew Avenue, in the event that the property owner were to seek a commercial use such as a concession stand or bed-and-breakfast. (The C-3 Waterfront Commercial Zone permits water related commercial uses in tandem with the provision of public benefits, such as a walkway. This zone could be expanded slightly southward to include the residential property.)
- Provide access to the Riverwalk and Memorial Park from the foot of Hudson Avenue. There is currently no direct connection to the park and waterfront at the south end of Memorial Park. A connection in this area would benefit residents and visitors.
- Utilize design elements, such as signage, graphics and pavers, to unify the riverwalk. The experience of using the Riverwalk would be enhanced through these unifying elements.
- Promote the efforts of the Rockland Riverfront Communities Council. The Village of Nyack is part of this group, which is working cooperatively to address issues of regional importance. Among other efforts, the RRCC is promoting the Hudson River Valley Greenway Trail, which passes through Nyack. This trail's route through Nyack should be mapped and designated by the Village.

Pursue public acquisition of undeveloped parcels on the waterfront. Nyack is deficient in parkland, and waterfront parks are particularly scarce in general. The Clermont Phase III and Presidential sites are the last major vacant parcels

on the Hudson River in Nyack. The Village should promote acquisition of these parcels as parks, but the Village does not have the financial wherewithal itself. Therefore Orangetown and Rockland County should be approached; so might land conservancies such as the Trust for Public Land; and the property owners should be engaged about their possible interest in selling or donating the properties. Until or if this does not occur, the existing zoning regulations should remain in place for these lots with additional design guidelines that promote extension of a riverside walkway. Other objectives in this immediate area should include purchase of development rights from adjoining recreational sites such as the Nyack Boat Club, preservation of water views from upland cross-streets, and creation of architecture comparable to the upland historic context.

Create a small “viewing point” park at the foot of Laveta Place, similar to the Gesner Avenue mini-park at the river's edge in South Nyack. The Village already owns this land up to the water's edge. This park would provide the only public access to the waterfront on the entire northern waterfront. Due to space limitations, the lack of a turnaround for cars, and its location in a residential neighborhood, it should not be a major facility, perhaps only encompassing a viewing platform, a few benches, a bicycle rack, and a trash receptacle. It should be carefully designed not to intrude upon adjoining properties. Signage and parking restrictions should be used to promote access by pedestrians and bicyclists, instead of motor vehicles.

Promote additional small “viewing point” parks at the foot of Fourth Avenue, Second Avenue, First Avenue, and the northern tip of Gedney Street, in connection with any discretionary zoning approvals requested by the concerned private property owners. These types of parks would be similar in concept to the Laveta Place viewing station, simply providing an area to stop and look out on the Hudson River. They could be pursued only in connection with redevelopment or other privately initiated actions on these sites.

Zoning and other Village policies should promote boating and other forms of water-oriented recreation and activities.



Carefully consider promoting planned redevelopment in the area south of Burd Street and east of Piermont Avenue. Potential uses, as indicated in the Village's *Local Waterfront Revitalization Plan* (LWRP), include water-dependent activities, small-scale retail, an inn or bed-and-breakfast, and low-rise housing. Objectives for any redevelopment in this area should include: (1) requiring private development of public parking, (2) no net loss of public parking, (3) enhancement of waterfront views, and (4) improved public access from downtown to the waterfront and public parking, including (5) additional retail and protection of selected waterfront vistas from Burd Street. Development on this block should not go forward in a piecemeal fashion; i.e. plans should be prepared for the entire area, not just single parcels or buildings; and, to be cohesive, proposals for any single property should be considered in light of a potential development area that takes in Village land and facilities.

Design and program all of the parks and amenities with the involvement of the adjoining residents, to allay concerns about lighting (e.g., adequate but non-glare), safety, noise, etc. While there are significant overall benefits from provision of additional parks, any potential detrimental impacts to nearby properties should be mitigated to the greatest extent possible.

**Objective:
Make Nyack more of a destination for low-impact boating and other water-oriented activities.**

Determine if private landowners are encroaching on publicly owned land. There may be areas along the waterfront that have been essentially taken by property owners that should be public land. The Village and County should determine whether this has occurred and take appropriate steps to reclaim the land.

Enact a transfer of development rights (TDR) program to preserve recreation on waterfront properties. TDR is a

tool that enables property owners to continue using their land for a specified purpose, such as open space or recreation, while selling the rights for future development for other uses, generally to a public or non-profit agency. This program would provide revenue for uses such as the Nyack Boat Club. At the same time it would foreclose the potential for their removal to make way for new development.

Promote as many additional boat-mooring locations along the riverfront as are feasible and permissible by State and Federal regulations. Nyack has a waterfront that is convenient to countless boaters from the New York area and beyond. It also is a community that is tied to the water and is a desirable destination. The Village should encourage more boat mooring for visitors and residents.

Allow and promote additional water-oriented activities, such as watercraft rentals, water taxi stops, tours, boat launches, beaches etc. at Memorial Park and other locations north to Second Avenue, and at the Hook Mountain Yacht Club site. The waterfront is a recreational asset that should be accentuated by providing additional opportunities for use of the water.

Extend the Village's control of property into the Hudson River. New York State regulations enable municipalities to have jurisdiction over waterfronts up to a certain distance offshore. Nyack should investigate whether these regulations are applicable to its waterfront, and if so, pursue this designation. The Village also should research titles, easements, and riparian rights along the waterfront and into the river.

Residential

Nyack is truly a Village in every sense of the word. When asked in a survey conducted for this plan to name the three best things about living in Nyack, the top answers from Village residents included Nyack's diversity, its charm and physical beauty, and its walkability, as well as downtown and the Hudson River. But the overwhelming top response was the Village's sense of community, its "quality of life". In the case of Nyack, quality of life is a sum of all the attributes, the large and small, tangible and not so tangible, which have made the Village a special place.

Therefore the following objectives have been set for Nyack's residential areas:

- A. *Problem-solve to ensure that Nyack remains a place where a wide variety of residents can find and maintain a home.*
- B. *Enhance and protect Nyack's village scale and historic charm.*
- C. *Emphasize Nyack's pedestrian-oriented circulation system.*
- D. *Encourage private and public facilities that better meet the recre-*

ational and other needs of local residents.

The overall goal is to protect the physical and social qualities that make Nyack a safe, diverse, affordable, and pleasant community.

Background

Topography and Transportation.

More so than most communities, Nyack has been shaped by topography and transportation systems. The

Village is located along the edge of the Palisades ridge and slopes downward to the Hudson River. Therefore there are areas of steep slopes throughout the Village. The steepest slopes are generally located in the area west of Highland Avenue, although there are localized areas in Nyack with extreme topographical constraints. The other major natural constraint is the presence of floodplain areas along the shore of the Hudson River.

The Village originally served as a

port on the Hudson River, offering access to the interior of Rockland County due to a break in the Palisades. The railroad came to Nyack in 1870 and expanded the Village's center from the waterfront to the south end of the current downtown. By 1965 the railroad was abandoned and supplanted by the automobile due to the opening of the Palisades Interstate Parkway in 1947 and the Tappan Zee Bridge in 1955. Nyack therefore entered the automobile age as a pedestrian-scaled village with extraordinary convenience to a regional roadway network.

The construction of the Tappan Zee Bridge required the routing of the New York State Thruway through the southwestern section of Nyack. The Thruway, also designat-

ed as Interstate Routes 87 and 287, has three interchanges in the Nyack area. Interchange 11 is located at the western end of the Village, with northbound access at High Avenue and Polhemus Street, and southbound access at Mountainview Avenue and Route 59. Interchange 10 is located in South Nyack and provides partial access. Interchange 12 located in the Town of Clarkstown approximately one mile west of Nyack provides full access to the highway. There is also limited bus transit service in Nyack.

Community Facilities and Activities. The breadth of services and infrastructure provided within Nyack is impressive for a community of fewer than 7,000 residents, and

enhances both the quality of life and urbane quality of the Village.

The Nyack Library is located on South Broadway and receives the majority of its funding from the same tax district as Nyack Schools. The Nyack School District provides educational services for residents of the Village of Nyack as well as South Nyack, Upper Nyack, Valley Cottage and Upper Grandview. The district currently has four elementary schools serving students in kindergarten through fifth grade, one middle school for students in sixth through eighth grades and Nyack High School, located in Upper Nyack, for students in ninth through twelfth grades. The current Nyack High School opened in 1990, replacing the old high school located in the Village on Fifth Avenue between Midland

Map 5: Single-Family Residential Uses



Avenue and Franklin Street. The old high school currently is occupied by Rockland County BOCES. Nyack College is located just outside the Village in South Nyack. According to respondents to the residential survey, the library and schools are the most important Village service priorities.

Memorial Park is the one major park located in Nyack. As described in the waterfront section, it has a land area of 6.3 acres and it has one ball field, tennis and basketball courts, a playground area, a gazebo and open areas. The Village has Veterans' Memorial Park in Downtown and

other scattered public open spaces which are identified in the Appendix. Recreational facilities are provided on the grounds of the old high school, including a track and sports fields; but these are not open to the public. Other parks just outside Nyack are a small park with a play-

Map 6: Two-Family Residential Uses



ground located in South Nyack on Cedar Hill Avenue and a Clarkstown recreation center located in Central Nyack on Waldron Avenue. Nearby larger parks include Rockland Lake and Hook Mountain State Parks to the north along the Hudson River and Blauvelt and Clausland Mountain

State Parks to the south.

Other outdoor recreational facilities in Nyack include the Village boat launch and marina at the foot of Spear Street, the Nyack Boat Club on Gedney Street at Second Avenue, and the Hook Mountain Yacht Club at the northern end of Gedney Street. The

Hudson River Valley Greenway Bike Trail passes through the Village along waterfront streets, and the potential Greenway Trail follows a similar route. One other large open area in the Village is the 36.8-acre Oak Hill Cemetery. The cemetery features wooded areas and is located on the

Map 7: Three or More Family Residential Uses



hillside above Highland Avenue, rising from 200 feet above sea level to over 400 feet. In addition to its dramatic views of the Village and the Hudson River, Oak Hill Cemetery is the final resting place for numerous Nyackers including Helen Hayes, Edward Hopper, and Carson

McCullers.

Other community facilities in the Village include the YMCA, Nyack Center, various houses of worship, and cultural facilities described in the downtown section. The YMCA serves 700 full members from Nyack and surrounding communities. It

provides recreational facilities such as a gym and pool, as well as a nursery school and small camp programs. Nyack Hospital is located between Highland and Midland Avenues and Sickles and Fifth Avenues. The hospital, founded in 1900, currently has 375 beds and nearly 1,400 employ-

Map 8: Multi-Family Residential Uses



ees. Active civic groups in the Village include the Arts and Craft Dealers Association, the Chamber of Commerce of the Nyacks, the Friends of the Nyacks, and the Nyack Rotary Club.

Police protection for most of the Village is provided by the

Orangetown Police Department, with the westernmost section covered by the Clarkstown Police Department. The Joint Nyack Fire District provides fire protection for the Village as well as South Nyack and Upper Nyack with eight individual fire departments serving various areas. The Nyack

Community Ambulance Corps, founded in 1939, provides emergency medical service for the Village.

The Nyack Water Department provides water service to the Village, as well as to portions of surrounding communities. Its treatment facility is located in West Nyack at its source

The plan has been shaped in great part by the community's civic-minded environment.

along the Hackensack River. Sewer service for Nyack is provided by the Orangetown Sewer District.

Many of Nyack's residents and members of its business community are engaged in civic organizations, including the Rotary Club, the Historical Society of the Nyacks and the Police Athletic League. Volunteer efforts were particularly important in the preparation of this plan. From the earliest beginnings of this process, Nyackers have assisted greatly by attending meetings, taking photographs of the community, distributing surveys, and drawing maps, among numerous other activities. The plan has been shaped in great part by the community's civic-minded environment.

Architectural and Historic Resources. Nyack is rich in architectural styles, including various historical structures. The housing stock of the Village includes numerous Victorian houses, with varied architectural styles such as Queen Anne, Gothic Revival, Italianate, and Second Empire. The oldest house in the Village is the John Green House, circa 1820, located on the lower end of Main Street. Downtown Nyack features a number of commercial buildings constructed before 1900, with various other structures in and around downtown constructed in the 1920s.

Edward Hopper's birthplace and Nyack Post Office are on the National Register of Historic Places and the old Nyack High School has been deemed eligible for listing. Several surveys by

professionals have identified 80 to 100 sites or buildings of historic interest in the Village. The Historical Society of Rockland, applying somewhat broader criteria, identified 215 sites and structures. Yet Nyack does not feel frozen in time, as minor—and sometimes quite original—modifications have been made to older buildings. The Village's old, new, and modified architecture is generally characterized by its orientation to the front yard and tree-lined streets, reinforcing the sense of community. Numerous homes feature porches, cupolas, towers, and other elements that add to the unique sense of place of Nyack. Due in part to relatively small lot sizes, gardens and landscaping feature prominently in the residential street life of the Village.

Nyack is one of the few villages in

Table 2: Housing Units by Occupancy, Nyack and Rockland County, 2000

	<u>Village of Nyack</u>	<u>% of Total</u>	<u>Rockland County</u>	<u>% of Total</u>
Owner-Occupied Housing Units	1,103	33.5%	66,424	69.9%
Renter-Occupied Housing Units	2,085	63.4%	26,251	27.6%
Vacant Housing Units	100	3.0%	2,298	2.4%

Source: US Census Bureau

New York with a Victorian heart that does not have a historic district. The Village established a Historic District and Landmarks Preservation Commission in 1985; but the Commission is not active; and no Village Historic Districts have been designated. Therefore the Village's historic resources remain much at risk. In 1999, the Village created an Architectural Review Board, which has, however, already elevated design considerations in the development review process.

Land Use and Housing. Nyack is essentially fully developed. While there are limited vacant parcels throughout the Village, most opportunities for development will actually be redevelopment of existing proper-

ties. Maps showing existing land uses in Nyack in 1990 and 2000 are included in the appendix, along with a map showing the Village's existing zoning. Comparison of these maps shows that most formerly vacant parcels have been developed since 1990.

