

# **RED SCHOOLHOUSE ROAD CORRIDOR** Land Use Plan

**Village of Chestnut Ridge  
Rockland County, New York  
277 Old Nyack Turnpike  
Chestnut Ridge, New York 10977**

## **CHESTNUT RIDGE BOARD OF TRUSTEES**

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**DRAFT August 24, 2018**

Prepared by  
Nelson, Pope & Voorhis, LLC.  
156 Route 59, Suite C6  
Suffern, NY 10901

Maximilian Stach, AICP – Partner  
Jonathan T. Lockman, AICP – Principal Environmental Planner

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  - Spring Valley Marketplace – 1-mile radius centered at 1 Spring Valley Market Pl., Spring Valley, NY
  - Tallman – Walmart/Shoprite – 1-mile radius centered at 241 Route 59, Airmont, NY

## **1.0 INTRODUCTION**

### **1.1 Background**

The overall goal of this project is to provide recommendations for the appropriate development of the Red Schoolhouse Road Corridor, to promote economic development opportunities and organized growth in this area of the Village with excellent access to the Garden State Parkway and the Bergen/Rockland region.

### **1.2 Scope of Work**

Task 1 of this process included a land use reconnaissance and mapping of existing conditions. GIS resources were gathered from the State of New York GIS Clearinghouse to form the base mapping in the figures of this report for roads, aerial photography, and physical and environmental constraints such as steep slopes, wetlands, waterbodies and designated floodplains. Zoning district boundaries were taken from the Village's official zoning map most recently updated in 1999. Data on existing land use was taken from 2015 tax assessment records and field checked in May 2017.

Demographic and economic data was obtained from ESRI's Business Analyst statistical package. Demographics included population, income, and household size. Economic data included consumer spending by category, and retail demand and supply by industry group. Profiles were established for the Village as well as a ten and fifteen-minute drive time from the Red Schoolhouse Road Corridor. Seven surrounding shopping center areas were also profiled to catalog businesses and number of employees within a set radius of 1 mile from the shopping centers.

Task 2 of this process included a meeting with Village Board of Trustees in the summer of 2017 to review the existing conditions analysis, to identify any missing information, to discuss involvement of the public in a Visioning Workshop.

Task 3 included a Visioning Workshop, held at the South Spring Valley Fire Station on October 30, 2017. The results of this public involvement effort are document in section 3 of this report. (See sec. 3: Visioning Workshop.)

Task 4 included meetings with the Village Board to review the Charrette and develop land use concepts and strategies, during the winter months of 2017-2018.

During Task 5, completed in July 2018, a draft Corridor Land Use Plan was developed with recommendations for future land use regulation amendments.

*To be completed:*

*Task 6 – August - October 2018 - Plan Refinement and Public Meeting*

*Task 7 – October 2018 - State Environmental Quality Review*

*Task 8 – November 2018 – Public Hearing and Plan Adoption*

*Task 9 – December 2018 - Zoning and Code Amendments*

## 2.0 EXISTING CONDITIONS

### 2.1 Study Area Context

The study area is a corridor centered on Red Schoolhouse Road, from the southern boundary of the Village at the New York state line running northward to the intersection with Chestnut Ridge Road (Route 45). The total acreage of the Corridor Study Area parcels is 302 Acres. Total length of the Corridor is 1.4 miles (See Figure 2). An exit from Garden State Parkway on Red Schoolhouse Road (for southbound Parkway travelers only), as well as an entrance for northbound travelers onto the parkway is located near the southern end of the Study Area. (See Transportation section below for details). Approximately one-third of the Study Area land is vacant.

### 2.2 Community Demographics

ESRI Community Analyst Software was utilized to review the demographic and income data of persons within Chestnut Ridge Village, as well as within a 10-minute or 15-minute drive of the corridor. Key results are shown below, with full results available in Appendix B.

**Table 1. Community Demographics**

Estimates - 2016	Village	Within a 10-minute drive to the Center of the Corridor	Within a 15-minute drive to the Center of the Corridor
Population	8,121	124,237	315,030
Median Household Income	\$112,795	\$90,313	\$98,402
Average Home Value	\$517,901	\$567,438	\$572,092
Per Capita Income	\$45,883	\$38,718	\$43,133
Median Age	45.6	35.5	37.9

### 2.3 Land Use, Zoning

2.3.1 Existing Land Uses. A map of existing land uses is shown in Figure 9. The acreage of existing land uses in the Corridor Study Area can be broken down as follows

Single Family Residential	54.8
Two Family Residential	0.5
Multifamily Residential	23.6
Multiple Commercial Uses	2.8
Commercial Use	15.4
Institutional/Public	15.2
Office	18.7
Industrial	63.6
Private Recreation	9.6
Public Parks	0.5
Vacant	96.2

*Subtotals for Vacant Land*

Northwest corner of Chestnut Ridge Rd./Red Schoolhouse Rd. intersection	5.5
West side of Red Schoolhouse Rd. from Summit Rd. to Garden State Pkwy.	30.4
West side of Red Schoolhouse Rd. from Garden State Pkwy. to NJ line	11.5
East side of Red Schoolhouse Rd. from Garden State Pkwy. to NJ line	48.6

Total of All Corridor Study Area Parcels      302 acres

2.3.2 Existing Zoning Districts. A map of the existing zoning districts in the Study Area Corridor is shown in Figure 5. Eight different districts are found along the corridor:

- NS – Neighborhood Shopping
- PI – Planned Industry
- R-25 – Low Density Residential (25k sf)
- R-35 – Low Density Residential (35k sf)
- R-40 – Low Density Residential (40k sf)
- LO – Laboratory Office
- RS – National and Regional Retail
- RSH – Special Housing Residential

Below is a table summarizing the permitted uses and basic space and bulk requirements for each district. For full requirements, see the Village Zoning Law.

District	Uses by Right	Conditional Uses	Uses by Special Permit	Additional Requirements	Space and Bulk Requirements
<b>Nonresidential Districts</b>					
NS Neighborhood Shopping	<ul style="list-style-type: none"> <li>• Local Convenience Commercial</li> <li>• Local Office-Business</li> <li>• Libraries, Museums, Art Galleries</li> </ul>	<ul style="list-style-type: none"> <li>• Gas Stations</li> <li>• Food Sales and Service</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhood Restaurants</li> <li>• Volunteer Ambulance</li> <li>• Assisted Living</li> </ul>	<ul style="list-style-type: none"> <li>• 50-foot buffer to residential district</li> <li>• Enclosed in bldgs.</li> <li>• No drive-in restaurants, limited restaurant seating</li> </ul>	Min lot 20K FAR 0.40
PI Planned Industry	<ul style="list-style-type: none"> <li>• Office bldgs.</li> <li>• Laboratories &amp; research</li> <li>• Medical &amp; dental clinics</li> <li>• Industrial uses</li> <li>• Wholesaling or warehousing</li> </ul>	<ul style="list-style-type: none"> <li>• Outdoor recreation</li> <li>• Commercial recreation</li> <li>• Automobile sales &amp; service</li> <li>• Laundry &amp; dry-cleaning plants (no retail)</li> <li>• Landscape contractors</li> <li>• Emergency medical service offices</li> </ul>	<ul style="list-style-type: none"> <li>• Volunteer Ambulance</li> </ul>	<ul style="list-style-type: none"> <li>• Buffers to residential district</li> <li>• Bldg. spacing</li> <li>• Max dimension of building width</li> <li>• Parking placement</li> <li>• Driveway placement</li> <li>• Landscape contractor equipment parked indoors</li> </ul>	Min lot 60K FAR 0.40



