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May 27, 2015

Village of Nyack
9 North Broadway
Nyack, NY 10960

Attn: Mr. James Politi, Village Administrator

Re: TAP New Connectivities for Nyack
McLaren File No. 150119

Dear Mr. Politi:

We want to thank the Village for the opportunity to present our team at the interview on May 8, 2015. As requested, we have prepared the Concept Design Approach for the TAP New Connectivities for Nyack within Broadway from Main Street to First Street. The McLaren team has developed this approach to complement the prior Main Street project concept, yet tailor it for the business segment of Broadway. We note that this initial concept will evolve as we obtain more detailed survey and data and gain insight from the Village and stakeholders.

We will be happy to discuss this concept in detail with you or the Selection Committee at your convenience. Should you have any questions regarding this concept, please do not hesitate to contact us.

Very truly yours,

The Office of
M.G. McLaren, P.C.
d/b/a McLaren Engineering Group

Steven L. Grogg, P.E.
Vice President – Site/Civil Division

SLG/JFL/rjk

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TAP New Connectivities for Nyack

Concept Design Approach:

The Concept Approach for Broadway within the business sector will replicate many of the techniques used on Main Street with additional enhancements. This concept will unify the Main Street and Broadway area. The elements that can be incorporated into the design fabric include the following:

1. Curbs:
 - a. Provide the same Belgian block type curb as exist on Main Street throughout Broadway business district and around planting areas.
2. Cross walks:
 - a. Cross walks will use the same treatment of grey soldier courses with reddish color stamped pavers in between. All crosswalks will be improved to obtain as close to perpendicular alignments as practical. The color crosswalks will “announce” entering downtown Nyack.
3. Sidewalks:
 - a. The sidewalks along Broadway are extended at certain intersections around the corners to side streets to provide “blocking” for parking lanes as well as shorter crossing distances for safer movements and ADA compatibility. Two corners in particular, the southwest corners of New Street and Broadway and High Street and Broadway have very narrow sidewalk widths - too narrow for pedestrians, let alone handicapped individuals. These bump outs will bring these two areas into compliance.
 - b. A variety of concrete surface designs will be utilized to create interest and contrast including diagonal arrangements, square and rectangular sections. These will be complimented with paver designs in conjunction with sustainable drainage systems.
 - c. Additional focus will be placed on the visibility of entrances to businesses. The pavement treatment will be changed to colored pavers starting at the front door of a business and angle towards the curb in a slight fan out. This serves several functions. First it draws focus to the entrance of the establishment. Second, it provides surface and pattern differentiation as a design element. Contrasting concrete patterns on either side complete the design. Third, it provides a construction technique that allows phasing to maximize access during construction. Starting at the entrance, a four foot width of pavers extends to the curb.
4. Bump Outs:
 - a. Bump outs have been proposed to add sidewalk space for streetscape improvements as well as providing traffic calming. The bump outs are a key feature as they will slow traffic on both Broadway and on cross streets.
 - b. The bump outs have been located to channel one way traffic flows across Broadway where intersections do not align.

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- c. The bump outs proposed have been located in areas that had previously been marked off as “no parking” areas. This minimized the loss of currently available parking spaces.
 - d. The bump out aesthetic treatments will correspond with the overall vocabulary and provide visual continuity in the streetscape. They also provide opportunities for stormwater treatment through rain gardens and permeable pavement.
 - e. Stop signs and street signs will be moved out to the bump outs as necessary.
 - f. Bicycle racks will be located on bump outs where rain gardens may not be feasible.
5. Landscaping:
- a. New pavement areas also provide an opportunity to install CU-Structural soils under pavement areas around trees. Structural soils maintain structural load requirements for sidewalks, and are engineered to also provide air and water spaces for tree roots. The trees roots spread through the soil instead of surfacing and upheaving the sidewalk to find air and water.
 - b. Landscaping areas will be provided for visual interest, to provide future shade and to mitigate stormwater.
 - c. Appropriate plantings will be provided in conformance with Main Street standards.
6. Street Furniture:
- a. All light poles will be replaced with the selected period pole and fixture to match Main Street. All light poles will be provided with banner hanging and hanging planting basket hardware as on Main Street.
 - b. Benches, waste receptacles, banners and other features will be added in conformance to Main Street standards.
7. Street Markings:
- a. Sharrows (shared right of way) markings will be added along this stretch of Broadway in both directions.

Areas of Focus:

As shown on the attached Figure SK-1, the concept design approach has been developed along Broadway from Main Street to 1st Avenue. The following is the design of the elements incorporated into each block.

1. From Main Street to beyond Lydecker & Broadway / Village Hall –
 - a. Extend/bump out sidewalks 6 feet on eastern side to provide additional focus for Village Hall as a destination.
 - b. Provide additional trees landscaping, and sustainable drainage solutions in and along the bump out.
 - c. Enhance one way traffic flow east through Broadway by channeling flow from Lydecker Street toward the north side of the street which permits expansion of the sidewalk to an ADA compatible width on the southwest corner of the intersection.
 - d. Install trees on the east side of Broadway integrated with storm water management facilities with overflow to storm drains.

2. From New Street/Lydecker Street to beyond High Avenue & Broadway – (Bakery & Bike Intersection) –
 - a. Bump out sidewalk 6 feet in front of the bakery; place attractive and functional bike racks as the focus of the bump out with landscaping.
 - b. Enhance one way traffic flow east and improve sidewalk on southwest corner to ADA standards.
3. From High Avenue to beyond 1st Avenue and Broadway– Alternate bump out sections on east side of block from mid-block to First Street and on the west side of street from mid-block to High Street as a traffic calming technique.
 - a. Provide sustainable stormwater solutions along both sections.
 - b. Move Parking kiosks to bump outs



CONCEPT DESIGN PLAN

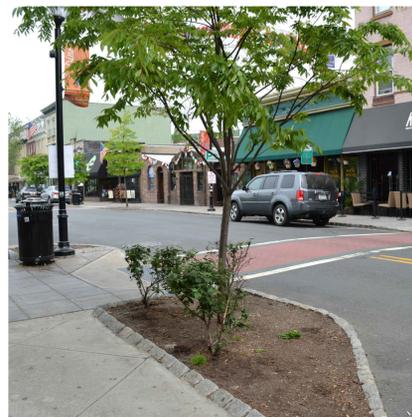
30' 0 30' 60' FEET
SCALE: 1" = 30'



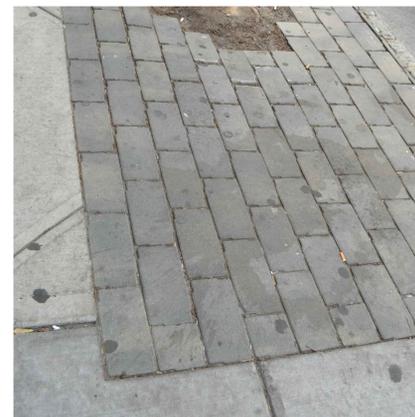
1. STREET FURNITURE



2. CONCRETE PATTERN TO MATCH MAIN STREET



3. PAVES AT CROSSWALK & DRAINAGE PLANTER EXAMPLE



4. SUSTAINABLE PAVES SURFACE



5. BIKE RACK



6. HISTORICAL LIGHT POLE WITH BANNERS

FILE NAME: P:\Proj\150119\10_Dwg\CAD\10_Plan\SL_presentation.dwg PLOT TIME: Wed, 27 May 2015 - 11:46am LAST SAVE: Wed, 27 May 2015 - 11:44am BY: SJaung

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