The number of housing units in Nyack in 2000 was 3,288, an increase of 9 percent from the 1990 Census figure of 3,026. The total number of housing units in Rockland County grew by 8 percent during the same period. Approximately 63 percent of all housing units in Nyack were renter-occupied in 2000, while only 34 percent of the units were owner-occupied, leaving 3 percent vacant. This is in sharp contrast with Rockland County, where nearly 70 percent of all units were owner-occu-

pied and 28 percent renter-occupied. Nyack therefore has a higher proportion of renters than a typical suburban community, with nearly two-thirds of the Village's housing stock classified as renter-occupied in 2000.

Multifamily housing construction in the Village started in earnest after World War II, beginning with the construction of Rockland Gardens in 1949. By the early 1960s, some 500 multi-family units had been constructed. A number of these developments include affordable housing units. These include Waldron Terrace (82 units), Depew Manor (48 units), Rockland Gardens (68 units), Nyack Plaza (173 units) and Tallman Towers (83 units). The affordable housing units in the Village include some that are controlled by the Nyack Housing Authority, as well

Table 3: Village of Nyack Population, 1883 to 2000

Year	Population	Change	
		Number	Percent
1883	3,249		
1890	4,111	862	26.5%
1900	4,275	164	4.0%
1910	4,619	344	8.0%
1920	4,444	-175	-3.8%
1930	5,389	945	21.3%
1940	5,206	-183	-3.4%
1950	5,889	683	13.1%
1960	6,010	121	2.1%
1970	6,659	649	10.8%
1980	6,405	-254	-3.8%
1990	6,558	153	2.4%
2000	6,737	179	2.7%

Sources: *A Centennial Journey/Nyack in the 20th Century*, US Census Bureau

Table 4: Population Change, 1980-2000

Year	Village of Nyack		Rockland County	
	Number	Change	Number	Change
1980	6,405		259,530	
1990	6,558	2.4%	265,475	2.3%
2000	6,737	2.7%	286,753	8.0%

Source: US Census Bureau

as private developments that either participate in government assistance programs or simply provide housing that is affordable to lower-income residents. Maps showing single-family, two-family and three or more family residential properties in the Village, as well as selected existing multi-family housing developments, are included on the following pages.

One notable trend is that of residential conversions. During the past decade, 42 properties in the Village were converted from multiple-family to single-family use, but 70 properties were converted from single-family to multiple-family use. This variety of housing is a key reason why Nyack defies the homogeneity of most suburbs and achieves almost an urban density. Furthermore, approximately 15 percent of the Village's housing

stock is protected affordable units, with another 500 or so units that are semi-affordable. If all of these units were to remain affordable to low- and moderate-income households, close to one-third of Nyack's housing stock would be affordable, a figure that compares extraordinarily well to other relatively affluent suburban communities, where the typical but rarely achieved goal is that 10 to 15 percent of all housing be "affordable." Nonetheless, this positive situation has been increasingly offset by rising property values, which reduced the affordability of housing for many residents.

Population. Since its incorporation in 1883, the population of the Village of Nyack generally has been growing

at a modest rate as shown in Table 3.

After a slight decline in the 1970s, the Village's population grew slightly in the 1980s and 1990s, reaching an all-time high of 6,737 in 2000. As shown in Table 4, the population of Rockland County increased at a similar rate to that of Nyack in the 1980s, but in the 1990s, Rockland County grew at a rate almost three times that of Nyack, consistent with development patterns.

Nyack has a diverse population in terms of race, age and income. As noted in Tables 5 through 7, approximately three-fifths of the Village population is White/non-Hispanic, and one-quarter is Black. However, focusing just on residents under 18, approximately two-fifths of the Village's youth were White and another two-fifths were Black. While

Table 5: Overall Nyack Population by Race and Origin, 1990 and 2000

	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total Village population	6,558	100.0%	6,737	100.0%	179	2.7%
White	3,779	57.6%	4,001	59.4%	222	5.9%
Black or African-American	2,367	36.1%	1,708	25.4%	-659	-27.8%
Other races/two or more races	113	1.7%	451	6.7%	338	299.1%
Other races	113	1.7%	183	2.7%	70	61.9%
Two or more races	NA	NA	268	4.0%	--	--
Hispanic or Latino (of any race)	299	4.6%	577	8.6%	278	93.0%

NOTE: The category "two or more races" was not available prior to the 2000 Census.

Source: US Census Bureau (Census 2000 Redistricting Data Summary File, 1990 Census)

Table 6: Nyack Adults by Race and Origin, 1990 and 2000

	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total population 18 years and over	5,297	100.0%	5,460	100.0%	163	3.1%
White	3,301	62.3%	3,479	63.7%	178	5.4%
Black or African American	1,668	31.5%	1,213	22.2%	-455	-27.3%
Other races/two or more races	91	1.7%	334	6.1%	243	267.0%
Other races	91	1.7%	149	2.7%	58	63.7%
Two or more races	NA	NA	185	3.4%	--	--
Hispanic or Latino (of any race)	237	4.5%	434	7.9%	197	83.1%

NOTE: The category "two or more races" was not available prior to the 2000 Census.

Source: US Census Bureau (Census 2000 Redistricting Data Summary File, 1990 Census)

Table 7: Nyack Youth by Race and Origin, 1990 and 2000

	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total population under 18 Years	1,261	100.0%	1,277	100.0%	16	1.3%
White	478	37.9%	522	40.9%	44	9.2%
Black or African American	699	55.4%	495	38.8%	-204	-29.2%
Other races/two or more races	22	1.7%	117	9.2%	95	431.8%
Other races	22	1.7%	34	2.7%	12	54.5%
Two or more races	NA	NA	83	6.5%	--	--
Hispanic or Latino (of any race)	62	4.9%	143	11.2%	81	130.6%

NOTE: The category "two or more races" was not available prior to the 2000 Census.

Source: US Census Bureau (Census 2000 Redistricting Data Summary File, 1990 Census)

Table 8: 1999 Population by Age

Age Group	Number	Percent
Under 5 Years	417	6.2%
5 to 14 Years	883	13.1%
15 to 24 Years	599	8.9%
25 to 34 Years	1,062	15.7%
35 to 44 Years	1,281	19.0%
45 to 54 Years	997	14.8%
55 to 64 Years	570	8.5%
65 to 74 Years	455	6.7%
75 to 84 Years	346	5.1%
85 Years and Over	134	2.0%
TOTAL	6,744	100.0%

Source: Claritas Inc.

the number of non-Hispanic Black residents ostensibly decreased by over 25 percent during the 1990s, factoring in changes in Census Bureau methodology implies a lower rate of decrease. The Census Bureau introduced a category of "two or more races" for the 2000 Census. As

a result, those who may have been listed in one racial category in 1990 may have selected this new category in 2000.

Despite this decline, the Village's population became more (not less) diverse in the 1990s. The number of Hispanic residents increased by at

least 80 percent, with a numeric increase from 299 in 1990 to 577 in 2000. The number of residents in the "other races" (mostly Asians) category grew by 62 percent. The number of non-Hispanic Whites decreased 1.6 percent overall, from 6,259 in 1990 to 6,160 in 2000.

Table 9: 1999 Household Income Distribution

Category	Village of Nyack		Rockland County	
	Number	Percent	Number	Percent
Under \$10,000	246	8.1%	4,610	5.0%
\$ 10,000 to \$ 19,999	280	9.2%	6,521	7.1%
\$ 20,000 to \$ 24,999	200	6.6%	3,025	3.3%
\$ 25,000 to \$ 29,999	159	5.2%	2,911	3.2%
\$ 30,000 to \$ 34,999	228	7.5%	3,437	3.7%
\$ 35,000 to \$ 49,999	330	10.9%	10,206	11.1%
\$ 50,000 to \$ 74,999	617	20.3%	18,019	19.5%
\$ 75,000 to \$ 99,999	391	12.9%	14,512	15.7%
\$100,000 to \$149,999	366	12.0%	15,475	16.8%
\$150,000 and Over	223	7.3%	13,564	14.7%
TOTAL	3,040	100.0%	92,280	100.0%

Source: Claritas Inc.

Table 10: Employment by Industry (Employed Persons over 16), 1990

	Number	Percent
Agriculture/Forestry/ Fisheries/Mining	7	0.2%
Construction	170	4.5%
Manufacturing	643	17.0%
Transportation/ Communications/Utilities	294	7.8%
Wholesale and retail trade	606	16.0%
Finance/Insurance/ Real Estate	189	5.0%
Professional and Related Services	1,365	36.0%
Other services	375	9.9%
Public Administration	138	3.6%
TOTAL	3,787	100.0%

Source: US Census Bureau

In terms of age, Nyack's population is concentrated in the 35 to 44 age group, which was estimated to comprise almost one-fifth of the Village's 1999 population, with a median age of 38.0 years. Indeed, 30 percent of the population lies between the ages of 35 and 54, signifying an aging baby boom and growing middle-aged adult population. During the 1990s, the number of residents under 18 years of age has remained stable. The population is somewhat transient, as over one-half of residents surveyed had lived in the Village for ten or fewer years, with over one-third living in Nyack for five or fewer years.

Income and Employment. The median per capita income in Nyack in 1999 was estimated at \$29,262, compared to \$19,642 in 1989. The median household income in 1999 was estimated at \$52,305, compared to \$37,094 in 1989. These are not significant increases after accounting for inflation.

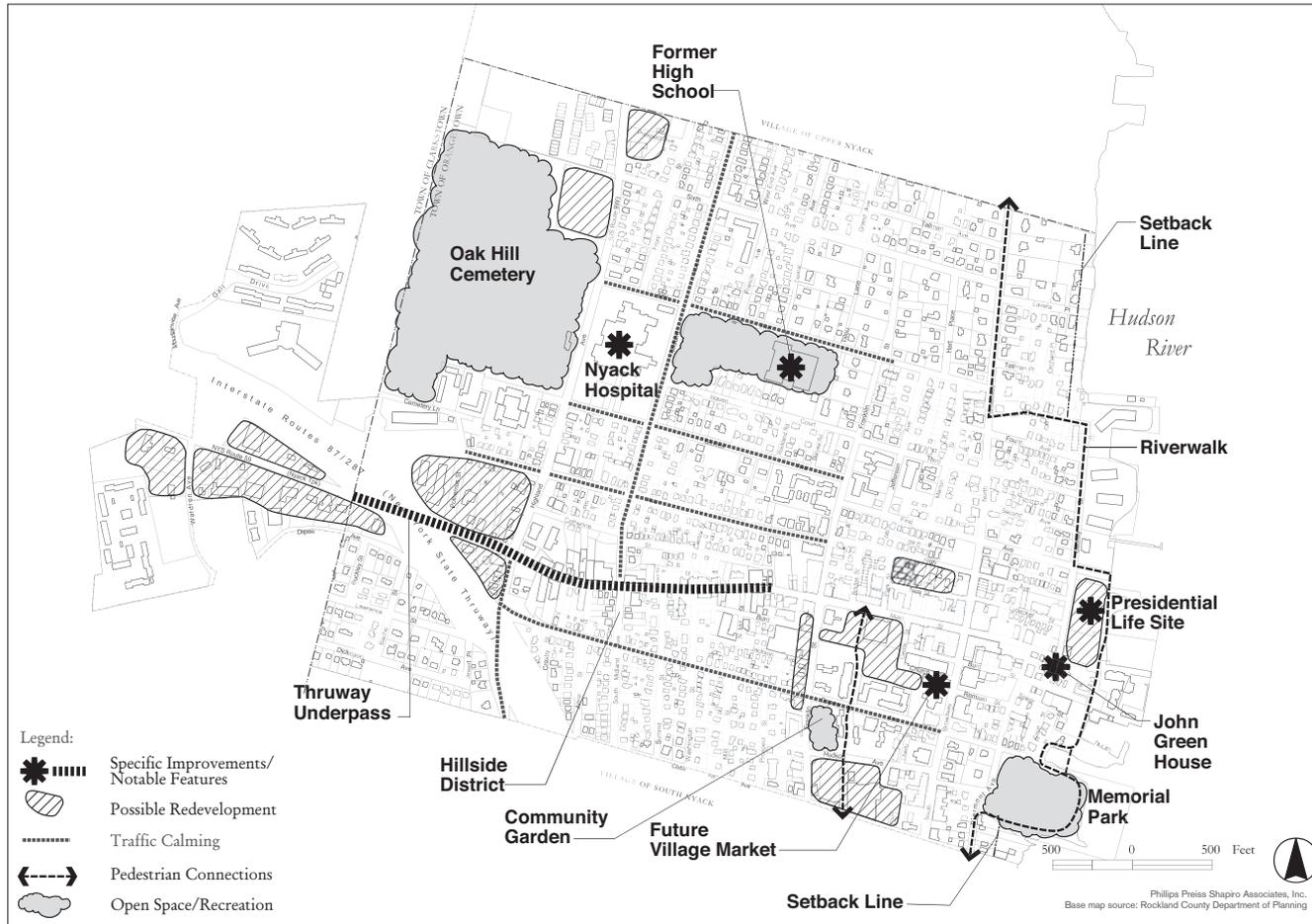
Therefore, Nyack continues to house a wide variety of income groups, including lower categories. Housing values have, however, gone up far more than incomes. In the 2000s, the Village should expect a decrease in moderate-income groups and increase in higher-income groups. The lower-income groups may remain relatively stable, due to the high number of publicly assisted

or protected dwelling units in the village. The distribution of household income in Nyack and Rockland County is listed in Table 9.

As shown in Table 10, over one-third of Nyack's residents in 1990 were employed in the service industry.

According to a survey of residents conducted for the Comprehensive Plan, one-third of Nyack residents work in the Village, and over one-quarter regularly work from a home office or studio. This provides added support for local shops and restaurants, as well as a stronger sense of community.