District	Uses by Right	Conditional Uses	Uses by Special Permit	Additional Requirements	Space and Bulk Requirements
LO Laboratory Office	<ul style="list-style-type: none"> <li>Office bldgs.</li> <li>Laboratories &amp; research</li> <li>Medical &amp; dental clinics</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor recreation</li> <li>Hotels &amp; motels</li> <li>Commercial recreation</li> <li>Landscape contractors</li> <li>Prototype mfg. accessory to Lab/office</li> </ul>	<ul style="list-style-type: none"> <li>Boarding Kennels</li> <li>Volunteer Ambulance</li> </ul>	<ul style="list-style-type: none"> <li>Buffers to residential district</li> <li>Bldg. spacing</li> <li>Max dimension of building width</li> <li>Parking placement</li> <li>Driveway placement</li> <li>Landscape contractor equipment parked indoors</li> </ul>	Min lot 60K FAR 0.40
RS National & Regional Retail	<ul style="list-style-type: none"> <li>Office bldgs.</li> <li>Supermarkets (max 45K sf)</li> <li>Retail</li> <li>Shopping Ctrs.</li> <li>Community Ctrs.</li> </ul>	<ul style="list-style-type: none"> <li>none</li> </ul>	<ul style="list-style-type: none"> <li>Cemeteries</li> <li>Hospitals</li> <li>Stables</li> <li>Ambulance</li> <li>Roomers</li> <li>Nursing homes</li> <li>Churches</li> <li>Schools</li> </ul>	<ul style="list-style-type: none"> <li>Drive-thru ok</li> <li>No dry-cleaning</li> <li>No outdoor displays</li> <li>Building spacing</li> <li>No speakers/moving letter signs</li> <li>Fiscal impact study</li> </ul>	Min lot 15 ac FAR 22.0
<b>Residential Districts</b>					
R-25 Low Density Residential	<ul style="list-style-type: none"> <li>Single family, one per lot</li> <li>Community residence fac.</li> <li>Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>Farm animals</li> <li>Nursery schools, home offices</li> <li>Libraries</li> <li>Density zoning residences</li> <li>Horses on 20 ac.</li> </ul>	<ul style="list-style-type: none"> <li>Cemeteries</li> <li>Hospitals</li> <li>Stables</li> <li>Ambulance</li> <li>Roomers</li> <li>Nursing homes</li> <li>Churches</li> <li>Schools</li> </ul>	Buffers for nonresidential	Min lot 25K FAR 0.20
R-35 Low Density Residential	<ul style="list-style-type: none"> <li>Single family, one per lot</li> <li>Community residence fac.</li> <li>Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>Farm animals</li> <li>Nursery schools, home offices</li> <li>Libraries</li> <li>Density zoning residences</li> </ul>	<ul style="list-style-type: none"> <li>Cemeteries</li> <li>Hospitals</li> <li>Stables</li> <li>Ambulance</li> <li>Roomers</li> <li>Nursing homes</li> <li>Churches</li> <li>Schools</li> </ul>	Buffers for nonresidential	Min lot 35K FAR 0.20
R-40 Low Density Residential	<ul style="list-style-type: none"> <li>Single family, one per lot</li> <li>Community residence fac.</li> <li>Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>Farm animals</li> <li>Nursery schools, home offices</li> <li>Libraries</li> <li>Density zoning residences</li> </ul>	<ul style="list-style-type: none"> <li>Cemeteries</li> <li>Hospitals</li> <li>Stables</li> <li>Ambulance</li> <li>Roomers</li> <li>Nursing homes</li> <li>Churches</li> <li>Schools</li> </ul>	Buffers for nonresidential	Min. lot 40K FAR 0.20
RSH Special Housing Residential	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Senior citizen housing</li> <li>Physically handicapped housing</li> </ul>	Buffers for nonresidential	Min lot 4 ac FAR 0.30

### 2.3.3 Comparison of Existing Land Use to Existing Zoning

See Figure 10. Significant numbers of nonconforming businesses in the LO zone, south of the Garden State Parkway have led to conflicts in recent years. These issues are discussed in the next section.

### 2.3.4 Zoning Board of Appeals Activity, Enforcement Actions, and Development Activity

On June 7, 2017, Jonathan Lockman reviewed Zoning Board of Appeals records provided by the Building Department Secretary, and conferred with the Code Enforcement Officer, reviewing significant zoning violations in the Corridor Study Area.

The following Zoning Board of Appeals completed actions were noted, within the last ten years:

Date	Appellant	Location/Address	Sec/Blk/Lot	Action
2/12/2010	Y Not Me, LLC	E. side of Red Schoolhouse Rd., north of Loescher Ln.	68.09, Blk 2, Lot 12	Fence height variance denied
10/20/2010	Top of the Line Stables	300 Red Schoolhouse Rd.	68.13, Blk 1, Lot 3	Use variance denied for farm stand
3/11/2011	Y Not Three, LLC	W. side of Red Schoolhouse Rd., at intersection with Sephor Lane	68.09, Blk. 2, Lots 21,20,18, & 19	Various disputes on conformity of agricultural use
9/25/2012 and 2/14/2012	Chestnut Ridge Associates	30 Sephor Lane	68.05, Blk 2, Lots 1.2 & 41	Various disputes over storage of landscaping materials and conformity of landscape contracting activities
9-17-2014	Faist Ambulance Corps	3 Red Schoolhouse Rd.	63.13, Blk 1, Lot 12	Dimensional variances granted for Lot Area, Lot Width, Setbacks, Coverage, FAR, and Buffer Width

During a review of Code Enforcement files in the Corridor Study Area, the following notable Code Enforcement Violations, either ongoing or recent, were seen (See Figure 11):

Location	Name	Nature
30 & 32 Sephor Ln.	Steve's Lawns	Construction without permits, storage of commercial vehicles, expired building permit
17 De Salvo Court, W. side of Red Schoolhouse Rd., just north of GSP	Margiotta	Illegal contractor storage yard, at ZBA pending now in 2017

Location	Name	Nature
Corner of Summit and Red Schoolhouse Rd., Vacant land between School and RSR.	68 – 5 – 113 and 68 – 5 - 122	Tree clearing to make room for drilling rig to make test borings for potential subdivision
83 to 97 Red Schoolhouse Rd.	Benedetto/Spring Ridge LLC recently transferred to Beth Mikveh	Overcrowding, adding of additional dwelling units without permits, renting of garage space commercially. New owners are interested in building a school.
90 to 92 Red Schoolhouse Rd.	K&C Land Development	Using property as a 3-unit residential rental with mixed commercial use, additional SF home in rear, needs Planning Bd. Site Plan Approval, in court now.
81 Red Schoolhouse Rd.	_____	Certificate of occupancy for two family only, had divided into multiple single room occupancies, now brought into compliance.

Analysis. A significant number of nonconforming business operations in the LO zone is regularly found to be in violation of the Zoning Code, and such violation citations are often appealed and sometimes lead to court action. Nonconforming agricultural and contractor yard uses seem to be the largest problem in the area. Little development has taken place in recent years, and the new ambulance facility is the only notable new building, which is located at the northwestern limit of the Corridor Study Area.

Development Activity. There does seem to be significant exploration by landowners and developers to create new projects in the vacant areas at the south end of the Corridor around the Garden State Parkway exit. The Code Enforcement Officer also noted that he expects the new owners of the lots at 83 to 97 Red Schoolhouse Road, recently transferred from Spring Ridge LLC to Beth Mikveh, will apply for some type of redevelopment. This property is directly across from Par Pharmaceutical in the center of the Corridor.

## 2.4 Environmental Constraints

### 2.4.1 Slopes

The majority of the study area is relatively flat or gently rolling with slopes of 5% or less. There are some steep areas with slopes 15% or greater about 300 feet west of Red Schoolhouse Road, in the vacant lands on the west side of the Road (just behind the school) that may constrain this area. Another area along the southeastern Study Area boundary, past the ends of Sephar and Loescher Lanes also has slopes in excess of 15%. See Figure 6.

### 2.4.2 Wetlands

Most of the Study Area is free of wetlands. An unnamed tributary of Pascack Brook begins in the study area, behind Ridge Supply, which may moderately constrain this area. See Figure 7.

