



## Downtown Revitalization Initiative

# APPLICATION

Applications for the Downtown Revitalization Initiative will be received by the Regional Councils. Applicant responses for each section should be as complete and succinct as possible. Applications should be submitted as Word documents and must be received by the appropriate Regional Council by 4:00 PM on June 1, 2018 at the email address provided at the end of this application. Application guidance is provided in the *Downtown Revitalization Initiative Guidebook* found on the DRI website at [www.ny.gov/dri](http://www.ny.gov/dri).

### BASIC INFORMATION

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

Municipality Name: Town of Clarkstown

Downtown Name: Nanuet Hamlet Center

County Name: Rockland

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

Clarkstown's vision is to position Nanuet as a dynamic regional center by creating a downtown for the 21<sup>st</sup> Century utilizing a Transit Oriented Development (TOD) approach. By redeveloping vacant and underutilized land in the Hamlet Center along the Pascack Valley NJ Transit railway, the project seeks to transform Nanuet into a vibrant, mixed-use, sustainable, transit-oriented, and walkable neighborhood attractive to seniors and millennials alike. The TOD plan will: **1)** Link the downtown historic district with the recently redeveloped regional open-air shopping center, the Shops of Nanuet; **2)** Attract private development for mixed-use, affordable housing, including senior housing; **3)** Create parks and other greenspace; **4)** Create connectivity throughout the Hamlet Center with a multiuse path and a new road grid; **5)** 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 **6)** Create hundreds of permanent jobs locally. With funding in part from NYSERDA's Cleaner Greener Communities Program, the Town of Clarkstown has completed the planning stage of the Nanuet Hamlet Center TOD project, and is in the process of completing the Draft Generic Environmental Impact Statement and zoning changes to initiate implementation of this exciting vision for its downtown. The ability to access funding through the DRI process will be beneficial to Nanuet, the Town of Clarkstown, Rockland County and the entire region.



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

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## 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 4 miles west of the Mario Cuomo Bridge, is a historic hamlet of Clarkstown with a traditional commercial Main Street. The Nanuet Hamlet Center is home to the Town's only commuter rail station- one of only 4 in the county-which is surrounded by several acres of vacant, formerly industrial land along the Pascack Valley New Jersey Transit rail line. Just north of this underutilized land is a newly redeveloped 880,000 square-foot, "open-air" regional shopping mall, the Shops at Nanuet, which is owned by Simon Properties, Inc. Poor pedestrian access to the train stop and lack of parking and traffic congestion inhibit development. Because the mall is cut off from the hamlet and train by development barriers, job opportunities and access to the mall for those without cars and commuters are severely inhibited. With DRI funding, the Town will implement the first phase of the TOD Plan to construct infrastructure improvements—new sidewalks and streetscapes where none exist or are badly deteriorated, improved drainage, a multiuse path and a new street grid. This will create connectivity to the train stop, commercial areas and areas proposed for development. It will also “set the table” for development by creating attractive, walkable connections within the TOD area to the train station and shopping. Without financial assistance for these improvements, revitalization will be long delayed. The 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. Nanuet lies at the “crossroads” of several major roadways including the Palisades Interstate Parkway, NY Thruway, NYS Route 59, its position on the NJ Transit Pascack Valley Rail Line and the draw of the Shops at Nanuet. With the TOD Plan complete, there exists 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 for much-needed infrastructure improvements will allow the Town to “jumpstart” the transformation of Nanuet as a regional economic engine.

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## DOWNTOWN IDENTIFICATION

This section should be filled out with reference to the list of desired attributes for participation in the DRI as set forth in the *Downtown Revitalization Initiative Guidebook*.

