



SOUTH NYACK PARKING STUDY & RECOMMENDATIONS

TOWN OF ORANGETOWN

August 2023

Laberge
ENGINEERING
ARCHITECTURE



Group
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PLANNING

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SOUTH NYACK HAMLET PARKING STUDY

ACKNOWLEDGMENTS

The Town Board and Laberge Group would like to recognize and thank the many people whose assistance has made the completion of this project a reality.

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PROJECT PURPOSE & NEED

Project Purpose

This Parking Study analyzes the Hamlet of South Nyack's transportation environment. Specifically, it assesses potential to generate adequate automobile parking options in this 0.6 square mile area while supporting complete streets, traffic safety, and highways management. The Hamlet recently became part of incorporated Orangetown, so this plan makes recommendations to supply and manage parking on public streets and at one municipal lot in South Nyack. Importantly, this plan presents regulations for parking and managing streets in this Hamlet which complement the existing Town regulatory framework.

The proposed policies are organized to fit with the Town's vehicle and traffic and parking laws, at the same time they generate an efficient and effective framework for operating these new Town streets and municipal parking lot. A voter referendum formally dissolved the Village of South Nyack effective April 1, 2022 and folded it into the Town. Thus, the sole focus is on South Nyack and forging a parking scheme that integrates the Hamlet's operations within the Town's administrative structure. By defining the Hamlet population conditions and existing street and parking characteristics, and comparing Village and Town parking criteria, details are gathered to inform analysis of the supply and demand for parking and methods for regulating it. Using this contextual analysis, this Study presents local laws for Hamlet parking for incorporation into the Town code.

This Study is guided through involvement from a set of assigned Town officials. It is also informed by public input gathering from interested community residents, business and property owners, including select stakeholders contacted during the course of assessing parking needs. These parties helped identify needs, issues and their dimensions, and options, so all recommendations are optimally tailored. This was accompanied by parking supply and demand and analysis. Furthermore, the Study examines alternatives and it considers guidance in the Draft Comprehensive Plan. It provides for balanced parking regulations which support resident's needs for public parking, at the same time it enables safety, fiscal balance and effective and consistent operation and maintenance of South Nyack's streets and parking.



Image 1. Streetscape is a vital part of the Hamlet

Project Context & Need

Parking has always been at a premium in South Nyack. There exist significant parking issues in the area of the former Village between the Thruway and the Hudson River. There are also constraints in the street network on the hillside west of Route 9W which inhibit on-street parking. West of the State highway and interstate, parking on private properties is constrained by ledge and topography and inherent challenges in establishing driveways. When there is expansion of driveways and parking stalls onsite, it can cause undesirable effects on public safety and access and it can impact drainage, or community appearance. Attempts at zoning solutions have not worked well. At the same time, it is challenging to provide on-street parking due to some limiting physical qualities of existing streets, which are generally narrow and where a sizable part of this grid also lacks sidewalks.

Chapter 310 of Village Code restricts overnight parking. However, there was not strict enforcement of that policy. Residents throughout the Village did park on-street overnight at all times of year. The Village had a highly informal practice whereby residents could call-in daily to the former Village police department. When callers indicated they needed to park overnight, they were extended a courtesy and not issued a ticket for a parking infraction. This creates an issue relative to overnight parking in winter months, which is addressed in this Parking Study, since the Town generally does not allow overnight parking on public streets November 15 to April 15.

A constrained parking supply is also influenced by the fact there are significant residential properties without driveways, or highly limited driveways. This translates into a significant number of one-, two- and three-family structures, and smaller apartment structures, where homes have insufficient onsite parking.

While parking has always been a challenge for South Nyack residents, some believe constrained supplies in the Hamlet have been exacerbated by the popularity of the new Shared Use Path that connects the Governor Mario Cuomo Bridge directly with the Hamlet. Yet, it is not readily apparent weekend tourism is driving this problem, but the Study does suggest ways to provide for quality and safe parking surges on peak weekends, or when there are events in Nyack where the attendees are parking on Hamlet streets and elevating demand.

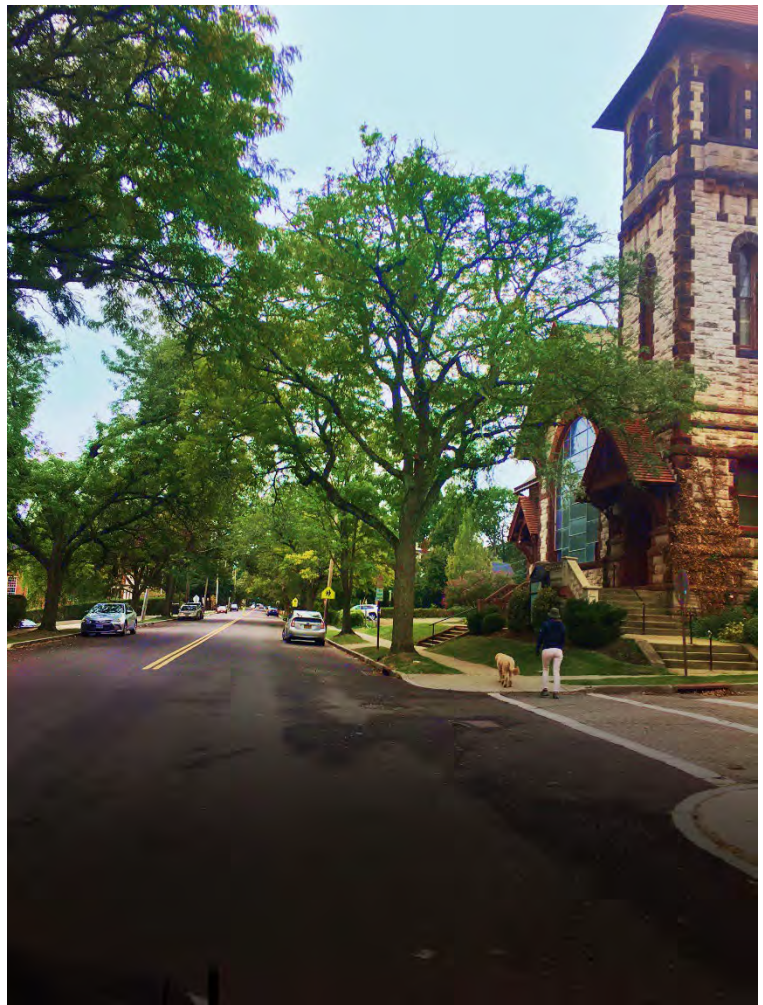


Image 2. Looking southerly on South Broadway from near Cedar Hill Ave.

Study Approach & Organization

As illustrated on Map 1, the Project target area is the whole former Village of South Nyack. Using this geographic frame supports a purpose to establish parking policies for the Hamlet which fit with the Town's existing parking and vehicle and traffic management framework. Using this scope is also straight forward because the Hamlet predominantly consists of residential land use. This relates to the objective to derive overnight parking solutions and address limited and constrained driveways and parking onsite on properties in many parts of the Hamlet.

This Study provides a Hamlet profile containing a range of assembled information intended to aid in the assessment of context and development of parking solutions. It also extensively describes existing policies of the Town and the former Village, and presents proposed laws that provide for integration of parking policies and standards for the Hamlet into the Towns Code.

A Steering Group was established composed of Town staff and which acted as a sounding board and source of information assembled used in guiding this planning. Key informant interviews and a direct referral and consultation with the Town's Traffic Advisory Board (TAB) were also used in vetting recommendations and policy standards proposed by this Parking Study.

Parking demand analysis is conducted to inform the level of overnight parking need and assess the total number of autos appearing to require overnight parking. It is an objective to establish a balance and not too large of a supply of parking on-streets, with about 15% more on-street parking stalls than may actually be needed. Yet, there was not a rigorous count of all on-street stalls. Nor has there been a direct count of vehicles registered, or parked on-streets overnights. The Study is informed through some direct observation of general evening, weekend, and weekday daytime parking conditions. There is an overriding goal for public safety, so there is safe passage and maneuverability available on public streets, and also so parking on small lots with high rates of existing building coverage are not so crowded it may hamper access to, or evacuation of, a particular property.

Some parties consulted feel there is routine parking overflow, whereby some Village of Nyack residents end-up taking advantage of regulations to park in the Hamlet. Yet, observations of amounts of parked vehicles on-street along Elysian Avenue, Division Street, and northerly portions of Piermont Avenue, or South Broadway, compared with other portions of the Hamlet, appear to confirm there does not appear to be disproportionately more parked vehicles in late evenings/ overnight closer to Nyack's core.

While resident parking permits are a tool available for managing external demand for parking on local streets, this type of scheme does not fit with the policy framework used in the rest of the Town where there is no such resident permit parking framework.

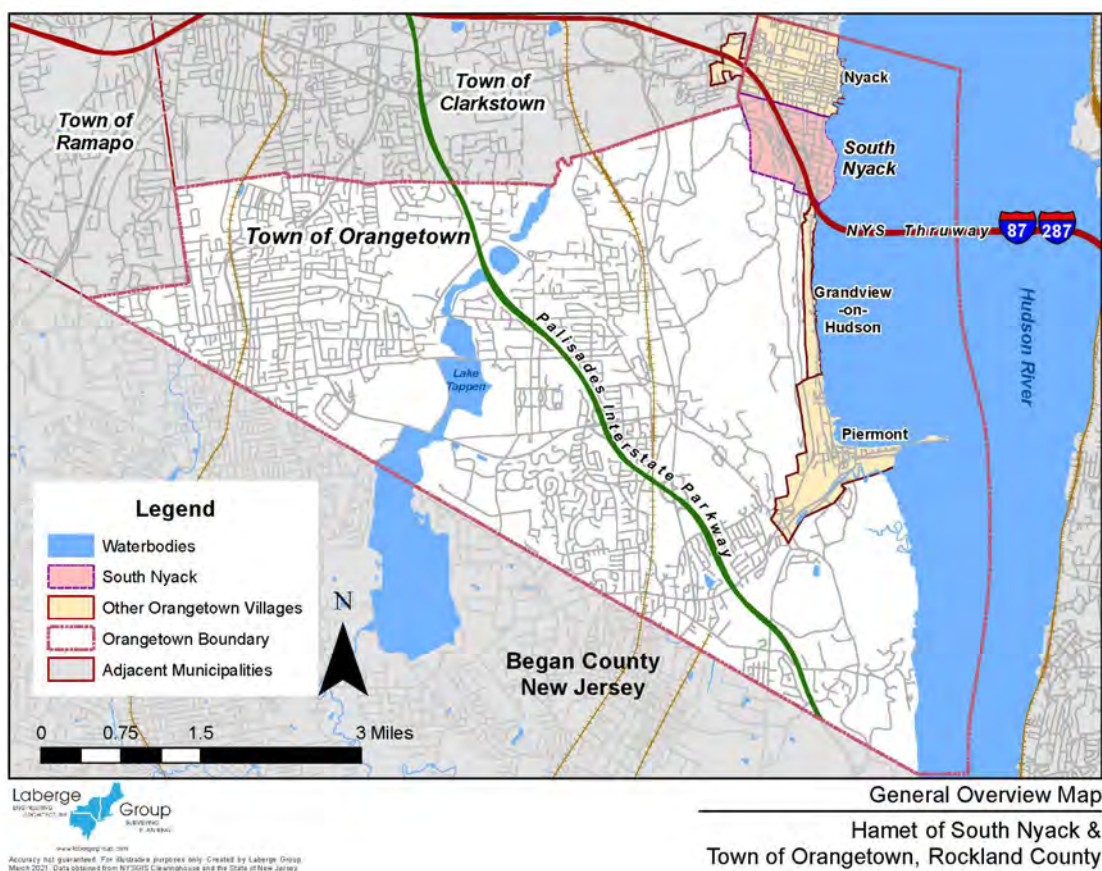
This Study provides limited analysis of existing or potential parking fees and expansion of the potential use of parking meters. It is noted that parking technology is changing rapidly. If there were a choice to institute on-demand overnight meter parking, this might provide a straight-forward method of regulation. It could ensure that people who need to use the street for parking are ones who are more directly likely to carry a proportionate burden of the cost for the Town to supply parking. Outside of overnights, the only locations where parking meters may be cost-effective to install would be on northerly edges of the Hamlet by Nyack's waterfront park and its downtown.

HAMLET/ COMMUNITY PROFILE

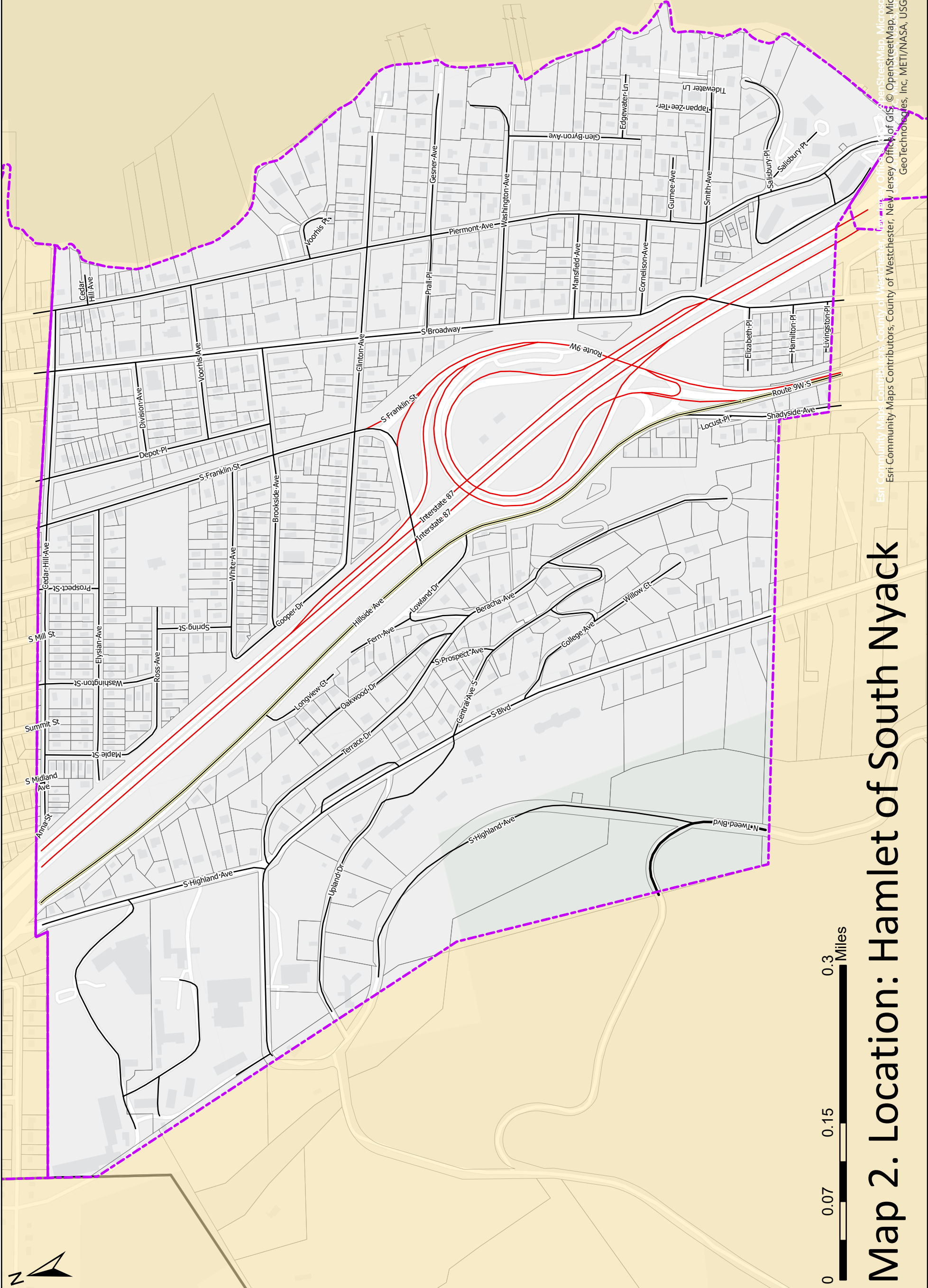
An examination of the Hamlet community and economy informs understanding about context and the ways that parking occurs now. Likewise, examining characteristics of street infrastructure and the Hamlet's features provides insight into the transport environment and possible ways to influence demand for parking and the management of parking and circulation. The next major section examines policies of the Town and of the former Village. This policy analysis is undertaken to aid understanding about ways that parking is regulated now, as well as to identify objectives for circulation and parking, and as a means to inform the potential to establish parking standards for the Hamlet, in a way that will compatibly integrate with the Town's parking regulatory framework, plus support the need for safety and adequate public parking for Hamlet residents.

Location & Regional Setting

Map 1. General Overview Map



A defining feature of the Hamlet's land surface is Interstate Route 87/287, which bisects the community. The south-eastern corner of the Hamlet includes the approach to the Governor Mario Cuomo Bridge that crosses the Hudson River. The Hamlet is bounded almost entirely on the north by the Village of Nyack. The Town of Orangetown surrounds the western and southern side, although the Village of Grandview does border the southeast corner of the Hamlet, just south of the 87/287 highway right of way and bridge approach.



Map 2. Location: Hamlet of South Nyack

Hamlet Description

As shown in the Location Map, South Nyack is framed by the Hudson River shoreline on the east. Its defining transport feature is the NYS Thruway Route 87/ 287. There are cloverleaf interchanges providing access onto 87/ 287 from US Route 9W, which is immediately adjacent to the west, and which connect from the Hamlet’s street grid. There is a higher intersection density by the Village of Nyack on the north side of Cedar Hill Avenue. In this grid, a main east-west running street is Clinton Avenue, but there are limited east-west running streets, perhaps by nature of topography and the Hudson River. The main north-south streets are: South Broadway, Piermont Ave., and South Franklin Street east of the Thruway, and South Highland Avenue and South Boulevard on the opposite side.

Population, Demographics & Housing Conditions

Population, population densities, and other demographic, housing, and geographic attributes can be used to define the living situations in South Nyack. This information can provide insight into factors that influence parking demand within the Hamlet area and the broader community.

Table 1. Municipal Characteristics Summary, displays features of population and households using US Census data. As shown in Table 1, in 2020, the point of the last 10-year direct count of population, there were 2,699 residents in the 0.6 square mile land area in the Village of South Nyack. The Town of Orangetown has 48,655 residents in the 24.1 square mile Town land area that included all of four incorporated villages.

Table 1. Municipal Characteristics Summary

	Former Vil- lage of So. Nyack	Town of Or- angetown
Population (2020)¹	2,699	48,655
Land Area (square miles)²	0.6	24.1
Population per square mile, derived	5,645	2,042
Households (2015-2019 ACS)³	1,197	17,711
Median household income (2021 ACS)	\$105,000	\$128,699
<i>Notes:</i> 1. Per US Census: 2020 direct Population Counts. 2. 2010 US Census 3. For Village, estimated housing units is per ACS data. For the Town, the estimate is for ‘households’. 4. 2021 American Community Survey 5-Year Estimates		

Orangetown has a lower population density than the Village at 2,042 persons per square mile in Town, and 5,645 persons per square mile in the Village. Median household income data from the American Community Survey (ACS) of the US Census shows Town household incomes slightly above those typical in the Village. These demographic and socio-economic data depicted for recent points involve estimates, since the US Census direct counts of population are only collected periodically on a ten-year basis and the most recent direct population counts data available are for 2010 and 2020. The depictions in this table do not take into account any approved, proposed, or pending development projects following the 2010 base data points used in the estimations.