### 2.4.3 Flood zones

Most of the Study Area is free of designated FEMA flood zones. The floodplain zone of Pine Brook grazes the northern boundary of the Study Area at the rear of the B&B Pool Spa Center and Atkins Professional Plaza. See Figure 7.

## 2.5 Transportation

### 2.5.1 Traffic Counts (ADT 2015), from NYS Traffic Data Viewer

Garden State Parkway - 56,440

Red Schoolhouse Road, North of Parkway - 6,801

Red Schoolhouse Road, South of Parkway – 12,157

### 2.5.2 Access to Garden State Parkway

The south end of the corridor has good access to the Garden State Parkway, but entrances and exits do not work in both directions.

Travelers can enter the Parkway from Red Schoolhouse Road in the northbound direction only (There is no southbound entrance to the GSP). To travel south on the Garden State Parkway from the corridor, traffic must head south on Red Schoolhouse Road which then turns into Spring Valley Rd at the NY state border, and then make a right turn on West Grand Avenue in Montvale. West Grand Avenue has a southbound entrance to the Parkway.

Southbound travelers on the GSP are the only drivers that can exit directly onto Red Schoolhouse Road (as there is no northbound exit from the GSP). To travel to the corridor study area when going northbound on Garden State Parkway, drivers must exit at West Grand Avenue in Montvale (NJ), make a right turn on West Grand, and then a left turn onto Spring Valley Rd. Spring Valley Rd then turns into Red Schoolhouse Road when it crosses the state border into New York.

### 2.5.3 Pedestrian Environment.

Significant portions of the corridor study area are not served by sidewalks, and in general, the corridor is not friendly to pedestrians or cyclists. There is an existing concrete sidewalk on the west side of Red Schoolhouse Road, extending approximately 1900 feet from the intersection of Chestnut Ridge Road, southward to a point across the street from Chestnut Ridge Business Park (80 Red Schoolhouse Rd.). Another short stretch of concrete sidewalk is found on the east side of Red Schoolhouse Rd., beginning at the south side of the school house, and extending about 350 feet southward to the entrance of Par Pharmaceuticals. No bicycle lanes are dedicated within the corridor. The entire corridor length is approximately 7,600 feet or 1.4 miles.

## 2.6 Retail and Services Market Conditions

### 2.6.1 Leakages and Surplus Factors for the Village, and Areas within a 10 and 15 minutes Driving Time

ESRI's Business Analyst software was utilized to study the characteristics of the retail market in Village of Chestnut Ridge and its vicinity. The software estimated the 2016 population at 8,121 persons, with 2,712 households. The Village itself does not provide a full complement of retail and services for these households, and residents must travel outside of the Village for most significant purchases.

The program estimated the demand or retail potential inside the Village for a list of business types comprising subsectors of the retail trade sector of the North American Industry Classification System and estimated the retail sales within the Village for those subsectors. The difference between the demand and the supply is called a "retail gap." If demand in an area is bigger than the retail sales, there is a positive retail gap, which must be filled by consumers leaving the area to buy what they need. This is known as "leakage" – as consumers "leak" out of the area to shop in another. At the Village level, many categories of retail and services have a leakage factor of 100, meaning that all consumers who want those items or services must leave the Village. Notable categories with very high leakages to outside of the village (factor = 100) include:

- Motor vehicle dealers for vehicles other than automobiles (such as ATV's, motorcycles)
- Auto parts, accessories, and tire stores
- Beer, Wine and Liquor stores
- Gasoline Stations
- Shoe Stores
- Jewelry, Luggage, and Leather Goods Stores
- Book, Periodical and Music Stores
- Department Stores
- Drinking Places – Alcoholic Beverages

The Village does offer a few retail and service categories that show as a "surplus" – which means that the local need for these is met within the Village, and consumers even are drawn in from outside of the Village to shop for these items. Only two categories came out with a surplus factor over 25:

- Other Miscellaneous Store Retailers (selling other than General Merchandise)
- Used Merchandise Stores

Once you look outward beyond the Village of Chestnut Ridge limits, the picture changes considerably. ESRI estimates that 124,237 people in 37,743 households live within a 10-minute drive to the center of the Red Schoolhouse Road Corridor Study Area. At this range, there is no retail leakage to the outside of this area shown with a factor of 100. This means that most any retail or service need a consumer might have could be met within a 10-minute drive of the

corridor study area, at least to some extent. Within a 10-minute drive, the following notable categories show a modest degree of leakage to outside of that area, with a leakage factor of 25 or more:

- Automobile dealers
- Motor vehicle dealers for vehicles other than automobiles (such as ATV's, motorcycles)  
Lawn and Garden Equipment and Supplies
- Shoe Stores
- Used Merchandise Stores
- Drinking Places and Alcoholic Beverages

The 10-minute drive time area shows a “surplus” with a factor greater than 25 for several notable retail or service categories for which people come from outside of the area to purchase. These include:

- Furniture Stores
- Electronics and Appliance Stores
- Office Supplies, Stationery & Gift Stores
- Special Food Services

We utilized the ESRI Business Analyst software to look at the same parameters for an area within a 15-minute drive to the center of the Red Schoolhouse Road Corridor Study Area. This area is estimated to contain 315,030 people in 100,521 households. At this scale, there were only minor changes to the leakage and surplus categories. See appendix A for the full results.

## 2.6.2 Summary of Retail and Service Businesses Available to Consumers at Nearby Shopping Areas within 15 minutes Driving Time

2.6.2.1 Ramsey/Mahwah/Rt. 17 – 1.5-mile radius centered at 295 N. Franklin Tpke., Ramsey, NJ

2.6.2.2 Tice's Corner – 1-mile radius centered at 430 Chestnut Ridge Rd., Woodcliff Lake, NJ

2.6.2.3 Wegman's – 1-mile radius centered at 300 W. Grand Ave., Montvale, NJ

2.6.2.4 Palisades Center – 1-mile radius centered at 9 Cemetery Ln., Clarkstown, NY

2.6.2.5 Shops at Nanuet – 1-mile radius centered at 75 W. Route 59, Clarkstown, NY

2.6.2.6 Spring Valley Marketplace – 1-mile radius centered at 1 Spring Valley Market Pl., Spring Valley, NY

2.6.2.7 Tallman – Walmart/Shoprite – 1-mile radius centered at 241 Route 59, Airmont, NY

**Table 2. Businesses and Employees Surrounding Neighboring Shopping Areas**

Shopping Area	Radius (miles)	Total Number of Businesses	Total Employees	Retail Trade Businesses	Finance, Insurance, Real Estate Businesses	Services	Government
Ramsey/Mahwah/Rt. 17	1.5	1,598	19,394	346	185	575	21
Tice’s Corner	1.0	383	11,768	75	74	139	6
Wegman’s	1.0	535	13,924	83	90	211	7
Palisades Center	1.0	524	7,406	249	34	127	6
Shops at Nanuet	1.0	963	10,282	290	118	355	11
Spring Valley Marketplace	1.0	881	8,157	272	110	306	8
Tallman – Walmart/Shoprite	1.0	625	7,456	107	82	270	23

**2.6.3 Analysis of Opportunities for Development of Unmet Retail and Services Needs in the Red Schoolhouse Road Corridor**

**2.6.3.1 Input from Rockland County Economic Development Director, Jeremy Shulman.** On May 26, 2017, Jonathan Lockman interviewed Jeremy Shulman, President & CEO of the Rockland Economic Development Corporation in Pearl River, for gathering his opinion on commercial real estate market conditions in the area, and opportunities for economic development in the Red Schoolhouse Road Corridor Study Area. His key points are summarized below:

- The economic focus of the area currently is the pharmaceutical industry, which will probably remain as its strength in the future.
- The area has potential for additional low-density industrial park development for light industry and warehouse distribution/flex space which would continue to fit into the existing pattern of corridor development. Such uses are moving out of New York City and are shopping for space in Rockland County
- Health care companies are currently looking actively for a site to develop patient care facilities on sites of 6-8 acres.
- Specialty recreation facilities (such as an aquatics or equestrian center) may fit, given the recommendation that the Ramapo town-owned equestrian center may be closed.
- Rockland needs additional hotel, convention and meeting spaces, as meetings often must house conferees in New Jersey.
- Retail, entertainment, or restaurant demand is limited.
- Inquiries have been received for locating artist live-work spaces.