Map 9: Residential Land Use and Design



Recommendations

Continue to provide a range of housing types. Nyack is proud of its population diversity. It has long been a community that has welcomed residents of a variety of cultural, ethnic, and economic backgrounds. This diversity is partly the result of the diversity of housing choices in the Village. Any future development or redevelopment in Nyack must take into account that Nyack wants more than typical suburban development of single-family detached homes.

Work to protect existing affordable housing. Nyack already has a high percentage of affordable units for a suburban community. However, some housing that is affordable to low- and moderate-income residents is in jeopardy of losing

Objective:
Problem-solve to ensure Nyack remains a place where a wide variety of residents can find and maintain a home.

this status due to various circumstances, such as the term of certain government subsidies ending or the overall attractiveness of Nyack leading more affluent homebuyers to all parts of the Village. Maintaining the affordable housing stock requires property-by-property vigilance, tenant organization, incentives, and problem solving.

Provide additional affordable units in new residential developments. Although there is limited land available for new development in the Village, some new housing construction can be expected. Possible sites for this type of housing include: upstairs living in downtown and in the Hillside area, along the Franklin Avenue corridor, on vacant land in the Waldron Terrace public housing complex and along Waldron Avenue. The recent (2004) approval for the Tappan Zee Market on the former Tappan Zee Playhouse site included approval for ten affordable apartments on the upper floors solely for occupancy by volunteer firefighters. Any significant new development should set aside a minimum of 10 percent of their units for affordable housing—defined at 80 percent of area median income. The Village should work closely with groups like the Rockland County Housing Coalition and Habitat for Humanity to build and renovate one- and two-family homes targeted to qualifying households.

Promote homeownership by low- and moderate-income households. It is important that Nyack does not simply provide only affordable rental housing, but that opportunities to own a home are made available to residents of all income levels. Possible methods for achieving this objective include: (1) the continued use of real estate tax forgiveness for seniors and lower-income households; (2) Neighborhood Housing Services-style technical assistance programs for home improvements; (3) mutual housing arrangements where a portion of rental payments is put aside for eventual acquisition of the unit; and (4) one-stop-shop and workshops for information on housing support programs.

Work with the banking community to provide housing and financing opportunities, such as through the



A problem-solving approach is recommended to promote affordable housing.

Community Reinvestment Act. Banks have not just a moral but also a legal obligation to serve the entire community in which they are located. The banking community has been helpful in assisting with lending for homebuyers as well as financing new affordable housing in other areas. Nyack should ensure that the banks serving the Village have been active in this regard, and push to get additional involvement from the banking community in providing housing opportunities for low- and moderate-income residents.

Create an affordable housing task force for the Village. The Nyack Housing Authority has been extremely successful in providing and maintaining affordable housing units in the Village. It also oversees the federally funded Section 8 program that places low-income residents in market-rate housing. However, the Housing Authority does not have the resources to look at the larger picture in the Village. Therefore a new entity should be created whose sole focus is affordable housing retention and expansion in the Village. This group would monitor affordable housing opportunities in Nyack and provide an annual report on the state of affordable housing in the Village. It should ideally include a representative of the Housing Authority as well as other community representatives.

Promote compatibility in scale, density, and orientation between new and existing development. Permitted densities and building heights should be reduced where appropriate. Zoning regulations should require new buildings to face the street, which would promote the front yard orientation of Nyack's neighborhoods. Similarly, residential garages should be prohibited from projecting in front of dwellings. This requirement would prevent the development of "snout houses" in the Village.

Upgrade landscaping requirements for off-street parking lots. While the provision of parking is important to Nyack's residents and business community alike, parking does not have to be provided at the expense of the Village's character.

**Objective:
Enhance and protect development that protects Nyack's village scale and historic charm.**

Regulations for public and private parking lots should be enhanced to require designs that include landscaping both throughout parking lots as well as on their perimeters.

Provide minimum average unit size, to prevent SRO (single-room occupancy) development. Although smaller housing units can be useful for providing affordable housing, there are significant negative impacts associated with buildings containing clusters of SRO housing. Zoning regulations should provide of minimum average unit sizes in residential development, which can allow a mix of unit types and sizes.

Replace the R-M Residential Mixed Use zoning district, which promotes auto-oriented bulk and site plans, with one that has more appropriate design standards. This zone generally covers the Hillside area and downtown fringe, as well as the area between Nyack Hospital and the Thruway area. While the concept of providing transition zones is sensible, the current regulations of the R-M Zone promote development that is not appropriate for these areas. The bulk standards for the zones that replace this one should permit development that is more in keeping with Nyack's pedestrian-oriented design character.

Continue to promote Nyack's unique blend of historic and innovative architecture. The charm and beauty of the Village's physical environment has been recognized by residents as one of the top things about living in the Village. Nyack is historic, yet it is not frozen in time. Officially there are currently two Village entities that deal with design and preservation issues: the Architectural Review Board and the Historic District and Landmark Preservation Commission. These two bodies should be merged into one Design Review Board, which would be responsible for both historic and non-historic development review. Decisions of the Design Review Board decisions should be binding, with request for appeals directed to the Zoning Board of Appeals.



Designate local historic districts and landmarks. Most of the downtown and other parts of Nyack have the historic cohesion that warrants designation. There are a number of churches and other buildings that individually warrant extra protection, as well. The emphasis should be on the exterior of buildings, as viewed from public streets. But as indicated above, while preservation should be held foremost, innovative design should also be promoted, consistent with the Village's eclectic and Bohemian design image.

Over time, prepare design guidelines and revise zoning to reflect the experience of the Design Review Board. As building and development applications are reviewed, the Design Review Board will glean useful experience. This should be generally reflected in advisory design guidelines. Such guidelines can provide predictability to applicants, and restraints on the review process. They should emphasize scale, context, setbacks, etc. over architectural styles, and should use historic building standards as their point of departure, yet still allow innovative design. Over time, it may further be useful to adjust the hard and fast zoning rules in light of the Village's growing experience with the advisory guidelines.



Pursue having the entire or most of the Village listed on the National Register of Historic Places. The appropriate nomination strategy would be a Multiple Resource listing, involving a combination of small historic districts and individual landmarks, united by the theme of a nineteenth century riverside village. National Register listing allows investors to seek tax benefits in connection with State-approved rehabilitation and renovation of historic buildings for commercial uses and rental housing. It requires an extra layer of review for government-funded projects affecting historic properties. It has no tax or bureaucratic implications otherwise, i.e., homeowner housing is not affected, and compliance by private investors is voluntary. It is all "carrot" and no "stick," with the benefit of raising awareness of the historic value of properties without restricting what people can do to their property.



Design guidelines, preservation and contextual zoning should be employed to protect the historic scale and character of Nyack while still allowing for innovation and artistic expression.



Discourage demolition of historic buildings. As housing and commercial values rise, smaller and older buildings will be targeted for demolition, sometimes in connection with consolidation of several lots. Demolitions and tax lot mergers should require Planning Board approval, with proofs that the Village's historic resources, low scale, and pedestrian-oriented character would not be degraded.

Preserve the Village's natural features. Nyack is located on the side of a large hill at a break in the Palisades, with stunning views of the Hudson River and natural features such as Hook Mountain. The Village's natural attributes should be protected through ordinances that regulate development in steep slope areas, protect the ridgeline of the Palisades and limit clear cutting of existing trees for new development, consistent with the recommendations of the Rockland Riverfront Communities Council. Additional ordinances should be considered for conservation of other natural features such as wetlands and streams. Advisory guidelines should be prepared for new residential construction, for use by the Planning, Zoning, and Design Review Boards and building department staff.

Enhance walkability throughout the Village, particularly in residential areas. Residents have mentioned the walkable character of Nyack as one of the Village's top attributes. There are various ways for the Village to improve the experience for pedestrians in its neighborhoods, including the following:

- Provide safe and attractive sidewalks wherever possible, with standards for adequate width and design. While some areas of Nyack have adequate sidewalks, there are many areas where either the existing sidewalks are unsafe for pedestrians or sidewalks are not provided at all. Substandard sidewalks should be improved throughout the Village as funding is available, particularly in areas with high pedestrian volumes. Standards for sidewalk should have criteria for width, materials, location etc.

**Objective:
Emphasize Nyack's
pedestrian-oriented
circulation system.**

- Provide adequate street and sidewalk lighting with minimal impacts on adjoining residences. Safety is a concern to Village residents. The perception of an area being unsafe is increased by the provision of inadequate lighting for the street, and particularly for pedestrians. Any new street lighting should throw off enough light for the sidewalk but have limited impact on neighboring properties. Lower mounted light fixtures and different types of light standards can improve this situation.
- Provide additional street trees. The beauty of many of Nyack's neighborhoods is due in part to its tree-lined streets. Canopies of trees over residential streets can greatly improve the appearance of an area, provide increased shade in warmer months, and increase safety and reduce traffic speeds by narrowing the perception of a road's width.
- Promote strict enforcement of speed limits. Additional signage, including temporary signs showing motorists their travel speeds, can assist with the reduction of vehicle speeds.
- Provide marked crosswalks. Walkability is enhanced by making pedestrians feel more comfortable, which includes feeling more safe when crossing streets. Crosswalks should be clearly marked and signed. In locations with high pedestrian traffic, place signs in the middle of the street notifying motorists to stop for pedestrians.
- Improve pedestrian accessibility throughout the Village. The Riverwalk is the top priority. Another priority is to restore a street and/or pedestrian route through both the former Pavion site, located west of South Broadway between Hudson Avenue and Cedar Hill Avenue, and Tallman Towers superblock.

Employ traffic calming to reduce speeding and limit the amount of through traffic on residential streets. As examples to explore: a center median and wider sidewalks could be appropriate on Midland Avenue; the section of High Avenue between Midland Avenue and Franklin Street could be enhanced by the provision of additional trees and bumpouts; additional stop signs could be provided on Fifth and Sixth Avenues; and additional signage could be provided at the intersection of Tallman and Grand Avenues. Attention should be paid to reducing traffic speeds on the main

east/west streets in the Village, especially those with long downgrades, which handle high traffic volumes.

Provide adequate parking for residents and businesses while respecting community character and pedestrian needs. Lack of parking is cited by surveyed residents as the worst thing about living in Nyack. However the provision of parking needs to be balanced with other community interests, such as maintaining attractive neighborhoods and enhancing walkability. Particular parking initiatives to be considered include the following:

- Promote shared parking, including shared off-site parking. Residential uses should be able to share parking facilities with other facilities, thus reducing paved area and curb cuts. In some cases, particularly built-up areas, parking for multi-family housing should be encouraged in appropriate and proximate off-site locations. These could even include public lots that have spaces set aside for certain residents by permit only at certain times. A recent example of shared parking provision is the approval for the Tappan Zee Market Place, which allows on-site parking to be shared between customers (day-time) and residents (night-time).
- Change the street cleaning regulations on streets that have parking on only one side. On sufficiently wide streets that have no painted centerline, parking could be permitted on the side opposite that side of the street being cleaned to enable residents to park on their street throughout the week.
- Promote off-site and public parking. Allowing credit for providing parking spaces off-site, or for providing funds to the Parking Authority to construct additional shared spaces for downtown, would allow new businesses to locate without adequate on-site parking.

Promote rapid transit. Transit in general reduces the need for and reliance upon the automobile. The Transportation Center would provide an attractive and recognized transit amenity. Express buses to New York City should make it one

of their stops. The Village should work with Rockland County, the Metropolitan Transportation Authority, and New Jersey Transit to establish frequent jitney service between the Transportation Center and the proposed West Shore commuter railroad station at the Palisades Center in West Nyack.

**Objective:
Encourage private and public facilities that better meet the recreational and other needs of local residents.**

Prepare a state-of-the-art zoning ordinance and improve the enforcement of building and zoning codes and other laws. The focus should be on how these regulations affect quality of life. Particular issues include restricting parking in the front yard other than in a driveway, enforcing building codes to remove illegal apartments, targeted enforcement of noise and litter ordinances, and enforcement of rules pertaining to bars and outdoor dining.

Provide additional recreation opportunities. Nyack has one large, attractive park; and the number of playgrounds in the Village is considered to be adequate. Yet the Village has sizable populations of people requiring recreation space: children and active adults. It should be a priority of the Village to find ways to provide new recreational facilities that can serve both of these groups as well as other residents. Lack of space is certainly an obstacle to this objective, as are limited funds. Therefore, the Village should look to the private sector or other government agencies to help provide these types of facilities. In the short-term, citizen groups and recreation providers should be encouraged to conduct a needs analysis to pinpoint the specific types of recreation facilities seen as most needed.

Look out for opportunities to expand recreational opportunities for Village youth. The YMCA provides relatively affordable recreational opportunities, with a sliding pay schedule to encourage teen participation. The Nyack Center provides additional indoor facilities. The Village should promote after-school use of the BOCES building (former High School) and other school spaces. In particular, BOCES should be encouraged to open its fields and track to the general public when not being used by the Nyack School District's teams.

Partnerships should be promoted to protect, enhance and expand the Village's recreational and open space amenities.



Look out for opportunities to provide swimming facilities. An indoor pool could be provided in conjunction with a hotel as described elsewhere or at Nyack College. The State Department of Environmental Conservation (DEC) is currently examining re-opening swimming facilities on the Hudson River. The Village should work with DEC to identify possible places in Nyack for a river beach.

Maintain quick-response fire fighting and ambulance services. Emergency services are important to Village residents. While the Nyack Community Ambulance Corps is the one centralized entity for medical protection, there are a number of individual fire departments in the fire district providing service to Nyack and neighboring villages. The long-standing existence of these individual departments is part of a long tradition and may be helpful in retaining and attracting volunteers. However, the Village should consider the possible consolidation and/or relocation of some fire departments.

Continue to encourage community policing efforts. Safety and lack of a police presence are considered by surveyed residents as the third worst thing about living in Nyack (after parking and traffic). The Nyack Police Department was disbanded a decade ago in recognition of the difficulty of maintaining an effective police force for a small village with some almost urban characteristics, located in the nation's largest metropolitan area. However the solution—having police protection for most of the Village provided by the Orangetown Police Department, with Clarkstown covering the westernmost section—has led residents and the business community to believe that Nyack has inadequate police coverage. Community policing is an effective way to provide better public safety to residents, and should be encouraged throughout the Village.

