



# Downtown Revitalization Initiative

## APPLICATION

### BASIC INFORMATION

**Regional Economic Development Council (REDC) Region:** Mid-Hudson

**Municipality Name:** Town of Clarkstown

**Downtown Name:** Nanuet Hamlet Center

**County Name:** Rockland

**Applicant Contact:** George Hoehmann, Town Supervisor

**Applicant Contact:** g.hoehmann@clarkstown .gov; 845-639-2050

**Vision for Downtown.** Provide a brief statement of the municipality’s vision for downtown revitalization.

The strategic vision to transform downtown Nanuet into a vibrant, walkable, and mass-transit accessible *Live, Work, Play* center is about to become a reality.

After years of community input, planning, and zoning adjustments, the framework is in place for shovels to hit the ground. Developers, including the zone’s largest parcel owner, are actively drafting proposals for the construction of mixed use and increased residential density developments in the Transit Oriented Development (TOD) zones adjacent to the Nanuet train station.

Nanuet (a hamlet with a comparable population to villages and past DRI funding recipients at 18,886 residents) is the commercial hub of Rockland County. With easy access to the New York State Thruway and the Palisades Parkway, Nanuet is also situated on two of the County’s main state roads in Route 59 and Route 304. It is also home to one of Rockland’s busiest commuter train stations. With Blue Ribbon awarded schools poised to invest another \$59 million in upgrades and extremely engaged community organizations such as the Nanuet Chamber of Commerce, the Nanuet Civic Association, and Citizens United To Protect Our Neighborhoods, it’s no wonder that Nanuet is a hot spot on the market as a desirable place for retail, businesses, and residents to call home. But even with all that Nanuet has going for it, the hamlet still has tremendous untapped potential for growth and development.



Conceptual Rendering of Streetscape and Beautification Enhancements to Main Street, Nanuet

The Town's exciting plan to redevelop vacant and underutilized land in Nanuet's downtown along the Pascack Valley NJ Transit station will:

- **Create an easily walkable connection between the downtown business district and the regional open-air shopping center, the Shops of Nanuet;**
- **Attract private development for mixed-use affordable housing, senior housing, and age unrestricted housing.**
- **Create parks and other greenspaces;**
- **Increase accessibility throughout Downtown Nanuet with a multi-use path and a new road grid;**
- **Develop a new multi-modal transit facility that will encourage public transit use for both residents and regional shoppers and will link workers to skilled jobs regionally; and**
- **Create hundreds of permanent jobs locally.**

The Town has been extremely active in its leadership role to drive development, and two notable steps have recently been completed. Most significantly, the Town invested \$4.55 million to purchase the former Grace Baptist Church, a 3 acre parcel strategically located just off Main Street, to develop housing and municipal parking. In addition, the Town just received approval from the MTA to license 100 parking spots for municipal use in the commuter lot that backs up to the Main Street business district.

With funding in part from NYSERDA's Cleaner Greener Communities Program, the Town of Clarkstown successfully completed all the studies and analysis needed to lay the foundation for this project. With the zoning now in place and private investors ready to participate, the ability to access funding through the DRI process will be critical to the implementation of this project. Assistance from the DRI will help bring exciting new opportunities to Nanuet, the Town of Clarkstown, Rockland County, and the entire region.

---

## **JUSTIFICATION**

Provide an overview of the downtown area nominated for the DRI program, highlighting the area's defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

Nanuet, located just 4 miles west of the Mario Cuomo Bridge, is a regional shopping destination with a number of shopping plazas, an outdoor mall, and a traditional commercial Main Street. It is also home to the Town's only commuter rail station- one of only 4 in the county. The parcels closest to the train station include several acres of vacant, formerly industrial properties that are ripe for redevelopment. Just north of this underutilized land is the 880,000 square-foot, "open-air" regional shopping mall, the Shops at Nanuet, which is owned by Simon Properties, Inc. Unfortunately, there is no easy connection for pedestrians to navigate from the train over to The Shops, nor from The Shops to Main Street. Combined with a lack of parking and traffic congestion, many commuters look to get off the train and leave the area rather than shop or patronize a local restaurant. With DRI funding, the Town will implement much needed infrastructure improvements to address pedestrian accessibility and traffic flow. These projects will include new sidewalks and streetscapes where none exist or are badly deteriorated, improved drainage, a multi-use path, and the design of a new street grid. These improvements will create easy connectivity between the train station, the Main Street and adjacent commercial areas, as well as areas proposed for development. This transformation will "set the table" for new development by creating an attractive, walkable neighborhood that encompasses all the amenities downtown Nanuet has to offer. Without financial assistance for these improvements, achieving a truly successful revitalization will be long delayed. The overall potential for Nanuet to become a dynamic regional center is enormous given Nanuet's proximity to New York City, Northern New Jersey, Westchester and local commercial centers, and it lies at the crossroads of several major roadways including the Palisades Interstate Parkway, NYS Thruway and NYS Route 59. With strong