**2.6.3.2 Input from Steven Yassky, President, Rockland Realty.** On June 7, 2017, Jonathan Lockman interviewed Steven Yassky, President of Rockland Realty in Nanuet, to gather an additional opinion on commercial real estate market conditions in the

area, and opportunities for economic development in the Red Schoolhouse Road Corridor Study Area. His key points are summarized below:

- The current Laboratory Office (LO) zoning is not useful, as it does not allow warehouse or light assembly types of uses, which the market is demanding.
- The former Gace property, zoned National and Regional Retail (RS) may not work as a retail location, given competition with the new Wegman’s and other surrounding centers. The Garden State Parkway exit area at Red Schoolhouse road is not “prime” enough, or with high enough traffic counts to support a national retail chain.
- Flexible Light Industrial/Office uses are recommended. Warehouse showrooms would work. Steve recommends using the LIO and PED districts in the Town of Clarkstown as a model. Perhaps more of the corridor could be zoned “PI,” or Planned Industry.
- The corridor area could host a corporate campus or data center. The market for conventional office space is soft.
- A hotel use would be difficult to support as it would be hard to find going northbound on the Garden State Parkway. Also, two hotels are in the pipeline to be constructed near the Spring Valley Marketplace.

#### 2.6.3.3 Existing Conditions Analysis - Considerations for Appropriate Opportunities

- Leakage and Surplus data, when combined with anecdotal reports from Rockland EDC, suggest that there may be opportunities for a new restaurant/drinking establishment/entertainment venue within the study area.
- Continuation of the laboratory/office/light industrial theme into other areas other than those that are zoned LO currently, may be a reliable economic development approach, and would build upon area strengths and provide continuity with the existing Par Pharmaceutical and related uses.
- LO Zoning may need to be adjusted, and additional areas zoned PI, to allow more flexibility between light industrial, warehousing, showroom, laboratory and office uses, as well as some retail, to reflect market conditions identified by real estate professionals in the area.
- A hotel/restaurant/meeting-convention facility may meet a need for the western portion of Rockland County. However, two hotels are in the pipeline for construction near the Spring Valley Marketplace.
- Given the number of ZBA proceedings involving properties at the southern end of the Study Area, amendments to the Village Zoning Law may be needed to clarify the meaning and purposes of the permitted uses and standards south of the Garden State Parkway.



## **3.0 PUBLIC INVOLVEMENT – VISIONING WORKSHOP**

### **3.1 Introduction**

On October 30, 2017 at 7:30 PM, the Village of Chestnut Ridge held a visioning meeting about the Red Schoolhouse Road Corridor, for the purpose of collecting background data, views and opinions from community residents and stakeholders. This was the first public meeting at the outset of the Land Use Planning Process to develop recommendations and zoning code changes to guide the future development in this important corridor at the heart of the community.

To accomplish this, NPV - the Land Use Plan consultants - coordinated with the Mayor and Village Board to design a meeting that would consist of three break-out groups.

This meeting was well-attended by roughly forty members of the public. The meeting began with introductions and a welcome by Mayor Rosario Presti. The Mayor provided a short description of why the Town was undertaking its update of the Comprehensive Plan one area of the Village at a time, and how the Red Schoolhouse Road corridor was the area to be updated. Max Stach, AICP of NPV explained the purpose of the public meeting, introduced the process that the consultant team had undertaken thus far, and provided a framework for the workshop procedure. Then Jonathan Lockman AICP of NPV presented a short summary of the corridor study area, including demographics, existing zoning, traffic counts, and a description of its location and setting in the region.

### **3.2 Method**

Prior to the meeting, blank flip chart pads were set up in three corners of the training room at the fire station, where the meeting was held. Maps of the area were on display showing aerial photography, zoning, existing land use, and the corridor's regional setting with surrounding shopping areas. Attendees were divided into three random groups according to their birthdays (Jan to April; May to August; and September to December).

Max Stach, Jon Lockman, and Mayor Presti served as facilitators for the three groups. The facilitators then led their group through the SWOT exercise. This exercise has facilitators prompting group discussion on the Strengths, Weaknesses, Opportunities and Threats present or confronting the Red Schoolhouse Road corridor within the Village of Chestnut Ridge. It was clarified that a strength was an existing positive quality of the Town, while an opportunity was a circumstance that was not present in the Town yet but could be pursued. Likewise, a weakness was an existing negative quality of the Town, while a threat was a circumstance that was not present in the Town yet but could develop in the future. Groups were given approximately 15 minutes each to discuss strengths, weaknesses, opportunities, and threats. Time periods were not strictly enforced, as some groups were proceeding more slowly than others.

Following the group discussions, each group facilitator reported his group's results for strengths, weaknesses, opportunities and threats. Flip chart pages were placed along the side counter along

one side of the room. Participants were asked to vote on the compiled lists of responses by placing up to six red adhesive dots next to the responses they felt were most important. Each person had to decide how to allocate each dot among the various responses in the four categories. Attendees were allowed to use all six dots in one category or on one item, or to place single or multiple dots among the various responses in different categories however they wished. Because there was only one set of lists and only a few persons could vote at a time, this was done during an informal discussion period where several groups continued to talk amongst themselves. This also allowed opportunities for attendants to engage the consultants, the Mayor, and Village Board and committee members on a one-on-one informal basis.

Upon completion of the voting and discussion the consultant team announced the close of the meeting. It was announced that the results of the SWOT meeting as well as information on the Land Use Plan would be posted on the Village Website. Lastly, Mayor Presti thanked all attendees for coming and closed the meeting. It is noted that the responses set forth below are paraphrased notes of more robust discussions held at the meeting.

### 3.3 Results

These are the raw results from the exercise:

<b>Strengths</b>	<b>Number of Dot Votes</b>	<b>No Dots Votes, But Listed (# of times)</b>
• Greenspace, country feeling, trees	9	
• Historic Significance, Red Schoolhouse building	7	
• Accessibility to Garden State Parkway	5	2
• Diversity of Area, Neighborliness	4	
• Proximity to Montvale NJ shopping & employment	2	1
• Industrial Uses are setback with green buffer	2	
• Quiet area but with good access to busy/built up areas		1
• Village well-managed	1	
• RSH Road Only two lanes, low traffic most of day	1	
• Provides traffic “relief valve” for Chestnut Ridge Rd.	1	
• Community services – EMS, Fire		3
• Good food & services (Hot Bagels, Chinese, Nails)		2
• Park with Gazebo and flowers		2
• 30 mph speed limit		1
• Limited truck traffic		1
• <u>Industrial park well maintained</u>		<u>1</u>
Total dot votes	32	

<b>Weaknesses</b>	<b>Number of Dot Votes</b>	<b>No Dots Votes, But Listed (# of times)</b>
• Traffic congestion at morning and evening rush	5	2
• Character of new structures don't fit	9	
• Lack of lighting	2	
• Lack of Codes enforcement	5	
• Conflicts/sudden change from housing to nonresidential	1	1
• Not enough restaurants	1	
• Summit Rd. acts as traffic relief valve	1	
• Trucks coming off road	1	
• No facilities for pedestrians, cyclists	1	2
• Foot traffic at northern end of corridor	1	
• Too much development, industry, warehouse		2
• Too much dense housing		2
• Left hand turns with limited sight distance (DiSalvo, Summit, Williams)		2
• Strip mall appearance		1
• Condition of parking lots		1
• Speeders		1
• School busses with holiday schedules		1
• No maintenance of the Red Schoolhouse		1
• Noise impacts		1
• Over-occupancy of housing		1
• Red Schoolhouse Road too narrow		1
• Weak retail market		1
• <u>Limited public transportation</u>		1
Total dot votes	27	