Study the capacity of infrastructure in the Village to handle existing development and future growth. Nyack is almost fully developed. As a community with a Victorian heart, much of its infrastructure is many decades old. Some



systems, such as sanitary sewers, may be close to capacity. The Village and Towns should determine that there is adequate capacity for future development and growth in demand, and address any infrastructure deficiencies. Priority should be given to maintenance and replacement of existing infrastructure, rather than increasing capacity to allow significant new growth.

Work with the school district to determine the capacity of its schools and its facility needs, particularly with regard to the old high school property. There are currently no operating schools of the Nyack School District in the Village of Nyack. While the number of residents under 18 in the Village has grown slightly from 1990 to 2000, there is an overall boom younger school age population in the region that seems to be occurring in Nyack. This increase is resulting in the need for new or reopened schools in many areas. Additional facilities are also likely for pre-school age children as well as day care. Regulations should ensure these uses are permitted where appropriate, and without significantly impacting surrounding areas.

For any large-scale new hotel, encourage the provision of recreational facilities for hotel guests that could also be available to the public. Nyack had numerous hotels in the late nineteenth century and early twentieth century—properly designed new inns and hotels could be an asset to the Village and provide a valuable service. Overnight accommodations should have adequate parking, attractive building and landscaping design, and convenient access for visitors. Promote appropriately scaled overnight accommodations in the Village, such as small-scale lodging near the waterfront and in downtown and larger hotels in the Thruway area.

Explore opportunities to connect the Village to fiber optic networks to encourage small businesses to locate in Nyack. Small businesses already play a large role in Nyack, as the median number of employees for surveyed businesses is three, including the owner or manager. A business incubator, providing shared space and services to individual businesses, has been suggested as a useful addition to downtown. There is a market for this type of facility, as out of those Nyack residents who regularly work out of the home, one-fifth anticipates needing space for their business outside the home in the next five years.

Redevelop the former Pavion site for a more productive use. This complex, located on Cedar Hill Avenue between Broadway and Franklin Avenue, is partially vacant. The preferred use of this property is mixed residential and commercial, especially along Franklin Street, with complete residential use a possible alternative. The housing provided must include “affordable housing” as required by Village Code. The proportion of commercial use should not be so great as to cause an excessive increase in downtown traffic. Open pedestrian access to the streets of any development is required. Any redevelopment design of the site should be compatible in scale, density and orientation with existing development in surrounding areas of the Village.

Implementation

The Comprehensive Master Plan provides an overall vision for the Village of Nyack for the next ten to twenty years. However a number of actions need to be taken by various entities for this vision to become a reality. This section describes the suggested ways to implement the plan. The recommendations for implementation have been grouped into three general categories, based upon the period of time after plan adoption when these measures should begin to be taken. These categories are: short-term (zero to six months), medium-term (six months to one year), long-term (one year and beyond), and ongoing. They are then broken into areas of primary responsibility, though clearly most projects will require the same type of cooperation and dialogue that has been manifest throughout the planning process to date.

Short-term Recommendations (Zero to Six Months)

Zoning Amendments

Downtown

- Create a single zoning district for the downtown core area along Main Street, Broadway and Franklin Street. The regulations for this zone could be based upon the existing C-1 and C-1A Districts, with appropriate modifications such as:
 - Requiring retail or active office uses on street level.
 - Requiring buildings to face the street.
 - Requiring a special permit to combine individual parcels for development.

- Prohibiting new curb cuts.
- Establish maximum setback, maximum floor area, and minimum height requirements for downtown development in addition to existing bulk requirements.
- Modify sign regulations to strengthen guidelines for internal neon signs visible from outside a building. Continue to prohibit neon signs on the exterior of buildings.
- Permit office, residential, and artist and other live/work space on upper floors in all downtown zoning districts.
- Prohibit solid security gates and require plate glass windows facing front sidewalks.
- Permit and provide incentives for shared parking and off-site parking, including the option of paying the Parking Authority to provide parking.
- Modify the zoning designation for Burd Street from Broadway to the waterfront to permit ground floor retail uses along this section of the street.
- Prepare a sign amortization law to remove non-conforming signs within ten years.
- Consider enacting urban design guidelines to use downtown's existing predominant commercial building style (storefront topped by a cornice band with a sign panel, second and third floors with three vertical double hung windows across, and a top wood or brick cornice) as a basis for new construction, with some flexibility to allow creative design.
- Clarify and modernize parking regulations, e.g., for outdoor dining, grandfathered parking, etc.
- Strengthen regulations for bars and outdoor dining to address concerns such as noise, crime and proximity to residences.
- Provide zoning incentives for infill development.



Downtown zoning recommendations focus on protecting its traditional “Main Street” built environment.



Gateway zoning recommendations focus on controlling the automotive environment along these major arterials.

Gateway

- Modify the existing C-2 Zone to encompass the Thruway area. It should encourage the development of large-scale and automotive-oriented uses.
- Modify commercial and mixed-use zoning district regulations to require buffer areas between commercial and residential development, as well as between other possibly non-compatible land uses. Vary buffer regulations for different uses and lot sizes, perhaps through special permit requirements.
- Replace or modify the R-M Residential Mixed Use District and its regulations in the Hillside area to acknowledge its role as a transition between the Thruway area and downtown. The zone's standards should:
 - Permit a range and mix of retail, other commercial and residential uses.
 - Include maximum setback, maximum floor area, and minimum height requirements in addition to typical bulk requirements.
 - Permit interesting signage, such as flag signs.
 - Provide development incentives to promote land assemblages needed for redevelopment.

Waterfront

- Carefully consider promoting planned redevelopment in the area south of Burd Street and east of Piermont Avenue as a planned development with the following specific objectives:
 - 1) Private development of public parking;
 - 2) no net loss of parking;
 - 3) enhancement of waterfront views.
- Enact a transfer of development rights (TDR) program to preserve public or private recreation on waterfront properties.



- Expand the C-3 Waterfront Commercial Zone to include the easternmost residential property on the north side of Depew Avenue.

Residential/General

- Merge the Architectural Review Board and the Historic District and Landmark Preservation Commission into one Design Review Board. Its decisions should be binding, with request for appeals directed to the Zoning Board of Appeals.
- Discourage demolition of historic buildings by requiring Planning Board approval for demolitions and tax lot mergers (except in the Thruway area of the Gateway).
- Create ordinances protecting environmentally sensitive features, including steep slopes, the Palisades ridgeline, wooded areas, wetlands and streams.
- Create regulations to preserve views of the Hudson River from throughout the Village, particularly from and down cross streets.
- Consider requiring the provision of affordable units in new residential developments.
- Amend regulations for public and institutional buildings to ensure that they respect the character of the area in which they are located.
- Modify the R-1 and R-1A Zone regulations to discourage lot consolidation and higher density development.
- Require a special permit for the consolidation of individual properties in all sections of the Village except the Thruway area and its corresponding zone district.
- Promote off-site and public parking by continuing to allow parking to be provided through credit for off-site spaces or by providing funds to the Parking Authority.
- Reduce permitted densities and building heights where appropriate.

Waterfront zoning focuses on forestalling the out-of-scale development previously allowed, and promoting public enjoyment for views, parks and boating.

Residential zoning focuses on promoting contextual development in keeping with Nyack's historic scale and character.



- Require new buildings to face the street.
- Create a minimum residential garage setback requirement to prohibit residential garages from projecting in front of dwellings.
- Require public and private parking lots to provide landscaping both throughout parking lots as well as on their perimeters.
- Require a minimum average unit size for multi-family residential developments.
- Place the properties in the R-M Residential Mixed Use zoning district outside the Hillside area in a new zone that permit developments that is more in keeping with Nyack's character.
- Provide regulations to permit overnight accommodations in the Village. Small-scale lodging should be permitted in all non-residential zones by special permit while large-scale hotels and conference centers should be permitted in the amended C-2 Zone by special permit. Zoning regulations should ensure adequate parking, attractive building and landscaping design, and convenient access for visitors. Special permit requirements for large-scale hotels should require the provision of recreational facilities for hotel guests, with development incentives for providing facilities that are available to the public.

Other Actions

Downtown

- Undertake a more detailed design study of the Helen Hayes Performing Arts Center superblock.
- Consider expanding farmer's market hours to weekend mornings and possibly weekend afternoons.

Waterfront

- Clarify the use of the gate limiting access to Memorial Park to see whether the park should be closed to vehicu-

Downtown should be designated as both local and national register historic districts to fully protect its 19th century character, and to provide significant federal tax incentives for building renovation and restoration.



lar traffic at certain times.

- Designate the Greenway trail route through Nyack.

Residential/General

- Study the capacity of infrastructure in the Village to handle existing development and future growth.
- Work with Transit of Rockland to determine the best location of bus stops and routes downtown, including possibly a new transit center.
- Develop a list of recommended street trees for use by Village and other entities as well as development applicants.

Medium-term Recommendations (Six Months to One Year)

Village Board Actions

Downtown

- Create a downtown historic district.

Gateway

- Reinstate on-street parking where practical on Main Street and Highland Avenue.

Waterfront

- Consider becoming a “Greenway Compact” member through the adoption of the Rockland Greenway Compact Plan upon the completion of same.

Expanding boat mooring, water recreation and other water-oriented activities is a priority.



- Improve security lighting and provide security personnel in Memorial Park.
- Analyze the behavioral and use patterns of Memorial Park, with the goal of improving security, particularly in isolated areas such as near the culvert opening under Piermont Avenue.
- Redesign the parking lot at the water's edge in Memorial Park to increase lawn area while allowing a limited amount of parking to remain at the shoreline for evening and winter visitors. In the event that a suitable connection is made from the Spear Street parking lot to Memorial Park, consider removing direct vehicular access to Memorial Park (other than for emergency vehicles).
- Promote the creation of as many additional boat-mooring locations along the riverfront as are feasible and permissible by State and Federal regulations.
- Promote additional water-oriented activities, such as watercraft rentals, water taxi stops, tours, boat launches, beaches etc. at Memorial Park and other locations north to Second Avenue.

Residential/General

- Consider modifying street cleaning regulations on streets that have parking on only one side and no painted centerline, to permit parking on the side opposite that side of the street being cleaned.
- Explore the possibility of taking back ownership and maintenance of streetlight fixtures.

Nyack Parking Authority

- Provide additional on-street parking spaces through re-striping, diagonal parking, and removal of some existing curb cuts.

- Clarify further the breakdown of parking spaces by term and user: provide short-term parking in front of uses with high turnover, medium-term parking for the rest of on-street spaces and in the most convenient parts of off-street lots, and long-term parking elsewhere.

General Village Capacity

- Consider the creation of a business improvement district (BID) to supplement the Village's provision of downtown services. If successful, the BID could be expanded to the Gateway area.

Long-term Recommendations (One Year and Beyond)

Zoning Amendments

Residential/General

- Designate local historic districts and landmarks.
- Prepare and revise design review guidelines.
- Prepare advisory guidelines that help preserve the Village's natural features.

Other Village Board Actions

Downtown

- Work with the Helen Hayes Performing Arts Center and Parking Authority to create a Village Green along Main Street to the east or west of the Helen Hayes Performing Arts Center. There should be no net loss of downtown parking as part of this project. In conjunction with this project, the main parking lot should be landscaped so as to



Landscaping, reduced curb cuts, sidewalks and safer crosswalks are a priority in the Gateway (lower left).

make a seamless transition from the Green and the possible resurfacing of the buried stream should be explored.

- Provide unified lighting, landscaping, and sidewalks throughout downtown's core area, beginning with Main Street from Broadway to Franklin Street, South Broadway from Main Street to Cedar Hill Avenue, and Franklin Street from Main Street to Depew Avenue. Unified design elements should include pedestrian-scale lighting, benches, and trash receptacles, street trees, granite curb cuts, etc.
- Extend the unified lighting, landscaping, sidewalks, etc. from downtown's core area to Main Street from North Mill Street to the Clermont, Broadway from First Avenue to Cedar Hill Avenue, Franklin Street from High Avenue to Depew Avenue, Burd Street from Broadway to the Clermont, and the small cross streets within one block of both Main Street and Broadway.

Gateway

- Create a plaza at Main and North Mill Streets.
- Prepare a plan for a transportation improvement district with a GEIS (generic environmental impact statement) that ties new development to on- and off-site improvements; pursue higher-value redevelopment in the Thruway area tied to higher-quality design.
- Provide pedestrian improvements to the Main Street/Highland Avenue intersection.

Waterfront

Memorial Park

- Expand recreational opportunities in the park. Provide additional summer and winter uses. Consider lighting the ball field. Improve the condition of the basketball and tennis courts.
- Provide public restrooms.

- Provide a concession stand.
- Improve pedestrian access to the park for all pedestrians in compliance with Americans with Disabilities Act regulations. Provide a connection to Piermont Avenue at the southern end of the park as part of the Riverwalk.
- Provide high-quality design of comfort stations and other buildings.
- Either recover the sunken barges for docking or other recreational uses or remove them to allow space for additional waterfront recreation.
- If the barges are maintained, consider making the one exposed barge more of a focal point on the waterfront, possibly through public art or seasonal displays on it.
- Create additional recreational uses on other potential waterfront park sites over time.

Other Waterfront

- Create a Riverwalk.
- Provide pedestrian connections from Memorial Park to the Spear Street parking lot by a bridge over the cove north of Memorial Park and/or along the water's edge of the easternmost residential property on the north side of Depew Avenue.
- Provide access to the Riverwalk and Memorial Park from the foot of Hudson Street.
- Utilize design elements, such as signage, graphics, and pavers to unify the riverwalk.
- Create a small viewing station at the foot of Laveta Place, similar to the Gesner Avenue mini-park at the river's edge in South Nyack.
- Design waterfront parks with input from immediate neighbors.
- Provide signage throughout the Village, coordinated with downtown directional signage, to direct visitors to the waterfront.