In South Nyack there is greater ethnic and racial diversity than in the broader Town. For example, 28.0% of residents spoke a language other than English at home in South Nyack, while per the ACS 22.9% of Town residents spoke a language other than English at home.

According to the ACS, in 2021, per a five-year average, the home ownership rate among occupied housing units in the then Village was 59.7%. Meanwhile, the proportion of occupied housing units that were rental tenure was 40.3%. This rental housing supply in the Village is larger than in the Town, as the owner-occupied housing unit rate in the Town is 72.0%, which means the rental portion is 28.0%.

In the Village, 83.5% of persons lived in the same house one-year earlier. This is lower compared with the 5-year average, from 2017 to 2021, for 90.5% of persons living in the same home 1-year earlier in the Town. Since there is a slightly higher turnover in residential occupancy in the Hamlet, this is an indicator that it probably can be advantageous to promote understanding about the on-street parking regulations within this area.

Table 2. Former Village Housing Mix: Units in Structure (Occupied & Unoccupied Units)

Type	Number	Percent
1-unit, detached	540	45.1%
1-unit, attached	16	1.3%
2 units	127	10.6%
3 or 4 units	226	18.9%
5 to 9 units	73	6.1%
10 to 19 units	54	4.5%
20 or more units	161	13.5%
Mobile home, RV, etc.	0	0.0%
Total housing units	1,197	100.00%

Source: <https://data.census.gov/table?q=south+nyack&t=Housing+Units&tid=ACSDP5Y2021.DP04&moe=false>

Considering the mix of housing estimated per the ACS, in 2021, just before the Village was dissolved, 46.4% of units were estimated as single-family. This means that most properties in the Hamlet have two or more units on them. Also, per the ACS, in 2021, the Average Household Size of the owner-occupied units was 2.15 persons. At the same point, Average Household Size of renter-occupied units was 2.03.

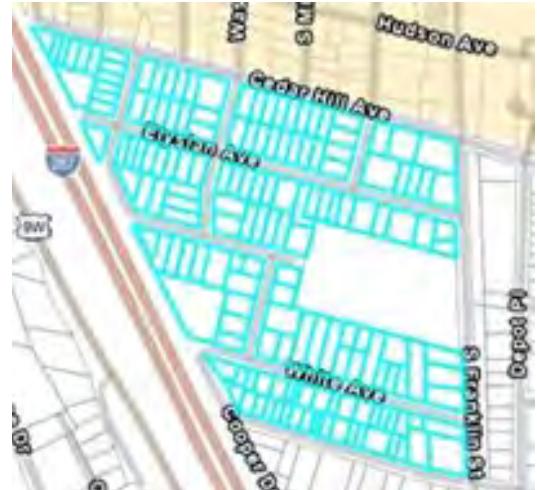
Land Use

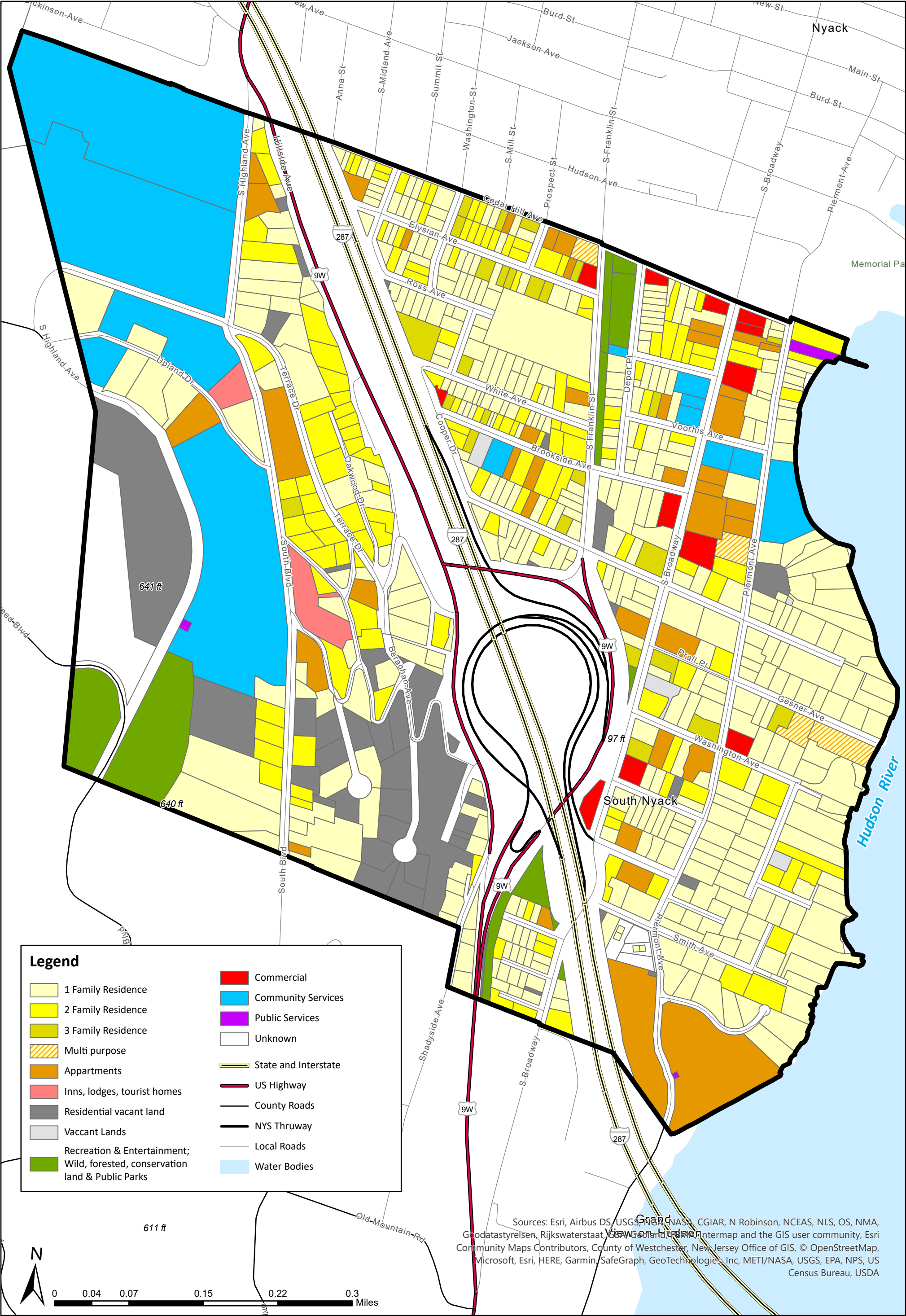
The Village is an urbanized area. It is predominantly residential in character. Commercial and community services uses, such as religious land uses, are located along the Village's primary transportation corridors, South Broadway and Piermont Ave. There are also significant community service uses, such as the middle school, located west of I-287, and fronting on South Highland Avenue. The former Nyack College is also situated on a western hillside where it fronts on South Boulevard; most of its buildings are currently vacant.

The parcels in the Village are on-average small. They are often a quarter-acre in size or less, meaning they are 10,890 square feet or smaller. This is particularly the case for parcels situated between South Broadway and I-287. Overall, based on analysis of the whole parcel database for the Hamlet, the average parcel size is 16,920 square feet. This figure of 0.39 acres per lot excludes the portion of the Town within roadways.

Yet, in parts of the Hamlet lot sizes are much smaller. For instance, average lot size is 5,473 square feet, or 0.13 acres, in a set of 166 lots east of the Thruway and west of So. Franklin Street. In this area bounded by Cedar Hill Ave. on the north and Brookside Avenue in the south most parcels are even smaller, since the median lot size for these 166 parcels is 4,525 square feet. This set does not include a large lot with a single house fronting on South Franklin Street.

On the hill west of Route 9W, in a polygon bordered by South Highland Ave. and South Boulevard on the west and encapsulating 88 lots north of College Avenue, average lot size is 15,203 square feet, or 0.35 acres. The median lot size for these 88 parcels is 12,203 square feet (0.28 acre). Half of this set are 12,203 square feet or smaller; yet, steep topography means there often is not any, or at least there is highly limited, flat or gently sloping areas onsite which may be assigned for driveways or parking.





Map 3. Land Use Map

 Hamlet of South Nyack, Town of Orangetown Rockland County, NY

Table 3. Land Use Summary of the Hamlet of South Nyack

Land use	Acres	%
1 Family Residential	114.83	38.8
2 Family Residence	33.35	11.3
3 Family Residence	5.16	1.7
Multipurpose	2.34	0.8
Residential Vacant Land	27.77	9.4
Vacant Land	0.93	0.3
Apartments	22.8	7.7
Commercial	6.77	2.3
Community & public Services	57.5	19.5
Recreation & Entertainment; Wild, forested, conservation land; & Public Parks	24.16	8.2
Total	295.61	100%

As shown on **Map 3 Land Use Map**, the most prevalent residential lot type is 1-Family. There is also a high proportion of 2- and 3-family parcels.

The highest land use densities center around Piermont/ Salisbury Avenues, where there is apartment high- and mid-rise housing by Route 87/287. There is also moderate density in the vicinity of White Avenue with its mix of housing types including 2- and 3-family, single-family and small apartments. As discussed previously, there are small lot sizes between Brookside Avenue and Cedar Hill Avenue accompanied by this prevalence of 2- and 3-family units. It appears there is high on-street parking demand in that area, but this type demand is not reported by the River Edge or Salisbury Point apartment complexes, presumably because there is onsite parking at these locations.

Onsite Parking Conditions

Considering property dimensions across the Hamlet, there typically are constrained onsite parking conditions. This is largely because the lots are small and structures cover most of the lot. For many residential properties, there is often limited space allocated for driveways, forcing residents to rely on on-street parking and some parcels altogether lack driveways. Also, when there are driveways, these are typically quite narrow, often on the order of 10 to 12 feet wide, which only allows for parking of vehicles in a way that parked cars are stacked. Furthermore, driveways that do exist are often short, frequently not carrying deep into a lot. Additionally, many of the streets in the Hamlet are narrow. Yet, when cars park on the adjacent streets, vehicle circulation can become very constrained.



Image 3. Examples of houses on northern Brookside Avenue lacking any driveways at all.



Image 4. The Driveways on Elysian often are narrow and shallow, and do not extend far into lots.

Elysian Ave. and Brookside Ave., as shown in pictures with maps above, display tiny lots with no or limited parking space on sites with houses, including multifamily units. Structures on Elysian Avenue were built as early as 1868 and the latest is built in 1970, with most built before the 1930s. Often residents only have the option to park their cars on-street, especially when there may be two or more autos associated with a home. More than half of residences on these streets are 2-family residences, 3-family residences, or apartments. There is a higher density of units in

these areas with a high number of users who own cars seeking to park on a limited available supply of parking onsite. This appears to translate into some demand for access to the public parking lot. It also translates into demand for the supply of parking available on the streets.

West of the Thruway, a limited availability of driveways or parking within lots relates more to the hillside environment and on-average steep and rapidly changing topography. This combines with typically narrower and curvilinear roads, often with widths of less than 20 feet from curb to curb without shoulders. In the Hamlet's west side, it is often infeasible to provide additional parking on properties due to grade and topography.

Street Inventory

The origin of the Hamlet grid dates back over 200 years. The street network that has evolved has narrow widths measured from inside curb to inside curb. This inhibits an ability to easily supply parking and at the same time easily and readily provide for routine highway maintenance as well as clearance of snow and ice. Table 4 provides an inventory of South Nyack's public, locally controlled streets as supplied by the Town Highway Superintendent.

As shown in Table 4, there are five functional class 17 streets in the Hamlet: Cornielison Ave; Piermont Ave; South Broadway; South Boulevard; and South Highland Avenue. These higher-order streets encompass 2.08 miles, or one-quarter (24.9%) of all local streets. The average curb-to curb width of functional class 17 streets, which are generally more trafficked, is 30.2 feet wide. South Boulevard is the narrowest of these as measured at 25 feet. The longest and widest is South Broadway at 35 feet (Cornielison Ave. – a 0.09 mile double-yellow centerline connection between Piermont Avenue and South Broadway – is also 35 feet).

The other 36 local Town roads, which are all functional class 19, cover a remaining 6.26 miles. These have an average curb-to-curb width of 23 feet.

Table 4. South Nyack Hamlet Roads, Curb-to-Curb Widths, Functional Class & Lengths

Road Name	Section Start	Section End	Curb-to-Curb Width (Feet)	NYS DOT Functional Classification	Length (Miles)
Berachah Ave	Terrace Dr.	End	20	19	0.30
Brookside Ave	S Broadway	Cooper Drive	27	19	0.27
Cedar Hill Ave	Piermont Ave	Anna St	28	19	0.50
Chase Ave	College Ave	South Blvd	17	19	0.16
Clinton Ave	Dead End	Cooper Drive	28	19	0.41
College Ave	South Blvd	Chase Ave	15	19	0.26
Cooper Dr	Clinton Ave	White Ave	25	19	0.14
Cornielison Ave	S Broadway	Piermont Ave	35	17	0.09
Depot Place	Cedar Hill Ave	Brookside Ave	27	19	0.22
Division Ave	S Broadway	Depot Place	28	19	0.09
Edgewater Lane	Glenbyron Ave	Dead End	20	19	0.06
Elizabeth Place	S Broadway	Dead End	30	19	0.06
Elysian Ave	S Franklin Street	End	29	19	0.26
Franklin St	Cedar Hill Ave	US 9W	24	19	0.36
Gesner Ave	Piermont Ave	Dead End	25	19	0.15
Glenbyron Ave	Washington Ave	Edgewater Lane	20	19	0.13
Gurnee Ave	Piermont Ave	Dead End	20	19	0.06
Hamilton Place	S Broadway	Dead End	22	19	0.06
Livingstone Place	S Broadway	Dead End	12	19	0.05
Lowland Drive	US 9W	Terrace Dr	22	19	0.16
Mansfield Ave	S Broadway	Piermont Ave	27	19	0.10
Maple Street	Ross Ave	Cedar Hill Ave	29	19	0.12
Piermont Ave	Grandview Vill	Cornielison Ave	28	17	0.26
Piermont Ave	Cornielison Ave	Cedar Hill Ave	27	19	0.12
Prall Place	S Broadway	Piermont Ave	17	19	0.09
Prospect Ave	Chase Ave	Terrace Dr	12	19	0.06
Prospect Street	Elysian Ave	Cedar Hill Ave	27	19	0.57
Ross Ave	Spring Street	Maple Ave	26	19	0.11
South Broadway	Cedar Hill Ave	Grandview Vill L	35	17	0.74
Salisbury Lane	Piermont Ave	Dead End	21	19	0.13
Smith Ave	Tappansee Terr	Dead End	20	19	0.17
South Blvd	S Nyack VL	South Highland	25	17	0.55
South Highland	US 9W	So. Nyack FVL	28	17	0.44
Spring Street	White Ave	Ross Ave	28	19	0.07
Tappansee Terr	Smith Ave	Dead End	20	19	0.05
Terrace Drive	South Highland	Berachah Ave	19	19	0.32
Upland Drive	South Highland	South Blvd	17	19	0.28
Voorhis Ave	Piermont Ave	Depot Place	27	19	0.15
Washington Ave	Broadway	Glen Byron Ave	26	19	0.18
Washington St	Ross Ave	Cedar Hill Ave	26	19	0.11
White Ave	S Franklin Street	Cooper Drive	29	19	0.18
		Summary			8.34

Source: NYS Department of Transportation – 2021 Local Road Listing with street width measurements supplied by Orangetown Highway Superintendent – February 2023

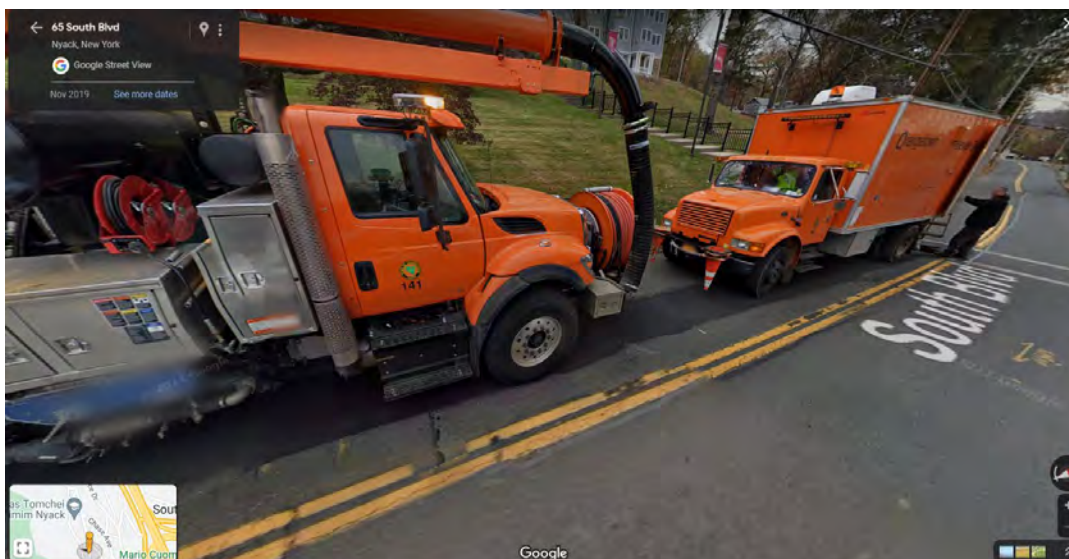


Image 5. Narrow travel lane and no shoulder on South Blvd on the western hillside (Google Street-view).

Traffic Volumes Information

There was not any traffic study made available for the former Village, or supplied by the Town, with data on traffic volumes, speeds, or other factors. The NY State Department of Transportation (NYSDOT) Traffic Data Viewer does depict some information on Average Annual Daily Traffic (AADT) on area roads, as illustrated in Table 5.

Table 5. Average Annual Daily Traffic (AADT) on Area Roads: Combined Totals

Station	Street	Segment Analyzed Ends	AADT	Truck Trip %
856056	South Broadway	from Cedar Hill Ave to Grandview Vill (Functional Class: 17)	2,398	2
855379	Voorhis Ave.	from Piermont Ave to Depot Pl (Functional Class: 19)	169	5
850652	US9W	from Rt I87 Under to Rt 59 Nyack (Functional Class: 14)	6,047	3
851253	So. Highland Ave	from US 9W to Orangetown Line (Functional Class: 17)	3,873	2
851225	South Blvd.	from Old Mountain Rd S to So Highland Ave (Functional Class: 17)	3,471	1
855375	Lowland Drive	from US 9W to Terrace Dr (Functional Class: 19)	269	5
855377	Shadyside Ave.	from US 9W to Orangetown Line (Functional Class: 19)	695	5
851252	Cornielison Ave.	from S Broadway to Piermont Ave (Functional Class: 17)	1,732	6
855378	Smith Ave.	from Tappansee Terr to Dead End (Functional Class: 19)	87	5

Source: NYSDOT Traffic Data Viewer – as accessed on January 11, 2023. All data captured is labeled as 2019 Estimates

Four of the five functional class 17 local streets are shown in Table 5. South Highland Avenue on the Hamlet's western flank is the highest volume local street with 3,873 trips per day. Many of these trips likely continue from, or onto, South Blvd., as volumes on this street closely match at 3,471 trips. As per Table 5, these streets have low truck trips as a portion of total volume with 2% and 1% respectively. Meanwhile, Shadyside Avenue and Lowland Drive have one-fifth of the respective volumes of those routes, but higher proportions of truck trips at 5% each.