**Opportunities**

• Create a Village Center at Chestnut Ridge Road	16
• Make a charming Village Center appealing to residents to bring community together	16
• Tax revenue, ratables	8
• Village Hall/Community Room could move to RSH Rd.	7
• Parkland, preserved open space, no change	6
• Wolsky (sp?) property behind Fleetwood school, across from Par, opportunity for high quality residential	6
• Diversity of religions and cultures	1
• <u>Solar energy production</u>	2
Total dot votes	62

<b>Threats</b>	<b>Number of Dot Votes</b>	<b>No Dots Votes, But Listed (# of times)</b>
• Loss of tax revenue to tax-exempt properties	21	
• Outdated codes	9	
• Excessive high-density housing	9	
• Worsening traffic	8	
• Environmental impacts of new development	4	
• Ugly development	4	
• Devastation to public school system	3	
• Too many variances for noncommercial uses on commercial properties	3	
• Developers “baiting and switching,” offering one kind of project but building another kind	3	
• Leaving land undeveloped	2	
• Loss of diversity, sameness of residents & bldgs.	1	
• Overloading of infrastructure	1	
• Poor perception of school district		1
• Illegal multifamily uses of single family		1
• NJ draws shopping dollars, retail not sustainable		1
• Loss of neighborly feeling		1
• Loss of trees and greenery		1
• <u>Population turnover leading to unknown demands</u>		1
Total dot votes	68	
<b><u>Dots fell off, votes not counted</u></b>	<b>2</b>	
<b><u>Grand total, all dot votes</u></b>	<b>191</b>	
<b><u>Number of voters (191/6)</u></b>	<b>32</b>	

### 3.4 Analysis

The assembled group identified the greatest strength of the corridor as its green, country feeling, with the large number of trees along the corridor even in developed areas. The good accessibility to the Thruway/Garden State Parkway was also agreed upon as a strength. The historic Red Schoolhouse building was considered as a strong part of the corridor’s identity.

The most often cited weakness of the area included the poor fit of some newer structures to the character of the Village. Traffic congestion at rush hours and a lack of Codes Enforcement by the Village were also frequently noted as weaknesses.

A very strong set of votes were cast for the opportunity of creating a village center at the north end of the corridor at the intersection of Red Schoolhouse and Chestnut Ridge Roads. A sizeable consensus felt that a charming center could be established, appealing to residents and helping

to bring the community together. The idea of moving the Village Hall to this area was also highly favored. The participants also saw good opportunities to promote new development of ratables that would bring in tax revenue, along parts of the corridor.

The greatest threat identified by the participants was the potential loss of tax revenue to tax-exempt developments. Also, excessive high-density housing and worsening traffic were seen as threats. Outdated codes were also identified as a sizeable problem.

## **4.0 Corridor Vision and Goals**

### **4.1 Corridor Vision**

Establish updated zoning and policies to encourage the appropriate and orderly development of the Red Schoolhouse Road Corridor; to promote economic development opportunities for employment, diverse housing types and organized commercial growth; and to develop the north end of this corridor as an attractive Village Center at the heart of Chestnut Ridge.

### **4.2 Goals**

#### Scenic-Historic Issues

- Ensure high quality of new development throughout, that fits architecturally and aesthetically with the character of the Village.
- Preserve greenspace along select locations along the corridor, maintaining its rural feeling to the greatest possible extent.
- Preserve and enhance the historic Red Schoolhouse building.

#### Land Uses

- Use the corridor area's attractive location and access to the region's arteries to attract businesses, industries, and increase tax ratables.
- Create a Village Center at the north end of the corridor, to create a central place to bring the community together.
- Enhance employment opportunities, neighborhood shopping and restaurants along the corridor, with strong landscaping, buffering and bulk requirements to preserve a green, rural feeling in keeping with the identity of the Village of Chestnut Ridge.
- Provide a variety of housing opportunities and promote diversity of residents.

#### Transportation

- Improve turning movements and lower traffic delays for vehicles entering or turning along the entire corridor.
- Provide pedestrian and bicycle facilities along the entire corridor, improving safety.
- Integrate new development near the GSP interchange. Leverage private development contributions so developers will help pay for and provide necessary improvements to remedy existing traffic problems and to accommodate traffic growth.

## 5.0 Conceptual Land Use Plan

Below is a description of the sub-areas of the corridor, depicted in Figure 13, followed by specific recommendations for changes in zoning within each sub-area.

### 5.1 General Divisions of the Study Area

#### Area 1: South End of Corridor, from Montvale/NJ Boundary to Garden State Parkway

This area is distinct from the north and middle sections, because the elevated Garden State Parkway forms a visual and physical barrier from the other parts of the corridor. With its excellent transportation access to the region, this area has been considered as ripe for development of commercial or employment opportunities. With the proper traffic improvements, the area could be developed with commercial uses that would draw consumers to Chestnut Ridge, and housing and employment opportunities could be provided at a more intense scale than north of the Garden State Parkway, all without negative impacts to the Village. To the greatest extent possible, a more sustainable pattern of mixed use development should be promoted with integrated planning. Mechanisms should be created to ensure that developers will contribute to improve the GSP interchange area, both to fix existing traffic problems and to accommodate increased traffic that will come with future uses.

#### Area 2: Middle of Corridor, from Garden State Parkway to Summit/Williams Roads

This area has been zoned for Residential on the west side and for Residential and Laboratory-Office on the east side, and has a more rural feel with heavier tree growth along the road. Closer to the north side of the parkway near the interchange, vacant lands should be allowed to develop at a higher intensity with mixed uses on both sides of Red Schoolhouse Road, given their good access to the Parkway, if such development provides the necessary traffic improvements. This area should be developed with strong requirements to ensure adequate green buffers and landscaping. Turn lanes and signalization (at Summit/Williams Roads intersection) may be needed in the future to provide the ability to make turns, and keep traffic moving. Pedestrian facilities should connect through along Red Schoolhouse Road, linking the north and south ends of the corridor.

#### Areas 3, 4, 5 & 6: North End of Corridor, from Summit/Williams Roads to Chestnut Ridge Road

The north end of the corridor should become a Village Center, building upon the shopping, employment and civic spaces already in place. The Village should consider moving its Village Hall offices and meeting spaces here, to add vitality and strengthen the identity of Chestnut Ridge. Commercial shops and restaurants that provide neighborhood services should be allowed to expand and provide enhancements. Further southward, the Red Schoolhouse itself should be restored to better condition, and put into active use as a community facility. Employment opportunities in the current Planned Industry area should be expanded, compatible with Par Pharmaceutical and uses in the parks on the east side of Red Schoolhouse Road. Residential areas on the west side of Red Schoolhouse Road, from the Ambulance facility to Summit Road,

should remain residential. Pedestrian facilities should be improved in this area, and high-quality building and landscape designs should be required. Landscaped buffers and street trees should be maintained or installed to keep the area’s rural character, in harmony with the historic Red Schoolhouse at the heart of this section.

Along the entire length of Red Schoolhouse Road, this plan recommends that as properties apply for development approvals, a reserve strip for accommodating the addition of turn lanes, shoulders and drainage be dedicated as part of each site plan and/or subdivision approval, to provide for room to install the traffic improvements recommended below.

