



# COMPREHENSIVE PLAN

Village of Chestnut Ridge  
Rockland County, New York

ADOPTED | July 21, 2022





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

**Chestnut Ridge Board of Trustees**

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# 1. INTRODUCTION

## 1.1. BACKGROUND

The overall goal of this project is to provide the first Comprehensive Plan for the Village of Chestnut Ridge, supporting the Village's Zoning Code and Land Use Policies for the next ten years. Recommendations include changes to promote appropriate development of the Red Schoolhouse Road corridor to provide economic development and employment opportunities, and to establish improvements to the zoning code to provide better management of residential areas. All goals, objectives and recommendations focus on enhance the Village's green landscape, preserving trees, corridor views, and promoting high quality architecture.

## 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 2013. Data on existing land use was taken from 2015 tax assessment records and field checked in the Fall of 2019.

Demographic and economic data was obtained from ESRI's Business Analyst statistical package, and the federal census American Community Survey. 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 fifteen-minute drive time from the Red Schoolhouse Road Corridor.

Task 2 of this process included a meeting with Village Board of Trustees in the fall and winter of 2019-2020 to review the existing conditions analysis, to identify any missing information, and develop a strategy to involve the public, designing a Visioning Workshop and a Comprehensive Plan Survey.

Task 3 included a two-pronged approach to public involvement: a Visioning Workshop and a Comprehensive Plan Survey. The Visioning Workshop was held at the Chestnut Ridge Middle School Cafeteria on January 8, 2020. The Comprehensive Plan Survey was circulated beginning on March 19, 2020. The results of this public involvement effort are document in section 3 of this report. (See sec. 3: Visioning Workshop and Survey.)

Task 4 included meetings with the CPC and Village Board to review the public input and develop a Vision, Goals and Objectives.

Task 5 included development of land use concepts and strategies and zoning amendments, during the summer months of 2020. In February 2021, the Red Schoolhouse Road Traffic Study was completed, and transportation recommendations were added to the document.





During Task 6, completed in the fall of 2021, a draft Comprehensive Plan was developed and circulated for public and agency input. A public hearing on the draft was held. Development of a DGEIS and the holding of SEQRA hearings is anticipated beginning in January 2022.

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## 2. EXISTING CONDITIONS – INVENTORY & ANALYSIS

### 2.1. KEY POINTS – SUMMARY OF INVENTORY AND ANALYSIS

This introductory section provides a quick summary of the inventory and analysis of the existing conditions in the Village of Chestnut Ridge.

#### Demographics

- Population is growing rapidly, with a 32.7% increase since 2010:
- 2010 Census – 7,916
- 2020 Census – 10,505
- Median age decreased from 46 to 32 according to the American Community Survey (2019).
- 39% of the population is under age 18, with a substantial increase in the number of children (2020 Census).
- Between 2010 and 2020, the number of housing units decreased from 2,796 to 2,780. However, during this ten-year period the number of persons per household increased from 2.8 to 3.8.
- 7% of residents are not US citizens.

#### Housing

- About half of all the housing stock in the Village was built during the 1960's.
- The number of occupied housing units has essentially remained constant between 2010 and 2020.
- Approximately, 90% of homes are owner-occupied, compared to just 66% within Rockland County.
- Median home value rose significantly since 2000 by \$132,000.
- Home values are most commonly found in the \$300,000 to \$500,000 price range, with only 6% of homes valued under \$300,000.
- 42% of renters face a “severely unaffordable cost burden,” paying more than 50% of their income for rent.

#### Economy

- The number of employed residents has increased slightly since 2012.
- “Education services, health care and social assistance” is by far the largest employment sector for residents.
- Unemployment rates have stayed the same, hovering at around 4% during this time.
- There has been a sharp decrease in construction occupations as well as modest decreases in manufacturing and finance, insurance, and real estate.



- 82% of residents commute by car, including 13% who carpool. 8% of residents take public transit, while 4% use “other” means.
- Just over 7% of residents work from home.

### **Income and Poverty**

- Since 2010, Chestnut Ridge’s median household income has declined by \$16,000 or 14%. In contrast Rockland County saw an increase of 7% in median household income during this same time.
- However, Chestnut Ridge’s median household income still is higher than the County median (\$94,464 compared to \$88,571).
- Almost half (49%) of Village households earn greater than \$100,000 while 24% earn \$ 50,000 or less. Nearly 31% of households at the County level earn \$ 50,000 or less.
- The share of households receiving SNAP Food Assistance benefits has risen during this same period from 4% to 8% and a similar increase was also noted within Rockland County. To qualify for SNAP, a household must have an income below 130% of the Federal Poverty Level.

### **Land Use and Zoning**

- The majority of larger vacant parcels or parcels with redevelopment potential are located in the Red Schoolhouse Road and Chestnut Ridge Road corridor areas.
- The LO and Regional Shopping zones as currently written have not been successful in attracting new office or retail development, and much of the development pressure in recent years has been for light industrial and housing at higher than single-family densities.
- The Village contains large acreage of educational and institutional uses, particularly at the Green Meadow and Gould sites.
- Many lots are non-conforming to the current minimum lot area requirements for the district in which they are located.
- Single family house lots are the predominant land use.
- Some permitted uses need definitions, and consistency between listed terms in the use tables and definitions within the Zoning Code should be achieved.
- Zoning provisions adopted prior to the completion of this Plan regarding Places of Worship should be maintained, with only minor adjustments to be consistent with any new provisions of this Plan.

### **Natural Resources**

- The terrain of the Village is moderately hilly, with 65% of its area with slopes of between 3 and 8 percent.
- Wethersfield soils predominate, and they are usually deep and well-drained.
- Within the New England Upland - Hudson Highlands Physiographic Province.
- All of the land in the Village is located within two watersheds: The Saddle River and the Hackensack River; within each are two sub-watersheds: The Upper Saddle River and the Pascack Brook.





- Streams include the Hungry Hollow Brook, Pine Brook, and the Pascack Brook. All of these streams flow south into Bergen County, New Jersey, and have FEMA-designated floodplains.
- The latest Water Quality Assessment Report from NYSDEC for the year 2022 shows that none of these water bodies are considered as impaired. Pascack Brook was formerly listed as impaired but has been recommended to be removed from the list because of “flaws in the original analysis.”
- The Pascack Brook is the only county-regulated stream located within the boundary of the Village of Chestnut Ridge.
- Wetlands and floodplains comprise a relatively small area compared to other Villages.
- The Village of Chestnut Ridge discharges to a municipal separate storm sewer system subject to the MS-4 law. This law establishes methods for controlling the introduction of pollutants into the MS4 to comply with requirements of the SPDES General Permit for Municipal Separate Storm Sewer Systems.
- Water demand in the utility’s service area has been largely flat since 2000 despite a growing population, and that an estimated 2-3 million gallons per day of leakage exists within the system. Recent reports conclude that improvements to service as well as user conservation and green infrastructure practices would drive down water demands while achieving increased water supply independence and prevent any need for increased capacity into the foreseeable future.
- The New York State Department of Environmental Conservation’s Natural Heritage Program reported that there are no known occurrences of rare or state-listed animals, plants, or other significant habitats within the Village of Chestnut Ridge or in its immediate vicinity.
- No critical environmental areas (CEAs) have been designated by the Village.
- 4 Brownfield sites are listed by the DEC. One has been remediated and three are subject to a voluntary cleanup program.

### **Scenic and Historic Resources**

- The Village of Chestnut Ridge has a number of older homes, buildings, and landscapes reminiscent of its agricultural heritage. Although there are no sites designated “historic” or scenic” within the Village, there is an awareness among residents as to this historic character as noted on the Village website.
- Little Red Schoolhouse Museum is owned and operated by the East Ramapo Central School District.
- Duryea Farm and Jessup Learning Center operated by the Rudolf Steiner Fellowship Foundation.
- Three archaeological surveys have been conducted in connection with a T-Mobile Telecommunications Tower project, the Scobo Dam Repair and Restoration, and at Hopf Subdivision.
- Rockland County is a participant in the Certified Local Government Program for historic preservation. The Village is not a CLG.
- Revolutionary War cemetery at Edwin Gould Academy.



- Haring Homestead marker at 606 S. Pascack Road.
- Joseph Eichler house (mid-20<sup>th</sup> century developer)

### **Community Services and Facilities**

- Village Hall, Justice Court, Archives
- East Ramapo Central School District: Middle School, Eldorado, Fleetwood, Margetts Schools
- Private Schools: Green Meadow Waldorf, Sunbridge Institute, School of Eurthymy, Pfeiffer Center, Threefold Educational Center, Specht School, Ohr V'Da'as, Sapphire Ventures at former Gould Academy, Wellington Schools (proposed), Ohr Yosef (proposed).
- Village of Chestnut Ridge Kobre Park
- Town of Ramapo Children's Park
- Small, Neighborhood Parks
  - Dawn Lane: Nature area. Directions: Cherry Lane to Blossom Road; turn right on Dawn Lane
  - Lorna Lane: Basketball court, children's playground. Directions: Cherry Lane to Dorchester Drive
  - Dorchester to Lorna Lane
  - Sandy Brook: Nature area
  - Besen Park: Ball field, basketball court, playground.
  - Capital Park: Nature Area.
  - Adar Court: Children's playground
  - Elm Street: Children's playground
- Town of Ramapo Police Department
- Hugh Gassner Fire Company, William Faist Ambulance Corps, Brewer Fire Company, Hatzola Ambulance
- Solid Waste transferred by private haulers to Hillburn Transfer Station
- Highway services by Town of Ramapo Highway Department, maintenance, tree work, storm drains, sweeping and plowing
- Town of Ramapo Sewer Department – sewer collection system operations and maintenance
- Rockland County Sewer District – sewage treatment

## **2.2. COMMUNITY DEMOGRAPHICS**

### **2.2.1. CENSUS**

The following pages show results from the United States Census - American Community Survey.



# Village of Chestnut Ridge Population & Demographics

**10,505** Population<sup>1</sup>  
**32.7%** Population Change since 2010  
**4.9** Square Miles<sup>4</sup>  
**2,144** Population Density<sup>1</sup>  
 (people per square mile)

**34%** Population under age 20<sup>2</sup>  
**49%** Population ages 20 to 64<sup>2</sup>  
**17%** Population 65 and older<sup>2</sup>  
**32.4** Median Age<sup>2</sup>  
**45%** Population with a Bachelor's Degree or Higher<sup>3</sup>  
**85%** Owner-occupied housing<sup>3</sup>  
**15%** Renter-occupied housing<sup>3</sup>

## Population and Demographic Analysis

Chestnut Ridge's population has increased tremendously by 32.7% since 2010. This growth can be attributed the increase in the Village's population of those under the age of 18. Notably, the median age of the village decreased from 46 to 32 years. Approximately 34% of the population is under the age of 20, with a relatively high percentage of preschool children as compared to the County as a whole. 20% of Chestnut Ridge residents are foreign born, and about half of the foreign born residents are naturalized citizens.

### Notes:

<sup>1</sup>Source: U.S. 2020 Census

<sup>2</sup>Source: U.S. American Community Survey 2019

<sup>3</sup>Source: ESRI Business Analyst 2018 Estimates

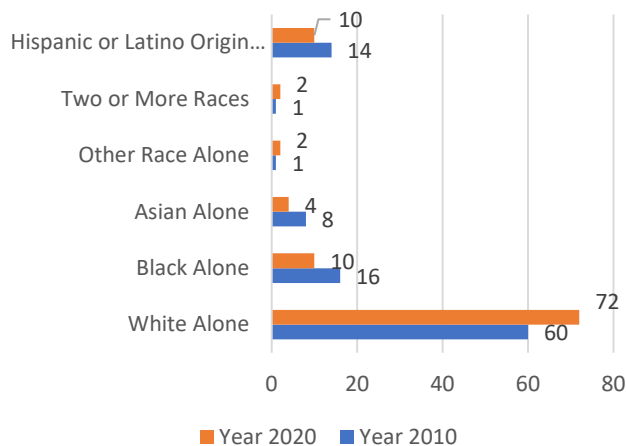
<sup>4</sup>Source: U.S. American Community Survey 2017 Estimates

<sup>5</sup>The "Other Race Alone" Category includes Native Americans, Pacific Islanders, and those who checked "Other."

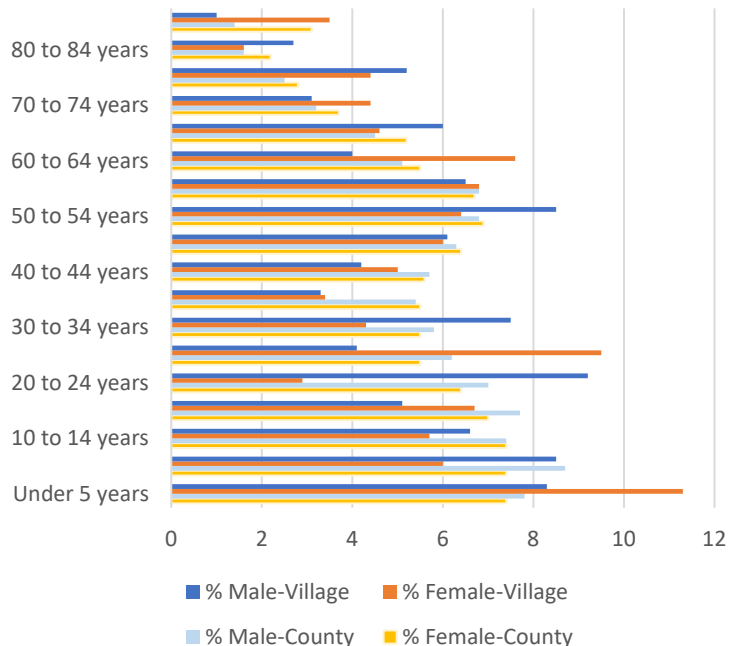
<sup>6</sup>The U.S. Census does not ask individuals about their immigration status.

Layout and format of this data presentation is updated from Hudson Valley

Percent Population by Race & Ethnicity<sup>1</sup>



Share of Population by Age and Sex, Village and County<sup>2</sup>



Place of Birth<sup>2,6</sup>





# Village of Chestnut Ridge Housing

## Housing Analysis

Owner-occupied units make up a majority of the Village's housing stock. Approximately, 90% of homes are owner-occupied, compared to just 66% within Rockland County. Median home value rose significantly since 2000 by \$132,000. The majority of the housing stock was constructed prior to 1980 with little recent development since 2009. Home values are most commonly found in the \$300,000 to \$500,000 price range, with only 6% of homes valued under \$300,000. Affordability is a problem, with 42% of renters facing a "severely unaffordable cost burden," paying more than 50% of their income.

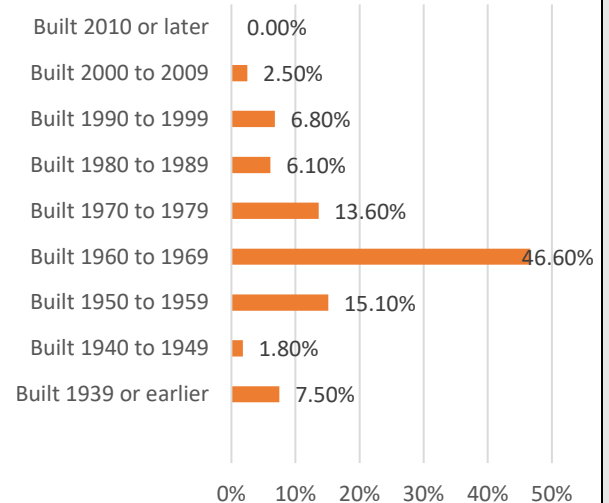
### Notes:

<sup>1</sup>Source: ESRI Business Analyst 2018 Estimates

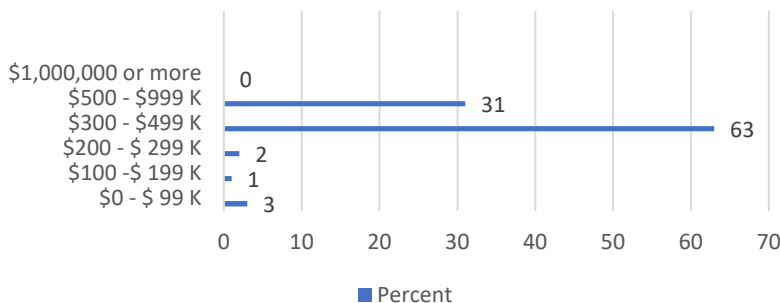
<sup>2</sup>Source: U.S. American Community Survey 2017 Estimates

<sup>3</sup>Source: U.S. Department of Housing & Urban Development CHAS data 2018

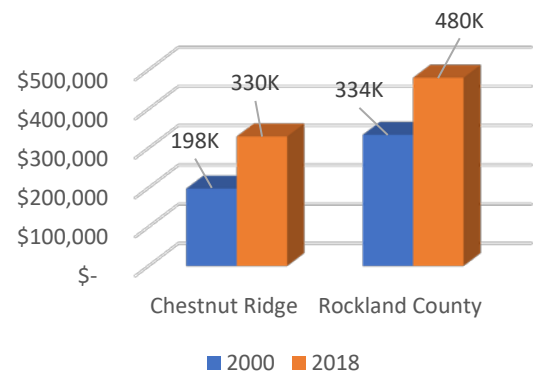
## Age of Housing Stock<sup>2</sup>



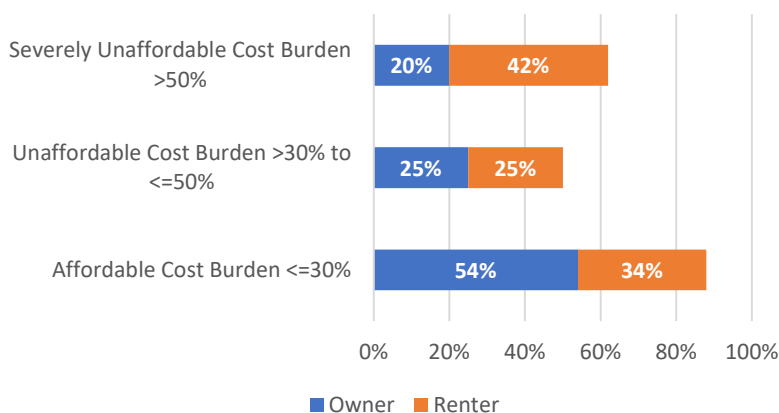
## Home Values<sup>2</sup>



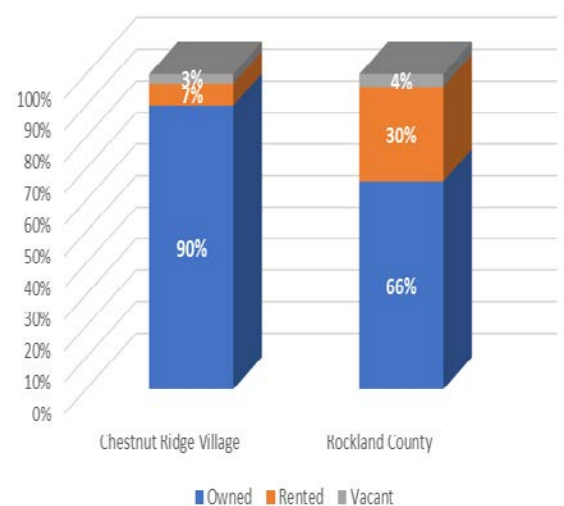
## Median Home Value<sup>1</sup>



## Housing Affordability Based on Cost Burden (% of Income Towards Housing)<sup>3</sup>



## Housing Occupancy<sup>1</sup>



# Village of Chestnut Ridge Economy

## Economy Analysis

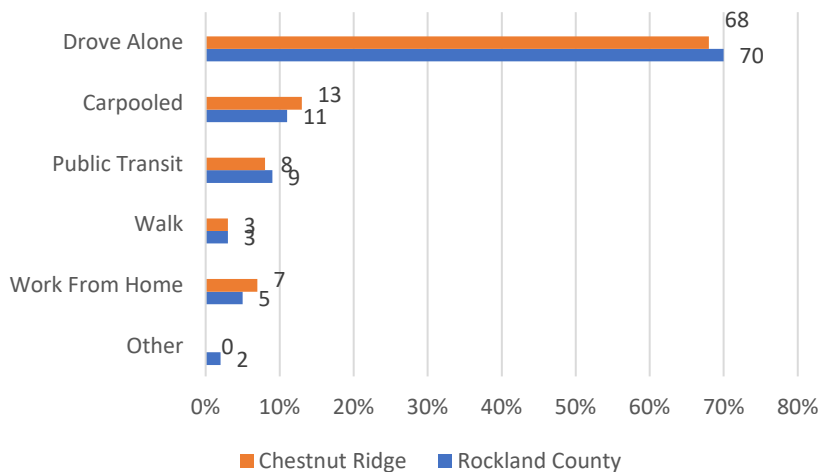
The number of employed residents has increased slightly since 2012. "Education services, health care and social assistance" is by far the largest employment sector for residents. Unemployment rates have stayed the same, hovering at around 4% during this time. There has been a sharp decrease in construction occupations as well as modest decreases in manufacturing and finance, insurance, and real estate. 82% of residents commute by car, including 13% who carpool. 8% of residents take public transit, while 4% use "other" means. Just over 7% of residents work from home.