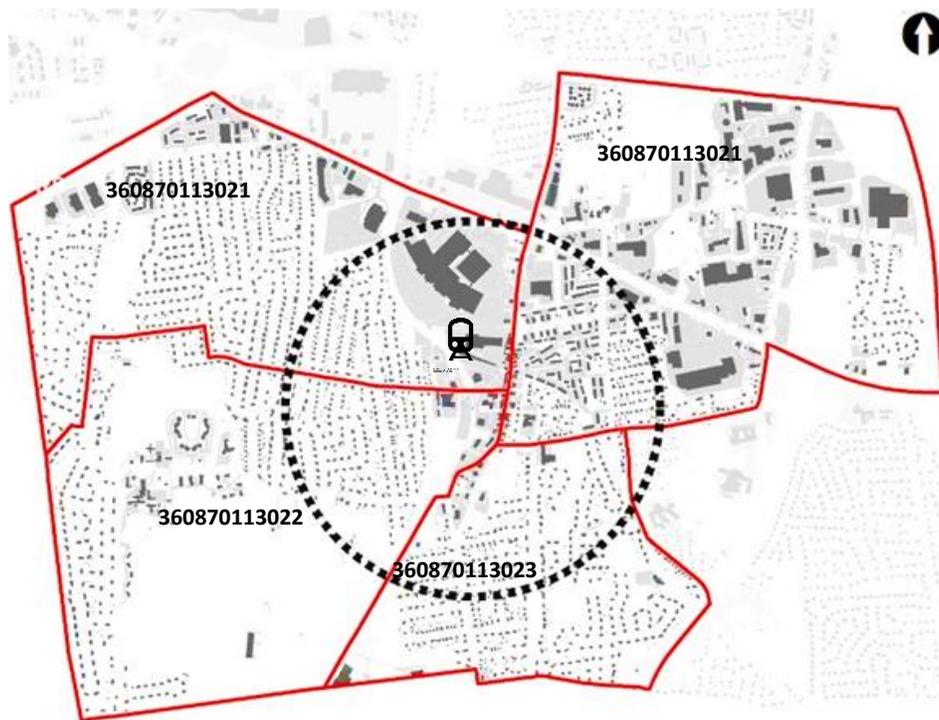
community and regional stakeholder support for smart, pro-growth zoning updates to realize the vision, Nanuet is well-positioned to capitalize on the extensive vacant and underutilized land in its downtown to create a dynamic downtown of the 21<sup>st</sup> Century. DRI funding will allow the Town to jumpstart this transformation and create a downtown Nanuet that serves as a true regional economic engine.