These three general parts of the Red Schoolhouse Road Corridor are divided into six more specific subareas, and specific zoning changes are recommended for each subarea below:

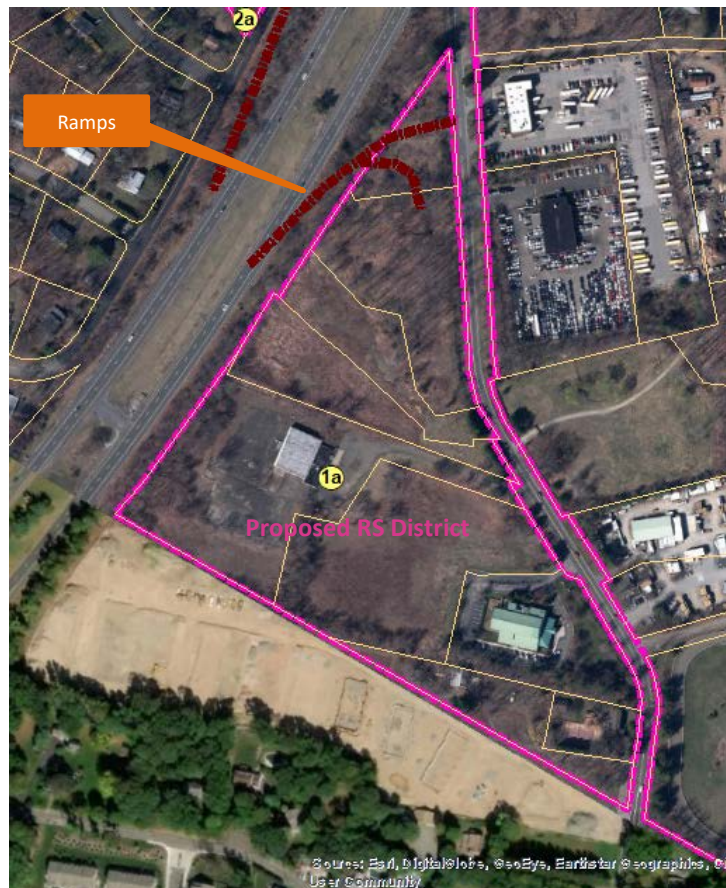
## 5.2 Detailed Descriptions of Specific Sub-Areas

### Area 1: South of Garden State Parkway

#### **1a. West Side, Currently Zoned RS and LO.**

**Existing Conditions:** The area on the west side of Red Schoolhouse Road, south of the Garden State Parkway, is indicated as area 1a on Figure 13. A pet care facility and a distribution warehouse are located here, as well as vacant acreage. This area is mostly zoned RS, “National and Regional Retail,” except for a small portion the southeast corner, immediately adjacent to the Montvale boundary. RS allows offices, retail, restaurants, and supermarkets (see sec. 2.3.2). The three lots in the southeast corner of the area are zoned LO, “Laboratory Office.” LO allows offices, laboratories, research, corporate parks, medical & dental clinics, health service complexes, recreation and hotels. This area has been explored by developers for commercial development in recent years.

**Recommendations:** Area 1a in its entirety should be rezoned RS, providing continuous opportunity for larger scale commercial and office development on the west side of Red Schoolhouse Road. Developers should be required to provide transportation improvements, which may include GSP ramp improvements, turn lanes, widening, and signalization.



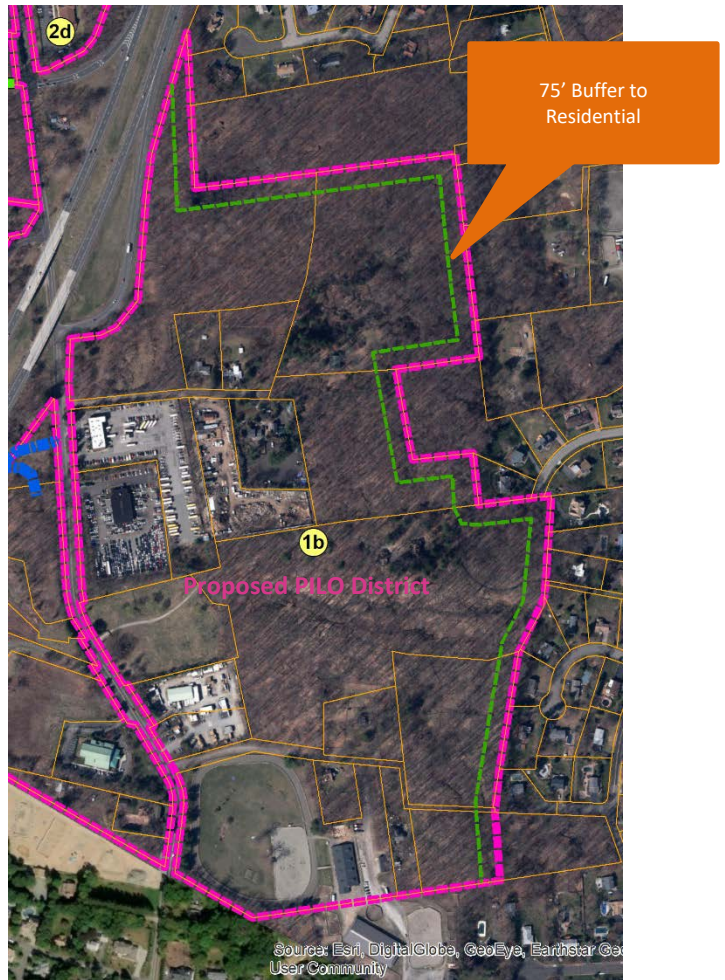


**1b. East Side, Currently Zoned, LO, R-35**

**Existing Conditions:** The area on the east side of Red Schoolhouse Road, south of the Garden State Parkway, is indicated as area 1b. Bus and truck terminals, a building supply facility and an equestrian center are located here, as well as some single-family homes and vacant acreage. The area mostly is zoned LO, except for some parcels in the eastern edge of the area that are zoned R-35. LO allows offices, laboratories, research, corporate parks, medical & dental clinics, health service complexes, recreation and hotels. Laboratory or office development has not occurred in this area, even though the zoning for such has been in place for a long time.

**Recommendations:** The creation of a “PILO” District, or “Planned Industry Laboratory Office District is recommended as the underlying zone for this entire area. Such a district would essentially combine permitted uses together from PI and LO. The PI Zone at the northern section of the corridor has worked successfully, with Par Pharmaceuticals as its “anchor tenant.” We believe that development and redevelopment of higher tax-ratable projects would occur if PI uses were added to the existing LO. Area 1b already has nonconforming, existing industrial land uses that would become conforming, were such a PILO zone to be created. It is recommended that the entire area of 1b be zoned PILO, with standards requiring a 75-foot buffer along the east and north sides of the area adjacent to R-35 zoning.

It is further recommended that area 1b should allow residential development at multifamily densities, to provide diversity of housing in the Village. However, this new multifamily development should be integrated with commercial and office projects. A mixed-use Planned Unit Development floating zone (PUD) is proposed that could be employed within area 1b for proposals that may come up for multifamily and commercial development, integrated together. The floating zone could be added to the zoning map upon request to the Village Board for an integrated multifamily residential/commercial/office project, with a minimum size of 15 acres. A minimum of 25% of the land area in the requested floating rezoning would be dedicated to commercial or office uses. The allowed use list for the nonresidential portion of such a floating zone would include all uses in the RS and PILO zones. The multifamily residential portion of the site would have a maximum





Red Schoolhouse Road moved northward to line up with the southbound off-ramp from the Garden State Parkway. See illustration on Figure 13 for location of the potential DeSalvo Connector. Reservation of a right-of-way for the northward extension of DeSalvo Court through area 2a, as well as requirements for its construction or for a financial contribution towards a share of its cost, could be included as a condition of any PUD rezoning.

### **2b. West Side/North End, Currently Zoned R-25**

**Existing Conditions:** This area is between the rear of the Fleetwood Elementary School and the west side of Red Schoolhouse Road, across the street from the assisted living facility. It is zoned R-25, a residential zoning district. The land is vacant and wooded.