### Notes:

<sup>1</sup>Source: ESRI Business Analyst 2018 Estimates

<sup>2</sup>Source: U.S. American Community Survey 2017 Estimates

## Means of Travel to Work<sup>2</sup>



**15%** of Residents Work in Chestnut Ridge (including 7% from home)

**55%** of Residents Work in Rockland County

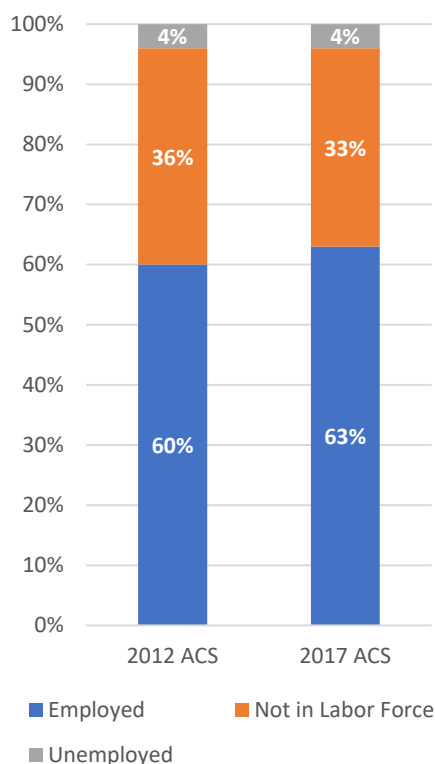
**29%** of Residents Work Outside of Rockland County

**15%** of Residents Work Outside of New York State

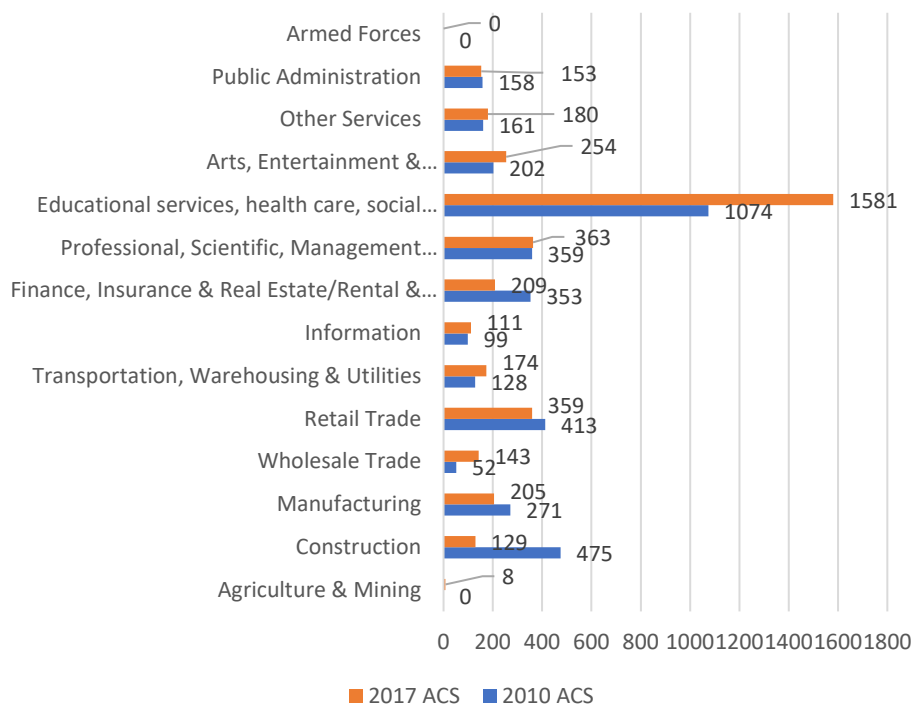
Avg. Commute Time – Village Residents = **31 Minutes**

Avg. Commute Time – County Residents = **25 minutes**

## Employment<sup>2</sup>

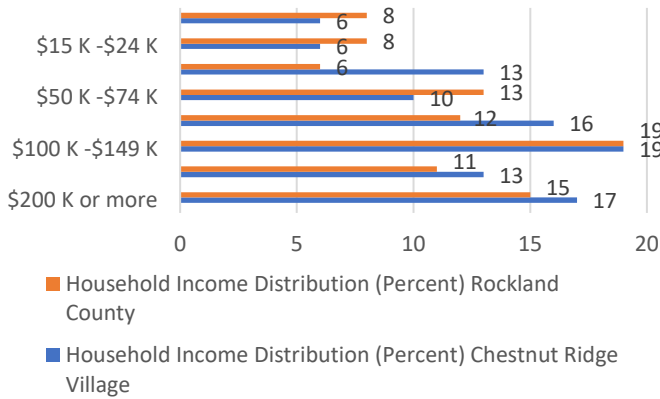


## Employment by Industry of Chestnut Ridge Village Residents<sup>2</sup>

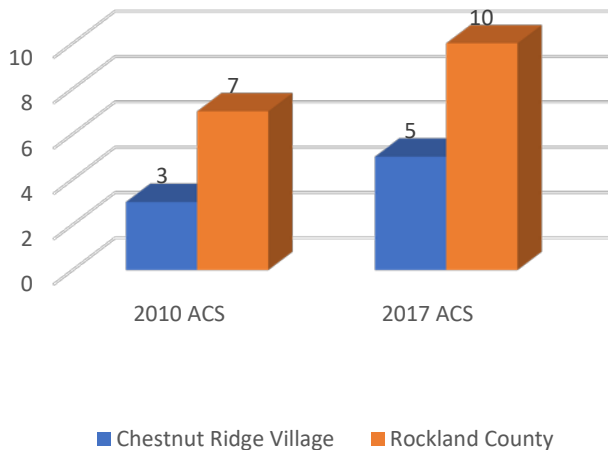


## Village of Chestnut Ridge Income and Poverty

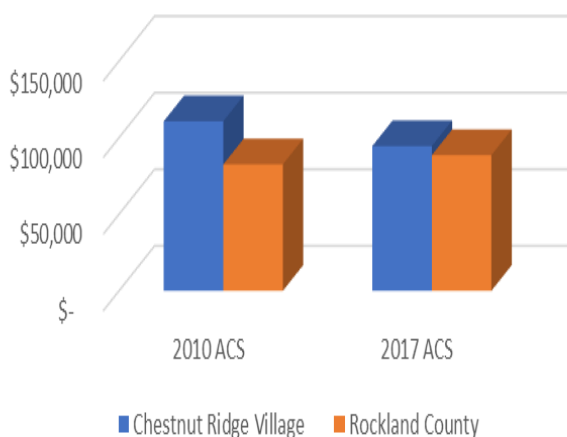
### Household Income Distribution<sup>2</sup>



### Percent of Families Below Poverty Line<sup>2</sup>



### Median Household Income<sup>2</sup>



### Income and Poverty Analysis

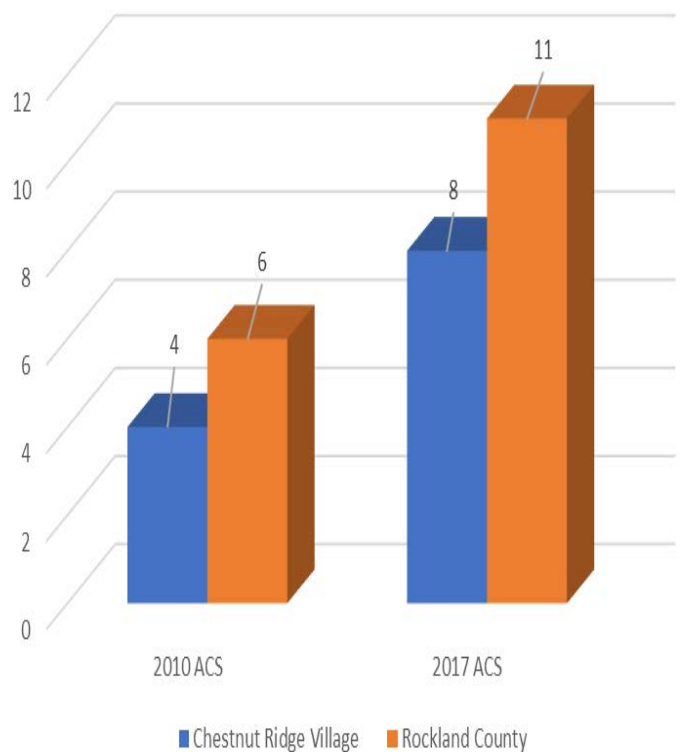
Since 2010, Chestnut Ridge's median household income has declined by \$16,000 or 14%. In contrast Rockland County saw an increase of 7% in median household income during this same time. However, Chestnut Ridge's median household income still is higher than the County median (\$94,464 compared to \$88,571). Almost half (49%) of Village households earn greater than \$100,000 while 24% earn \$50,000 or less. Nearly 31% of households at the County level earn \$50,000 or less. The share of households receiving SNAP Food Assistance benefits has risen during this same period from 4% to 8% and a similar increase was also noted within Rockland County. To qualify for SNAP, a household must have an income below 130% of the FPL.

#### Notes:

<sup>1</sup>Source: ESRI Business Analyst 2018 Estimates

<sup>2</sup>Source: U.S. American Community Survey 2017 Estimates

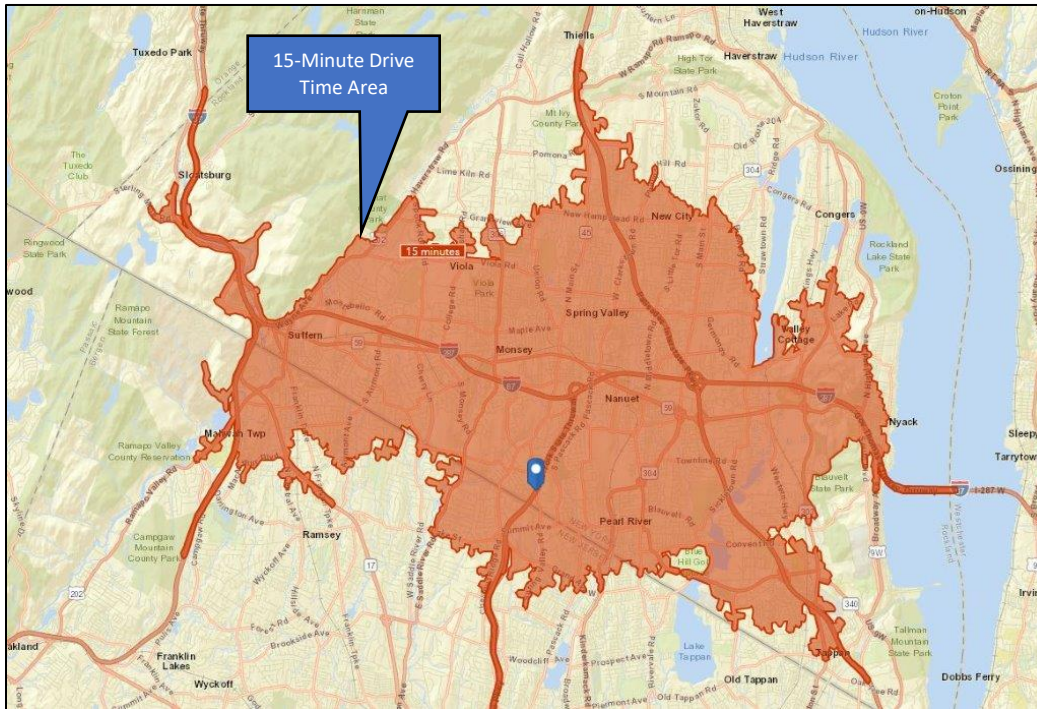
### Percent of Households Receiving SNAP<sup>2</sup>





### 2.2.2. ESRI Community Analyst Software

ESRI Community Analyst Software was utilized to review the population and income data of persons within Chestnut Ridge Village, as well as within a 15-minute drive from the center of the Red Schoolhouse Road corridor, at the intersection of Summit and Red Schoolhouse Roads marked by the blue tag below. The 15-minute drive time area is shaded in red below, with key demographic results in Table 2-1, and with full results available in Appendix A. Note that this analysis was run in 2017.



**Table 2-1: Community Demographics – ESRI Business Analyst (2017)**

| Estimates               | Village   | Within a 15-Minute Drive to the Center of the Corridor |
|-------------------------|-----------|--|
| Population              | 8,121*    | 315,030  |
| Median Household Income | \$112,795 | \$98,402   |
| Average Home Value      | \$517,901 | \$572,092  |
| Per Capita Income       | \$45,883  | \$43,133   |
| Median Age              | 45.6      | 37.9   |

\*2020 Census Population = 10,505

## 2.3. LAND USE, ZONING

### 2.3.1. Existing Land Uses

A map of existing land uses in the Village is shown in Map 2. The acreage of existing land uses in the Village can be broken down as follows:



**Table 2-2: Existing Land Uses**

| Land Use                            | Acreage      |
|-------------------------------------|--------------|
| Single Family Residential           | 1,612        |
| Two Family Residential              | 19           |
| Multifamily Residential             | 113          |
| Commercial Uses                     | 45           |
| Mixed-Use (Comm/Res)                | 3            |
| Institutional/Quasi-Public          | 270          |
| Office                              | 45           |
| Industrial                          | 101          |
| Local Parks/Open Space              | 89           |
| Agriculture                         | 115          |
| Utilities/Parking lots              | 13           |
| Vacant                              | 270          |
| <b>Total of All Village Parcels</b> | <b>2,695</b> |

### 2.3.2. Existing Zoning Districts

A map of the existing zoning districts in the Village is shown in Map 3.

- NS – Neighborhood Shopping
- PI – Planned Industry
- PO – Planned Office
- PO-R – Planned Office R
- R-15 - Low Density Residential (15k sf)
- R-25 – Low Density Residential (25k sf)
- R-35 – Low Density Residential (35k sf)
- R-40 – Low Density Residential (40k sf)
- RR-50 – Rural Residential (50k sf)
- LO – Laboratory Office
- RS – National and Regional Retail
- RSH – Special Housing Residential

The table on the next page summarizes the permitted uses and basic space and bulk requirements for each district. For full requirements, see the Village Zoning Law.

**Table 2-3: Non-Residential and Residential Districts - Permitted Uses and Base Space and Bulk Requirements**

| NON-RESIDENTIAL DISTRICTS        |   |  |  |   |                             |
|----------------------------------|---|--|--|---|-----------------------------|
| District                         | Uses by Right   | Conditional Uses   | Uses by Special Permit   | Additional Requirements   | Space and Bulk Requirements |
| NS<br>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> <li>Community Place of Worship</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<br>FAR 0.40     |
| PI<br>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<br>FAR 0.40     |
| PO<br>Planned Office             | <ul style="list-style-type: none"> <li>Office bldgs.</li> <li>Libraries, Museums, Art Galleries</li> </ul>  | <ul style="list-style-type: none"> <li>Funeral Chapels</li> <li>Banks</li> <li>Animal Hospitals</li> </ul>   | <ul style="list-style-type: none"> <li>Restaurants</li> <li>Volunteer Ambulance</li> <li>Community Place of Worship</li> </ul>   | <ul style="list-style-type: none"> <li>50-foot buffer to residential district</li> <li>Enclosed in bldgs.</li> </ul>  | Min lot 20K<br>FAR 0.40     |
| PO-R<br>Planned Office R         | <ul style="list-style-type: none"> <li>Office bldgs.</li> <li>Libraries, Museums, Art Galleries</li> </ul>  | <ul style="list-style-type: none"> <li>Funeral Chapels</li> <li>Banks</li> <li>Animal Hospitals</li> </ul>   | <ul style="list-style-type: none"> <li>Restaurants</li> <li>Volunteer Ambulance</li> <li>Community Place of Worship</li> </ul>   | <ul style="list-style-type: none"> <li>50-foot buffer to residential district</li> <li>Enclosed in bldgs.</li> </ul>  | Min lot 20K<br>FAR 0.40     |
| LO<br>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<br>FAR 0.40     |
| RS<br>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> <li>Community Place of Worship</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<br>FAR 22.0   |

| RESIDENTIAL DISTRICTS           |   |   |  |                            |                             |
|---------------------------------|---|---|--|----------------------------|-----------------------------|
| District                        | Uses by Right   | Conditional Uses  | Uses by Special Permit   | Additional Requirements    | Space and Bulk Requirements |
| R-15                            | <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>Nursery schools, home offices</li> <li>Libraries</li> <li>Density zoning residences</li> <li>Two Family Detached Residences</li> <li>1 Family semi-attached Residences</li> <li>Residential Gathering Places</li> <li>Neighborhood Place of Worship</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> <li>Community Place of Worship</li> </ul> | Buffers for nonresidential | Min lot 15K<br>FAR 0.25     |
| R-25<br>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> <li>Residential Gathering Places</li> <li>Neighborhood Place of Worship</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> <li>Community Place of Worship</li> </ul> | Buffers for nonresidential | Min lot 25K<br>FAR 0.20     |
| R-35<br>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>Residential Gathering Places</li> <li>Neighborhood Place of Worship</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> <li>Community Place of Worship</li> </ul> | Buffers for nonresidential | Min lot 35K<br>FAR 0.20     |
| R-40<br>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>Residential Gathering Places</li> <li>Neighborhood Place of Worship</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> <li>Community Place of Worship</li> </ul> | Buffers for nonresidential | Min. lot 40K<br>FAR 0.20    |

| RESIDENTIAL DISTRICTS                    |   |   |  |                            |                             |
|--|---|---|--|----------------------------|-----------------------------|
| District                                 | Uses by Right   | Conditional Uses  | Uses by Special Permit   | Additional Requirements    | Space and Bulk Requirements |
| District                                 | Uses by Right   | Conditional Uses  | Uses by Special Permit   | Additional Requirements    | Space and Bulk Requirements |
| RR-50                                    | <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> <li>•</li> <li>• Residential Gathering Places</li> <li>• Neighborhood Place of Worship</li> </ul> | <ul style="list-style-type: none"> <li>• Community Place of Worship</li> </ul>   |                            | Min lot 50K<br>FAR 0.20     |
| RSH<br>Special<br>Housing<br>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> <li>• Community Place of Worship</li> </ul> | Buffers for nonresidential | Min lot 4 ac<br>FAR 0.30    |

### 2.3.3. Issues when Comparing Existing Land Uses to Existing Zoning

#### 2.3.3.1. Nonconforming Residential Lot Sizes

The major problem identified when analyzing the existing pattern of development against the requirements of the existing zoning code, is that a major portion of the residential lots in the Village are nonconforming with respect to their required minimum lot size. Quite simply, 58% residential lot sizes in the Village are smaller than they are required to be (see Map 4, Analysis of Nonconforming Residential Lots Below Required Minimum Lot Size, as well as Table 2-4 below).

**Table 2-4: Analysis of Residentially Zoned Lots below the Minimum Lot Size**

| Residential Zoning District | Total Residential Lots in District | Residential Lots above Minimum Lot Area | Residential Lots below Minimum Lot Area | Percent of Total Residential Lots Below Minimum Lot Area |
|-----------------------------|------------------------------------|---|---|--|
| R-15                        | 87                                 | 32                                      | 55                                      | 63%  |
| R-25                        | 1267                               | 690                                     | 577                                     | 46%  |
| R-35                        | 966                                | 272                                     | 694                                     | 72%  |
| R-40                        | 44                                 | 31                                      | 13                                      | 30%  |
| RR-50                       | 181                                | 54                                      | 127                                     | 70%  |
| <b>Total</b>                | <b>2545</b>                        | <b>1079</b>                             | <b>1466</b>                             | <b>58%</b>   |

#### 2.3.3.2. Underutilization of the Laboratory Office Zoning District

Another issue identified when comparing existing land uses with the existing zoning, is that the Laboratory Office zone appears to be underutilized. The regional demand for the development of such building types appears to be limited, and parcels zoned LO in areas with excellent transportation access have remained vacant for many years.

#### 2.3.3.3. Underutilization of the RS, National & Regional Retail Shopping Zoning District

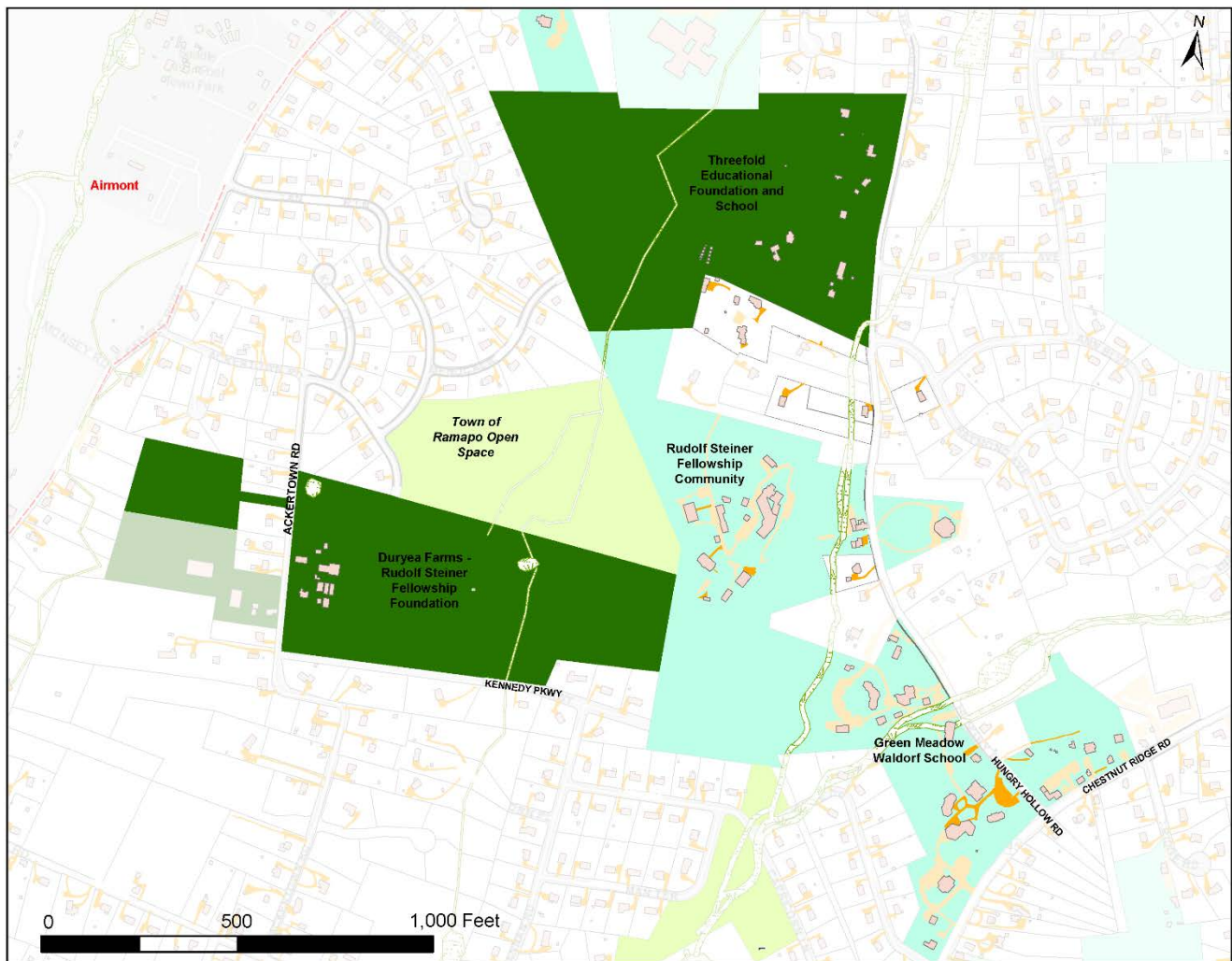
The RS zone on the west side of Red Schoolhouse Road on the also appears to be underutilized. Several shopping center proposals have fallen through, and regional demand for this type of development also appears to be limited, and these parcels have never been redeveloped as the Village had hoped.

#### 2.3.3.4. Housing and Accessory Uses for the Green Meadow Waldorf School/Duryea Farm/Threefold Foundation Campus Constrained by Current Zoning

The Green Meadow School and the Threefold Foundation operate an extensive private school campus at the center of the Village. For the population they serve these organizations also provide a cooperative food market, a café, teacher training institutes, an alternative medical practice, housing for faculty and staff, worship space,



and group living quarters known as “The Fellowship.” See the figure below showing the extensive campus found at the center of the Village.



The foundation operates the following programs (text excerpted from <https://threefold.org>):

- **Green Meadow Waldorf School** - A different kind of private school, Green Meadow Waldorf School strives to create a social, cultural, and learning environment that recognizes the child’s spiritual freedom and growth. Inspired by Rudolf Steiner’s insights into human development, Green Meadow nurtures the physical, emotional, and intellectual capacities of the growing child through a developmentally appropriate curriculum.
- **Otto Specht School** - At the Otto Specht School, we work to discover each child’s path to lifelong learning, offering a variety of educational programs designed to meet the needs of students with developmental delays, social and sensory sensitivities, and learning challenges.
- **Sunbridge Institute** - Sunbridge Institute, an independent, not-for-profit adult learning community, offers world-renowned Waldorf teacher education programs, along with professional development and general

interest courses and workshops on Waldorf Education, Waldorf teaching, organizational leadership, and the arts.

