



Village of New Hempstead

Comprehensive Plan with Inventory & Analysis

September 9, 2020



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ACKNOWLEDGMENTS

The Village Trustees would like to recognize and thank the many people whose assistance has made the completion of this work a reality.

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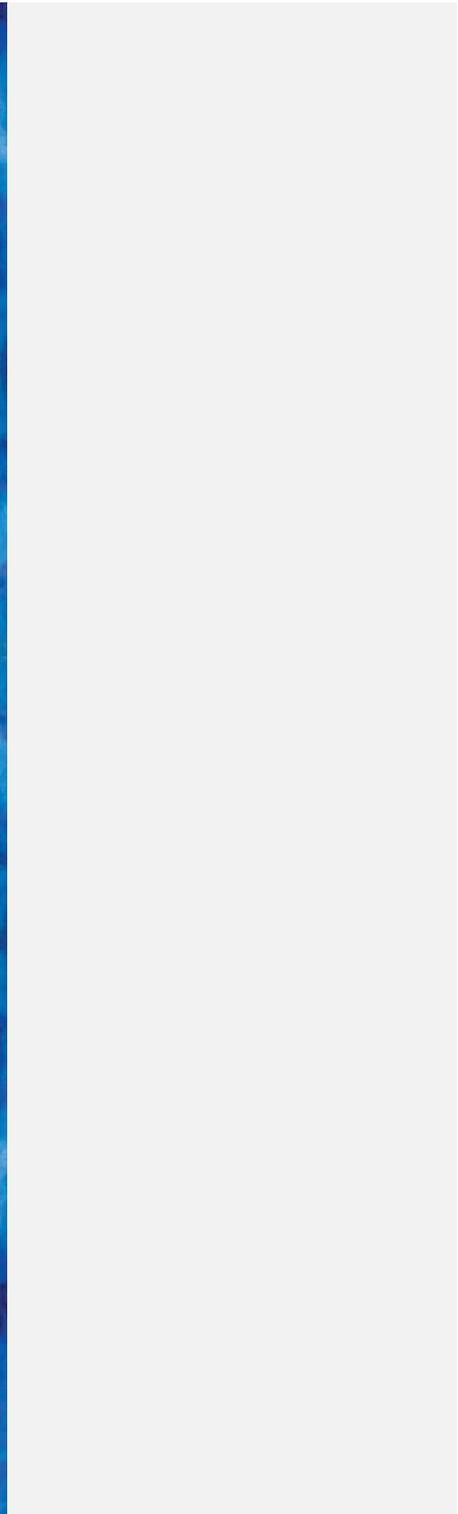
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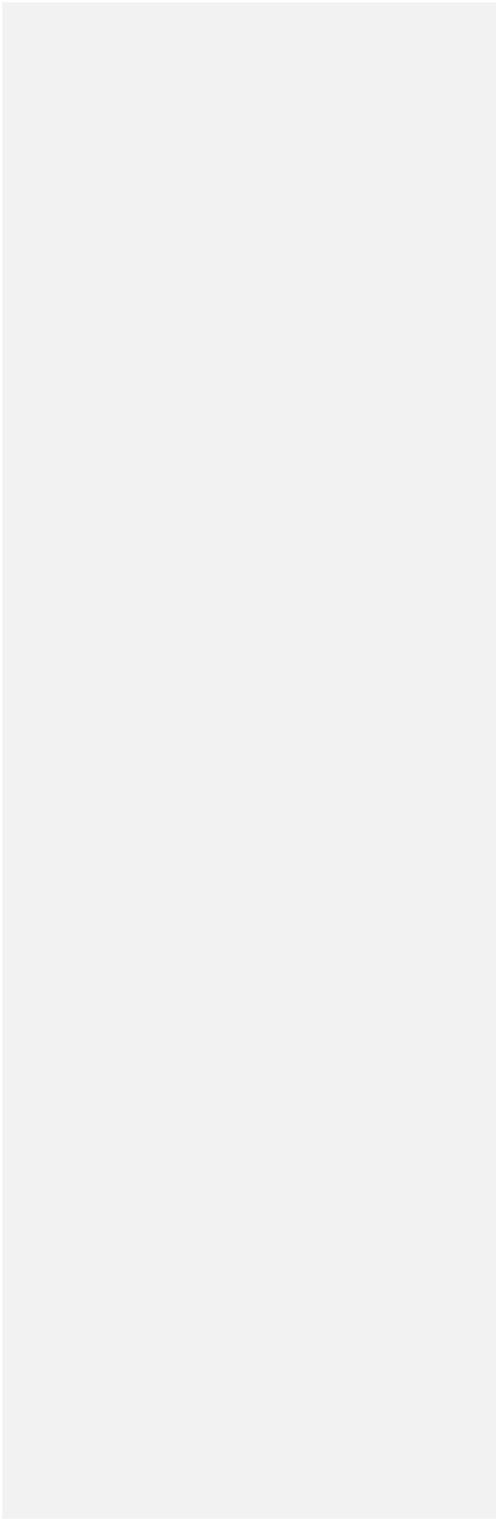
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Executive Summary

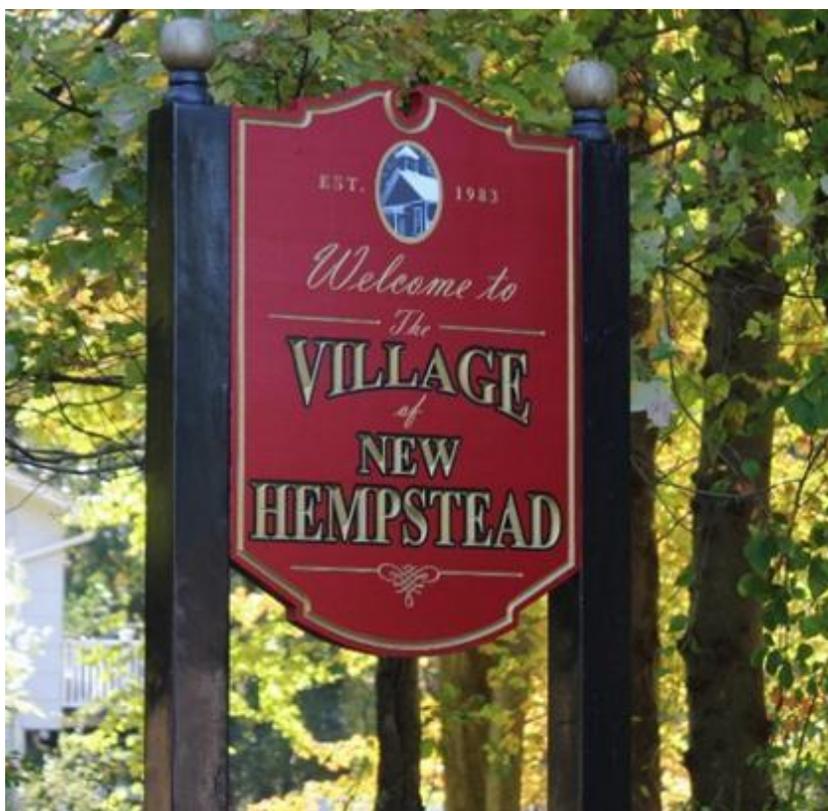
With the completion of the final draft of the Comprehensive Plan, the executive summary was prepared to *summarize* the guiding principles underlying the plan as well as providing renewed focus on the plan's intent. With a document consisting of several hundred pages it is easy to lose focus as one reads the documents created over two years of effort. The executive summary was created as a preamble to reinforce the thought process and decisions made during the plan creation.

The focus of the plan adheres to the ***basic principles below***:

- 1. Provide the residents of New Hempstead with a new government complex in a more centrally located site with a focus on concentrated services, parklands and meeting places at a single location.***
- 2. Provide enhanced pedestrian safety through a comprehensive sidewalk improvement program***
- 3. Enhance mobility and safe circulation through a comprehensive street improvement program.***
- 4. Provide for additional open spaces and parklands to meet the needs of Village residents.***
- 5. Enhance the image of the Village through placemaking***
- 6. Provide for sound economic policies through the addition of selected commercial sites***
- 7. Provide for additional selected housing opportunities in a low impact and environmentally sound approach***
- 8. Provide for guided selected development of specific properties along with increasing open space and parklands as outlined.***
- 9. Maintain the overall predominant single-family residential character of the Village***

Each component of the plan is designed to reflect the basic principles. As funds are identified and procured through grants and allocations of resources, plan proposals have been identified to direct the Village expenditures towards the Village needs.

Section I: Introduction



SECTION I: INTRODUCTION

PURPOSE OF THE COMPREHENSIVE PLAN

New York State land use and zoning enabling laws grant municipalities the authority to prepare comprehensive plans. As defined in New York State Village Law §7-722 enabling legislation, a comprehensive plan is a policy document that identifies goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth and development of a community.

As a tool of planning land use and overall community development, including potential capital investments, the comprehensive plan guides municipal leaders, government agencies, organizations, businesses, and residents on how to help ensure that the community's special and unique features are conserved and reinforced and that needs are met both now and in the future.

Comprehensive plans are implemented through a variety of tools including land use policies, zoning changes, and local laws. New York State Village Law further strengthens the role of the comprehensive plan by mandating that any new or amended land use regulations be consistent with the adopted comprehensive plan. NY State Village Law also promotes that all public capital improvements be consistent with the adopted local plan.

WHAT'S HAPPENED SINCE 2006?

Best practice is to maintain an up-to-date Comprehensive Plan accompanied by a current depiction of local conditions. This supports a contemporary assessment of development needs. It underpins the prescription of various strategy actions that are intended to help manage and guide growth within the community.

At nearly 15 years of old, it seems there have been significant recent changes in the region and the local area. It is worth contemplating national trends and local events that have influenced growth and development within New Hempstead and this region over the last decade:

- Climate change has become a societal focus – all sectors of the economy, not just all levels of government, are contemplating, as a central part of day-to-day activities, ways available to act in order to beneficially deploy resources so there is less dangerous emissions of heat trapping Greenhouse Gases. At the same time, many people are thinking about how to foster healthy adaption, within communities, to the inevitable and substantial changes (many potentially harmful), that will accompany long-term climate change that will affect so many facets of community life¹.
- The regional economy emerged from a major recession around 2007. Since 2010 there has been low but sustained job growth (and low unemployment). Many other economic indicators have also been positive. The region itself seems to be doing well in terms of overall economic activity, with

¹ In July 2019 the Village acted to become a NYS Climate Smart Community (CSC). This is a voluntary and flexible framework that local communities can use to promote reductions in greenhouse gases and improve climate resilience. The program offers a toolbox local leader can voluntarily choose from to help the community prepare for and respond to climate change. There are some grants available to CSC communities and through assistance applying best practices for mitigating and adapting to climate change, it helps facilitate municipal action to save money and build a more livable, energy-independent, and secure community. It can also aid achieving a vibrant and sustainable economy, healthy and safe schools, and resilient infrastructure.

this area benefitting from and showing strong linkages with the highly complex economic base of New York City and adjacent urban settings. Still, the property tax burden within this part of New York State is high. Nor has there been as much regional domestic product growth, or growth in high-wage type sectors and industries, as many have hoped for.

- Issues of a tight housing supply and broad housing (in) affordability persist. Similar with national trends, there have not been gains in the number and diversity of housing types sufficient to keep-up with population growth. Demographic changes like more smaller households and larger absolute numbers of people who are older, have not been supported by commensurate changes in housing supply, in terms of better availability of smaller size units, other supportive and assisted housing, or creation of options, like housing designed for people to age in place, or which enables intergenerational living (like through creation of Accessory Dwelling Units). There has not been substantial change in the rates of creation of rental housing, carefully sited multifamily housing, nor greater mixed-use which integrates some portion of the housing stock within innovative Main Street or cross-roads settings. A common refrain among residents is there is a limited supply of starter homes available, such as for young professions and new families. However, residents have also voiced a desire to maintain the predominantly single-family character of the Village
- A seeming rise in hate crimes and bigotry is being felt in New Hempstead, which is located in an area with among the highest rates in the nation of persons having a variety of Jewish faiths and social and cultural backgrounds. There are values clashes within the broader local community between people from these groups and people of other backgrounds. There is also some friction among people from different Jewish faiths. All of this is influencing rifts and distrust. Anecdotaly and quite justifiably, this is influencing perceptions of public safety, as well as the ability to foster a healthy and robust dialogue about how to allocate public resources and craft public policy.

But factors influencing growth and the changes underway are also unique to New Hempstead, greater Ramapo, and Rockland County:

- There is relatively new chief elected officials/ executives in the Village and the County.
- Significant population increases in the broader County, Town, and Village have continued -- this is one of fastest growing parts of New York State.
- Rockland Boulders Stadium – just north of the municipal boundary. -- started operations.
- New Hempstead continues to be an attractive place to live. This includes for people from a variety of Jewish religious persuasions – it is influencing larger average family-sizes.
- Predominant cultural beliefs and values are driving high demand for private education. The Village has implemented land use prohibitions on establishing new schools, but tremendous growth in school-age population, driven by large household sizes and high fertility will mean that high demand for private school options should persist not only locally but in the broader region.
- The 1st housing for older persons condominium style development was sited and occupied.
- The Town of Ramapo set about planning future development in Northeast Ramapo, for the area which is adjacent to the Village.
- Some tributaries of Pascack Brook that extend over southeastern edges of the community, which are part of Pascack Brook sub-watershed, have been as part of that broader sub-watershed been assigned stressed waterbodies status. This is at least in-part based on urban runoff which is associated with aggregate high rates of impervious cover by buildings/ roads within the larger area.



- Robert Yeager Health Center building, located at the County's complex adjacent on Sanatorium Road, ceased to be used as a nursing home facility, and the site has since been converted to consolidated county offices.
- The East Ramapo Central Schools were placed under State supervision, with significant progress made since then in improving academic and other measures of achievement.
- The first neighborhood commercial project, a retail pharmacy with additional stores is under construction at the intersection of NYS Rte. 306 and Grandview Avenue.
- The Village has started to actively pursue grants which can leverage Village objectives, and there has been some modest success in this regard (For instance, development of this plan is partly offset by grant assistance from the Hudson River Valley Greenway).

And some things have not changed, or not changed much at all, within New Hempstead:

- Village Hall, while quaint, remains vastly undersized. It has an outmoded floorplan that is not adequate compared with that which is required for operating a modern, small local government administration (including its associated court system).
- Cooperation was sustained between the Town and Village. The Town cooperatively delivers public service support, under contract, upon request from the Village for actions like road maintenance.
- The main non-residential zone, Laboratory Office District, which covers a triangle in northern part New Hempstead adjacent to Pomona Rd and NYS State Rte. 45, has stayed largely undeveloped.
- Rockland County, which developed significantly from the 1950s to 1970s, remains one the most dangerous places Statewide in terms of the probability and risk that pedestrians will be involved in crashes resulting in death or serious injury, and which may involve a car moving at a high speed.²
- The extensive cemeteries centering-on Brick Church Road are unique landforms that contribute to community open space character.
- While overall capacity on main roads is decent, there has historically been congestion at some major intersections. Many residents are concerned that growth should not exacerbate traffic friction.
- Many residents are concerned with persons speeding through their community and traffic calming efforts will be need to be addressed.
- Based on the same spurt of growth in the 1950s-1970s, many roads, drainage, sewer, and other systems are aging. With the original date of construction of many assets approaching 50 years, it is important to contemplate capital replacement priorities in order to keep this infrastructure in good working order and performing as designed while avoiding lumps, or surges, in spending in order to keep capital facilities in good working order.

² This seems to link back and relate to era when there was perhaps an over-reliance on achieving street designs primarily designed to focus on accommodating auto travel, which has now based on experience historically shown to have been at the detriment of having 'complete streets' and balanced facilities which also accommodate walking and bicycling, and people connecting with transit.

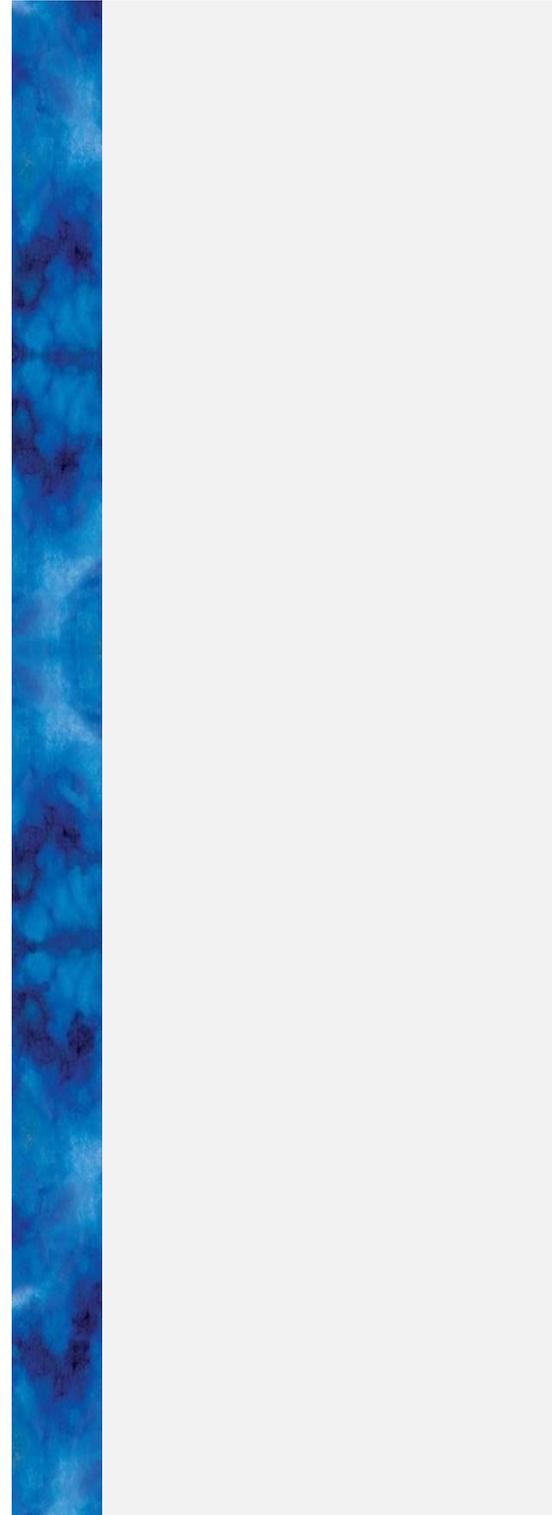
WHY ACTION IS NEEDED/ WHY THIS PLAN WAS DEVELOPED

Reviewing recent major changes within and around the community, as well as considering what has not changed, it is evident that fostering desirable change is a complex undertaking. Therefore, it is important to have an up to date Comprehensive Plan to help guide decision-making.

The following Vision (and Goals in Section V) take into account the key features and characteristics of the Village and the region that it is enmeshed within. They are based on findings derived from the depictions of existing conditions and trends presented within the Inventory & Analysis (Section IV) that is a central part of this Plan. It is also based on public engagement on the plan conducted in late 2018 and early 2019, as well as guidance obtained through dialogue with key public officials and the Project Advisory Committee (PAC).

Goals are designed to forward the Vision. They are formed based on a detailed examination of the types of changes occurring (or not occurring). Importantly, the Vision and Goals are also crafted based on the aforementioned public input received during the plan formulation process.

Specifically, the Planning team at Laberge Group has gathered extensive expressions of values and interests from elected and appointed officials, and residents. This 'public process/ public engagement' effort is described below. It was organized to obtain input on issues and needs. Furthermore, the public outreach was used to gauge responses to the consultant's suggestions about the dimensions of and magnitude of issues and the proposed Vision, Goals, and associated recommendations and development strategies.



PUBLIC PROCESS – PUBLIC ENGAGEMENT

In fall 2018, the Village of New Hempstead initiated an update to the Village's 2006 Comprehensive Plan, with assistance from Laberge Group's team of consultants. During the planning process, existing issues and threats to the Village were identified to understand the public's concerns for the future. Goals and strategies have been crafted to address the Village's unique challenges.

A Comprehensive Plan Project Advisory Committee (PAC) was created to help develop the initial comprehensive plan for the Board of Trustees. The PAC consisted of representatives of the Village Planning Commission and Zoning Board of Appeals, residents, and community members at large. The PAC was tasked with reviewing draft documents. Members have dedicated significant time to attending public workshops, meeting with the consultants, and reviewing materials.

For one, during information gathering, the PAC shared its knowledge with the Village's consultants about subject examined in the 'Inventory & Analysis'. The Inventory & Analysis consists of a review of the community's existing conditions. It describes current context regarding the regional environment and the population, housing, infrastructure and general economic base.

At the tail end of this stage of the planning process that examined community and regional context, the Plan's authors created a long-term plan vision and goals. The vision and goals represent the principles of the Plan which help guide the selection of tactics and specific recommendations and strategies presented within this Plan. Prior to review by the Board of Trustees of this Comprehensive Plan, the PAC helped confirm that the information presented and analyzed in the Inventory & Analysis was relevant and that the proposed vision and goals are appropriate guiding principles for the Plan.

PAC Meetings - The Project Advisory Committee met over the course of the project to advise the consultants on the needs and opportunities within the community. The role of the advisory committee is to be: informative, helping gather information to ensure the Plan's suitability and viability; consultative, in their experience and knowledge about the community; and cooperative, especially in the implementation stage of the Comprehensive Planning Process.



Figure 1: Kick-Off Public Meeting

Kick Off & Charrette November 2018 - A Kick-Off meeting in November 2018 started with a PowerPoint presentation. A project overview was

given by the consultants to introduce the Project purpose, timeline, and the process for development of the comprehensive plan. After the presentation a hands-on public participation charrette with interested community members identified opportunities, needs and possible conflicts. Part of the process of gathering input involved written and verbal communication including the mapping of interests. The charrette helped ensure that the consulting team has a strong working knowledge of the area. Approximately 30 members of the public were in attendance and were asked to create and present major ideas that should be explored in the Comprehensive Plan.