East of 287/87, the volumes on the local roads is generally lower, with 2,398 trips on the South Broadway spine, and 1,732 trips on east-west running Cornielison Ave. The latter serves to link Piermont, and South Broadway.

As reported on NYSDOT's streets database (not shown), vehicular speeds (Average Speed Miles per Hour (MPH) – DHV) range between 15 to 35 MPH. For regional surface routes, like 9W, the orientation to a more "arterial" purpose means roads like this carry on-average higher speeds, at an average somewhere around 40 MPH.

Sidewalks

For this Study, there was not an exhaustive inventory made in terms of which streets contain sidewalks. It is generally the case there are not sidewalks evident in the Hamlet street network west of Route 9W (Hillside Ave.), while there are sidewalks extending over a majority of the local streets grid that is situated east of that Route.

Streets without sidewalks are a consideration in planning parking and prescribing parking policy, or other parking actions, because streets without sidewalks generate a different and generally higher potential for walkers to be using a street's shoulders. Depending on the particular characteristic of a street, there may even be pedestrians using the main travel lanes for achieving mobility. In such contexts, it is necessary to provide planning-level consideration as to whether and how allowing on-street parking may influence walking and the safety of these public street users.

Examples of Streets lacking sidewalks in the westerly Hamlet's grid include: Berachah Ave.; Chase Ave.; College Ave.; Lowland Dr.; Prospect Ave.; Terrace Dr.; and Upland Dr. Much of South Blvd also does not have sidewalks, plus when there are sidewalks on it, often they are highly constrained and narrow. When there are private streets linked off these routes, they typically have narrow areas of pavement, tight turns and also do not contain sidewalks.



Image 6. Lowland Dr. & Terrace Dr. Intersection (source: Google Streetview)

Street Maintenance & Operations

The Town indicates their larger trucks with plow blades require 12 feet clearance. The Hamlet area is comprised of two plow zones based on Town-configured snow and ice removal routes.

Another aspect of maintenance provided by the Town involves sweeping streets. When there is a high rate of parking on-street and maintenance like this is underway, it affects the ability to clean locations where cars are parked. Similarly, according to the Highway Superintendent, snow and brush clearance is provided by the Town on a five-week cycle during periods of the year when this service is provided, and a possible source of conflict for such pickups may arise when cars are parked on the street. Refuse collection is provided by contract haulers and it is not a municipal service or operating under a franchise arrangement.

Other maintenance provided by the Town consists of centerline and other street line painting, as applicable, including for parking stalls where these are physically demarcated. There is not an inventory provided by the Town, or generated for this Study, identifying these locations and the associated attributes. Generally, the highest-order streets have double yellow centerlines.

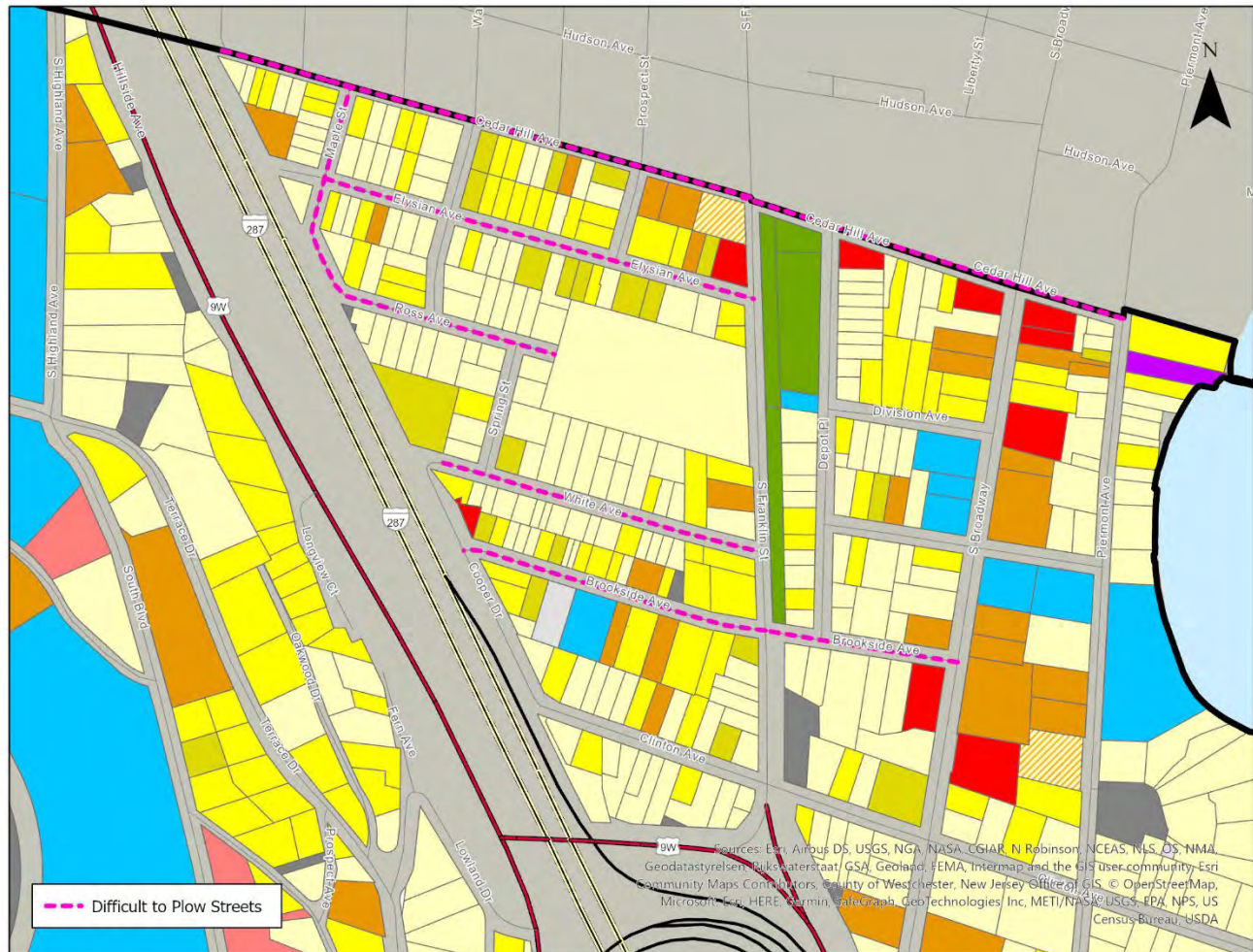
There is an extensive system of street signs throughout the Hamlet. It is maintained in order to indicate parking rules and parking standards applicable at particular locations. They define the associated hours or other criteria, such as where parking is or is not permissible, and any associated restrictions.

Snow & Ice Removal / Difficult to Plow Hamlet Streets

During winter 2021/2022, prior to Village dissolution, the Town of Orangetown was contracted to provide highway snow and ice removal. This provided the Town Highway Department with situational awareness of how the Village was performing tasks like plowing. It also provided insight into the attributes of the Hamlet grid. Based on continuing service providing snow and ice control, the Orangetown Highway Superintendent, in February 2023, identified the following streets in South Nyack as difficult to plow:

- Cedar Hill Ave.: Anna St. to Piermont Ave.;
- Brookside Ave. – Cooper Dr to South Broadway;
- Elysian Ave.;
- Maple St.;
- Ross Ave.; and
- White Ave.

Map 4. Difficult to Plow Streets in South Nyack Due to Street Attributes & Parking



The neighborhood containing these difficult to plow streets has a more moderate (higher) density than other traditional residential neighborhoods in the Hamlet. The buildings fronting on these streets fill most of the small, narrow lots. This means besides having limited curb-to-curb width, these streets often demonstrate fewer private driveways on adjacent lots. Half of the lots are 2- or 3-family units, or very small apartment buildings, which pushes-up parking demand. Moreover, when there are driveways, they are short. This contributes to many residents parking on these streets, with that utilization of space acting to impede movements of plows and limiting where snow can be deposited. While the streets on the hillside are typically even narrower, it appears plowing may be less of an issue



Image 7. Excerpt from Town Highway Department 2023 brochure

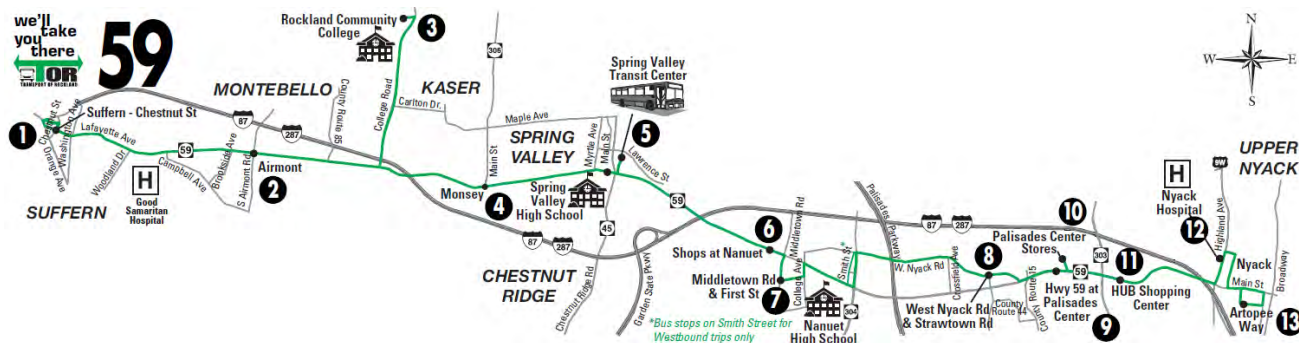
because the lots are larger and the lower density provides for fewer average cars on streets and more locations where snow can be moved.

Drainage & Street Cleaning

Stormwater travels inside curbs prior to entering storm drains and traveling through the public Municipal Separate Storm Sewer System (MS4). The Town undertakes various measures to effectively operate this system, and one way it supports a quality stormwater environment is through routine street sweeping. The Town Highway staff does not report any drainage needs and nor is there a need to allocate or assign any portions of Hamlet streets for drainage upgrades. In 2023 the Town won a New York State DEC Grant for inventorying stormwater system attributes in the Hamlet and other parts of Town. Since there will be drainage facilities cataloging, this Study encourages the Town to consider recording street attributes at the same time. It is assumed that capturing some information on curb and pavement conditions, signage, and road and parking stalls striping, can assist future parking management.

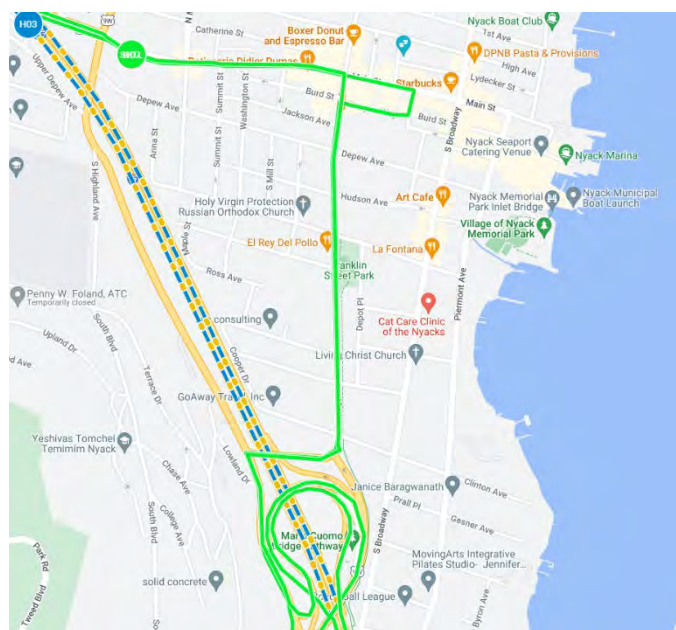
Transit

Transport of Rockland (TOR) is the bus service operated by Rockland County connecting people with locations inside the County. Based on TOR's Route Map, Route Numbers 92 (Spring Valley to Nyack), 91 (Nyack to Spring Valley), and 59 (Nyack to Suffern) serve the Village of Nyack core, particularly plying its Main Street. These buses operate with trips going in each direction on weekdays that depart on 20-to-30-minute schedules on the 59 Route and on 1-hour sequences on the others. However, there are no direct TOR routes active within the Hamlet. Thus, no potential for friction exists between areas with parking activity and locations served by that particular bus service.



The Hudson Link (<https://ridehudsonlink.com/>) provides regional transit service connecting commuters in Rockland from as far west as Suffern with Westchester County destinations like Sleepy Hollow, Tarrytown and white plains across the Hudson River. This bus currently transits the Hamlet along South Franklin Street with Hudson Link buses traveling via Main Street in the core of the Village of Nyack in the north and accessing the Route 87/287 cloverleaf in the south. There is minimal impact from this regional bus shuttle on the community’s parking because parking is not allowed on South Franklin Street and limitations in the physical layout of that street do not support additions of parking to it. In fact, bus services are considered complimentary to lowering parking demand because the availability of transit options in the Hamlet should provide a choice for people who need mobility and either cannot drive, do not own a car, or may choose to limit the use of a car.

Map 5. Hudson Link Service Routes (shown in green)



Vehicles in Hamlet Attributable to Residential Sector

Estimate of Vehicles Associated with Residential Buildings in South Nyack

For the year before the Village was dissolved, in 2021, the ACS depicted five-year rolling estimates of the number of vehicles available per household in the Village (as a Census Defined Place). The same statistical estimates were available for Rockland County, and New York State; estimates were not available aggregated for the Town. Data associated with the number of vehicles per household provides insight into the general number of passenger vehicles attributable to the residential population living in the former Village. It can also help inform understanding about the potential demand for parking and how residents may typically travel in the course of a normal day.

Table 6. Estimated Average Vehicles Available Per Household: Per 2021: ACS 5-Year Estimates

	New York State		Rockland County		South Nyack (former Village)	
Vehicles Available	Estimate	Percent	Estimate	Percent	Estimate	Percent
No vehicles available	2,175,983	28.9%	10,593	10.4%	33	3.1%
1 vehicle available	2,471,616	32.8%	30,962	30.3%	408	38.8%
2 vehicles available	1,945,683	25.8%	38,343	37.5%	535	50.9%
3 or more vehicles available	936,868	12.4%	22,263	21.8%	76	7.2%
Totals		100.0%		100.0%	1,052	100.0%

As shown in Table 6, Table 6. Estimated Average Vehicles Available Per Household: Per 2021: ACS 5-Year Estimates, in the year before dissolution, in 2021, a majority of households in the Village (50.9%) had two vehicles available per ACS estimates. Over one-third, or 38.8%, had access to one vehicle. There were small proportions of households without a vehicle (3.1%), or with access to three-or more vehicles. Members of households without autos are more prone to walk, use transit, bicycle, and/or use other means to achieve mobility during activities of daily living, such as ride sharing.

Compared with Rockland County and New York State, the Village had higher levels of two-vehicle households, with 13.4% more two-car households than in Rockland overall. In Rockland County there were three times more households with three or more vehicles compared with the Village (21.8% versus 7.2%). This does not seem surprising given smaller lot sizes in the Village compared with many parts of Rockland County, where larger lot sizes and a prevalence of low-density, single-family homes enables more parking per household, plus slightly larger household sizes. The housing unit mix, socio-economic characteristics of households, and limited on-street parking appear to influence or correlate with lower relative rates of vehicle access or ownership in this Hamlet.

At the same time, in 2021, the ACS estimates there were 1,052 Occupied Housing Units in South Nyack. Using this figure and proportions in Table 6, extrapolated across these 1,052 occupied housing units, there were an estimated 1,298 cars attributed to 1,052 housing units.

This 1,298 vehicles equals the rough average estimated demand for residential parking in the former Village. Given the low growth rate in population and limited and slow growth in the housing supply in recent years (and generally built-out nature of most Hamlet locations), this estimated number of cars associated with and serving residents in the Hamlet probably will not increase significantly unless there is substantial growth in total housing occupied units and there is not some parking supplied in conjunction with such growth.

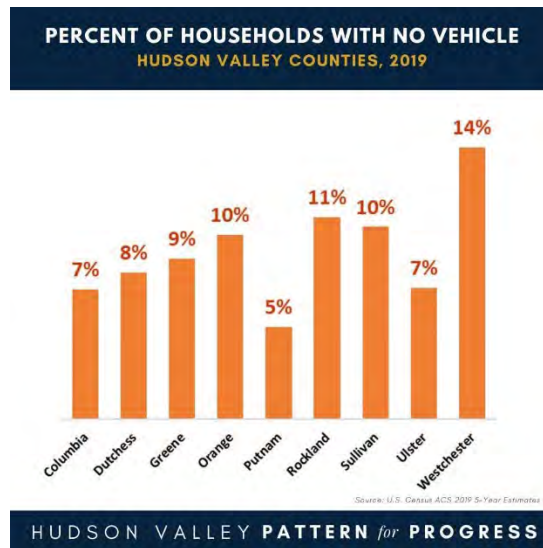


Figure 1. County-level households without autos



Image 8. Mansfield Ave. between Piermont Ave. and S. Broadway

Public Parking Demand Estimates

The ACS's margins of error for the estimated number of vehicles per household in the Village ranged from +/- 12.8% for 2-vehicles available per household, to +/- 4.0% for 3+ vehicles available. Extrapolating the total of 1,298 estimated cars across an estimated 1,052 residences, this would roughly translate into 1.23 vehicles per each household (1,298 estimated cars divided by 1,052 estimated residences).

Using another metric, with an estimated 7,236 persons in the Village in 2021 per the ACS, there are 5.67 persons per car (7,236 estimated persons divided by 1,298 estimated cars). It is possible both of these two indicators, respectively for Vehicles per Household and Persons per Vehicle, may be low, however, given the scope and budget available for conducting this Study, these are the best possible surrogates derived for how many cars are associated with the residential housing stock in the Hamlet.

Considering that by far most properties in the Village appear to have parking for at least one auto, and often more as anecdotally confirmed through observations conducted in driving tours around the Hamlet in Winter 2022 and Winter and Spring 2023, it may be roughly estimated that the needed nighttime supply of parking within public parking areas would be around 242 vehicles (1,052 households times 0.23 vehicles per household not parked onsite under an assumed average of one parking stall per household on average available onsite). This figure is considered to generally compare with actual nighttime parking conditions observed in the Hamlet.

Based on analysis of specific layouts of properties, including typical arrangements for driveways, geometry and size of lots, building massing on lots, the number of units on specific properties per assessment data, and assuming all 26 spaces available for Town permit parking will be occupied, it is roughly estimated there may be a demand or need for 110 on-street parking spaces overnight in the Hamlet. This attribution is based on a total rough estimate of need for 135 spaces minus 26 available at Brookside lot, with the resulting 109 spaces rounded-up to 110.

The demand for overnight on-street parking around the Hamlet is estimated as follows:

- 10 spaces east of South Broadway and west of the Route 9W cloverleaf to capture streets like Elizabeth;
- 10 between South Broadway and South Franklin;
- 65 west of South Franklin but east of the Thruway;
- 5 by Shadyside Avenue;
- 5 around South Boulevard; and
- 15 on the hillside extending from South Boulevard east down to Route 9W.