- **The Pfeiffer Center** - The Pfeiffer Center practices, teaches, and promotes biodynamics through courses, workshops, and internships for all levels of experience and interest. The ongoing work of developing a biodynamic farm individuality in the northern suburbs of New York City is the foundation for our educational programming.
- **Eurythmy Spring Valley** - Eurythmy Spring Valley is comprised of the internationally known performing Ensemble and the highly respected School of Eurythmy, which offers both full-time and part-time training leading to a variety of careers in eurythmy and the potential to earn a diploma recognized by the Association of Eurythmy Trainings in Dornach, Switzerland.
- **Fiber Craft Studio** - The Fiber Craft Studio, formerly the Craft Studio of Sunbridge College, has evolved over the course of 20 years serving the students at the college and offering courses and workshops open to the public.
- **Threefold Café** - Threefold Cafe is a dynamic natural foods cafe adjacent to the campus of the Green Meadow Waldorf School. We strive to provide tasty, nutritious, made-from-scratch wholesome food that is sourced as locally as possible.
- **Hungry Hollow Co-op** - The Hungry Hollow Co-op Natural Foods Market was established in 1973 as a buying club by parents at Green Meadow Waldorf School. In 1993 the Co-op moved to its present location and has become the local “corner grocery store,” open to the public seven days a week. The Co-op hosts educational workshops, seeks to develop sources for local and Biodynamically grown produce, and strives to conduct business in an environmentally and socially responsible manner.
- **Hand & Hoe / Meadow Lark Store** - The Hand and Hoe is the Fellowship Community’s organic cafe and hand-crafted merchandise emporium, selling goods from across the Threefold Community. We offer organic products from both the Pfeiffer Center and our own biodynamic fields, as well as milk from our own dairy! Our cafe serves delicious organic foods including soups, salads, pizza, and ice cream. Our store is stocked full of hand-dipped candles, books printed on our presses, home-made bread, crystals of varying kinds, and more!
- **The Fellowship Community** - Founded in 1966, The Fellowship is an intentional community of all ages, centered on the care of the elderly and based on anthroposophy. About 150 elderly persons, children and coworkers live in a rural setting of farm, woods, and orchards. The Fellowship Community operates the Duryea farm, a mixed vegetable production which also includes an apple orchard, dairy herd and on-farm dairy.
- **Anthroposophic Medical Associates** - Our doctors practice an integrative medical approach to healing inspired by the research of Dr. Rudolf Steiner, utilizing the best of conventional medicine and non-traditional healing arts such as mental health counseling, Rhythmical Massage, Alexander Technique, Spatial Dynamics, Therapeutic Eurythmy.
- **The Nature Place Day Camp** - A non-competitive, nature-oriented summer camp for boys and girls ages 4-16. The joy, magic, and wonder of reconnecting with our earth are inherent in all of its activities, be they

games, gardening, hiking, camping, archery, swim instruction, canoeing, cooking, storytelling, earth art, nature explorations, animal care, music, drama and more.

- **The Christian Community** - The Christian Community church in Chestnut Ridge/Spring Valley is part of an international movement for the renewal of religion, founded in 1922 in Switzerland by the eminent Lutheran theologian and minister Friedrich Rittlemeyer with the help of Rudolf Steiner. Services for children and adults are held on Sundays and weekdays throughout the year, with many special festivals and events as well. A three-week sleep-away camp for children is also held each August.
- **Steiner School of Speech Arts** - Our mission is to develop free and truthful expression in which the inner life connects with living language to expand the power of communication. Steiner School of Speech Arts is an innovative initiative offering an in-depth overview foundation year as well as a full four-year training in speech arts. We also host a variety of inspiring weekend workshops throughout the year.

The current rural residential zoning is inadequate for the foundation and school to update and expand its facilities, without the need for extensive variances for any steps taken. The organization has asked for its needs to be considered for zoning more compatible with its operations, when comprehensive plan recommendations and new zoning are formulated. The need for staff housing and living facilities for the Fellowship Community are particularly acute and are not at all addressed in the current standards and permitted uses of the RR-50 District where these facilities are located. Over the previous decades, as the Green Meadow School and the Threefold Foundation have added or modified buildings or constructed staff housing and supportive housing for elderly residents, numerous variances have been needed which required lengthy and costly proceeding before the Zoning Board of Appeals.

#### 2.3.4. Places of Worship and Residential Gathering Places

In early 2019, the Village Board of Trustees adopted a local law to enact standards for residential gathering places and places of worship in residential neighborhood. Since adoption, about a half dozen places of worship have applied to the Planning Board to go through the special use and site plan procedures to establish these uses in a manner, balancing the rights of citizens to establish such uses, with the desires of the surrounding neighbor who desire that all possible negative impacts would be investigated and mitigated during the review process.

This Plan does not currently recommend any changes to these standards. However, in accordance with prudent planning practices, the Village should from time to time review these standards to ensure that they continue to satisfy the needs of the community into the future, and to amend the standards as necessary if and when appropriate.

#### 2.3.5. Schools

Currently, the Village zoning code requires a minimum of 10 acres of land for a school of general or religious instruction. This Plan does not currently recommend any changes to these standards. However, it has been noted that this requirement has created difficulty in finding sites in the Village for smaller neighborhood-sized school facilities. In accordance with prudent planning practices, the Village should from time to time review



these standards to ensure that they continue to satisfy the needs of the community into the future, and to amend the standards as necessary if and when appropriate.

### **2.3.6. Accessory Dwelling Units**

Nationally, a trend is emerging to allow the creation “by right” of accessory dwelling units at single-family homes. This Plan does not currently recommend any changes to allow accessory dwelling units. In accordance with prudent planning practices, the Village should from time to time review this issue as necessary, if and when appropriate.

## **2.4. NATURAL RESOURCES INVENTORY AND ANALYSIS**

### **2.4.1. Topography and Soils**

According to the Rockland County Soil Survey compiled by the U.S. Department of Agriculture, the Village’s terrain can be generally characterized as gently to steeply sloped topography. Approximately 65 percent of the Village has slopes between 3 and 8 percent, 28 percent has slopes between 8 to 15 percent and only approximately 7 percent of the Village has slopes of greater than 15 percent. Elevations in the Village range from 310 feet to 550 feet. Slopes as well as ponds and lakes are depicted in Maps 5 and 6.

The soils most common in Chestnut Ridge are classified as Wethersfield Series consisting of very deep, well drained soils formed in reddish glacial till derived mainly from Triassic sandstone, shale, and conglomerates. The soils are typically found on smooth ridges on uplands. Slopes range from 3 to 25 percent. Wethersfield soils are very deep and well drained with a dense substratum. Permeability is moderate in the upper part and slow to very slow in the lower part. The depth to water level below land surface ranges from 7 feet in the southeast to 140 feet in the northeast from January to April.

The soil series component most common (comprising approximately 30% of the soils in the Village) is WeB-Westersfield gravelly silt loam, 3 to 8 percent slopes which has a farmland classification of “Prime” and “no” hydric soil rating. Hydric soils are indicators of wetlands. Slopes and shallowness to bedrock are the main development limitations of Wethersfield soils.

### **2.4.2. Geology**

The Village occurs in the glaciated portion of the Newark Basin of the Piedmont Province of North America. As such, it is underlain by geologic materials ranging in age from youngest to oldest of about 10,000 to 300 million years old. The breaking point for these geologic deposits was some point between 4.2 and 4.9 million years ago.

The younger geologic materials were deposited by glacial ice which invaded the area starting about 30,000 years ago from the north, and that subsequently retreated from the area about 12,000 years ago. These materials consist primarily of clay through boulder-size unconsolidated deposits that were derived through erosion of overburden and bedrock occurring in areas to the north of the Village. These deposits are primarily classified as “till” and “stratified drift”, which reflect the nature of their placement by either glacial ice or meltwater



emanating from the glacial ice, respectively. The movement of the glaciers through the area, not only resulted in the deposition of these unconsolidated materials, but also helped shape the local topography, by scouring bedrock surfaces and filling in low-lying areas. The glacial deposits comprise the majority of the parent materials for the naturally occurring overlying soils in the Village, which consists of organic material and the split zones.

The Village is located in the southeast portion of New York State in the south part of Rockland County. This portion of New York lies within the New England Upland - Hudson Highlands Physiographic Province. The New England Upland is actually a division of the Appalachian Highlands. This region of Rockland County is also known as the Reading Prong of the New England Upland. The Reading Prong includes not only the Hudson Highlands but also the New Jersey (in New Jersey), Housatonic (in Connecticut), and Berkshire (in Massachusetts) Highlands. The prong forms a low, but rugged mountain range consisting primarily of metamorphic rock of Proterozoic and deformed during the Grenville Orogeny. Many of these rocks are rich in uranium and may therefore release high levels of radon.

### 2.4.3. Surface Water

The naturally occurring topography or land surface of the Village is primarily reflective of the underlying geologic formations and the processes responsible for their occurrence. Being occupied by some of the higher elevation areas (in excess of 500 feet above mean sea level) in the Piedmont Province of Rockland County, all of the land in the Village is located within two watersheds: the Saddle River and the Hackensack River. Within each are two sub-watersheds: the Upper Saddle River and the Pascack Brook. Streams include the Hungry Hollow Brook, Pine Brook, and the Pascack Brook. All of the corresponding streams flow south into Bergen County, New Jersey.

Water in the streams and wetlands occurring in the Village is derived from precipitation runoff and natural ground-water discharge ("base flow"). As such, local land use can affect the quantity and quality of water in these resources.

Currently, the conditions of the central and major watershed in the Village - Saddle River and its tributaries are generally of good quality. Aquatic life in Saddle River, however, is known to experience minor impacts. These impacts are thought to be the result of nutrient loadings and other pollutants from municipal/industrial inputs and nonpoint urban runoff.

The NYS Department of Environmental Conservation (NYS DEC) indicates the best use for streams based on letter classifications. Stream use is correlated with water quality, where the ability for use as drinking water or contact recreation (Class A, AA), such as swimming, is high quality water, whereas waters classified as D (use for fishing but will not support fish reproduction) may have high levels of pollutant inputs or be particularly sensitive to pollutant inputs. Classifications include:

- A, AA, A-S and AA-S: best usage for a source of drinking water, swimming and other recreation, and fishing.
- Classification B: best usage for swimming and other recreation, and fishing.
- Classification C: best usage for fishing.
- Classification D: best usage for fishing, but these waters will not support fish propagation.





## Water Quality Sampling

A biological (macroinvertebrate) assessment of Saddle River just across the state line in Upper Saddle River, New Jersey (at Lake Road) was conducted in 2002. Sampling results indicated slightly impacted water quality conditions. The fauna was heavily dominated by facultative filter-feeding midges and caddisflies. Municipal/industrial sources were identified as the most likely influence on the sample. (DEC/DOW, BWAM/SBU, June 2005)

*Segment Description.* This segment includes the length of Pine Brook (-6), Saddle River (-7) and West Branch Saddle River (-8), within NYS, and all tributaries. The waters of the stream are primarily Class C, with the lower 100 feet designated Class A(TS). Tributaries to this reach/segment are also primarily Class C.

The other subwatershed in the Village is the Pascack Brook, situated in the eastern portion of the Village. The latest NYSDEC Water Quality Assessment Report in 2022 shows that Pascack Brook and its tributaries, which were previously considered as impaired, are recommended to be removed from the list of impaired water bodies due to flaws in the original analysis.<sup>1</sup> The Pascack Brook is the only county-regulated stream located within the boundary of the Village of Chestnut Ridge.

This Plan has not included any new, more recent water quality assessments, nor are any specific water quality improvement recommendations specified. This has been noted as an area for future study in section 6.1.5.

### 2.4.4. Ground Water

The main aquifer underlying the Village and tapped by many private and public wells consists of the sedimentary bedrock units (shale, sandstone, and conglomerate) of the Brunswick Formation, which generally underlie all of the unconsolidated materials occurring in the Village. This “rock” aquifer relies primarily on precipitation infiltration both directly and through the overburden, accumulated storm-water runoff (e.g., floodplains and local wetlands), and man-made features (e.g., dry wells and septic systems) originating within the County and the Village for recharge.

Recharge to the aquifer underlying the Village is derived from infiltration of precipitation and runoff and constitutes a fraction of overall amount of ground-water recharge. Ground-water recharge consists of the amount of precipitation and storm water runoff which infiltrates below the “root zone” of the local vegetation. Some of the ground-water recharge will move laterally through the local geologic formations and possibly “daylight” in local wetlands and surface-water bodies (“base flow”), while some will continue vertically downward until it is realized as “aquifer recharge.” As a result, generally only a fraction of ground-water recharge is available as aquifer recharge. Previous studies by the County indicate that average recharge rate for

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<sup>1</sup>[https://www.dec.ny.gov/fs/docs/spreadsheets/Draft\\_2020\\_2022\\_Section\\_303d\\_List.xlsx0015&p\\_cycle=2012&p\\_state=NY&p\\_report\\_type=A](https://www.dec.ny.gov/fs/docs/spreadsheets/Draft_2020_2022_Section_303d_List.xlsx0015&p_cycle=2012&p_state=NY&p_report_type=A)

the bedrock aquifer underlying the Village is about 200,000 gallons per day per square mile (gpd/mi<sup>2</sup>). This reported value is based on “average” hydrologic conditions (normal precipitation amounts and patterns), and reflective of the land usage (e.g., amounts of impervious surface and storm water management techniques) existing at the time of the evaluations. Consequently, variations in hydrologic conditions and future development in the Village can affect local ground-water recharge which in turn can affect local aquifer recharge.

The amount of ground-water recharge available in a particular area is dependent on several factors. One of the more important determining factors is the prevailing land use and land cover (LULC). Another important factor controlling ground-water recharge is the type of soil underlying an area. The type of soil controls in part the ability of precipitation runoff to infiltrate beyond the root zone of the local vegetation and into the underlying geologic formations. Besides the LULC and soil type, the amount of ground-water recharge available for a particular area is also dependent on the local climate. The climate reflects the average annual precipitation, temperature, and wind velocity for a particular area, which when considered together can control the amount of precipitation that is ‘not available as ground-water recharge due to its loss to evaporation and plant transpiration processes (i.e., evapotranspiration).

#### 2.4.5. FEMA Flood Zones & NWI Wetlands

The Federal Emergency Management Agency (FEMA) has developed advisory flood maps, or Advisory Base Flood Elevation (ABFE) maps. See Map 6. According to FEMA:

*“Following large storms, such as Hurricane Sandy, FEMA performs an assessment to determine whether the 1% annual chance flood event, shown on the effective FIRMs [Flood Insurance Rate Maps] adequately reflects the current flood hazard. In some cases, due to the age of the analysis and the science used to develop the effective FIRMs, FEMA determines there is a need to produce ABFEs...ABFE maps were developed for the New Jersey/New York coastal region following Hurricane Sandy because in some cases, the effective FIRMs were more than 25 years old and did not accurately reflect coastal flood hazards in the area.”*

The following definitions are required to interpret the FEMA Advisory Base Flood Elevation maps:

- Zone A: Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zone AE: Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zone X: Areas of moderate flood hazard, also known as the 0.2-percent-annual-chance, or 500-year flood area.



Wetlands are present throughout the Village as indicated in Map 6. There are three levels of wetland protection: national, state and village. The U.S. Army Corps of Engineers is responsible for regulating national wetlands, and issues permits for regulated activities under Section 404 of the Clean Water Act, which regulates the disposal of dredged or fill material into waters of the United States. Wetlands over 12.4 acres in size are mapped and protected by the (New York State Department of Environmental Conservation (NYSDEC). The only NYSDEC designated wetlands within the Village is in the northeast, in an area east of Pine Brook and south of the New York State Thruway identified on the State Freshwater Wetland Map as: PR-2, Wetland Class: 2, Wetland Size (Acres): 21.6.

#### 2.4.6. Stormwater Management

Stormwater discharges are generated by precipitation and runoff from land, pavement, building rooftops, and other impervious surfaces. Under the National Pollution Discharge Elimination System (NPDES) stormwater program operators of large, medium, and regulated municipal separate storm sewer systems (MS4s) are required to obtain an NPDES permit. A sub-set of small MS4s, referred to as “regulated” small MS4s, are covered by the Federal stormwater regulations. A small MS4 can be designated as a regulated MS4 through automatic designation by EPA or by meeting designation criteria developed by the NPDES permitting authority, the New York State Department of Environmental Conservation (DEC) in New York State. DEC has designated the Village of Chestnut Ridge as an Automatic MS4. MS4s located wholly or partially within the Automatically Designated Urbanized Areas or the New York State Additionally Designated Areas are required to develop Phase II stormwater programs for that portion of the MS4 located within the regulated area.

The Village of Chestnut Ridge had joined the Stormwater Consortium, those municipal separate stormwater system municipalities within Rockland County who together with Cornell Cooperative Extension have implemented the regulation of non-stormwater discharges to the municipal separate storm sewer system. This law establishes methods for controlling the introduction of pollutants into the MS4 in order to comply with requirements of the SPDES General Permit for Municipal Separate Storm Sewer Systems.

#### 2.4.7. Water Supply

Water in the Village is primarily supplied by a series of wells and surface water resources throughout Rockland County, piped and maintained by Suez New York (formerly United Water). In a few instances, water is supplied by individual private wells. Suez New York supplies water to approximately 90 percent of Rockland County, with the remainder provided by smaller companies and individual private wells.<sup>2</sup> Due to the interconnectivity in municipal water service the Rockland County Health Department (RCDOH) has taken a lead role in determining the availability of this resource. In 2015 the Public Service Commission ordered Suez (the United Water) to work with a County Task Force on Water Resources Management in response to long term water supply strategies. The Task Force commissioned a study titled Water Losses and Customer Water Use in the United Water New York System which found that water demand in the utility’s service area has been largely flat since 2000 despite a growing population, and that an estimated 2-3 million gallons per day of leakage exists within the system. The

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<sup>2</sup> Amy Vickers & Associates, Inc. *Water Losses and Customer Water Use in The United Water New York System*. Prepared for Rockland County Task Force on Water Resources Management. July 2015.

report concludes that improvements to service as well as user conservation and green infrastructure practices would drive down water demands while achieving increased water supply independence and prevent any need for increased capacity into the foreseeable future.

Since the resource is shared by all municipalities in the County, the Village of Chestnut Ridge does not have total control over the allotment of water that is available for any single municipality in the system, but it does have the ability to encourage residents to conserve, and businesses to utilize green infrastructure measures.

Wells derives its supply from ground-water resources in the Village and as such can potentially be impacted by local changes in recharge and water quality. As such, hydrologic and land use changes which affect recharge mechanisms available to these sources can impact the quantity of supply available. Given this relationship, the potential impacts of current zoning and future land use changes on ground-water recharge should be considered relative to Village land use ordinances. Specifically, ordinances geared towards maintaining and/or enhancing ground-water recharge (i.e., 0% loss of recharge) should be considered. These can include the use of storm water recharge basins, promotion of pervious surfaces and limitations on impervious surface areas associated with new and rebuilt construction.

#### **2.4.8. Water Protection**

Chestnut Ridge, like other surrounding municipalities, regulates development in and around its wetlands and water courses. Village Subdivision Regulations requires the Village Engineering Consultant to study the effect of each subdivision on existing downstream drainage facilities outside the area of the subdivision. The county drainage study of May 1960, together with such other studies as shall be appropriate, shall serve as a guide to needed improvements. Where it is anticipated that the additional runoff incident to the development of the subdivision will overload an existing downstream drainage facility, the Planning Board may withhold approval of the subdivision until provision has been made for the improvement of said potential condition or, in the alternative, the developer may deposit in escrow the full cost of the required improvement of the said potential condition in such sum as the Planning Board shall determine. No subdivision shall be approved unless adequate drainage will be provided to an adequate drainage watercourse or facility therein on the Official Map.

The Rockland County (RC) Department of Health has established general groundwater protection zones (see RC Comprehensive Plan Figure 7.3) corresponding to the overall locations of wells as defined by the State Department of Health. To date, the County has not adopted legislation or implemented regulations for these zones, and may consider doing so in the future, as well as encouraging the municipalities to adopt groundwater protection laws. The County's Private Well Testing Law, Section 389-5 of the Laws of Rockland County, which is implemented by the County Health Department, does require the completion of a well-water test when any new individual well is constructed, when ownership of properties with an individual water supply well are transferred, and on a regular and ongoing basis for rental properties. The intent of this law is to protect the public health by ensuring that residents, whether owners or renters, are aware of the quality of their water. This law also has the secondary benefit of eventually allowing the County Health Department to locate all private water systems within Rockland because of the mandatory reporting requirement. As shown in Figure 7.3, there are three protections zones identified as 35, 71 and part of 73.



#### 2.4.9. Endangered Wildlife and Plants / Significant Natural Communities

The New York State Department of Environmental Conservation's Natural Heritage Program reported that there are no known occurrences of rare or state-listed animals, plants, or other significant habitats within the Village of Chestnut Ridge or in its immediate vicinity.<sup>3</sup>

#### 2.4.10. Critical Environmental Areas

Critical Environmental Areas are specific areas having "exceptional or unique character" (6NYCRR Part 617.14(g)). Designation of Critical Environmental Areas must follow a detailed process of boundary identification, public notice, public hearing, and notification to the NYSDEC and other review or regulatory agencies. To date no CEA's have been designated in the Village. The benefit of designating a Critical Environmental Area is to strengthen the SEQRA review of projects, which requires that the potential impact of a proposed action on the particular characteristics of the CEA be thoroughly evaluated.

#### 2.4.11. Environmental Cleanup/Brownfields

A number of brownfields are present in the Village. A brownfield site is any real property where a contaminant is present at levels exceeding the soil cleanup objectives or other health-based or environmental standards, criteria or guidance adopted by NYSDEC that are applicable based on the reasonably anticipated use of the property, in accordance with applicable regulations. Below is a list of Village sites listed by NYSDEC:

|  |                            |
|--|----------------------------|
| Site Name: Chestnut Ridge Village Park     | County: Rockland           |
| Site Code: B00037                          | Latitude: 41.08420248      |
| Program: Environmental Restoration Program | Longitude: -74.05567857    |
| DEC Region: 3                              | Site Type:                 |
| Address: 780 Chestnut Ridge Road           | Estimated Size: 0.55 Acres |
| City: Ramapo Zip: 10977-                   |                            |

#### Site Description

This is a 0.55-acre site formerly used as a gas station and automotive repair shop. It is owned by the Village and had been vacant since January 1995. Petroleum and VOCs contamination existed at the site. The site has been remediated. Asbestos abatement, building demolition and soil removal has been completed. A park has been built on the site.

#### Site Environmental Assessment

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<sup>3</sup> This information should not be substituted for on-site field surveys that may be required for individual project environmental impact assessment.

The primary contaminants of concern at the site include BTEX and PCE. The site has been remediated. Asbestos abatement, building demolition and soil removal has been completed.