Work-In-Progress – A project Work-In-Progress meeting held in December 2018 had in attendance approximately 28 persons who viewed a presentation with aggregate information from the previous meeting. There was also discussion of ideas and designs presented by the consultants. Ideas explored during the Work-In-Progress meeting focused on maintaining the character of neighborhoods and creating more open space. There was a concept presented to advance recreation opportunities and promoting pedestrian safety improvements throughout the Village, as many residents often make walking trips. It included discussion about bolstering sidewalks, as well as recreation paths and trails, both formal and informal.



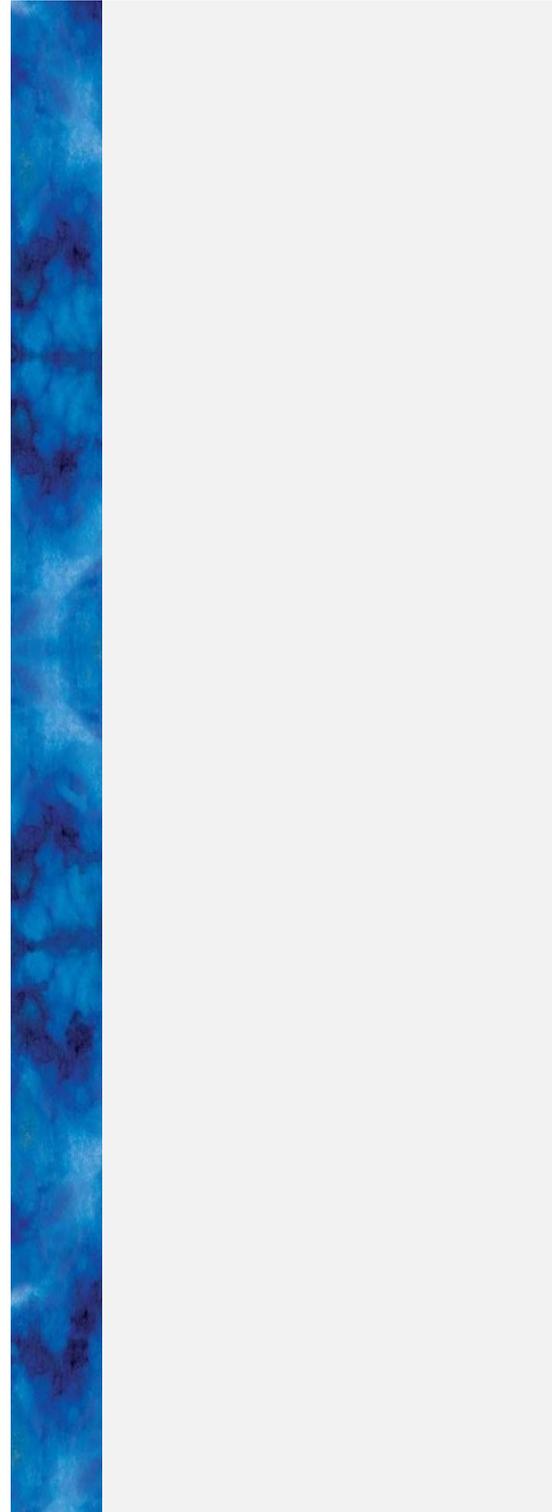
Figure 2: Work in Progress Meeting

With the introduction of the Covid Virus pandemic, it is not possible to hold meetings in person. Update meetings have been held using “zoom” interactive online technology for meetings. Several briefings were held for Village officers and staff.

The final draft documents were placed on the Village’s website for review by the Committee and the Public. Notice for these meetings was published in accordance with requirements. A final draft review meeting was held on June 9, 2020 to present the plan and to obtain public comments. Each comment was noted and a response prepared as below. Residents were able to submit questions during the presentation or electronically via email.

Comments included the following:

1. A suggestion was made to include the lower portion of Route 45 opposite New Square for the neighborhood commercial designation. This will be added to the site-specific recommendations in the plan.
2. A request for sidewalks along McNamara Road was suggested. This will be added to the list of streets under consideration for new sidewalks.
3. Support for the special optimized cluster provisions was made by several residents and the Visions property will be added to the list as a candidate for the single-family version should Visions cease operations or move to a different location in the future.
4. Support for the special optimized cluster approach for the Matterhorn property was voiced and the proposed extensive list of conditions was discussed. It should be noted for clarity that although the number of three-bedroom units is limited to 30% of the total unit count with the remainder of the units one and two bedroom, that this is a market-based approach, not a subsidized or “affordable” development. Units will be available to all and the smaller sized units should provide a measure of opportunity for young families and responders.



ORGANIZATION OF THIS COMMUNITY COMPREHENSIVE PLAN

The 'Implementation Plan (Section VI) lays out the Village's proposed Comprehensive Plan strategies mix. It represents the various inter-related recommendations and actions that are presented for guiding and managing future land use and overall community and economic development in coming years. These strategies are meant to advance the Plan's Vision. New Hempstead's planning Goals help frame the Vision.

It is emphasized that Goals – contained in Section V – represent a detailed series of principles that can be used to help guide implementation of the Plan's Vision. It is advised that when there are efforts to tailor implementation strategies and adjust and refine Plan recommendations provided herein, consulting Goals can help users hone-in on and select a course of action.

The Plan's Goals are organized within five community planning subject-themes:

- Quality Neighborhoods
- Village Parks & Recreation
- Transportation/ Traffic
- Land Use & Zoning
- Village Government & Overall Economic Development.

A large volume, named an 'Inventory & Analysis', presents a multi-element review of existing conditions and trends within the community and region. Under 12 underlying main 'Subject-Elements', the Inventory & Analysis describes local conditions. The Inventory & Analysis also provides the rationale around associated strategy actions presented herein. These strategies have evolved out of the Planning Mission & Vision (in Section II). Goals are presented within Section V).

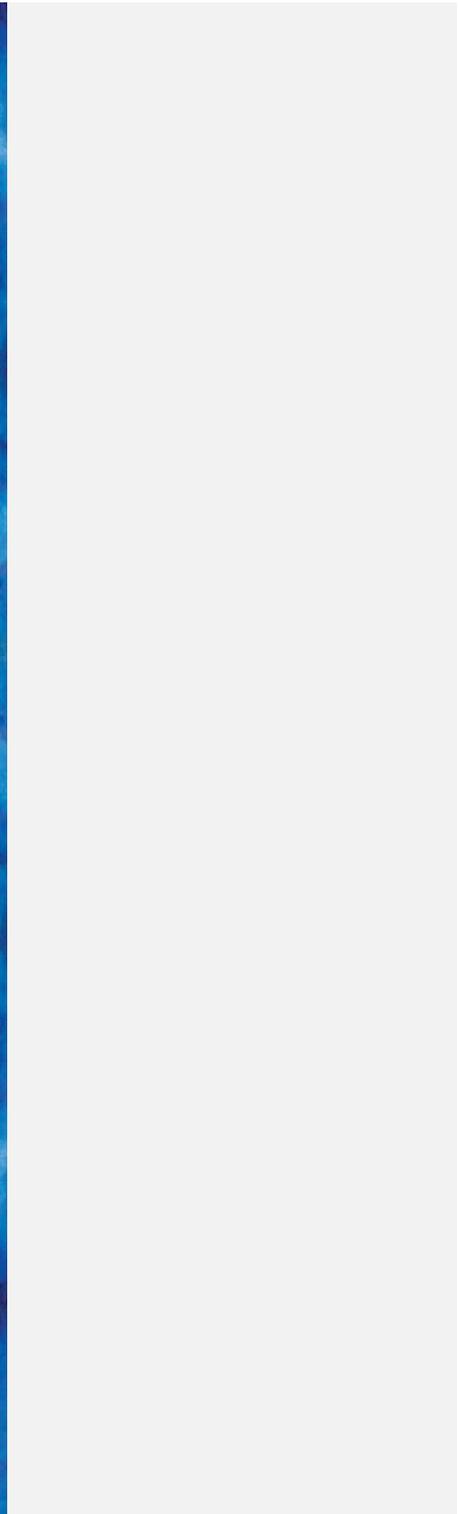
There are often subject-specific recommendations described within the Inventory & Analysis. These community-specific strategy recommendations often come at the end of a section, but sometimes they are woven into the body of the Inventory & Analysis text. Any recommendation that is placed within the overall Implementation Plan (Section VI) is assigned a unique reference label within the Inventory & Analysis so that these can be tracked and viewed in relation to all other recommendations.

The Inventory & Analysis provides context. It can aid understanding of how to structure Plan implementation. It describes why proposed actions are structured in certain ways. The Inventory & Analysis identifies and explores factors that are influencing various recommendations. Depending on the particular strategy recommendation, the associated narrative discussion and analysis may present suggestions for resources outlays, or a potential sequence of actions. It may also identify key parties that appear essential to implementing a particular action. The 'Inventory & Analysis' document also presents extensive maps, tables, figures and photographs of supporting information.

The discussion in the Inventory & Analysis may present pressing initial or first steps for a strategic action. These are known as precursors. The Inventory & Analysis may also identify what is known about a subject, versus that which is not known or may be uncertain. There may also, depending on the case at-hand, be alternative options identified in order to address a goal and a possible opportunity using a somewhat different tact.

The Main 'Subject Elements' within the Inventory & Analysis are:

- Prior Village Plans & Regional Plans
- Natural Resources
- Housing
- Land Use
- Development Regulation
- Historic & Cultural Resources
- Open Space & Agriculture
- Parks & Recreation
- Transportation
- Community Services & Schools
- Local Government & Public Works, &
- Economic Overview/ Community & Economic Development



IMPLEMENTATION GUIDANCE

Overall, it is important to recognize that the Plan implementation sequence must be flexible. New issues and priorities could emerge. Different opportunities may present themselves. Municipal leaders may choose to emphasize different goals at different times.

The Comprehensive Plan Goals further the Vision of the Village. They will, when implemented, create a quality living area where people will thrive.

Considering how to advance all of the categorized goals can seem like a daunting task. It is advised to break goals down into accomplishable objectives.

In the Implementation Schedule (Section VI) strategy recommendations have been copied from the Inventory & Analysis. These recommendations are given a timeframe to be initiated. Some may be designated for advancement right away, while others may be years away. Additionally, some implementation action may be achieved by the Village alone and others may need outside assistance from community, state organizations or others. Still others may need financial underwriting.

As distilled from the overall Implementation Schedule, the top implementation actions necessary to advance New Hempstead's Comprehensive Plan are:

1. Establish a community hub at the 'Fairway' property, using this as a central site that will host a new Village Hall which is surrounded by new Community-level recreation amenities like playing fields, ball courts, open lawns, and a walking trail;
2. Upgrade local land use laws to provide consistency with Plan recommendations. Focus on maintaining and enhancing community character while accommodating growth in the housing supply and achieving desirable development on major roads and in the LO Zone, and reinforcing residential character in neighborhoods situated between NYS Routes 45 and 306;
3. Advance complete streets, fostering upgrades to key sidewalks and filling gaps in this network;
4. Steward some diversification of the supply of housing by allowing for managed growth on limited sites. Although identified in the plan as opportunities, adding two-family units in single family zones, providing for townhouses and Accessory Dwelling Units in other zones will **not** be part of the future as Village residents feel these opportunities would compromise the overwhelming single-family character of the Village.
5. Residential growth in the Village will be directed towards sites of 10 acres or more; sites with future re-development opportunity should current operations cease to exist; sites presenting opportunities for providing dedicated permanent open spaces for residents; sites providing for preservation of substantial environmental resources. Residential growth in these sites will be predominantly single-family detached homes on lot sizes appropriate for the development.
6. One multi-family development is proposed at the former Matterhorn property as a means of preserving the integrity and continuity of the established ponds and wetlands, focusing development on the upland areas in exchange for substantial dedications of open spaces and a strict set of conditions for development.

7. Commercial and other non-residential growth in the Village will be directed towards sites that are along Route 45 and will support development efforts in conjunction with projects underway in and outside of the Village. These would include additional neighborhood commercial districts as well as planned unit developments in conjunction with ballpark development efforts at the Pomona Road and Route 45 intersection at the northern gateway to the Village
8. Facilitate community recreation opportunities, establishing new options/facilities that are well-distributed around the Village which will augment existing resources and complement the new planned Community-level recreation hub on New Hempstead Road. This should involve enhancing mobility linkages between neighborhoods through reinforcement of neighborhood connecting paths, while also filling-in plans to program existing spaces, or acquire new open space and recreation lands, so there can be can be public access and enjoyment of open public lands and establishment of some new playgrounds and parks space.

FUTURE STEPS

The 2006 Comprehensive Plan has been augmented and overhauled to reflect an updated Vision for New Hempstead. This Comprehensive Plan provides guidance to help the community leverage its physical, social, economic, and human resources to ensure that needs are met in the present and future.

New Hempstead's built and natural environments are not static, and the Comprehensive Plan should not be either. Investment in this planning process is intended to produce an effective tool that contemplates existing conditions and proactively addresses change. Importantly, this Plan presents strategies and policy prescriptions that will provide for the immediate and long-range protection, enhancement, growth, and development of the Village. It is based on the careful consideration of resources, issues, and opportunities.

Land Use Laws Update. Perhaps most critical to managing local land use and maintaining a quality Village environment and character, this Plan provides the Board of Trustees with guidance for refining local zoning and land use laws. These policies will regulate future physical development. Updated land use laws are a main way that the Plan's Goals and strategies are enshrined in policy.

Routine Plan Reviews. To ensure this Comprehensive Plan remains relevant and useful, it is recommended it be reviewed annually by the Village. There are many possible ways to facilitate this. Perhaps the Planning Board could lead annual reviews. Another option could be to form a community advisory committee that would be intended to assist that objective by working in collaboration with the Mayor and the Board of Trustees.

Keep the Plan Current. It is advisable for this Plan to periodically be updated. Best practice is to generate and update every 5 to 10 years, in order that it remains a vital guideline for growth and investment within New Hempstead. Routinely assessing this Plan will confirm the Vision for the future of the community going forward and it will help identify when the time is ripe for an update. It also provides a way to confirm the next priorities for advancing the comprehensive set of land use and economic development strategies within the Plan.

Since the Plan also discusses resource requirements, an annual review will also provide a chance to gauge progress and obstacles and define budgetary or other resource requirements that are needed. Fresh and continuing looks at this Plan will help direct growth, and facilitate a sustainable and beneficial transition into the future, regardless of the uncertainties that may abound.

This long-range plan is purposefully entitled a comprehensive plan – this is because it provides a thorough scan of community conditions. Moreover, in a comprehensive manor it assesses how different facets of the Village, like environment, economy, land use, population, housing, public administration, transportation, etc., etc., together influence development conditions in and by the Village. This way there is an effort to provide well-thought out and balanced prescriptions for future land use and community and economic development in New Hempstead.



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Section II: Mission/ Vision



SECTION II: MISSION/VISION

This Plan guides residents and actors in the broader community in managing and maintaining qualities of the Village of New Hempstead that people cherish. It offers a framework for enhancing New Hempstead as a great place to live, work and play, and it does this by identifying ways to:

- Reinforce core neighborhoods,
- Improve parks and recreation,
- Advance complete streets,
- Relieve traffic congestion and promote traffic calming.
- Advance place-making
- Regulate development so it always has a nice appearance and so new uses fit and blend-in
- Foster a careful and strategic diversification of the housing supply
- Advance local government fiscal moderation, and
- Progress desirable long-term community and economic development.

VISION STATEMENT

In the future, New Hempstead will be sustained at predominantly low and moderate residential densities, while retaining a mostly suburban setting and character. All new growth must be orderly, with nice character on residential-streets. Predominantly residential settings must be protected so that relative tranquility is maintained. There is also a call to improve public amenities, including parks and sidewalks and develop sense of place by establishing a new community center and recreation hub in the heart of the community on New Hempstead Road. This new civic center will be easily and safely accessed from surroundings, and the Village will also grow to be more pedestrian-friendly in all other parts of the community, as core residential form is reinforced.

Preserving suburban form on low-volume residential streets is a priority, as is maintaining and establishing distinct neighborhoods. The Village's planners and agents will strive to conserve appealing ambiance, forested settings, and healthy open space components. Reinforcing a garden community setting will require careful designs of regulated developments and investments in streetscapes. Planning and zoning strategies will aid buffering, and guide place-making, so as to achieve attractive buildings, sites, and sub-areas.

Zoning will also carefully structure some new space to grow, including by anticipating changes on large vacant and underdeveloped locations, and depending on particular settings, by enabling some mixed-use, and by allowing desirable transitions adjacent to busier roads. By working to fit and mesh new building with existing patterns, standards will be organized to enhance urban design and compatible building form. The focus will be to facilitate a substantial part of new growth within major roads, particularly State Routes 45 and 306 – but also around County Routes like Pomona Road, Viola and New Hempstead Roads. Thus, new development will be carefully blended into the corridors and settings that are best equipped to handle traffic and new uses. This Plan also calls for more complete streets and balanced transportation. Supporting

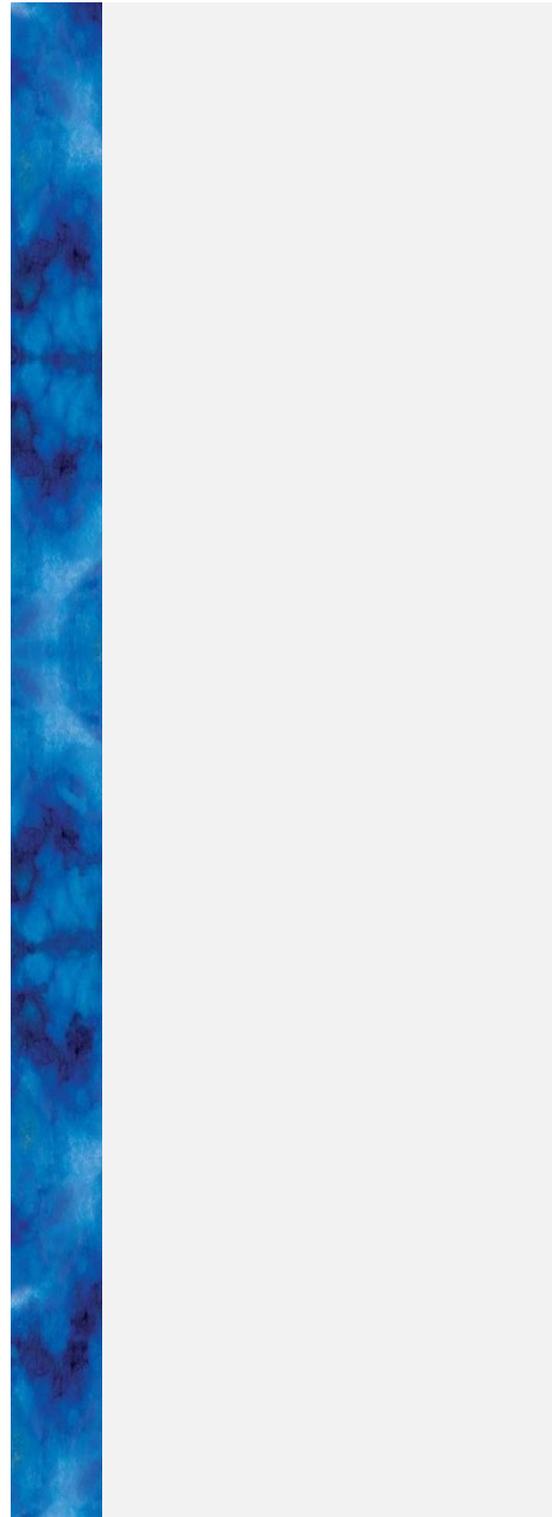
pedestrian safety and establishing better accommodations and a more central role for pedestrians (and bicyclists and transit) on the entire road network, including high-volume roads, will enhance livability.

There must be planning for the needs of a growing population and future generations. It is essential so maintain unique character along NYS Rte. 45 as a major gateway as well as to facilitate the addition of some new housing supplies and some non-residential change here, and by the Village's northeast corner. Any non-residential and limited mixed-use growth that is approved should deliver many benefits. Likewise, all new growth should not cause any disproportionate or undue stress on the provision of community services.

This Comprehensive Plan presents a map for stewarding public resources and forming consensus on ways to reinforce appealing community character in New Hempstead and achieve priorities. Goals and attendant strategies aim to guide proactive and predictable development and preservation, so that Village growth is coherent. This will help advance a sustainable and prosperous future, but it will take resources, including expenditures of human capital. Working in an open and inclusive way will be essential to the community's potential to realize most goals and thrive well-beyond 2039.



Figure 3: A word-cloud.
A result of a 2018 public-engagement meeting identifies themes the community is interested in accentuating



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Section III: Prior Plans



SECTION III: PRIOR VILLAGE PLANS & REGIONAL PLANS

In order to provide for orderly, well-planned and coordinated future growth, it is beneficial to review current plans. Besides reviewing zoning (discussed in detail in the Inventory & Analysis) and the existing Village general (Comprehensive Plan), it is important to consider how to orchestrate future policies and investments in a way that contemplates the goals and objectives for the future that are laid out within Town and County general plans, and special studies, like for long-range transportation systems development. Similarly, there are other facilities maintenance and development plans, like in Rockland County's current Capital Improvement Program (CIP) and the Mid-Hudson Regional Economic Development Council's Regional Economic Development Plan. This section reviews various identified existing plans so there can be efforts to generally plan consistent with them.