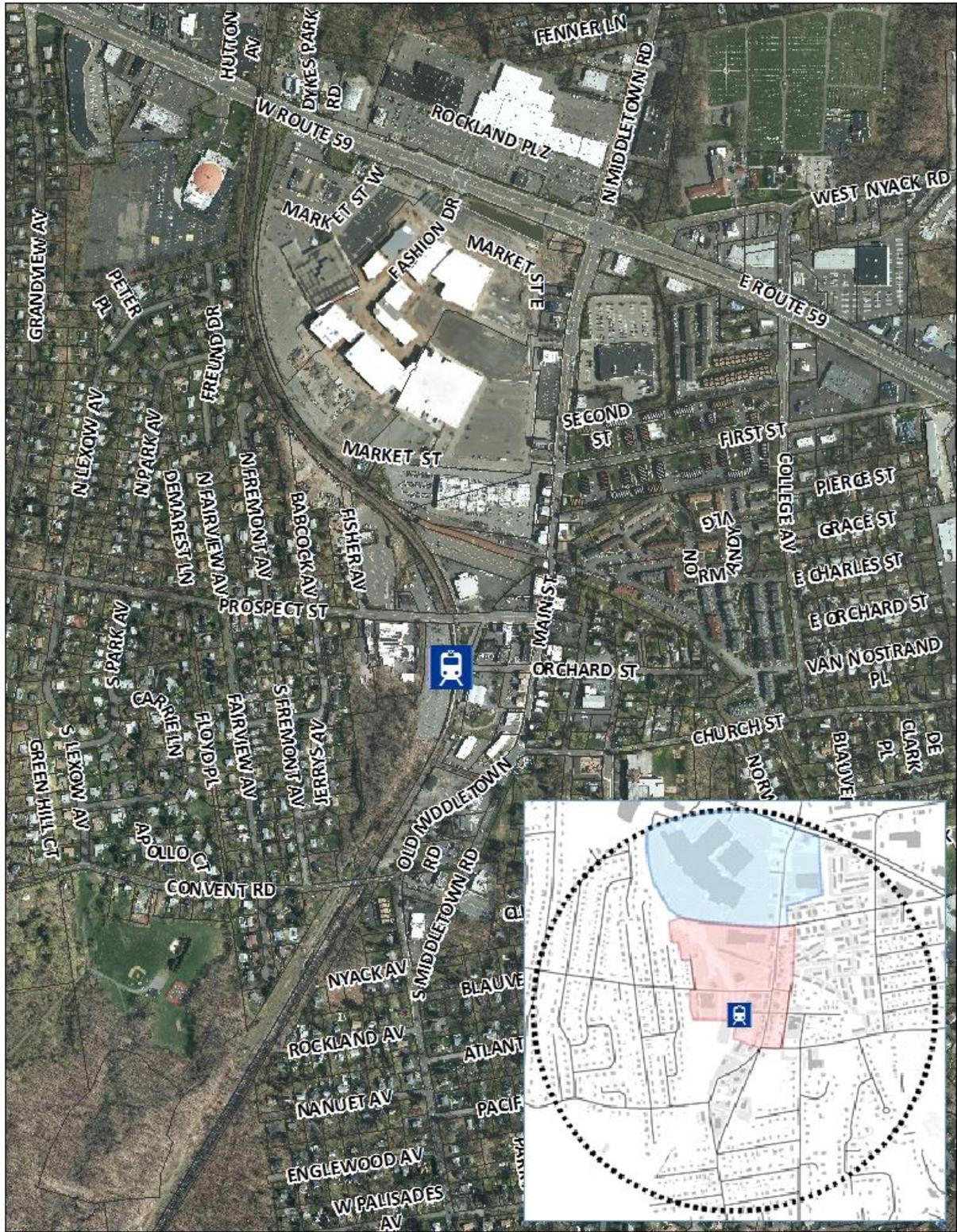
---

## DOWNTOWN IDENTIFICATION

- 1) Boundaries of the proposed DRI area.** Detail the boundaries of the targeted neighborhood, keeping in mind that there is no minimum or maximum size, but that the neighborhood should be concentrated and well-defined. Neighborhoods beyond a traditional downtown or central business district are eligible, if they can meet other criteria making them ripe for investment. Attach a map that clearly delineates the area to be included in the downtown revitalization area.

The Nanuet DRI area is defined as the area within a short (10-15 minute) walk of the Nanuet Train Station, physically encompassed within a ½ mile radius. The DRI area consists of non-residentially zoned areas between the intersection of NYS Route 59 and S. Middletown Road to the north, along Main Street to the intersection of Old Middletown Road and S. Middletown Road at its southern extent. This area includes the Shops at Nanuet Mall at the northern end, the shops and commercial arterial streets connected to Main Street, the commuter rail station and surrounding commercial and industrial areas. The DRI also includes the residential streets within the ½ mile radius of the station. (See following map)





Nanuet TOD Project Area – DRI Area shown in inset map (black hashed line)

**2) Past Investment, future investment potential.** Describe how this DRI area will be able to capitalize on prior private and public investment, or catalyze future investments in the neighborhood and its surrounding areas.

**Past & Recent Investment:**

The Town of Clarkstown is set to begin a \$250,000 refacing project in September 2021 in the right of way in front of 161 Main Street. Old and uneven pavers will be replaced by stamped concrete, and new planters, benches, curbing, and entry paths will be installed to beautify the area. All along Main Street, the Rockland County Highway Department recently completed a refurbishment of the decorative crosswalks, and the Town Highway Department is installing new ADA ramps and re-stripping the on-street parking spots. The Town is also looking to earmark funding from the American Rescue Plan for sign and facade upgrades for the businesses along Main Street.

The Nanuet Chamber of Commerce’s Junior branch is fundraising to install a decorative 4 sided clock along with new plantings in a Main Street Adopt-A-Spot, and a new Christmas tree has been planted as part of an upgrade to a Veteran’s Memorial square adjacent to the train station.

The Nanuet DRI zone is anchored in large part by the 880,000 square-foot outdoor shopping plaza known as The Shops at Nanuet. This Simon property has been attracting shoppers and diners from throughout the region and serving as a catalyst for growth in Nanuet since 2013. While nationwide retail has taken a hit in recent years, major operators continue to open in Nanuet. At Home, a major national retail chain opened a 218,000 square foot store in March of 2021. Three major food service chains, Shake Shack, Chipotle, and Playa Bowls just opened locations here, and in June of 2021 Volkswagen debuted its largest dealership in the United States. A brand new Stop & Shop Supermarket, within easy walking distance of the entire DRI target area, opened in August of 2021. Four other major food service chains are proposing Nanuet locations, and a project just a few miles west on Route 59 to include a QuickChek gas station and Holiday Inn Express hotel is in the final stage of approval.