**Site Health Assessment**

Petroleum and other automobile-related contamination has been detected on site as a result of past operational activities. Volatile organic compounds are present in the groundwater; however, the surrounding area is served by public water. The February 2001 ROD calls for the demolition of the on-site building and the excavation of contaminated soil, eliminating the potential for direct contact exposure. The NYSDOH and NYSDEC will be evaluating the need to conduct additional investigations to determine the potential for soil vapor intrusion into structures on or near the site.

|   |                         |            |
|---|-------------------------|------------|
| Site Name: Anthony & Sylvan Pools           | City: Chestnut Ridge    | Zip: 10977 |
| Site Code: V00166                           | County: Rockland        |            |
| Program: Voluntary Cleanup Program          | Latitude: 41.06625154   |            |
| Site Description: Description Not Available | Longitude: -74.05529427 |            |
| DEC Region: 3                               | Estimated Size: 0 Acres |            |
| Address: 267 Red Schoolhouse Road           |                         |            |

|   |                         |            |
|---|-------------------------|------------|
| Site Name: Yellow Freight System, inc.      | City: Chestnut Ridge    | Zip: 10977 |
| Site Code: V00165                           | County: Rockland        |            |
| Program: Voluntary Cleanup Program          | Latitude: 41.06714692   |            |
| Site Description: Description Not Available | Longitude: -74.05258894 |            |
| DEC Region: 3                               | Estimated Size: 0 Acres |            |
| Address: 250 Red Schoolhouse Road           |                         |            |

|   |                         |            |
|---|-------------------------|------------|
| Site Name: Church of the Presentation       | City: Chestnut Ridge    | Zip: 10977 |
| Site Code: V00164                           | County: Rockland        |            |
| Program: Voluntary Cleanup Program          | Latitude: 41.06653522   |            |
| Site Description: Description Not Available | Longitude: -74.05210961 |            |
| DEC Region: 3                               | Estimated Size: 0 Acres |            |
| Address: 264 Red School House Road          |                         |            |

**2.5. HISTORIC RESOURCES INVENTORY AND ANALYSIS**

**2.5.1. Overall Setting**

The Village of Chestnut Ridge is located along the southern boundary of Rockland County in New York State, within the scenic Hudson River Valley. Rockland, the smallest County in New York State outside of New York City, is approximately 176 square miles and is located on the west bank of the Hudson River approximately 33 miles north of New York City. The Village, which is approximately 4.9 square miles, is located in the Town of Ramapo, north of the state of New Jersey; east of Airmont; south of Spring Valley and west of Clarkstown.



Chestnut Ridge was incorporated as a village within the Town of Ramapo in 1986 in part to direct and control the intensity and types of land use allowed in the Village.

At the time of European contact and settlement, the Village and surrounding territory were probably occupied by the Tappans who were likely a subtribe of the Munsie speaking Lenni Lenape (Delaware) (Bolton 1975: map & chart; Ferdon 1986: 22; Bedell 1968: 27-30; Synder 1969:2). Indian trails entered Rockland County from New Jersey. The Assanpink Trail connected Trenton, New Jersey with Suffern in Rockland County (Synder 1969:2).

During the eighteenth century most of the inhabitants were engaged in growing maize, potatoes, cereals, fruit orchards and flax. Wool was sheared and spun, and hay was gathered (Bedell 1968: 54).

Currently the Village is characterized as having a rural and suburban feeling with residential, non-residential zones, retail locations, office zones and industrial areas. The two main commercial corridors running through the Village are Chestnut Ridge Road and Red School House Road, and there are multiple parcels of undeveloped land along those corridors which provide the opportunity for commercial and/or mixed-use development in the future. The Village Board has been cognizant of that development potential through its study of the Red School House Road Corridor and the developing this Comprehensive Plan.

### 2.5.2. Historic Setting

The Village of Chestnut Ridge has a number of older homes, buildings, and landscapes reminiscent of its agricultural heritage. These homes as well as outbuildings and other features provide the community with its own unique character and sense of place. Although there are no sites designated “historic” or “Scenic” within the Village, there is an awareness among residents as to this historic character as noted on the Village website.

### 2.5.3. Historic Landmarks and Places of Interest

- Little Red Schoolhouse Museum – 50 Schoolhouse Road, east of Route 45. Once a one-room schoolhouse, now a museum owned and operated by the east Ramapo Central School District. Built in 1890 and used until early 1970s when pre-kindergarten classes were held there.



### **Historic Red Schoolhouse**

- Duryea Farm of the Fellowship Education Foundation (Fellowship Community) – 101 Ackertown Rd., Chestnut Ridge, NY 10952 356-1988. Founded in 1883. Beginning in 1960, the Duryeas invited the public to their harvest. The farm is now owned and operated by the Rudolf Steiner Fellowship Foundation, which converted the orchards and gardens to produce biodynamic organic fruits and vegetables. The farm includes the Jessup Learning Center, which offers an exhibit of agricultural artifacts and classes.

#### **2.5.4. Archeology**

Archeology is also a key component of historic preservation. State and National Registers listed and eligible resources receive a measure of protection whenever state and federal agencies fund, license or approve projects in New York State. Under Section 106 of the National Historic Preservation Act and Section 14.09 of the New York State Historic Preservation Act, the State Historic Preservation Office (SHPO) strives to ensure that effects or impacts on eligible or listed properties, including archeological sites, are considered and avoidance or mitigation measures are developed during the project planning process. The SHPO also provides archeological assistance to numerous state and federal agencies and offers archeological guidance and recommendations to local municipalities upon request.

Use of SHPO's online resource, the [Cultural Resource Information System](#) (CRIS), and the [Spatial Search](#) tools areas of interest can be viewed including the Archaeological Sensitive Areas layer. Two buffer areas around archaeological sites are recorded by SHPO in the northeast and northwest corners of the Village. Because these areas are only based on proximity, locations within these areas may not be archaeologically sensitive, and locations outside these areas may be archaeologically sensitive. SHPO's CRIS currently lists the following sites in the Village:

#### **Archaeology Surveys**

- Survey Number: 04SR54337  
Name: Phase I Archaeological Survey, Proposed T-Mobile Telecommunications Tower Project, Chestnut Ridge/American Legion, Rockland County, New York Archaeology Surveys
- Survey Number: 00SR51232  
Name: Phase 1A Cultural Resources Survey, Site Assessment Phase, Proposed Scobo Dam Repair and Restoration, Village of Chestnut Ridge, Rockland County, New York
- Survey Number: 01SR51610  
Name: Phase 1a and 1b Cultural Resources Investigation of the Hopf Enterprises Subdivision, Village of Chestnut Ridge, Town of Ramapo, Rockland County, New York

#### **Consultation Projects**

- Project Number: 17PR07258  
Name: Hungry Hollow Rd. over I-87 (BIN 5514060)





Status: Open

Location Desc: Bridge replacement

- Project Number: 19PR01492  
Name: East Ramapo CSD - Fleetwood Elementary Window Replacement and Related Work  
Status: Closed  
Location Desc: Existing window wall system

While the Village does not have a process for designation, Rockland County is a participant in the Certified Local Government (CLG) program, a status which it obtained in 2002 upon recommendation from the New York State Historic Preservation Office and the National Park Service and can designate properties as historic. The CLG program consists of grants and technical assistance provided to support local historic preservation efforts. In order to participate, a local government is required to adopt a local law that meets certain standards and to establish a qualified preservation board. Instead of requiring that Rockland County have the power to approve or disapprove of demolitions and new construction affecting designated historic properties, as is the case for cities, towns and villages, the New York State guidelines make special requirements for County CLGs. The New York State guidelines specify that each county CLG must, at least, have the power to review and comment upon all undertakings that might affect historic properties and to report to the pertinent county agency or municipality whenever the county is called upon to formulate planning advice concerning actions that may affect historic properties.

The main functions of the Rockland County Historic Preservation Board are to: provide advice and guidance to property owners and government agencies concerning historic preservation issues, recommend designation of properties and historically sensitive areas as worthy of preservation, and participate in and support the nomination of worthy properties to the State and National Registers of Historic Places.<sup>4</sup> In order to be eligible for designation on the County Register, properties must be, “Associated with persons, events, physical design, broad cultural patterns, archeology or natural events significant to the development of the county, and which significance was achieved at least fifty years or more ago.”<sup>5</sup>

### 2.5.5. State and National Registers of Historic Places

Sites and districts may be eligible for listing on the State or National Register of Historic Places if they meet one of four criteria. These criteria are:

1. Associated with events that have made a significant contribution to the broad patterns in history;
2. Associated with the lives of persons significant in the past;
3. Embodies the distinctive characteristics of a type, period, or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;

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<sup>4</sup> Rockland County Historic Preservation Board website: [www.co.rockland.ny.us/planning/historic\\_board.htm](http://www.co.rockland.ny.us/planning/historic_board.htm)

<sup>5</sup> “Rules and Regulations of the County of Rockland Historic Preservation Board”, adopted November 2005.





4. Have yielded or may be likely to yield information important in prehistory or history.

Under Federal law, owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they choose provided that there is no Federal involvement. Owners have no obligation to open their properties to the public, to restore them or even to maintain them, if they choose not to do so.

Recognition on the Register does provide benefits, however. Owners of properties listed in the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income-producing certified historic structures such as commercial, industrial, or rental residential buildings. Grant money is widely available to not-for-profit organizations and municipalities for historic preservation purposes.

In 1998, the Historical Society of Rockland County undertook a comprehensive survey of the county's historic sites and structures. The survey was an effort to increase awareness of the history of Rockland County and of historic sites and structures by local government planning boards. Due to privacy concerns, the digitally mapped portion of the survey is not published or released to the public in such a way that addresses or precise locations can be determined.

There are several 19th and 20th century buildings in the Village that have been maintained in condition to be eligible for listing as part of a State or National Register Historic District. These structures would also likely qualify for local designation, should the Village pursue Certified Local Government Status.

Nineteenth century historic map documented structures appear in the Village and continue into the twentieth century. According to the county historic society's website, there is a Revolutionary cemetery on the former Edwin Gould Academy.

#### **2.5.6. Historical Markers**

The Historical Society of Rockland County has erected historical markers to commemorate significant historical areas and events. Haring Homestead marker is on S. Pascack Rd. The homestead was Jade Village, a restaurant, at time of marker dedication. Marker is at or near this postal address: 606 S Pascack Rd,



**Haring Homestead Historical Marker**

(See photo next page).



**Former Haring Homestead, c. 1788**

### 2.5.7. Notable Architecture

A 20<sup>th</sup> Century site may be eligible for National Register listing and could be researched further to begin that process. Work with the Historical Society of Rockland County and other appropriate organizations to ensure that these resources are granted official recognition. Noted mid-20th-century developer Joseph Eichler's home exist in the Village. [Joseph L. Eichler](#), whose modernist tract homes can be found throughout the Bay Area in Northern California as well as the Greater Los Angeles area, was one of the most celebrated residential homebuilders of the mid-20th century.

## 2.6. COMMUNITY SERVICES AND FACILITIES INVENTORY AND ANALYSIS

A number of community facilities service residents of Chestnut Ridge. Community services are provided by governmental agencies and institutions such as Village of Chestnut Ridge, Rockland County, Ramapo Township, East Ramapo School District, and others. The following community service facilities are located in Chestnut Ridge.

### 2.6.1. Village Campus

- Village Hall
- Courthouse
- Archives

### 2.6.2. Schools

The East Ramapo Central School District serves students in the Village of Chestnut Ridge. The District is an urban/suburban school district that serves over 37,000 students from 47 countries and various socio-economic backgrounds. The District serves students in the Towns of Ramapo, Clarkstown, and Haverstraw.

The East Ramapo school district has experienced a decline in enrollment due to a shift in preference toward private or parochial schools. There are three public elementary and one middle school within Village boundaries.

#### Public Schools

- Chestnut Ridge Middle School - 892 Route 45, Chestnut Ridge, NY 10977
- Eldorado Elementary School - 5 Eldorado Drive, Chestnut Ridge, Ny 10977
- Fleetwood Elementary School - 22 Fleetwood Avenue, Chestnut Ridge, NY 10977
- Margetts Elementary School - 25 Margetts Road, Chestnut Ridge, NY 10977

#### Private Schools

- Green Meadow Waldorf School, a pre-kindergarten through 12th grade Waldorf school
- Sunbridge Institute, a Waldorf teacher training center
- School of Eurythmy, a movement arts training in Eurythmy
- The Pfeiffer Center, a biodynamic gardening and agricultural training center
- The Threefold Educational Center, an educational trust
- Wellington Schools, an elementary/middle school for girls, and a residential high school/post-secondary school for boys



- Ohr Yosef, a boy's high school
- Ohr V'Da'as, a special education school
- Sapphire Ventures, various private schools at site of the former Gould Academy

### 2.6.3. Parks and Recreation

Chestnut Ridge is located in close proximity to a number of excellent parks that provide residents with a variety of recreational opportunities. Located at Chestnut Ridge Road and Red School House Road is Chestnut Ridge Village Park which honor's Jerome Kobre, the village's first mayor. The Village also owns land that has remained unimproved. These parcels may represent opportunities to create passive open space recreational areas within the Village. There are six (6) state parks within a half hour drive of the Village, including Harriman State Park, Sterling Forest State Park and Bear Mountain State Park, which are large natural reserves that provide for swimming, camping, hunting, backpacking, biking, and a variety of other activities. There are also seven (7) parks maintained by Rockland County that are located within the Town of Ramapo, all of which are within a half hour drive of the Village as listed in Table 2-5.

Chestnut Ridge is a Greenway Community, a participant in the Rockland County Greenway Compact Plan and the state sponsored Hudson River Valley Greenway program, a voluntary regional strategy for preserving the scenic, natural, historic, cultural, and recreational resources of the Hudson River Valley while promoting compatible economic development.



**Kobre Park Gazebo**

Since the Village is within the Town of Ramapo, Village residents are eligible to participate in all recreational opportunities offered by the Town at the same rates as all Town residents. A complete list of Town parks is shown in Table 2-6. Along with these park facilities, the Town also maintains camps and two (2) swimming pool complexes, the Ramapo Cultural Arts Center, Joseph T. St. Lawrence Community Health and Sports Center, and an Equestrian Center. Town and County recreation facilities are also supplemented by recreational facilities of local school districts, as well as several passive, public- and privately-owned forested areas.

**Table 2-5: Rockland County Parks Within the Town of Ramapo**

| Name                             | Village    | Acreage | Facilities Offered  |
|----------------------------------|------------|---------|---|
| Dater Mountain Nature Park       | Sloatsburg | 350.5   | Hiking  |
| Eleanor Burlingham Memorial Park | Sloatsburg | 45      | Fishing, canoeing, bird watching and hiking.                    |
| Flat Rock Park                   | Hillburn   | 1       | Fishing, canoeing, and wildlife observation                     |
| Kakiat Park                      | Suffern    | 353     | Hiking, Horseback riding, picnicking, fishing, and guided tours |
| Monsey Glen Park                 | Airmont    | 25      | Hiking Trails   |
| Samuel Fisher / Mount Ivy Park   | Pomona     | 272     | Hiking, Wildlife observation                                    |
| Schwartz Park                    | Airmont    | 11      | Wildlife Preserve   |

Source: Rockland County Parks Commission, 2005

**Table 2-6: Town of Ramapo Parks and Recreational Facilities**

| Name                        | Location     | Facilities Offered   |
|-----------------------------|--------------|--|
| Herb Reisman Sports Complex | Pomona       | Little League field, baseball/ softball field, soccer/football field, sand volleyball courts, 2 basketball courts, paved walking path, picnic pavilion, restrooms, fields illuminated for night use. |
| Eugene Levy Memorial Park   | Pomona       | Children's playground, two handball courts, exercise trail, paths for jogging and walking, nature area and bathrooms   |
| Willow Tree Park            | Wesley Hills | Pond for fishing, nature area, walking and jogging path. Group use is not permitted.   |
| Orchard Hills Park          | Monsey       | Playground, two handball courts, ball field.   |
| Manny Weldler Park          | Monsey       | Eight tennis courts, four handball courts, four ball fields, children's playground, nature area, bathrooms, walking and jogging paths.   |
| Clark Center                | Suffern      | Four Hard tennis courts, picnic tables, children's playground, accessible bathrooms, basketball court, Bark Dog Park.  |



|  |                |   |
|--|----------------|---|
| Fredrick J. Rella Little League Fields | Tallman        | Three ball fields, restrooms  |
| Harry Reiss Park                       | Monsey         | Walking path and Nature Play Trail for children   |
| Children's Park                        | Chestnut Ridge | 4 Sand filled tennis courts, 4 handball courts, ball field, playground, bathrooms, nature area, pond, paths for jogging, walking, and biking, basketball court. |
| Palisades Credit Union Park            | Pomona         | Home of the NY BOULDERS baseball team and serves as a multi-purpose venue that hosts local college, high school, and amateur baseball.                          |
| Ramapo Tennis at Rustic Brook          | Airmont        | Ten tennis courts   |
| Senior Citizen's Community Center      | Suffern        | Community Center  |
| Ramapo Dog Park                        | Suffern        | Three section Dog Park  |
| Harmony Hall – Jacob Sloat House       | Sloatsburg     | Arts and educational programming.   |
| Spook Rock Golf Course                 | Montebello     | Golf Course   |

### Small, Neighborhood Parks

- Dawn Lane: Nature area. Directions: Cherry Lane to Blossom Road; turn right on Dawn Lane
- Lorna Lane: Basketball court, children's playground. Directions: Cherry Lane to Dorchester Drive, Dorchester to Lorna Lane
- Sandy Brook: Nature area. Directions: New Hempstead Road to Pennington Way, right on Sandy Brook Drive
- Besen Park: Ball field, basketball court, playground. Directions: New County Road to Appleland Road; Appleland Road to Besen Parkway
- Capital Park: Nature Area. Directions: Route 45 to Pine Brook Road
- Adar Court: Children's playground. Directions: Park Ave. to West Central
- Elm Street: Children's playground. Directions: Union to Twin to Elm St.

It should be noted that the Village owns some “paper streets,” or street rights-of-way that have never been constructed, and exist only “on paper.” Kennedy Parkway is one such street, which has been identified as having potential for development as a linear park and/or bike trail for public use. The Village should consider repurposing paper streets or other vacant lands it controls for use as parkland.

#### 2.6.4. Police

Chestnut Ridge is protected and served by the Town of Ramapo Police Department (TORPD). The TORPD covers 68 square miles of western Rockland County, NY, located at 237 Route 59, Suffern, New York 10901, and consists of 120 sworn police officers, and 25 civilian personnel.

The TORPD has the power and authority to protect life and property, prevent crime, detect and arrest offenders, preserve public peace, enforce all laws and ordinances over which the department has jurisdiction, and to regulate traffic within the Town of Ramapo.

#### 2.6.5. Fire and Ambulance Service

- Hugh Gassner Fire Company
- William P. Faist Ambulance Corps
- Hatzolah Ambulance
- Brewer Fire Company No.1



**South Spring Valley Fire District, Hugh Gassner Fire Company**

#### 2.6.6. Solid Waste

The Village has the responsibility for municipal solid waste, yard waste and recyclables collection and disposal, through contracts with private haulers.

All solid waste is transported to the County Solid Waste Management Authority facilities in accordance with the County Flow Control Law and is then transferred to out-of-county disposal facilities. Solid waste is transported to the Hillburn Transfer Station on Torne Road in Hillburn.

#### 2.6.7. Public Works

##### Highways

The Town of Ramapo Highway Department is responsible for highway services to the Village of Chestnut Ridge.

Responsibilities of the Highway Department include:

- Salting and treating the road surfaces during snowstorms and removal of snow and ice from the roads.



- Brush, tree, and branch/limb trimming, and removal when necessary, due to obstructions of the road, and if in the rights of way.
- Paving and patching the roadways (Capital improvements to Village roads are the responsibility of the Villages)
- Cleaning and maintaining storm drains and drainage easements
- Installing, maintaining, and repairing traffic signs as needed
- Street sweeping

### **Sanitary Sewer and Water Systems**

The Village of Chestnut Ridge is serviced by the Rockland County Sewer District #1, located at 4 NY-340, Orangeburg, NY. The Rockland County Sewer District #1 operates and maintains the major interceptors and pumping stations in the system and all sewers in the Villages of Spring Valley, New Square, Hillburn, and Sloatsburg, while the Towns of Ramapo and Clarkstown maintain the majority of the 8" diameter sewers. The district has two wastewater treatment facilities, one in Orangeburg, and the other in Hillburn, New York. The treatment facility in Orangeburg has a capacity of 28.9 million gallons a day.

The local collection system in the Village is regulated and operated by the Town of Ramapo Sewer Department. The Rockland County Sewer District operates the sewage treatment plant. For a discussion of the public water system, see section 2.4.7.

### **Electricity and Natural Gas Infrastructure**

Chestnut Ridge electricity and gas services are provided by Orange and Rockland Utilities (O & R), a subsidiary of Consolidated Edison (ConEd). Orange & Rockland Utilities provides electric service to southeastern New York State and northern New Jersey, and natural gas service in New York. Our investigation found no issues or deficiencies in recent reports.

#### **2.6.8. Transportation - Thoroughfares**

Major thoroughfares in the Village of Chestnut include NYS Route 45, Chestnut Ridge Road; County Road 41, Red Schoolhouse Road; County Road 52, Old Nyack Turnpike; the New York State Thruway; and the Garden State Parkway Extension. Both the Garden State Parkway and NYS Route 45 run through The Village of Chestnut Ridge from the NJ/NY state line in the south to the north boundary of the village. The Garden State Parkway has an estimated Annual Average Daily Traffic (AADT) of 30,449. NYS Route 45, from Old Nyack Turnpike in the north to the New Jersey State Line in the south, has an estimated an AADT of 4,899, and an average speed of 38 mph. Other roads in the Village include Hungry Hollow Road, with an AADT of 1,563, Pine Brook Road, with an AADT of 1,633, and Pascack Road, with an AADT of 1,204. (Source: Traffic Data Viewer (ny.gov))

#### **2.6.9. Transit Services**

The Village of Chestnut Ridge has a Park and Ride lot on Chestnut Ridge Rd at Summit Road, which is half a block away from mass transit stop for the Rockland Coaches 45, 45A, 45X buses service to Port Authority Bus Terminal.



Other public transportation options in the Village of Chestnut Ridge include Rockland County’s Transport of Rockland (TOR) local bus system. The TOR Route 92 goes through the Village of Chestnut Ridge on Red Schoolhouse Rd and Chestnut Ridge Rd and connects The Village to the rest of Rockland County and the other 9 Transportation of Rockland routes. (Source: [County of Rockland, New York: Public Transportation \(rocklandgov.com\)](http://County of Rockland, New York: Public Transportation (rocklandgov.com)))

### 2.6.10. Pedestrian Facilities Outside of the Red Schoolhouse Road Corridor

Most of the residential areas of Chestnut Ridge outside of the center of the Village at Red Schoolhouse Road have developed without sidewalks. This is not in sync with modern trends to provide safe opportunities to walk for ecological and health reasons. The Red Schoolhouse Road Traffic Study, reviewed below, identified missing sidewalks in this nonresidential corridor.