The plan calls for redesign of downtown's superblock, potentially to encompass a transportation center, public restrooms, expanded farmers' market, village green, and continued theater use with no net loss in parking...all in a landscaped setting consistent with downtown's ambiance.

- Consider the provision of an ice skating rink on the waterfront, possibly in Memorial Park.
- Consider creating additional small viewing stations at the north end of Gedney Street, Fourth Avenue, Second Avenue, and First Avenue in connection with any redevelopment in these areas.

Residential/General

- Pursue having the entire Village listed on the National Register of Historic Places.

Nyack Parking Authority

- Redesign public and private parking on the Nyack Plaza superblock to create more attractive and better used parking and open space amenities. Primary access to this facility should be from Franklin Street.
- As practical and cost-effective, acquire and build additional small-scale at-grade lots in locations close to the downtown core area. If constructed, their design must be sympathetic to the surrounding area, and minimize any potential negative impacts.
- Reconfigure existing lots to increase their landscaping and attractiveness (in sync with expansion of parking spaces elsewhere) with landscaping and trees provided both on the perimeter of parking lots as well as in aisles.
- Create a signage program identifying visitor parking facilities in the Village.

Other Village Boards, Agencies and Service Providers

- Consider consolidating and/or relocating some fire departments.

Business and Not-for-Profit Community

- Promote the creation of a BID (business improvement district).

A Business Improvement District (BID) is called for to help fund streetscape and facade improvements, provide better sanitation and assist with other downtown efforts.



- Increase the number of trash and recycling receptacles, in connection with a business improvement district.
- Provide public art and additional seasonal displays, in connection with a business improvement district.
- Provide downtown public restrooms at the proposed public market, as well as possibly on the outside of an expanded Helen Hayes Performing Arts Center, or in a kiosk in the main parking lot. Location and design criteria include convenience, prominence, security, maintenance, and the costs of security and maintenance.
- Provide facilities for efficient utilization of mass transit. Obtain outside funding from sources such as the Federal TEA-21 Transportation Enhancements program.
- Redesign and perhaps redevelop the periphery of the Helen Hayes Performing Arts Center to better front Main Street to reconnect this block to Main Street at street level along its frontage with upper floor uses.

Coordination with Other Municipalities and Government Agencies

- Improve the Thruway underpass, possibly by painting its columns, allowing public art under and around the underpass and providing signage and/or design treatments on the bridge.
- Provide plantings and otherwise improve the existing center median strip on Route 59 at the underpass.

Ongoing Recommendations

Village Board Actions

Downtown

- Look for opportunities to place utilities underground, such as major redevelopment projects or incremental public infrastructure improvements.

- Encourage historic restorations and facade improvements for downtown buildings, preferably based upon their original appearance.
- Increase the number and quality of downtown gathering and sitting areas without creating nuisances for neighboring properties.
- Encourage start-up businesses and more downtown services, particularly at as part of a public market and along Burd and along Franklin Streets.
- Obtain funding from outside sources for technical assistance for storefront and building facade improvements.

Waterfront

- Provide additional landscaping in Memorial Park where necessary and ensure that the park continues to be well maintained.
- Provide improved and non-glare lighting in Memorial Park and other public areas along the waterfront without impacting neighboring properties.

Residential/General

- Employ traffic calming techniques throughout the Village.
- Create an affordable housing task force to monitor affordable housing opportunities in Nyack, provide an annual report on affordable housing in the Village, and otherwise focus on affordable housing retention and expansion.
- Maintain and provide more safe and attractive sidewalks wherever possible, with standards for adequate width, design, materials, location etc.
- Provide additional and improved sidewalk lighting and street trees. Emphasis should be placed on sidewalk lighting



Partnerships with the Nyack Library, YMCA and other Village institutions is an essential element of the plan.

(as opposed to street lighting). Downtown lighting fixtures should be similar to historical downtown fixtures.

- Improve pedestrian accessibility in general; create connectors through the former Pavion site on Cedar Hill Avenue and the Tallman Towers/Tappan Zee Market Place superblock.
- Support acquisition of a museum/exhibit space for the Historical Society of the Nyacks.
- Provide new recreational facilities and/or work with the private sector or other government agencies to provide recreational facilities.
- Look for opportunities to expand recreational opportunities for Village youth.
- Explore opportunities to wire the Village to encourage small businesses to locate in Nyack.

Nyack Parking Authority

- Continue to provide shared parking for multiple uses in Parking Authority facilities.

Other Village Boards, Agencies and Service Providers

- Increase enforcement of quality of life violations, such as noise, litter, and dog waste.
- Improve building enforcement to minimize code violations, such as for illegal apartments.
- The Housing Authority should promote homeownership by low- and moderate-income households.
- Encourage community policing in the Village, and possibly expand it to other parts of Nyack.

Business and Not-for-Profit Community

- Maintain an open dialogue between Village government and community groups such as the Arts, Crafts and Antique Dealers Association of the Nyacks, Friends of the Nyacks, and the Chamber of Commerce.
- Retain and strengthen the calendar of downtown and other special events, with a Nyack—not a regional—

emphasis.

- Encourage merchants to stay open on weekend evenings, or to at least keep stores lit at night.
- Work with Nyack Hospital to ensure that any future growth is appropriate in terms of location, scale and design.
- Work with the banking community to improve opportunities for affordable housing and business development in the Village.

Coordination with Other Municipalities and Government Agencies

- Ensure that the Village's concerns are addressed in the unfortunate event that there are any road and bridge expansion projects by the Thruway Authority and that adequate compensation is given for any significant impacts on Nyack.
- Approach larger government entities, land conservancies, and other possible benefactors about acquiring undeveloped parcels on the waterfront for parkland.
- Promote rapid transit by coordinating transportation planning and development with agencies such as Transit of Rockland, Rockland County Planning, and the Metropolitan Transportation Authority.
- Increase joint code enforcement with other agencies and neighboring municipalities.
- Work with the Thruway Authority to provide vehicular safety improvements at the intersections and roads serving the Thruway ramps.
- Work with the school district to determine the capacity of its schools and its facility needs, particularly with regard to the old high school property.
- Determine if private landowners are encroaching on publicly owned land.
- Insist that the Thruway Authority maintains the existing interchange in Nyack.



Some strategies dealing with issues like waterfront access and the future of the Thruway require inter-municipal, regional and State cooperation.

General Village Capacity

- Aggressively pursue a fair share of funding from Rockland County for Nyack.
- Create an alliance with South Nyack, Upper Nyack, Clarkstown, and Orangetown with regard to the Thruway, transit, and a waterfront greenway.

Fiscal and Economic Impacts

There are numerous recommendations contained within the Comprehensive Plan. If all of these were to be implemented straightaway, the total costs would be tremendous. Recommendations such as creating a riverwalk, providing improved and additional sidewalks, and improving the appearance and functionality of parking lots will require significant amounts of time and money. However, the plan provides a long-range vision for the Village of Nyack that will not (and cannot) be fully implemented in a short period of time. This document also has been prepared with fiscal considerations in the forefront.

Efforts were made to creatively find ways to pay for the suggested improvements, often with funds other than through spending by the Village of Nyack. Some specific examples of ways to create improvements in Nyack with non-Village funding include:

- Various downtown improvements could be provided through the joint efforts of the Village and a newly created Business Improvement District (BID)
- Clarkstown, Orangetown, and/or Rockland County could provide resources to obtain the Presidential Life and/or Clermont Phase 3 sites on the waterfront for additional parkland
- Other waterfront improvements could be leveraged in connection with development that depends upon discre-

The plan has been prepared with fiscal consideration in the forefront.

tionary approvals and which benefit from such amenities

- Preservation and restoration of historic properties could incrementally occur by the incentive process related to National Register listing
- Support the redevelopment of the former Tappan Zee Playhouse site on South Broadway as a community market with affordable housing for volunteer firefighters on the upper floors.
- Should the Thruway Authority prevail with its plans to improve or replace the Tappan Zee Bridge, redevelopment in the Gateway area could be funded through this effort (such as by having a construction staging area in the area of the Route 59/Thruway underpass that would then be turned over to the Village)

Additional measures have been suggested that the Village can use to obtain additional funding, such as: (1) increasing the fees charged for development services, (2) requiring applicants to fund development reviews through escrow, and (3) requiring telecommunications service providers to consider locating their facilities on appropriate Village-owned sites first, thereby providing revenue to Nyack.

Most importantly, the Comprehensive Plan has been prepared mindful of the need to promote economic development in Nyack. We note the following examples:

- Recommendations for downtown all speak to making this area healthier throughout, both on the ground and through additional upper floor uses
- Improvements in the Gateway area are not just aesthetic in nature, but also recommend this area for more intense commercial uses
- Waterfront recommendations were made to increase opportunities for attracting additional visitors to the Hudson River's edge with water-dependent uses, as well as increasing connectivity to downtown and the rest of the Village



This plan presents a 20-year vision, contingent on the continued enthusiasm of Nyack residents and businesses for their community.

- To minimize direct expenses for recreation facilities, the plan's short-term recommendations are to look to get the most public use of existing facilities such as the YMCA and BOCES for public recreation

To reiterate, the comprehensive plan looks at ways to preserve and improve the Village over the next ten to twenty years. It looks to spread the responsibility around for funding recommendations to various entities, not just the Village of Nyack. It also will enhance Nyack's business environment and bolster the Village's tax base, thus helping provide needed services. Most important, it will enhance the attractiveness and desirability of Nyack as a place to live—the reason so many people choose to live and stay in Nyack.



Appendix

Existing Parks and Open Space in the Village of Nyack

In the Downtown

- Veterans' Park, southwest corner of Main and Cedar Streets. Owner: Village of Nyack

In the Gateway

- Open space adjacent to the northeast side of the Thruway underpass over Route 59/Main Street. Location of the "Welcome to Nyack" sign. Owner: Uncertain.
- Land on west side of Kilby Street between Route 59/Main Street and Upper Depew Avenue. Owner: Uncertain.
- Oak Hill Cemetery, 36.8 acres on the west side of Highland Avenue between Sickles Avenue/Cemetery Lane and Sixth Avenue. Owner: Private.

On the Waterfront

- Section of the Hudson River Greenway Water Trail as mapped by the Hudson River Valley Greenway/Rockland Riverfront Communities Council. Located in/through Memorial Park traversing into the Hudson River. Designated by the Village Board on June 8, 2006.
- Section of State Bike Trail Route 9-Hudson Valley Greenway Bike Route. In Nyack, this signed bike trail is located on Village streets. The Nyack section is located on Piermont Avenue between the South Nyack Village border and Main Street, on Main Street between Piermont Avenue and Gedney Street, Gedney Street between Main Street and Fourth Avenue, Fourth Avenue between Gedney Street and North Broadway, and North Broadway from Fourth Avenue and the Upper Nyack Village border. This bike trail is part of a 340-mile bike route from New York City to Montreal, which opened in September 1995.
- Low land immediately adjacent to the Hudson River at the south boundary of the Village, east of the lots along Piermont Avenue.
- Memorial Park, Hudson River, Piermont Avenue, south of Depew Avenue, 6.3 acres of land, 2.4 acres of water. Owner: Village of Nyack.
- Village marina and old sewer dock, Hudson River, south of Burd Street and east of Spear Street. Marina is leased to a vendor. Part of the open space is used for parking and part of the air rights are occupied by private church building extension. Owner: Village of Nyack.
- Main Street Pier, Hudson River at the east end of Main Street and property along the Hudson River between Burd and Lydecker Streets. Six (6) easements provide permanent public access to the Main Street pier, to Water Street, to the plaza immediately north of the eight-story Clermont building, to the waterfront north of the Main Street pier, and to future piers. Owner: Private.
- Extension of the LaVeta Place street to the Hudson River. Undeveloped. Owner: Village of Nyack.

In the Residential Areas

- Playgrounds at Waldron Terrace. Open to the public. Owner: Nyack Housing Authority.
- Triangular lot on southeast corner of Depew and Highland Avenues, adjacent to the Thruway. Owner: Village of Nyack.
- Community Garden, South Franklin Avenue, east side between Depew and Hudson Avenues. Owner: Uncertain.
- Fenced area with stream on south side of Depew Avenue between the Community Garden and Nyack Plaza Apartments. Owner: Private.
- Aldine Park on Sickles Avenue between North Midland and North Franklin Avenues. Owner: Private.
- Joseph Raso Community Park, MacCalman Field, and Little League playing fields, North Midland Avenue between Haven Court and Fifth Avenue. Permanent recreational easement due to Community Development Block Grant. Owner: Nyack School District.
- Open space at northeast corner of Franklin and Fifth Avenues. Owner: Village of Nyack.
- North end of Tillou Lane near Sixth Avenue. Undeveloped. Owner: Village of Nyack.
- 1.69 acre section of Mountainview Nature Park, Rockland County Park, northwest corner of Village, west of Highland Avenue and Village Gate Condominiums. Owner: County of Rockland.

Note: This list is not necessarily comprehensive. The ownership and open space/recreation easement status of some of the properties needs further investigation. Inclusion on this list does not necessarily indicate that the properties are open to the public.

Source: Village of Nyack



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County Executive

SALVATORE CORALLO
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ARLENE R. MILLER
Deputy Commissioner

December 4, 2006

Village of Nyack Village Board
Nyack Village Hall
9 North Broadway
Nyack, New York 10960

Re: GENERAL MUNICIPAL LAW REVIEW: 239(l&m) x 239(n)
Document Date: September 2006 **Date Review Received:** 10/26/2006

Item: VILLAGE OF NYACK COMPREHENSIVE MASTER PLAN (N-157)
New comprehensive plan for the Village of Nyack.
Village of Nyack.