2006 VILLAGE COMPREHENSIVE PLAN

The current Comprehensive Plan was adopted in 2006. It was the first general plan for the Village of New Hempstead, which was established in 1983. At 16 pages the Plan is concise and is comprised of broad recommendations open to "refinement and improvement" as the Village develops. It is intended as a guide for land use and zoning. Among the 2006 Plan's "Goals & Objectives" (Pg. 8), are:

- Preserve and enhance the Village's high-quality residential character.
- Control a limited amount of low density commercial and office development to meet the needs of residents.
- Enhance pedestrian safety and accessibility to provide a more convenient walking environment.
- Explore opportunities to create small parks for sitting areas and tot lots in conjunction with a comprehensive sidewalk system.
- Protect existing residential neighborhoods from the dangers of increased traffic.

The 2006 plan is only partly fulfilled. It notes that development patterns predate establishment of the Village and are framed by natural resources like Minisceongo Creek and a suburban

network of streets with limited connections and numerous cul-de-sacs. The bulk of land uses originate to the 1960's and 70's and were established under the Town of Ramapo zoning policies.

Consistent with discussion in its 'Land Use' Section, most of the Village is classified as residential. The associated base zoning districts are classified as one-family or two-family zoning with the residential lot size allowance varying between 15,000 and 50,000 square feet. There is also a small "Laboratory Office Zoning District" located by Pomona Road and North Main Street.

As noted in the 2006 Comprehensive Plan, undeveloped land has become scarcer. The 2006 Plan proposed zoning policies to better enable Planned Unit Development (PUD) and 'cluster' types/ forms of development. Clustering and PUDs offer techniques that allow for smart and flexible development.

Specifically, Cluster Developments were promoted in 2006 as a method of increasing design flexibility, while protecting natural and open spaces. Cluster provisions, while providing an additional development option have not been popular as they offer additional steps to an already complicated process. The Plan suggested using a PUD approach for larger vacant lots, including that can hold both residential and limited commercial development. Implementation of cluster developments and PUD's was seen as dependent on changes in Village zoning policies, such as a reduction in minimum lot size for undeveloped or underdeveloped properties. The current plan reinforces utilization of PUDs, although there may be some changes in the tactics used to implement them. The plan also provides new clustering provisions which offer improvements to the cluster process and outcomes

Finally, the 2006 Plan promotes development of moderately priced housing. It is suggested that there is a need to increase the affordability of some housing stock in the Village, particularly so that workers who support essential service needs of the community (like volunteer emergency workers) have housing opportunities. The 2006 plan even promotes density bonuses in order to aid this objective.

Due to the Village being mainly developed for low-density residences between 1960 to 1980, emphasis was not placed on pedestrian safety or grid connectivity. An increased focus on safety has correlated with an increased demand for the design and integration of sidewalks along roadways, as well as the utilization of various traffic calming techniques to control the speed of vehicles in the Village. Additionally, along with proposing construction of small neighborhood parks throughout the Village, the plan suggests connecting these with residential neighborhoods using a comprehensive sidewalk system.

Other General Long-Term Recommendations in the 2006 Plan were:

- Study effects of existing zoning laws regulating private schools and their impact on neighborhoods.
- Study areas around existing commercial development at NYS Rte. 45 and New Hempstead Road to determine compatibility with surrounding residential neighborhoods and define plans for the surrounding area (as well as to plan for zoning on Rte. 45 just north of Sanatorium Road.
- Determine methods for permitting nurseries as conforming uses in residential areas.
- Consider the need for safe walking routes throughout the Village to key destinations.
- Create small neighborhood parks which mesh with a Village pedestrian circulation plan.

Besides advancing current comprehensive planning, the Village has taken steps in recent years to rectify these issues. One particular focus has been on overcoming the lack of safe sidewalks and pathways for pedestrians and cyclists. The Village has applied for federal TAP (Transportation Alternatives Program) and New York State Climate Smart Community funding to install and enhance sidewalks along Summit Park Road, stretches of New Hempstead Road (County Route 80), as well as Union Road.

VILLAGE OF NEW HEMPSTEAD MORATORIUM 2017

The Village has a Moratorium in place to temporarily suspend the filing of applications, approval of residential subdivision, and other residential and non-residential development while the Village updates its comprehensive plan and adopts changes to land use regulations. The intention of the temporary measure is to pause development during the interim period that the Village is contemplating amendments to the plan and zoning/ development regulations so that new land use applications are carried out in accordance with a new plan. Thus, the Village's 2017 Moratorium was adopted to help preserve the Village's suburban and semi-rural character, manage and mitigate negative environmental impacts of new development on residential areas and prevent inappropriate development.

TOWN OF RAMAPO COMPREHENSIVE PLAN 2004

The Town's 2004 Plan provides prescriptions for growth that will occur around the Village and outlines objectives for environmental management and community services that the Town is involved with. The 2004 Town plan has goals laid out within four subject elements:

- Natural Resources & Open Space
- Housing
- Community Resources & Character
- Future Land Use

For natural resources and open space, it promotes preserving environmentally sensitive lands via acquisition or other means³. For housing it promotes addressing the housing needs and a diversity of housing opportunities for the Town's growing and changing population⁴. Under community resources and character, it promotes providing recreational and social facilities accessible to Town residents, maintaining high quality utility systems, such as for public water supplies and sanitary sewers, and it encourages improvements to existing transportation infrastructure as means to maintain Town quality of life. Finally, under future land use it promotes balanced land use patterns that make effective use of the Town's existing infrastructure as well as control of development to minimize traffic congestion⁵.

The Town, starting in late 2018, embarked on a process to establish a strategic development plan for northeast unincorporated Ramapo. This area is directly adjacent to the northern part of New Hempstead. The Village can consider opportunities to plan consistent with the Town's programming for the Northeast Ramapo Development Plan and the Town code amendments for northeast Ramapo. It is important for the Village to communicate its interests regarding future development by the northern part of the Village to the Town. The Town must be urged to integrate the Village's goals and objectives for this area into its plans.

³ Town of Ramapo 2004 Comprehensive Plan, Pg. A-4

⁴ *Ibid*, Pg. B-2

⁵ *Ibid*, Pg. D-2

ROCKLAND TOMORROW: ROCKLAND COUNTY 2011 COMPREHENSIVE PLAN

Rockland Tomorrow explores future County and municipal planning and provides guidance to manage development and preservation throughout Rockland County. This regional comprehensive plan is substantial in that it extensively analyzes County facilities, services and resources. In doing so, it covers topics like Land Use and Sustainability, Transportation, Economy, Neighborhoods, Housing and Services, Open Space and Environment, and Energy. Goals and recommendations for these topics emphasize the need for housing options, preservation of open space, and it describes economic conditions and promotes employment options, plus enhancement and reinforcement of centers and neighborhoods.

The County Comprehensive Plan is a good source of background information. Connections between the County and Town of Ramapo can be seen through an array of complementary services provided by each level of government. For instance, the County provides certain solid waste management services and delivers key aspects of health and safety, including dispatching, fire training, and advanced life support services, as well as public health functions. In terms of roads, the County operates major routes in the network. The County also collaborates with Town which provides for some initial sanitary waste before it flows into the regional collection system and is then treated by the County. Likewise, County parks complement the local supply.

Moreover, the Plan covers County-owned facilities/ governmental uses located in Ramapo, including:

- Rockland County Community College on College Road in Suffern;
- The governmental complex on Sanatorium Road;
- Solid waste management facilities in Torne Valley; and
- The fire training facility off Pomona Road.

Overall, the County Comprehensive Plan illustrates regional context and aids exploration of topics that are germane to Village planning. This can help in shaping future growth.

ROCKLAND COUNTY 2015-2019 CONSOLIDATED PLAN

Rockland County has been receiving U.S. Dept. of Housing & Urban Development (HUD) funding for many years, through a County consortium. The Consolidated Plan provides objectives for housing and economic development and funding that has been received from HUD has been used to repair infrastructure, build housing, and develop youth and adult programs. The Town of Ramapo was part of the Rockland County Consortium. In 2016 the Town of Ramapo withdrew from the Rockland County Consortium and is in the process of creating their own consortium between the Town and all the Villages within the Town.

ROCKLAND COUNTY CAPITAL IMPROVEMENT PROGRAM

Per the County Charter, the County Planning Commissioner, in cooperation with a Rockland County Capital Projects Committee, annually develops a Rockland County Capital Improvement Program (CIP). The CIP is important regionally given that it considers major public infrastructure needs and presents a multi-year schedule of investments of over one-half a billion dollars that, has a bearing on community and economic development. In the process of CIP formulation, there is examination of the necessity, priority, feasibility, location, cost, and method of financing of existing and proposed capital projects. Taken from within its six-year proposed schedule, the capital budget adopted for the most recent fiscal year directly becomes a part of the annual County Budget.



As shown in Table 1, the 2019-2024 Adopted (six-year) Capital Improvement Program proposes \$665 million in investments.

Category	Amount Funded
County Center & Countywide	\$66,578,825
Fire Training Center	\$21,785,000
Public Transportation	\$39,120,160
Environmental Resources	\$2,850,000
Health Center	\$28,175,000
Highways	\$158,611,000
Hospital	\$16,480,000
Planning	\$8,830,000
Sewer District #1	\$282,151,028
Drainage	\$36,155,000
Rockland Community College	\$4,260,000
Total Amount Funded	\$664,996,013

Some projects in the 2019 Adopted CIP that may be relevant to New Hempstead are:

- **Rockland Sewer District #1** - Town /Village Sewers in Ramapo and Clarkstown - \$19.8M
- **Public Transportation** - Monsey Park-and-Ride Design & Engineering - \$500,000

REGIONAL BIKE & PEDESTRIAN MASTER PLAN, 2001

The Mid-Hudson South Region Bicycle and Pedestrian Master Plan was a cooperative project between Westchester, Rockland and Putnam Counties. Together they form the Mid-Hudson South Region of New York Metropolitan Transportation Council (NYMTC). The plan envisions a transport system that accommodates and encourages bicycling and walking for people of all abilities. The strategy is built on regional and local studies of non-motorized needs and proposals for achieving enhancements so the whole area is more conducive to walking and bicycling. The plan promotes each jurisdiction within these boundaries contributing actions to create an interconnected non-motorized system. This inter-municipal coordination with multiple actions on many levels will enable implementation of interconnected, safe, and convenient links between various residential, commercials, recreation, waterfront areas and transit.

MID-HUDSON REGIONAL ECONOMIC DEVELOPMENT STRATEGIC PLAN SUMMARY

This major regional strategic plan outlines numerous objectives designed to bolster and support economic vitality of the Mid-Hudson Region. The Executive Summary lays out 15 goals specific to the Region's diversity, natural resources, business sectors and markets. Each goal specifically addresses a problem area in the region's economy or an area of economic potential that can boost the overall economic health of the region. These goals are:

- Target job-creation investments in the region's developing technology-based industries such as biotechnology, high-tech manufacturing, and information technology with a "clustering" strategy.

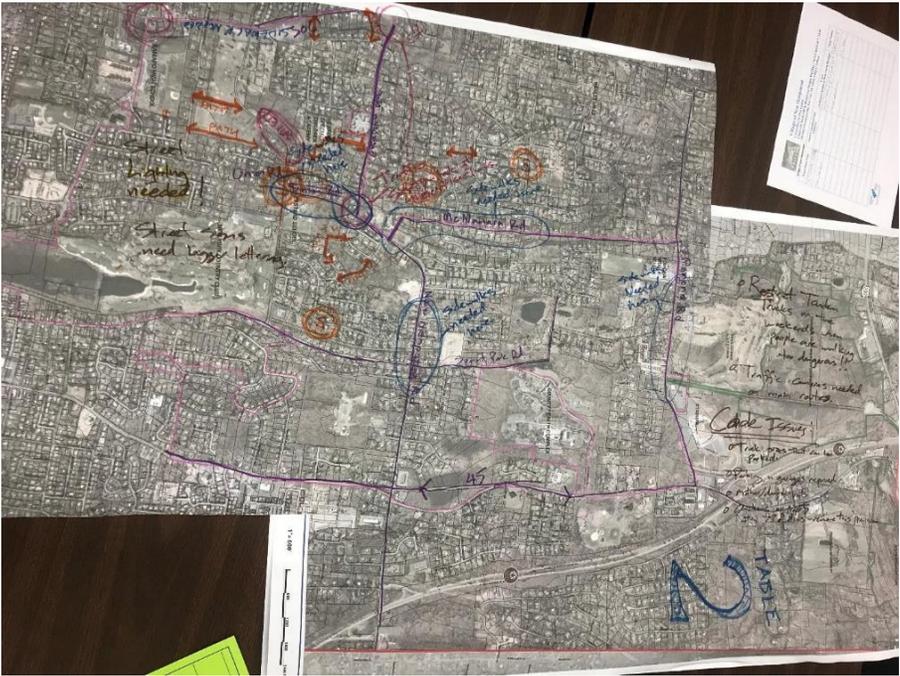
- Undertake initiatives to retain and stimulate more mature industries such as distribution, financial and professional services, food and beverage, and health care.
- Leverage the region's outstanding natural resources, its tourism industry, and agriculture in a "natural infrastructure" strategy that protects agriculture and the environment and recognizes these as important to tourism and as quality of life attributes that are critical to attracting and retaining high-quality jobs for all key industry sectors.
- Improve key regional infrastructure to make the region more business-ready.
- Foster housing investment to attract jobs to the region, create construction jobs, and support the overall health of the regional economy through a vibrant housing market.
- Support the revitalization of our urban centers as engines of regional prosperity.
- Enhance the region's talent pipeline through its colleges and universities, One-Stop Career Centers, BOCES, school systems, public libraries and library systems, and child care system.
- Promote entrepreneurship, start-ups, and small businesses through measures that will make it easier to access public- and private-sector resources for access to capital, workforce training, and business and technical consulting.
- Make the region and NY State more business friendly by adopting appropriate tax and administrative policies.
- Develop non-mandated programs that encourage, educate, and foster green development projects as part of developing a green Hudson Valley economy.
- Embrace inter-regional partnerships that leverage cross-region resources.
- Make the Mid-Hudson region more attractive to young educated professionals in order to stop "youth flight" and "brain drain" in the region.
- Build on the unique location of the Hudson Valley (situated between the majestic Hudson River, the Delaware River, and Long Island Sound) and promote waterfront development to enhance tourism, recreation, and trade.
- Support MWBEs (Minority and Women Business Enterprises).
- Align public-private support to ensure implementation.

The plans of the Village and its surrounding municipalities all coincide to create an area where people want to live. Through long-range planning the wider Rockland County community is poised for growth and development in the future. Each of these plans takes into account the environment in which they exist from historic and cultural resources to environmental and water quality concerns, and the Village's update to the 2006 Comprehensive Plan is no exception.



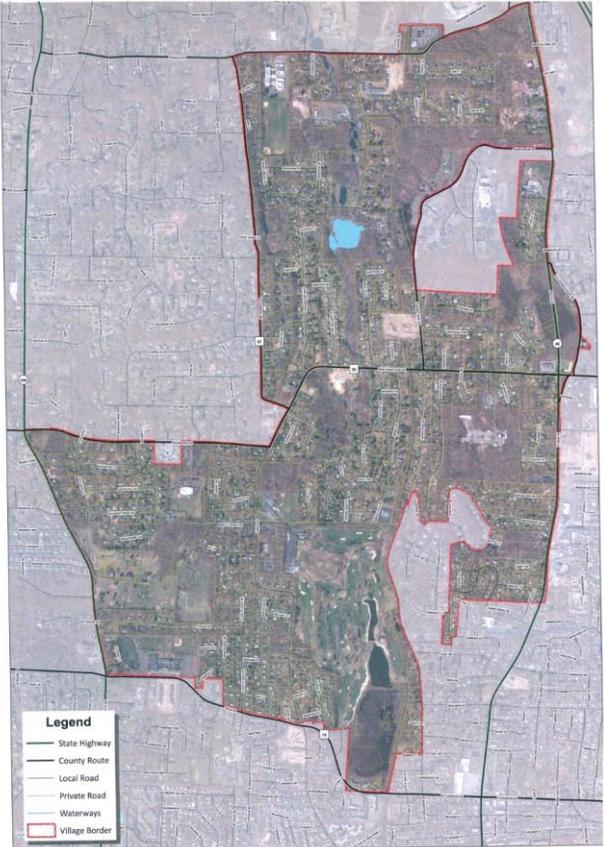
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Section III: Inventory & Analysis



SECTION IV: COMMUNITY INVENTORY & ANALYSIS

The following 'Inventory & Analysis' overviews the Village of New Hempstead's existing conditions, including land use and zoning, transportation and infrastructure, environmental resources, socio-demographics, recreation and open space, governmental structure. It also evaluates local economic conditions as well as provides a historic overview of the Village. Map 1, below 'Base Map' shows the boundary footprint of the Village transposed on an aerial image.



Village of New Hempstead

BASE MAP

The Inventory & Analysis has been prepared in an effort to characterize and promote understanding existing of conditions of the Village and the forces influencing change. It helps identify issues, dimensions of concerns, and opportunities for growth. The data and analysis provide a rationale and basis for structuring various plan and policy recommendations. It might also be used to pinpoint alternative ways to tackle issues as well as possible ways to adjust policies and strategies implementation in order to achieve desired goals and outcomes.

NATURAL RESOURCES

Topography - The Village is characterized by broad, gently rolling hills with moderate ridges and changes in elevation ranging from 200 to 500 feet above mean sea level. These topographic characteristics have influenced development within the Village which has a high proportion of what is characterized as 'urbanized development'.⁶

Noting that steep slopes in the Village are relatively limited in extent. The areas of concentrated steeper slopes are located in locations like:

- East of a major segment of McNamara Road;
- Adjacent to the South Branch of Minisceongo Creek, like north of New Hempstead Road;
- On the east side of Hempstead Road (north of New Hempstead Road);
- Around Dorothy Drive, Bonnie Court, and Greenridge Way; and
- In and by lands of New York County Club.

Soils & Geography

The Village has four (4) primary soil types per derivations from the Soil Survey of Rockland County, NY.⁷ The majority of the Village is comprised of soil classified as Wethersfield-Cheshire-Urban Land. The Wethersfield series consists of very deep, well-drained soils formed in reddish glacial till and found on smooth ridges on uplands with slopes ranging from 0 to 25 percent. The Cheshire series consists of very deep, well drained soils and found on the sides and tops of glacial hills with slopes ranging from 2 to 15 percent. Urban Land is a classification given to areas with ground surfaces primarily covered by pavement, concrete, buildings, and other structures underlain by disturbed and natural soils.

The eastern area beyond the Mahwah River, has a preponderance of Wethersfield gravelly silt loams with varying slopes. Often slopes are in lower ranges, such as three to eight percent, mimicking the dominant pattern of the broader Lowlands to the east of the Village, has well-drained soils outside of Minisceongo Creek / Mt. Ivy wetlands⁸

⁶ <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

⁷ United States Dept. of Agriculture, Soil Conservation Service, Cornell University Agricultural Experiment Station. Soil Survey of Rockland County, New York.
[www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/new_york/NY087/0/Rockland.pdf#182,\["name":"Fit"\]](http://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/new_york/NY087/0/Rockland.pdf#182,[)

Watersheds

The Village has two major watersheds, the Hackensack-Passaic watershed and Lower Hudson Watershed and within these two there are also sub-watersheds: Hackensack River; the Ramapo River; and Peekskill Hollow Creek Sub-watersheds. As seen in Map 2: Watersheds, the Lower Hudson Watershed covers a large part of the Village, while a smaller part of the Hackensack-Passaic Watershed encompasses its eastern and southern portions.

Hackensack-Passaic Watershed

Hackensack River & Ramapo River Sub-watersheds include areas covering southern and eastern parts of the municipality are within the Hackensack-Passaic Watershed. The larger of these, the Hackensack River sub-watershed, covers eastern areas by NYS Rte. 45 and New Hempstead Road as well an area centering on Brockton Road and which also overlays the lands of NY Country Club. Further west, the Ramapo River sub-watershed overlays an area around the western parts of Fessler Dive and Brick Church Road and all of Ashlawn Avenue Drive. The Hackensack-Passaic watershed is drained primarily by the Ramapo and Hackensack Rivers. Urbanization and development in this watershed have led to water quality concerns including increased runoff from urban and suburban/ commercial development as well as concerns for protection of groundwater and surface water supplies.

Lower Hudson Watershed

Peekskill Hollow Creek Sub-watershed, which is part of the broader Lower Hudson Watershed, overlays a substantial part of the northern Village. It corresponds with drainages around the South Branch of Minisceongo Creek and its tributaries. Beyond the Village, Peekskill Hollow Creek watershed extends north and overlies parts of unincorporated Ramapo west of the Palisades Interstate Parkway, including Samuel G. Fisher Mount Ivy Environmental Park and associated lowlands. Waterbodies in this watershed flow north-northwest into Minisceongo Creek and eventually the Hudson River⁹. Overall, Peekskill Hollow Creek Watershed occupies 479,464 acres, of which 11% (51,518 acres) is within Rockland County¹⁰.

Wetlands

According to the NYS DEC, wetlands perform numerous functions, such as removing excess nutrients from water. These functions in turn provide benefits to the environment and to area residents. For example, the

⁸ <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

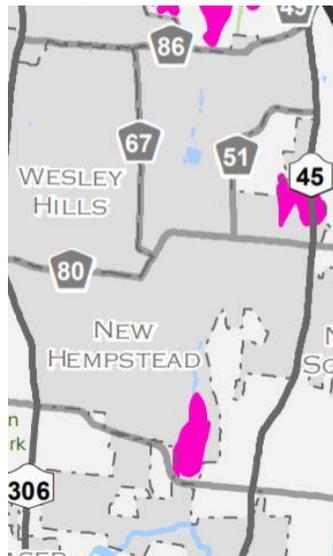
⁹ <https://watersgeo.epa.gov/mywaterway/rlist.html>

¹⁰ U.S. Dept. of Agriculture, NRCS, NY Rapid Watershed Assessment Profile – Lower Hudson Watershed, April 2011.



benefit derived from nutrient removal is improved or maintained water quality, which is valued for clean drinking water, safe recreation, and secure fish and wildlife habitat.