Numerous public agencies have invested in the Nanuet TOD project, both in terms of funding and in the hundreds of hours donated to the visioning and planning processes by stakeholders and the professional staff of town and regional agencies, such as the Rockland County Planning Department, NYS DOT and Metro-North Railroad. Previous public investment includes:

- The 2015 NYSERDA TOD planning grant of \$150,000 matched by \$50,000 from the Town of Clarkstown, which prepared the “blueprint” for revitalizing the downtown and creating a regional economic opportunity center, that involved extensive public input for the vision of the “New Nanuet”;
- The development of updated TOD zoning for the DRI area prepared by the Town to support the development of a TOD neighborhood, attracting people of all ages, incomes and backgrounds;
- The Draft Generic Environmental Impact Statement (DGEIS) prepared by the Town at a cost of approximately \$125,000+ to evaluate said zoning updates for the DRI area;
- The “Urban Action Agenda” study of Nanuet prepared by Pattern for Progress with funding from the Ford Foundation;
- The Town’s adoption of the Complete Streets Initiative in 2017 to implement a Complete Streets design for the Town, with a focus on Prospect Street in the TOD.

**Future investment**

Development centered around additional residential, mixed-use and greenspace adjacent to The Shops and the Nanuet train station on Prospect Street is the real key to unlock Nanuet’s full potential. Prospect Street serves as one of the main access thoroughfares to the train station and as a feeder from an existing large residential

neighborhood. The TOD zone’s largest property owner is currently developing a plan to build up to 250 housing units just steps from the train station and the Town is actively looking at housing options for approximately 100 units on its parcel just across Main Street. Other area developers and property owners are taking notice and exploring their options. These residential and mixed use developments are what will take Nanuet to the next level.

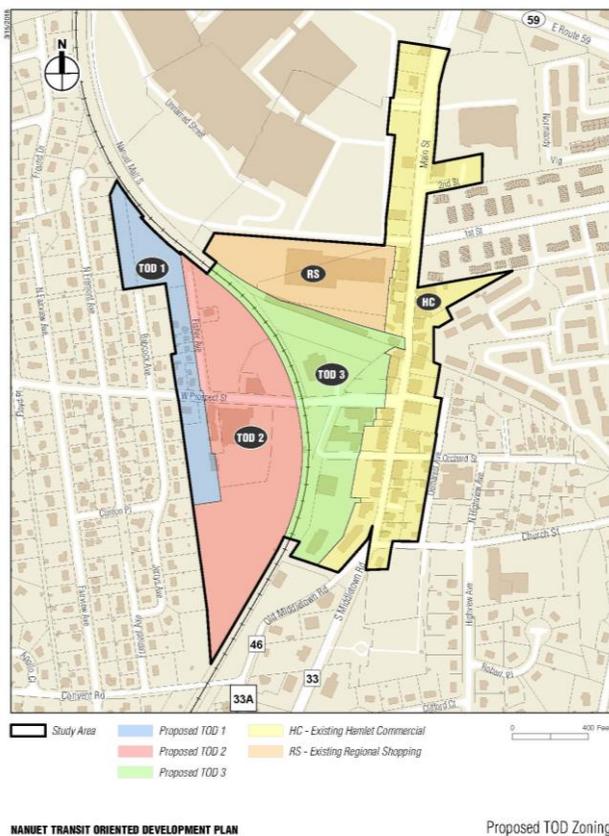
To improve accessibility, the Town continues to explore the Complete Streets program and is working with Rockland County to develop a regional interwoven web of multi-use roadways for basic, safe transportation access for all modes and users. Nanuet is a major focus of these potential investments and DRI funding will serve as a potent catalyst to make all of these efforts materialize more speedily.

Infrastructure investments planned by Clarkstown will provide a shot in the arm for the Nanuet Center revitalization. Over the next five years, the Nanuet TOD Plan calls for approximately \$15 million in

improvements throughout the DRI. These include:

- New sidewalks and streetscapes
- New travelways
- Improved drainage
- New green spaces
- Additional parking

The Town has done extensive planning and design work along with smart growth TOD zoning changes (see map), and is now positioned to utilize DRI funding that will expedite the next steps, sparking redevelopment by enhancing the attractiveness of the area, mitigating drainage issues and creating connectivity for a walkable, TOD neighborhood. Implementing the TOD Plan will attract development projected for 500 residential units, dozens of commercial spaces as well as substantial office space, resulting in thousands of construction, indirect, and induced jobs along with more than 1,000 permanent jobs. The Town is committed to a “hands on” approach to revitalizing Nanuet and has made attracting private investment a central part of its economic development strategy.



**3) Recent or impending job growth.** Describe how recent or impending job growth within or near the DRI area will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

As previously stated, Nanuet is the commercial hub of the Town and Rockland County’s economy. Commercial growth in Nanuet has been on the rise in the past decade, but Nanuet can grow even stronger with strategic redevelopment. The TOD plan for Downtown Nanuet will encourage economic growth locally and throughout the Mid-Hudson region through the construction of approximately 620,000 square feet of new infill development, which includes upgrades to the transit station, mixed-use commercial and residential

buildings and adaptive reuse of existing structures within the project area. Initially, the Nanuet TOD Plan will create 360 jobs in construction and approximately 1,000 indirect and induced jobs in the region. Upon completion, the Nanuet TOD project will create more than 2,000 direct and induced jobs in construction, and result in more than 1,000 permanent jobs.