### 2.6.11. Red Schoolhouse Road Traffic Study – Study Area

The Red Schoolhouse Road (RSHR) Traffic Study, completed on February 3, 2021, by Maser Consulting (now known as Colliers Engineering), analyzed existing transportation conditions in the heart of Chestnut Ridge. The overall area of study consisted of the Red Schoolhouse Road (RSHR) corridor between the New Jersey State Line and Williams Road. This section of RSHR includes the GSP Interchange, Summit Road, Williams Road, and DeSalvo Court as well as other area roadways that intersect Red Schoolhouse Road north and south of the GSP interchange area. The study area is illustrated in Section 7.

### 2.6.12. RSHR Traffic Study – Existing Conditions

The study analyzed existing pedestrian and bicycle facilities, pavement conditions, roadway dimensions, and conditions of curbing and shoulders. Automatic Traffic Recorder (ATR) and radar speed observations were also collected along Red Schoolhouse Road, Summit Road and Williams Road, as necessary to identify hourly and daily traffic variations, vehicle classifications, and to identify average and 85<sup>th</sup> percentile travel speeds along the roadways. Table 2-7 below summarizes this information.

**Table 2-7: Existing Roadway Characteristics from RSHR Traffic Study**

| ROADWAY      | RED SCHOOLHOUSE ROAD          | SUMMIT ROAD               | WILLIAMS ROAD             | DESALVO COURT             |
|--------------|-------------------------------|---------------------------|---------------------------|---------------------------|
| START        | NJ STATE LINE                 | NYS ROUTE 45              | RED SCHOOLHOUSE ROAD      | FOXHILL ROAD              |
| END          | NYS ROUTE 45                  | RED SCHOOLHOUSE ROAD      | PASCACK ROAD              | RED SCHOOLHOUSE ROAD      |
| JURISDICTION | ROCKLAND COUNTY HIGHWAY DEPT. | VILLAGE OF CHESTNUT RIDGE | VILLAGE OF CHESTNUT RIDGE | VILLAGE OF CHESTNUT RIDGE |
| LENGTH       | 0.94 MILES                    | 0.48 MILES                | 0.20 MILES                | 0.25 MILES                |



| ROADWAY                                 | RED SCHOOLHOUSE ROAD  |        | SUMMIT ROAD   |        | WILLIAMS ROAD    |        | DESALVO COURT    |    |
|---|---|--------|---|--------|------------------|--------|------------------|----|
| CLASSIFICATION                          | URBAN MINOR ARTERIAL  |        | URBAN LOCAL ROAD  |        | URBAN LOCAL ROAD |        | URBAN LOCAL ROAD |    |
| NO. OF LANES                            | 2   |        | 2   |        | 2                |        | 2                |    |
| PAVEMENT TYPE                           | ASPHALT   |        | ASPHALT   |        | ASPHALT          |        | ASPHALT          |    |
| PAVEMENT WIDTH                          | VARIES 22-30 FT.  |        | 22 FT.  |        | VARIES 20-24 FT. |        | 30 FT.           |    |
| PAVEMENT CONDITION                      | FAIR/POOR   |        | GOOD/FAIR   |        | GOOD/FAIR        |        | GOOD/FAIR        |    |
| SHOULDER WIDTH                          | N/A   |        | N/A   |        | N/A              |        | N/A              |    |
| AADT                                    | 8,206 VPD   |        | 2,970 VPD   |        | 3,325 VPD        |        | -                |    |
| PERCENT HEAVY VEHICLES                  | 2.3%  |        | 1.0%  |        | 3.1%             |        | -                |    |
| POSTED SPEED LIMIT (MPH)                | 30 MPH  |        | 30 MPH  |        | 30 MPH           |        | 30 MPH           |    |
| AVERAGE SPEED (MPH)                     | NB  | SB     | EB  | WB     | EB               | WB     | EB               | WB |
|   | 35 MPH  | 36 MPH | 31 MPH  | 29 MPH | 29 MPH           | 28 MPH | -                | -  |
| 85 <sup>TH</sup> PERCENTILE SPEED (MPH) | NB  | SB     | EB  | WB     | EB               | WB     | EB               | WB |
|   | 40 MPH  | 42 MPH | 35 MPH  | 33 MPH | 33 MPH           | 33 MPH | -                | -  |
| SIDEWALKS                               | WEST SIDE BETWEEN DESALVO COURT & GSP NORTHBOUND ON-RAMP ONLY |        | CONCRETE/ASPHALT SIDEWALK ALONG SOUTH SIDE OF ROADWAY FOR ENTIRE LENGTH |        | NONE             |        | NONE             |    |
| BICYCLE FACILITIES                      | NONE  |        | NONE  |        | NONE             |        | NONE             |    |
| NOTES                                   | -   |        | 5-TON WEIGHT LIMIT RESTRICTION  |        | -                |        | -                |    |

The Study described each of the roadways in the Study Area as follows:

1. Red Schoolhouse Road (C.R. 41)

Red Schoolhouse Road is a major regional arterial roadway under the jurisdiction of Rockland County, which traverses in a generally north/south direction. In the immediate vicinity of the study area, it is a two-lane roadway with a double yellow centerline and narrow paved shoulders of varying width. The pavement is in generally fair to poor condition. The total existing roadway width within the study area varies between 24 and 35 feet. Curbing is in good to fair condition and is present on the east side of the roadway for the length of the corridor and on the west side of the roadway in the vicinity of the GSP overpass. A limited stretch of sidewalk is provided in the vicinity of the GSP overpass between DeSalvo Court and the GSP northbound

entrance ramp. Additional sidewalks are also provided along the west side of the roadway north of the study area beginning approximately 400 feet south of Garret Court and continuing up to NYS Route 45. No marked accommodations for bicycles are present on the roadway. Within the study area, the roadway has an existing signalized intersection with the GSP southbound exit ramp. The posted speed limit is 30 MPH. Red Schoolhouse Road northbound has an AADT of 8,206 vehicles per day.

2. Summit Road

Summit Road is a two-lane Village roadway with a double yellow centerline that generally traverses in an east/west direction between a signalized intersection with NYS Route 45 and a “Stop” sign-controlled intersection with Red Schoolhouse Road. Summit Road has a posted 5-ton weight limit. The roadway generally serves residential land uses and has a posted speed limit of 30 MPH. Summit Road also provides access to the Chestnut Ridge Middle School via Ferruzza Drive and the Fleetwood Elementary School via a combination of Wilshire Drive and Fleetwood Avenue. A concrete sidewalk is present on the south side of the roadway; however, approximately 800 feet west of the Red Schoolhouse Road intersection, the sidewalk becomes asphalt and significantly narrows in width. Note that under current conditions, left turns from Red Schoolhouse Road onto Summit Road are currently prohibited between the hours of 7:00 AM – 10:00 AM, Monday through Friday, except for buses. The pavement is generally in good condition and the roadway has an AADT of 2,970 vehicles per day.

3. Williams Road

Williams Road is a two-lane Village roadway with a double yellow centerline which has “Stop” sign-controlled intersections with Red Schoolhouse Road at its western terminus and S. Pascack Road at the east end. No shoulders, bike facilities nor sidewalks are present. The roadway serves primarily residential land uses and has a posted speed limit of 30 MPH. The pavement condition on Williams Road is in good to fair condition and the roadway has an AADT of 3,325 vehicles per day.

4. Garden State Parkway Southbound Exit Ramp

The GSP Southbound Exit Ramp consists of one left turn and one right turn lane and is signal controlled at its intersection with Red Schoolhouse Road. The ramp provides approximately 270 feet of storage length for each of the turn lanes and another approximately 315 feet of travel lane as it tapers from a single lane to two lanes from the gore area of the GSP mainline. Shoulders are present on both sides of the ramp. The pavement condition on the GSP southbound exit ramps is in generally good condition. The GSP mainline has an estimated 2019 AADT of 60,987 vehicles in this vicinity. It should be noted that this interchange is the last Exit in New York and since trucks are not permitted on the GSP in New Jersey, all trucks must exit at this location.

5. DeSalvo Court

DeSalvo Court is a two-lane Village roadway with a double yellow centerline. The roadway begins at a “Stop” sign-controlled intersection with Red Schoolhouse Road and runs parallel to the GSP and intersects with Wilshire Drive and Midway Road before transitioning to Fox Hill Road at the New Jersey State Line. Some sight distance limitations exist at the intersection with Red Schoolhouse Road and are further described in Section IV.F. There are no separate sidewalks nor bicycle facilities on this roadway. The roadway generally serves residential land uses and has a posted speed limit of 30 MPH. The pavement on DeSalvo Court is in generally good to fair condition.



6. Garden State Parkway Northbound Entrance Ramp

The GSP Northbound Entrance Ramp consists of one wide lane with paved shoulders on either side at its intersection with Red Schoolhouse Road. The roadway pavement is in generally good condition.

7. Sephar Lane

Sephar Lane is an existing private, gravel/dirt driveway that intersects Red Schoolhouse Road at a “Stop” sign-controlled intersection and travels east. The roadway is currently approximately 16 feet wide. Note that immediately south of Sephar Lane is a parcel that contains the Chestnut Ridge Transportation facility. This facility has its own access connection to Red Schoolhouse Road, which has significant school bus movements during peak periods.

8. Loescher Lane

Loescher Lane is a private, gravel/dirt driveway that intersects Red Schoolhouse Road at an uncontrolled intersection and travels east. The roadway is approximately 16 feet wide. This roadway would provide access to the future Horse Farm Development.

9. Wilshire Drive

Wilshire Drive is a two-lane Village roadway which intersects Summit Road at a “Stop” sign-controlled intersection and travels southwest. The roadway has pavement in good to fair condition. The roadway has no sidewalks nor bicycle facilities at the intersection with Summit Road. Marked crosswalks are present on Wilshire Drive at the intersection with Summit Road. The roadway serves primarily residential uses and has a posted speed limit of 30 MPH.

### 2.6.13. RSHR Traffic Study – Roadway and Intersection Capacity

Maser Consulting collected traffic volume data for the study area intersections for the Weekday AM, Weekday PM, and Saturday Peak periods with turning movement counts. The data was collected in September and October 2020 and included a separate count of trucks and buses as well as observations of pedestrians and cyclists travelling along Red Schoolhouse Road, Summit Road and Williams Road. These data are contained in APPENDIX J of the Study. The capacity analysis was performed in accordance with the procedures described in the *Highway Capacity Manual, 6<sup>th</sup> Edition*, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service “A” represents the best condition and a Level of Service “F” represents the worst condition. A Level of Service “C” is generally used as a design standard while a Level of Service “D” is acceptable during peak periods. A Level of Service “E” represents an operation near capacity. In order to identify an intersection’s Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection

**Table 2-8: RSHR Traffic Study – Existing Conditions Level of Service Summary**

| <b>INTERSECTION</b>                           | <b>WEEKDAY AM<br/>PEAK HOUR</b> | <b>WEEKDAY PM<br/>PEAK HOUR</b> | <b>SATURDAY PEAK<br/>HOUR</b> |
|---|---------------------------------|---------------------------------|-------------------------------|
| RED SCHOOLHOUSE ROAD/<br>WILLIAMS ROAD        | D [29.6]                        | D [27.2]                        | B [11.3]                      |
| RED SCHOOLHOUSE ROAD/<br>SUMMIT ROAD          | C [18.5]                        | C [20.6]                        | B [11.3]                      |
| RED SCHOOLHOUSE ROAD/<br>GSP SB EXIT RAMP     | C [24.0]                        | B [14.0]                        | B [15.3]                      |
| RED SCHOOLHOUSE ROAD/<br>DESALVO COURT        | D [29.6]                        | C [19.6]                        | B [12.8]                      |
| RED SCHOOLHOUSE ROAD/<br>GSP NB ENTRANCE RAMP | ---                             | ---                             | ---                           |
| RED SCHOOLHOUSE ROAD/<br>SEPHAR LANE          | C [18.7]                        | C [23.9]                        | B [13.1]                      |
| SUMMIT ROAD/<br>WILSHIRE DRIVE                | B [11.4]                        | B [10.0]                        | A [9.2]                       |
| RED SCHOOLHOUSE ROAD/<br>LOESCHER LANE        | C [18.6]                        | C [23.9]                        | B [13.1]                      |

A further description of each of the study area intersections and the documented existing operating conditions is found below.

**1. Red Schoolhouse Road & Williams Road**

Red Schoolhouse Road intersects Williams Road at an unsignalized “T”-type intersection. The Williams Road approach is controlled by a “Stop” sign and all approaches to the intersection consist of one lane. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. There are no existing sidewalks or crosswalks at this location. The analysis results indicate that the Red Schoolhouse Road approaches are currently operating at Level of Service “A” while the Williams Road approach is operating at Levels of Service “D” during the AM and PM Peak Hours while a Level of Service “B” is experienced Saturday Peak Hours.

The queuing analysis for this intersection indicates that during the Existing AM, PM, and Saturday Peak Hours, queue lengths are greatest for the Williams Road approach where in excess of 500 feet of storage length is available. The longest queue developed is approximately 88 feet during the Peak AM Hour, with slightly shorter queues during the PM Peak Hour.

It should be noted that this intersection currently meets the criteria for signal installation as indicated by the traffic signal warrant analysis conducted for this intersection based on the criteria identified in the MUTCD. Traffic signal warrant analysis for this location are provided in APPENDIX G.



2. Red Schoolhouse Road & Summit Road

Red Schoolhouse Road intersects Summit Road at an unsignalized “T”-type intersection. The Summit Road approach is controlled by a “Stop” sign and all approaches consist of one lane. There is an existing asphalt sidewalk on the south side of Summit Road at this intersection. There are no sidewalks or crosswalks along Red Schoolhouse Road at this intersection. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the Red Schoolhouse Road approaches are currently operating at Level of Service “A” while the Summit Road approach is operating at Levels of Service “C” or better during the AM, PM and Saturday Peak Hours. As previously noted during the Weekday AM peak periods, left turns from Red Schoolhouse Road onto Summit Road are currently prohibited however, as many as 45 vehicles were observed making this maneuver.

The queuing analysis for this intersection indicates that during the Existing AM, PM, and Saturday Peak Hours, queue lengths are greatest for the Summit Road approach where in excess of 350 feet of storage length is available. The longest queue developed is approximately 50feet during the AM and PM Peak Hours.

It should be noted that this intersection currently meets the criteria for signal installation, as indicated by the traffic signal warrant analysis conducted for this intersection based on the MUTCD criteria.

3. Red Schoolhouse Road & GSP Southbound Exit Ramp

Red Schoolhouse Road intersects the GSP SB Exit Ramp at a signalized, “T”-type intersection. The Red Schoolhouse Road approaches each consist of one lane while the Exit Ramp has separate left turn and right turn lanes. There are no existing sidewalks or crosswalks at this location. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service “C” during the AM Peak Hour, while an overall Level of Service “B” is experienced during the PM and Saturday Peak Hours; however certain movements including the exit ramp approach have historically experienced longer delays, especially during the AM peak period. More specifically the left turn volume for the GSP southbound off-ramp to Red Schoolhouse Road is approximately 750 vehicles during the AM Peak Hour. This magnitude of volume would typically indicate the need for a double left turn lane on the ramp approach, which would also require a two-lane receiver on Red Schoolhouse Road southbound. The majority of this traffic is known to be destined to the significant office and commercial properties located along Spring Valley Road and the surrounding area in Montvale, New Jersey.

The queueing analysis for this intersection indicates queues exceeding 550 ft. in length for the GSP Exit Ramp left turn movement during the AM Peak Hour. These queues are known to extend as far back as the GSP Ramp gore area at peak times. Initially, signal timing adjustments are recommended to alleviate these queueing conditions, while longer term improvements are discussed in the recommendations.

4. Red Schoolhouse Road & DeSalvo Court

Red Schoolhouse Road intersects DeSalvo Court at an unsignalized “T”-type intersection. The DeSalvo Court approach is controlled by a “Stop” sign and all approaches consist of one lane. There is an existing sidewalk

on the west side of Red Schoolhouse Road, that begins on the south side of DeSalvo Road at this intersection that continues south under the GSP Overpass. This sidewalk does not have an ADA compliant curb ramp at the intersection. There are not sidewalks along DeSalvo Road or north of the intersection along Red Schoolhouse Road. There are also no existing striped crosswalks at this location. The existing conditions capacity analysis conducted for this intersection utilizing the 2020 Existing Traffic Volumes indicates that the Red Schoolhouse Road approaches are currently operating at Levels of Service “B” or better while the DeSalvo Court approach is operating at Levels of Service “D” during the AM Peak Hour, a Level of Service “C” during the PM Peak Hour and at a Level of Service “B” during the Saturday Peak Hour. As previously noted in Section II.A, there are existing sight distance restrictions at this location due to the GSP overpass support columns. The existing sight distances at this and other area intersection are discussed further in Section III.F.

The operation of this intersection is also significantly impacted by queuing along Red Schoolhouse Road from each of the GSP Ramp intersections. During the Existing AM, PM, and Saturday Peak Hours, queue lengths are greatest for the DeSalvo court approach where in excess of 500 feet of storage length is available. The longest queue developed is 38 feet during the Peak AM Hour.

5. Red Schoolhouse Road & GSP Northbound On- Ramp

Red Schoolhouse Road intersects the GSP NB On Ramp at an uncontrolled intersection. The Red Schoolhouse Road approaches each consist of one lane and the GSP northbound on-ramp provides one receiving lane for turning movements onto the ramp. There is an existing sidewalk on the west side of Red Schoolhouse Road at this location which terminates in the vicinity of this intersection. No other sidewalks or crosswalks are present at this location. Level of Service standards are not defined in the Highway Capacity Manual (HCM) for this type of intersection based on delay criteria. Note that due to the high volume of northbound right turns onto the ramp during the PM Peak Hour, delays are typically experienced for the southbound left turn maneuver. These delays can result in queues extending back through DeSalvo Court impacting the operation of that intersection as well. These queues result from the lack of a southbound left turn lane at this location in conjunction with the heavy northbound right turn movement volume during the PM Peak Hour.

6. Red Schoolhouse Road & Sephar Lane

Red Schoolhouse Road intersects Sephar Lane at an uncontrolled, “T”-type intersection. Sephar Lane is a gravel/dirt driveway and has an approximate width of 16 feet. The Red Schoolhouse Road approaches each consist of one lane. There are no existing sidewalks or crosswalks in the vicinity of this intersection. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the Red Schoolhouse Road approaches are currently operating at Level of Service “B” or better and the Sephar Lane approach is operating at Level of Service “C” or better during the AM, PM and Saturday Peak Hours. Note that the left turn movement from Sephar Lane experiences longer delays during the Weekday peak hours due to the significant through volumes along Red Schoolhouse Road. This intersection does not currently experience any significant queues due to the low volumes entering and exiting Sephar Lane under existing conditions.

7. Summit Road & Wilshire Drive

Summit Road intersects Wilshire Drive at an unsignalized “T”-type intersection. The Wilshire Drive approach is controlled by a “Stop” sign and all approaches consist of one lane. There is an existing concrete sidewalk along the south side of Summit Road at this location with a striped crosswalk crossing Wilshire Drive. Approximately 120 ft. east of this intersection there is also an existing crosswalk crossing Summit Road at Ferruzza Drive however there is no ADA compliant landing area on the north side of Summit Road. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the Summit Road approaches are currently operating at Level of Service “A” while the Wilshire Drive approach is operating at Levels of Service “B” or better during the AM, PM and Saturday Peak Hours. This intersection does not currently experience any significant queues.

8. Red Schoolhouse Road & Loescher Lane

Red Schoolhouse Road intersects Loescher Lane at an uncontrolled “T”-type intersection. Loescher Lane is a gravel/dirt driveway and has an approximate width of 16 feet. The Red Schoolhouse Road approaches each consist of one lane. There are no existing pedestrian accommodations in the vicinity of this intersection. Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the Red Schoolhouse Road approaches are currently operating at Level of Service “B” or better and the Loescher Lane approach is operating at Level of Service “C” or better during the AM, PM and Saturday Peak Hours. Note that the left turn movement from Loescher Lane experiences some longer delays during the Weekday peak hours due to the significant through volumes along Red Schoolhouse Road. This intersection does not currently experience any significant queues due to the low volumes entering and exiting Wilshire Drive under existing conditions.

#### 2.6.14. RSHR Study Traffic Accident Analysis

Accident data for the area roadways was obtained from NYSDOT for the latest available five-year period starting 1/1/2016 through 7/21/2020. A general summary of this data by location is provide in Table 2-10.

A total of 54 accidents were recorded during the latest three-year period. Of these incidents, 12 involved at least one injury, 30 involved property damage only and 12 were identified as non-reportable. The vicinity of Red Schoolhouse Road at Summit Road and Williams Road have experienced a total of 17 accidents over the analysis period. A review of the detail accident data indicates that a majority of these accidents are right angle type accidents likely resulting from turning movements and delays in this vicinity.

**Table 2-9: RSHR Traffic Study – Traffic Accident Analysis**

| LOCATION   | NUMBER OF ACCIDENTS                  |           |           |
|--|--------------------------------------|-----------|-----------|
|  | PROPERTY DAMANAGE/<br>NON-REPORTABLE | INJURY    | TOTAL     |
| RED SCHOOLHOUSE RD. NORTH<br>OF WILLIAMS RD.<br>(NON-INTERSECTION ACCIDENTS)                         | 1                                    | 1         | 2         |
| RED SCHOOLHOUSE RD. AT<br>WILLIAMS RD.   | 4                                    | 1         | 5         |
| RED SCHOOLHOUSE RD. BETWEEN WILLIAMS<br>RD. & SUMMIT RD.<br>(NON-INTERSECTION ACCIDENTS)             | ---                                  | 1         | 1         |
| RED SCHOOLHOUSE RD. AT<br>SUMMIT RD.   | 5                                    | 4         | 9         |
| RED SCHOOLHOUSE RD AT<br>146 RED SCHOOL HOUSE RD.  | 2                                    | ---       | 2         |
| RED SCHOOLHOUSE RD.<br>AT PROMENADE AT CHESTNUT RIDGE  | 3                                    | ---       | 3         |
| RED SCHOOLHOUSE RD. AT<br>GSP SOUTHBOUND OFF-RAMP  | 1                                    | ---       | 1         |
| RED SCHOOLHOUSE RD. AT<br>DE SALVO CT.   | 3                                    | ---       | 3         |
| RED SCHOOLHOUSE RD. BETWEEN DESALVO<br>CT. & GSP NORTHBOUND ON-RAMP (NON-<br>INTERSECTION ACCIDENTS) | 8                                    | 4         | 12        |
| RED SCHOOLHOUSE RD. AT<br>GSP NORTHBOUND ON-RAMP   | 5                                    | ---       | 5         |
| RED SCHOOLHOUSE RD. BETWEEN GSP<br>NORTHBOUND ON-RAMP AND SEPHAR LN.<br>(NON-INTERSECTION ACCIDENTS) | 2                                    | ---       | 2         |
| RED SCHOOLHOUSE RD. AT<br>SEPHAR LN.   | 2                                    | ---       | 2         |
| RED SCHOOLHOUSE RD. BETWEEN SEPHAR LN.<br>AND LOESCHER LN.<br>(NON-INTERSECTION ACCIDENTS)           | 4                                    | 1         | 5         |
| RED SCHOOLHOUSE RD.<br>AT LOESCHER LN.   | 1                                    | ---       | 1         |
| <b>TOTAL</b>   | <b>41</b>                            | <b>12</b> | <b>53</b> |

The area between De Salvo Court and Sephar Lan also exhibits a significant accident history including a total of 24 accidents in this area of the corridor. More than half of these accidents are identified as rear-end type accidents. A majority of the accidents are also found to occur during the afternoon peak periods. Based on this,

it can be concluded that these accidents are likely a result of queuing and delays that occur in the vicinity of the GSP northbound on-ramp.