Since much of the land in the Village has been disturbed as a result of development activity, few large size wetlands are left in the area. However, there remain two NYS designated freshwater wetland areas within the Village. These can be observed on the [NYS wetlands map below](#).



Source: RC GIS Portal Map



One wetland is located in the eastern sector of the Village between Old Schoolhouse Road on the east and Oakwood Terrace and Rodman Place on the west, and altogether covers approximately 32 acres of land. Bisected by NYS Rte. 45, this is labeled "Wetland TH-17" and is classified as a Class 2 Wetland. This wetland consists of undeveloped property.

The Village's other designated freshwater wetland, discussed within descriptions of the environment around an Unnamed Lake (865-177) by New York Country Club, contains water bodies located in the grounds of New York Country Club, as well as land stretching south to Viola Road and covers 42 acres. Labeled as "Wetland TH-19", this wetland is classified as Class 1. Beyond the municipal boundary there is a stream that joins into the Hackensack River system.

Local Wetland Regulation - The Village's Freshwater Wetlands law, Chapter 159, regulates certain activities involving potential disruption of wetlands over 1/10 of an acre and associated 100-foot adjacent buffer areas as a way to ensure conservation of these resources. This policy applies to activities like potential disruption of a wetland when a building permit is needed, such as to establish a driveway or other structure that could impact a wetland. When this regulation is triggered, Planning Board has power to compel analysis and issue an approval with stipulations.

Surface Waters

The following are main waterbodies in the Village:

South Branch Minisceongo Creek (864-501) - This stream flows north through the northern half of the Village, ultimately feeding into Minisceongo Creek – which is sourced to Lake Welch within Harriman State Park -- well north of New Hempstead. Locally, this creek originates by Fairway Oval and passes under New Hempstead Road where it flows into a small pond (unclassified) that is roughly six acres in size. This pond has been defined as a class “B” water body, but important to note is that the creek and pond do not share the same water body classification. Just after this, before the stream flows north into Sandy Brook Park and the very small pond there, a much shorter unnamed stream segment that originates around Park Terrace joins the stream that ultimately exits the Village at Pomona Road. NYS DEC has studied the South Branch of Minisceongo Creek and assigned it a “C” classification, indicating its best usage is for fishing.

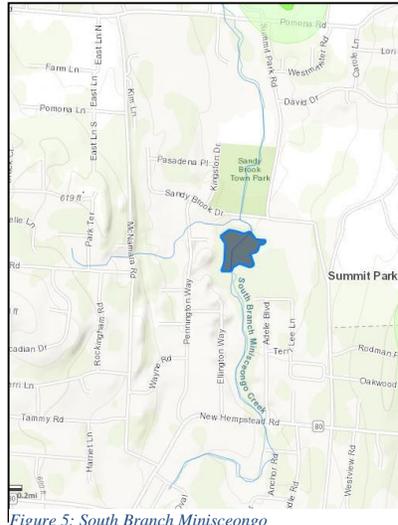
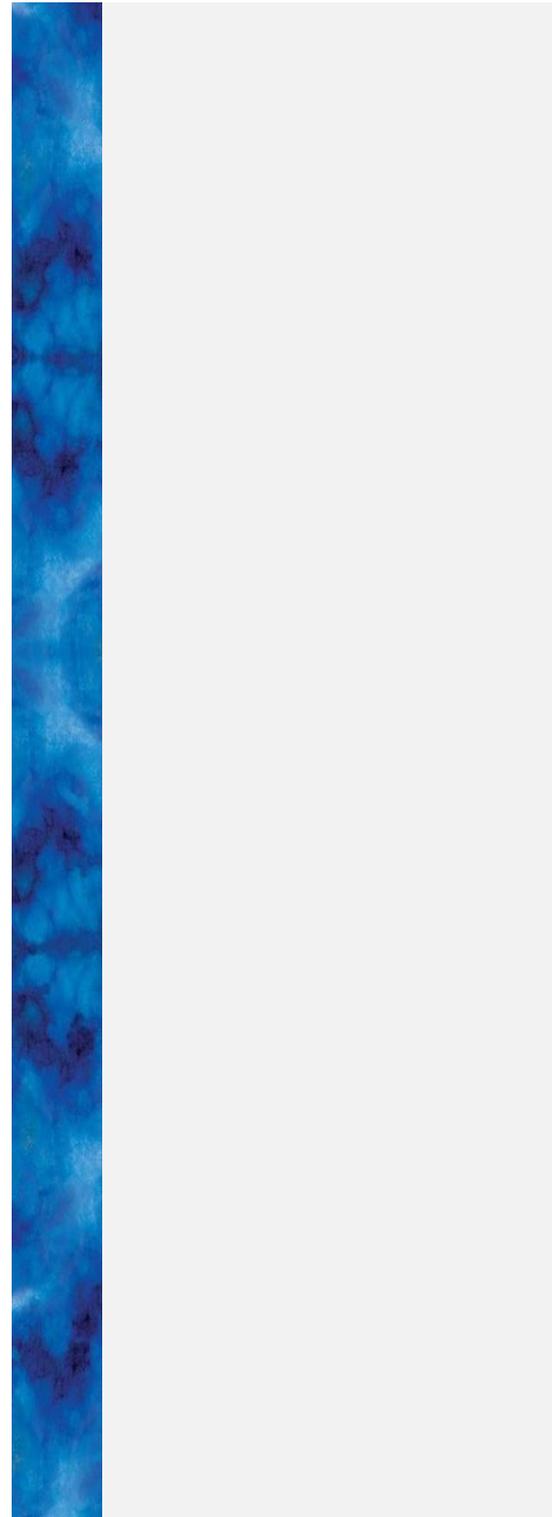


Figure 5: South Branch Minisceongo
(Source: <http://www.dec.ny.gov/gis/erm/>)

Unnamed Creek Near Grandview Avenue (860-13) (Class C(T)) – there is an unnamed stream within the western edge of the Village east of NYS Route 306 that flows northwest ultimately into the Mahwah River it originates behind homes on the west side of Ashlawn Lane. The NYSDEC has determined its best usage is for fishing and the “(T)” designation indicates that it may support a trout population.

Unnamed Lake (865-177) by New York Country Club - Unnamed Stream Segment Exiting the Waterbody / Wetlands; & and Unnamed Stream Segment by Asher Drive - This water body, roughly five acres in size, is an unnamed pond on the grounds of New York Country Club, in the southern sector of the Village north of Viola Road. With a water body classification of B, its best usage is for swimming and contact recreation, as Class B waters are not suitable for drinking water purposes. This is part of a 42.3-acre State regulated freshwater wetland (TH-19) that is primarily south of the pond and (Class C) creek flows out of these and crosses out of New Hempstead at Viola Road. Just west of Union Road, there another short stream segment, also Class C that exits the village at Viola Road. Ultimately, over two miles southeast, the tributary these streams join flows into Pascack Brook. The section of the tributaries that feed into Pascack Brook are identified as part of an impaired stream, per a NYSDEC 303d designation. Based on data from Rockland County's online GIS, both parts around Viola Road are within this 303d listing, with the part by the golf course starting below (south of) the Class B waterbody.



Pascack Brook (865-171) - (Class C) - A small section, roughly estimated at 1,600 linear feet, of this Brook is located in the Village just west of Route 45 and Refuah Health Center. It flows south of Greenbridge Way by Janet Drive and Bristol Lane where beyond the Village boundary it swings east. The whole stream south of Route 67 (McNamara Rd) of Bonnie Court, is listed as a 303dstream per Rockland County GIS on 6.13.19. Moreover, there is some floodplain around this stream within the Village (see more below).

Groundwater Resources

Groundwater is found in soil pore spaces and in the fractures of rock formations. The depth at which water collects is important as groundwater may provide a source of drinking water. Map 3: 'Aquifers' depicts the footprint of the Ramapo River Basin Sole Source Aquifer (SSA). According to the US EPA an SSA is defined as the sole or principal source of drinking water for an area, and that supplies at least 50% of the drinking water consumed in the area overlying the aquifer. The Map also shows the area of Principal Aquifer, which are places where the underlying aquifer is highly productive in terms of groundwater resources, but per the NYS DEC these potential water supplies are not intensively used presently as sources of public drinking water supply.

Throughout the Village approximately 50% of the land area is greater than 200 centimeters (approximately 6.5 feet) to the water table. The area in which the water table is greater than 200 centimeters can be found in the western portions of the Village interspaced with areas of 0 to 61 centimeters to depth, most of the area that is 61 centimeters depth to water table is in the eastern portion of the Village.

In the Village the infiltration properties of the soil are 66.4% 'most limited' per the NRCS Web Soil Survey. Additional infiltration levels are classified as 13.3% 'not rated', 15.0% 'least limited', and 5.3% somewhat limited. The area listed as 'most limited' can be found mostly between Route 45 and Route 67 and in the most western and southern areas. The 'not rated' areas can be found throughout the Village and the 'least limited' areas are mostly in the southwestern portion of the Village. The ability for soil to have infiltration is essential for replenishing aquifers and man-made structures can get in the way of this ability.

Stormwater Environment

An impervious surface is a composite of any man-made materials that impedes or prevents the natural infiltration of water into the soil mantle. Such surfaces include building roofs, patios, sidewalks, concrete or asphalt streets, parking lots, and gravel roads. Impervious surfaces influence runoff from rainwater or melted snow. Land Use cover and rates of perviousness/ imperviousness are regulated in zoning and considering the levels of coverage aid discussion of the Village's Storm Water Management Program (SWMP) including techniques that can help manage levels of impervious cover and steps to practicably prevent pollution, or surges in stormwater runoff. Given suburban form, there are places beyond open spaces and lower land use densities there are some places with relatively higher rates of impervious coverage. More information on stormwater management can be found in the subsection on the Municipal Stormwater Management Program.

There are not statistics readily available for levels of imperviousness village-wide or in its sub- watersheds. Considering local 'Watersheds', the 'Hackensack-Passaic' and 'Peekskill Hollow Creek – Hudson River Watersheds' are the two broad, regional watersheds overlaying the Village. The levels of imperviousness in places is important because depending on its structure and extent, the rate of coverage may influence recharge of water tables and patterns of surface water flows and quality. Based on the National Oceanic & Atmospheric Administration 's 'Digital Coast' publicly accessible GIS and data series, some basic statistics on 'land cover' rates in the two watersheds overlapping the Village were generated using averaging.

Minisceongo Creek complex occupies a small part of the overall Lower Hudson Watershed. Within New Hempstead, it covers just over half of the Village in the north. It is associated with lands feeding tributaries and direct flows into the South Branch of Minisceongo Creek north of Brick Church Road and east of McNamara Road. Per Digital Coast, 'Lower Hudson Watershed, NY', in 2010, had an aggregate watershed impervious coverage of 11.69%.

The remaining eastern part of the Village is situated within the 'Hackensack-Passaic watershed'. The Hackensack-Passaic Watershed, which centers on northern New Jersey, demonstrated 14.31% impervious coverage in 2010. It flows into Hackensack River tributaries, in an area in the southeast that adjoins Pascack Brook. A much smaller area, within the same overlaying 'Hackensack-Passaic' watershed, flows northwest towards Ramapo River.

Collectively, the whole Village has a roughly estimated average rate of impervious surface coverage of 13.0%. Besides municipal efforts around stormwater management, Rockland County has an Environmental Management Council (EMC). The Rockland EMC has implemented green infrastructure, including two rain gardens, plus a porous asphalt parking lot, the latter at Columbia University's Lamont-Doherty Earth Observatory. In addition, the regional non-profit advocacy group Hudson River Watershed Alliance promotes watershed and stormwater management planning, while separately the Lower Hudson Coalition of Conservation Districts provides diverse types of education on the subject of storm flows.

Floodplains/ Flood Hazards

According to FEMA sources, the Village of New Hempstead contains four areas subject to inundation by the one-percent-annual-chance flood. Not surprisingly these all center on streams and wetlands. One location does have adjacent 500-year floodplain, which is used as an indicator of a place where more risk could emerge with time as climate change persists, however, it is important to note that 500-year floodplain is generally not regulated within private development at the local or federal level.

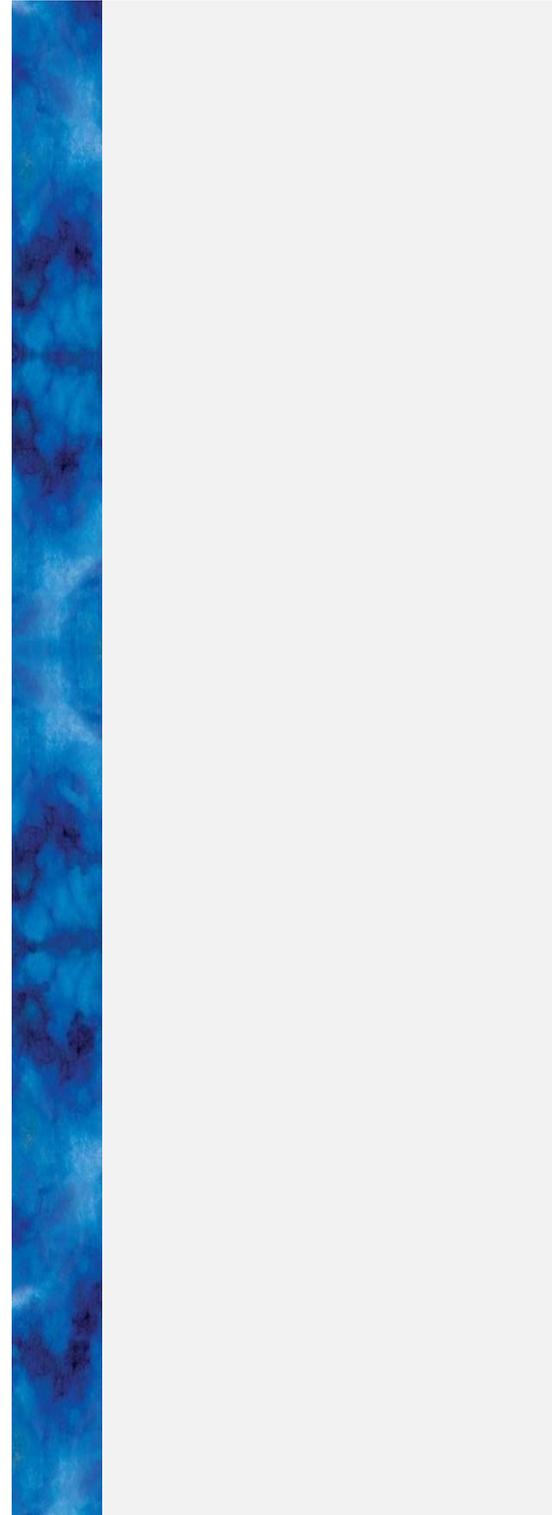
One location is in the south edge of the Village in the vicinity of New York Country Club, with the floodplain centering on the water body (pond) and surround wetlands at this property and extending on adjacent lands to the southeast. Thus, the floodplain overlays the golf course and water traps, as well as larger water bodies that probably will flood during and just after large rain events. According to FEMA's DFirm data, Zone A Floodplain around NYCC covers greater than 55 acres. Generally, it seems that an outdoor recreation land use like a golf course is an ideal use within and by floodplain; however, the Village's Flood Damage Prevention Law, Chapter 154, does not explicitly exempt this use or aspects of it.

Another concentration of the more hazardous Zone A floodplain is in northern sections of the Village corresponding with the South Branch of Minisceongo Creek. This area of Zone A within the Village is roughly defined as 45 acres. Within the floodplain surrounding Minisceongo Creek, there are multiple properties that are within or partly within floodplain, including more than a handful of buildings around Stonehurst Court and Summit Park Drive, including some residential uses.

According to FEMA data, and as shown on Map 4: Hydrological Constraints, a piece of floodplain (Flood Hazard Zone AE) centers in a vicinity west of Ashlawn Court. This approximately 6.6-acre area is well-defined, in that there is not a lot of 500-year floodplain adjacent to it. At least one dwelling is partly in floodplain at this location. A tributary underlying this spot flows north-northwest into the Mahwah River system.

Another area of Zone A floodplain, aligned with the uppermost reaches of Pascack Brook, situated south of Rensselaer Drive and east of Rifkin Court, is not well-defined in that there is some corresponding adjacent 500-year floodplain (not shown on the Map). Flood loss data was not retrieved for this location. On and around Pascack Brook, which flows south through the Village just west of Route 45, flood potential affects areas around Janet Drive, Bristol Lane, Arthur Court, Rifkin Court, and Sunny Ridge Road. This floodplain extends southward into the unincorporated Town of Ramapo.

While there is not regulation of 500-year floodplain, and nationwide, homeowners situated in this Zone X less frequently obtain coverage under the National Flood Insurance Program (NFIP), it is advisable for the Village to monitor potential for flood disruption during rain and flooding events to residences in the vicinity Pascack Brook, including the structures that are situated within 500-year floodplain. The Village can promote setbacks from the stream and additional elevation above the Base Flood Elevation (BFE) within any new development, including building additions, as a way to promote safe building and proximity to floodplain. This can help proactively prevent against potential damage or loss of property by instituting basic floodproofing / protection measures during this era of uncertainty associated with climate change.



HOUSING

This Section describes the housing stock, housing market and it examines housing need. In New Hempstead, the total housing units in 2010 was 1,306 units. There is a low level of rental tenure, with 8.2% of all 1,265 occupied housing units in 2010 comprising rentals. Meanwhile, 91.8% were owner-occupied. Local supply is predominantly single-family detached units, at 96.1% of all units. A large amount of housing, over 45%, was built between 1960 and 1969, so many houses in the Village are now around 50 years old.

While there has been slight diversification of local supply based on the recent construction of a townhouse community for older persons on Westminster Way, growth in housing has been relatively slow. It is evidenced by a negative rate of household formation between 2000 and 2010 (see Table 16). Change in the supply of housing does not appear to be keeping-up with population growth. A common refrain is there is limited stock available, including for middle- or moderate-income households. Moreover, there is a relatively high cost of living, like in the rest of Rockland County. Table 6 shows that median (middle) housing value within the Village is relatively high at \$471,200, but many homeowners appear cost-burdened, spending in excess of 30% of income, often significantly more, on housing costs

Table 2: Housing Trends Comparison

	Village of New Hempstead		Town of Ramapo		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
2000 Census						
Total Housing Units	1,300	100.0%	32,422	100.0%	94,973	100.0%
Occupied Units	1,282	98.6%	31,561	97.3%	92,675	97.6%
Owner-Occupied Units	1,219	93.8%	20,176	62.2%	66,424	69.9%
Renter-Occupied Units	63	4.8%	11,385	35.1%	26,251	27.6%
Vacant Units	18	1.4%	861	2.7%	2,298	2.4%
2010 Census						
Total Housing Units	1,306	100.0%	36,754	100.0%	104,057	100.0%
Occupied Units	1,265	96.9%	34,731	94.5%	99,242	95.4%
Owner-Occupied Units	1,161	88.9%	20,759	56.5%	68,806	66.1%
Renter-Occupied Units	104	8.0%	13,972	38.0%	30,426	29.2%
Vacant Units	41	3.1%	2,023	5.5%	4,815	4.6%
Change, 2000-2010						
Total Housing Units	6	0.5%	4,332	13.4%	9,084	9.6%
Occupied Units	-17	-1.3%	3,170	10.0%	6,567	7.1%
Owner-Occupied Units	-58	-4.8%	583	2.9%	2,382	3.6%
Renter-Occupied Units	41	65.1%	2,587	22.7%	4,175	15.9%
Vacant Units	23	127.8%	1,162	135.0%	2,517	109.5%

Source: U.S. Census Bureau.

Table 16: Households by Type and Size, 2010					
	Village of New Hempstead		Town of Ramapo		Rockland County
	Number	Percent	Number	Percent	Percent
Single-Person Households	127	10.0%	6,217	17.9%	21.1%
Households with Two or More People	1,138	90.0%	28,514	82.1%	78.9%
Family Households	1,117	88.3%	27,264	78.5%	74.7%
Non-Family Households	21	1.7%	1,250	3.6%	4.2%
All Households with Children	668	52.8%	16,324	47.0%	39.5%
Total Households	1,265	100.0%	34,731	100.0%	100.0%
1-Person Households	127	10.0%	6,217	17.9%	21.1%
2-Person Households	289	22.8%	8,509	24.5%	28.0%
3-Person Households	177	14.0%	5,314	15.3%	16.4%
4-Person Households	199	15.7%	5,140	14.8%	15.8%
5- or More Person Households	473	37.4%	9,551	27.5%	18.7%

Housing Trends

The 2000 Census reported a total of 1,300 housing units in the Village of New Hempstead (Table 2: Housing Trends Comparison). By the time of the next decennial census, the number had increased only marginally to 1,306. The majority of units in the Village were owner-occupied.

Based on 2010 Census figures, the Village of New Hempstead averages 458 housing units per square mile. This level of housing density is considerably less than in the Town of Ramapo or Rockland County as a whole, which average about 600 units per square mile.