Reasons for Referral: New York State Thruway, State Route 9W, State Route 59, Sean Hunter Ryan Memorial Park, Mountain View Nature Park, Village of Upper Nyack, Village of South Nyack, Town of Clarkstown, Town of Orangetown

The Rockland County Department of Planning has reviewed the above item. Acting under the terms of the above GML powers and those vested by the Rockland County Charter, I hereby

***recommend the following modifications:**

The Village and their consultant have produced a very readable and detailed plan filled with excellent ideas for maintaining and enhancing what Nyack values most. In particular, the text takes a sophisticated and careful look at the existing urban design in the Village and applies techniques to aid in preserving and enhancing the valued assets. The public survey and participation process that was used was extensive and well designed. The development of the Plan was a major undertaking by the people of the Village of Nyack. The effort is commendable and has produced an outstanding plan. Our recommended modifications are limited to the following:

1. One of the goals of the Plan is to seek the establishment of a County or Town Park north of the existing Clermont Condominium. This area seems

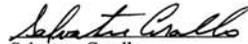
to have potential to offer much in the way of public benefit to the Village and County residents. While we endorse the Village's efforts to investigate the possibility of its purchase for public park use, it must be understood that this review does not make a commitment on the part of the County of Rockland to participate in purchase or development of a park at this location.

2. It is our understanding that Table 4-15 in the Final Generic Environmental Impact Statement (FGEIS), entitled *Existing Parks and Open Space in the Village of Nyack*, includes the Main Street Pier and that the table will be included in the final version of the Comprehensive Plan. In addition, the discussions on pages 45 and 46, 57 and 58, 83 and 84 and 88 of the Plan should be revised to include the Main Street Pier.
3. On pages 83 and 84 of the Plan, there is a list of actions recommended for the waterfront area. We suggest that clarification of the public's right to use the boardwalk on the north side of the existing Clermont condominium development (the Main Street Pier) be included as a recommendation in this list.
4. Pages 83 and 84 of the Plan contain recommended actions for the waterfront area. It is our understanding that the Village of Nyack is already a member community of the Hudson River Valley Greenway Council which supports appropriate development and public uses of the waterfront. We suggest that a recommendation be added indicating that the Village should also consider becoming a "Greenway Compact" member of the Hudson River Valley Greenway Council, through the adoption of the Rockland Greenway Compact Plan once it is completed.
5. Redevelopment of the former Pavilion site is discussed on page 78 of the Plan. We recommend that this discussion also state that the development design should be compatible in scale, density and orientation with existing development.
6. On page 84 of the Plan, there is a recommendation to work with Transit of Rockland to determine the best location of bus stops and routes downtown, including possibly a new transit center. Since Transport (rather than "Transit") of Rockland and Rockland Coaches - Coach USA both provide bus service through Nyack, and since the system is managed by the Rockland County Department of Public Transportation, we recommend that this section be revised to indicate that the Village will work with all three entities.

(Please note that a consultant is currently initiating a countywide bus stop study for the Rockland County Department of Public Transportation. Village involvement can be arranged by calling Michael Gurski at 364-

2066.)

7. It is our understanding that the State Environmental Quality Review Act (SEQRA) process being used for the new Plan is intended to include amendments to the Village zoning ordinance to implement the Plan. The Plan describes items to be included in detail. It is also our understanding that the zoning ordinance amendments have not yet been drafted. The SEQRA provides for preparation of a single SEQRA process on the adoption of a comprehensive plan and the implementing regulations for the plan. However, the Board should be aware that, under certain circumstances, an amended findings statement, or negative declaration or supplement to the FGEIS, may be required at the time that the zoning ordinance amendments are under consideration. (See Section 617.10(d) of the SEQRA.) In addition, the Board should be aware that the amendments to the zoning ordinance will be subject to review by this department under the requirements of the GML.


Salvatore Corallo
Commissioner of Planning

*The GML requires a vote of a 'majority plus one' of your agency to act contrary to the above findings.

The review undertaken by the Rockland County Planning Department is pursuant to, and follows the mandates of Article 12-B of the New York General Municipal Law. Under Article 12-B the County of Rockland does not render opinions, nor does it make determinations, whether the item reviewed implicates the Religious Land Use and Institutionalized Persons Act. The Rockland County Planning Department defers to the municipality forwarding the item reviewed to render such opinions and make such determinations if appropriate under the circumstances.

In this respect, municipalities are advised that under the Religious Land Use and Institutionalized Persons Act, the preemptive force of any provision of the Act may be avoided (1) by changing a policy or practice that may result in a substantive burden on religious exercise, (2) by retaining a policy or practice and exempting the substantially burdened religious exercise, (3) by providing exemptions from a policy or practice for applications that substantially burden religious exercise, or (4) by any other means that eliminates the substantial burden.

Proponents of projects are advised to apply for variances, special permits or exceptions, hardship approval or other relief.

c: Village of Nyack Planning Board
Village of Upper Nyack
Village of South Nyack
Town of Orangetown
Town of Clarkstown
NYS Thruway Authority
NYS Department of Transportation
Rockland County Division of Environmental Resources
Rockland County Department of Public Transportation

FINDINGS STATEMENT
for
**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED COMPREHENSIVE MASTER PLAN
AND THE PROPOSED AMENDMENTS TO THE ZONING LAW
OF THE VILLAGE OF NYACK, ROCKLAND COUNTY, NEW YORK**

Lead Agency: Board of Trustees of the Village of Nyack
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FGEIS Acceptance: September 28, 2006

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October 16, 2006 re: Final Generic Environmental Impact Statement Village of Nyack,
Proposed Comprehensive Master Plan and Amendments to the Zoning Code

1 INTRODUCTION

This Findings Statement has been prepared pursuant to the requirements of Article 8 (State Environmental Quality Review Act – SEQRA) of the Environmental Conservation Law and 6 New York Codes, Rules and Regulations (NYCRR) Part 617, which states that no agency shall make a decision on an action which has been the subject of a final Generic Environmental Impact Statement (GEIS) until a written findings statement has been prepared concerning the facts and conclusions of the draft and final GEIS to support its decision. A Findings Statement sets forth the basis for an Agency’s decision on an action, in this case the adoption of the Village of Nyack Comprehensive Master Plan.

To meet this provision, the Board of Trustees of the Village of Nyack, as Lead Agency, makes the following findings. The Findings Statement contains a brief description of the action, a description of the SEQRA process for the action, a discussion of significant impacts and mitigation measures, and finally a certification required by the SEQRA regulations.

2 DESCRIPTION OF THE ACTION

The Proposed Action consists of the adoption of a Comprehensive Plan for the Village of Nyack, which is intended to provide the Village of Nyack an overall vision for the next ten to twenty years. The recommendations set forth in the Comprehensive Master Plan include amendments to the Village's Zoning Ordinance, as well as actions that should be taken by various Village agencies and other entities. The Proposed Action is considered a Type I action in accordance with SEQRA.

The Comprehensive Master Plan's key features are as follows:

- Promoting and enhancing downtown Nyack's amenities, scale, and historic and social character;
- Enhancing walkability throughout the Village;
- Protecting views and improving connections between Nyack's waterfront and the rest of the Village, particularly downtown;
- Improving the appearance and economic viability of the western entrances to the Village, while protecting the predominantly residential character of northern Highland Avenue;
- Enhancing Memorial Park and providing additional waterfront parks and access opportunities;
- Finding ways to ensure that Nyack remains a place where a wide variety of residents can find and maintain a home;
- Encouraging private and public facilities that better meet the recreational and other needs of local residents;
- Enhancing and protecting Nyack's village scale and historic charm.
- Creating a supportive environment for small businesses to flourish is a high priority.

Zoning amendments are proposed to virtually every zoning district in accordance with the proposed Comprehensive Master Plan. Some of the key proposed zoning revisions are summarized as follows:

- Enhancing the zoning regulations for the downtown core area along Main Street, Broadway and Franklin Street through measures such as requiring retail or active office uses on street level, prohibiting new curb cuts, strengthening bulk requirements, and permitting office, residential, and artist and other live/work space on upper floors;
- Modifying the regulations for zoning districts in the Gateway area to improve the type of development in the Gateway's differing sections;
- Modifying the R-1 and R-1A Zone regulations to discourage lot consolidation and higher density development;
- Reducing permitted densities and building heights where appropriate;

-2-

- Modifying sign regulations, particularly in the downtown area;
- Creating regulations to preserve views of the Hudson River from throughout the Village, particularly from and down cross streets;
- Modifying various aspects of the zoning code in connection with parking regulations, such as providing incentives for shared parking and off-site parking.

-3-

3 PROCEDURE

As required by the State Environmental Quality Review Act, the Village Board of Trustees declared itself Lead Agency for the purpose of determining the environmental impact of the proposed Comprehensive Plan Update. The following steps have been taken by the Lead Agency in compliance with SEQRA:

1. The Village Board authorized the preparation of an Environmental Assessment Form and adopted a Positive Declaration, which resulted in a preparation of a Draft Generic Environmental Impact Statement (DGEIS).
2. The DGEIS was accepted as complete by the Lead Agency on May 11, 2006.
3. The DGEIS was filed in accordance with SEQRA procedures identified in §617.12, and was broadly disseminated and made available at the Village Hall offices, the Nyack Public Library and on the Village of Nyack's website.
4. Following this acceptance, comments were received during the public review period (May 11, 2006 to August 11, 2006), and at a public hearing held on June 29, 2006 and continued on July 18, 2006. Written comments were received from the Village of South Nyack; the Department of Planning, County of Rockland; the Department of State, State of New York; the Weitzman Group, Inc.; Feerick Lynch MacCartney PLLC, Attorneys at Law; and Tim Miller Associates, Inc. The Village responded in writing to most of these comments and acknowledged the others.
5. At the conclusion of the public comment period, the written comments and public hearing transcripts were analyzed, and a draft Final GEIS (FGEIS) was prepared and was submitted to the Village.
6. A Notice of Completion of the FGEIS was issued by the Village Board on September 28, 2006, and subsequently filed in accordance with the SEQRA procedures identified in §617.12.
7. The public review period on the FGEIS was expanded beyond the minimum 10 days required to the close of business on October 16, 2006.
8. The FGEIS was circulated in accordance with SEQRA procedures. Comments from Arlene Miller for Salvatore Corallo, Rockland County Department of Planning of October 16, 2006 were received and are appended. The concerns of the Rockland Department of Planning regarding the Presidential Life, Clermont II, and Pavion sites; regarding the Thruway underpass and ramps; and regarding the New York State General Municipal Law review are noted.

4 ENVIRONMENTAL IMPACTS AND MITIGATION

The following discussion sets forth the findings and basis for the Lead Agency's decision, including required mitigation measures.

General Findings

The Nyack Village Board of Trustees makes the following general findings:

- The Village Board finds that the policies and recommendations set forth in the proposed Comprehensive Master Plan dated January 2002 as amended through September 2006, as clarified or proposed for modification in the FGEIS, are appropriate.
- The Village Board finds that the proposed Comprehensive Master Plan expresses a vision that accurately reflects community objectives that were established through the extensive public participation effort in connection with the formulation of the proposed Comprehensive Master Plan and GEIS.
- The Village Board finds that the GEIS does not preclude the need for additional site-specific environmental reviews for future development projects or public actions undertaken in order to implement the proposed Comprehensive Plan. Future development proposals that comply with the proposed Comprehensive Master Plan and the implementing zoning would still be required to undergo individual project reviews as part of the site plan or other approval processes.

Specific Findings

Land Use and Zoning

The Comprehensive Master Plan proposes changes to the Village's zoning ordinance in nearly all areas of the community. Many of these changes seek to reinforce existing development patterns by strengthening zoning regulations. In some cases, permitted uses would be modified while in most instances standards regarding bulk regulations such as permitted setbacks, heights and densities would be amended. The Comprehensive Master Plan recommends the acquisition of two major vacant parcels along the waterfront (the Presidential Life and Clermont III sites) for public use as parkland. In addition, the Plan advocates for the reuse of the former industrial Pavion site along Cedar Hill Avenue for commercial use.

In response to comments on the DGEIS regarding these last two recommendations, additional alternatives to the Proposed Action were explored in the FGEIS as well as the original Proposed Action analyzed in the DGEIS. These alternatives were: 1) to consider the two waterfront sites to be built out with residential development in accordance with the existing C-3 zoning, instead of acquired for open space, and 2) to examine the impacts of allowing mixed residential and commercial development on the Pavion site. The analyses in the FGEIS determined that there

would be somewhat different impacts in these alternatives to the Proposed Action as compared to the original Proposed Action.

In the DGEIS and FGEIS, it was projected that if the Proposed Action were to happen, by 2020 about 101 new housing units and approximately 272,000 square feet of additional commercial floor area would be developed in the Village of Nyack.

The additional alternatives to the Proposed Action explored in the FGEIS projected that in 2020, Nyack would have 297 new housing units and 2,248 square feet of commercial floor area. Although more housing units would result in these alternatives to the Proposed Action, there would also be a substantial reduction in the amount of traffic generated by commercial development as opposed to the original Proposed Action. The addition of residential uses in the Proposed Action alternatives would also address other Comprehensive Master Plan objectives, such as strengthening the retail environment in downtown Nyack and providing a broader range of housing types. The FGEIS therefore indicates that these Proposed Action alternatives should be considered. Thus, the proposed Comprehensive Master Plan was modified to recommend mixed residential and commercial development on the Pavion site, or as an alternative, complete residential use.

In the FGEIS, no change was proposed to the Comprehensive Master Plan with regard to recommendations for the two waterfront sites. The Lead Agency has determined that the Village has adequate infrastructure to address the projected impacts from any of these development scenarios, so long as project-specific mitigation measures are required as part of any development approval.

In the FGEIS, it was projected that if the Proposed Action were not to happen and the Comprehensive Master Plan was not adopted, then the Future Baseline conditions in Nyack by 2020 would include an additional 225,000 square feet of new non-residential floor area and 211 new dwelling units.

Historic and Visual Resources

Nyack is rich in historic architectural styles, including Queen Anne, Gothic Revival, Italianate, and Second Empire. Nyack is one of the few villages in New York with a Victorian heart that does not have a historic district. The Village established a Historic District and Landmarks Preservation Commission in 1985. Several structures are on the National Register of Historic Places. The Village also has many scenic view corridors, particularly along the Hudson. There are few publicly accessible viewing stations of the river.

If no action were taken, the historic structures would be subject to redevelopment pressures, including demolition. In addition, scenic view corridors would continue to be mostly on privately held land.