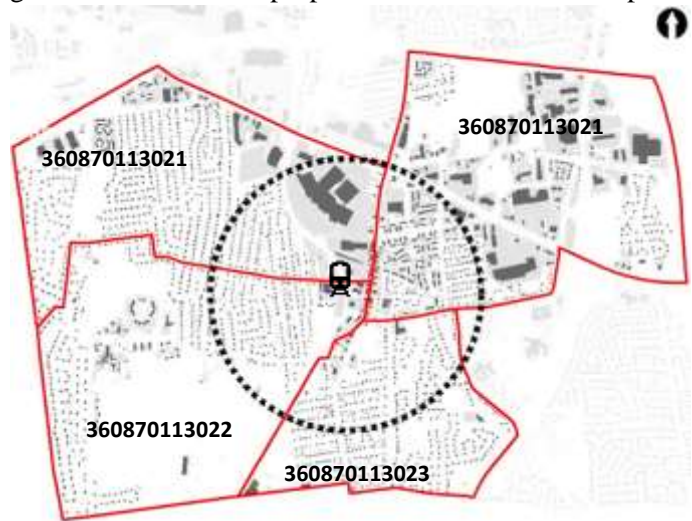
- 1) Boundaries of the proposed DRI area.** Detail the boundaries of the targeted neighborhood, keeping in mind that there is no minimum or maximum size, but that the neighborhood should be concentrated and well-defined. Neighborhoods beyond a traditional downtown or central business district are eligible, 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)



**2) Description of catchment area.** Outline why the proposed DRI area, or its catchment area, is of a size sufficient to support a vibrant, year-round downtown, with consideration of whether there is a sizeable existing or increasing population within easy reach for whom this would be the primary downtown destination.

The DRI area consists of the Nanuet Hamlet Center, which is approximately 135 acres in size and the surrounding multifamily housing developments and well-established single family home neighborhoods within ½ mile of the train station. The demographics of the DRI area and region indicate that the proposed Nanuet TOD development will be well supported. The DRI area is located at the intersection of four 2010 Census Block Groups 360870113021, 360870113022, 360870-113023, and 360870113032 (see adjacent map). Current residents have higher income levels when compared with the rest of the state – \$103,577 vs \$58,687, and Nanuet’s largest household income brackets are above \$100,000 with 20% at \$100- \$149,999 and 28.6% having incomes of \$150,000 and up. 35% of the DRI area residents are more than 50 years old. A walkable community will attract these residents as they become empty-nesters as well as attract Rockland’s growing over-65 population currently 15.4% of the county’s total population (2010 Census).



The location of the DRI area at access points to major thoroughfares—Exit 14 of the NYS Thruway, NYS Route 59, the Palisades Interstate Parkway—is a key feature for proposed development, making it easily accessible from upstate, Westchester, NYC and New Jersey, as well as from all of Rockland County. The creation of a new TOD neighborhood is estimated to create up to 620,000 square feet of new retail commercial, residential and public transit space through new infill development and adaptive reuse, with the potential for creating many hundreds of permanent, direct and induced jobs. The proposed residential, mixed-use residential and commercial, and commercial projects within a walkable grid that includes ample green space are projected to be very attractive for millennials and seniors, as well as businesses. Studies have shown TOD communities are rated as a highly important factor in selecting company locations, especially for socially and environmentally conscious businesses. These businesses will wish to locate in the new TOD neighborhood, further supporting and encouraging walkability and the use of mass transit.