Housing Characteristics

Based on the most recent American Community Survey (ACS) 5-Year Estimates from the Census Bureau, the Village of New Hempstead currently has approximately 1,269 housing units, 90.0% of them owner-occupied and 9.4% renter-occupied (Table 3: General Housing Characteristics). The data indicate a slight increase in owner-occupancy compared to what was reported in the 2010 Census. Options for renters in New Hempstead are extremely limited

	Village of New Hempstead		Town of Ramapo		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	1,269	100.0%	37,044	100.0%	104,651	100.0%
Occupied Units	1,261	99.4%	34,788	93.9%	99,038	94.6%
Owner-Occupied Units	1,142	90.0%	20,437	55.2%	68,276	65.2%
Renter-Occupied Units	119	9.4%	14,351	38.7%	30,762	29.4%
Vacant Units	8	0.6%	2,256	6.1%	5,613	5.4%

Source: U.S. Census Bureau, American Community Survey 2012-16 Five-Year Estimates

According to the 2012-16 ACS estimates, the vast majority of housing units in the Village of New Hempstead are single-family residences (Table 4: Housing Units by Units in Structure). There are few multi-family structures in the community, unlike the comparison areas.

	Village of New Hempstead		Town of Ramapo		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
1 unit, detached	1,219	96.1%	18,313	49.4%	60,069	57.4%
1 unit, attached	10	0.8%	2,911	7.9%	8,471	8.1%
2 units	22	1.7%	2,748	7.4%	6,687	6.4%
3 or 4 units	18	1.4%	3,773	10.2%	8,209	7.8%
5 to 9 units	-	-	3,234	8.7%	7,618	7.3%
10 to 19 units	-	-	1,999	5.4%	4,089	3.9%
20 to 49 units	-	-	1,812	4.9%	3,397	3.2%
50 or more units	-	-	2,173	5.9%	4,794	4.6%
Mobile home, boat, RV, van, etc.	-	-	82	0.2%	1,317	1.2%
Total Housing Units	1,269	100.0%	37,044	100.0%	104,651	100.0%

Source: U.S. Census Bureau, American Community Survey 2012-16 Five-Year Estimates

Table 5: Value of Owner-Occupied Housing Units provides information on the value of owner-occupied housing units. The median value is estimated at \$471,200 versus \$405,300 in the Town of Ramapo.

Table 5: Value of Owner-Occupied Housing Units				
	Village of New Hempstead		Town of Ramapo	
	Number	Percent	Number	Percent
Less than \$50,000	9	0.8%	478	2.3%
\$50,000 - \$99,000	8	0.7%	655	3.2%
\$100,000 - \$149,999	9	0.8%	596	2.9%
\$150,000 - \$199,999	7	0.6%	648	3.2%
\$200,000 - \$299,999	18	1.6%	2,274	11.1%
\$300,000 - \$399,999	628	55.0%	5,338	26.1%
\$400,000 - \$499,999	0	0.0%	4,314	21.1%
\$500,000 - \$999,999	456	39.9%	5,609	27.4%
\$1 million or more	7	0.6%	525	2.6%
Total Owner-Occupied Units	1,142	100.0%	20,437	100.0%
<i>Median value</i>		<i>\$471,200</i>		<i>\$405,300</i>

Source: U.S. Census Bureau, American Community Survey 2012-16 Five-Year Estimates.

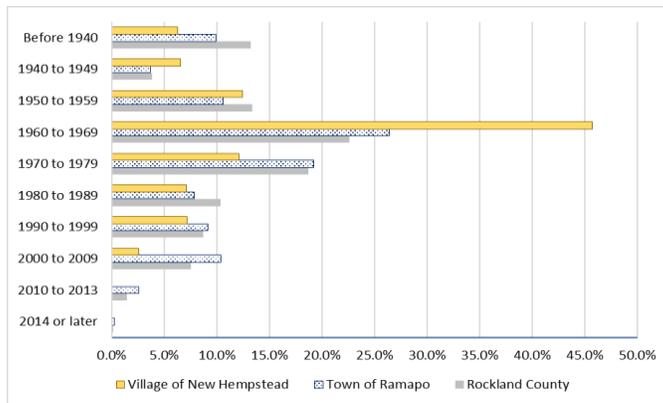


Figure 6: Comparison of Housing Units by Year Structure Built

As illustrated in Figure 6, most of the supply of housing in New Hempstead was constructed between 1950 and 1979. Some 46.5% was constructed in the 1960s. The median year of the structures built is 1965.

Despite relatively high household income levels in the Village of New Hempstead, 46.5% of homeowners can be characterized as cost-burdened, according to ACS estimates. This means that they pay at least 30% of their household income towards housing costs. Moreover, 17.1% of homeowners are *severely* cost-burdened, spending 50% or more of their income on housing. Public input received has frequently raise concern about the high cost of living and the high cost of housing within the community. One set of strategies put forth in this Plan encompass ways to facilitate more housing choices in more locations so that there is a diverse (and affordable) housing supply. Analysis and recommendations for housing are included within the tail end of the discussion on Development Regulations (zoning and subdivision codes).

The Census Bureau defines the *contract rent* as the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. As shown in **Table 6: Renter-Occupied Units by Contract Rent** below, the median contract rent paid in the Village of New Hempstead is \$1,596, significantly more than the median of \$1,175 in the Town of Ramapo overall. There are, however, few rental housing units in the Village.

	Village of New Hempstead		Town of Ramapo	
	Number	Percent	Number	Percent
Less than \$500	16	13.4%	1,622	11.3%
\$500 - \$999	10	8.4%	3,217	22.4%
\$1,000 - \$1,499	22	18.5%	5,193	36.2%
\$1,500 - \$1,999	47	39.5%	2,559	17.8%
\$2,000 - \$2,499	19	16.0%	891	6.2%
\$2,500 or more	-	0.0%	186	1.3%
No cash rent paid	5	4.2%	683	4.8%
Total Renter-Occupied Units	119	100.0%	14,351	100.0%
<i>Median contract rent</i>		<i>\$1,596</i>		<i>\$1,175</i>

Source: U.S. Census Bureau, American Community Survey 2012-16 Five-Year Estimates.

Building Permits

Building permit information indicates that there has been little residential development in the Village of New Hempstead relative to other villages in the Town of Ramapo in recent years: between 2007 and 2017, permits were issued for a total of 61 housing units in the Village (Table 7: Residential Building Permit Activity, 2007-2017). The majority of these permits were for single-family residences.

	Units in Single-Family Structures	Units in Multi-Family Structures	Total
Town of Ramapo*	507	1,426	1,933
Village of Airmont	21	0	21
Village of Chestnut Ridge	23	0	23
Village of Hillburn	8	0	8
Village of Kaser	1	209	210
Village of Montebello	6	0	6
Village of New Hempstead	49	12	61
Village of New Square	86	261	347
Village of Pomona**	37	0	37
Village of Sloatsburg	13	2	15
Village of Spring Valley**	57	255	312
Village of Suffern	10	145	155
Village of Wesley Hills	71	0	71
Rockland County	1,514	2,589	4,103

Source: HUD User, SOCDS Database. *Figures for the Town of Ramapo in this table do not include the incorporated villages within its boundaries. **Although this community is split between two towns, the data shown is for the entire village.

LAND USE

This section characterizes generalized land use in New Hempstead as a means for reviewing patterns of development. The existing uses represent a snapshot of current conditions. A review of aggregate uses and form provides perspective that can help guide future layout and regulation of development.

The Village contains 1,462 tax parcels/ properties that are outside of roadways and some unclassified lands¹¹. Moreover, a very small area, comprising below 0.1% of all area within the Village's boundaries is comprised of water like ponds and streams. The 1,462 lots cover roughly 1,792 acres (2.8 square miles).

Generally, the most prevalent aggregate form, or pattern, of uses existing now is residential. Land uses are a result of historic settlement characteristics, influenced by population growth and market forces coupled with modern building codes and development regulations. Village zoning was established in 1983, when the Village was incorporated, with intent to manage growth. Prior to then, Town zoning guided land use.

Property Classes

Considering generalized land use, the NY State Office of Real Property Services (ORPS) Uniform Classification System, which is applied in administration of property tax (fiscal) assessments, establishes a source for coding of individual parcels, or lots, contained within the Town's boundaries. Generally, per OPRS methodology, every parcel (outside of roads) is ascribed numeric codes within a detailed coding system organized under the following nine property categories:

- 100 - Agricultural - used for the production of crops or livestock.
- 200 - Residential - used for human habitation (but not including apartments).
- 300 - Vacant Land – generally not in use, or lacks permanent improvement.
- 400 - Commercial - sale of goods/ services (includes office/ professional buildings and apartments).
- 500 - Recreation & Entertainment – including amusement uses.
- 600 - Community Services – types involving well-being of the community.
- 700 - Industrial – production of man-made goods.
- 800 - Public Services - used to serve the general public.
- 900 - Wild, Forested, Conservation Lands & Public Parks – includes reforested lands, preserves, and private hunting and fishing clubs

¹¹ Total land area includes all tax parcels and excludes public roads.

Table 8: Land Use Coverage in Village of New Hempstead breaks down properties into 11 classifications. Information listed is based on New York State property assessment data from 2017.

Table 8: Land Use Coverage in Village of New Hempstead			
Uses	Percent of Total Acreage	Number of Parcels	Percent of Parcels
Single Family	52.97%	1,259	86.11%
Two-Family	0.19%	7	0.48%
Multifamily	2.08%	65	4.45%
Agricultural	1.27%	2	0.14%
Vacant	8.15%	47	3.21%
Commercial	0.41%	12	0.82%
Recreation & Entertainment	9.56%	2	0.14%
Public Services	1.16%	5	0.34%
Community Services	19.72%	39	2.67%
Wild, Forested, Conservation Lands	2.59%	6	0.41%
Unclassified	1.89%	18	1.23%
Total	100.00%	1,462	100.00%

Source: New York State GIS Data, 2017.

Map 7: Land Use, also shows the data depicted in Table 8: Land Use Coverage in Village of New Hempstead. The largest land use in the Village is single family residential (52.97%) with a total of 1,259 parcels. The second largest is Community Services, with 39 parcels (19.72%).

Community Services

Community Services (i.e., schools, religious institutions, cemeteries, etc.) influence Village character and comprise 19.7% of land area. The County government center, on Sanatorium Road, accessed off NYS Rte. 45 (partly in the Village on the north/west side of the road), is a major non-residential use of this type. Another community use in the Village occupying a slightly larger area is cemeteries. These center on Brick Church Road - there is a prohibition in zoning on establishing more cemeteries. Three public schools: Pomona High, Pomona Middle, and Summit Park Elementary, plus a property owned by the School District on New Hempstead Road and used as a school bus depot, collective also occupy sizable areas.

Health, human, and other services located at County offices constitute major public activities. Among multiple County administrative functions carried out there are:

- Purchasing Department
- Tourism
- Department of Personnel,
- Planning
- Consumer Protection and Weights & Measures
- General Services



- Department of Finance/ Insurance and Tax Department
- Youth Bureau
- County Medical Examiner, and
- Rockland Worksite Day Care Center.
- Health and Human Services
- Human Rights
- Environmental Resources
- Veterans Service Agency
- Aging
- Community Development
- Public Transportation

While the County's facility is primarily located in the Town of Ramapo, based on the fact that most building square footage is located on the southeast side of Sanatorium Road, the Village virtually surrounds this use. Moreover, one office building, a salt storage shed, a large parking lot, and some other appurtenances are directly in the Village. It is noted that Summit Park Hospital & Nursing Care Center, the largest building on-site within this complex (located within in the Town), closed in 2015. However, County consolidation of offices to this site continues to bring additional people back to this site.

Top Land Uses	Acres	%	Number of Parcels	Percent of Parcels
Residential	921.33	55.24%	1,331	91.04%
Community Services	328.93	19.72%	39	2.67%
Recreation & Entertainment	159.52	9.56%	2	0.14%
Sub Total	1,409.78	84.52%	1,372	93.84%

Source: New York State GIS Data, 2017.

Recreation & Entertainment

Recreation and Entertainment uses are only 2 parcels, but they occupy 9.56% of total Village land area. Parklands, which is quite limited in extent, is classified under the 900 code. The main 'Recreation' land use is New York Country Club, located between Viola Road to the south and Brick Church Road to the north.

Private commercial areas and uses within the Village can be seen on the Land Use Map and are quite limited. Not considering multifamily type uses which are discussed below, there are small limited offices on the north side of New Hempstead Road, like at the intersection with NYS Rte. 45. There are also one or two commercial offices are scattered along NYS Rte. 45. In addition, there are two non-residential retail plant nurseries/ landscaping materials sales businesses on NYS Rte. 45 (a former nursery use off McNamara Road is listed within the Agricultural land use category).

The Village has approved its first neighborhood commercial use at Grandview and NYS Rte. 306. A pharmacy and several smaller shops are under construction. Additional neighborhood commercial sites are

expected.

Forests, parks, and vacant/open lands account for 8.15% of total land area. These 47 parcels are scattered throughout the Village. The Open Space section discusses some of these, including cases when there is a significant open area. One such parcel is shown as a park by the junction of Union and New Hempstead Roads and is known as Fairway Park. This site has been selected for the new Village Hall complex which will enhance a central location for Village governmental activities.

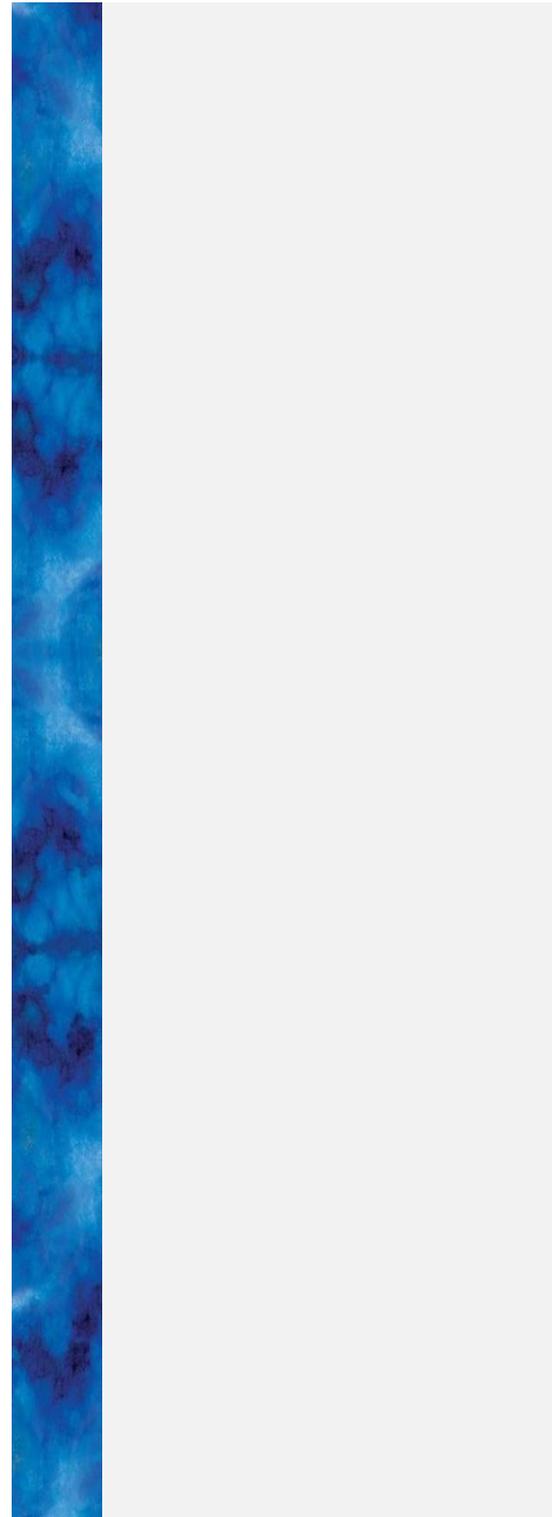
Residential Land Use

The major feature of New Hempstead's landscape is residential use, with the dominant type as single-family. As discussed under 'Zoning', residential properties are permitted at six different densities in five residential (R-) districts. Three areas exist in zones that permit two-family homes, which, surprisingly, only account for seven parcels, and represent 0.19% of all acreage.

When the Village separated from the Town of Ramapo, multi-family construction was one of the primary reasons for the separation. Although it may be an efficient form of land use, residents formed the Village to protect the single-family character. Today it only accounts for 2.08% of all land. In 2008, zoning changes allowed for "active adult residential communities". This type of 'senior housing' accounts for the substantial number of multi-family type units in Table 10: Residential Development Time Series within 2010-2018. Still, the majority of development in the Village is residential Single-Family. Two-Family, or Multi-Family parcels are few.

As shown in Table 10: Residential Development Time Series, most residential development occurred in the 1960's and 1970's with 824 dwellings being built during that time. While residential development rates have decreased since that peak, there is the aforementioned recent trending towards some multi-family housing construction. Since 2000, most of the new development has been for multi-family dwellings (58 of 73 new units built between 2000 and 2018 were multi-family). Many of these were within a senior housing project north of David Drive.

Year	Residential Dwellings Built	Two-Family Dwellings Built	Multi-Family Dwellings Built	Total Dwellings
1939 or Prior	56	3	7	66
1940-1949	12	1	-	13
1950-1959	143	1	-	144
1960-1969	618	2	-	620
1970-1979	204	-	-	204
1980-1989	55	-	-	55
1990-1999	156	-	-	156
2000-2009	9	-	1	10
2010-2018	6	-	57	63
Total	1,259	7	65	1,331



Source: 2017 NYSGIS Clearinghouse

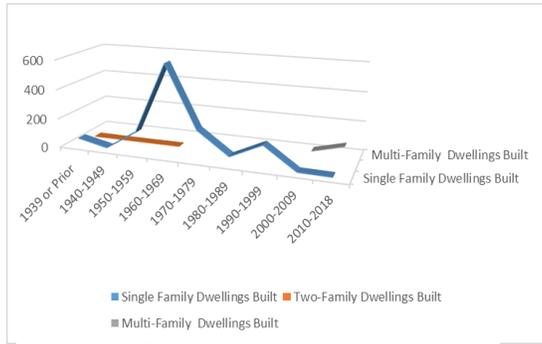


Figure 7: Housing Units by Year Structure Built

DEMOGRAPHICS & GROWTH TRENDS

New Hempstead is one of 12 incorporated villages within the Town of Ramapo. It was established in 1984 and this municipal jurisdiction covers 2.85 square miles. Narratives and data within this section show that the Village's population has grown relatively quickly. Between 1990 and 2010, the latter being the most recent direct count of residents by the US Census, the Village's population increased 932 persons, or 22% during 20 years. The 2010 population count was 5,132 persons and projected 2023 population is 5,576. Within the residential population, 24.1% of the Village residents are between the ages of five and 17 years old - this age group continues to grow. Meanwhile, household sizes are high, with an estimated average household size of 3.85 persons per household in 2018. In fact, average household sizes in the Village are greater than the rates Town wide in Ramapo and Countywide in Rockland. Also considering number of persons per household, more than half (53%) of 2010 Households consisted of four or more persons. Perhaps surprisingly, while overall population is increasing, the total number of households remained flat between years 2000 and 2010, which was different from the Town and Rockland County which increased 10.0% and 7.1% respectively during the decade. In terms of household income, the Village has a higher median household income than surrounding areas and only 1.2% of the population is living in poverty.

Population Trends

The Village of New Hempstead had a population of 5,132 as of the 2010 Census, reflecting a 7.7% increase since the previous decennial census (Table 11: Historic & Projected Population). Although the number of residents in the Village has steadily increased since 1990, the rate of growth has not been as rapid as in the Town of Ramapo as a whole, and the rate of growth represents the Village's single-family character.

	Village of New Hempstead		Town of Ramapo	
	Number	% Change	Number	% Change
1990	4,200	-	93,861	-
2000	4,767	13.5%	108,905	16.0%
2010	5,132	7.7%	126,595	16.2%
2018 estimates	5,418	5.6%	138,585	9.5%
2023 projections	5,576	2.9%	145,089	4.7%

Source: U.S. Census Bureau and ESRI Business Analyst (estimates and projections).

Estimates produced by ESRI Business Analyst, a leading national provider of market information, indicate that the Village has experienced a moderate 5.6% increase in population since 2010. The number of residents in New Hempstead is projected to grow by 2.9% in the next five years.

Table 12: Population Density below compares the population density in the Village of New Hempstead with the Town of Ramapo and Rockland County. Overall, New Hempstead has about 1,901 people per square mile, a level of density only marginally above the Rockland County average.

	Village of New Hempstead	Town of Ramapo	Rockland County
Land Area (sq. mi.)	2.85	61.20	173.55
Persons Per Square Mile, 2010	1,801	2,069	1,796
Persons Per Square Mile, 2018	1,901	2,264	1,895

Source: U.S. Census Bureau and ESRI Business Analyst (estimates).

Race/Ethnicity

Data on the racial composition of New Hempstead's population show that the village is becoming much more diverse. Based on estimates generated by ESRI, the Village experienced a net gain of 286 residents between 2010 and 2018, and the majority were nonwhite. As illustrated in Table 13: Population By Race and Hispanic Origin, Village of New Hempstead the share of residents who are black/African American increased from 16.0% in 2010 to 19.3%, while the share of Hispanic or Latino residents, who may be of any race, increased from 9.3% to 15.2%.

	2010 Census		2018 Estimates		% Change
	Number	Percent	Number	Percent	
Total Population	5,132	100.0%	5,418	100.0%	5.6%
White	3,675	71.6%	3,462	63.9%	-5.8%
Black/African American	821	16.0%	1,046	19.3%	27.4%
American Indian/Alaskan Native	5	0.1%	11	0.2%	120.0%
Asian/Pacific Islander	350	6.8%	385	7.1%	10.0%
Some Other Race	179	3.5%	358	6.6%	100.0%
Two or More Races	102	2.0%	157	2.9%	53.9%
Hispanic/Latino (Any Race)	478	9.3%	824	15.2%	72.4%

Source: U.S. Census Bureau and ESRI Business Analyst (estimates)

Age Distribution

It is useful to consider the age distribution of the population to assess current and future community needs. As illustrated in Figure 9: Population by Age Cohort, 2018 Estimates below, children under age 18 currently account for nearly one-third of all residents of the Village of New Hempstead, compared with 28% of Rockland County residents. Working-age adults, ages 25 to 64, represent 43.6% of the New Hempstead population. Compared with Rockland County, the Village of New Hempstead has a higher proportion of pre-school and school-aged children.