If the Comprehensive Master Plan were adopted and implemented, historic districts would be designated in the Village and placing the entire Village on the National Register of Historic Places would be pursued. The maintenance of river views from the Village is a Comprehensive Master Plan priority and the Plan advocates for the expansion of access to scenic view corridors with the creation of viewing parks along the waterfront. It is anticipated that improvements to the Village's aesthetics would be brought on by zoning changes proposed in the Comprehensive Master Plan.

Socioeconomic Conditions

The Proposed Action, the No Action alternative and the other two alternatives to the proposed action would result in increases to the Village of Nyack's housing stock and residential population. These increases range from three to nine percent over the Village's 2000 population. While this growth would result in some impacts with regard to community services, it is anticipated that such increases could be satisfactorily mitigated. Increased provision of services would be offset by increased tax revenue and secondary impacts of new residents, such as retail spending within the Village, which would also benefit the business community.

Traffic and Transportation

The FGEIS does not contain detailed traffic analyses, but certain projections were provided to compare the impacts of the Proposed Action with the three alternatives to the Proposed Action. The analysis concluded that the proposed Comprehensive Master Plan would have the potential to have both positive and negative impacts on traffic and transportation in the Village of Nyack. Pedestrian and parking accommodations would potentially be improved, but traffic would likely increase with the redevelopment of the Pavion site for commercial use and the development of residential units throughout the Village. However, under current zoning more residential units could be developed than if the Comprehensive Master Plan were adopted, and pedestrian and parking accommodations would not be improved. Furthermore, the alternative of allowing residential development on the Pavion site would substantially reduce the projected number of automobile trips, and therefore this alternative is reflected in the revised Comprehensive Master Plan.

Geology and Topography

The DGEIS attested that the Comprehensive Master Plan would not have any significant impact on geological or topographical conditions, as the Plan concentrates on steering development away from such constrained areas.

Water Resources

Whether or not the Comprehensive Master Plan were to be adopted, new development in Nyack would not have a substantial negative impact on the water resources of the Village in terms of both potable water and wastewater treatment.

Community Services

The GEIS indicated that neither the proposed Comprehensive Master Plan nor its alternatives would significantly impact emergency services, schools, the library or other services within the Village of Nyack. The amount of new residents expected to be generated in accordance with the Proposed Action and its alternatives would be within an acceptable range for the 15-year period covered by the Proposed Action.

Air Quality

The Village of Nyack is currently classified as an attainment area for criteria pollutants except ozone. The absence of a Comprehensive Master Plan would not improve the level of ozone pollution, nor would it cause any substantial further air pollution. The adoption of a Comprehensive Plan would also not improve the level of ozone pollution, nor would it cause any substantial further air pollution.

Noise

Noise in Nyack generally is not of a volume, frequency, or duration which significantly interferes with the use and enjoyment of the environment or quality of life. Comments were made during the public hearing process regarding a specific localized noise issue, and the Lead Agency takes these comments under advisement. No development projected to occur within the Village under existing zoning by 2020 would generate any significant noise increases. No development projected to occur within the Village under the proposed Comprehensive Plan by 2020 would generate any significant noise increases.

Open Space and Recreation

If the Comprehensive Master Plan is adopted and fully implemented, open space in the Village, both active and passive, would increase significantly, particularly along the waterfront. The Plan advocates for the purchase of two parcels on the Hudson, the Clermont Phase III and Residential Life sites. The Plan also recommends creating small "viewing point" parks, as well as a transfer of development rights program. Finally, the Plan suggests the construction of a waterfront walkway to be built along the entire length of the waterfront in the Village. If no action were taken, the inventory of publicly owned parks and open space in the Village likely would not change.

Vegetation/Wildlife

Nyack is an essentially developed community and there are virtually no areas within the Village that have remained undisturbed. Only small areas of the Village remain today where successive vegetation has been permitted to grow and provide "natural cover" and habitats for flora and fauna, such as the steeply sloped areas in the northwestern corner of the Village. These, however, are not considered significant habitats. The vegetation and wildlife of the Village would not be impacted whether or not the Comprehensive Plan were to be adopted.

Community Character

The Comprehensive Master Plan is intended to preserve and enhance the existing character of the Village of Nyack. Suggested zoning amendments are intended to improve the quality of new development and protect existing features in the Village. The only site that is contemplated for relatively large-scale development is the Pavion site. The proposed commercial use of the site as set forth in the draft Comprehensive Master Plan would be somewhat compatible in terms of use with the downtown area of the Village, but would likely be of a scale that is incompatible with the neighborhood surrounding it. The residential alternative for this site explored in the FGEIS would be more compatible with neighborhood character, depending upon the scale and design of the prospective development. As noted in the FGEIS, the residential alternative would have substantially less traffic impacts than the commercial use contemplated in the Proposed Action.

Coastal Zone Management

Nyack's waterfront is part of the coastal zone and is therefore subject to the New York State Coastal Management Program. The Village of Nyack prepared a Local Waterfront Revitalization Program (LWRP) in 1992 in accordance with the regulations of this program. The Village's existing C-3 zone district was adopted to implement the recommendations of the LWRP regarding waterfront areas, and hence is consistent with the LWRP's policies and purposes. As no substantial changes are proposed to the regulations of this district, both the action and alternatives to it examined in the FGEIS are consistent with the LWRP. Extensive development would not occur in this area even if the proposed action was not undertaken, as the C-3 Zone contains strict development controls and waterfront public access requirements.

Hazardous Materials

None of the developments projected to occur under existing zoning, the original Proposed Action, or the alternatives to the Proposed Action would generate hazardous materials or have the potential for contamination. It is possible that development would occur on a site on which contamination is found to exist. On-site testing and treatment of the site would be necessary before development would be permitted to go forward.

Alternatives

The FGEIS presented three alternatives to the original Proposed Action: no action, redevelopment of the Pavion site primarily for residential development and residential development of two waterfront parcels. These last two alternatives are referred to as the "Pavion" and "waterfront sites" alternatives.

The No Action alternative serves to provide a baseline for the evaluation of impacts associated with the Proposed Action. If the Action is not implemented, the Village would not adopt the Comprehensive Master Plan, and the current land use regulations would remain in place. There would be some impacts with regard to increased population, but these impacts would likely be able to be mitigated. There would be possible impacts on historic and visual resources under

the no action alternative since the Village's development would not be updated to improve regulations for preserving environmentally sensitive lands or to better safeguard historic resources.

A second alternative to the Proposed Action is to assume the Pavion site would be developed for residential use. The FGEIS assumed that this property would be developed in accordance with a zoning designation other than the current M zoning, and that multi-family residential development would be permitted on the property, possibly with a street-level commercial component. The FGEIS disclosed that this alternative would likely result in a greater number of new residential units than the Proposed Action or the No Action alternative, but that traffic impacts would be less than compared to the original Proposed Action. The FGEIS also noted that new residential uses on this site, if designed property, would further various objectives of the Comprehensive Master Plan.

Under the third alternative, the FGEIS assumed the Clermont III and Presidential Life sites located on Nyack's waterfront would be developed, instead of acquired as parkland. The FGEIS indicated that this alternative would result in more new dwelling units and have greater traffic impacts than if the sites were preserved as open space which was recommended in the Comprehensive Master Plan. However, it is unknown whether adequate funding is available to purchase these properties for public use and so the alternatives to the Proposed Action were analyzed. The Lead Agency notes that even if these sites were developed in accordance with their current zoning, the C-3 Zone regulations would limit the yield of the properties and require the provision of certain public benefits such as view corridors and/or waterfront access.

The FGEIS also disclosed that the increases in projected population in the Village based upon the Proposed Action, No Action alternative and the alternatives to the Proposed Action range from 3.1 percent to 9.3 percent over a 15-year period. It notes that population changes in this range over this time period would not have major impacts on geography and topography, water resources, air quality, noise, vegetation, wildlife and coastal zone management, for the reasons discussed in the sections of the GEIS devoted to these issues. Possible impacts on historic and visual resources, open space, community services and community character could be mitigated through measures required in development review for specific proposals. The FGEIS therefore recommended that if the alternatives to the Proposed Action were recommended in the Comprehensive Master Plan or otherwise become actual development proposals, that the Village should require environmental review for these actions to project specific impacts and mandate mitigation measures, as necessary.

Unavoidable Adverse Impacts

The Lead Agency finds that the proposed action would not result in any significant unavoidable adverse environmental impacts that could not be adequately mitigated.

Irreversible and Irretrievable Commitment of Resources

The Lead Agency finds that the adoption of the proposed Comprehensive Master Plan would cause no significant change in the use and commitment of natural or human resources. Adoption of the Comprehensive Plan Update would promote the preservation of land and historic and visual resources. The DGEIS and FGEIS also reported that there would be little irreversible commitment of public resources to service new development as a result of the adoption of the proposed Comprehensive Master Plan.

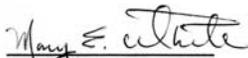
Growth Inducing Aspects

As noted in the FGEIS the Comprehensive Master Plan, as amended in accordance with the alternative for the Pavion site, would lessen the amount of commercial growth, while increasing the amount of residential growth. The additional growth would occur primarily on a single infill site, therefore the proposed action would not induce growth in other parts of the Village. Growth that is proposed in other areas of Nyack would be limited to redevelopment of existing developed sites that would achieve various Comprehensive Master Plan objectives.

5 CERTIFICATION OF FINDINGS

Based on the foregoing procedure and considerations, the Lead Agency certifies that:

- a. it has considered the relevant environmental impacts, facts and conclusions disclosed in the FGEIS;
- b. it has weighed and balanced relevant environmental impacts with social, economic and other considerations;
- c. it has provided a rationale for its decision as required by 6 NYCRR Part 617;
- d. the Proposed Action is consistent with social, economic and other essential considerations from among the reasonable alternatives available; and
- e. the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts would be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.


Mary White
Village Clerk
Village of Nyack

January 11, 2007



COUNTY OF ROCKLAND
DEPARTMENT OF PLANNING

Building T
50 Sanatorium Road
Pomona, New York 10970
(845) 364-3434
Fax. (845) 364-3435

C. SCOTT VANDERHOEF
County Executive

SALVATORE CORALLO
Commissioner

ARLENE R. MILLER
Deputy Commissioner

October 16, 2006

Village of Nyack Village Board
Nyack Village Hall
9 North Broadway
Nyack, New York 10960

SUBJECT: Final Generic Environmental Impact Statement for the Village of Nyack
Proposed Comprehensive Master Plan and Amendments to the Zoning Law

Dear Trustees:

As an ongoing interested party for the State Environmental Quality Review Act (SEQRA) process, our department has reviewed the Final Generic Environmental Impact Statement (FGEIS) for the proposed Comprehensive Master Plan. Based upon our review of the FGEIS and the responses provided to our previous comments on the Draft Generic Environmental Impact Statement (DGEIS), we feel that most of our significant concerns regarding the SEQRA process have been addressed, including the need to evaluate alternative uses for the Presidential Life, Clermont III and Pavion sites.

We note that comparisons with alternative types of development for the Presidential Life, Clermont III and Pavion sites, including comparisons of traffic trip generation for each type of development, have been provided in the FGEIS. As a result of input that the Village received on the DGEIS and the process of comparing alternative uses for these sites, it is our understanding that the planned future uses of these sites have been clarified or revised. Specifically, it is our understanding that the Plan would now allow park, residential and the other uses as permitted under the existing C-3 zoning district on the Presidential Life and Clermont III sites. Also, specifically, it is our understanding that the Plan would now recommend future rezoning of the Pavion site to allow mixed residential and commercial development, with the commercial use not to be so great as to cause an excessive increase in downtown traffic.

One of the other concerns that we expressed in our previous comments was the need for the Village to work with the New York State Thruway Authority regarding redesign of the Thruway underpass and ramps to address design and safety concerns and in order to make the underpass into less of a barrier and more of an entry. Within the same comment, we recommended that the Village actively participate in all public discussions regarding the proposed bridge design to make sure that, if a bridge scenario advances (whether the Village is in favor of it or not), that the best alternatives for the Village can be achieved. We continue to suggest that the discussions in the Plan be expanded, within the sections on the Gateway area and in other locations in the Plan as appropriate, to discuss ways of working with the New York State Thruway Authority and others to accomplish these goals. As we previously suggested, the Village may wish to consider a committee, working group and/or designated liaison as means of participation.

*FGEIS for the Village of Nyack Proposed Comprehensive
Master Plan and Amendments to the Zoning Law*

Page 2 of 2

Please note that the Plan is also subject to our review under the New York State General Municipal Law (GML) because the Village contains or is within 500 feet of the New York State Thruway, State Route 9W, State Route 59, Sean Hunter Ryan Memorial Park, Mountain View Nature Park, the villages of Upper Nyack and South Nyack and the towns of Clarkstown and Orangetown. A GML review will be provided in the future on the draft Plan and amendments to the zoning law after the Village has referred them to us for our review under the GML.

for *Arlene Miller*
Salvatore Corallo
Deputy Commissioner of Planning

- c: Village of Nyack Planning Board
- Village of Upper Nyack
- Village of South Nyack
- Town of Orangetown
- Town of Clarkstown
- NYS Thruway Authority
- NYS Department of Transportation
- Rockland County Division of Environmental Resources

VILLAGE OF NYACK INCORPORATED FEBRUARY 27, 1883
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NYACK, NEW YORK 10960-2697

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VILLAGE ATTORNEY
WALTER R. SEVASTIAN

RESOLUTION OF THE NYACK VILLAGE BOARD CERTIFYING FINDINGS STATEMENT RELATING TO THE FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT (FGEIS) FOR THE PROPOSED COMPREHENSIVE MASTER PLAN AND THE PROPOSED AMENDMENTS TO THE ZONING LAW THE VILLAGE OF NYACK, ROCKLAND COUNTY, NEW YORK

WHEREAS, the Nyack Village Board has previously declared itself Lead Agency for the purpose of a review of the Type I Action, consisting of the adoption of a Comprehensive Master Plan and related Zoning Amendments for the Village of Nyack, under the provisions of Article 8 of the New York State Environmental Conservation Law (SEQRA);

WHEREAS, the Nyack Village Board has taken the steps set forth in the procedural history portion of the Findings Statement relating to the Final Generic Environmental Impact Statement, given due consideration to the Environmental Impacts and Mitigation findings set forth in the Findings Statement of the Final Generic Environmental Impact Statement for the proposed Comprehensive Master Plan and the proposed Amendments to the Zoning Law of the Village of Nyack, and hereby certifies that:

1. It has considered the relevant environmental impacts, facts and conclusions disclosed in the FGEIS;
2. It has weighed and balanced relevant environmental impacts with social, economic and other considerations;
3. It has provided rationale for its conclusions and decision as required by 6 NYCRR Part 617;
4. The proposed Action is consistent with social, economic and other essential considerations from among the reasonable alternatives available in the FGEIS; and
5. The proposed Action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts would be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable in the FGEIS.