DRI support would fund vital projects such as sidewalks, streetscapes, parking, travelways, green space, drainage improvements and conversion to LED lighting to form the foundation for redevelopment. These improvements will make the area attractive for working professionals by providing them with a vibrant, highly walkable neighborhood center that will truly create a sense of place; a real “Downtown Nanuet.” The diverse development of new mixed-use, affordable workforce housing, restaurants, local services and market-rate residences will be centered on the commuter train station. The pedestrian-friendly, landscaped streets (including bike paths) leading into and going through the center will be a magnet to key demographic groups such as millennials and seniors aging in place. The “New Nanuet” will be positioned to take advantage of recent growth in the region sparked in part by the Mario Cuomo Bridge, specifically the Bus Rapid Transit (BRT) lane on the Bridge coupled with the NYSDOT’s Lower Hudson Transit Link improvements which will allow for easier, more environmentally-conscious commuting to Westchester and New York City. And for those looking to stay in one place to live, work, and play - Nanuet will offer it all!

- 4) Quality of Life.** Identify the properties or characteristics that the DRI area possesses that contribute, or could contribute if enhanced, to the attractiveness and livability of the downtown for a diverse population of varying ages, income, gender identity, ability, mobility, and cultural background. Consider, for example, the presence of developable mixed-use spaces, varied housing types at different levels of affordability, walkability and bikeability, healthy and affordable food markets, and public parks and gathering spaces.

Nanuet possesses a number of attributes that make it a great place to live and work for people of all ages. Nearby Normandy Village houses seniors who are actively aging in place. Walkability to a number of schools, the very popular Highview Playground and a Main Street dotted with a number of eateries and other personal services attracts families and seniors to the area today. A sleek, modern Stop & Shop recently opened in the area, providing residents access to fresh food that is accessible by many modes of transportation, including Rockland County’s TOR and Clarkstown’s Mini Trans bus services.

As highlighted throughout this application, the Town’s partnership with key stakeholders in Nanuet is exceptionally strong. The Nanuet Chamber of Commerce in particular has advocated not only for the long-term vision that the Town seeks to achieve for its downtown through TOD, but for concrete changes already in place that have improved the aesthetics of the area to further enhance Nanuet’s sense of community and set a firm foundation for a dynamic future.



Conceptual Rendering of Prospect Street East of Rail Line within the Nanuet TOD Study Area

The transit anchor of Nanuet is the Town’s only commuter rail station, which is one of the only four in Rockland County. The Town’s new zoning for the Nanuet TOD area is designated to use this key asset to spur revitalization, which includes the provision of mixed-use redevelopment and adaptive reuse. The Town’s TOD planning study for Nanuet has recommended design concepts and zoning for redeveloping the vacant and underutilized land in the downtown into a mixed-use, transit oriented neighborhood. Conceptual renderings have been developed for various roadways and properties. Older traditional buildings with characteristic brick

facades like the Nanuet Fire House can be adaptively redeveloped into a mix of residential and commercial (see Conceptual Rendering).

The Shops at Nanuet, which is situated on the northern end of Downtown Nanuet, will continue to be a regional destination that will provide the revitalized area with plenty of pedestrian traffic. The vision for the Nanuet TOD includes the following enhanced environmental features:

- 1) An upgraded transit station on the existing line;
- 2) Mixed-use retail, office and workforce residential units/affordable housing, senior housing;
- 3) Walkable, pedestrian-friendly storefront streets containing parks and other greenspace. As the Town currently does in its other hamlets, it will sponsor farmers markets in the Nanuet center. All public areas will be ADA-compliant to encourage and facilitate use by the elderly and persons with disabilities. The Town will encourage and incentivize private owners to provide that same level of accessibility to commercial and residential spaces.



With assistance from the MHREDC, Nanuet is in a prime position to expand that reach to include an even more diverse group of people and businesses. The development of mixed-use properties is a key component to making the Nanuet TOD come to life by creating another community in the Mid-Hudson region that embodies the *Live, Work, Play* ethos at the heart of what the Downtown Revitalization Initiative seeks to accomplish.

- 5) **Supportive local policies.** Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks, modern zoning codes or New York State Stretch Code, comprehensive plans, Clean Energy Communities or Climate Smart Communities designation, complete streets plan, transit-oriented development, non-discrimination laws, age- friendly policies, and a downtown management structure. If policies that support livability and quality of life in downtown are not currently in place, describe near-term efforts by the municipality to create and implement such policies.



View of Main Street, Nanuet from Grace Baptist Church to Nanuet Train Station

Over the past three years, the Town of Clarkstown has made significant strides in making a revitalized Nanuet a reality. The Town’s purchase of Grace Baptist Church, a 3 acre parcel of prime development space, is a concrete example of that commitment, as is the Town’s successful pursuit of additional municipal parking with an agreement between the Town and the Metropolitan Transportation Agency (“MTA”) to lease a portion of the MTA’s parking lot to improve parking and traffic flow on Main Street.