It should be noted that concerns have been expressed by the public in relation to the existing conditions on Summit Road approaching Red Schoolhouse Road. It is noted that the existing grades approaching Red Schoolhouse Road could make stopping at the intersection a concern under slippery roadway conditions. However, a review of the accident data does not indicate a history of accidents under slippery roadway conditions. Regardless, implementation of pavement surface treatments to increase the friction factor of the pavement could be implemented to address these concerns.

#### **2.6.15. RSHR Traffic Study - Analysis Of Intersection Geometry**

Each of the intersections listed in Table 2-10 were evaluated for adequacy of existing geometry, including the ability to handle large vehicles such as school buses and tractor trailers. Results are in the appendix of the RSHR Traffic Study.

#### **2.6.16. RSHR Traffic Study - Analysis Of Sight Distances**

Maser Consulting assessed the existing sight distances and identified limitations based on existing roadway geometry and AASTHO stopping sight distance and intersection sight distance requirements. These sight distances were assessed based on observed 85<sup>th</sup> percentile travel speeds along the area roadways. Full results are in the appendix of the RSHR Traffic Study. A discussion of this information is provided below:

##### **1. Red Schoolhouse Road & Williams Road**

Both stopping sight distance and intersection sight distance requirements are generally satisfied for this intersection. The Summit Road intersection is approximately 220 feet to the south and is clearly visible. Looking right (north) from Williams Road, sight lines are limited a vertical curve approximately 500 ft. north of the intersection. Looking left (south), it is possible to see to the vicinity of the driveway to 146 Red Schoolhouse Road, which is located approximately 425 feet south of this intersection. With some vegetative clearing the view of looking to the south from Summit Road could be improved; however, this vegetation may be located outside of the public R.O.W.

##### **2. Red Schoolhouse Road & Summit Road**

Both stopping sight distance and intersection sight distance requirements are generally satisfied for this intersection. The Williams Road intersection is located approximately 220 feet to the north and is clearly visible when looking left (north) from Summit Road. This sight line is limited by vegetation at the northwest corner of the intersection. Clearing of this vegetation would permit sight distance to the vertical curve north of Williams Road to be achieved, a distance of approximately 500 ft. Looking right (south), sight distance in excess of 500 ft. is available, in fact it is possible to see to the vicinity of the GSP exit ramp intersection. Appropriate easements and or R.O.W. dedication should be obtained in the vicinity of this intersection as part of the Welling Schools project to ensure proper continued future maintenance of sight distances to the south of Summit Road.

3. Red Schoolhouse Road & Wellington Schools Access

The sight distance for the proposed driveway to serve the Wellington Schools Access at Red Schoolhouse Road was also reviewed. With appropriate vegetative clearing along the Red Schoolhouse Road site frontage both north and south of the site access location, sight distances in excess of 500 ft. can be obtained at this location and will satisfy the AASHTO criteria. Appropriate sight distance triangles should be identified on the Site Plans for that project in order to identify required areas of vegetative clearing and maintenance.

4. Red Schoolhouse Road & GSP Southbound Off-Ramp

Both stopping sight distance and intersection sight distance requirements are satisfied for this intersection. Looking left (south) from the GSP ramp, it is possible to see beyond the GSP overpass although some utility poles obstruct this view depending on vehicle positioning. Looking right (north), approximately 900 feet of sight distance is available. As previously noted, this intersection is controlled by a traffic signal.

5. Red Schoolhouse Road & DeSalvo Court

Looking left (north) from DeSalvo Court, it is possible to see beyond the signalized intersection of Red Schoolhouse Road and the GSP Exit Ramp providing a sight distance in excess of 500 feet. When looking right (south), a sight distance of approximately 400 feet is achievable only after a vehicle pulls forward of the stop location. However, the GSP overpass support columns block a portion of the view closer to the intersection and can conceal an approaching vehicle from a turning driver's view. (See Section IV.E for further discussion.)

6. Red Schoolhouse Road & GSP NB on Ramp

The primary sight distance concerns at this intersection are the ability to stop for a vehicle waiting to turn left onto the GSP entrance ramp as well as the visibility of a left turning vehicle to see oncoming northbound traffic. In both instances, sufficient sight distance exists at this intersection.

7. Summit Road & Wilshire Drive

The 85<sup>th</sup> Percentile Speed on Summit Road is 35 MPH. Utilizing this as the design speed for evaluation of sight distances at the Summit Road/Wilshire Drive intersection indicates that sight distances from Wilshire Drive fall short of AASHTO requirements. Looking left from Wilshire Drive, sight lines are limited by trees and vegetation as well as the curvature of Summit Road. Looking right sight distance is constrained by the uphill grade of Summit Road as well as vegetation on the southeast corner of the intersection. Some vegetative clearing and pruning would improve the sight lines somewhat (see further discussion on signing recommendations in Section IV.E). It should be noted that a school speed limit of 15 MPH is in effect in the vicinity of this intersection. Additionally, the eastbound approach begins at a signalized intersection and runs approximately 400 feet on an uphill grade before intersecting Wilshire Drive. The combination of these effects will decrease traffic speeds and reduce the necessary stopping distance for drivers approaching the intersection.

8. Red Schoolhouse Road & Sephar Lane

Existing sight distances for vehicles exiting Sephar Lane are significantly limited by vegetation both north and south of the intersection. As part of the Corporate Commerce Park development, clearing of the vegetation should be completed to ensure AASHTO required intersection sight distances are met. Appropriate sight distance triangles should be identified on the Site Plans for that project in order to identify required areas of



vegetative clearing and future maintenance.

9. Red Schoolhouse Road & Loescher Lane (Future Horse Farm Property Drive)

Sight distance looking to the south from Loescher Lane as well as from Red Schoolhouse Road for left turning vehicles is limited by the horizontal curve south of this intersection location. It does not appear that clearing of vegetation will improve the sight distance conditions at this location although it should be noted that there is a posted advisory speed limit of 25 MPH for this curve. The location of a potential access driveway to the Future Horse Farm Development should be assessed further as plans for that development are progressed. The site access location should be positioned in order to maximize all AASHTO required sight distances. Appropriate sight distance triangles should also be identified on the Site Plans for that project in order to identify any required areas of vegetative clearing and future maintenance.

10. Red Schoolhouse Road & Triangle Properties/Equestrian Estates Site Access Driveways

The location of the potential access driveways to the Triangle Properties and Equestrian Estates developments should be positioned in order to maximize all AASHTO required sight distances. Appropriate sight distance triangles should also be identified on the Site Plans for each development in order to identify any required areas of vegetative clearing and future maintenance.

## 2.7. RETAIL AND SERVICES MARKET CONDITIONS

### 2.7.1. 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.



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

- 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

**Table 2-10: 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         |

### 2.7.3. Analysis of Opportunities for Development of Unmet Retail and Services Needs in the Red Schoolhouse Road Corridor

#### 2.7.3.1. 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.

#### **2.7.3.2. 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.

### **2.7.3.3. 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 Red Schoolhouse Road study area.
- 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.





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## 3. PUBLIC INVOLVEMENT – VISIONING WORKSHOP

### 3.1. INTRODUCTION

On January 8, 2020, at 8:00 PM, the Village of Chestnut Ridge held a visioning meeting and workshop about the future of the Village at the Chestnut Ridge Middle School Cafeteria. The meeting was for the purpose of collecting background data, views and opinions from community residents and stakeholders. This was the first of two public meetings at the outset of the Comprehensive Plan Process to develop policy recommendations and zoning code changes that will guide the future development of the community.

To accomplish this, Nelson, Pope & Voorhis (NPV) – the Village Planners - coordinated with the mayor and Village Board to design a meeting that would consist of four break-out groups. Each group had an opportunity to discuss the Village’s strengths, weaknesses, opportunities, and threats.

This meeting was well-attended by roughly 70 members of the public, as well as the Comprehensive Plan Committee members and five staff members from NPV. The meeting began with introductions and a welcome by Mayor Presti and Jonathan Lockman of NPV. Mr. Lockman provided a short description of why the Town was undertaking the comprehensive planning process and how the process would unfold over the following year. Mr. Lockman further 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.

### 3.2. METHOD

Prior to the meeting, blank flip chart pads were set up in four corners of the cafeteria room at the Chestnut Ridge Middle School cafeteria. Five maps of the area were on display showing aerial photography, zoning and existing land uses, environmental constraints, and an analysis of zoning non-conformities. Attendees were mostly divided into four random groups according to the quarter of the year when their birthdays occurred (January-March; April-June; July-September; and October-December), although some attendees declined to attend the group indicated by their birthday.

Jonathan Lockman, Stu Turner, Adriana Beltrani and Maxwell Vandervliet served as facilitators for the four groups. Each group was invited to discuss Strengths, Weaknesses, Opportunities, and Threats facing Chestnut Ridge, with approximately 20 minutes for each of the four topics. It was clarified that a strength was an existing positive quality of the Town, while an opportunity was a positive circumstance that was not present in the Town yet but could be pursued in the future. Likewise, a weakness was an existing negative quality of the Town, while a threat was a negative circumstance that was not present in the Town yet but could develop in the future.

After all groups had been given time to engage with facilitators on each of the four topics of the SWOT analysis, flip chart pages with notes from each group were taped up against the back windows for all participants to see. Participants were provided eight sticker dots and asked to vote on the compiled lists of responses by placing their dots next to the responses on the lists that they felt were most important. Each person had to decide how to allocate their dots among the various responses in the four categories. Attendees were allowed to use all 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, a half hour of time was allocated after individual group discussion for participants to cast their votes. This also allowed opportunities for attendants to engage the consultants, the Mayor and Village Board and Comprehensive Plan committee members on a one-on-one informal basis.

Upon completion of the and discussions and voting, the consultant team announced the close of the meeting. It was announced that the results of the SWOT meeting would be posted on the Village Website. It is noted that the responses set forth below are paraphrased notes of the more robust discussions held during the meeting.

3.3. RESULTS

These are the raw results from the exercise:

3.3.1. Strengths

| Strengths   | Number of Dot Votes | No dot Votes But Listed (# of times) |
|---|---------------------|--------------------------------------|
| Greenspace, trees, environment, and open space            | 31                  | 3                                    |
| Family oriented & child friendly                          | 17                  | 2                                    |
| Residential character, small community, and suburban feel | 16                  | 2                                    |
| Historic sites and architecture                           | 8                   |                                      |
| Proximity to resources (NYC, NJ shopping)                 | 7                   |                                      |
| Village Services: Fire, water, and ambulance              | 3                   |                                      |
| Diversity and multiple houses of worship                  | 2                   |                                      |
| Light traffic   | 2                   |                                      |
| Senior Housing and assisted living                        | 2                   |                                      |

Total dot votes: 88



### 3.3.2. Weaknesses

| Weaknesses  | Number of Dot Votes | No dot Votes But Listed (# of times) |
|---|---------------------|--------------------------------------|
| Lack of zoning enforcement, poor property maintenance, parking enforcement problems, illegal rentals, and conversions | 42                  | 10                                   |
| Outdated or inadequate zoning codes   | 38                  |                                      |
| Lack of Gov. transparency and communication, inadequate website, and follow-through                                   | 27                  | 7                                    |
| No village center and lack of community   | 16                  | 2                                    |
| Pedestrian connections, bike safety & lanes   | 11                  | 4                                    |
| High property taxes, school system and recycling/garbage services   | 6                   |                                      |
| Lack of community, participation and intertown socialization  | 5                   | 4                                    |
| No interest in preserving history   | 2                   |                                      |
| Threats, division, and potential for hate crimes  | 2                   |                                      |
| Traffic and too many trucks and non-school busses   |                     | 3                                    |
| Dirty roadways, potholes, and litter  |                     | 2                                    |
| Too many sidewalks and streetlights   |                     | 2                                    |
| <b>Total dot votes: 149</b>   |                     |                                      |

### 3.3.3. Opportunities

| Opportunities                                   | Number of Dot Votes | No dot Votes But Listed (# of times) |
|---|---------------------|--------------------------------------|
| Improve zoning ordinances, make realistic/fair  | 32                  | 5                                    |
| Curtail/regulate urbanization to specific areas | 10                  |                                      |
| Increase tax revenue/ratables                   | 8                   | 2                                    |



| Opportunities  | Number of Dot Votes | No dot Votes But Listed (# of times) |
|--|---------------------|--------------------------------------|
| Additional restaurants, businesses, and business opportunities   | 6                   | 3                                    |
| Create a Village Center  | 5                   | 3                                    |
| Cultivate a sense of community among all residents and neighbors | 4                   | 3                                    |
| Increase communication among existing residents and newcomers    | 4                   | 1                                    |
| Preserve green space and historic/cultural resources             |                     | 2                                    |
| Decrease traffic, improve pedestrian connections                 |                     | 1                                    |

**Total dot votes: 69**

#### 3.3.4. Threats

| Threats   | Number of Dot Votes | No dot Votes But Listed (# of times) |
|---|---------------------|--------------------------------------|
| Lack of zoning enforcement related to housing         | 56                  | 20                                   |
| Declining school system and decreasing youth          | 27                  | 2                                    |
| Loss of trees, greenspace, and lot sizes              | 23                  | 4                                    |
| Increasing traffic and pedestrians in roadways        | 19                  | 1                                    |
| Poor and declining infrastructure & public services   | 17                  | 3                                    |
| Increasing property taxes                             | 16                  | 2                                    |
| Trash, litter, and disrespect of physical environment | 9                   |                                      |
| Hate crimes, threats, political divisions             | 7                   |                                      |
| Lack of affordable and adequate housing               | 4                   |                                      |
| Leaving land undeveloped                              | 4                   |                                      |

**Total dot votes: 182**



| Final Totals                             |  |
|--|--|
| Total Dots Pasted on Sheets              | <b>491</b>   |
| Dots fell off (votes not counted)        | <b>3</b>   |
| Grand total of dot votes counted         | <b>488</b>   |
| Number of votes / number of participants | <b>7.1 votes per participant</b><br><b>69 people present</b> |





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## 4. COMPREHENSIVE PLAN SURVEY

(Summary of Results, See Full Raw Results in Appendix C)

### 4.1. INTRODUCTION

On January 8, 2020, at 8:00 PM, the Village of Chestnut Ridge held a visioning meeting and workshop about the future of the Village at the Chestnut Ridge Middle School Cafeteria. This was the first of two planned public meetings at the outset of the Comprehensive Plan process to develop policy recommendations to guide the future development of the community.

A second public workshop session was scheduled for March 19, 2020, and was designed to engage the public on strategies to address the issues identified at the first meeting. A survey was planned to provide wider outreach for the subject matter of both planned meetings.

On March 11, 2020, the fifth meeting of the Comprehensive Meeting was held. Both the contents of the proposed survey and the design of the March 19 workshop were finalized. However, at the time of the March 11, 2020, meeting, it was apparent that COVID-19 disease was beginning to spread, and that a public meeting might be subject to cancellation, particularly if the School District closed the Elementary School Building where the public meeting was scheduled. Unfortunately, over the next four days, the COVID-19 pandemic began to expand with multiple closures of schools and meeting venues throughout Rockland County. By the weekend, the Mayor informed the committee that the public session at Fleetwood Elementary School on March 19<sup>th</sup> was cancelled.

Considering public assembly limitations instituted by Executive Order of the Governor of New York, it was decided that the survey would be expanded to serve as a substitute to the March public session.

The Comprehensive Plan Survey, covering all the topics planned to be discussed at the March public meeting session, was released online on March 19<sup>th</sup>. An invitation to take the survey was mailed to all residents and individuals on the tax roll. Paper copies of the survey were made available to anyone who requested them, if they preferred not to submit online or did not have computer or smart phone capabilities. Originally, the survey responses were scheduled to be collected with a closing date of April 15, 2020. Given the conditions of the COVID-19 pandemic, the Mayor decided to extend the collection of survey responses to April 24, 2020, to ensure the maximum possible participation. In total, the survey received 704 total responses, exceeding all expectations. Similar sized communities typically receive only a few hundred responses.

Out of these 704 total responses, 555 were submitted by Chestnut Ridge residents (self-identified) and 149 non-residents (self-identified). Attached to this report in the appendix are three sets of raw result outputs, with tallies of answers to questions broken out three ways:



- 555 resident respondents;
- 143 non-resident respondents; and
- 704 total respondents (note 6 respondents did not say where they were from)

In the analysis of results on the following pages, we summarized the responses from the 555 residents. The results for the non-residents and total results are included in the appendix for context but are fundamentally similar to the results for Chestnut Ridge residents.

#### 4.2. SURVEY METHODOLOGY

The survey was conducted and analyzed on the platform “Survey Monkey.” A postcard was mailed to all addresses on the tax rolls inviting residents to take the survey, followed up by email blasts announcing the survey and reminding residents to participate near the end of the survey collection period. Paper surveys were distributed to those who did not have computer access or who preferred the use of paper.

Survey Monkey can only accept a submission from one browser on a specific device. The software blocked a second submittal from any one browser with a pop-up message. Households with more than one respondent were advised that each member of that household who wished to participate should use a different phone, laptop, or tablet to fill out the survey.

In its reporting, Survey Monkey does not keep track of the individual device identification number (“internal IP addresses”) of the respondents. However, it does keep track of the internet router numbers from which surveys were sent (“external IP addresses”). It appears that from a look at the list of routers utilized to submit surveys, there were no security problems:

- 451 of the 704 total responses came from internet routers with a unique number.
- There were 76 instances where two people shared a router location.
- There were 18 instances where three people shared a router location.
- There were 3 instances where four people shared a router location.
- There was 1 instance where five people shared a router location.
- There were 2 instances where seven people shared a router location.
- 16 of the total responses were paper copies that were entered on NPV’s computer by Melinda Stach, Administrative Assistant, on April 28, 2020.

We did note some instances where write-in answers were identical in wording; more so than would be predicted by coincidence. However, this probably indicates discussion between respondents rather than any misuse of the software.



A router location typically is shared within a residence. Duplicate use of a particular router could also indicate employees of the same business who logged in from work, or members at a group domicile (such as a nursing home or the Fellowship Center).

#### 4.3. ANALYSIS OF RESULTS (FOR 555 RESIDENT RESPONDENTS)

**Note about Scoring:** *Many of the questions asked respondents to indicate their level of support for a possible policy statement. Survey Monkey assigned the following values to each answer: 1 = strongly support, 2=support, 3 = neutral, 4= do not support, and 5 = strongly do not support. Percentages for each answer are shown. The software then calculated a weighted average score of all the responses to each question.*

*Some of the questions asked respondents to indicate their level of support with a choice between two answers, with 1 = support and 2 = do not support. For these questions, percentages for each answer are shown as well as weighted averages.*

##### All About You – Questions 1 through 4

- Approximately 60% of residents responding lived on or near Hungry Hollow Rd. or Chestnut Ridge Rd.
- There appeared to be participation from all parts of the Village.
- About half of the respondents lived in the Village over 15 years.
- Those who indicated that they knew of families who moved out of the village indicated that the two most prevalent reasons were a desire for different schools and concerns about rising property and school taxes.
- Under “Other Reasons” for families moving away, respondents could enter phrases in their own words. 188 respondents chose to enter “other reasons.” Some of the more notable responses were:
  - Changing demographics (31)
  - Lax zoning and/or lack of enforcement of existing zoning (13).
  - Issues with NYS mandatory vaccination policies (8).
- It is notable that the exact phrase “lack of zoning law enforcement and overdevelopment” was entered by 8 different respondents, who submitted their surveys on April 13 and 14.