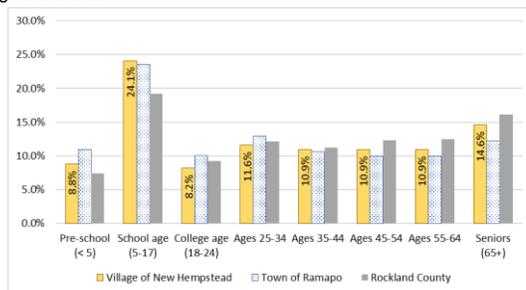


Figure 8: Population by Age Cohort, 2018 Projections

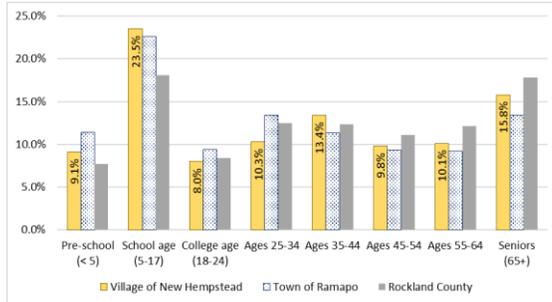


Figure 9: Population by Age Cohort, 2018 Estimates

Population projections indicate that the number of individuals ages 35 to 44 will experience the fastest rate of growth in the Village of New Hempstead in the next five years (Table 14: Projected Change in Population by Age Cohort, 2018-2023). Other segments of the population that are projected to increase include residents age 65 and over and children under age 5.

	Village of New Hempstead		Town of Ramapo		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
Pre-school (< 5)	31	6.5%	1,434	9.5%	1,809	7.4%
School age (5-17)	5	0.4%	85	0.3%	-1,683	-2.7%
College age (18-24)	2	0.5%	-221	-1.6%	-1,733	-5.7%
Ages 25-34	-54	-8.6%	1,565	8.8%	2,651	6.7%
Ages 35-44	156	26.4%	1,705	11.6%	4,931	13.4%
Ages 45-54	-44	-7.4%	-227	-1.7%	-2,760	-6.8%
Ages 55-64	-27	-4.6%	-372	-2.7%	-23	-0.1%
Seniors (65+)	90	11.4%	2,535	15.0%	7,491	14.2%
Total	159	2.9%	6,504	4.7%	10,683	3.2%

Source: ESRI Business Analyst.

Reflecting the age distribution of the population, the median age in the Village of New Hempstead is estimated at 32.8 years, up from 29.4 reported in the 2010 Census. This figure is well below the Rockland County median age of 37.0 years, but above the median for the Town of Ramapo (29.1).

Household Trends

The Census Bureau defines a household as all persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more persons living together, or any other group of individuals who share living arrangements outside of an institutional setting. Household formation is a key driver of housing demand. Nationally, the number of households has been growing steadily over the last few decades, while average household sizes have decreased due to an increase in single-parent households, lower birth rates, and more people living alone, among other factors.

As shown in Table 15: Household Trends Comparison, there are an estimated 1,332 households in the Village of New Hempstead, an increase of 67 households since the 2010 Census. ESRI projects a 3.0%

increase to 1,372 households by 2023. On average, the rate of household formation in New Hempstead is approximately 0.7% per year.

	Village of New Hempstead	Town of Ramapo	Rockland County
2000	1,282	31,561	92,675
2010	1,265	34,731	99,242
2018 estimates	1,332	37,217	103,673
2023 projections	1,372	38,741	106,633
% Change, 2000-2010	-1.3%	10.0%	7.1%
% Change, 2010-2018	5.3%	7.2%	4.5%
% Change, 2018-2023	3.0%	4.1%	2.9%

Source: U.S. Census Bureau and ESRI Business Analyst (estimates and projections).

Per the US Census that Average household size within the Village in 2010 was 4.03. According to 2018 estimates, the average household size is 3.85 persons in the Village, compared to 3.66 in the Town of Ramapo and 3.10 in Rockland County.

Additional data on household composition is available from the 2010 Census. As Table 16: Households by Type and Size, 2010 illustrates, more than half of all households in the Village of New Hempstead – compared to 39.5% in Rockland County – had children under age 18 living at home. The Village had a higher percentage of family households than either the Town or the County, and a commensurate *smaller* share of single-person and non-family households. It also had a higher proportion of large households, defined as having at least five individuals.

	Village of New Hempstead		Town of Ramapo		Rockland County
	Number	Percent	Number	Percent	Percent
Single-Person Households	127	10.0%	6,217	17.9%	21.1%
Households with Two or More People	1,138	90.0%	28,514	82.1%	78.9%
Family Households	1,117	88.3%	27,264	78.5%	74.7%
Non-Family Households	21	1.7%	1,250	3.6%	4.2%
All Households with Children	668	52.8%	16,324	47.0%	39.5%
Total Households	1,265	100.0%	34,731	100.0%	100.0%
1-Person Households	127	10.0%	6,217	17.9%	21.1%
2-Person Households	289	22.8%	8,509	24.5%	28.0%
3-Person Households	177	14.0%	5,314	15.3%	16.4%
4-Person Households	199	15.7%	5,140	14.8%	15.8%
5- or More Person Households	473	37.4%	9,551	27.5%	18.7%

Source: U.S. Census Bureau. Estimates by type and size for 2018 are not available.

Income & Poverty

Household income is an important indicator of personal wealth and purchasing power. Income levels impact the ability of residents to pay for housing, contribute to the tax base, and support the local economy.

The distribution of households by income in the Village of New Hempstead is shown in **Figure 10: Households by Income, 2018** Estimates, and suggests that households in the Village are relatively affluent. Fewer than 15% of all households in New Hempstead earn less than \$50,000 per year. Conversely, about 38% have annual incomes of at least \$150,000 or above. The median household income in the Village of New Hempstead is estimated at \$119,382, considerably more than the Rockland County median income of \$97,147 and the Town of Ramapo median of \$82,032.

As noted in the previous section, however, a significant share of the households in New Hempstead are large. Adjusted for household size, what appears to be a high level of income may be limited in the degree that it enables these households to achieve sufficient food, housing, and other family needs.

The federal poverty level is a measure used by the U.S. government to determine a household's eligibility for various federal programs and benefits and programs. Based on the most recent American Community Survey (ACS) Five-Year Estimates from the Census Bureau, only 1.2% of households in the Village of New Hempstead are defined as living in poverty, compared to 18.3% in the Town of Ramapo.

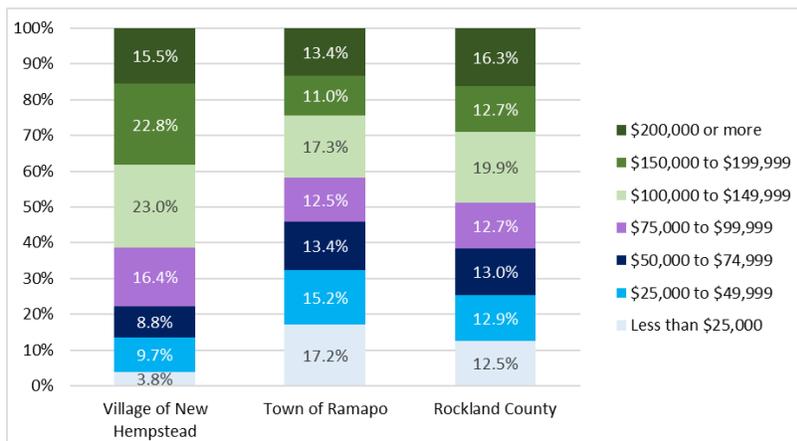
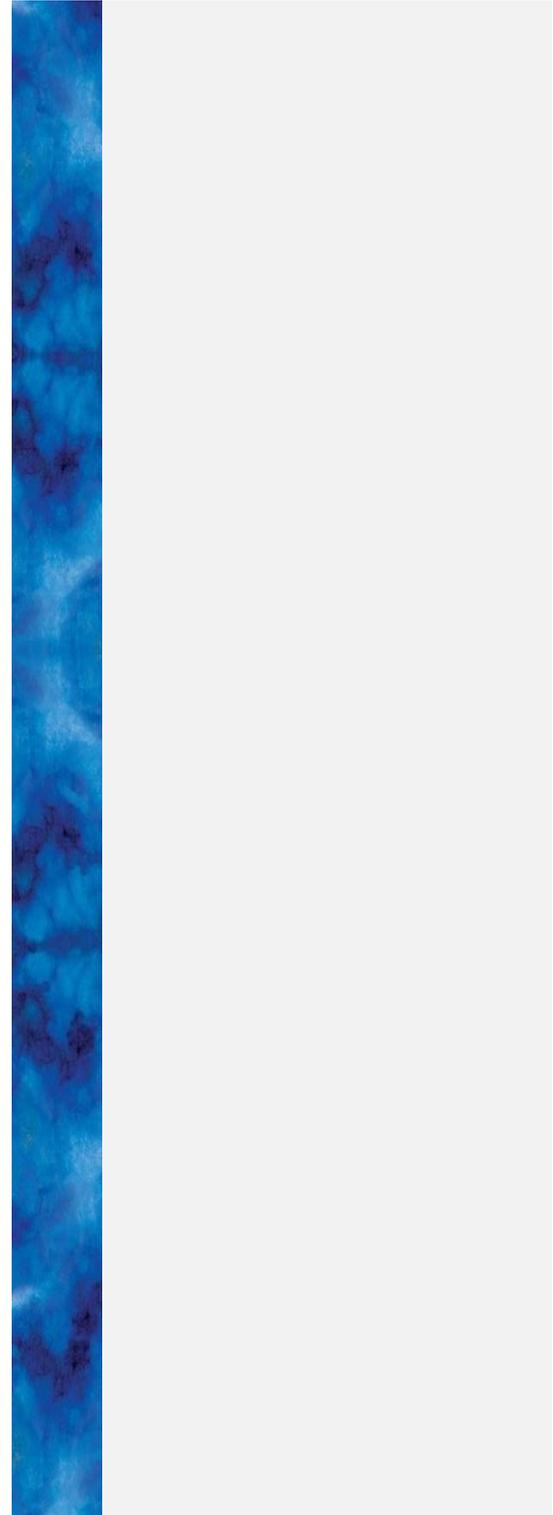


Figure 10: Households by Income, 2018 Estimates

Another measure used to determine housing and community development needs is the number and percentage of low- and moderate-income (LMI) households. The U.S. Department of Housing and Urban Development (HUD) defines an LMI household as one “whose income does not exceed 80 percent of the median income for the area, as determined by HUD, with adjustments for smaller or larger families.”¹² LMI households are often eligible to access affordable housing, qualify for Section 8 housing assistance, and receive certain types of grants or loans for housing rehabilitation or first-time homeownership.

The most recent estimates from HUD are based on the 2011-15 American Community Survey. According to the data, 26.3% of all households in the Village of New Hempstead have incomes that are below 80% of the area median income. This is one of the lowest rates of LMI households among villages in the Town of Ramapo, with only Wesley Hills and Montebello having a lower share (at 25.2% and 17.8%, respectively).

¹² Source: HUD Glossary, at https://www.hud.gov/program_offices/comm_planning/library/glossary. A *low-income* household is one whose total annual income is 50 percent or less of the area median income, while a *moderate-income* household is one whose income is above 50 but less than 80 percent of the area median.



DEVELOPMENT REGULATIONS (INCLUDING ZONING & SUBDIVISION)

Village zoning evolved from Town of Ramapo zoning; therefore, local land use regulations, to an extent, reflect the basic densities provided for within the corresponding districts within the Town and they have a somewhat similar organization. Still, when the Village was established, there were some changes in zoning district densities, which prescribed larger lot sizes. Moreover, while many zoning standards originate to 1983/84, New Hempstead's code has been actively curated and it has evolved over time.

The Zoning law is Chapter 290 of Village Code. The base zoning districts and the layouts of these various Districts is shown on Map 8: Official Zoning Map.

The Village Code was re-codified and recently placed on-line (<https://ecode360.com/NE1212>).

The land development moratorium is no longer in-effect.

Base Zoning Districts

The following narrative describes base zoning, as depicted on the Official Zoning Map. The Village has altogether eight zoning districts. One is a performance-based planned unit type district – the Neighborhood Commercial District, with the footprint for that NCD affixed to the Zoning Map when an NCD designation is approved by the Village Trustees. Another floating zoning provides for an Average Density development standard that also may be used upon adherence to criteria and at the discretion of the Village Board of Trustees.

1R-50	One-Family Residence
1R-40	One-Family Residence
1R-35	One-Family Residence
1R-25	One-Family Residence
2R-15	Two-Family Residence
LO	Laboratory Office
NCD	Neighborhood Commercial

As shown in Table 17: Base Zoning Districts Village of New Hempstead, there are five residential base zoning districts. There is also a base non-residential Laboratory Office zoning district¹⁴. The relatively new discretionary zoning district, Neighborhood Commercial District (NCD), is discussed separately below.

¹⁴ All residential zones allow some agricultural uses.

The regulatory framework for residential zones is as follows:

- **1R-50 Residential District:** permits single-family homes and townhouses for active adults, with a minimum required lot area of 50,000 square feet (just over an acre), and maximum Floor Area Ratio (FAR) equaling no more than 0.10.¹⁵
- **1R-40 Residential District:** permits single-family home and townhouses for active adults, within a minimum lot area is 40,000 square feet, and maximum FAR of 0.10. Permitted and special exception uses are the same in the 1R-50 district.
- **1R-35 Residential District:** permits single-family homes and townhouses for active adults, within a minimum lot area is 35,000 square feet, and maximum FAR of 0.12.
- **1R-25 Residential District:** permits single-family homes and townhouses for active adults, within a minimum lot area is 25,000 square feet, and maximum FAR of 0.15. Places of assembly are permitted by special permit in this district.
- **2R-15 Residential District:** permits 1- and 2-family detached dwellings with minimum lots 15,000 and 20,000 square feet respectively. In this district, the maximum floor area ratio is 0.18.

Maximum Floor Area Ratio/ Maximum Building Coverage - The Zoning 'Table of Dimensional Requirements' requires all building development to comply with either 'Maximum Floor Area Ratio (FAR)', or 'Maximum Building Coverage', for all zoning districts. Whichever is identified by the owner on an application is the controlling compliance factor.

As it relates to FAR, Maximum Height requirement for principal buildings in all Residential zones is 2.5 stories, or 35 feet. The lower density housing districts (1R-50 and 1R-40) have FARs of 0.10 and respective Maximum Building Coverage of 3,750 and 3,500 square feet. In 1R-35 it is 0.12 and 3,250 square feet. As residential lot sizes decrease in zones 1R-25 and 2R-15, FAR also increases, to 0.15 and 0.18 respectively, while Maximum Building Coverage for single-family residences is 3,000 and 2,500.

The Village maintains rigorous controls on FAR and Maximum Building Coverage in higher density "R" residential districts. If there is interest in promoting smaller building footprints, some calibration would be required to enable slightly higher FARs. However, this dual Maximum Floor Area Ratio/ Maximum Building Coverage performance standard with a choice of which of these two factors drive generally appears to make sense.

Likewise, it is important to recognize that the 'Maximum Impervious Surface' requirement, which is also in the Table of Dimension Requirements, has an important bearing and relationship to these two prior factors. 'Maximum Impervious' standard is probably most important of these three, especially in the higher-density residential zones, as the overall extent of coverage allowed probably has a strong influence on the appearance and character of a site, and higher levels of coverage can influence neighborhood stormwater management capacity. A decision to slightly lower the allowed maximum impervious surface, coupled with a bulk standard allowing for slightly higher FAR in exchange for installing pervious pavement, greener infrastructure than would be called for under zoning as a way to promote and incentivize compact building and retaining and treating flows on-site.

¹⁵The maximum height is 2.5 stories or 35 feet for single-family homes within all Residential districts.



The most common permitted accessory uses within the Residential zones include: tennis/ paddle courts; swimming pools; garages; garden houses; stables; barns; sheds; solar energy collectors; as well as off-street parking facilities. All residential zones also allow some basic agriculture.

The residential zones are spatially distributed in the Village such that:

- 1R-50 is concentrated in the northern part of the Village.
- 1R-40 district, with the most coverage, has three locations in the mid-section, southwest, and north.
- 1R-35 district connects the 1R-50 and 1R-40 districts in the center of the Village, within areas west of NYS Route 45 and on both sides of New Hempstead Road.
- 1R-25, single family district, has two locations in the south - one on the west border and the other on the eastern border. In this district the houses tend to be smaller, and on smaller lots.
- 2R-15, residential district allows for 2-family detached dwellings, and is located in the south along Viola Road and to the east along Route 45.

LO (Laboratory Office) District: this non-residential zone permits business or professional offices, plus research and development laboratories, on lots a minimum of 60,000 square feet. It also allows rehabilitation, respite, and training facilities and basic agricultural uses. LO zone maximum building height is 45 feet. LO District is on the northern border of the Village. One large piece that is vacant is shown in tax records as controlled by the Town of Ramapo Local Development Corporation. Another lot contains a pre-existing telephone utility switching/ maintenance facility. For LO zone, Maximum Height is 45 feet, but there is no limit on the number of stories. In LO Maximum FAR is 0.25, while Maximum Building Coverage is 0.75.

Flexible Zoning Districts

Average Density - Chapter 290 Zoning. Article XI - This type development is available only in certain residential zones: 1R-50; 1R-40; 1R-35 and 1R-25. The purpose of average density is to enable and encourage flexibility of development design so as to preserve some open land. The Board of Trustees by resolution may authorize use of average density at the request of the property owner, or by Planning Board mandate. Average density requires the number of dwellings to equal that which can be subdivided into conforming lots per Chapter 255 Subdivision of Land, Section M. Zoning Dimensional requirements of subdivisions and construction requirements for average density development is set in §290-37 (within the Table of Dimensional Requirements Zoning Code Village of New Hempstead¹⁶).

Neighborhood Commercial District - NCD is a floating zone that can be designated at the discretion of the Board of Trustees. It was added to regulations in 2017. Village Zoning section §290-36.1 indicates a parcel can be designated by the Village Board as NCD as long as bulk, parking, and other requirements of Chapter §290 are met. NCD the maximum number of stories is two with the principal building maximum height of 35 feet and any accessory building maximum height of 15 feet. In the NCD floating zone, Maximum FAR is 0.30, while Maximum Building Coverage is 0.75.

The uses permitted by right in the NCD are:

- Business and professional offices;

¹⁶ [Amended 1-2-1986 by L.L. No. 1-1986]

- Local convenience retail stores;
- Personal service establishments;
- Bank; and
- Restaurants and delicatessens.

The following are allowed accessory uses per §290-36.1(B):

- Medical clinics;
- Accessory drive-throughs;
- Accessory off-street parking, including parking in front yards;
- Accessory off-street loading berths;
- Accessory storage of retail goods to be delivered or sold to customers on the premises;
- Accessory processing and servicing of goods within the principal structure; and
- For any structure for sale or rent, temporary, non-illuminated "for sale" or "for rent" signs.

A site plan for the use must be submitted with all requirements addressed. No building in the NCD may exceed 20,000 square feet. All services and sales must be enclosed within the structure. The building must be compatible with, and promote the established character of the surrounding neighborhood. The height allowance is 35 feet for the principal building. The zoning law states that any applicant can petition the Board to allow for other uses besides those listed above.

Additional requirements are in-place to make sure that commercial activity in NCD does not create congestion. The law requires any parcels in an NCD to have direct access on a state highway (access can be taken from a major collector road within the Village). All new NCD developments must also provide sidewalks. This encourages pedestrian access and increases the integration of small-scale shopping areas as well as linkage with neighborhoods. Properties granted NCD status must have preliminary plans that include objectives to manage drainage and show preparation for any possible future road widening.

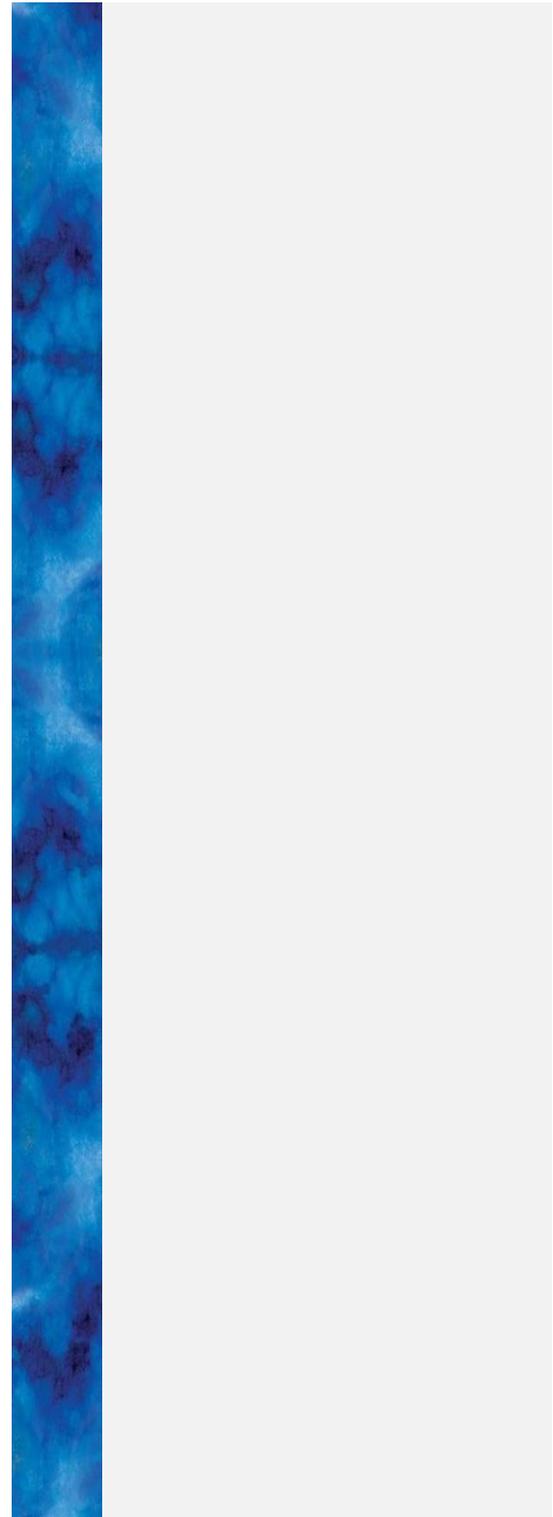
Special Use Permits

While residential districts are geared to accommodating various types of housing, other uses are allowed by special permit (SUP).