These latest advancements represent the Town’s long history of working with its communities to create inclusive, affordable and livable

neighborhoods. In recent years the Town has completed extensive projects to revitalize hamlet centers, notably New City, Valley Cottage and Congers, with funding in part from New York State and the federal government.

The Nanuet Vision Plan was an outgrowth of the 2009 Comprehensive Plan. Uniquely structured as an Environmental Impact Statement, the Comprehensive Plan was awarded the New York Planning Federation Comprehensive Plan Award along with the Pace University Land use Law Center's Founder's Award. A number of community groups, governmental agencies and representatives, both local and regional, and individual stakeholders continue to be involved in realizing the Town's vision for Nanuet.

In 2017 the Nanuet Transit Oriented Development Plan was completed. This plan, which was developed by Cambridge Systematics Inc. in conjunction with the Town, proposed new zoning for Nanuet which focused on higher density multifamily and mixed-use development around the Nanuet rail stop. Through rezoning and capital improvements along Main Street, and around the rail stop, Nanuet will offer convenient access to mass transportation and a variety of housing and shopping choices, all within a pedestrian accessible environment. In June of 2019, the Clarkstown Town Board formally adopted the Nanuet TOD Plan, which involved amendments to the Town's Zoning Code, Zoning Map and Official Map. Four new zoning districts were created, including three TOD zones positioned near the rail stop, and a revamped Nanuet Hamlet Commercial zone, which was established along Main Street.

Ensuring a safe environment for motorists, pedestrians and cyclists alike is a key part of its plan for Nanuet. Through the Town's Complete Streets Committee, the Town surveyed and analyzed every Town-owned road, grading them based on safety, traffic density and their potential for improvements, including widening for bike lanes. Three roads in downtown Nanuet, Church, Highview and College Streets were among the top streets that would benefit most from a Complete Streets overhaul. The Town's Planning Department implements LEED ND planning principles by promoting walkable streets with street trees and other design strategies to increase pedestrian activity.

Pursuing long-term environmental and sustainability initiatives has been a hallmark of the Town's institutional goals, making Clarkstown a regional leader in such efforts. Clarkstown has implemented plans and projects that make its communities more energy efficient, reduce the Town's carbon footprint and encourage residents and businesses to do the same. The Town has implemented numerous measures to reduce energy use and environmental pollution, such as developing the first municipal solar field in New York State on a landfill, installing energy-saving fixtures throughout Town facilities, installing LED street lights and traffic signals in the revitalized New City Hamlet Center and acquiring LED street light heads throughout the town from Orange & Rockland. Recently, the Town has implemented land-use and open space strategies to protect open space, minimize sprawl and revitalize its downtowns to create the type of places where modern economies and societies flourish.

The Town recently became a NYSERDA Clean Energy Community, the first Town in Rockland County to do so after years of pursuing the designation. The Town's central role in adopting Community Choice Aggregation was the initiative that put Clarkstown over the top, after adopting other green policies over the years. Clarkstown is proud of its history and ongoing focus to adopt and enact forward looking policies rooted in generating economic development with the goal of increasing sustainability.

**6) Public Support.** Describe the public participation and engagement process conducted to develop the DRI application, and the support of local leaders and stakeholders for pursuing a vision of downtown revitalization. Describe the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan. Identify an initial local lead for the program that will work with outside experts to convene a DRI Local Planning Committee to oversee the plan.

A number of community groups, governmental agencies and representatives, both local and regional, and individual stakeholders have been involved in the development of a vision plan for Nanuet. The Town consistently engages the public and relevant stakeholders to plan for the future of the community and the Nanuet TOD visioning process is a shining example of that commitment to collaboration and transparency.

The first step taken to ensure broad public engagement was to appoint a TOD Steering Committee composed of a diverse spectrum of local stakeholders within Nanuet, which includes the Town Supervisor, Town Attorney, members of the Nanuet Civic Association, Chamber of Commerce, Nanuet School District, Nanuet Fire Department, Nanuet Emergency Services, Nanuet Post Office, Simon Properties (manager of the Shops at Nanuet), NYSDOT, MTA Metro-North Railroad, Rockland County Planning Department and local residents. They were selected because of their local knowledge of the Nanuet Hamlet, their experience with previous local planning efforts and their ability to encourage public participation.