## Design and Appearance of Single-Family Homes and Minimum Lot Sizes – Questions 5 through 10

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 5        | The respondents were neutral about a policy of bringing nonconforming lot sizes into conformance.                | 23.5%                                 | 14.5%                     | 17.3%                     | 10.7%                               | 34.0%   | 3.17                |
| 6        | Respondents supported lowering Floor Area Ratio requirements.  | 45.0%                                 | 16.2%                     | 8.1%                      | 11.5%                               | 19.2%   | 2.44                |
| 7        | Respondents did not support relaxing Floor Area Ratio limits to allow expansion so residents can add more space. | 18.1%                                 | 7.9%                      | 7.9%                      | 23.8%                               | 42.3%   | 3.64                |
| 8        | Respondents supported increases in required side and rear setbacks.  | 39.9%                                 | 20.5%                     | 15.7%                     | 15.3%                               | 8.7%  | 2.32                |
| 9        | Respondents supported keeping required side and rear setbacks the same.  | 19.7%                                 | 21.0%                     | 27.0%                     | 17.1%                               | 15.3%   | 2.87                |
| 10       | Respondents supported stricter architectural review and design guidelines.                                       | 50.4%                                 | 20.3%                     | 12.0%                     | 8.1%                                | 9.2%  | 2.06                |

## Multifamily Housing Choices – Potential Sites for Development, Questions 11 through 18

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 11       | Respondents did not support allowing for higher density housing types such as duplexes, townhomes, or apartments.  | 8.3%                                  | 14.0%                     | 7.0%                      | 15.6%                               | 55.0%   | 3.95                |
| 12       | Respondents were neutral regarding an affordable housing mandate.  | 12.2%                                 | 27.9%                     | 13.9%                     | 15.5%                               | 30.5%   | 3.24                |
| 13       | Respondents supported a policy where a variety of housing would be available at various prices, but without a mandatory system requiring affordable housing. | 21.3%                                 | 28.4%                     | 18.6%                     | 15.7%                               | 16.0%   | 2.77                |
| 14       | Respondents did not support allowing multifamily apartments or townhomes in the Red Schoolhouse Road/GSP interchange area.                                   | 10.0%                                 | 16.0%                     | 14.0%                     | 22.0%                               | 38.0%   | 3.62                |
| 15       | Respondents supported allowing the Green Meadow Waldorf School/Threefold Foundation to expand its housing for teachers.                                      | 44.3%                                 | 19.7%                     | 17.3%                     | 8.0%                                | 10.8%   | 2.21                |
| 16       | Respondents supported allowing the Green Meadow Waldorf School/Threefold Foundation to expand its commercial operations such as the Food Coop.               | 45.6%                                 | 21.2%                     | 19.5%                     | 6.6%                                | 7.1%  | 2.08                |

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 17       | Respondents did not support allowing higher density at the Gould Academy property or other sites on Chestnut Ridge Road.           | 9.3%                                  | 9.0%                      | 11.1%                     | 15.9%                               | 54.7%   | 3.98                |
| 18       | Respondents were neutral towards a policy to allow the creation of accessory apartments for family members at single family homes. | 20.4%                                 | 24.9%                     | 10.9%                     | 13.3%                               | 30.4%   | 3.08                |

#### Types of Housing – Visual Preferences, Questions 19 to 23

| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 19 to 23 | Respondents generally did not support any of the photo images of multifamily dwellings. |                                       | 12.6% to 38.1%            |                           | 61.9% to 87.4%                      |   | 1.62 to 1.87        |

#### Religious Uses: Places of Worship and Religious Schools, Questions 24 and 25

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 24       | Respondents did not support the statement that the Place of Worship amendments to the zoning code was a positive step. | 22.5%                                 | 5.4%                      | 9.8%                      | 13.9%                               | 48.4%   | 3.6                 |

| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 25       | Respondents supported a policy that the Village should adjust the Place of Worship zoning code amendments in the years ahead if problems arise. | 47.3%                                 | 16.5%                     | 12.3%                     | 8.0%                                | 15.9%   | 2.29                |

### Traffic Issues, Questions 26 through 32

| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 26       | Respondents were neutral about the relocation of the end of DeSalvo Court.  | 24.9%                                 | 17.8%                     | 40.9%                     | 6.4%                                | 10.0%   | 2.59                |
| 27       | Installation of a traffic signal system at Williams/Summit Roads at Red Schoolhouse Road was supported.                     | 33.8%                                 | 31.5%                     | 18.4%                     | 7.7%                                | 8.6%  | 2.26                |
| 28       | Support was shown for the provision of sidewalks along Red Schoolhouse and Chestnut Ridge Roads, and along all major roads. | 50.2%                                 | 21.0%                     | 5.7%                      | 6.1%                                | 16.9%   | 2.18                |
| 29       | Support was shown for the provision of sidewalks within new housing developments.   | 44.9%                                 | 19.6%                     | 10.9%                     | 8.0%                                | 16.6%   | 2.32                |
| 30       | An additional travel lane for Red Schoolhouse Road under the GSP bridge was supported.                                      | 38.0%                                 | 27.3%                     | 18.2%                     | 6.1%                                | 10.3%   | 2.23                |



| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 31       | Widening and signalization of the northbound on-ramp for the GSP was supported.   | 31.7%                                 | 22.1%                     | 25.5%                     | 10.1%                               | 10.6%   | 2.46                |
| 32       | A requirement for developer contributions to fund traffic improvements around the GSP interchange in exchange for incentive zoning was supported. | 55.7%                                 | 19.6%                     | 11.4%                     | 5.2%                                | 8.2%  | 1.91                |

**Increase in Tax Ratable Properties, More Employment, Shopping, Economic Development,  
Questions 33 through 43**

| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 33       | Respondents supported industrial and commercial development in the Red Schoolhouse Road area.               | 28.0%                                 | 26.5%                     | 14.2%                     | 12.0%                               | 19.3%   | 2.68                |
| 34       | Respondents were neutral about allowing light industrial development where only offices are allowed now.    | 13.9%                                 | 29.6%                     | 16.0%                     | 16.7%                               | 23.8%   | 3.07                |
| 35       | Respondents were neutral regarding allowing light industrial development in the laboratory-office district. | 18.5%                                 | 24.8%                     | 17.4%                     | 16.7%                               | 22.7%   | 3                   |

| Question | Analysis  | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|---|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 36 to 42 | When asked to choose their visual preference between types of commercial buildings, converted residences with front and side yards as well as traditional one-or two-story shopfronts with parking lots behind, were supported. Larger commercial buildings were not supported. |                                       | 29.3% to<br>75.4%         |                           | 24.7% to<br>70.6%                   |   | 1.25 to<br>1.71     |

#### Question 43

Under “Add comments about any images you see,” respondents could enter phrases in their own words. 68 respondents chose to enter comments. A majority of commenters preferred smaller scale buildings and felt that many of the images were too urban and not in character with the Village.

#### Green Space and Parks and How to Pay for It, Questions 44 through 47

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 44       | Mandating that development blends with the natural environment was supported.                    | 70.4%                                 | 18.8%                     | 6.3%                      | 2.8%                                | 1.9%  | 1.47                |
| 45       | The protection or acquisition of open space was supported.                                       | 69.9%                                 | 15.7%                     | 9.1%                      | 2.8%                                | 2.6%  | 1.53                |
| 46       | Requiring preserved open space as part of any rezoning for higher density housing was supported. | 70.0%                                 | 14.4%                     | 7.0%                      | 4.2%                                | 4.4%  | 1.59                |

| Question | Analysis   | 1<br>Strongly<br>Support<br>(percent) | 2<br>Support<br>(percent) | 3<br>Neutral<br>(percent) | 4<br>Do Not<br>Support<br>(percent) | 5<br>Strongly<br>Do Not<br>Support<br>(percent) | Weighted<br>Average |
|----------|--|---------------------------------------|---------------------------|---------------------------|-------------------------------------|---|---------------------|
| 47       | Enactment of a Tree Law, requiring a permit to cut any tree over a specified size was supported. | 61.8%                                 | 9.6%                      | 6.1%                      | 9.8%                                | 12.8%   | 2.02                |

#### **New Businesses, Question 48**

A majority of respondents supported the following types of new businesses:

- Office
- Recreation
- Grocery Stores
- Health Services
- Restaurants
- Farmers Market
- Hobby Shop
- Clothing Store
- Bakery or Specialty Foods
- Gym or Fitness Center

A majority of respondents did not support the following types of new businesses:

- Family Entertainment
- Industry
- Shopping Centers
- Automotive Repair or Sale
- Entertainment
- Bar
- Movie Theater

Respondents were given the opportunity to write in comments about new businesses. 58 respondents chose to write in their comments about what types of new businesses should be promoted. Some of the more notable responses were:

- No changes (12)
- Duplicative responses containing the exact words “do not support hazardous materials producers (11)
- Parks (7)
- Civic spaces, community gardens, arts center (6)

#### **Mixed Use Buildings, Question 49**

46% of respondents wished to discourage a mixed-use pattern anywhere in the Village. 21 % wanted to encourage a mixed-use pattern in the entire Village, and 19% wanted to encourage mixed uses in the Red Schoolhouse/GSP interchange area only.

#### **Other Comments, Question 50**

Respondents were given the opportunity to write in comments about anything at all at the end of the survey. 142 respondents chose to write in. Some of the more notable responses were:

- Issues of promoting diversity, changing mix of ethnic and religious groups (27)
- Need for more greenspace and parks (20)
- Member of the Fellowship Community at Threefold Foundation asking for their needs to be considered (11)
- Need for better zoning administration and enforcement (7).
- Sidewalks, Bicycle-Pedestrian facilities (6)
- School quality issues (6)



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## 5. COMPREHENSIVE PLAN VISION AND GOALS

### 5.1. VISION

Long range planning begins with a community's vision for its future. The vision statement provides a short succinct statement against which all policies can easily be tested. The Village of Chestnut Ridge's vision statement is based on significant citizen input received at the Visioning Workshop meeting held on January 8, 2020. The public was divided into several groups and a SWOT (strengths, weaknesses, opportunities, threats) exercise was conducted to focus stakeholders on the positive and negative attributes of the community as well as evolving opportunities and concerns. Following the SWOT exercise, the public participated in an extensive written survey on potential Comprehensive Plan recommendations based on input from the public workshop.

Based on this stakeholder input from the public meeting, the survey, and the inventory and analysis of existing conditions, the CPC and Village Board of Trustees developed a consensus to adopt the following Vision Statement, Goals and Objectives:

#### Vision Statement

*In 2030, the Village of Chestnut Ridge will be an orderly and attractive community which provides economic development opportunities, a variety of housing options, and diversity in its population. Collector roads will become more pedestrian and bicycle friendly considering the needs of citizens of all ages and abilities. Architectural standards will be enhanced to reflect the Village's historic identity and a unique sense of place.*

*In established residential areas, lower densities of single-family residential uses will dominate. Existing institutional uses will be allowed to develop housing for their staff and special needs clients. The Village's wooded character will be preserved and enhanced.*

*Significant future development will be focused around the Red Schoolhouse Road corridor and along Chestnut Ridge Road. South of the Garden State Parkway extension, options will be expanded to encourage high-quality development consistent with the range of uses permissible north of the Parkway extension and the types of uses developing in the adjacent Borough of Montvale.*

### 5.2. GOALS AND OBJECTIVES

Goals and objectives will serve as the framework for the policy recommendations of the Comprehensive Plan. Each topic examined within this plan shall be looked at with an understanding of these specific goals and objectives.

To distinguish Goals from Objectives, a Goal is generally a broad aspiration. An objective is more narrowly defined and can be objectively measured. These goals and objectives will be the basis for the policy recommendations of the Plan as adopted by the Village Board of Trustees.

### 5.2.1. Land Use

#### **Goal 1**

**Encourage a land use pattern that reinforces the suburban and Village character of the various parts of the Village of Chestnut Ridge and promotes a sense of community through the strengthening of the Village Center.**

#### **Objectives**

- 1.1 Locate new commercial development along the Village's major road corridors with improved requirements for landscaping and buffers.
- 1.2 Limit development of commercial uses in residential areas unsuitable for intensive building development due to environmental unsuitability or distance from existing utilities, main transportation corridors, and community facilities.
- 1.3 Preserve the remaining agricultural uses in the Village.
- 1.4 Provide a variety of housing opportunities for the Village's workforce, young families and seniors in a sustainable manner, and to promote a diverse community.
- 1.5 Create a Village Center at the Red Schoolhouse Road corridor, to create a central place to bring the community together and provide a stronger identity for Chestnut Ridge.

### 5.2.2. Environmental Protection

#### **Goal 2**

**Conserve the backdrop of trees and greenery, parks, wetlands, and water courses, which provides Chestnut Ridge with its community character as a beautiful village.**

#### **Objectives**

- 2.1 Protect environmentally sensitive stream ecosystems and floodplains, including Hungry Hollow Brook, Pine Brook, and Pascack Brook, and maintain adequate buffers between these systems and adjoining development
- 2.2 Situate developments in a manner that protects or enhances landscaping along travel corridors.
- 2.3 Prevent unneeded erosion by limiting land disturbance in steep slope areas.
- 2.4 Minimize lighting impacts and light pollution throughout the Village.





### 5.2.3. Community Facilities and Services

#### **Goal 3**

**Ensure that community facilities and services continue to serve adequately the populations they are intended to serve, and to introduce or expand facilities in areas planned for future development.**

#### **Objectives**

- 3.1 Maintain and enhance the Village-provided community services and facilities and expand recreational opportunities.
- 3.2 Participate and cooperate with regional, Town of Ramapo, and Rockland County agencies for regional provision of government services where appropriate.
- 3.3 Assure the timely delivery of emergency services from fire and ambulance providers and the Town of Ramapo Police.
- 3.4 Promote the enhancement of existing parkland throughout the Village and develop new community parks that are readily accessible to existing and planned population concentrations.

### 5.2.4. Economic Development

#### **Goal 4**

**Promote economic development through a balanced approach to sustainable development that will expand the Village's ratable base and will provide existing and future residents with a range of business and employment opportunities.**

#### **Objectives**

- 4.1 Create additional opportunities for light industrial, warehousing and laboratory uses, building upon the existing employment strengths of the Village, and to increase tax ratable properties.
- 4.2 Revitalize the shopping areas, and build upon the Village's historic charm, to satisfy the needs of residents and to promote shopping visits from outside of the immediate area.
- 4.3 Acknowledge and accommodate changing technology as it relates to expanded/dispersed employment opportunities in residences.
- 4.4 As the "sharing economy" grows, consider regulation of short-term rentals of residential dwelling units ensure that they are respectful of the quality of life of long-term and seasonal residents and do not impact or endanger the health, safety and general welfare of the community or its natural resources.

### 5.2.5. Infrastructure

#### **Goal 5**

**Provide essential infrastructure in areas planned for higher density residential and planned nonresidential development.**



### **Objectives**

- 5.1 Tie economic development areas into the existing and proposed utility and drainage infrastructure within the Village.
- 5.2 Ensure that adequate telecommunications infrastructure is available throughout the Village to serve residents and businesses, including broadband internet access, mobile/cellular network coverage, and corresponding network support services.
- 5.3 Create incentive zoning and strengthen site plan review requirements, so that when applications for new development are received, improvements to sidewalks, streets, traffic signals, drainage systems, and utilities needed to service the new development will be funded by the developers.

#### **5.2.6. Transportation**

### **Goal 6**

**Ensure the efficient movement of people and goods and promote economic development activities in areas near major transportation corridors.**

### **Objectives**

- 6.1 Improve turning movements and lower traffic delays for vehicles entering or turning along major road corridors.
- 6.2 Provide pedestrian and bicycle facilities along existing major roads and within new residential developments, improving safety and providing an alternative to motorized transportation.
- 6.3 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.
- 6.4 Encourage non-residential uses only in incentive development areas, where developers will contribute to traffic improvements and other amenities to offset their environmental impacts.

#### **5.2.7. Sustainability**

### **Goal 7**

**Encourage the expanded use of renewable energy sources, green building practices, and the principles of Leadership in Energy and Environmental Design Neighborhood Development (LEED-ND) and smart growth throughout the Village in order to promote energy independence and become a regional trendsetter for the implementation of green, eco-friendly, and sustainable development standards.**

### **Objectives**

- 7.1 Ensure that land use and residential density within the Village is authorized only within the capabilities of natural resources, utilities, transportation infrastructure, environmental constraints to support them, and concentrate future density and land use near existing centers and corridors.



- 7.2 Promote and support the development of alternative energy sources such as solar, geothermal.
- 7.3 Emphasize the importance of energy efficiency, sustainability, and green building design standards to reduce the adverse environmental and economic impacts associated with reliance on fossil fuels.
- 7.4 Review and revise portions of Village Codes to encourage sustainable development and the incorporation of new, innovative techniques in site planning and building design.

#### 5.2.8. Historic Preservation

##### **Goal 8**

**Preserve the Village's cultural and historic resources and special places, which reinforce the Village's unique identity, are a source of pride for all residents.**

##### **Objectives**

- 8.1 Implement appropriate regulations and controls to preserve remaining historic resources from development and demolition.
- 8.2 Work with the School District to revitalize the Red Schoolhouse Museum.
- 8.3 Develop a uniform sign program for identifying historic resources in the community.

#### 5.2.9. Community Design

##### **Goal 9**

**Reinforce the character of Chestnut Ridge and improve the aesthetic appearance of the Village.**

##### **Objectives**

- 9.1 Work with the Architectural Review Board to refine standards for the appearance and compatibility of new buildings.
- 9.2 Protect and enhance the visual appearance of the community at the key gateways into the Village by promoting a uniform design aesthetic, signage, and landscaping.
- 9.3 Preserve greenspaces and provide landscaping along major road corridors as they develop, maintaining their wooded appearance to the greatest possible extent.



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## 6. CONCEPTUAL LAND USE PLAN

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

### 6.1. GENERAL DIVISIONS OF THE VILLAGE, WITH REZONING RECOMMENDATIONS

#### 6.1.1. Red Schoolhouse Road Corridor, from South to North

##### 6.1.1.1. Area 1: South End of Corridor, from Montvale/NJ Boundary to Garden State Parkway (GSP)

This area is distinct from the corridor north of the Garden State Parkway, because the elevated GSP 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.

#### **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 home to a pet care facility and a distribution warehouse, 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 as a shopping center with a movie theater in recent years. However, at the time of this writing, there is not an active Planning Board application for development in this area. However, the current property owner is participating in the Red Schoolhouse Road Traffic Study.

##### **Recommendations**

This area in its entirety should continue to be zoned RS, providing continuous opportunity for larger scale nonresidential development on the west side of Red Schoolhouse Road, but the RS district should be expanded to also permit uses allowed in the proposed PILO zoning district proposed for the east side of Red Schoolhouse Road. Such a district would essentially combine permitted uses together from RS, PI and LO, which would



enable adding self-storage facilities, industrial flex space, or a hotel to the current list of allowable uses. Developers should be required to provide transportation improvements as specified by the Red Schoolhouse Road Traffic Study, which may include GSP ramp improvements, turn lanes, widening, and signalization.

### **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 currently home to bus and truck terminals, a building supply facility and an equestrian center, as well as some single-family homes and significant 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 currently 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. Currently the Equestrian Estates mixed use residential/commercial project is proposed in this area, and a petition to establish a Planned Unit Development (PUD) floating zone, has been submitted to the Village Board for consideration. The developers have developed a scope for a Draft Generic Environmental Impact Statement which was adopted by the Village Board on September 9, 2020.

#### **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, with no changes to the bulk and area requirements for each use. 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. This area 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 be zoned PILO, with required buffers along the east and north sides of the area adjacent to R-35 zoning. Adding Assisted Living Facilities and Hotels to the list of allowable uses should be considered. These uses may require up to 48’ height and up to 0.65 FAR in order to be viable.

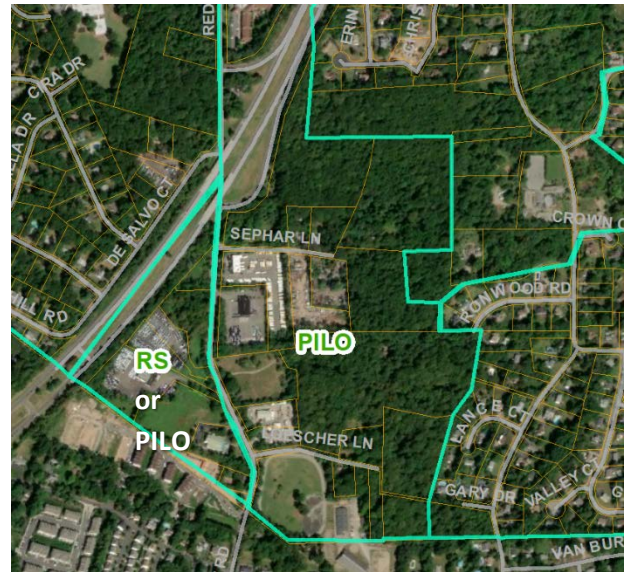
It is further proposed that in this area, as well as others with one-half mile of the GSP interchange, a PUD floating zone would be allowed to be “landed” in addition to the underlying PILO zoning district, to permit residential development at multifamily densities, to provide diversity of housing in the Village. A mixed-use Planned Unit Development floating zone (PUD) could be employed here for proposals that may come up for multifamily but would require such denser housing to be integrated with commercial and office projects. 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 25 acres. A minimum of 10% and a maximum of 35% of the gross floor area of all buildings proposed 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 a variety of commercial uses. The multifamily residential portion of the site would have a maximum density of 7 units per gross acre. Signalization, turning lanes, widening and other transportation improvements to mitigate traffic impacts, as identified during the SEQR process, would be required as part of the adoption of



any mixed-use PUD floating zone. Payments to a fund for offsite traffic improvements may also be required along with any PUD re-zoning, following the incentive zoning requirements of New York State Village Law §7-703.



**Existing Zoning, Areas 1a & 1b**



**Proposed Zoning, Areas 1a & 1b**

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

This area is currently 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 the east side of Red Schoolhouse Road, given the 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. Currently the west side is recommended to remain residentially zoned, and an active application is before the Planning Board for the Wellington School Project.

#### **West Side, Currently Zoned R-25**

##### **Existing Conditions**

This area is adjacent to the north side of the Garden State Parkway, on the west side of Red Schoolhouse Road, and is accessed by DeSalvo Court. It is zoned R-25, a residential zoning district. It contains some nonconforming storage uses, vacant acreage, and some single-family homes along Wilshire Drive and at the end of DeSalvo Court. The Fleetwood Elementary School is in the rear of the area.



### **Recommendations**

This area should remain residentially zoned and is currently proposed as a site for a religious school campus with dormitories, the Wellington Educational Campus. It is eligible as a “landing area” for the PUD floating zone, as it is within one-half mile of the GSP interchange. The floating zone could be added to the zoning map upon request to the Village Board for an integrated multifamily residential/commercial/office project.

The intersection of DeSalvo Court is recommended to be realigned (see traffic recommendations in the next section).

### **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 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. As it is within one-half mile of the GSP interchange, it is an eligible area for landing the PUD floating zone if 25 acres can be assembled.

#### **6.1.1.3. Area 3. North End of Red Schoolhouse Road 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.



## **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 at the north end of this area. In the southern end of area, it is recommended that the zoning be changed from R-35 to R-25, to match the R-25 zoning from across the street, to bring the existing nonconforming housing in this area towards conformance.

## **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.

## **6.1.1.4. 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**

New PILO zoning is recommended for this area, adding laboratory/office uses to the current list of planned industry uses.





**Par Pharmaceutical, Red Schoolhouse Road**



**Rusten Corporate Park, Red Schoolhouse Road**

#### **6.1.1.5. 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.

#### **6.1.1.6. Area 6: Village Center, Currently Zoned NS, PI, R-35 and R-40**

##### **Existing Conditions**

This area serves as a village center, with community and civic uses, neighborhood, shopping and dining, banking, and professional services. Civic uses include the William Paul Faist Volunteer Ambulance Corps, the South Spring Valley Firehouse, the Historic Red Schoolhouse Museum, and the Jerry Kolbre Park (with Gazebo and gardens). Free-standing commercial buildings, shopping centers and professional parks offer bagels, laundromat and dry-cleaning services, stationery, a convenience grocery and deli, a nail salon, Chinese food, veterinarian, banking, pool/spa sales & service, a coffee shop, and a yoga studio.

## **Recommendations**

The NS zoning should be extended past the Hubert Humphrey Drive until the historic Red Schoolhouse. Pedestrian and streetscape improvements should be required with new development approvals, and the creation of a Business Improvement District should be considered. Sidewalks and signalized crossings should be provided for all corners of the Chestnut Ridge/Red Schoolhouse Road intersection. It appears the permitted uses under the current NS zoning are working and do not need to be augmented. No change is recommended for the area currently zoned R-40 that is located beyond Jones Creek, north of Bulldog Coffee and Yoga Synthesis, and extends to Jama Court. This area is constrained by the Jones Creek floodplain.

### **6.1.2. Area 7: Residential Zones outside of Red Schoolhouse Road Corridor**

#### **Existing Conditions**

The major problem identified when analyzing the existing pattern of development against the requirements of the existing zoning code, is that a major portion of the residential lots in the Village are nonconforming with respect to their required minimum lot size. GIS analysis determined that there are 1,466 undersized residential lots in the Village, representing 58% of the total (see Map 4, Nonconforming Undersized Parcels in Current Residential Zoning Districts). With the new zoning districts for area 7 proposed in this Land Use Plan, this problem has been dramatically reduced. Only 628 lots will be undersized or nonconforming with respect to minimum lot size, after the new zoning map is implemented. This would bring 838 nonconforming, undersized residential lots into conformance, reducing the scope of the problem by 57% (see Map 11A, Analysis of Nonconforming Undersized Parcels in Proposed New Residential Zoning Districts).