**3) 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.

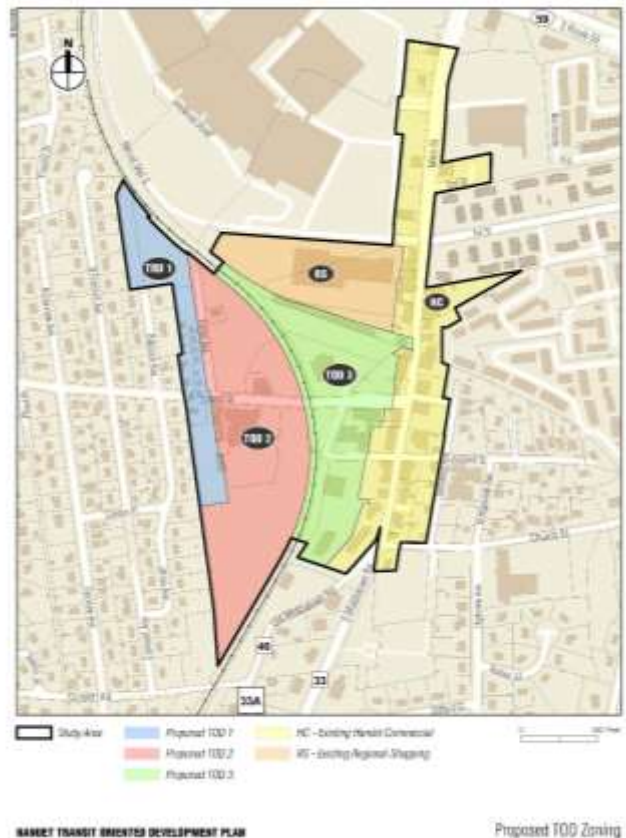
**Recent Investment:** The Nanuet DRI area has benefitted from a number of public and private investments which have helped make the area an attractive base for future development. The opening of the 880,000 square-foot Shops at Nanuet in 2013 continues to generate new jobs for the region, bringing shoppers and diners from throughout the region and serving as a catalyst for a revitalized Nanuet. The DRI is also located 4 miles west of the Mario Cuomo Bridge construction project, which has generated additional jobs and commercial activity to the area. Upon its completion, it is expected that will tourism will increase, particularly as an estimated 20,000 cyclists will utilize the Bridge’s bike path every weekend. Public investment has been substantial 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. Public investment includes : 1) The 2015 NYSEDA TOD planning grant of \$150,000 matched by \$50,000 from the Town of Clarkstown, which prepared the “blueprint” for revitalizing the hamlet and creating a regional economic opportunity center, that involved extensive public input for the vision of

the “New Nanuet”; **2)** 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; **3)** The Draft Generic Environmental Impact Statement (DGEIS) being prepared by the Town at a cost of approximately \$125,000+ to evaluate said zoning updates for the DRI area; **4)** The “Urban Action Agenda” study of Nanuet prepared by Pattern for Progress with funding from the Ford Foundation; **5)** The completion in 2007 of a \$3.1 million Main Street revitalization project with the Rockland County Highway Department, which improved the downtown/commercial streetscape by performing roadway and drainage improvements, as well as improved sidewalk and pedestrian infrastructure; **6)** 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. With funding in part from the Rockland County Department of Health (NYS DOH Healthy Schools and Communities Grant Program), along with a walking audit conducted by the TriState Transportation Council, the focus on Prospect Street is key to the TOD. Prospect Street serves as one of the main access thoroughfares to the train station and a feeder from a large residential development. The Town’s Complete Streets Committee meets regularly and a bike/pedestrian study at the train station is currently underway for the DGEIS. Clarkstown is also working with Rockland County to develop a regional interwoven web of multiuse roadways for basic, safe transportation access for all modes and users of which Nanuet will be a key hub. DRI funding will serve as a potent catalyst to make all of these efforts materialize more speedily.

**Potential:** The infrastructure investment planned by Clarkstown will provide a shot in the arm for the Nanuet Center revitalization. The potential to make Nanuet attractive to private investment and further public investment is substantial. Over the next five years, the Nanuet TOD Plan calls for approximately \$20 million in improvements throughout the DRI. These include:

- New sidewalks and streetscapes
- New travelways,
- Improved drainage,
- New green space
- A 250-space municipal parking structure in the existing MTA lot to encourage increased use of mass transit

The Town has done extensive planning and design work along with smart growth TOD zoning changes (see map), and is 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 Phase I of 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 and 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.



**4) 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.

Nanuet is already a key part of the Town and Rockland County’s economy. As previously stated, the economic activity in Nanuet has been on the rise in the past decade, due to development linked to the retail sector. But it can grow even stronger with its redevelopment. The TOD plan for the Nanuet Hamlet Center 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 a new intermodal transit station, parking decks, 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.