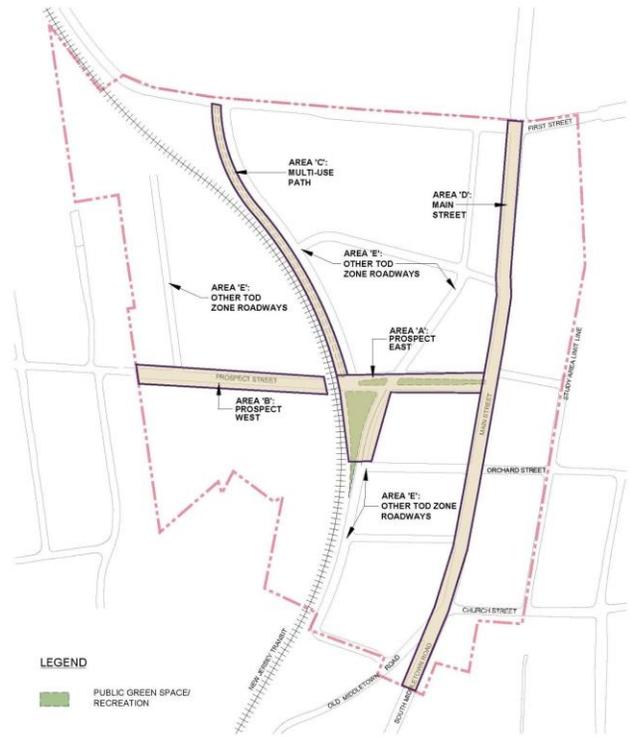
Throughout the TOD planning project, the Steering Committee met to assess project goals, deliverables and advise the project team on various approaches and strategies. The Town held four public workshops to discuss strengths, opportunities and weaknesses, lay out options and recommendations for future development and seek public input. The public workshops were extensively advertised through the Town's website, social media networks and through informational flyers distributed to residents, property and business owners via paid and earned media. In addition to the steering committee and public workshops, stakeholder groups were also consistently engaged through surveys and other data collection activities. The result was a Vision Plan designed from the ground up with wide public support. That Vision was translated into 4 unique zoning districts of varying residential and commercial densities centered around the Nanuet Train station.

**The Nanuet TOD Steering Committee met on September 9, 2021 to discuss this application**, lending its full support for this submission and is excited for the opportunity to convene as a Local Planning Committee to develop a Strategic Investment Plan and engage with the public to gain a broader understanding of how the DRI can serve the needs of the community.

- 7) Transformative opportunities and readiness:** Describe opportunities to build on the strengths described above by providing a list of transformative projects that could be ready for implementation with an infusion of DRI funds within the first one to two years.

The Nanuet TOD Plan has outlined a range of transformative projects such as public transportation, affordable housing, mixed use, low-rise development, public spaces, parks, walkways and multiuse paths (see Project Maps below). These projects will create a sustainable community center that encourages the use of public transportation, connects people to jobs locally and regionally, and supports existing and attracts new business and residential development. The DRI funding being requested is focused on constructing multi-use paths, increasing walkability and road redesigns and improvements (see Improvement Cost Estimates table below). This investment will create a dynamic economic engine for Clarkstown, Rockland County and the Mid-Hudson Valley Region.

The DRI technical assistance program will assist the Town to prioritize implementation of the range of plans developed for the TOD Plan that will best attract the appropriate private investment needed to realize the vision revitalize Nanuet's downtown. DRI funding will provide needed capital to expedite the implementation of infrastructure improvements detailed in the maps and tables on the following pages. These improvements are estimated to cost approximately \$15 million.



With DRI funding, this vision for Nanuet can be implemented and realized over the next two (2) years.

This round of DRI funding has also garnered serious attention from key property owners in the area who look the Town’s infrastructure improvements as the impetus for mixed-use development that could lead to approximately 250 units of housing, which will include office and retail space. The owners of the property pictured here, located steps from the train station, razed a former manufacturing facility in order to develop a residential complex. They are enthusiastically pursuing this development plan and hope to be an integral part of Downtown Nanuet’s future.



## Nanuet Downtown Revitalization Initiative Project – Improvement Cost Estimates

<b>Area 'A': Prospect East (500 linear feet)</b>			
<i>Elements included:</i>	Length of design element / number of units	Estimated Cost/ LF	Estimated cost for planning purposes
Planted Median, 10' wide	380	\$138.00	\$52,440.00
Open space improvements allowance	1	\$575,000.00	\$575,000.00
North Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	440	\$373.75	\$164,450.00
South Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	420	\$373.75	\$156,975.00
New Orchard South, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	250	\$373.75	\$93,437.50
Vehicle travel lanes, two direction- total 24' travelway	500	\$529.00	\$264,500.00
Typical Street Furniture (benches, bike racks, street lights)	500	\$540.50	\$270,250.00
Bioswales and related infrastructure	6	\$12,075.00	\$72,450.00
Cross walks	7	\$7,475.00	\$52,325.00
			<b>\$1,701,827.50</b>
<b>Area 'B': Prospect West (600 linear feet)</b>			
<i>Elements included:</i>	Length of design element / number of units	Estimated Cost/ LF	Estimated cost for planning purposes
North Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	550	\$373.75	\$205,562.50
South Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	600	\$373.75	\$224,250.00
Vehicle travel lanes, two direction- total 24' travelway	600	\$529.00	\$317,400.00
Typical Street Furniture (benches, bike racks, street lights)	600	\$540.50	\$324,300.00
Bioswales and related infrastructure	6	\$12,075.00	\$72,450.00
Crosswalks	4	\$7,475.00	\$29,900.00
			<b>\$1,173,862.50</b>