EXISTING POLICIES/ PROGRAMS

In order to assist the Town of Orangetown with setting parking policy, this Study analyzes existing parking and traffic management policy frameworks that were operating in the Village at the point of its dissolution in 2022, and which remain in effect until April 2024 unless repealed. Furthermore, it analyzes existing frameworks in the Town, in order to evaluate how the former Village's parking scheme can be incorporated into organizational framework of the Town. A particular focus is on providing regulations that deliver uniform treatment and remedying inconsistencies that exist between parking regulations of Town and the former Village.

2003 Town Comprehensive Plan

The 2003 Orangetown Comprehensive Plan supports achieving balanced transport environments and road safety. One objective of that Plan is to provide sidewalks and promote traffic calming measures in hamlet centers to enhance pedestrian safety (South Nyack was not part of Orangetown at that point and no Comprehensive Plan has been identified for the former Village). Another objective in the 2003 Plan was maximizing parking opportunities and providing additional parking in hamlets and working with the County to promote park-and-ride options in order to reduce the number of vehicles on major commuter roads (Page II-4 - Transportation & Infrastructure).

Proposed 2023 Town Comprehensive Plan

The 303-page draft update of Orangetown's Comprehensive Plan, by AKRF, dated March 2023, presents objectives for transport based on an inventory of existing transportation systems and public feedback¹. It's Transportation, Mobility & Parking element encourages adding active transportation infrastructure where possible, applying complete streets and traffic calming measures to improve roadway safety for all users, and ensuring residential and commercial growth considers the addition and routing of truck traffic throughout Town (page 114). The Plan emphasizes adding new infrastructure while improving existing infrastructure. The subsection on 'Parking', notes parking can be limited in some downtown areas, including the former Village of South Nyack.

Drawing from a set of Proposed Implementation Strategies for transport, these following notions from the Draft Comprehensive Plan are important to consider in the context this Hamlet Parking Study:

- Study and improve parking supply in areas with high parking demand (page 119);
- Apply Orangetown Complete Streets Policy to all roadway projects in addition to planning separate Complete Street projects (page 119); and
- Introduce traffic calming in residential areas, including channelizing roadways, adding curb extensions, providing bicycle lanes and sidewalks, and adding traffic circles and roundabouts (page 119). This same

¹ Subsequent edits to this proposed plan were not analyzed as part of this parking study.

part also notes that adding on-street parking to wide roadways can act as traffic calming by reducing excessive roadway width.

Besides recommending study of parking on page 121, it suggests efforts to expand the availability of public parking in high demand areas, including adding on-street parking where there is sufficient roadway width. It also advocates for considering parking alternatives, and conversions of large parking lots into bilevel garages where demand is present. For purposes of this Parking Study, the public property on Brookside Avenue that is for public parking is not termed as a “large” parking lot.

While perhaps not central to contemplating South Nyack Hamlet’s future, on page 122, in discussing public transit, as well as its possible expansion, the proposed 2023 Comprehensive Plan recommends Park & Ride lots should be added and expanded near major commuter stations, including Nyack (such as by Nyack Hudson Link bus stops) and it that notes lots like these can be used on weekends by downtown visitors.

The Draft Plan’s Implementation matrix for transport, page 230-231, highlights objectives which are relevant to enhancing studying and supplying parking:

- **Medium-Term:** Highway Dept. – Add on-street parking where sufficient roadway space is available without reducing traffic lanes;
- **Long-Term:** Highway Dept. – Study parking demand and convert large parking lots to bilevel garages.
- **Medium-Term:** Highway Dept. – Study parking demand and feasibility of expanding or adding new Park & Ride lots, and consider adding parking alternatives at locations like Nyack Hudson Link bus stops.

Village of South Nyack Dissolution Plan (2021)

On August 14, 2020, a majority of the electorate of the Village of South Nyack supported a referendum dissolving the Village. The ensuing dissolution process followed a timeline as set forth in New York State General Municipal Law Article 17-A. The South Nyack Dissolution Plan, July 2021, by Laberge Group, provides extensive analysis and recommendations for continuing public services in South Nyack in a cost-effective manner, while recognizing the need to preserve South Nyack’s unique character.

Per the Dissolution Plan most existing public services in the former Village continue as provided through the Town, such as water, sewer, and library services; yet, some service delivery models changed. Policing was supplied jointly with the Village of Grandview-on-Hudson, but it changed to become the sole purview of Town Police. Another service model change involves refuse collection, as Hamlet residents no longer receive municipal refuse collection.

The Town has assumed ownership and responsibility for operating and maintaining all former Village streets. The Town is providing snow and ice removal on all streets and select sidewalks fronting on Town properties. This Parking Study follows from the Dissolution Plan that promoted integration of the generally more permissive parking standards in the Village within those existing in the Town which are more restrictive.

Traffic Advisory Board (TAB)

Since 1971 the Town of Orangetown Traffic Advisory Board (TAB) has applied advisory powers to recommend to the Town Board the adoption, amendment, and/ or repeal of rules, regulations, or provisions of the Town's Code relating to traffic. This group is advised by key officials, including the Superintendent of Highways and the Chief of Police. Article 2 of Town Chapter 39 Vehicles & Traffic – starting at 39-18 and going through 39-24 includes protocols for the TAB's advice and reports on matters referred to it. This Study and proposed regulations for South Nyack were referred to the TAB for review and consideration of whether the approaches in South Nyack will support traffic safety and achieve well-managed streets and parking supplies.

Local Vehicle & Traffic Standards of the Town & Village

Former Village Code Chapter 310 Vehicles & Traffic is the main body of policy covering street operations and traffic safety and parking on streets within the Hamlet. It covers topics such as speed restrictions, traffic signals, overnight parking penalties, and offenses and places designated for limited parking or outright prohibitions on parking. Village Chapter 310 also contains provisions regulating truck limits, and the designation of traffic controls, such as stop signs, that may be used at various intersections.

In the Town, the counterpart is Code Chapter 39 Vehicles & Traffic. It is an objective to provide standards for the Hamlet which mesh well with the existing Town framework, including but not limited to:

- §39-3. Prohibition of all-night parking
- §39-6. Prohibition of parking on designated highways
- §39-7. Time limitation on parking

In the Town, overnight on-street parking is restricted on all public roadways between November 15 through April 15 every year with the exception of select roadways. Additionally, on-street parking is restricted year-round on select streets in more urbanized places, such as in Pearl River, Sparkill, and Tappan. This Study examines the potential effects of limiting overnight parking in the winter on select streets in the South Nyack Hamlet, consistent with existing Town Policy and treatments used in the hamlets and other parts of Town. It also presents a framework for controlling parking at other times of day.

Fire Lanes (& Access Requirements)

There are not equivalent standards in the former Village Code to the Town Code's existing 39-5.1 'Fire Lanes'. The Town's standards in 39-5.1 designate traffic lanes for use by fire or emergency vehicles on public streets, and on private property. Such designations occur upon the Town Board approval of a joint recommendation made by the Police Chief and the Fire Inspector.

Laberge Group did not identify any applicable Fire Lane designations on former Village public streets during interviews of the Nyack Fire Chief (the topic did not come up). However, based on a follow-up analysis on this topic with the former Village Building Inspector, now Town Fire Inspector, there may be potential Fire Lanes designated

in South Nyack on public streets, even if these are not specified in the former Village Code. One example may be at Salisbury Place, which affords access into the largest multifamily development within the Hamlet.

Since it is possible there may be Fire Lanes shown on prior site plans or special permits and established as part of former Village land use approvals, the Local Law provided for review within Appendix B stipulates that if prior plans approved, or running with the land, show Fire Lanes designated on any portions of associated public streets, or public rights of ways, the location and arrangement of such fire lanes shall be shown on all subsequent documentation unless these are vacated, or extinguished, in compliance with any applicable Town standards.

Snow Emergency Routes

During snow events it is essential for streets to be passable and for the Town Highway Department to be able to proceed with snow and ice clearance. The Town Vehicle and Traffic Law Article III Emergency Snow Removal During Snowfall, starting at Section 39-25 allows declarations of snow emergencies. The Town Board has also assigned through resolution all local streets with double yellow centerlines as snow emergency routes.

Alternatives: Permit Parking or Opposite Side Parking

Considering alternative options for structuring suitable parking arrangements in the Hamlet, it does not appear a resident permit parking arrangement is a readily feasible option. In 2021, prior to formal dissolution of the Village, elected officials initiated an appeal to State representatives and the State legislature for a grant in power to enable the Village to establish permit parking for residents through a home rule legislative power delegation. The 2021 Dissolution Study notes this effort. Ultimately, this option did not proceed forward. It was said to be considered potentially burdensome to regional residents. While there are indications the Village of Nyack has an alternate side parking system, pursuing this option for the Hamlet does not provide an overnight parking solution with no parking during winter months. Moreover, the Town does not have a whole-Town resident permit system, so developing one for this Hamlet is incongruous. Given prior concerns this was not an equitable option and did not appear politically feasible, this option is not pursued further within this current Study.

Parking (Lot) Policies of the Town & Village

Within Village Code Chapter 220 ‘Parking’ there were regulations providing for establishing a public parking area for non-commercial vehicles on the public lot at 67 Brookside Ave. It does not appear there are any criteria within this law which might hamper the Town itself taking over management and provision of parking at the Brookside Avenue public parking lot utilizing amendments to Town Code Chapter 24 Parking Lots & Meters.

Brookside Avenue Town-Owned Public Parking Lot

This roughly 0.31 acre property at 67 Brookside Avenue (Tax Map PID: 66.53-3-6.1, 66.53-3-6.2) was used by the Village as a public parking lot. It has continued to be operated this way by the Town since Village dissolution.



Image 9. Brookside Avenue Parking Area & Former DPW (2021 Aerial Image)

The site currently contains 26 parking stalls arranged on either side of a center aisle accessed directly from Brookside Avenue. The former Village public works garage (general industrial type use) is directly adjacent to the east. There are 13 of a total of 26 current parking stalls aligned along and facing toward the former DPW building. The stalls are standard dimensions; there is not an arrangement with spaces designated for compact cars. While this building was listed for sale in January 2023 when parking lot utilization was analyzed, for the time being it is not for sale and it has subsequently been used for municipal purposes including storage and offices.

On Thursday, January 4, 2023, Laberge Group staff observed parking utilization at the Brookside Avenue public parking lot. Of 26 spaces, at 8:30 PM, there was an average of 7.5 spaces used. During a 10-minute observation period, one vehicle traveled out of the parking lot, with actual utilization of cars in parking stalls going from 8 to 7. This represents an actual point count of 28% utilization for the total existing available supply of parking spaces.

Map 6 Primary parking Shed: Brookside Avenue Public Parking Lot outlines a distance $\frac{1}{4}$ mile surrounding this public parking lot as measured over the public street network. By planning standards, about a $\frac{1}{4}$ mile walk is generally considered an acceptable, comfortable walking distance from parking. While demand for rentals of parking spaces at this lot is currently low, there are a sizable number of residential properties in the Hamlet that are a convenient distance from Brookside Avenue Public Parking Lot.

Legend

- Distance cover street network (1/4 mile walking Distance)
- Landuse Categories**
 - 1 Family Residence
 - 2 Family Residence
 - 3 Family Residence
 - Multi purpose
 - Appartments
 - Inns, lodges, tourist homes
 - Residential vacant land
 - Vaccant Lands
 - Recreation & Entertainment; Wild, forested, conservation land & Public Parks
- Commercial
- Community Services
- Public Services
- Unknown
- State and interstate
- US Highway
- County Roads
- NYS Thruway
- Local Roads
- Water Bodies

Sources: Esri, Aribus, DeLorme, GeoEye, IGNAR, N. Robinson, NCEAS, NLS, OS, NMA, OpenStreetMap, Rijkswaterstaat, Viewport, and the GIS user community, Esri Community Maps Contributors, County of Westchester, New Jersey Office of GIS, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnology, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USGS

Laberge Group
Accuracy not guaranteed. Map for illustrative purposes only. Produced by Laberge Group. Data provided by NYS GIS Clearinghouse. 2020. Revision #2 01/09/2022. July 2022

Table 7. Land Use Within a ¼ Mile Service Area Around Brookside Parking Lot

Land use	Number of Parcels	Acres
1 Family Residential	109	19.48
2 Family Residence	37	5.66
3 Family Residence	8	1.63
Residential Vacant Land	6	0.6
Vacant Land	1	0.31
Apartments	9	2.56
Commercial	2	0.49
Community Services	1	0.48
Recreation & Entertainment; Wild, forested, conservation land & Public Parks	1	0.54
Total	174	31.75

As shown in *Table 7. Land Use Within a ¼ Mile Service Area Around Brookside Parking Lot*, and on Map 5, there are an estimated 243 residences in close proximity to the Lot, when all of nine ‘Apartments’ within this service area are assigned as 4-units. Per data from the Town Clerk on January 12, 2023, only 14 stalls are rented. Still, within an examination of parking options for the Hamlet, it should be assumed that the people who are by far most likely to use the Lot will reside on Brookside Avenue, while it is possible that a small increment of demand could come from broader surrounding area based on a review of permitting activity from 2021.

Alternatives: Parking District, Parking Pricing & Meters

On September 13, 2022, Town Resolution #2022-416, set the annual parking fee at the Brookside parking lot. The rate of \$300 per year was based on having the same rate applicable in other portions of Town, particularly the Pearl River public parking lots. This translates into a cost of \$0.82 per day for parking. Given the diverse and ongoing needs involved in the Town maintaining public property, and operating parking lots, it is recommended the Town Board consider escalating rates for parking Townwide either one time, or annually. It is assumed fees paid for parking permits at Brookside lot will go into the Town General Fund, but there are likely many justifiable expenditures in terms of ongoing capital investments, such as for pavement management, drainage, and signage, as well as administrative undertakings in order to undertake operations for a parking lot such as this.

The parking areas in Pearl River are established in a Parking District per Town Code Chapter 24 Parking Lots & Meters. This means District revenues are segregated and used solely for operating the Parking District and maintaining its facilities. This includes costs of maintaining surface lots, meters, administering permits systems, and providing enforcement, which is provided to the Parking District by designated staff operating out of the Orangetown Police Department.

Compared with South Nyack’s Brookside public parking lot, the Pearl River lots and operations are different because there is high demand for parking, including so that people can take rail transit to head into and return from

the New York City metro region core. Besides sheer scale, Pearl River has a sizable nonresidential economic base, whereby retail and commercial patrons, and employees and business owners, have an ability to use the Pearl River Parking District, either by securing annual permits, or through patronizing meters. There is no such type or extent of demand by the Brookside lot in South Nyack.

Based on a review of the 14 registered addresses for people currently holding Brookside parking permits, all of the registrants live close to this public lot, with 12 of them, or 86%, residing directly on this same street (and the others having addresses on White and Cedar Hill Avenues. Considering the features of land-use and demand for parking, it does not appear there are any strong benefits, or returns on investment, which could underpin designating the Brookside parking lot, or other locations within the Hamlet network, as part of a Town parking district. Nor is there any current basis for providing a parking structure at this very small lot.

Outside of residential demand for parking, which strongly correlates with residential density, there is limited demand for parking for users of non-residential land uses, such as offices, other commercial spaces, retail services, or institutions, such as religious land uses. The latter often have their own onsite parking lots. The highest levels of nonresidential parking demand observed are in the northern ends of the Hamlet, particularly adjacent to the Village of Nyack, on Piermont Avenue, Cedar Hill Avenue, as well as on South Broadway. South Broadway in the Hamlet sits near retail uses that are close by within a quarter mile in the core of that Village, such as around Remsen Street and beyond. Piermont Avenue is close to the Village of Nyack waterfront and its amenity-rich public park, as well as the southern edge of its downtown, which is the source of parking demand on it.

One alternative is to establish parking meters at these locations. One benefit of establishing meters may include some revenue collection when there is high demand for on-street parking, such as on weekend days and evenings, and for special events. Considering capital costs involved in purchasing meters, plus overhead required to install and service meters and provide enhanced traffic enforcement in association with an effective metering framework, this Study recommends unless analysis shows otherwise, there likely would not be a high level of fiscal benefits, or parking benefits, derived from metering. This is informed by consultations with Town officials.

Streets & Sidewalks Policies of the Village & Town

Chapter 281 of the Village code covers ‘Streets & Sidewalks’. It generally compares with Town Code Chapter 32 ‘Streets & Sidewalks’. For the purposes of this Study, it is determined there are not any policies in Village Chapter 281 that directly pertain to managing an on-street supply of parking, or managing parking on public property.

It is also noted there was not any complete streets policy adopted by the Village prior to its dissolution. The method for confirming this was through interviews with former Village elected and appointed officials, as well as desktop internet research. The Draft Comprehensive Plan indicates the Town does have an adopted Complete Streets policy.

Zoning

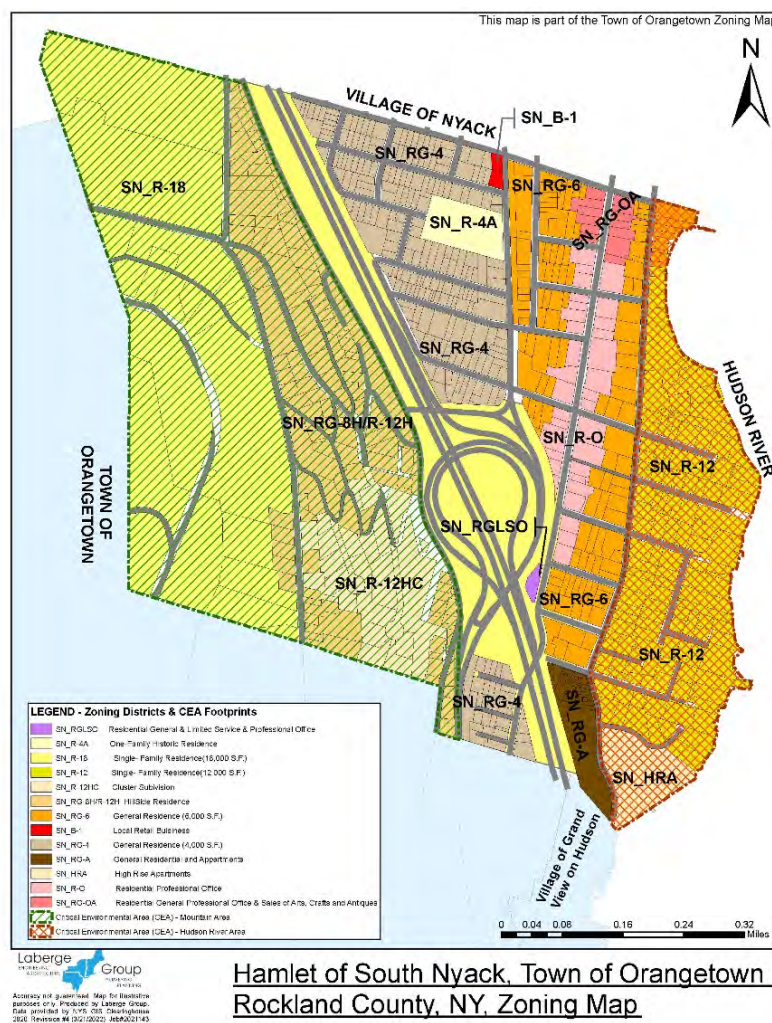
Under Town Zoning, a recent Definition of ‘Parking space’ is: “An off-street space, enclosed or unenclosed, available for the parking of one motor vehicle and having direct access to a street via a curb cut, not inhibited by another parking space.” The Zoning Parking Schedule for South Nyack Hamlet provides for 2.0 spaces per dwelling for a single-family residence, plus 2.0 spaces per dwelling unit for two-family units, such as in SN-RG-8H Hillside Residential, SN-RG-6 General Residential, and SN-RG-4 General Residential Zoning Districts (SN-RG-4 covers moderate density areas west of South Franklin Street and east of the Thruway). In this built-out area around White Avenue, there is no one zoning solution and the presence of many small lots could mean that strict adherence to minimum parking requirements could curtail investment.