Active Adult Residential Communities Zones (ARC) – This SUP allows siting of multiple dwelling units specifically designed for residents aged 55 and older¹⁷. ARC Zones are authorized by amendment to the Zoning Map by the Village Board. In 1R-50, 1R-40 and 1R-35 zones, ARC development must be on a contiguous lot of eight or more acres owned by one party, with no more than 120 units allowed (unless the Village Board consents to more). Each unit must have no more than two bedrooms and cannot be less than 1,400 square feet. Currently, an ARC on Westminster Way connects to Pomona and Summit Park Roads.

Rehabilitation, respite & training facilities – This use requires a minimum lot of 435,600 square feet (10 acres) per regulations in §290-57. These facilities are for temporary residential and daily training and

¹⁷ [Added 9-25-2008 by L.L. No. 1-2008]



vocational rehabilitation services to persons with sensory and/or physical, developmental, emotional and/or other disabilities or health conditions¹⁸. Along with, all active adult townhomes are allowed two stories.

Schools - All schools require a special permit. The standard provides for 10-acre minimum lot size and frontage on and practical access to a collector road, plus schools must comply with NYS Department of Education licensing, site area, and dimensional requirements¹⁹. In connection with this use, residential facilities, including dormitories, are not permitted²⁰. An allowance for Interim School Uses has been rescinded as Local Law No. 3 of 2018 no longer allowed for certain interim school uses and went into effect October 23, 2018²¹. This removes the ability to allow temporary structures, while new permanent school building is repaired or constructed.

Places of Assembly - Per §290-57.2, single-family dwellings of a natural person proposed for use by 49 or more persons at the same time require this SUP that may constitute religions, book club, discussion group, fantasy sport, hobby club, scouting organizations, social gatherings, and other group leisure activities. A detached structure that complies with accessory building and structure regulations except that the structure shall not exceed 20 in height or 2,500 square feet, may also be a place of assembly on a single-family property²². The use may not exceed 85% of total square footage of the principal structure²³. Parking shall be met through a combination of: 1) on-site (i.e., off-street), 2) on-street, and 3) utilization of neighboring properties within 500 feet of the place of assembly (with their written consent).

Private Membership Club - Per §290.48, Private Membership Club(s), must be located on 20 acres and have frontage along a collector road. In residential districts clubs must achieve twice the minimum yard setbacks requirement as specified for the district. Activities at the Club must be consistent with use of residential property and not bother adjacent property owners²⁴.

Home Occupations – A home occupation per, §290-52, is a secondary use of a dwelling²⁵. There are two sub-types per Village zoning: those home occupations sited on NYS Rtes. 45 and 306; and, all other home occupations elsewhere within the community. No retail sales are allowed and all home occupations must not be obnoxious, detrimental, or offensive to immediate neighbors. Home occupations on NYS Rtes. 45 and 306, which have frontage and driveways on a State Route, must have less than three employees on-premises other than household/family members. The occupation may not occupy more than 40% or 1,000 square feet of total floor area in the residence, whichever is less. Signage is allowed not to exceed two square feet in area and if it has lighting it must be internally self-illuminated. Home occupations, elsewhere may not have employees other than the family residing in the residence and cannot utilize more than 150 square feet, with no external signage²⁶.

Second Kitchens SUP - Residents may seek permits for a second kitchen within a single-family dwelling in residential zones via a special permit obtained from the Village Board. This requires design of the residence

¹⁸ [Added 4-21-2016 by L.L. No. 1-2016]

¹⁹ [Added 11-7-1985 by L.L. No. 6-1985; amended 12-21-1988 by L.L. No. 13-1988]

²⁰ [Added 5-28-1998 by L.L. No. 1-1998]

²¹ [Amended 10-3-2018 by L.L. No. 3-2018]

²² [Added 6-14-2017 by L.L. No. 3-2017]

²³ [Added 6-14-2017 by L.L. No. 3-2017]

²⁴ [Amended 12-21-1988 by L.L. No. 13-1988]

²⁵ [Amended 10-20-1988 by L.L. No. 9-1988; 12-21-1988 by L.L. No. 13-1988; 4-24-1997 by L.L. No. 1-1997]

²⁶ [Added 10-20-1988 by L.L. No. 9-1988; amended 12-21-1988 by L.L. No. 13-1988; 4-24-1997 by L.L. No. 1-1997]

and proposed second kitchen so it is not making it ready possible for the dwelling to be divided so that it has a second separate dwelling unit, such as when there is erection of a partition²⁷.

Site Plan Review

Site plan approval is required by Planning Board for a proposed new use or changes in use or intensity of land, buildings and other structures, including a change or redevelopment from a one-family detached to a two-family detached dwelling. Typical for many places within the region, site plan approval is not required to establish a one-family detached dwelling. Likewise, the Planning Board does not review site plans for home occupations, or second kitchen special exception permits. Before submitting site plans for review, applicants must meet with the Village Engineer to confirm there is not any requirement for a variance or special permit. This conference also educates an applicant on site plan approval process and application requirements (this conference must be held at least six months prior to a submission).

Subdivision Regulations

The Planning Board has the authority to approve subdivisions in accordance with procedures and requirements in Chapter 255. Subdivisions are also addressed in zoning standard 290-18. Considering subdivision procedure, a "Subdivision" is a division of any parcel, regardless of use, into two or more lots, plots, blocks, sites or parcels, with or without the creation of new streets, for the purpose, whether immediate or future, of transfer of ownership or building development, and shall include re-subdivision. The law defines "Re-subdivision as any change of existing property lines or of property lines shown on a plat approved by the Planning Board and filed with County Clerk". Applicants, are encouraged to discuss proposed subdivisions with the Village's development agents to ascertain existing requirements as to layout, street improvements, drainage, sewers, water, fire protection and similar matters²⁸. Required plats and forms are then submitted to the Planning Board for their review and decision.

Wireless Regulation

Regulation for "Wireless Telecommunication Facilities" is per Chapter 290: Wireless Telecommunication Facilities. This code requires an applicant to obtain a special use permit for all uses in compliance with all FCC regulations. On existing structures and new construction special use permits are issued by the Village Board as part of concurrent Planning Board SEQRA determination and site plan review.

Community Development Committee

The Community Development Committee (CDC) is a jurisdictional agency of the Village made up of the Village's Engineer, Planner, and the Code Enforcement staff. The CDC reviews sketch plats and site plan/ special use permits and renderings and makes reports to the Planning Board prior to meetings. The CDC also reviews the existing requirements relating to reservations of land, street improvements and layouts, drainage, sewage, water, fire



Figure 11: Housing at Cambridge Heights

²⁷ [Added 12-21-1988 by L.L. No. 13-1988].

²⁸ [Amended 5-22-2017 by L.L. No. 2-2017]

protection, buffers, and arrangement and character of adjoining lands and future development. The CDC may, as appropriate, coordinate sending plans to Rockland County, the Town of Ramapo, other adjoining villages, or others parties.

Architectural Review Board

The Architectural Review Board (ARB), per Chapter 13, Article II, reviews building permit applications for construction of new buildings, or other structure, alterations, or additions affecting the exterior of the same. This law does not apply to dwellings used exclusively as single-family residences²⁹. ARB reviews development in terms of its dissimilarity to nearby buildings, as well as excess similarity and it approves, conditionally approves subject to specific modifications, or disapproves proposed construction. The Building Inspector shall not grant a building permit until any imposed conditions are met.

County Planning Referrals

Under General Municipal Law (GML) Article 12B Section 239-m, the County Planning Board is referred, for its review, certain local planning and zoning matters. Per Article X, Section 5-82 of the County's code, the Rockland County Commissioner of Planning facilitates the County Planning Board's review of planning and zoning actions that may have an impact beyond that of an individual municipality. Generally, this is determined by identifying whether thresholds have been met like: proximity of a proposed land use to features like: state and county facilities, including regional roads, drainage systems, and parks. Potential actions proposed to occur near adjacent municipalities also trigger referrals. Furthermore, policy changes like new or amended comprehensive plans, zoning ordinances, land use regulations, and zoning map changes are referred to the County Planning Board per GML 239-m.

For New Hempstead, the types of applications reviewed by Rockland County per GML-m include: subdivisions, site plans, special permits, variance applications, and "other" (such as code amendments). Rockland County tracks its reviews on its website. Over the last five years (2014-2018) the Village has referred 31 cases to Rockland County. The most common GML reviews involve developments at schools (10) and church/gathering places (8).

Land Development/ Building Activity

There has not been detailed data obtained from the Village on the number of building permits issued annually, or rates of subdivision, site plan, and special permits authorizations recently or over the last five years. Based on a scan of Planning Board agendas, there is some routine activity. Moreover, per the MS4 (Stormwater Program) Annual Report for 2017/18, examples of larger developments that were recently reviewed, under construction, or completed tend to be more institutional in their land use orientation with one active



Figure 12: Entrance Gate of Visions Center for the Blind

²⁹ [Amended 6-7-1984 by L.L. No. 15-1984; 8-21-1986 by L.L. No. 13-1986]

retirement community. These include: Ateres Bias Yaakov; Cambridge Heights; Grandview Commons LLC; Rockland Baptist Church; St. George Center; Summit Patio Homes; Yeshiva of Greater Monsey; and Visions Center for the Blind.

Land Use & Development Analysis/ Recommendations

One major tool that local governments have available for shaping new development that complements existing community character and which facilitate desirable economic development is zoning and local land use regulations. This subsection, takes-off from the Inventory above, plus it builds upon public outreach and stakeholder engagement conducted to-date, by presenting a series of suggested code amendments and upgrades. These zoning notions are identified based on consideration of existing land use, development trends, public comments, and a planning-level examination of market characteristics and proposed objectives for community development.

Code Refinements: There are various basic code refinements suggested by this Plan:

- The Transportation section of this I&A provides various suggestions for making a set of street and sidewalk code upgrades.
- The reference to a Community Development Committee within Village Codes refers to a jurisdictional agency of the Village made up of the Village's Engineer, Planner, and the Code Enforcement staff. The CDC reviews sketch plats and site plan/ special use permits and renderings and makes reports to the Planning Board prior to meetings. The CDC also reviews the existing requirements relating to reservations of land, street improvements and layouts, drainage, sewage, water, fire protection, buffers, and arrangement and character of adjoining lands and future development. The CDC may, as appropriate, coordinate sending plans to Rockland County, the Town of Ramapo, other adjoining villages, or others parties. It makes sense to clarify, within the local land use laws, who comprises this committee and what is its role.
- Use allowances within the NCD should be clarified. There is a need to identify whether certain types of NCDs should be allowed outright, versus those that can only be pursued with the consent of the Trustees. The zoning text and Use Schedule seem to conflict. When NCD developments are finally approved and signed-off, it should be clear that the newly approved district designation must be added to the Official Zoning Map. To date, no NCD has reached that level.
- Clarification within the subdivision and site plan standards can make it explicit that recreation land set asides, or fees in lieu, are required in all developments with residential components. This must confirm which specific standards are meant to apply to Active Adult Retirement Communities. If there are future allowances for mixed- or other multi-residential uses, site plan standards should reinforce that recreation land set asides, or fees in lieu, shall apply.
- ARCs should have an explicit minimum set aside for high quality open space.
- There is high yield aquifer underlying a small area around NY County Club, Gloria Drive and Seabird Street. It is suggested to establish a definition in zoning to identify this area.
- Within average density developments, the Village's Planner requested that open space set asides should be labeled on an official map to promote set-aside lands



as being dedicated as public or encumbered through conservation easements that the Village (or its successors) are a party to³⁰.

- Within 1R-50 and 1R-40 zones there is some prevalence of undersized lots. These often are in average density developments that date before the Village was established, or soon after its establishment. It makes sense to rezone areas around Sandy Brook Drive and Pennington Way R-35, so there are not frequent requests for zoning relief whenever owners want to make additions.
- Since the Village has limited enforcement capabilities, consideration of imposing a high fee for reinstitution of special permits that are allowed by owners to lapse.

Community Character Guidelines: There seems to be interest in providing for future non-residential development, such as on NYS Rte. 45. Considering Village ambiance, as a way to keep suburban feel intact and help maintain sense of place, across all zones, there can be regulation of the appearance of new development so it contributes to the character of these areas through control of new building profiles, building placement in relation to streets and nearby residences, and through management of overall site arrangement. Design standards can prescribe treatments and guide regulation of architectural style, parking placement, lighting, streetscaping, perimeter landscaping, and landscaping adjacent.

Currently, most guidelines for the Planning Board and Architectural Review Board within zoning and Village code do not present pictures of typical layouts and treatments. While the street design standards, have some schematics, there are not ones for tree plantings, and these policies are dated. Establishing guidelines within zoning can help guide land owners and reviewing parties. Standards can address preferences, providing specifications for open space, sidewalks, lighting, tree planting on-site, such as by parking and sidewalks, screenings, service areas arrangements, fencing, and signage. They can also guide materials used, plus address building scale, appearance (providing suggestions for doorways, building walls, window layouts, and use of dormers and gables), plus address massing, and overall form. This can help maintain residential character and assure that adjacent uses are blended. The Orange County (NY) Community Design Manual, 2011, by Orange County Planning Department and the Regional Plan Association, provides examples of treatments, although obviously one size does not fit all and there would be a need to craft standards most befitting of conditions in and design prescriptions for the Village.

Establishing community character guidelines, graphic designs standards, and detailed standards for how buildings and sites must be laid out represent commonly used techniques for managing and facilitating attractive appearances of new buildings and quality layouts of sites. Still, it will be important for updates to zoning and subdivision codes to describe the processes for review and approval. Having clear descriptions of procedures within local land use laws will enable efficient and effective reviews. When development proponents adhere to codes, they should be rewarded with streamlined approvals, rather than uncertainty

³⁰ In the past, average density subdivisions/ developments were not carefully recorded in easily accessible land use approvals. This has caused confusion as to the extent of such developments and the degree there are any stipulations or conditions the control land use running with those areas. In the future, as a way to reflect and record average density and cluster type developments, there can be requirements to record/ show these type land uses on the Official Zoning Map. Likewise, depending on the particulars of land use applications, if development proponents are amenable to voluntarily dedicating recreation lands that they propose to set aside for recreation purposes to the public sector, it is suggested in these specific-cases to reflect this reservation of land directly on the Official Map. Obviously, Planning Board, and more importantly Village Board, must be amenable to this.

from staff and planning commissioners regarding how to approach layouts of sites and achieve compliance with land use laws. Structuring and providing clear guidance to developers will require careful communication and coordination among Village agencies and familiarity of both staff and volunteers on the Planning Board, ZBA, and ARB, with this Plan as well as zoning and other Village codes.

Commented [11]:

Accessory Apartments Special Permit or By-Right: There is a need for housing choice within the community and the broader region. All over the country it is common for intergenerational living, such as where young adults, or parents of a householder, live independently within the same home for extended periods. Examples may be after primary or secondary education, or during retirement. Accessory Dwelling Units (ADUs), also known as granny flats, in-law units, and secondary units, enable flexible living opportunities. Providing allowances for ADUs in New Hempstead could accommodate space that supplies greater choices for people living within very small size households, like young couples, seniors, and new professionals. ADUs are affordable, effective, and innovative.

Allowing for ADUs could add some much-needed diversity to the housing supply within New Hempstead. While allowing Accessory Dwelling Units can fill some housing need, the community would want careful management of the approvals for these and that there is desire to conserve the character and appearance of neighborhoods. Therefore, regulatory standards must provide ways to blend this type of housing into residential properties, such as by disguising it as part of the principal dwelling.

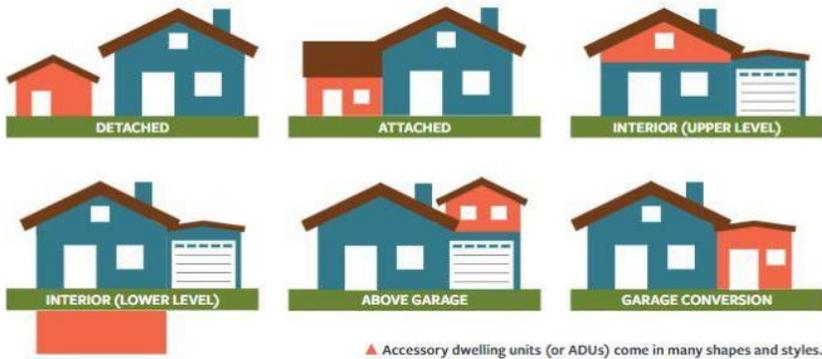


Figure 13: Examples of Accessory Dwelling Unit Types

ADU types, like small apartments internal to dwellings, or garden apartments, can be regulated for parameters like the unit's location, number of bedrooms, total floor area, and other design features. It should be readily possible for these type units to be generally indistinguishable and not viewable from the street. For instance, standards might require ADUs design so they are only accessible through a principal residential building rear entrance, side door, such as by a garage, or a small front door/ foyer that is not noticeably enlarged beyond that of a typical entrance for a one- or two-family residential dwelling. Specific regulations to require owner-occupancy and adequate screened parking would be required.

This way ADUs would be allowed with regulatory standards adopted for setbacks, square footage, and design. A main objective is to promote compatibility of a fitted-out unit with the primary dwelling, and the site, as well as to ensure an adequate and safe arrangement of onsite parking. The proposal is for approval of ADUs through Special Use Permits (SUPs), with these ADUs review and approvals based on the submission of a basic site plan that comes before the Planning Board.

The applicable zoning SUP performance criteria can include such standards as:

- A requirement that ADU SUPs must be maintained through an annual fee payment along with filing of an annual statement of residency, with receipt of an annual certificate of occupancy;
- Zoning criteria would specify that not maintaining a current, valid permit for an ADU will automatically cause ADU SUP approval to lapse. These uses would not run with the land; moreover, if a property is sold, it would require renewal of the SUP and plan with the Village;
- Total floor space (floor area) of an ADU shall not exceed 650 square feet, or 25% of the existing or proposed primary dwelling gross living area. The number of bedrooms shall not exceed one per ADU and units must be fully habitable with a full independent bathroom and kitchen;
- Required minimum lot size for a property proposed to have an ADU would be 7,500 square feet;
- Building performance standards would cause ADUs located within residential dwellings to be "invisible", through:
 - One identified main shared entrance on the front of the building (façade) facing a street; or identification and approval of another specified entry on the front of the principal residential building, such as through an existing or proposed accessory garage door; or
 - Entry through stairs or a deck or stair only on the rear of the house; or
 - Entry through a stair, or a deck or stairs on the side of a house when there is 1.5 times the minimum required side yard setback available as would apply to a residential dwelling within the underlying zoning district.
- There shall be a requirement to show at least one (1) parking space dedicated for use by the ADU on the site plan, with all other required parking spaces for the principal unit denoted on the site plan, and clear access to the driveway also demarked for these spaces.

In the future, with time and experience gained in the regulation of ADUs, there should be a Village Board determination as to whether it is necessary to maintain a SUP framework for regulating the establishment of ADUs, or whether staff could approve site plans for these. Likewise, Village Board should define whether there may be conditions under which it could be allowable for single-story, stand-alone backyard cottages to be established as ADUs on parcels that achieve a minimum prescribed lot size. In that case it seems like objectives should ensure that the location for any garden apartment is never closer to the street than the principal dwelling and there should be adequate buffering from adjacent residential properties. Along with confirmation that it is readily feasible to serve such ADUs with water, sewer, and electrical services from connections with the principal dwelling's service, or from the street frontage, the setbacks of external walls of stand-alone ADUs should probably be at least 1.75 times the existing side and rear yard setbacks.

Finally, one overall concern could be that illegal ADUs already exist within the community. Getting compliance might be remedied through waiving of application fees within six months from adoption of the law. This might promote non-compliant property owners to come forward and apply for the ADU SUP to ensure they adhere to local safety standards.

Despite the text recommended by the Comprehensive Plan Consultant, discussions with residents and the Village Board members, the consideration of accessory development units requires a more in-depth review and analysis. The Village Board has decided not to include this as part of the current Comprehensive Plan efforts, but may consider it at some time in the future. The rationale for this decision is provided below.

- ADU's could add significant population to the Village increasing traffic levels
- ADU's can change the character of neighborhoods and conflict with the stated desire to maintain the single-family character of the Village's neighborhoods
- Other neighboring communities have struggled with ADU's
- The Village has limited governmental agents to monitor and enforce the regulations
- ADU's would require additional parking spaces raising impervious surfaces which the plan notes should be limited
- ADU's would increase water use and sewer contributions which have not been quantified
- Which zone/zones would be appropriate if any?
- If owner occupied units are permitted to add ADU's, what happens if the unit is sold?
- How can continued owner occupied units be verified?