The Town’s proposed projects for which it is requesting funding from the DRI program, such as sidewalks, streetscapes, travelways, green space, drainage improvements and conversion to LED lighting, will form the foundation for redevelopment. It will make the area attractive for working professionals by providing them with a vibrant, walkable neighborhood center that will truly create a sense of place, a real “Downtown Nanuet.” The diverse mix of new retail space, offices, restaurants, local services and affordable workforce housing and market-rate residences will be centered around a new 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 municipal parking structure will encourage use of the train for regional commuters while freeing up space near the train station for green space currently used for a parking lot. The “New Nanuet” will be positioned to take advantage of recent growth in the region sparked in part by the Mario Cuomo Bridge and its eventual use of Bus Rapid Transit (BRT) lane on the Bridge coupled with the NYSDOT’s Lower Hudson Transit Link improvements will allow for easier, more environmentally-conscious commuting to Westchester and New York City.

**5) Attractiveness of physical environment.** 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.



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

The anchor of the Nanuet TOD area is the Town’s only commuter rail station, which is only one of the four in Rockland County. The Town’s new zoning for the Nanuet TOD area is designed to use this key location 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 hamlet center 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 the Hamlet Center, will continue to be a regional destination that will provide the revitalized area with plenty of pedestrian traffic. The vision for the Nanuet Hamlet Center TOD includes the following enhanced environmental features: **1)** a new multimodal transit station on the existing line; **2)** a parking structure at the station to reduce surface parking, encourage use of public transportation from around the region and free up green space; **3)** mixed-use retail, office and workforce residential units/affordable housing, senior housing; **4)** 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.



Shops at Nanuet  
Photo: Dorsky + Vue International Architecture

**6) Quality of Life 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, comprehensive plans, complete streets plan, transit-oriented development, non-discrimination laws, age-friendly policies, and a downtown management structure. If policies achieving this goal are not currently in place, describe the ability of the municipality to create and implement such policies.

The Town of Clarkstown is a regional leader in pursuing long-term environmental and sustainability initiatives. Clarkstown is committed to implementing plans and projects that will make its communities more energy efficient, reducing the Town’s carbon footprint. The Town has implemented numerous, targeted measures to reduce energy use and environmental pollution, such as developing the first municipal solar field in New York State on a land fill, installing energy-saving fixtures throughout Town facilities, installing LED street lights and traffic signals in the revitalized New City Hamlet Center and acquiring street light heads throughout the town from Orange & Rockland which is being converted to LED lighting. In May 2007, the Town joined the ICLE-Local Governments for Sustainability “Cities for Climate Protection” program, and in June 2008 endorsed the United States Mayor’s Climate Protection Agreement. The Town is also a Climate Smart Community and a Clean Energy Community. In May 2009 the Town joined the Lower Hudson Valley and New York City Clean Communities of the Clean Cities Coalition. 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’s Complete Streets program for all of Clarkstown is a key part of this strategy and its Complete Streets Committee is focused on the Nanuet Hamlet Center TOD initiative.

Clarkstown has a long history of working with its communities to create inclusive, affordable and livable neighborhoods. In recent years the Town has completed extensive visioning projects to create revitalized hamlet centers with stakeholders in these hamlets, with the Nanuet TOD Plan being the most recent. Clarkstown developed its overall vision for the entire town in its 2009 Comprehensive Plan, which won awards from the Pace Land Use Law Center and the New York Planning Federation. Out of this extensive work and public engagement grew the impetus to develop specific plans for its hamlet centers. The Town has undertaken implementation of several of these visions for its revitalized hamlets—notably New City, Valley Cottage and Congers—with funding in part from New York State and the federal government.

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. The Town’s building code also incentivizes

clean energy retrofits for residential and commercial remodeling and has adopted expedited permitting procedures for solar installation. The town is also aggressively pursuing the NYSERDA Cleaner Energy Communities designation.