There is also a constraint in that parking needs have not always been well-calibrated using zoning on the hillside west of Route 9W, where cases arise with limited parking and driveways available on small to moderate size two-family residential lots containing steep grades. The South Nyack Hamlet Zoning has specific bulk requirements which regulate construction of new dwellings, or additions to structures on the hillside.

There appear to be 11 vacant lots west of the southern segment of Berachah Avenue and the existing, built portion of College Avenue, plus there is a newly constructed Willow Court extending southerly off of the built portion of College Avenue (Willow Court is a 533 foot dead end that not identified on the Local Roads Listing displayed in Table 5.) As these buildout, it is expected that adherence to hillside zoning regulations and minimum onsite parking requirements will not generate a need for new offsite parking; rather, a focus within this Study is on supplying fixes for the existing residential neighborhood east of South Highland Avenue and South Boulevard.

Hamlet Zoning calls for nonresidential uses to have ample onsite parking. For instance, Zoning §18.41 ‘Private schools; private education campuses; and philanthropic and charitable institutions’, requires 1 space per 4 students, plus it stipulates that access, circulation and parking shall be subject to site plan review by the Planning Board in regard to the physical relationship and impact upon adjacent uses. Other parts of Zoning establish Hamlet-specific requirements for nonresidential uses. For instance, §18.25. ‘General and professional offices, funeral parlors and

Map 7. Zoning Map



sale of arts, crafts and antiques’, in the RG-OA District, requires off-street parking wholly provided in the rear and/or one side yard, behind the front building line, screened from adjoining properties. Likewise, Zoning §18.4. ‘Special or conditional permit uses – Hamlet of South Nyack’: §18-45. Professional offices or studios requires adequate off-street parking and loading shall exist.

Parking codes traditionally stipulate a minimum number of spaces required, but many communities are adjusting minimums downward, or providing maximum parking requirements in local zoning in order to provide for more balanced supplies of parking. This type of action does not appear called-for in the proposed Comprehensive Plan, but ensuring there is not large minimum amounts of parking that must be supplied onsite can aid land use efficiency, community character, and help avoid sprawl, that can otherwise be driven by requirements for large areas of space on properties to be dedicated to parking lots and driveways.

Neighborhood Traffic Calming

Many people interfacing with this Study have commented on traffic volumes and speeds as factors related to street operations and parking that impact the parking and the quality of life in the Hamlet. Therefore, this part analyzes the topic recognizing that traffic calming can lead to fewer and less severe crashes, as these types of environmental interventions can influence drivers to proceed more slowly and carefully.

People, particularly families with children, likely feel more comfortable while walking or cycling through neighborhoods with more complete streets where there are physical measures or controls, that can individually or synergistically provide for traffic safety (see <https://www.kittelson.com/ideas/what-does-traffic-calming-calm/>). Physical interventions to assist traffic calming can be achieved in many ways, through the strategic use of techniques like speed bumps, speed humps, speed tables, chicanes, or neck-downs, curb extensions, and even by providing for and allowing on-street parking. Likewise, speed can be controlled by speed limits.

Speed humps/speed bumps are raised areas in roadway travel lane pavement surfaces, where drivers are forced to slow in order to cross these. Infrastructure can also be arranged with neck-downs that narrow a two-way road at a point, such as mid-block, forcing motorists to slow and, in some cases, to merge into a single lane and yield to traffic proceeding in the opposite direction (FHWA, Lesson 11). The benefits of any of these measures would be to achieve reduced average vehicle speeds and greater pedestrian safety.

Orangetown Traffic Calming Program

The current Comprehensive Plan of Orangetown, 2003, supports and promotes traffic calming in Hamlet centers to enhance pedestrian safety (*Plan, II-4*). This Plan also supports maximizing parking opportunities and providing additional parking opportunities in hamlets (*Ibid*). While the South Nyack Hamlet was not expressly part of the Town back then, this guidance is germane for this urbanized area. Moreover, the proposed 2023 Comprehensive Plan (page 114) also strongly promotes the continuing application of traffic calming.

The Town Highway Department has developed a traffic calming program to provide safer environments for pedestrians and motorists and improve the quality of life in neighborhoods (<https://www.orangetown.com/wp->

[content/uploads/2023/03/Orangetown-Comp-Plan-Book-2.pdf](#)). It focuses especially on neighborhoods experiencing speeding, excessive traffic, and/or a high rate of accidents.

Orangetown's Traffic Calming Program provides guidelines, criteria, and procedures for evaluating and implementing various traffic calming solutions. These procedures may be ripe for an update, such as to ensure they advance complete streets principles and application. The program lists minimum eligibility criteria for physical and traffic calming measures for local streets, including residential suburban-type streets like Elysian and Brookside Avenues. These criteria include: a minimum of 1,500 vehicles per day, 85th percentile speed exceeding the speed limit by 9 mph, and minimum segment length of 600 feet. In conjunction with regulating public parking in South Nyack Hamlet, it will be useful to actively contemplate where and how to provide some strategic traffic calming capital investments. The advantage will be there can simultaneously be traffic safety and the provision of on-street parking to aid residential area environmental quality.

Hamlet Speed Limits

The Village, per its Section § 310-2. 'Additional speed restrictions', had 10 streets designed for 25 miles per hour (mph) speed limits, and in one case there was a 15 mph School Zone on a section of South Highland Avenue. Towns in New York State are not expressly allowed to set speed limits on local roads below a minimum of 30 mph. Should the permissions available within the applicable enabling laws change, in conjunction with facilitating on-street parking and traffic calming, the Town could in the future investigate adopting lower speed limits on select streets in the Hamlet. As a starting point, it is recommended to investigate undertaking these measures on:

- Cedar Hill Avenue;
- Clinton Avenue;
- Cooper Drive;
- Elysian Avenue;
- Piermont Avenue;
- South Boulevard;
- South Broadway;
- South Franklin;
- South Highland Avenue;
- Terrace Drive; and
- White Avenue.

PUBLIC ENGAGEMENT

Public involvement was used to build understanding and explore needs and the Study's recommendations. Key agencies and personnel were engaged including police, highway staff, and former village officials.

Steering Group

There were three (3) Steering group meetings used to frame and undertake this planning. Early efforts delved into details on project organization and design, including interviews. The final meeting was used to review and refine the Draft Plan and Draft local law prior to providing it to the Town Board.

Key Informant/ Stakeholder Interviews

During the information gathering stage and the scan of topics important to setting Hamlet parking policies, there were seven interviews conducted with key stakeholders. These seven consultations are documented in Appendix A. These parties were selected by the Steering Group because they have extensive knowledge of the community, parking conditions and needs, or topics that are important in terms of setting parking and traffic policies.

1. David Majewski, Chief Fire Inspector, Town of Orangetown, and former Village Building Inspector;
2. Jeffrey Hirsch, Hamlet resident, and former Village of South Nyack Trustee;
3. Roger Seiler, Hamlet resident, and former Chair, Village Zoning Board;
4. Rosanna Sfraga, Town Clerk;
5. Nyack Fire Chief Ted Ryder;
6. Michael Lockett, former Village of South Nyack Trustee; and
7. Michael Yannazzone Town Traffic Advisory Board Chair.

Traffic Advisory Board (TAB) & Local Law Adoption

As this Study was posted for public consideration, it was referred to the Town's Traffic Advisory Board (TAB), which was requested to review and comment on its suggestions. The report and recommendations of the TAB were deliberated on by the Town Board in conjunction with its conduct of a public hearing on the proposed parking legislation. The Town Board also initiated SEQRA administration for this action to adopt the proposed legislation and this Study, plus the Town Board referred the project materials to the Rockland County Planning Department for its review and report.

POLICY CHANGES

This section addresses the establishment of up-to-date parking policies for the Hamlet. It mainly provides for integration of the existing policies of the former Village within the Town’s policy framework. There are some adjustments based on the analysis provided. These aid code modernization.

Town Chapter 24 Amendments – Parking Lots & Meters

Establishing the Brookside parking lot so that its pricing and administration integrates within the Town code appears readily feasible. There is a specific enabling clause provided within the proposed law using the Town’s existing Chapter 24-1 ‘Permit parking in municipal parking lots.’ The proposed law is structured so that a “municipal parking permit” would need to be obtained to use this lot. This type of permit would allow parking for a permit holder at any time of day. The proposed law also provides for a fee schedule for the Brookside lot to be set periodically, such as when the Town Board may update various types of fees at its annual organizational meeting at the beginning of the new year.

Chapter 24-1 is currently used for Pearl River where there are also parking permits available for an “overnight parking permit” and a “merchant parking permit”. The proposed law for the Brookside parking lot does not directly address these, but there could be consideration for also adding those categories of permits, although there is not expected to be significant demand during daytimes, or by merchants given the relatively large distance to commercial areas.

Brookside Public Parking Lot

An examination of this site’s configuration, existing parking conditions and demand informs recommendations for the possible enhancement of this public lot. While there is relatively low demand for parking spaces now, in the past there was a waiting list for residents to obtain permits.

Americans with Disability Act (ADA) Compliance - In the short-term, two (2) accessible parking spaces should be provided per ‘Accessible Parking Spaces’, and ‘Calculating Accessible Parking Spaces’ at ADA.gov. This threshold applies when total spaces in a parking lot or facility ranges from 26 to 50 stalls. The ADA accessible spaces would contain specific features making it easier for people with disabilities to access parking. These should be Van accessible spaces per the 2010 ADA Standards for Accessible Design. In parking lots or garages, accessible parking

THE INHERENT PUBLIC CHALLENGES OF PROVIDING FREE & LOW-COST PARKING

A body of planning analysis, promotes the productive use of streets. It relies on economic theory to assert free parking can be an inefficient, sometimes undesirable, public use. One notion is that free parking results in less than optimal conditions, such as people parking for long durations. In an area with businesses, there may not be exchanges (vehicle turnover) if there is free parking, which may impact customer visits. In South Nyack, the only parking fee is at Brookside public lot. Making areas available within streets for parking means street maintenance becomes somewhat harder. The ability for residents to park on the street may mean that people could conceivably own more cars. Costs for parking on-street become bundled with housing prices, it is effectively priced into higher housing costs. In South Nyack, the analysis of on-street parking is less about its pricing and centers more on solving high current demand. Yet, pricing can promote a shift away from vehicle ownership over time.

spaces must be located on the shortest accessible route to the accessible entrance, and an accessible route is the path a person with a disability takes to enter and move through a building or facility. Therefore, it is also recommended to position these stalls closest to the lot's entrance on Brookside Avenue.



Image 9. Depiction of two accessible parking spaces sharing an access aisle

Town Chapter 39 Amendments – Screening Criteria

As a means to inform parking recommendations, this part discusses potential street space assignments. According to the National Association of City Transportation Officials (NACTO) Urban Street Design Guide's discussion on lane widths (<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width>), narrower streets promote slower driving speeds which, in turn, reduces crash severity. While the Urban Street Design Guide notes that lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations, the long-standing layout of the Hamlet's existing interior, lower-volume streets do not readily afford 10-foot wide travel lanes plus possible space for parking. Yet, it is noted Hamlet streets have operated fairly effectively in conjunction with permissive allowances for on-street parking for decades.

This Study assumes that 25-foot wide two-way streets may be sufficient to meet fire needs, and most maintenance and other heavy truck delivery needs. On streets without painted centerlines, this assumption is based on an objective for two (2) - nine (9) foot wide travel lanes, plus one (1) parking lane that is seven (7) feet wide. When there is parking on both sides, recognizing space will be very tight and constrained, it appears 28- to 30-foot wide streets could be sufficient to meet fire needs. Certainly, greater widths targeting 32-foot widths are desirable, but such spacing is seldom available and a long-standing practice has allowed for parking on streets narrower than this.

These minimum objectives recognize the physical constraints inherent in the Hamlet's residential streets. Arrangements such as these will continue to mean that street space arrangements and utilization will themselves provide for traffic calming due to the operating characteristics attendant with narrow widths, where resulting friction can at times impede or restrict vehicular movements. It may mean that auto passage may require one car to slow and pull-over when there is some space allowed for cars to park on low volume residential streets (an effect called "queuing"). Based on an examination of the patterns of curb cuts for driveways, and fixtures such as fire hydrants, this Study assumes 25% of one side of a street is typically open and can be allocated for queuing.

Public safety is of high importance. It is also noted ladder trucks responding to emergency incidents deploy stabilizers that extend five to six feet from the sides of vehicles. An identified source of negative friction arises when there is not enough space available in rights of ways and by buildings if deployment of these splays/ stabilizers on emergency ladder trucks is hampered by factors such as parked vehicles.

The parking scheme proposed is meant to provide minimum adequate parking, with a best fit, so people are not tempted to park in compromising situations, including illegally, because they don't have a place to park legally. It is encouraged for Orangetown to consider standards that will be used and followed and to commit to traffic enforcement in the Hamlet so that the traffic system operates and performs as expected.

A new proposed law for parking in the Hamlet is presented directly in Appendix B. Following below is discussion on modifications provided to establish a framework for the Village. It is noted that sections of streets shown as one-way, including College Ave and Prospect St, are continued directly as per the former Village Code.

Overnight Parking Exception

Given the historical context of there being some parking available overnight on Hamlet public streets, there is a conflict with the existing Town policy for excluding parking on public streets, per Town Code 39–3, overnight during winter months. Presuming the current low demand for parking spaces at the Brookside parking lot is temporary, and perhaps based on limited levels of parking violation enforcement, there is an identified need within this Hamlet to accommodate some parking ability overnight during non-snow emergencies in Winter.

A proposed solution is to allow overnight parking in winter on select street segments. Per Town Code 39–3. Prohibition of all-night parking. Subsection A, four street segments that are suggested for consideration are:

1. Clinton Avenue, on the south side, west of South Franklin Street (585 linear feet);
2. Cooper Drive, east side between Clinton Avenue and White Avenue (680 linear feet);
3. Division Avenue, on the north side from Depot Place to South Broadway (415 linear feet); and
4. Washington Ave., south side, between So. Broadway and 75 feet north of Glen Byron Ave (950 linear feet).

The basis for excepting certain streets is these facilities are on average wide relative to the whole street grid in the Hamlet. The streets selected are always 25 feet or greater measured from curb to curb. Furthermore, none of them are difficult to plow locations per the Town Highway Superintendent. All are functional class 19 and have lower volumes by nature of their positions in the grid. There was also effort to assign places where there appear to be higher levels of on-street parking demand, such as based on the presence of a high number of small constrained lots with substantial existing buildings, without driveways, or with limited driveways. There was also an attempt to achieve some geographic spread in terms of where people could park overnight for the convenience of the whole Hamlet residential user base.

For streets sections where overnight parking is proposed, Clinton Ave, Cooper St, and Division Ave were 2-hour parking. Village Code was silent on Washington Ave., so it is taken parking was allowed during daytimes.

The total distance for these four selected sections is 2,630 linear feet. Taking a general exclusion of 25%, 658 feet of this total distance is assigned as non-utilizable space for parking, such as due to intersections and space to access driveways, so there would be roughly 1,972 linear feet of remaining space on these streets that could be used for overnight parking. Taking this figure of 1,972 linear feet of available parking space proposed for assignment along public streets, there would be parking capacity generated for 90 vehicles presuming parking stall lengths would be 22 linear feet each (1,972 linear feet divided by 22 ft. per stall).

Under Public Parking Demand Estimates above, there is an estimated need for 110 on-street parking spaces in the Hamlet. Extending from that figure, this part of the Study estimates how many parking slips may need to be supplied on-street, during winter overnights, to address the common condition for some residents needing parking. This pent-up existing demand for on-street parking is calculated as 113 stalls.

This need for 113 on-street parking stalls is calculated assuming the Brookside lot will become fully 100% utilized. Therefore, the estimated need for 113 overnight spaces in the Hamlet is reduced by 12 vacant and currently available Brookside parking lot stalls. In other words, demand on-street should be secondary to promoting occupancy and rental of 12 currently unreserved stalls available at the Brookside public parking lot.

Yet, it is not sufficient to just supply the remaining estimated need for 98 on-street stalls. This is because users will not find and occupy parking on a one-to-one basis. Accordingly, it is recommended there should be another 15% of stalls on top of the base demand figure of an estimated 98 stalls ($(98 + (98 \times 15\%)) = 113$). The additional 15 stalls should be supplied at the same time to help ensure there are always some open stalls that are typically available through rotation, which is a common practice when planning for on-street parking. This 15% open stalls factor is used since parking is not best supplied in a 1:1 ration in terms of demand versus available supply. Thus, the total estimated needed supply of on-street parking is 98+15 stalls, or 113.

The four streets proposed to be used for overnight on-street parking will supply 90 stalls. The Town Board could determine a trial period on the limited four streets to better understand if this solution can meet demand. Alternatively, if it also provides for overnight parking on one side of Brookside Avenue, it is estimated this total parking need could be achieved, since it should be possible to supply upwards of 45 more stalls, if parking is allowed on the south side of Brookside Avenue, potentially in conjunction with making that street one-way.

It is noted there is not on-street overnight parking provided on the portion of the hillside street network west of Route 9W. It is suggested there could be 10 or more stalls achieved if a section of Barachah Avenue is assigned parking on one side, such as on the west side stepped-back away from street and major driveway intersections, between Terrace and College Avenue, or possibly also extending south of College Avenue. While it is a double-yellow centerline striped road that is important to maintain in an open state during snow emergencies, the eastern side of 28-foot wide South Highland Avenue could also be assessed for whether portions of it have sufficient pavement space available such that it could be assigned to serve some demand present on the hillside neighborhood (there is a sidewalk on the western side).

Town Chapter 39, Art. I, Subsect. 39-5, “Prohibition on Stopping, Standing or Parking in Specified Places”

Most points assigned to Town Code 39-5 are drawn from Village Ch. 310 Vehicles & Traffic, Art. III Prohibited parking, part 310-17 Designation of prohibited parking areas.

- Central Avenue was removed, as no such street is identified;
- Berachah Ave. was restricted by adding the west side from 345 feet south of the intersection with Terrace Dr. to 35 feet north of the north edge of pavement on the western extending section of College Avenue;
- Gesner Avenue was changed to south side; furthermore, Gesner Ave., north side, was moved into 39-7, plus a time restriction from 9:00 p.m. was not carried forward;
- Smith Avenue was added, as there was no standard at all in Village Code;
- Existing Village Code for Terrace Drive, two parts, is hard to understand, so it was changed to 100 feet north of Berachah Ave.

- Lowland Dr. was put in 39-6 and made more restrictive, removing parking allowances on both sides outside 40 to 75 feet from intersections. It gives greater standing for pedestrians and the role of this street serving as a connection with streets west of it;
- Shadyside Ave. was adjusted, removing its west side, from 201 feet west of Rte. 9W extending to former Village line to the south (was put in 39-6);
- South Highland Ave existing Village Code is confusing and appears to have errors or conflicts between three existing sub-parts. It was put in 3-6.

The following streets are already restricted on both sides for entire lengths, so were moved to 39-6, which is best suited for this intent:

- College Avenue;
- Prospect Place;
- South Blvd; and
- Upland Drive.