**Recommendations:** This area also should be zoned for PILO, or Planned Industry Laboratory Office, as its primary, underlying district, with a 75-foot buffer to the adjacent R-25 zoning. It is further recommended that the same Planned Unit Development floating zone (PUD) could be employed within this area (as well as in 2a, & 1b) for proposals that may come up for multifamily and commercial development, integrated together. The floating zone could be added to the zoning map upon request to the Village Board for an integrated multifamily residential/commercial/office project, with a minimum size of 15 acres. A minimum of 25% of the land area in the requested floating rezoning would be dedicated to commercial or office uses. Such commercial or office uses would be accessed from Red Schoolhouse Road, with signal, turning lane and other transportation improvements required with any approvals. Access to this area should be aligned with the southbound off-ramp from the Garden State Parkway, with access passing through the site connecting to DeSalvo Court. Signal, turning lane, through-access and other transportation improvements would be required with any approvals of any mixed-use PUD floating zone (see discussion in area 2a, above).

### **2c. Fleetwood School/Summit & Williams Roads, Currently Zoned R-25, R-35**

**Existing Conditions:** This area contains two large lots including the Fleetwood School and a vacant wooded lot fronting the south side of Summit Road, and it is indicated as area 2c. It is zoned R-25, a residential zoning district.

**Recommendations:** This area should be zoned for PILO, or Planned Industry Laboratory Office, as its primary, underlying district, with a 75-foot buffer to the adjacent R-25 zoning to the west. Such commercial, industrial or office uses would be accessed from Summit Road, or from a connection through Area 2b. No PUD overlay is recommended for this area.

### **2d. East Side, Currently Zoned LO**

**Existing Conditions:** This area extends along the east side of Red Schoolhouse Road from the Garden State Parkway to the rear of the residential lots along Williams Road. It contains an assisted living facility and an art supply store, both of which appear to be nonconforming uses. The area is zoned LO which allows offices, laboratories, research, corporate parks, medical & dental clinics, health service complexes, recreation and hotels.

**Recommendations:** This area also should be zoned for PILO, or Planned Industry Laboratory Office, as its primary, underlying district. No special buffer is needed against the Garden State Parkway right-of-way to the east. No PUD overlay is recommended for this area.

### **Area 3: Residential Areas**

#### ***3a. West Side, Across from PI, Currently Zoned R-35***

**Existing Conditions:** This area extends along the west side of Red Schoolhouse Road from the Ambulance Service to Summit Road, and is indicated as area 3a. It is zoned R-35, a residential zoning district. This area contains conforming single-family homes, some vacant acreage, and some non-conforming multifamily uses.

**Recommendations:** No changes are recommended to the existing zoning for this area.

#### ***3b. East Side, Along Williams Road, Currently Zoned R-25.***

**Existing Conditions:** This area extends along the entire south side and part of the north side of Williams Road, just east of Red Schoolhouse Road, and is indicated as area 3b. It is zoned R-25, a residential zoning district. This area contains conforming single-family homes.

**Recommendations:** No changes are recommended to the existing zoning for this area.

### **Area 4: Planned Industry, Currently Zoned PI**

**Existing Conditions:** This area is the heart of employment in the Corridor, and is located on the east side of Red Schoolhouse Road, between the historic Red Schoolhouse on the north side, and Williams Road on the south side. It is zoned PI or Planned Industry, and is home to PAR Pharmaceuticals and other industries located in the Rusten Corporate Park, the Chestnut Ridge Business Park, and at 70 Red Schoolhouse Road.

**Recommendations:** No changes are recommended to the existing zoning for this area.

### **Area 5: Special Housing, Currently Zoned RSH**

**Existing Conditions:** This area is located behind the South Spring Valley Firehouse off Hubert H. Humphrey Drive and is home to the Senior Housing development, Chestnut Ridge Gardens.

**Recommendations:** No changes are recommended to the existing zoning for this area.



## 5.3 Traffic Improvements and Incentive Zoning

To unlock the potential for economic development in the Red Schoolhouse Road corridor, there is near universal agreement that road system improvements will be needed, both to mitigate existing traffic problems and to accommodate planned increases in the intensity of land uses. There is also consensus that those developers who stand to benefit from favorable changes in land use regulations in the corridor should be required to contribute to the costs of such traffic improvements. State law provides a mechanism for Villages to couple changes in zoning with a requirement for contributions to pay for infrastructure needed to support it.

New York State Village Law §7-703 authorizes the use of incentive zoning, where specific incentives or bonuses in density, use or other zoning requirements may be granted to a developer in exchange for the provision of community benefits or amenities, such as transportation improvements. Construction of the improvements could be required concurrently with the development, or a payment “in lieu” may be collected, to be deposited in a trust fund to be used by the Village Board at a later date if immediate construction is not practical. Required procedures to create incentive zoning include the preparation of a Generic Environmental Impact Statement (GEIS) under SEQR to evaluate the effects of the changes, and a share of the cost of this GEIS may be charged to the applicant.

A related, subsequent section of Village Law, §7-703a, authorizes the use of planned unit development (PUD) zoning districts, to provide for a mix of residential, commercial, industrial or other land uses in which economies of scale, creative architectural or planning concepts and open space preservation may be achieved by a developer in furtherance of Village plans. Such PUD zoning could be integrated with incentive zoning to provide opportunities for higher density, mixed use projects with a mechanism for funding traffic improvements.

The following transportation improvements should be considered for inclusion in any incentive, PUD or traditional rezoning requests in the Red Schoolhouse Road corridor. Simpler, less costly improvements may be required during SEQR review of site plan, conditional use and special permits or subdivisions, as they occur.

### 5.3.1 Pedestrian and Cycling Facilities

**Sidewalks** – A continuous sidewalk should be provided on the east side of the corridor along the entire length of the study area. Sidewalks should be provided along the west side of the corridor in areas 1a, 2a, 2b, 2c and 6 (as shown on the Conceptual Land Use Plan Figure 13). At this time, segments of sidewalk are missing, and should any pedestrians try to travel the length of the corridor, walking on the roadway shoulder would be required.

No bicycle lanes are present. Installation of bicycle lanes should be considered with any widening or shoulder improvements on Red Schoolhouse Road.

### **5.3.2 Ramp improvements, turn lanes and additional through lanes at the Thruway/GSP interchange**

Currently, during rush periods, long cues can form on the southbound Thruway/GSP exit ramp onto Red Schoolhouse Road, as cars wait to get through the traffic light at the bottom of the ramp. Another difficult turning movement is the left turn onto the northbound Parkway entrance ramp when traveling south on Red Schoolhouse Road.

On March 29, 2018, NPV Planners Stach and Lockman met with officials of the New York State Thruway Authority, New York Division, to discuss possible improvements at the Red Schoolhouse Road/Thruway spur interchange, including an additional lane on Red Schoolhouse Road under the parkway, in order to facilitate turning movements. The following personnel from Thruway Authority were in attendance:

Lizy Philip, PE – Capital Program Manager  
Brent E. Howard, PE – Assistant Division Director/Operations  
Thomas M. Feely, PE – Assistant Division Highway Engineer  
Kristen Resnikoff, PE – Construction Engineer

These representatives supported the Village's corridor planning efforts, and were open to ramp, turn lane and signal improvements, if funded by the Village, private developers and/or Rockland County (or any combination). They agreed that as development occurs, incentive zoning could be utilized by the Village to obtain private funding for such improvements, if provision of improvements is not practical for new developments under existing zoning using the typical SEQOR process.

On April 18, 2018, NPV Planner Lockman met with officials of the Rockland County Highway Department to discuss possible improvements in the Red Schoolhouse Road corridor. The following personnel were in attendance:

Andrew M. Connors, PE – Deputy Superintendent of Highways  
Dyan Rajasingham, PE – Engineer III  
Joseph Pyzowski, PE – Project Manager  
Joseph Arena, Senior Engineering Technician

The Highway Department officials made the following recommendations and comments:

1. The group agreed that there were good examples in the County where municipalities have sponsored improvements to County Roads, and gave as an example, the Town of Clarkstown's project to improve Lake Road.
2. There was concern that if any funds were collected from an incentive zoning process, more specific, detailed transportation improvements planning would be necessary. They suggested that the Village of Chestnut Ridge work with the Rockland County Planning Department's MPO representative, Patrick Gerdin, to obtain federal funding for an in-

depth traffic study for the corridor. Such a study would look at no build and build capacity in the corridor, and develop capital plans for improvements, with estimated costs.