Clarkstown is supportive of and in compliant with all laws and policies relating to equal opportunity and nondiscrimination. The Town actively supports programs for the elderly and persons with disabilities, operates senior centers in several hamlets and sponsors town-wide programs for seniors. Additionally, the Town operates a transit service that is low cost for seniors and persons with disabilities, which has routes and stops throughout the town. The Town Recreation Department also sponsors programs in its parks and public spaces for seniors and the youth of its communities.

**7) 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 are involved in the development of a vision plan for the Nanuet Hamlet Center. The Town consistently engages the public and relevant stakeholders in a numerous processes to plan for the future of the community and the Nanuet Hamlet Center 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 the Nanuet Hamlet, 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. Additional opportunities for public review and comment will be available at future public workshops and Town Board public hearings as the Town officially contemplates proposed zoning changes and performs the requisite State Environmental Quality Review Act (SEQRA) review.

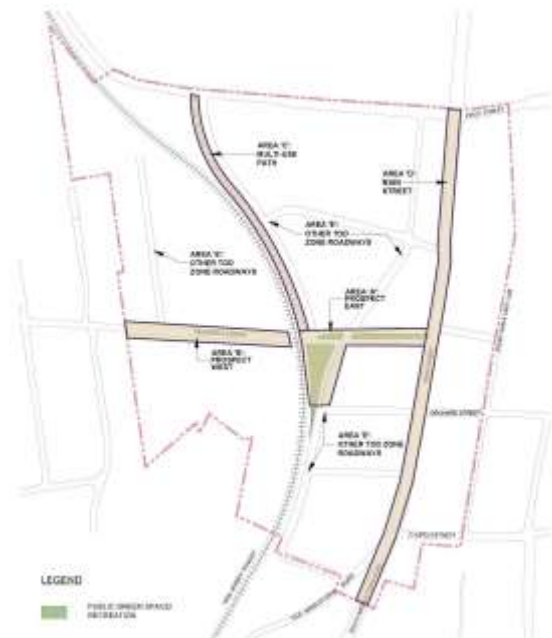


**8) Project List to Demonstrate Readiness:** Describe opportunities to build on the strengths described above by providing a list of transformative projects that will be ready for implementation with an infusion of DRI funds within the first one to two years (depending on the scope and complexity of the project) and which may leverage DRI funding with private investment or other funds. Such projects could address economic development, transportation, housing, and community development needs. While such projects should have demonstrated public support, it is recognized that projects will ultimately be vetted by the Local Planning Committee and the State. Explain how most projects proposed for DRI funding demonstrate their readiness for implementation.

The Nanuet Hamlet Center 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 and Cost Estimates 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. In short, the goal is to create a dynamic economic opportunity engine for Clarkstown, Rockland County and the Mid-Hudson Valley Region.

The Nanuet TOD Plan will make Nanuet a model for smart growth and transit-oriented development. Development of the 250-space municipal parking facility is a critical component to the initial phase of the overall revitalization of the DRI area in order to encourage use of public transit by local and regional commuters and free up substantial green space in the center of the DRI area. The parking structure will cost approximately \$7.5 million, and will be constructed once agreements are secured with the MTA.

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 below. These improvements are estimated to cost approximately \$13.2 million. With DRI funding, this vision for Nanuet can be implemented and realized over the next two (2) years.



## Nanuet Hamlet Center TOD Project – Improvement Cost Estimates

**\*\*\* Rough, order of magnitude estimate for planning purposes only, not an engineer's estimate\*\*\***

### Area 'A': Prospect East (500 linear feet)

<i>Elements included:</i>	Length of design element / number of units	Estimated Cost/ LF	Estimated cost for planning purposes
Planted Median, 10' wide	380	\$ 120.00	\$ 45,600.00
Open space improvements allowance	1	\$ 500,000.00	\$ 500,000.00
North Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	440	\$ 325.00	\$ 143,000.00
South Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	420	\$ 325.00	\$ 136,500.00
New Orchard South, , 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	250	\$ 325.00	\$ 81,250.00
Vehicle travel lanes, two direction- total 24' travelway	500	\$ 460.00	\$ 230,000.00
Typical Street Furniture (benches, bike racks, street lights)	500	\$ 470.00	\$ 235,000.00
Bioswales and related infrastructure	6	\$ 10,500.00	\$ 63,000.00
Cross walks	7	\$ 6,500.00	\$ 45,500.00
			<b>\$ 1,479,850.00</b>