Adopted at a regular Board meeting of the Village of Nyack Board of Trustees on January 11, 2007.

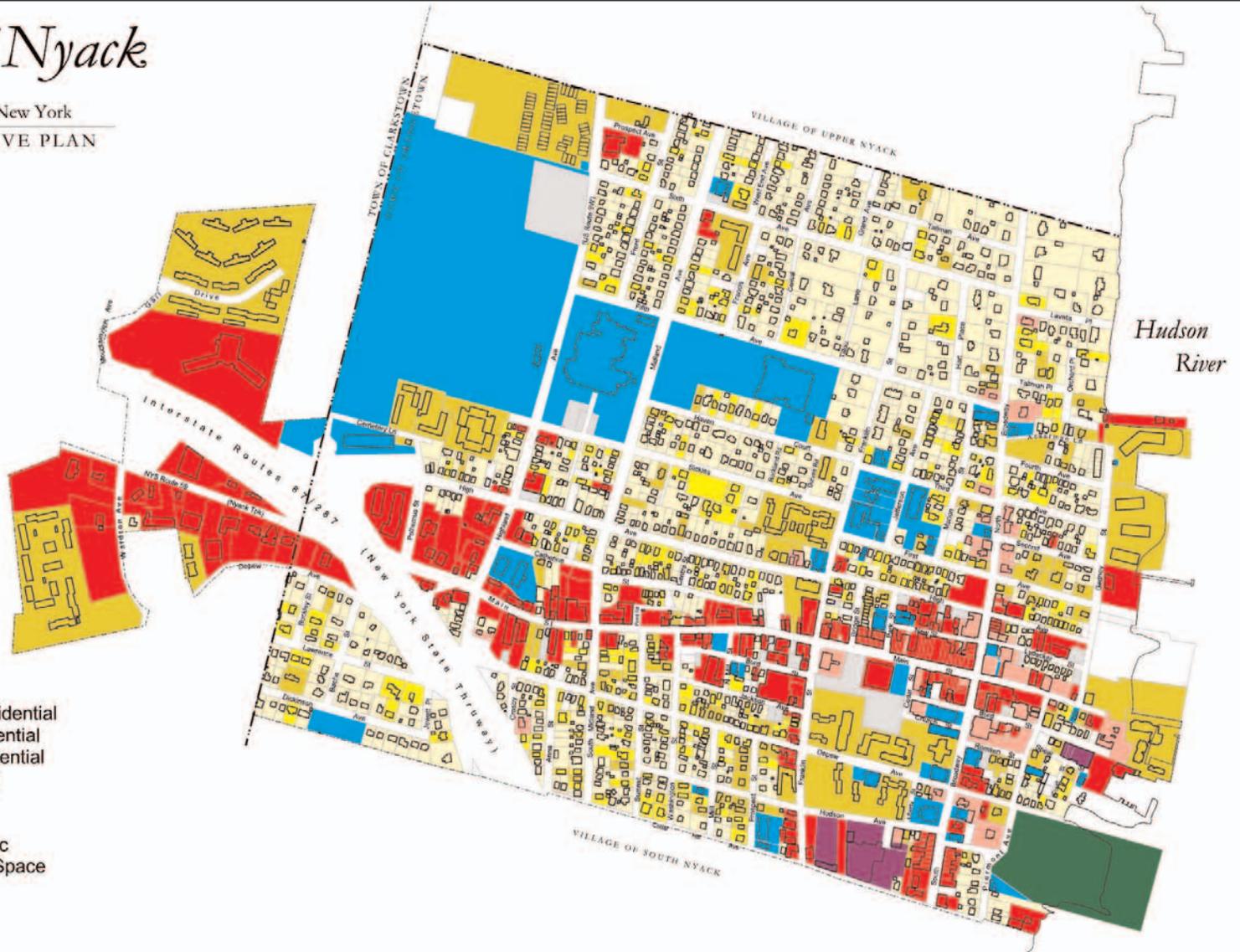

Mary E. White
Village Clerk
Village of Nyack

Village of Nyack

Rockland County, New York
COMPREHENSIVE PLAN

Legend:

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Retail/Commercial
- Office
- Industrial
- Public/Quasi-Public
- Recreation/Open Space
- Parking
- Vacant Lot



1990 LAND USES

Source: Destination Parking Study,
Manuel S. Emanuel Associates, Inc., 1991

500 0 500 Feet



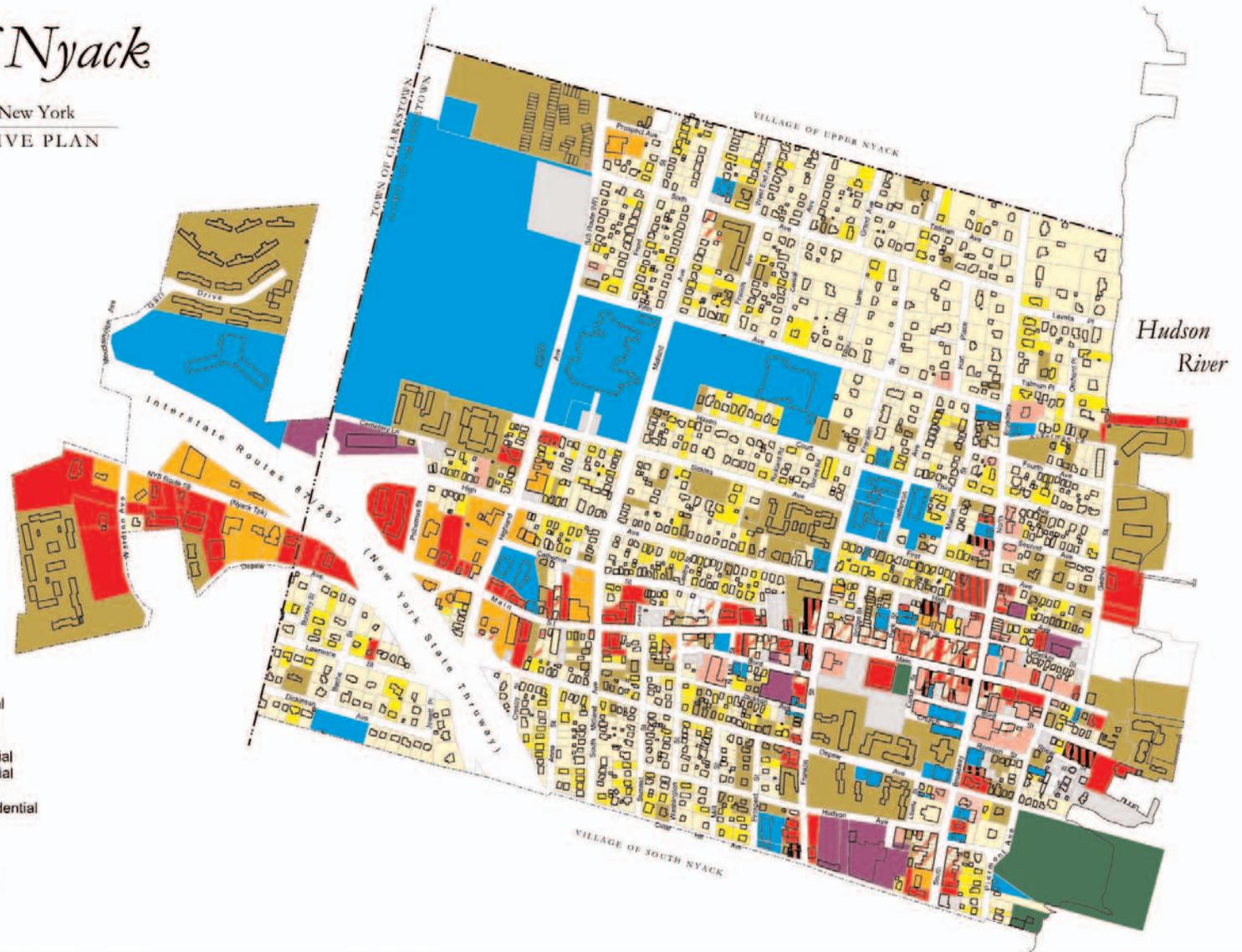
Abeles Phillips Preiss & Shapiro, Inc.
Base map source: Rockland County Department of Planning

Village of Nyack

Rockland County, New York
COMPREHENSIVE PLAN

Legend:

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Retail/Service Commercial
- Auto-Oriented Commercial
- Office
- Mixed Commercial/Residential
- Other Mixed-Uses
- Industrial
- Public/Quasi-Public
- Recreation/Open Space
- Parking
- Vacant Lot



EXISTING LAND USES

JUNE 2000



Abeles Phillips Preiss & Shapiro, Inc.
Base map source: Rockland County Department of Planning

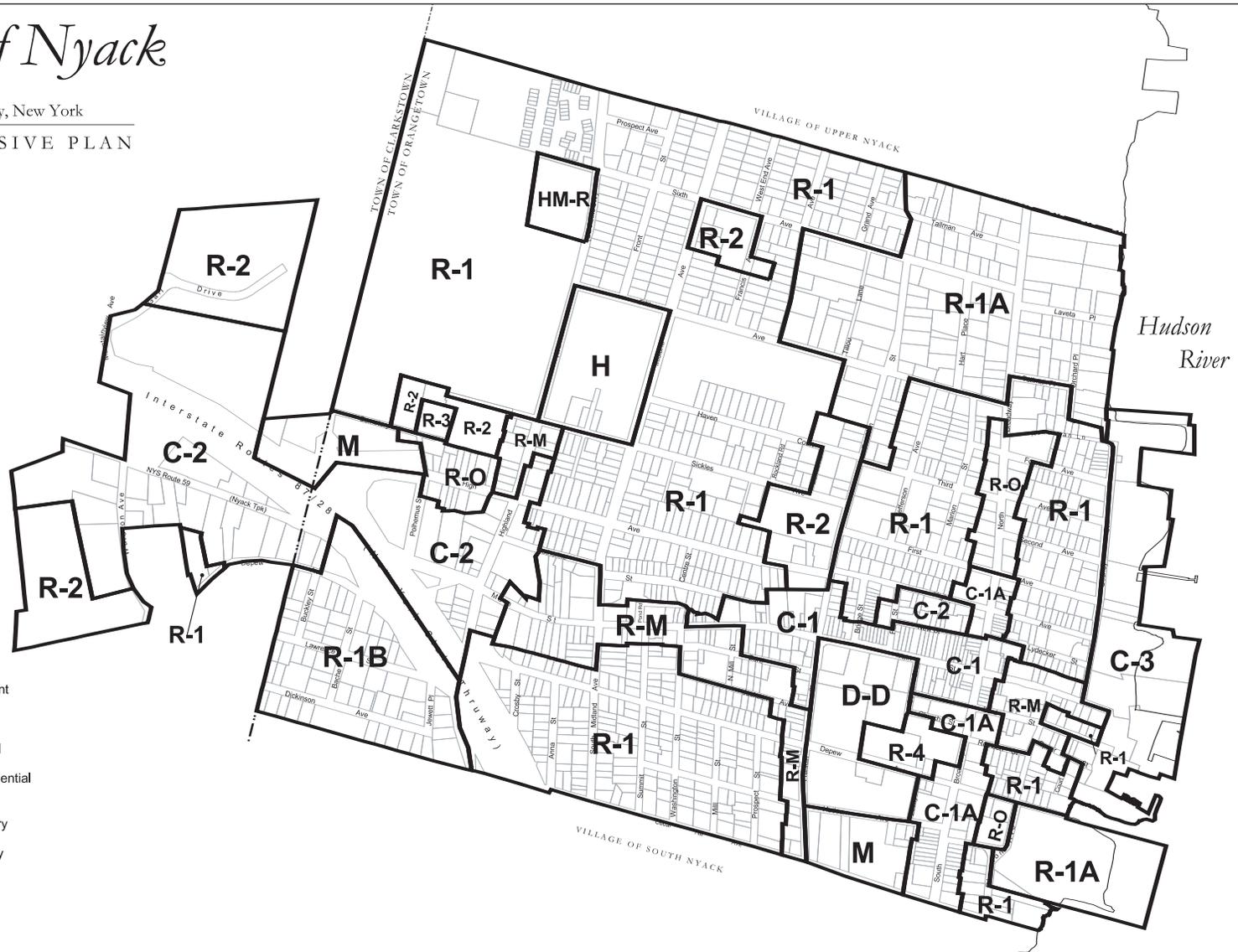
Village of Nyack

Rockland County, New York

COMPREHENSIVE PLAN

Legend:

- D-D Downtown Development
- C-1 Central Commercial
- C-1A General Commercial
- C-2 General Commercial
- C-3 Waterfront Commercial
- H Hospital
- H-MR Hospital Multiple Residential
- R-1A One Family
- R-1 One-Two Family
- R-2 Multi-Family Three Story
- R-3 Multi-Family Six Story
- R-4 Multi-Family Eight Story
- R-M Residential Mixed Use
- R-O Residence-Office
- M Manufacturing



EXISTING ZONING

JUNE 2000

500 0 500 Feet



Abeles Phillips Preiss & Shapiro, Inc.
Base map source: Rockland County Department of Planning



Village of Nyack Comprehensive Plan