3. There was a generalized concern regarding management of collected funds from developers, if planned projects turn out to be more expensive than predicted, or the timing of improvements is delayed.
4. There was also concern that while the County of Rockland would generally be supportive of the Village efforts to fund transportation improvements, and may share in improvement costs in the future, the County would not commit to any program that would obligate them in the future without legislative action.
5. Officials indicated that the recommended right-of-way width for Red Schoolhouse Road was 50 feet on the County Official Map. With turn lanes, this ROW width may need to be increased, through an acquisition program, or through dedications offered as part of development approvals.
6. Any additional signals installed or sidewalks constructed would need to be maintained by the Village, even those on or along County Roads.



### **5.3.3 Signalization improvements, new traffic signals or turn lanes beyond the interchange**

Participants in the Visioning session reported long wait times for turning onto Red Schoolhouse Road from Williams and Summit Roads. As the corridor is improved, it is anticipated that SEQR review will determine that congestion at these intersections will warrant installation of a traffic signal or turn lanes. Other developments of vacant sites along the corridor at some distance from the Williams/Summit intersection or from the parkway interchange may also require such facilities. As development occurs, incentive zoning should be utilized to obtain private funding for such improvements, if provision of improvements is not practical for new developments under existing zoning.

### **5.3.4 New road connection to DeSalvo Court**

It is recommended that a new through road be considered, beginning at the parkway exit ramp/Red Schoolhouse Road intersection, connecting to DeSalvo Court. This would provide access to areas 2a and 2b (see figure 13). Construction of this DeSalvo Connector could be funded through incentive zoning, as this area is now zoned R-25 and it recommended for Planned Industry/Laboratory Office and PUD uses. It also would provide access to a southbound entrance to the Thruway/Garden State Parkway from Red Schoolhouse Road, if such a project were built in the long-term future.

### **5.3.6 New Thruway/GSP ramps (southbound entrance from Red Schoolhouse Road, northbound exit from Thruway/GSP)**

It is a significant disadvantage to the prospects of the Red Schoolhouse Road corridor, that in order to travel southbound on the Garden State Parkway, one must travel to Rt. 172, Broad Street in Montvale for the nearest southbound entrance. There is also no exit onto the Red Schoolhouse Road for travelers heading northbound on the Parkway (see discussion in Existing Conditions). Such new entrances and exits are very costly and are unlikely investments by the Thruway Authority in the short term, but nonetheless, the Village of Chestnut Ridge should include a recommendation for the construction of such a new northbound exit and southbound entrance in this Corridor Plan, in order to demonstrate its long-term commitment to such an improvement. At the meeting held with Thruway Authority, officials indicated that there are no plans for the Authority to convert Red Schoolhouse Road into a full interchange. They felt it was unlikely any new ramps could be constructed unless funded entirely by others. While it is unlikely any developments proposed for the Red Schoolhouse Road corridor in the near term would be large enough to fund such development of new ramps, they may be able to contribute to further study of the issue.

## 6.0 Summary Matrix of Land Use Plan Recommendations

Land Use Plan Area 1a	<ol style="list-style-type: none"> <li>1. Retain current areas zoned RS – National and Regional Retail.</li> <li>2. Rezone parcels in the southeast corner to RS that are currently zoned LO.</li> </ol>
Land Use Plan Areas 1b, 2a and 2b	<ol style="list-style-type: none"> <li>3. Create PILO underlying zone.</li> <li>4. Create PUD incentive floating zone, including Multifamily Residential</li> <li>5. Provide buffers to neighboring residential areas.</li> </ol>
Land Use Plan Areas 2c and 2d	<ol style="list-style-type: none"> <li>6. Create PILO zone (with no Multifamily Residential PUD incentive floating zone)</li> <li>7. Provide buffers to neighboring residential areas.</li> </ol>
Land Use Plan Areas 3a, 3b, 4 and 5	<ol style="list-style-type: none"> <li>8. No zoning changes recommended.</li> </ol>
Land Use Plan Area 6	<ol style="list-style-type: none"> <li>9. Extend NS zoning district, south past Hubert Humphrey Dr., to include the historic Red Schoolhouse.</li> <li>10. Leave floodplain area around Jones Creek in R-40 zoning district.</li> </ol>
Pedestrian and Cycling Facilities	<ol style="list-style-type: none"> <li>11. Provide continuous sidewalk on east side of Red Schoolhouse Road (RSHR) for entire length of study area, and on west side in areas 1a, 2a, 2b, 2c and 6.</li> <li>12. Consider addition of bicycle lanes on RSHR with any widening or shoulder improvements.</li> </ol>
Ramp, turn lane, through lane improvements	<ol style="list-style-type: none"> <li>13. Add through lane on RSHR under Thruway overpass, and add turning lanes to separate and facilitate turning movements from RSHR on to interchange ramps.</li> <li>14. Improve Thruway spur ramps to lessen cueing.</li> </ol>
Signalization	<ol style="list-style-type: none"> <li>15. Install traffic signals at William/Summit intersection as warranted.</li> </ol>
DeSalvo Road Connector	<ol style="list-style-type: none"> <li>16. Connect southbound exit ramp off the Thruway spur to DeSalvo Court through areas 2a and 2b.</li> </ol>
New Thruway/GSP ramps	<ol style="list-style-type: none"> <li>17. Construct new entrance to Thruway/GSP southbound from RSHR.</li> <li>18. Construct new exit from Thruway/GSP northbound to RSHR.</li> </ol>

## FIGURES

- Figure 1 Village Location Map
- Figure 2 Corridor Study Area
- Figure 3 Corridor Study Area & Village Boundary
- Figure 4 Village Current Zoning
- Figure 5 Corridor Study Area Current Zoning
- Figure 6 Corridor Study Area Slopes
- Figure 7 Corridor Study Area Wetlands and Flood Zones
- Figure 8 Village Wetlands and Flood Zones
- Figure 9 Corridor Study Area Existing Land Use (2015)
- Figure 10 Corridor Study Area Comparison of Existing Land Use to Current Zoning
- Figure 11 Corridor Study Area Locations of Code Enforcement Violations
- Figure 12 Regional Market Context: Drive Time to Corridor Study Area and Surrounding Major Shopping Centers
- Figure 13 Conceptual Land Use Plan

## **APPENDICES**

### Appendix A ESRI Business Analyst Retail MarketPlace Profiles:

- Chestnut Ridge Village
- Within a 10 Minute Drive Time Radius to Corridor
- Within a 15 Minute Drive Time Radius to Corridor

Appendix B ESRI Business Analyst Community Profiles:

- Chestnut Ridge Village
- Within a 10 Minute Drive Time Radius to Corridor
- Within a 15 Minute Drive Time Radius to Corridor

Appendix C ESRI Business Analyst Business Summaries – Surrounding Shopping Areas:

- Ramsey/Mahwah/Rt. 17 – 1.5-mile radius centered at 295 N. Franklin Tpke., Ramsey, NJ
- Tice’s Corner – 1-mile radius centered at 430 Chestnut Ridge Rd., Woodcliff Lake, NJ
- Wegman’s – 1-mile radius centered at 300 W. Grand Ave., Montvale, NJ
- Palisades Center – 1-mile radius centered at 9 Cemetery Ln., Clarkstown, NY
- Shops at Nanuet – 1-mile radius centered at 75 W. Route 59, Clarkstown, NY
- Spring Valley Marketplace – 1-mile radius centered at 1 Spring Valley Market Pl., Spring Valley, NY
- Tallman – Walmart/Shoprite – 1-mile radius centered at 241 Route 59, Airmont, NY