### **6.1.3. Area 8: Current Planned Industry and Laboratory Office Zones outside of Red Schoolhouse Road Corridor**

#### **Existing Conditions**

Another issue identified when comparing existing land uses with the existing zoning, is that the Laboratory Office zone appears to be underutilized. The regional demand for the development of such building types appears to be limited, and parcels zoned LO in areas with excellent transportation access have remained vacant for many years.

#### **Recommendations for Areas 7 and 8**

See Proposed Zoning Maps 10, 11, & 12 for details.

- Create new zones
  - R-10, with minimum lot area of 10,000 sf for single family residences and 20,000 sf for two-family residences, with all other uses as in the current R-15 district.
  - R-15-1F, with minimum lot area of 15,000 sf, but differing from current R-15 with limitation to Single-Family homes only
  - R-20, with minimum lot area of 20,000 sf
  - PILO, which would be a combination of the existing PI (Planned Industry) and LO (Laboratory Office) Zoning Districts. PILO would also allow Assisted Living and Warehousing Uses. The current bulk and area



standards for uses in the respective LO and PI Zoning Districts would be carried over into the new proposed PILO Zoning District. It should be noted that almost all uses in LO and PI use the same use group “J,” so no new opportunities for additional bulk, FAR or development coverage will be created with this merger.

- Change current R-35 zone west of Chestnut Ridge Road to R-25
- Change RR-50 zone in Lancaster Drive/Ackertown Rd./Karow Ct./Windsor Terr./Menocker Road Area to R-25
- Change LO zones to PILO (a combination of Planned Industry and Laboratory Office Zones), except when adjacent to R-15.
- Add supermarkets as a new permitted use in the PILO Zoning District for that portion of the district north of the Thruway, and on the west side of Chestnut Ridge Road.
- Change R-15 to R-10, in portion west of Chestnut Ridge Road.
- Adjust R-35 Boundaries near Margetts Road and Hungry Hollow and Eagle Street, and along Summit Road (north side).
- Change R-35 to R-25 on the west side of South Pascack Road between the intersections of Grotke and Ronwood Road.
- Change R-25 to R-15-1F (with one family houses only) in Dexter Park area (Balmoral Dr./Renfrew Rd./Carlisle Rd./Ross Ave./Lomond Ave/Aberdeen Ave./Perth Ave.)
- Change R-25 to R-20 north of Dexter Park (Samuel Rd./Brookview Blvd./Lilian Dr./Castle Dr./Cheryl St.)

#### **6.1.4. Area 9: Green Meadow School/Threefold Foundation/Duryea Farm**

##### **Existing Conditions**

The existing campus is located in the RR-50 District with school uses (general special and religious instruction), day camps, cafes, a coop grocery store, group quarters, faculty and staff housing, religious uses, agriculture, and retreat/conferencing facilities. Almost any land use activity undertaken requires variances as the RR-50 does not acknowledge many of these uses.

##### **Recommendations**

Create a floating zone which may “land” or be utilized only in RR-50 which allows education campus/philanthropic uses/group quarters/accessory housing/agriculture to be designed in a master plan in a unified development. It is anticipated that the Threefold Foundation would petition the Village Board to adopt such a floating zone within three years of the adoption of the Comprehensive Plan. See section 2.3.3.4 for a map of the campus, and description of the numerous educational, institutional, and group quarters uses found there, in addition to the school.



### 6.1.5. Issues Identified for Future Study

#### **Places of Worship and Residential Gathering Places**

In early 2019, the Village Board of Trustees adopted a local law to enact standards for residential gathering places and places of worship in residential neighborhood. Since adoption, about a half dozen places of worship have applied to the Planning Board to go through the special use and site plan procedures to establish these uses in a manner, balancing the rights of citizens to establish such uses, with the desires of the surrounding neighbor who desire that all possible negative impacts would be investigated and mitigated during the review process.

This Plan does not currently recommend any changes to these standards. However, in accordance with prudent planning practices, the Village should from time to time review these standards to ensure that they continue to satisfy the needs of the community into the future, and to amend the standards as necessary if and when appropriate. See section 2.3.4.

#### **Revisions to Bulk Requirements for Schools**

During the preparation of this Comprehensive Plan, an issue was identified that the bulk and area standards for schools of general instruction should be re-examined and potentially amended. Currently schools are required to follow the standards for use group “f,” with a minimum lot area of ten acres, in all cases. Other nearby communities have developed “sliding scale” lot area requirements for schools, based upon maximum enrollment, rather than by setting a fixed land amount, regardless of the number of students served. The Village Board may wish to consider such a technique to facilitate the establishment of smaller, neighborhood schools. See section 2.3.5.

#### **Accessory Dwelling Units**

Nationally, a trend is emerging to allow the creation “by right” of accessory dwelling units at single-family homes. This Plan does not currently recommend any changes to allow accessory dwelling units. In accordance with prudent planning practices, the Village should from time to time review this issue as necessary, if and when appropriate. See section 2.3.6.

#### **Sidewalks**

Many of the local and collector residential streets in the Village of Chestnut Ridge were developed without any sidewalks. In many neighborhoods, numerous residents can be seen walking in the streets, as this is their only option. The Village residents are walking in greater numbers as compared with earlier decades, as lifestyles have changed. It is recommended that the Village Board consider a pedestrian traffic study with specific street by street recommendations for constructing sidewalks or marking roads with striping, to enhance pedestrian safety.





### **Streetlights**

As more residents are walking generally, and often need to walk in the travel way of local streets during nighttime hours, the number of citizen requests for street lighting is increasing. In order to enhance pedestrian safety, It is recommended that the Village Board consider amending its policies to facilitate the increase of the existing street light network in the Village.

### **Traffic Calming Measures**

During the public participation process, the Village was made aware of concerns regarding excessive traffic speed in certain areas. It is recommended that the Village Board consider traffic calming measures, such as the installation of speed humps or illuminated speed warning signs in areas with documented speeding problems.

### **Chestnut Ridge Road Thoroughfare Plan – Additional Retail/Non-residential Opportunities**

During the public participation process, the Village received comments that this Comprehensive Plan placed too much emphasis on the Red Schoolhouse Road corridor, and that not as much attention was placed on the Chestnut Ridge Road corridor. Because of the applications for five new large developments along Red Schoolhouse Road which stimulated this entire Comprehensive Plan effort, the emphasis on the RSHR corridor is understandable (see section 7.2 for a map). The Village Board may wish to consider creating a corridor plan for the Chestnut Ridge Road, similar to the Red Schoolhouse Road study commenced in 2017, which in the future can be adopted as an addendum to this Comprehensive Plan. The Chestnut Ridge Road corridor may provide additional opportunities for retail development which would require future study.

### **Planning Unit Developments/Mixed Use Outside of Red Schoolhouse Road**

The possibility of PUD overlay zoning outside of the Red Schoolhouse Road corridor is not recommended or precluded by this Plan but may be considered at sites greater than 25 acres in other areas, if a rezoning petition is submitted to the Village Board of Trustees. A site-specific SEQRA analysis would be required for such an action at that time.

### **Surface Water Quality Assessment**

Section 2.4.3 indicates that none of the waterbodies in Chestnut Ridge are currently considered as “impaired” by the NYS DEC. Pascack Brook and its tributaries were formerly categorized as “impaired,” but the 2022 List of Impaired Waters (§303(d)) recommends that Pascack Brook be removed from the list due to “flaws in the original analysis.” Updates to water quality sampling and a new water quality assessment were not included in the scope of this Comprehensive Plan. This is an area recommended for future study.

### **Investigation of “Paper Streets”**

Section 2.6.3 describes how the Village owns some “paper streets,” or street rights-of-way that have never been constructed, and exist only “on paper.” Kennedy Parkway is one such street, which has been identified as having potential for development as a linear park and/or bike trail for public use. The Village should consider the future study of repurposing paper streets or other vacant lands it controls for use as parkland.





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## 7. TRAFFIC IMPROVEMENTS AND RED SCHOOLHOUSE ROAD TRAFFIC STUDY

### 7.1. BACKGROUND

To unlock the potential for economic development in the Village, and particularly 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 mechanisms for Villages to couple changes in zoning or SEQRA reviews of projects under current zoning with a requirement for contributions to pay for infrastructure needed to support it.

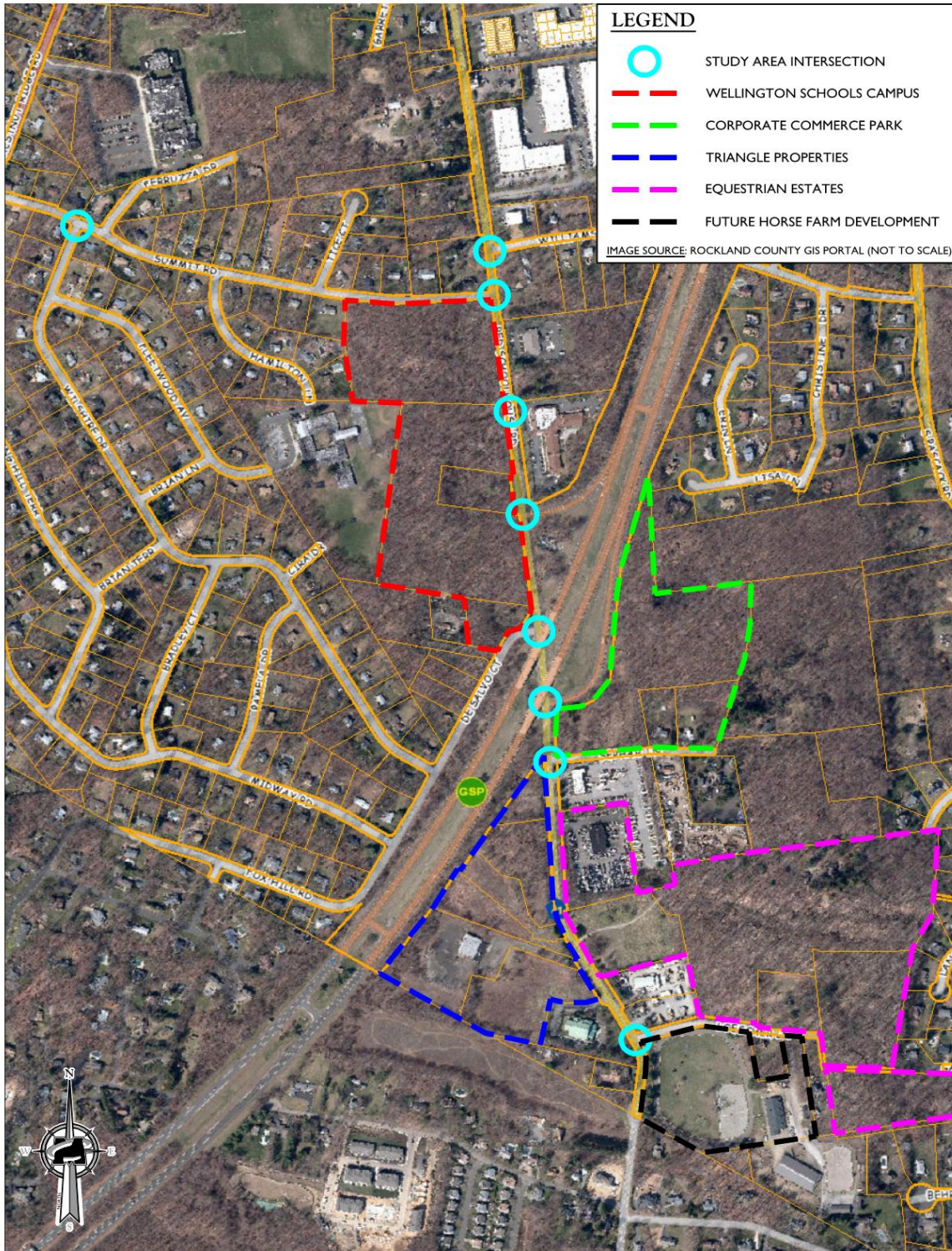
New York State Village Law §7-703 authorizes the use of incentive zoning, where specific incentives or bonuses in density, use or other zoning requirements may be granted to a developer in exchange for the provision of community benefits or amenities, such as transportation improvements. Construction 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 SEQRA 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.

A detailed Traffic Impact Study has been prepared for the Red Schoolhouse Road Corridor, between the New Jersey State Line and Williams Road, which was completed by Colliers Engineering (formerly Maser Consulting) in February 2021. The purpose of this study was to identify existing traffic conditions, prepare estimates of traffic from planned or proposed developments in the area, and to identify needed traffic improvements to be constructed to handle future operating conditions based on future total traffic volumes. Monies were placed in escrow and the Village Trustees used these monies to engage Colliers Engineering as its consultant. The developers have agreed to abide by the recommendations for traffic improvements as outlined in the Study, to pay for those improvements attributable to each of their respective projects.

### 7.2. RSHR TRAFFIC STUDY – STUDY AREA

The study area is identified on the aerial photograph on the following page.



### 7.3. RSHR TRAFFIC STUDY – PROPOSED NEW DEVELOPMENTS CONSIDERED

The RSHR Traffic Study reviewed five developments proposed for this corridor and proposed a set of traffic improvements, which have been incorporated into this Comprehensive Plan’s recommendations in this section. The proposed developments are summarized below.



**Table 7-1: RSHR Traffic Study – Summary of Proposed Area Developments**

| PROPOSED DEVELOPMENT          | PROPOSED LAND USE(S)               | PROPOSED SIZE   |
|-------------------------------|------------------------------------|-----------------|
| TRIANGLE PROPERTIES           | RETAIL SHOPPING CENTER             | 137,500 SQ. FT. |
| EQUESTRIAN ESTATES            | RETAIL                             | 29,524 SQ. FT.  |
|                               | OFFICE                             | 15,000 SQ. FT.  |
|                               | APARTMENTS                         | 84 UNITS        |
|                               | TOWNHOMES                          | 62 UNITS        |
|                               | SINGLE FAMILY HOMES                | 2 UNITS         |
|                               | SENIOR (AGE-RESTRICTED) APARTMENTS | 118 UNITS       |
| FUTURE HORSE FARM DEVELOPMENT | SENIOR ASSISTED LIVING             | 160 UNITS       |
| WELLINGTON SCHOOLS CAMPUS     | K-8 GIRLS ELEMENTARY SCHOOL        | 1000 STUDENTS   |
|                               | BOYS HIGH SCHOOL                   | 400 STUDENTS    |
| CORPORATE COMMERCE PARK       | CORPORATE PARK/OFFICE              | 150,950 SQ. FT. |

#### **7.4. RSHR TRAFFIC STUDY - SUMMARY OF PROPOSED TRAFFIC IMPROVEMENTS**

The types of improvements that have been identified include traffic signal upgrades and/or new traffic signal installations, intersection widenings, turning lanes, roundabouts, sidewalks, and other improvements to accommodate both vehicular traffic and pedestrians. Due to the length of the corridor, complexities relative to geometrics in the vicinity of the GSP and potential environmental considerations, the study outlines various intersection improvements that could be completed on a phased basis. Note that the improvements have only been conceptually identified and that construction level design drawings would be required to be able to implement any of these improvements. The specific designs of the improvements may change as construction drawings are development and as the Planning Board reviews specific site plans and conducts reviews required by SEQRA. The types of improvements include the following:

- Construction of a separate southbound left turn lane on Red Schoolhouse Road at Williams Road.
- Construction of separate northbound left turn lane on Red Schoolhouse Road at Summit Road, installation of a new traffic signal and installation of pedestrian sidewalks with signalized pedestrian crossings.
- At the proposed Wellington Schools access connection with Red Schoolhouse Road, construct separate northbound and southbound left turn lanes and construct a sidewalk along the Wellington Schools Site frontage between Summit Road and DeSalvo Court.

- At the GSP SB Exit Ramp upgrade the existing traffic signal with new actuation and traffic signal timings. Further improvements should include the widening of the GSP southbound off-ramp to provide a double dual left turn along with a two-lane received on Red Schoolhouse Road Southbound. This widening will also require the replacement of the existing traffic signal.
- Modifying the intersection of DeSalvo Court and Red Schoolhouse Road for right turn entry/right turn exit-only.
- Construction of a northbound channelized right turn lane on Red Schoolhouse Road and associated ramp widening at GSP On-Ramp to provide a free right turn movement onto the ramp.
- Construction of a “roundabout to allow U-turn maneuvers to access the GSP northbound on-ramp in lieu of a separate left turn lane due to the complications created by the GSP overpass bridge piers. This could also help alleviate left turn conflicts for the proposed Corporate Commerce Park Development.
- Construction of intersection improvements including construction of auxiliary left and right turn lanes on Red Schoolhouse Road and installation of a new traffic signal to serve the Triangle Properties Development and Equestrian Estate Development.
- Possible construction of a separate southbound left turn lane on Red Schoolhouse Road at Loescher Lane as part of the Future Horse Farm Development.

It should be noted that the above improvements, if completed as one project, would provide a full widening of Red Schoolhouse Road from Williams Road to Loescher Lane providing a minimum of a three (3) lane cross section throughout the corridor. The majority of the above improvements could be constructed independently of each other, which is important due to the potential cost and other constraints. The projects can be accomplished in a building block fashion, as each of the identified projects is ready to proceed. The list of improvements with responsibilities for construction and estimated costs are identified in Table 7-2.

These proposed improvements are conceptual in nature, and may be subject to adjustments and modifications when projects are reviewed in the future for SEQRA and site plan approvals. Improvements in and around the Garden State Parkway interchange ramps will require review and approval as well as permitting from the New York State Thruway Authority. All other projects along Red Schoolhouse Road will require review and approval of the Rockland County Highway Department. These agencies may require further modifications and adjustments during their review and approval processes.

**Table 7-2: RSHR Traffic Study – Proposed Road Improvements and Anticipated Values/Costs**

|    | IMPROVEMENT DESCRIPTION  | SITE PLAN REVIEW RESPONSIBILITY                   | VALUE/COST ESTIMATE (FROM RSHR TRAFFIC STUDY) |
|----|--|---|---|
| 1  | Dedication of the land opposite the GSP SB off ramp to accommodate construction of future dual left turn lanes off the GSP SB off ramp (Wellington from Summit to DiSalvo = 1,700 feet +/-). | Wellington Educational Initiative                 | Not estimated                                 |
| 2  | Dedication of the land to accommodate separate left turn lanes northbound and southbound on RSHR near Wellington Schools access.   | Wellington Educational Initiative                 | Not estimated                                 |
| 3  | Construction of separate left turn lanes northbound and southbound on RSHR at main Wellington Schools access drive.  | Wellington Educational Initiative                 | \$500,000                                     |
| 4  | Construction of 8-foot shared-use path along school frontage from Summit Rd. to DeSalvo Ct. on west side of RSHR (req'd by Rockland County Highway Dept.)                                    | Wellington Educational Initiative                 | \$220,000                                     |
| 5  | Summit Road Sidewalk (750') with ADA ramps   | Future Regional Project – Village to seek funding | \$ 60,000                                     |
|    | <b>SUBTOTAL</b>  | <b>Wellington Educational Initiative</b>          | <b>\$780,000</b>                              |
| 6  | Widen RSHR to provide separate channelized NB right turn lane at GSP NB on ramp, starting 200' south of Sephar lane continuing through that intersection and up to the GSP NB On Ramp".      | Corporate Commerce Park                           | \$450,000                                     |
| 7  | Install Traffic signal at Sephar Lane to permit protected LT inbound and outbound movements from Commerce Corporate Park (CCP).  | Corporate Commerce Park                           | \$200,000                                     |
| 8  | Improvement of Sephar Lane along CCP frontage  | Corporate Commerce Park                           | Not estimated                                 |
|    | <b>SUBTOTAL</b>  | <b>Corporate Commerce Park</b>                    | <b>\$650,000</b>                              |
| 9  | Provision of an easement from both CCP and Equestrian Estates to accommodate a future connection with the Chestnut Ridge Transportation parcel.  | Equestrian Estates/Weber Corporate Commerce Park  | Not estimated                                 |
| 10 | Construction of a 4-way intersection with widening of RSHR to provide dedicated right and left turn lanes at Triangle Properties/Equestrian Estates as needed.                               | Equestrian Estates/Weber Triangle/Weber           | \$600,000                                     |
| 11 | Install new traffic signal at Triangle Properties/Equestrian Estates main access.  | Equestrian Estates/Weber Triangle/Weber           | \$200,000                                     |
| 12 | Construction of a roundabout at Triangle Properties/Equestrian Estates northern access.  | Equestrian Estates/Weber Triangle/Weber           | \$900,000                                     |
|    | <b>SUBTOTAL</b>  | <b>Equestrian Estates/Weber Triangle/Weber</b>    | <b>\$1,700,000</b>                            |
| 13 | Left turn lane widening on RSHR at Loescher Lane to facilitate future development of Horsefarm Property.   | Beztak-Assisted Living                            | \$450,000                                     |
|    | <b>SUBTOTAL</b>  | <b>Beztak-Assisted Living</b>                     | <b>\$450,000</b>                              |
|    | <b>TOTAL DEVELOPER FUNDED IMPROVEMENTS</b>   | <b>ALL FIVE SITE PLAN REVIEW PROJECTS</b>         | <b>\$3,520,000</b>                            |

|    | IMPROVEMENT DESCRIPTION  | SITE PLAN REVIEW RESPONSIBILITY                       | VALUE/COST ESTIMATE (FROM RSHR TRAFFIC STUDY)  |
|----|--|---|--|
| 14 | Modify Traffic Signal Actuation/Timing at RSHR and GSP SB off Ramp.  | Regional Project Needed Now– Village to seek funding. | \$ 60,000  |
| 15 | Widen GSP southbound exit off ramp to provide dual left turn lanes including two lane receiver on SB RSHR.     | Regional Project Needed Now– Village to seek funding. | \$550,000  |
| 16 | Dedication of Improved Sephar Lane to the Village of Chestnut Ridge.   | Village of Chestnut Ridge                             | (Improvements Paid by CCP developer, Village Assumes Ownership & Maintenance, post-dedication) |
|    | <b>TOTAL SHORT TERM PUBLICLY FUNDED IMPROVEMENTS</b>   | <b>SHORT TERM: Village/County/State Funded</b>        | <b>\$610,000</b>   |
| 17 | Replace Traffic Signal at RSHR and GSP SB off Ramp.  | Future Regional Project – Village to seek funding     | \$200,000  |
| 18 | Construction of separate southbound left turn lane on Red Schoolhouse Road at Williams Road.                   | Future Regional Project – Village to seek funding     | \$200,000  |
| 19 | Construction of separate northbound left turn lane on Red Schoolhouse Road at Summit Road.                     | Future Regional Project – Village to seek funding     | \$350,000  |
| 20 | Traffic Signal Installation at Red School House Rd./Summit Rd.   | Future Regional Project – Village to seek funding     | \$200,000  |
| 21 | DeSalvo Court, Create a right-turn entry/right-turn exit, prohibit left turns onto RSHR to eliminate conflicts | Future Regional Project – Village to seek funding     | \$100,000  |
|    | <b>TOTAL LONG TERM PUBLICLY FUNDED IMPROVEMENTS</b>  | <b>LONG TERM: Village/County/State Funded</b>         | <b>\$1,050,000</b>   |