### Area 'B': Prospect West (600 linear feet)

<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	\$ 325.00	\$ 178,750.00
South Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	600	\$ 325.00	\$ 195,000.00
Vehicle travel lanes, two direction- total 24' travelway	600	\$ 460.00	\$ 276,000.00
Typical Street Furniture (benches, bike racks, street lights)	600	\$ 470.00	\$ 282,000.00
Bioswales and related infrastructure	6	\$ 10,500.00	\$ 63,000.00
Crosswalks	4	\$ 6,500.00	\$ 26,000.00
			<b>\$ 1,020,750.00</b>

### Area 'C': Multi Purpose Path (1,000 linear feet)

<i>Elements included:</i>	Length of design Element	Estimated Cost/ LF	Estimated cost for planning purposes
Multi Purpose Path	1000	\$ 270.00	<b>\$ 270,000.00</b>

### Area 'D': Main Street (2,000 linear feet)

<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	\$ 325.00	\$ 568,750.00
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	1750	\$ 325.00	\$ 568,750.00
Typical Street Furniture (benches, bike racks, street lights)	2000	\$ 470.00	\$ 940,000.00
Bioswales and related infrastructure	10	\$ 10,500.00	\$ 105,000.00
Crosswalks	20	\$ 6,500.00	\$ 130,000.00
			<b>\$ 2,312,500.00</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	\$ 325.00	\$ 1,462,500.00
West Sidewalk, 10' wide, and Parking/ Stormwater Zone, 8' wide (one side of street)	4500	\$ 325.00	\$ 1,462,500.00
Vehicle travel lanes, two direction- total 24' travelway	5000	\$ 460.00	\$ 2,300,000.00
Typical Street Furniture (benches, bike racks, street lights)	5000	\$ 470.00	\$ 2,350,000.00
Bioswales and related infrastructure	20	\$ 10,500.00	\$ 210,000.00
Cross walks	20	\$ 6,500.00	\$ 130,000.00
			<b>\$ 7,915,000.00</b>

**9) 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 \$142 million, Clarkstown has an extensive and experienced management structure in place to support its current and planned revitalization efforts for the Nanuet Hamlet Center TOD initiative. The Town will utilize skilled professionals across several of its departments, such as the Town’s Planning Department, Department of Environmental Control, Department of Highways, Office of the Supervisor, Office of the Town Attorney, 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.

In recent years the Town has planned and implemented the revitalization of the hamlet centers of Congers, Valley Cottage and New City, and is in the process of revitalizing West Nyack Hamlet Center. Each of these projects involved securing government funding, engaging planning, architectural and engineering consultants and administering millions of dollars in construction work. For the New City Downtown Revitalization Project, the Town has managed more than \$5 million in federal funds -Federal Highway, HUD, Department of Energy—and an additional \$2.5 million in state funding—DOT, DOS, DASNY. The Town is currently administering more than \$3 million in state funding for the revitalization of the West Nyack Hamlet Center. As a New York Rising Community, the Town has administered millions in funds to implement storm drainage improvement projects in its communities to mitigate flooding from possible future storms, such as Super Storm Sandy. 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.

The Town of Clarkstown is well positioned to direct the use of DRI funding to help this vision become a reality that all stakeholders can be proud of.

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

Nationally, Transit Oriented Development is rapidly increasing in popularity 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 in neighboring New Jersey on NJ 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 a part of that 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 make that success story happen quickly. It is our sincere wish that representatives of the Mid-Hudson REDC give our application thorough consideration and that it eventually shares the same vision as the people of Nanuet.