<b>Area 'C': Multi Purpose Path (1,000 linear feet)</b>			
<i>Elements included:</i>	Length of design Element	Estimated Cost/ LF	Estimated cost for planning purposes
Multi Purpose Path	1000	\$310.50	<b>\$310,500.00</b>
<b>Area 'D': Main Street (2,000 linear feet)</b>			
<i>Elements included:</i>	Length of design Element/ number of units	Estimated Cost/ LF	Estimated cost for planning purposes
East Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	1750	\$373.75	\$654,062.50
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	1750	\$373.75	\$654,062.50
Typical Street Furniture (benches, bike racks, street lights)	2000	\$540.50	\$1,081,000.00
Bioswales and related infrastructure	10	\$12,075.00	\$120,750.00
Crosswalks	20	\$7,475.00	\$149,500.00
			<b>\$2,659,375.00</b>
<b>Area 'E': Other TOD Zone Roadways (aggregate 5,000 linear feet)</b>			
<i>Elements included:</i>	Length of design Element/ number of units	Estimated Cost/ LF	Estimated cost for planning purposes
East Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	4500	\$373.75	\$1,681,875.00
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	4500	\$373.75	\$1,681,875.00
Vehicle travel lanes, two direction- total 24' travelway	5000	\$529.00	\$2,645,000.00
Typical Street Furniture (benches, bike racks, street lights)	5000	\$540.50	\$2,702,500.00
Bioswales and related infrastructure	20	\$12,075.00	\$241,500.00
Cross walks	20	\$7,475.00	\$149,500.00
			<b>\$9,102,250.00</b>

**8) Administrative Capacity.** Describe the extent of the existing local administrative capacity to manage this initiative, including potential oversight of concurrent contracts once projects are selected for award.

Administering an annual budget of more than \$150 million, Clarkstown has an extensive and experienced management structure in place to support its current and planned revitalization efforts for the Nanuet TOD initiative. The Town will utilize skilled professionals across several of its departments, such as the Town’s Planning Department, Department of Engineering & Facilities Management, Department of Highways, Office of the Supervisor, Office of the Town Attorney, and Office of the Town Clerk. Several of the Town’s citizen-based Boards and Commissions will provide crucial support, such as the Planning Board, Zoning Board of Appeals, Fire Board of Appeals, Architectural Historic Review Board, Recreation and Parks Board and Recreation Committee and the Traffic Advisory and Fire Safety Advisory Boards.

Additionally, the Town of Clarkstown employs a full-time Planning Department with two planners, a GIS Coordinator, three clerical staff and part-time employees/interns.

In recent years the Town has planned and implemented revitalization projects in the hamlet centers of Congers, Valley Cottage and New City, and is in the process of revitalizing West Nyack. Each of these projects involved securing government funding, engaging planning, architectural and engineering consultants and administering millions of dollars in construction work.

Over the past five years, The Town has successfully partnered with various state and federal sources, including: FEMA, CDBG, NYS EFC, DASNY, NYSERDA, NYS DEC and Bridge NY.

The Town of Clarkstown is well positioned to work with its Local Planning Committee and state partners in directing the use of DRI funding to help this vision become a reality that all stakeholders can be proud of.



**9) Other.** Provide any other information that informs the nomination of this downtown for a DRI award.

Nationally, Transit Oriented Development remains a popular growth strategy throughout many major metropolitan regions due to the increased desire for liveable, walkable communities that make alternative modes of transportation the cornerstone of revitalized downtowns. It isn’t just a flashy trend; there are plenty of examples regionally where TOD projects

have transformed communities and the areas surrounding them. Some of the best examples west of the Hudson River are communities on neighboring New Jersey Transit lines such as Westwood, Ridgewood, Park Ridge and Morristown. East of the Hudson has great examples too, such as Tarrytown, Dobbs Ferry, and Hastings-on-Hudson.

Nanuet is primed to be another case study success story. As this application has illustrated, the Town and its partners have designed a realistic, viable and exciting plan to accomplish this vision. With DRI funding and guidance—the first of its kind for a Rockland County community—we believe that we can get shovels in the ground quickly, starting with a private land owner’s proposed residential development of approximately 250 units and the Town’s development of its own site for another approximately 100 housing units.

DRI funding will greatly help to supply the inertia needed to set everything in motion. We extend our sincere thanks to the Mid-Hudson Regional Economic Development Council for its consideration of this project and for the great work it has done in the past in transforming communities. We hope that we can now add Nanuet to the growing list of successes.

## ADDENDUM--Electric Vehicle Charging Stations

The Town of Clarkstown, partnered with the NYS Department of Conservation and their ZEV Infrastructure Grant Program to fund EV Charging stations at Clarkstown Town Hall (pictured below). The Town enthusiastically supports the inclusion of charging stations, both upper and lower bound types, as a part of its plans for Nanuet. The Shops at Nanuet already has three charging stations and the Town will work with the MTA and others to explore the feasibility of constructing more throughout the revitalized downtown.