Town Chapter 39, Article I, Subsection 3-7, “Time Limitation on Parking”

Most points assigned to Town Code 39-7 are drawn from Village Ch. 310 Vehicles & Traffic, Art. V Restricted Parking, subsection 310-11 Designation of restricted parking areas. Most are put in Subsection A, a two-hour category. An exception is the first 15 feet of parking on Cedar Hill Ave, after So. Broadway, which is put into the 15-minute zones as provide in Town 3-7 subsection C. One ADA/ handicap space identified in Village Code was not replicated in Town Code covering a 20-foot long ADA parking space on the south side of Division Avenue. Elizabeth Place is provided a two-hour treatment, as it is not in Village Code, but is on the Local Street Listing

Chapter 39, Article I, Subsection 3-6, “Prohibition of Parking on Designated Highways.”

Per a review of Village Code Ch. 310-17 Vehicles & Traffic, four streets assigned ‘no parking’ treatments are identified above under discussion covering Subsection 39-5. Of three other streets placed in this category, only two are Local Roads per the listing utilized:

- Chase Avenue;
- Highland Ave – the street segment west of the South Highland Ave./Terrace Dr./South Blvd. intersection has this name per Google Street View, but it is not on the Local Road list; and
- Livingston Place.

Treatments Rationales for Specific Streets & Locations

The following rationale explains the recommendation to manage or alter parking allowances which were previously provided in the Village Code. The reasons usually relate to potential traffic safety concerns. There is also separate discussion further below, on the reasoning used for the assignments provided to Shadyside Avenue.

Lowland Drive – This curvilinear street without sidewalks on the western hillside is shown on the Town’s inventory as 22 feet wide. The street is constrained and does not seem conducive to supporting multiple modes. While Village Code allowed some parking setback from intersections, given the nature of this functional class 19 road serving to connect trips to and from further east on the hillside, it is recommended to fully restrict parking on it.

Berachah Avenue – This street has an allowance for parking in the former Village Code on its west side (this part of former Village Code was last amended in 2008). The Town-supplied Local Roads Listing has it as a 20-foot pavement width for all three segments. There are not sidewalks plus there is some awkward street geometry, with a slight travel lane offset, or jog, within Berachah just north of College Avenue. It appears the southern portion was constructed more recently than the part by Lowland Ave. Along the southern segment there are vacant lots of 20,000 to 30,000 square feet. This Study recommends limiting on-street parking on the west side of Berachah around College Avenue by the aforementioned pavement offset. A rationale supporting this recommendation is there is a less than 90- degree intersection at College Avenue and there could be gains in future trips if new housing is built, so there should be the prevention of potential travel restrictions from parked cars at that location. Assuming this street is public for its entire length (there are signs on saw horses indicating it is private) and since the segment south of College Avenue is a level, straight run and has more modern construction features than many streets on the Hillside, this Study suggests that while the southern section is narrow, parking on it may be safer than on other steeper and narrower streets nearby. Efforts to impede public access should be discouraged.

DISCUSSION OF OTHER PARKING & CIRCULATION RECOMMENDATIONS

The following are additional actions suggested to advance parking needs, complete streets, and traffic calming in the Hamlet. Some of these address Town administration as well as potential revenue capture.

Brookside Parking Lot Development

Site Configuration – It may be possible to add more stalls at this lot through additions on the southern side of the property. It may also be possible to optimize space by providing some compact stalls that would be a minimum of eight feet wide and 16 feet long, compared with the Town standard for a stall measuring nine feet wide and 18 feet long, exclusive of standing area and aisles for maneuvering.

Electric Vehicle (EV) Charging Infrastructure - Given the former use of the adjacent Town-owned building as a public works garage, there may be electrical service configurations available conducive to providing electric vehicle charging stations. Should the Town continue to maintain Brookside parking lot as public parking, it is suggested to consider electrifying some or all of the stalls for EV charging. It is the current Highway Superintendent's preference to electrify a lot like this, rather than supply EV charging at parking stalls positioned in the street network.

The New York State Department of Environment previously provided competitive incentives, including grants, for establishing EV infrastructure. One example of such a program was the 2022 Municipal Zero-emission Vehicle (ZEV) Infrastructure Grant Program, which in a Disadvantaged Community like South Nyack Hamlet could provide up to \$300,000 per facility within a 50%/50% matching grant, when such facility is available to the public 24 hours per day, 365 days per year (www.dec.ny.gov/docs/administration_pdf/22zevinrfa.pdf).

Likewise, the now closed 2023 Federal Highway Administration's Charging & Fueling Infrastructure Discretionary Grant Program, provided leveraging to deploy publicly accessible EV charging and alternative fueling infrastructure in places people live and work. The program aimed to establish EV charging infrastructure projects in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

The Town Code provides for EV charging stations; therefore, it is recommended to proactively take steps to configure this lot with EV charging capability within the whole lot, or on its eastern edge. It is encouraged to use grant funds from programs such as those referenced above to pay down any cost for engineering design and upgrading electrical services in order to achieve an adequate power supply and necessary circuitry. Such a target presumes that nationwide fleet electrification will proceed within the next 5 to 10 years, which will be accompanied by readily escalating demand for this type service in the foreseeable future. If there is development of charging stations along the wall of the former DPW building, an easement may be required to enable the continuation of the EV technology if the building itself is advanced towards a sale or other disposition.

If a grant is pursued, it may be possible to upgrade the lot's parking surface and a storm drain servicing the lot. There may be potential to specify recycled pavement material and to deploy green infrastructure, or other retrofits, in order to slow storm water flows and aid the quality of drainage entering this inlet. Finally, the blank building wall facing the lot might be considered for placement of a mural that would aid community sense of place.

Event Parking & Congestion Management Planning

The stakeholders interviewed for this project have identified that during non-routine events in the Village of Nyack, such as when there are street fairs, or the Fourth of July parade, that closing of South Broadway in the Village causes friction and spill-over effects that result in parking congestion in the South Nyack Hamlet. There are concerns with traffic safety during these periods of peak parking demand when people visiting the events may be prone to park illegally within the northern edges of the Hamlet area.

While Town legislation is not proposed to deal with this infrequent peak demand for parking associated with these events, this Study does recommend the Town request the Village of Nyack to collaborate with various Town and area entities, such as Police, Highway staff, and emergency officials in the formulation of ‘Special Event Traffic Management Plans’ that can be used to ensure there are strategies established to help ensure there safe circulation and parking and public understanding of how circulation and parking will be handled during events.

An Events Traffic Management Plan –

- Can provide a framework for how people travel to the event, including where they are encouraged to park and can access the closed streets.
- The objectives would include: efficiently distributing the flow of traffic and minimizing the superimposition of traffic flow on a single access road section.
- Before every event, once the date and time are confirmed, the details of the event could be advertised on the roads, so that the daily commuters are aware of the event and decide in advance the route to take.
- Preparing a signing plan guide indicating signs from a freeway or arterial access point to various parking areas, temporary signages indicating no parking, or guiding visitors and travelers in the right direction to the provisions to the parking available.
- Monitoring parking area occupancy to avoid unnecessary traffic towards the occupied lots and deterring any new vehicle to a new lot.
- ITS (Intelligent Transportation Systems) involves using computer and electronic technologies, communications, or information processing to improve the safety and efficiency of the transport system.
- As missed turns result in additional circulation through the site area and impact street network operations during egress, traveler information considerations during event egress are important. It includes the provision of parking area identification landmarks, and guide signs to major freeway/arterial routes at parking area exit points and adjacent access roadways.
- This plan can provide a framework for how people travel to the event, including where they are encouraged to park and access the closed streets. The objectives would include: efficiently distributing the flow of traffic and minimizing the superimposition of traffic flow on a single access road section

Influence of Remote Work /Hybrid Work on Parking Demand

Starting with the public health effects of the Covid-19 epidemic lock-downs in early 2020, there have been profound shifts in workforce and commuting patterns nationwide. There are now greater proportions of people working from home, often with at least part of their average work weeks served through remote connections and home-based work

days. These hybrid or entirely home-based work situations contrast with more traditional routines whereby workers often commute to workplaces over five consecutive weekdays. The following is a summary of some features and trends of remote work and how it may relate to the need for a supply and regulation of parking in the Hamlet.

A nine-month Stanford University study of 16,000 workers found that working from home increased business productivity by 13 percent when comparing the company's profits to previous years. Remote work is shown to increase productivity and remote workers value flexibility. Therefore, this is one reason it might be supposed that patterns of employees commuting from homes to worksites five weekday mornings per week may not revert back to levels which were being experienced before the pandemic.

Research indicates that 97.6% of remote workers would like to continue working remotely for all or part of their career. Hybrid work has become more and more popular during the post-COVID transition from fully remote jobs. Such hybrid style work allows employees to collaborate meaningfully in-person when necessary while maintaining remote flexibility for the bulk of their schedule. This trend explains residents preferring to stay at home and work, thus parking their cars the whole day, as compared to the older traditional model where many people commuted to work, and which resulted in lower demand for on-street parking stalls during weekday.

According to 2017-2021 ACS data, 72.9% of the civilian labor force in the former Village age 16 years+ were employed. Using an ACS estimated Village population of 7,236 in 2021, it is supposed the employed workforce was around 4,601 persons in 2021. With 5.57 persons per car, this means that if all persons in the workforce commuted by car (which is likely an overstatement) there would be around 826 vehicles traveling in the Hamlet on a typical workday as these people journey to work (4,601 employed in workforce divided by 5.57 persons per car).

Due to increases in people working more often from home, it is supposed that some undefined but smaller proportion of these 826 vehicles would not undertake journeys to work starting in the Hamlet. However, for the purpose of this study, a finding based on anecdote and general observations, including through consultations with the Project Steering Group and stakeholders interviewed, is there appear to be limited perceptible changes in levels of parking on South Nyack Hamlet streets during daytimes since 2020. At the very least, the parking demand is distributed all around the Hamlet's residential street grid. It does not seem this type of daytime parking demand is causing problems with circulation. Moreover, the features of remote work would not cause a change in demand for overnight parking, when on-street parking restrictions create the greatest challenges for Hamlet residents. Therefore, while there may be small increments of increased parking demand in the Hamlet during the daytime on local streets attributable to higher rates of people working from home, it seems the proposed arrangement allowing on-street parking on certain Hamlet streets, will provide for generally ample supplies of on-street parking during daytimes. Many places in the former Village currently restrict parking to two hours. Since this is the same pattern as is evident in other more densely populated hamlets like Pearl River, there was a choice to replicate this same pattern of limiting parking within the new Town standards to the same way it is currently accomplished in other parts of Town.

Shadyside Avenue

Shadyside Avenue is 23 feet wide and has narrow, unmarked travel lanes with generally no defined shoulders. The street is signed “No Parking” by the northern Route 9W intersection. Village Code prohibits parking on both sides 200 feet from the Route 9W intersection and on the entire east side. Parking is prohibited in the part of this street located further in the Town, as there are no express parking allowances in Town Chapter 39.



Image 13. Image capture from Google Earth - January 2023

Nine parcels front on this street consisting of eight single-family and one 2-family residence. There are steep grades and topographic variations on either side of the street, which causes these somewhat larger on-average properties to have limited onsite parking options, and which means there have been long-standing parking and circulation problems in this general location.

According to consultations with local officials and as confirmed in stakeholder interviews, the circulation and parking issues on this street appear to have worsened. This street may be experiencing increased traffic volumes as vehicles travel across Shadyside Ave. to access Route 9W and Route 287 and as vehicles travel towards Old Mountain Road and then to Blauvelt using Clausland Mountain Road and non-residential zones north of there on Route 303 using Tweed Boulevard. It also, at least anecdotally, appears that Shadyside Avenue’s use as a bypass appears to involve a substantial number of commercial vehicles that are not destined just for this area.

This street is a strong candidate for traffic calming since the street is not designed to accommodate through-trips. If bump-outs or chicanes were added, it might also be possible to add limited parking. Alternatively, the length of this segment could also be assigned no-parking. As a means of providing some minimal parking relief to owners, it is recommended to explore the possibility of creating shared driveways, as a potential means of practically aiding residents

in achieving some onsite parking. Yet, it would not be encouraged to allow building expansions unless there is mitigation supplied, such as to aid in achieving more adequate levels of onsite parking.

Heavy Truck Limitations

While not presented in the proposed local law, a recommendation the Town Board could consider is prohibiting heavy trucking on certain Hamlet streets. This could help reduce, but not fully eliminate, potential for traffic friction between autos parked on-street and trucks which would be diverted to other routes. Streets could be added to Town Law §39-11 ‘Heavy Trucking’, which restricts travel by vehicles five tons and over unless they are making local deliveries. Since there were comments on a potential need to manage truck traffic, the set of streets suggested to assign as restricted was expanded from Clinton Avenue west of Franklin, and White Avenue (per Village Law §310-14 ‘Though trucking prohibited’). In forming these recommendations, one objective was to inhibit potential for trucks to cut through residential areas as they travel to and from Nyack’s core using Brookside or Elysian Avenues. It was also designed to prohibit these type trips on hillside streets, including Lowland Drive, and Mansfield Avenue.

- Brookside Avenue;
- Clinton Avenue, west of South Franklin Street;
- Elysian Ave;
- Lowland Drive;
- Mansfield Avenue;
- Maple Street;
- Prospect Street;
- Shadyside Avenue;
- Terrace Drive;
- Voorhis Avenue;
- Washington Avenue;
- Washington Street; and
- White Avenue.

Brookside Avenue One-Way

Based on examination of the Hamlet grid, there was a scan as to whether establishing any additional streets as one-way could provide benefits in terms of potentially yielding some parking capacity, and/or aid vehicular passage and street maintenance and operations. Given the Hamlet’s streets layout, the only street segment identified that may readily lend itself to this purpose is Brookside Avenue.

It is recommended to provide one-way traffic extending westerly from South Franklin Street. With this configuration, users could return easterly on Clinton Avenue, where there is an electronic automated traffic signal, or via White Avenue, which has a stop sign control at South Franklin Street. If one-way travel is instituted on that segment, there could be consideration for supplying parking on the southern side, possibly including a Town exception whereby overnight parking is allowed, since this is location with the highest concentration of parking

need. Allowing parking on the south side could help ensure that there is access available during nights along the northern frontage of this street where there is higher density land use.

Given the limited space available on most public streets, typically with less than 30 feet of curb-to-curb width available, especially on secondary, low volume streets in the Hamlet, assigning one-way travel could provide greater available space for assigning a parking area/parking lane, as well as a wider, easier to traverse vehicular travel lane.

If there is concern on Brookside Avenue for vehicle speeds upon a one-way assignment, it is recommended to provide traffic calming measures as outlined previously. It is noted that if the demand for parking at the Brookside parking lot remains slack, and allowing overnight parking on Brookside Avenue does advance, it is encouraged to limit how much on-street parking is supplied because the preferred approach is for stimulating the use of off-street parking opportunities.

Reserve Some Space Outside Travel Lanes for Other Productive Uses

In conjunction with advancing a comprehensive parking program and policy framework for the Hamlet, this Study advocates for practicably applying physical traffic calming, or policies that support traffic calming, to assist traffic safety, complete streets, and quality of life. It is not expected reservations of space within rights of ways for physical interventions like these will have any significant impact on the ability to achieve on-street parking.

Through this Study, the Town is signaling support for development and enhancement of the regional transit system's bus stops, bus shelters, and even intelligent transportation systems (ITS), such as electronic kiosks at bus stops, along South Franklin Street, or other higher-order corridors, as part of efforts to sustain a quality traffic environment and practically integrate long-term parking solutions and multi-modal opportunities. This will aid user experiences for people who ride transit. Supporting regional transit agencies in delivering transit in and besides Hamlet public streets can increase the potential for more people to get out of their cars, or not own a car at all, thereby easing parking demand, freeing-up some space in streets, and relieving potential traffic congestion.

Considering capital infrastructure Orangetown owns, its street and drainage facilities are a high value community asset and operational focus. Streets are also a sizable land use, particularly in the higher density Hamlet with its traditional local grid and extensive highways and interchanges. While tree canopy is not a focus of this Study since street trees are located outside curblines, given the Hamlet's built character and significant increasing potential for extreme heat waves and severe public health effects, Town staff should continue with aggressively cataloging the features and attributes of its street facilities. Having a detailed inventory on pavement and curb locations conditions, drainage system components, signage and signals, sidewalks, and locations and conditions of street trees will provide a valuable tool for planning, managing and enhancing South Nyack's parking and the whole street network.

NEXT STEPS

A proposed local law implementing the recommended parking organization in the Hamlet as discussed in this Study is provided in Appendix B. A main consideration is whether to temporarily enact suggested parking standards in order to test their practicality. Taking it incrementally can inform whether the proposed standards operate as intended, prior to proceeding with enacting them full-time. An advantage of prototyping various parking rules prior to their full enactment is that it can ensure that options proposed function as expected. Additionally, this approach can help ensure there are not expenditures for implementing parking or traffic management signage that could be changed or become obsolete.

A major decision to be made is whether to allow overnight parking on a small set of streets. If there is overnight parking on four to six streets, this should serve existing demand. To achieve this type of parking on Brookside Avenue, it is suggested to assign this street as one-way. A street such as Mansfield could also be considered, although there is not as much demand evident in the area.

If there is ultimately a policy decision to allow some limited overnight parking during winter on a small set of street segments, in order to alleviate quite high demand, then it should not be construed there should be vast changes provided that would allow for on-street winter overnight parking all throughout Town. Rather, there is a rationale and basis for enabling these select exceptions. Moreover, the Town can be expected to vigorously enforce no-parking in these same locations during winter storms/ temporarily declared snow emergencies, when it is absolutely essential for the Highway personnel to be able to clear streets.

Eventually there may be a need to upgrade some signage for parking and traffic control in the Hamlet in locations where policies change from that which was applicable per the former Village code. Signage would be specified based on the Manual of Uniform Traffic Control Devices (MUTCD). It was not examined whether there is a full sign inventory existing now for all signs currently situated around the Hamlet. It is recommended that any new signage should be installed per MUTCD standards. There should be a budget of roughly \$4,000 assigned to replace signage over a 1- to 2-year period, as practical. This is based on a rough estimate of \$150 per sign and sign pole needing to be installed, with \$1,000 as a contingency since this analysis is not highly rigorous. Painting striping/ restriping paint costs and labor allocations would also be needed; however, since these are part of routine operations, it is not expected there will be a need for extra budgeting if these can be blended with normal work flows.

Over a longer-term the Town is encouraged to advance complete streets in the Hamlet in conjunction with modernizing parking policies. Actions to advance traffic calming can serve as prototypes that rely on best practices and provide possible techniques to apply in other parts of Town. According to pedbikesafe.org, the Pedestrian Safety Guide & Countermeasure Selection System, under its discussion of On-Street Parking Enhancements, the cost for an action like a curb extension can range from \$2,000 to \$20,000. According to the same source, the cost of installing a landscaped chicane can range from approximately \$2,500 to \$16,000 each, with an estimated service life of 20 years, and drainage requirements and utilities relocation often comprising the most significant cost considerations. Going forward, Town officials are encouraged to consult the community and identify potential locations for traffic calming, and to define whether there could be updates to traffic calming screening criteria. There might also be consideration whether traffic safety benefits may be derived and whether at the same time some on-street parking options could be garnered, if there were consideration to develop one or more streets in the western portion of the

grid as one-way, with particular attention paid to Terrace Drive (investigation of this topic was not feasible given the scope and budget available for this Study).

Overall, it is recommended for the TAB to be tasked with reviewing parking conditions and needs in the Hamlet within two to three years of the presentation or adoption of this Study. Performing this evaluation can be an aid in assessing whether there are potential needs to further adjust policies, or undertake actions which support a comprehensive program of traffic safety and supplying parking in this Hamlet.

APPENDICES

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APPENDIX A: STAKEHOLDER INTERVIEW NOTES

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Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary
David Majewski, Chief Fire Inspector, Town of Orangetown, and former Village
of South Nyack Building Inspector

Friday January 6, 2023

Mr. Majewski believes there is adequate potential for fire department vehicle apparatus access on the public streets in the Hamlet and there can be achievement of Department of Transportation minimum standards. Some of aerial/ladder trucks in the area are tiller type vehicles, which are steered from both the front and back, and can maneuver tight corners and narrow streets. Yet, he also understands that the tower type ladder truck is able to easily maneuver the street grid in South Nyack.

As a Fire Inspector, he has knowledge of the residential housing/ building stock around the Hamlet. Just like as was done in the former village, the Town conducts inspections on certain types of properties, like three-family residential structures, and apartment buildings with more units than that. Most of the apartments are smaller, often comprised of around four units.

In terms of on-street parking generation, most problems arise west of South Franklin Street and east of Route I-287. There are a lot of houses built and sited in close proximity to one another, such as when the Thruway was built and houses were moved away from the area of highway construction. There is a subset of properties that do not have driveways because the buildings occupy large proportions of their lots.

It was noted there are higher proportions of rental units in the super block around S. Franklin St., Cedar Hill Avenue, the east side of the Thruway, and Cooper Drive. There are concentrations of three-family units on Elysian Avenue. There are also some on Brookside Avenue.

It is Mr. Majewski's understanding that when the Village operated a three-hour overnight prohibition on parking on public streets, citations were most often associated with noncompliance occurring within that super block. There were 100 to 200 citations per month and a substantial part of them were for that area.

For residents of Elysian Avenue, users may not be as prone to use the Brookside Avenue public parking lot, as it is a lengthy walk to that location. It might be advantageous to look at patterns of usage, however, for low- and moderate-income households in this super block, it could be that those with more limited incomes may be less likely to rent spaces because of required out-of-pocket costs.

Mr. Majewski thought four or five years ago the Village Trustees changed policy to do away with some on-street parking allowances on Depot Place.

When he was involved with the former Village's Building Department, there were infrequent requests for zoning relief for driveways and providing onsite parking because the problem was preexisting. There were not applications for major reconstruction or new construction that might have influenced new needs for onsite parking and potential relief around driveway access and availability of parking. It does not seem like zoning changes can be used to help provide parking solutions.

Mr. Majewski does not believe there is a significant difference between a Town requirement for no parking within 30 feet of an intersection, and a former village standard. There likely would not be issues associated with adopting and relying on the Town standard.

Summary: South Nyack Hamlet Parking Study – Interview of David Majewski

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In order to provide some on-street parking opportunity, the Village of Nyack uses alternate side parking arrangements.

It was encouraged to take a look at the street maintenance requirements for public works and street operations in the super block west of south Franklin St. There was street sweeping provided by the Village.

It was encouraged to look at the parking utilization of the Brookside Avenue lot when the Village was operating. Understanding is there was a waiting list at that point.

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary
Jeffrey Hirsch, hamlet resident, and former Village of South Nyack Trustee
Monday, January 9, 2023

Mr. Hirsch lives on Clinton Avenue. It is a busy and narrow street.

Traffic circulation pattern changes occurred in association with street system reconfigurations which corresponded with development of the New New York Bridge, now known as Governor Mario M. Cuomo Bridge (and implementation of the Shared Use Path for non-motorized users). This has impacted the levels of traffic on Clinton, for example. There was an electronic traffic signal put in as part of managing traffic.

The extent that there is parking available, or feasibly provided, on various public streets relates to the level of traffic and pass-ability of streets. Mr. Hirsch believes there was a former Village policy adopted, for example, not long ago, for no parking at all on the segment of Clinton between South Franklin and South Broadway, however, this is currently provided with signage for no-parking.

Besides fire access, there is a need for school bus access in the street grid. Also, truck traffic patterns necessitate a need for adequate clearance widths, since delivery vehicles often travel in this hamlet. Truck traffic, it was noted, sometimes ends up on streets where there is not supposed to be truck traffic.

He does not believe there was a complete street policy formerly in-place within the Village.

There is some on-street parking need on the northern part of South Broadway and on Shadyside Ave.

For Brookside Avenue parking lot, Mr. Hirsch thought the former fee was \$100 per year. It was noted there was not a lot of enforcement for whether people parking in Brookside Lot had permits. Likewise, the Village Clerk had challenges collecting parking fee revenues in the past for Brookside Lot.

There was identification of the impacts of parking demand in terms of congested parking situations arising when there are events, like the street fair, held on certain select weekends in Nyack. The street fair happens five (5) days per year. One place impacted in association with Nyack Street closures and events is Piermont Avenue. There are similar problems of non-routine congestion arising with a heavy prevalence of people parking on-street all throughout the grid within South Nyack when there are parades in Nyack.

Mr. Hirsch is not familiar with whether the Village of Nyack coordinated with South Nyack, such as to effect traffic management planning and institute traffic and parking mitigation measures during Nyack events. The policing for the Village of Nyack has been provided by the Town of Orangetown for many years (it was noted the Orangetown Police have a strong presence in the hamlet area and they have a satellite police building in Nyack).

He does not believe policies like alternate (opposite) side of the street parking were ever contemplated since many streets in the hamlet's grid are narrow.

Mr. Hirsch felt that the Hudson Link bus operating on North Franklin Street does not positively influence quality of life. It was unclear how much local use this bus gets, such as in terms of drop-offs and pick-ups along this corridor in the Hamlet.

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary

Roger Seiler, Hamlet resident, and former Chair, Village Zoning Board

Wednesday, January 11, 2023

In the west part of the Hamlet, when the Village existed, the application of regulations and prevailing operating procedures enabled parking on-streets. Examples of this were arising to the west of Hillside Avenue. When laws around parking in that part of the street system weren't enforced, there could be parking exhibited on Terrace Drive, Chase Avenue, as well as South Boulevard (for example, this was the case up towards Simpson Hall – the biggest building on former Nyack College campus (residence hall), which is south of the Upland Drive intersection.

One issue was there was poor enforcement of regulations in the Village. It was not all times of day, as much as it was mainly the residents parking 24-hrs and not being ticketed. This is because there was an informal Village parking policy that exempted on-street parking, if people called the police to ask for consent to park on-street.

On Shadyside Avenue – there are parking structures on properties that should be managed; they should be regulated to provide land use compliance. For example, there are wood parking deck structures located on private property which could deteriorate and present a risk.

They weren't seeing variance requests to deal with relief from parking requirements in any particular part of the Village. This is because there was informal relief, which came about because of limited enforcement and an ability to park on-streets overnight if there was a call made to the police.

For superblock around Brookside Avenue, Mr. Seiler's observation was that people could pay a low rate for parking. He isn't sure there was, or is, so much of a parking problem in that area. He does not feel there is a lot of parking congestion. He is familiar with the area, such as from when he lived on Ross Avenue.

Thoughts on Piermont Avenue – he is also familiar with this street, which he lived on. Not many people tried parking by Clinton, as it is not wide, and is an uninviting environment for parking. On the north side, by Cedar, there are periodic problems. For one, that segment is proximate to Memorial Park in Nyack. The Village of Nyack eliminated parking by and around Memorial Park. It caused some change in demand whereby people park on South Nyack Hamlet nearby streets. For example, they might choose to park on the east side of Piermont.

Many lots existed before zoning. There is some similarity with Nyack, such as in terms of small lots proximate to one another. On small lots, when there is new building, or reconstruction of a building, there often is close proximity of structural features to adjacent principal dwellings. So, they worked to manage the layout of new structures, as well as driveway access, inclusive of the siting of air conditioners, or the siting of other appurtenant building and site features. This provided for blending of new growth with existing land uses, and there was good fit achieved through an effort to minimize conflicts between adjacent properties.

The parking for apartment buildings on Broadway and Piermont is mostly provided onsite. There was mitigation stipulated, like for parking landscaping and parking placement. Does not feel there is much parking spillover or problems in those areas. The zoning was organized so there was an orientation to preserving and managing the appearance of those structures. When base zoning districts allow first floor

Summary: South Nyack Hamlet Parking Study – Interview of Roger Seiler

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professional offices or retail (like antique stores), with allowances for apartment(s) on upper floors, it was a tool to provide for adaptive reuse and avoid demolition of these buildings.

The Zoning District SN-4A is the Hand Mansion property. It was provided its own zone, as the features there differ greatly than with surroundings.

On Broadway, further south, there are some big houses that have been and remained vacant (some are foreclosures), such as the southeast corner of Clinton and South Broadway. A stucco, known as Van Slyke House – was built by Emory Brother Architects, who plied this region at the turn of the century. The properties are not necessarily getting neglected. There are others on South Broadway. Preservation objectives are in play in the base Zoning Districts, to preserve character. There are not anticipated to be parking problems when these are reoccupied, or if they change use.

He is not familiar with a parking study done when the new bridge was being planned/ permitted. Mr. Seiler hasn't seen it.

One street-use related concern identified is for medium-size delivery trucks, like are used by online retailers. These are coming off the Bridge/Thruway, and they are ending-up on the surface network, rather than traveling longer distances to warehouses. They are turning up Lowland Drive, which merges with 9W by where South Franklin crosses over the Thruway. They end-up going onto streets, like Terrace, which are curvilinear and there are pedestrian trips. This causes a risk of friction between pedestrians traveling on the streets and delivery vehicles, since there are not sidewalks. There are some limited deliveries being made to properties, but Mr. Seiler believes these delivery truck trips predominantly represent through-trips destined for external destinations. This is a reason to advocate for truck traffic limitations and enforcement. A related problem is that the Lowland/ 9W intersection has poor sight visibility, so this can be a reason to ensure there is no parking close to that intersection.

He agrees there were changes in circulation resulting with implementation of the New York Bridge. Examples of locations impacted include: Cornelison, Mansfield and between Broadway and Piermont. Further north on Broadway, plus on Clinton, are also places with higher or altered traffic.

It was asked whether there are parking opportunities to leverage on existing streets. There is some bicycle traffic on streets like South Franklin, in which case they are not using the directly adjacent bicycle path, but it does not seem like there are many parking options on South Franklin. There have been some changes in the bicycle mix on South Franklin as a result of changes in traffic and circulation arising with the construction of the new Thruway Bridge. Some bicyclists do migrate to the path. South Franklin is a narrow street. There is relatively heavy travel by buses on that street too.

Would like to travel the network with the consultant and show them features of land use and parking.

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary

Rosanna Sfraga, Town Clerk

Wednesday, January 11, 2023

Theresa Pugh assisted the call.

Yes, the Complete Streets policy that is adopted can be obtained by looking at the meetings folder on the Town website for the date applicable in 2019. If there is trouble finding it, they may be able to help.

Parking enforcement in the Town is done by the Town Police.

Pearl River Parking District – There is a Parking Authority. It is operated in conjunction with the Police Department. There is a specific line item in budgeting and it funds the directly related aspects of District administration, including enforcement. Otherwise, in other parts of Town, the parking enforcement function is provided by the Town Police Department.

American with Disability Act (ADA) Parking Placards – It was inquired whether these can be isolated by sub-area, such that there could be identification of the number demanded in the area of former Village? This type of authorization to supply ADA parking placards is based upon applications and the presentation of supporting information by an applicant. They are provided for either temporary, or permanent three-year basis – this is a State policy that they are mandated to implement. This data would be hard to retrieve - it would have to be a special report generated by the software company.

Brookside Lot – The number of permits secured so far in calendar year 2023, for the 26 available spots, is 14. The charge is \$300 flat for one year. The Village used to charge \$150 per year. Last year at the point of Village dissolution most stalls were taken. Demand apparently dropped off because there is not enforcement. There is signage coming that identified parking is by permit only at this parking lot.

The Town Clerk will share information that can enable analysis of where applicants are from. The data may have limited utility since there are mailing addresses and some are PO boxes. The Clerks indicated people who come in to apply for these parking permits say they often do not have places onsite on the properties that live at available to them to park motorized vehicles. There are some applicants who live on Vine Street.

Are they going to need to establish any policy to enforce at the Brookside lot – she was not sure. It was indicated the Police are involved in enforcement.

The Clerk's office has not been very involved with Electric Vehicle (EV) charging stations on public properties the Town owns. Not familiar with policy around this.

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary

Nyack Fire Chief Ted Ryder

Thursday, January 12, 2023

There have been cases where it is difficult for emergency vehicles to gain passage due to on-street parking conditions. Even recently there was a case on Elysian Avenue where there was a fire call. Cars were parked on both sides of the street. They were parked in such a way it was difficult to put out the stabilizers/ splays, which balance the ladder truck, without having those come down on the hood of a car (if that happens the vehicle parked is damaged). These extend five or six feet out from the vehicle. This means that anywhere there is parking on-street, there is potential for problems and friction during rescues, which can cause extra time in reaching the location of an incident, as well as in deploying equipment and personnel.

“Tiller” type ladder trucks, 60-plus feet long, steer from the back. They can maneuver through the streets. They are not as much of a challenge navigating within streets as the other largest vehicle they operate.

The new vehicle, a rescue truck, is 34 feet long and it is the most challenging to maneuver because it is wider than other vehicles in the fleet (it is not steered in the rear). It was requested to obtain the width. They try to manage and minimize the lengths and widths of vehicles the procure.

They do not have problems maneuvering corners and there are adequate clearances. Thirty feet at corners is adequate.

The Chief noted the allowance for overnight parking in South Nyack was an informal arrangement. It was not a policy on the books.

Before any efforts to install physical traffic calming measures, the Chief requested for the Fire Department to be consulted on the potential designs. There were recent cases where the Village of Nyack took action to provide neck-downs with bulbed-out curbs and shorter pedestrian travel distance across some Nyack Streets. A problem arose that it was not easy to maneuver by the curbs installed. For instance, they were not easily mountable and easy to cross. The difficulty of passage on an island caused for physical changes with infrastructure being removed.

Considering parking management, it was recommended that there did not seem to be a lot of parking enforcement. Nor does there seem to be much enforcement now. Does not believe, but is not certain whether the police station has officers operating out there, although it does seem there are patrol cars there at times.

Supports the snow emergency declarations and that policy technique.

Is not a big fan of opposite side parking as that practice is used in the Village of Nyack. Yet, suggests there is not much enforcement there.

The Chief felt that streets that are 30 feet wide generally operate fine. Supports striping on streets, so users perceive how operations are expected to proceed. Signage is also important for aiding user understanding.

It seems that the Chief could generally supports the notion for events and non-recurrent congestion plans with stipulations for parking.

Summary: South Nyack Hamlet Parking Study – Interview of Fire Chief Ted Ryder

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Asked about any particular accident locations, there were not any particular intersections or other points identified. With the circulation system physical changes implemented with altered access to the New New York Bride, the Chief believes there are more vehicles traveling on South Franklin Street. At the same time, there seems to be a decrease in traffic with a shift away from South Broadway.

The Fire Chief was asked to supply the width of the widest vehicles (as well as length).

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary

Michael Lockett, Former Village of South Nyack Trustee

Tuesday, February 7, 2023

He is interested and concerned for traffic patterns and how these relate to establishing parking policy and parking supplies.

At the point of dissolution, there was concern for the Brookside lot in the Village. It is a beneficial resource. Seems like it may be worth sustaining, at least in terms of some of the spaces there.

People have complained about the relationship of parking and traffic for years. They even did their own parking study (which was distinct from a prior NYSDOT study which was done in conjunction with establishing the New New York Bridge). A local Parking Committee did the second (local) study. They took on undertaking analysis and making recommendations, since there was not strong multi-jurisdictional collaboration.

Prior to and leading up to formal Village dissolution, there was legislation requested of the NY State legislature to allow parking permits. The reasons it didn't succeed in getting onto the floor of the NY State legislature may be because:

- 1) It is a unique type of legislative permission. Once you allow a local municipality to regulate commerce around parking, there is a need to make sure the type of power isn't abused in other instances, or to the detriment of neighboring residents; and
- 2) The difference between a normal day and a peak day's parking demand and transport conditions. It was infeasible to establish a permit scheme whereby there was interest in implementing a digital permitting system, for eight or ten streets. An example of a street which was focused on was Clinton, which has lots of deliveries, and at peak points is experiencing significant trips.

Locally, the concerns around traffic and parking, include escalated demands for parking caused by bikers, hikers, and street fairs. Mr. Lockett does think that the development of congestion management plans for alleviating impacts during and around events can be a way to help manage these non-recurrent parking surges that come up a few hours of a particular day. These plans can help manage flows. It involves pre-communication and coordination. It would be advantageous to have many parties cooperating on planning for events and the development and implementation of plans for congestion management and parking around them.

Is it the case that jurisdictions have not collaborated in the past? The residents took advantage of the Village of South Nyack policies during the non-routine events that resulted in parking surges. The revenues for events went to Nyack – they didn't plan and manage the potential regional parking and circulation effects in conjunction with events approvals and sign-offs. It was at the heart of concerns for the residents of the Village of South Nyack. At this point, there is an incentive to play along with Orangetown since a majority of Nyack sits in Orangetown, the area is under the jurisdiction of the Orangetown police, and events are affecting the Town (may be cooperative). Hopes that Mayor and Trustees want to coordinate.

Regarding the police substation in Nyack by the northwest Hamlet corner – there is normally at least one car in front of it (that seems typical). The police seem to be there some. Not clear how busy the station is. The style of community policing provides for limited police presence. Yet, it also seems to be the chosen method of policing -- not to have too large of and a highly direct police presence. Maybe they could be more present during events (it could be a policy decision), as it seems this would help.

Summary: South Nyack Hamlet Parking Study – Interview of Michael Lockett

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It may be the case with an arrangement with no call-ins by people who want to park overnight (which was the approach under the former Village), that there is less parking infraction ticketing, less unease. You may not know who is parking, unless they are there day after day. There has not been an influx of cars getting broken into.

Regarding traffic flow –including business traffic – impacting the Hamlet and Shadyside Avenue – the former Trustee believes the delivery and business traffic has escalated. These type vehicles don't often enough take 9W and 59 to get into the CBD and business zones.

White Avenue is one focus. There are 18 wheelers coming off 9W, out of new Jersey, or from north, and they are ending up on White. Might be able to regulate using a truck prohibition on White and Shadyside. While this was discussed, the Village Trustees did not take that on during dissolution. They may come down Elysian, which is narrower, if they don't know about White.

Thoughts on traffic calming on Elysian or White. If it had gone better in Nyack, it might not be so challenging. Nyack used COVID-19/ ARPA funds for sidewalks rehabilitation and curb extensions. People didn't perceive speeding problems in places they made modification, plus there was inhibited business deliveries. People didn't support the expenditures,

Signage can only go so far. There is a need for enforcement. Example of a meaningless signs is a concern for him. One example is a no left turn control sign out of the Target at the Palisades Mall.

Renters in this area often do not have English as a first language. There may be a benefit from person-to-person communications, or possibly flyer in other languages might be used as a way to communicate with the segment of the Hamlet population that is non-English speaking about the Parking Study and the options being considered.

Observations on the west side of the Hamlet – the homes are remote. It would not be an area people park because they don't travel such large distances. Thus, signage and limited enforcement may work fine.

There was a concern that the rental market could be impacted if Brookside lot was conveyed. Seems like subdividing off some stalls, might be an option. However, there was an open question as to whether potential future buyers may need parking?

Doesn't know about accident prevalence or severity.

Who has jurisdiction for the traffic light on Clinton and Franklin? Sometimes it has only worked sporadically. Sometimes there is interest on reconfiguring and calibrating the light to aid in traffic circulation and flow at this high volume intersection. How many agencies are getting called? It seems like Orangetown and Orange & Rockland Utilities have been involved in the past.

When there are efforts to provide outreach with the community – during the future phases of this Project - people probably will take involvement, such as at a public meeting. It is suggested to communicate through the Town website, the Supervisor's weekly email, using Facebook groups available in this area, plus perhaps a multilingual flyer.

Town of Orangetown South Nyack Hamlet Parking Study – Interview Summary

Traffic Advisory Board (TAB) Chair Yannazzone

Monday, February 6, 2023 from 10:45 to 11:30 a.m.

There was an overview of the purpose of this Study. Mr. Yannazzone is the Transportation Advisory Board (TAB) Chairperson. He was a former General Foreman for the Town Highway Department. Both roles provide familiarity with what comes before the TAB and how the area transport system functions.

The Nov 15 – April 15, 2:00 to 6:00 a.m. overnight parking prohibition could be something the Study looks at and considers incorporating. If snow emergencies are declared, the way it works is there are specific routes identified as Snow Emergency Routes. The Chief of Police, Supervisor, and Highway Superintendent collaborate in declaring Snow Emergencies. They are designated as per Town Code. There are threshold criteria, such as with certain depth of snow, or other factors. May want to pick main roads and evaluate ones with double yellow lines. The 2 to 6 am standard prohibition works for those times of day – maybe it could have been longer, as waiting until 2:00 a.m. can limit the time available for maintenance operations.

Asked if there are places to focus on in the Village, it was noted there is a particular concern on Shadyside. There are residential properties without driveways. The road narrows-down before 9W. There are cut throughs there, especially in peak hours. It seems this effect has picked-up in recent years. There are lots without driveways or limited driveways and topographic constraints in this area. It might help to allow parking on one side or the other. There are absolutely increasing levels of traffic. There might be consideration of using measures to control traffic like no left turn, or speed tables. The neighborhood is coming back to ask for something to be done.

Make the right on Clinton rather than continue on Franklin. It is a main route. Declare it a snow emergency route. It might be better to restrict on one or the other side. A restrictive hourly policy is challenging.

Example 2-hour vs 4 hour is seldom enforced without a meter. May suggest considering whether to be make one side or the other the side for parking. It is suggested to notify the residents on options.

Depot – not too familiar with the situation and that street.

Delivery vehicle prohibitions. Use Broadway, Clinton, Franklin, especially to access 9W. Keep them on South Blvd on the west side. Kind of an arterial. They may allow parking in the Town on the west side (so it makes sense as a Snow Emergency Route).

They review projects brought to their attention. They review ADA parking stalls if one is requested by a public building. One example was at the Library in Pearl River. It is case by case, to assess if it is warranted.

Brookside Lot – believes Town us working to be consistent.

Pearl River – Used to be parallel parking; is now diagonal parking at three municipal lots. There is residential allowance for fees/permits. There is now more volume in Pearl River: deliveries, parking arrangement and extensive signage there can make for a confusing user experience.

The Highway Dept. has their own sign-maker. If large volumes were obtained, they might order out.

Summary: South Nyack Hamlet Parking Study – Interview of Mr. Yannazzone

Page 2 of 2

Generally, agrees Town has a 35-foot triangle. No parking from 35 of intersection. Less than 35 is by a resolution. Sometimes not enough. Thinking especially in terms of sight distance. The characteristics/geometry of a road may influence whether there is a potential sightline problem.

Something to check is Brookside Avenue entrance grade and topography. Maybe examine other streets.

Mr. Yannazzone was asked regarding traffic calming in Nyack and whether there was a problem with some measures used? He is not sure what happened or why they failed. There is a traffic calming plan in the Town. This originates back to the 1990s and it addressed problems with speed and friction on cut-through streets. It guides what might be done. As a practice, they don't use speed tables on streets with double yellow line, but they may advise enhanced speed limit signs. Might publicize that speed is checked with radar. The program is used on streets with more than 1,000 cars per day. They have three places in-town that have been provided traffic calming. Shadyside Ave. might be a candidate.

Asked if there are locations with designated speeds below 30 mph, there is a designated speed limit below 30 mph on Washington Street in the Town from Route 304 to the New Jersey line. It is a hill. There are characteristics that warranted that treatment and there are restricted turning movements in some places.

APPENDIX B:
DRAFT LOCAL LAW AMENDING CHAPTERS 24 & 39 OF
THE TOWN’S CODE ENTITLED “PARKING LOTS &
METERS” & “VEHICLES & TRAFFIC”

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TOWN OF ORANGETOWN
DRAFT LOCAL LAW NO. ____ OF 2023
AMENDING CHAPTERS 24 & 39 OF THE TOWN CODE ENTITLED “PARKING
LOTS & METERS” & “VEHICLES & TRAFFIC” OF THE TOWN CODE

_____, seconded by _____, introduced the following proposed local law, to be known as Local Law No. ____ of 2023, entitled “A LOCAL LAW OF THE TOWN OF ORANGETOWN, ROCKLAND COUNTY, NEW YORK AMENDING CHAPTERS 24 & 39 Within South Nyack Hamlet.”

SECTION 1. Statement of Legislative Intent. The Village of South Nyack was formally dissolved as a legislative jurisdiction on April 1, 2022 as that same area became a part of the Town of Orangetown jurisdiction. Per the ‘South Nyack Final Dissolution Plan’, July, 2021, by Laberge Group, page 18, pursuant to GML Article 17-A §789, all Village local laws, ordinances, rules or regulations, in effect on the date of dissolution shall remain effective for a period of up to two (2) years following dissolution, or until such time as the Town board shall adopt, repeal, or integrate such laws into the Town code. Moreover, such local laws shall be enforced by the Town within the limits of the dissolved Village as if they had been duly adopted by the Town Board. Based upon the March 2023 ‘Draft Hamlet of South Nyack Parking Study’, by Laberge Group, this local law proposes a new comprehensive framework of Town policies that regulate parking and related aspects of circulation within the hamlet of South Nyack. This local law also provides for the repeal of associated former Village laws, since they will no longer be controlling upon the adoption of this local law.

SECTION 2. New proposed town code changes are described below. New proposed code is shown as underlined, while if text of the existing text is removed, the text shown as removed is stricken, meaning it has a line through it.

SECTION 3. Chapter 39, Article I, Subsection 39-3 ‘Prohibition of all-night parking’, enable exclusions, for select streets, by adding within subsection A. a new:

(5) In the Hamlet of South Nyack; as follows:

- (a) Clinton Avenue, on the south side, west of South Franklin Street;
- (b) Cooper Drive, on the east side, between Clinton Avenue and White Avenue;
- (c) Division Avenue, on the north side, from Depot Place to South Broadway; and
- (d) Washington Avenue, on the south side, between South Broadway and 75 feet north of Glen Byron Avenue.

SECTION 4. Within Chapter 39, Article I, Subsection 39-5, “Prohibition of stopping, standing or parking in specified places” of the Town of Orangetown Town Code, add a subsection and criteria under a new subsection heading for the South Nyack hamlet. It will provide for the following prescriptions that will specifically designate prohibited parking areas. It will identify specific subsections or portions of streets where parking allowances for autos and/or other vehicles within the hamlet of South Nyack are expressly excluded, as follows:

Provide a new M. In the Hamlet of South Nyack; and recodify existing M as N, and then in M add:

- (1) Berachah Avenue, on east side, for its entire distance southerly from the intersection of Lowland Drive, and west side from 345 feet south of the intersection with Terrace Drive to a point 35 feet north of the northern edge of pavement on the western extending section of College Avenue;
- (2) South Broadway, on the east side, for a distance of 115 feet southerly from the intersection of the east side of South Broadway with the south side of Cedar Hill Avenue and for a distance of 75 feet on the west side of South Broadway southerly from the intersection of the west side of South Broadway with the south side of Cedar Hill Avenue;
- (3) South Broadway, on the east or west side, for a distance of 75 feet northerly and 75 feet southerly from the points formed by the intersection of the curblines of South Broadway and Clinton Avenue;
- (4) Brookside Avenue, north side, for a distance of 15 feet easterly from the intersection with Cooper Drive;
- (5) Brookside Avenue, north side, from the intersection of the curbline of the north side of Brookside Avenue with the west curbline of Depot Place for a distance of 25 feet westerly from the intersection of said curblines;
- (6) Brookside Avenue, north side, from the intersection of the curbline of the north side of Brookside Avenue with the east curbline of Depot Place for a distance of 25 feet easterly from the intersection of said curblines;
- (7) Cedar Hill Avenue, north side, the entire length from Piermont Avenue to Anna Street;
- (8) Cedar Hill Avenue, south side, for a distance of 72 feet westerly from the intersection west of South Broadway and 30 feet easterly from the intersection east of South Broadway;
- (9) Cedar Hill Avenue, south side, for a distance of 45 feet easterly from the intersection with Depot Place;
- (10) Cedar Hill Avenue, south side, for a distance of 50 feet easterly from the intersection with South Franklin Street;
- (11) Cedar Hill Avenue, south side, for a distance of 50 feet easterly from the intersection with Washington Street;
- (12) Clinton Avenue, south side, between South Broadway and South Franklin Street;
- (13) Clinton Avenue, both sides, west of South Broadway for a distance of 75 feet;
- (14) Cooper Drive, west side, between Clinton Avenue and White Avenue;
- (15) Depot Place, east side, entire length;
- (16) Depot Place, west side, from the intersection of the north curbline of Brookside Avenue with the west curbline of Depot Place for a distance of 25 feet northerly from the intersection of said curbline;
- (17) Division Avenue, south side, for a distance of 40 feet westerly from the intersection with South Broadway;
- (18) Elysian Avenue, north side, easterly from Franklin Street to Prospect Street;

- (19) South Franklin Street, both sides, from Cedar Hill Avenue to the Route 9W egress/ one-way exit onto South Franklin Street;
- (20) Glen Byron Avenue, west side, entire length;
- (21) Hamilton Place, north side, entire length;
- (22) Piermont Avenue, both sides, from Smith Avenue extending 1,045 feet southerly, which is the former location of the Village of South Nyack municipal boundary with the Village of Grandview;
- (23) Piermont Avenue, west side, from Cedar Hill Avenue westerly to a point 75 feet south of the south line of Voorhis Avenue;
- (24) Prall Place, both sides, between its intersection with the east side of South Broadway to its intersection with the west side of Piermont Avenue;
- (25) Salisbury Place, both sides, a distance of 350 feet easterly from the intersection with the east side of Piermont Avenue;
- (26) Shadyside Avenue, both sides, for a distance 200 feet from the intersection with Route 9W;
- (27) Shadyside Avenue, east side, entire length;
- (28) Smith Avenue, north side, entire length;
- (29) Smith Avenue, south side, for a distance 215 feet easterly from the intersection with Piermont Avenue;
- (30) Terrace Drive, west side, for a distance of 50 feet northerly from the point at which Berachah Avenue and Terrace Drive meet (a storm drain catch basin is a reference point);
- (31) Terrace Drive, west side, from 35 feet east/ southeast (downgradient) of Prospect Avenue extending uphill, or generally northwesterly, all the way to the South Highland Avenue/ South Boulevard intersection;
- (32) Voorhis Avenue, north side, the entire segment from South Broadway to Piermont Avenue.

SECTION 5. Chapter 39, Article I, Subsection 39-6, “Prohibition of parking on designated highways.” Within this subsection of the Town of Orangetown Town Code, add the following restricted parking areas, that will prohibit parking for autos and/or other vehicles within the hamlet of South Nyack, as follows:

Provide a new H. In the Hamlet of South Nyack; and add:

- (1) Chase Avenue, both sides, entire length;
- (2) College Avenue, both sides, entire length;
- (3) Highland Avenue, both sides, entire length;
- (4) Livingston Place; both sides, entire length;
- (5) Lowland Drive, both sides, entire length;
- (6) Prospect Avenue, both sides, entire length;
- (7) South Boulevard, both sides, from South Highland Avenue, extending to 1,255 feet south of the College Avenue intersection, which point was the former South Nyack municipal boundary line;

- (8) South Highland Avenue, both sides, from the intersection of Route 9W southerly to the Highland Avenue/ Terrace Drive intersection; and
- (9) Upland Drive, both sides, for its entire 0.28 mile length, from Highland Avenue in an easterly direction, to the intersection with South Boulevard.

SECTION 6. Chapter 39, Article I, Subsection 39-7, “Time Limitation on parking.” Within this subsection of the Town of Orangetown Town Code, add the following stipulations restricting the times allowed for parking of autos and/or other vehicles in certain areas within the hamlet of South Nyack, as follows:

In order to establish two-hour limits in the Hamlet provide a new A.(5) In the Hamlet of South Nyack: and add:

- (1) Brookside Avenue, both sides, from South Broadway to Franklin Street;
- (2) Cedar Hill Avenue, south side, from South Broadway to Depot Place;
- (3) Clinton Avenue, both sides, west of South Franklin Street, between the hours of 9:00 a.m. and 5:00p.m.;
- (4) Clinton Avenue, north side, from South Broadway westerly to South Franklin Street;
- (5) Clinton Avenue, both sides, southerly from South Broadway east to the end of Clinton Avenue;
- (6) Depot Place, both sides, from Cedar Hill Avenue to Brookside Avenue;
- (7) Division Avenue, both sides, between the hours of 9:00 a.m. and 5:00p.m, from Depot Place to South Broadway, with parking permitted for vehicles with valid handicapped permits only on south side, from a point 120 feet westerly from Broadway to a point 140 feet westerly from the intersection with S. Broadway;
- (8) Elizabeth Place, both sides, for the entire length;
- (9) South Franklin Street, east side, the entire length from Clinton Avenue to Brookside Avenue;
- (10) Gesner Avenue, both sides, from the eastern end of the street (edge of pavement of the dead-end) to a point 225 feet west therefrom until the hour of 8:30 p.m.;
- (11) Hamilton Place, south side, for the entire length;
- (12) Mansfield Avenue, north side, beginning from the intersection with South Broadway and continuing 50 feet in an easterly direction;
- (13) Piermont Avenue, east side, from Voorhis Avenue to Cedar Hill Avenue;
- (14) South Broadway, east side, from Clinton Avenue to Cornelison Avenue,
- (15) South Broadway, east and west side, from Cedar Hill Avenue to Clinton Avenue, Monday through Saturday;
- (16) South Broadway, west side, from Clinton Avenue south for a distance of 475 feet;
- (17) South Broadway, west side, starting at a point 95 feet north of the north side curbline of the New York State Thruway ramp and continuing for a distance of 20 feet, parking is permitted for vehicles with valid handicapped permits only;

- (18) Voorhis Avenue, both sides for the entire length, from Piermont Avenue to Depot Place; and
- (19) White Avenue, both sides, for the entire length.

Moreover, in order to establish 15-minute limits in the Hamlet, provide a new C.(2) In the Hamlet of South Nyack; and add:

- (1) Cedar Hill Avenue, south side, from Piermont Avenue to Broadway, except that for the first 15 feet of the parking area east of Broadway on the south side of Cedar Hill Avenue, parking will be permitted for 15 minutes only;

SECTION 7. Chapter 39, §12, “One-way streets and prohibited turns.” within this part of Town of Orangetown Town Code, add these standards for certain streets in the hamlet of South Nyack, as follows:

Provide a new G. In the Hamlet of South Nyack; and add:

- (1) College Avenue with a direction of travel proceeding downhill, beginning at a point in the center line of College Avenue (said point is 300 feet southeasterly measured along the center line of South Boulevard), thence running southerly, easterly, then northerly along College Avenue to Chase Avenue;
- (2) Chase Avenue with a direction of travel proceeding generally northerly between College Avenue and Prospect Avenue; and
- (3) Prospect Avenue, with a direction of travel proceeding downhill northerly, entire length.

SECTION 8. Brookside Municipal Parking Lot. Amend Town Code Chapter 24 ‘Parking Lots & Meters’, as follows, in order to affirm this lot is to be used for parking by residents and to affirm that there are standards for public parking for noncommercial vehicles at this property, with the legislative intent for this part to establish and affirm that there will be requirements for municipal parking permits in order to park at this location (criteria for the municipal parking permit is defined in §24-1.E.) and also as follows:

Amend Article I - Municipal Parking Lots, §24-1 “Permit parking in municipal parking lots”:

Subsection A. by adding the following clause so it now reads: The Town shall permit use of its Town parking lots for parking of motor vehicles located in the downtown Pearl River area and the Hamlet of South Nyack.

Subsection B. by breaking it into two parts and adding, after the first clause: “The municipal parking lots to which this section shall apply are the following Town-owned lots:”, and so it now has:

- (1) Pearl River: Parking Lot No. 1, located between East Washington Avenue and East Central Avenue; Parking Lot No. 2, located on the south side of William Street, south of Franklin Avenue; Parking Lot No. 3, located on the corner of East Washington Avenue and North William Street.
- (2) South Nyack: Brookside Avenue Surface Parking Lot on the South side of the street at 67 Brookside Avenue.

Also, amend and fix the current codification in Article I §24-3 “Penalties for offenses.”, by providing notation consistent with the rest of this Article, by adding A. Area of Town before the corrected (1);

Edit existing (1) changing the text before the table so that it reads:

registered owner of the vehicle:

SECTION 9. Pursuant to and consistent with existing Town Chapter 39, Article I, Subsection § 39-5.1. ‘Fire lanes.’ Add N. and the recodify existing M. into N., and add the following new text for M. Hamlet of South Nyack (former Village of South Nyack). Pursuant to and consistent with existing Town Chapter 39, Article I, Subsection § 39-5.1. ‘Fire lanes.’, if within the hamlet of South Nyack there is a proposed site plan or site plan amendment, and prior plans running with the land show Fire Lanes designated on any portions of associated public streets or public rights of ways, the location and arrangement of such fire lanes shall be shown on all plan submissions and shall not be removed or extinguished except in compliance with any applicable Town zoning standards, or the New York State Uniform Fire Prevention & Building Code, whichever is more restrictive.

SECTION 10. Repeal Village Code Chapter 220 Parking.

SECTION 11. Repeal selected Village Code Articles or Sections from Chapter 310 ‘Vehicles & Traffic’. These parts applicable to the management and regulation of parking and circulation within the former Village of South Nyack are hereby repealed in their entirety for purposes of continuity in application of the Orangetown Town Code within the Hamlet of South Nyack (which was formerly the Village prior to its dissolution on April 1, 2022). There are either existing adequate standards in Town of Orangetown Town Code, or content is proposed to be included that adequately address such areas and present alternative standards for incorporation into Town of Orangetown Town Code as defined above:

- a. Chapter 310 Article I through Article IX;
- b. Chapter 310 Article XI; and
- c. Chapter 310 Articles XIII through XV.

SECTION 12. Numbering for Codification -

It is the intention of the Town of Orangetown and it is hereby enacted, that the provisions of this Local Law shall be included in the Code of the Town of Orangetown; that sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for Codification; and that any such numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

SECTION 13. Severability.

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local Law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

SECTION 14. Effective Date

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

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