Based upon these issues, the determination for ADU incorporation as a plan element is remanded for future consideration

Hotels & Event Space: There no lodging accommodations for travelers in the Village and there is a limited supply of hotels within the surroundings. Efforts to enable siting of a hotel on a State Route, such as within the northern part of the Village, within the LO and the 1R50 zones could probably serve a relatively large secondary trade area, such as overlapping Mount Ivy environments and possibly a larger area given easy access to services around there and the Palisades parkway. There is a trend for boutique hotels throughout the nation that are smaller and cater to families as well as business travelers. The addition of a hotel special use standard with a large lot sizing requirement, possibly as part of a mixed-use allowance, could provide development standards for lodging facilities, including with a mandated proximity to arterial roads, required appearance, buffering and landscaping screening, including in relation to residential neighborhoods, plus specific standards for parking, sidewalks, site decorative landscaping, and recreational and/or green space. This type of non-residential use could generate beneficial bed taxes plus provide event and banquet space, such as to accommodate large family gatherings like weddings.

Garage Standard: The garage standard §290-62 states the minimum off-street parking spaces for a single-family dwelling is: 1 garage space and 1 outdoor space. For a 2-family it is 1 garage space and 1 outdoor space for each dwelling unit. Allowing conversion of garages into livable space would enable flexibility of unit size and provide added value to the homeowner. There should be a determination whether to allow conversion of garages with Planning Board Site Plan Review, or requirement for a special use permit that must be periodically renewed and which can be used to stipulate that any additional living space could not be further converted to a second dwelling unit. In order to allow for garage conversions, the new standards within zoning should specify an adequate off-street parking requirement to replace any lost off-street parking. A key could be to link the number of bedrooms or square footage of the conversion to the number of available parking spaces needed. Further, the standard could require that all parking spaces must have direct access to the street.

It is important to emphasize that there must be enforcement of all requirements to obtain all necessary local (or regional) land use permits and approvals. It may be advantageous for Village Trustees to increase the



finer for non-compliance. It is also advisable to have a legal review performed of Zoning Article VII – Administration & Enforcement. If there is a need to advance an enforcement action, this will help ensure that procedures on the books are legal and adhere to proper procedure. Establishing higher fines sends a message that rules must be followed. It helps alleviate a concern that by allowing for legal conversions of garages to habitable space, there will necessarily be increases in the rates of illegal conversions.

Allowing Two Family Residential Outside of 1R-25 & Other Options to Stimulate Housing Diversity

The plan examined the potential to add 2-family dwellings in other zones as a result of strong demand for housing and apparent issues of limited affordability and mid-range housing within the Village and region, the rationale for allowing 2-family residential dwellings in more zones was discussed. One option is to aid the feasibility to establish this type use in 1R-25. Slight adjustments to bulk requirements or expanding 2-family zoning allowances would create more housing choice, including for people of more moderate and middle incomes.

Examples of changes to consider include lowering the minimum lot area in 1R-25 to 15,000 or 17,500 square feet, allowing the use in 1R-25 and 1R-30, and regulating this type use through site plan review, if there is a belief that two-family dwellings have potential to disproportionately impact their surroundings. Moreover, standards on maximum dwelling and building sizes, building, and lot arrangements would help regulate these layouts to ensure they fit well with surroundings.

A concern has been raised that adjusting zoning districts in which townhouses and two-family units are allowed may result in an increase in the rates of tear-downs of existing single-family residential structures. One option is to require site plan approval in order to fully demolish a residential dwelling unit, just as it is advisable to require site plan approval for all new residential unit development.

There also could be upgrades to parking, driveway access, and parking screening criteria within zoning to ensure that site designs do not neglect achievement of proper layouts of these features. If there is a desire to manage potential disruptions associated with the substantial rehabilitation or tear-down of structures, requirements for hours of construction operation, adherence to drainage and grading specifications as detailed on-site plans, and procedures for construction solid waste management. It could also be possible to limit how long a building permit would be valid for. Likewise, it will be important to have lot bulk, maximum coverage, and floor area ratio standards which limit how big a building can be in relation to the overall available lot area and buildable lot area.

While the potential exists to extend two family residential structures outside the 1R-25, upon closer examination, this would result in a significant change to the character of the village as a predominantly single-family neighborhood. The Village is however considering other areas for inclusion of two-family residences, particularly opposite multifamily developments outside the Village's border. Consequently, this is a concept that will not be recommended in the plan at this time.

For the same reasons as above, adding townhouses as a use in other zones was not recommended. Townhouses will remain a senior housing alternative.



Gateway District: As discussed more fully within the Transportation section, the area along NYS Rte. 45 is a prime location for Gateways zoning treatment. A gateway district should be an overlay zone along Route 45 with regulations that ensures fit and complementary character of new development and redevelopment using design standards that promote walkable areas with controlled access to the highway, ample on-site greenspace, tree plantings, and other landscaping, with a preference for parking behind buildings. This type district could provide an allowance for integrated mixed-use, such as with a requirement for two story buildings, with second story residential units allowed above commercial and/or retail uses, or the total number of residential units allowed on-site tied to the proportion of commercial floor space supplied. This latter method can ensure that housing is blended-in and does not dominate development and it can help provide balance and ensure there is a desirable mix, in terms of non-residential versus residential, while also promoting a desirable mix of residential units of varied sizes and number of bedrooms. An analysis showing the limited amount of development/ redevelopment potential in this corridor and how this type arrangement might influence efforts to create a more pedestrian-oriented community center in this area. Much of the gateway area has been designated as suitable for neighborhood commercial uses and as such implements the gateway concept. However, any residential use in the neighborhood commercial areas along Route 45 would occur in separate buildings from the commercial uses. Further, the gateway district will also be encompassed by the Planned Unit Development area near the ballpark at Route 45 and Pomona Road.

Institutional Properties: Multiple properties of significant acreage are owned by public entities and non-profits. The plan suggests different treatment for different sites. One example is Rockland County lands on Sanatorium Road. It is recommended that the County property along Sanatorium Road be slated for a campus office/educational complex use. Building architecture should be modified into a unified style so that all of the buildings would reflect the overall theme. A "campus office" zoning district, with regulations to define standards for future public or institutional development at these locations. This type arrangement could establish standards for modification or enlargement as well as changes of use or siting of new government services, libraries, museums, community centers, maintenance and service facilities, parking, public safety facilities, schools, religious uses, and recreational facilities. Given that non-residential uses are established on this site, this approach can facilitate evolution of these spaces while providing regulations for layout and performance to ensure a quality fit for these locations.

Another institution property is the East Ramapo Central School District bus depot accessed opposite of Oakwood Terrace on Grandview Avenue (County Route 80). Instead of the underlying zoning, should the bus depot use be abandoned, the site should be reserved for the special optimized cluster zoning which would provide a density bonus in exchange for dedicated open space and preservation of the wetlands.

Townhouses: Village code allows townhouses only in active adult communities. A change to permit townhouses in one or more residential zones, such as 2R-15 and 1R-25, could provide a way to create more housing options for active adults and young families looking for smaller homes. Guidelines for this allowance would include design standards and regulation of size, location and number of units per building.

Limited diversity within the existing supply of housing decreases the choices available in terms of how people live. For one, there are limited options for single householders. Nor does it appear there is much

supply in terms of smaller-size housing units that can accommodate empty nest households of two persons. Despite the advantages listed, Townhouses outside of senior housing would constitute multifamily housing changing the single-family character that the Village was created to maintain. Townhouses will not be permitted other than in active adult communities.

Planned Unit Development (PUD): As a way to address strong demand for housing and/or establish what is akin to a hamlet-like Village center, the Board of Trustees should allow for a PUD regulatory process that permits density, at the discretion of the Village Board. The density allowance would be in exchange for increases in needed community benefits. Providing these benefits could involve substantial dedications of additional increments of recreational and open space, or contributions of funds explicitly for those purposes.

An allowance for PUDs could enable zoning flexibility. This can enable innovative uses of space within the limited developable areas remaining available. A PUD could also be a tool for structuring mixed-use development along State Highways. This might be one aspect of a method by which the Trustees could allow, but strenuously control, multifamily residential growth. Another associated notion is to establish a development ratio, whereby for each specified amount of non-residential development provided, there is one allowed unit of housing development following pre-determined PUD and design standards.

One property that represents a PUD potential is the property at the intersection of Pomona Road and Route 45. While some of this site is constrained by floodplain, there appears to be substantial developable area and other commercial uses as well as housing would be suitable. The plan calls for the implementation of a PUD zone for the Route 45 / Pomona Road gateway site.

Adopt a Mandatory ENERGY STAR Rating for New Residential Housing Construction -- The Housing Section notes that many people living in the Village are cost-burdened, paying large relative amounts (30% or more) of total income towards housing costs. Obviously, expenditures to heat and cool homes represent a significant aspect of overall housing costs. Even though this may be less than expenditures for factors like mortgages, rents, and property taxes, when energy is not consumed there can be savings. If houses are constructed with high energy-efficiency built right-in using modern heating and cooling systems and abundant levels of insulation, there can be lower long-term residential operating costs. It has been shown that there are beneficial returns on investment experienced by making housing ultra-energy efficient. Thus, the Village Trustees should consider adopting a local standard which will cause and require any new residential construction to exceed construction and performance requirements within the baseline New York State energy code and the State building code. Multiple Mid-Hudson communities have done this is by adopting a local policy that requires new residential buildings to be constructed with adherence to construction and energy performance standards established by the federal 'Energy Star' rating criteria. This would not add significantly to the cost of new construction. Moreover, promoting consistency in new construction with the Energy Star rating will promote quality construction. This type of action makes practical sense and it jibes with the community's recent adoption of the NY State Climate Smart Communities Pledge (see the Plan Appendix). It also promotes long-term reductions in emissions of harmful Greenhouse Gases at the same time as it grows the available housing stock.

HISTORIC & CULTURAL RESOURCES

Historic Overview

The Village of New Hempstead, part of the Town of Ramapo, was legally incorporated in 1983. In terms of history, however, the pattern of settlement is significantly older with aspects of current land use and community form tracing its roots into the late 17th century.

The earliest recorded residents of what we now refer to as Rockland County were Native American Tribes of the Delaware and Lenni Lenape Nations. The advent of European occupation in the Americas, however, began a gradual eviction of Native American tribes, and as with much of the Northeastern United States in the late 17th and early 18th centuries, the earliest European settlements were Dutch. This was followed soon thereafter by English colonizing activity, starting in 1696 when King William III (William of Orange) granted the land New Hempstead was founded upon within the Kakiat Patent, with English settlement following-on from there. In 1713 a group of men from the Long Island's Town of Hempstead, Queens County, purchased the land, which was hence known as "New Hempstead." The still extant English Church (also known as the New Hempstead Presbyterian Church) by New Hempstead Road was the first English-speaking church west of the Hudson River in New York State and in the early 1800's parts of New Hempstead were commonly referred to as Kakiat.

Like most surrounding towns at the time, the area in New Hempstead began as an agrarian community. In this early formation, the community's cultural and social foundations rested upon religious infrastructure and cross-roads/hamlets style settings that emerged by them. Besides the English Church, this included the Reformed Dutch Church of West Hempstead (Brick Church Complex). These settings served as meeting places for spiritual, political, social and even commercial purposes. The Brick Church, for example, served not only as a religious meeting place but also as the first "Town Hall", which assisted in forming a communal identity. By the English Church, likewise, there was Coe's Tavern and probably other uses typically found at main cross-roads. Otherwise, structures were homes, barns, and farm infrastructure, with the land as farm land and a largely agriculturally based economy.

Presumably, now State Routes, like the North Main Street / Route 45 corridor (running North-South and which is labeled on the same map as "Old King's Road", and Route 306, as well as County routes like Viola Road Corridor (running East-West) evolved as main transportation routes which in-turn influenced the built character for the Village.

In the 19th century, the environments of what is now the Village was subject to many of the same changes experienced many North American and European places, with the introduction of mechanized products of the industrial revolution and rapid proliferation of technological advancements. The Village managed to remain largely agricultural in nature, and as evident from a review of a map depicting the area around the 1820s, sourced to Tappan Zee Historical Society, there appear to have been very few mills within that era within the Village's current boundaries. The more urbanized Village-style centers of the 1800s evolved further south in the Town of Ramapo, and further north and west, such as influenced by brick-making industry in Haverstraw, although the pressures of modernity were still felt as some surrounding locations began to take on an increasingly industrialized character.

One particular change that did influence history of the area that is now the Village was the introduction of railroads. By the late 19th century the New Jersey and New York Railroad (NJ NY RR) ran North-South



directly through New Hempstead. This opened the area to more economic and commercial attributes, with somewhat denser patterns of settlements evolving. For example, in what is now the Station Road area in the northern end of the New Hempstead, Pomona Station was formerly located, which was south of another station and more pronounced settlement at that point around Mt. Ivy.

Additionally, expanded access to the Village would prove to have a significant impact in the coming century in the form of a swell in population and development density. The post-World War Two boom saw a nearly exponential rise in residential development within the region. During this the Palisades Interstate Parkway was constructed opened in the 1950's and afforded convenient automobile-based access to northern Rockland County environments. The potential for growth as a suburban periphery to New York City, the then largest city in the world, was significantly influenced also by opening of the Tappan Zee Bridge in 1955. A quickly growing population created a need for more housing and municipal amenities, like parks and roads, partly influenced also by the migration of large Jewish communities from Brooklyn to Rockland County to the region.

A decisive shift in community character took place in the 1950's through the 1970's with growth influencing swift development, starting more in the south. Tellingly, approximately 45% of the Village's housing was built during the 1960's, signaling a rapid rise in population at the time. Development decreased in the following decades, and a number of open spaces remain, tying the Village to its agrarian past, while the Village of New Hempstead character remains different than its agricultural origins, shaped by the predominantly single family form of development that has occurred within a 'post-modern era' and such growth which is evident across most parts of the community.

Historic Resources

As discussed in the Historical & Cultural Resources Section of 'Rockland Tomorrow', the 2011 County Comprehensive Plan, pp 167-168, Rockland County contains four National and State Register Historic Districts and more than 60 individual sites that are listed on the National Register of Historic Places. The National Register is a centerpiece of a federal program that recognizes the nation's unique historic and archeological resources. Based on review of attributes identified on the New York State Cultural Resource Information System maintained by the New York State Office of Parks, Recreation, and Historic Preservation, the Village of New Hempstead contains two individual sites listed on the National Register³¹.

A discussion of local sites on the National Register and exploration of properties and locations that appear to have qualities which make them eligible for listing on the National and/or State Registers, or which are locally noteworthy based on apparent settings and/or building styles helps provide awareness of history and reinforces sense of place. By considering building fabric and features of the local historic landscape, it is also possible to identify unique features of the built environment which can be retained to promote a pleasing sense of community character as well as inform how to help guide growth.

³¹ CRIS data accessed for desktop research on 12/28/2018. These two sites are also listed on the State Register.

Brick Church Complex - listed on the National Register, the complex is situated in the vicinity east of NYS Route 306 and along Brick Church Road. It is adjacent to cemeteries, which combined with the historic structures on-site and the rural open space character of the surroundings, provide notable historic ambiance at this location. The complex site itself is about four-acres and is comprised of the Church, Cemetery, Schoolhouse, and Superintendent's House.



Figure 14: Brick Church

Religious use appears to have been established at this complex around 1774 and the existing Brick Church, developed by a Dutch Reform

congregation, was built in 1856. The Church is an example of Greek Revival style architecture with a large, Renaissance Revival wooden bell tower constructed in the late 19th century and there are three brick elevations and a stone rear elevation apparent in the building. Brick Church Complex was added to the National Register in 1984, around the same time the Village became its own incorporated governmental jurisdiction, and the Church remains an active place of worship today. The Superintendent's House is an example of Colonial Architecture. The cemetery's history dates to 1794 and among others it is the burial place for a number of Revolutionary War Veterans. The Parish School was founded in the late 18th century and is the second oldest school in Rockland County - the currently standing structure dates from the late 19th century.

English Church & Schoolhouse - This small set of historic resources is located north of New Hempstead and west of Old School House Roads and is thematically related to the Presbyterian religious congregation formed here in 1734, which is the first congregation formed by English settlers west of the Hudson River. The main Federal Style church building is composed of clapboard, a gabled roof, and a shingled spire with belfry. The church was completed in 1827 and is the 2nd oldest extant church in Rockland County. Its adjoining schoolhouse was built in 1863 and would become the oldest continually serving public schoolhouse in the County before its repurposing as Village Hall for the Village of New Hempstead. The site was added to the National Register in 1977 and the church is still an active place of worship today.



Figure 15: Part of English Church & Schoolhouse (Village Hall)

Ramapo High School - This active high school building is an essential part of East Ramapo Central School District's facilities. With an age of over 50 years, this building is considered eligible for listing on the State Register of Historic Places, presumably due to both age and its modernistic style of design. The structure originates to a period of high population growth within the greater New York Metropolitan Area and at that point a quite rapidly growing and suburbanizing County.



*Figure 16: Ramapo High School
(Source: Google Maps as accessed on 4/24/19)*

Viola Road Corridor – This public way is one of the early east-west travel routes established within this area and part of the County. Within the Village and immediately adjacent environments, within Viola corridor there appear to be numerous individual sites with potential historic significance, or at very least there are buildings and lot arrangements which establish unique and characteristic patterns of buildings and land use within this corridor. Perhaps mimicking the evolution and growth in and around this road over time, there are a combination of homes, schools, and religious sites covering Federal and Victorian era architecture, Greek Revival, mid-19th century residential farmhouse, and 20th century craftsman architecture. This suggests there is a diverse, distinguished array of styles enhancing the aesthetic and historic qualities of this corridor which contributes to its sense of place.

There are a few other locations and corridors which have unique features that tie to the community's and/or region's history:

- *Station Road Environment* – While the Pomona railroad station that served the former New York Central railroad corridor linking Haverstraw and Spring Valley no longer exists, the former rail corridor does extend from within the Village north into the unincorporated areas of the Town of Ramapo through the County's Mount Ivy Park towards NYS Route 202. The railroad influenced the pattern of growth in the late 1800s and early- to mid-1900s.



Figure 17: Pomona Railroad Station & Conklin House (Built in 1840)
(Sourced to Historical Society of Rockland County)

- *North Main Street / NY State Route 45 corridor* – this historical north-south artery serves as the eastern edge of a large part of the community. There is a unique pattern of building setbacks and within the relatively lower density environments around New Hempstead Road north towards Pomona Road there are some older remnant buildings that reflect the domestic and functional architecture, such as of the homesteads and farms from around the 1800s. An example is across the street from the entrance to the Town's Eugene Levy Memorial Park.
- *Pomona Middle School* – This ERCD school building is modernistic, almost brutalist in character. The structure has a unique open space setting and it is 500 feet to the west of the southern intersection and terminus of Camp Hill Road, which is a local Scenic Road in the Town of Ramapo.
- *McNamara Road Corridor* –Northern McNamara Road intersects with Pomona Road west of Pomona Middle School – the corridor runs along a ridgeline with relatively low density. It has some early- and mid-1900s, possibly also some early 19th century architecture. There are some stone walls bordering sections of the road which establish this as a bucolic setting and unique corridor in the community.

OPEN SPACE & AGRICULTURAL LANDS

Open space represents areas of undeveloped land, sometimes referred to as green space, including forested tracts, with limited or no building. Open space can consist of public properties, private lands, and those controlled by public utilities. For instance, the regional public water utility, Suez, owns and manages some lands in a natural, open state in order to protect drinking water supply wells. Additionally, agricultural land is a type of open space, although there is hardly any of this type of land use in New Hempstead. Finally, open spaces, can include cemeteries and local parks, including larger holdings like at the nearby regional facilities like at the County's Mt. Ivy Nature Park and at Harriman State Park, the latter which covers a sizable part of Rockland County³².

Open Space

NYS DEC's website emphasizes the importance of open space conservation to the economy, well-being of people, and patterns of development. DEC defines open space as a public or privately owned "...area of land or water that remains in its natural state or is used for agriculture, free from intensive development for residential, commercial, industrial or institutional use³³". It notes the size of open space is not fixed and can also be a recreation corridor or large tract of undeveloped land. Open space can also preserve cultural and historic resources that embody New York State's heritage. Moreover, when land development occurs, retained open space can help conserve areas of scenic beauty, viewsheds, enable public access, support protection or restoration of wildlife biodiversity, and sustain riparian areas.

In the County and broader Town of Ramapo, the value of open space is evidenced by the open space acquisition programs of each government. An example of a unique public holding that can be enjoyed by Village residents is the recent County acquisition nearby at Conklin Orchard.

Considering undeveloped lands, based on review of aerial photographs, there are small- and moderate-sized spaces and forest tracts distributed around the Village. The largest private open land holding is the golf course at New York Country Club. These areas are scattered around the Village, ranging in size from five to 30 or more acres. They include forests around the County complex on Sanatorium Road and the area surrounding East Ramapo Central School District bus depot off of New Hempstead Road. Likewise, there are extensive cemeteries and some adjacent open space centering-on Brick Church Road.

The cost of open space acquisitions is expensive. Consequently, the Plan calls for the identification of sites suitable for the optimized cluster option. Each of these potential sites (in excess of 10 acres) will provide the developer of the site an option to receive a small density bonus in exchange for dedicated open spaces.

Agricultural Lands

There is a proud history of agriculture in New Hempstead, with many tracts that were once farms. New York State Agriculture and Markets Law (AML) defines agricultural production as "crops, livestock and livestock products", which includes horticultural specialties³⁴. Today, only a small area, on the order of roughly 1.3% of all land in the Village, or 24 acres, fits an agricultural classification. This encompasses two adjacent parcels in the northwest by Summit Park Road, a now inactive plant nursery. This site has been slated for special clustering provisions.

³² Parks and recreational facilities and services are discussed further below.

³³ <https://www.dec.ny.gov/lands/317.html>

³⁴ <https://www.agriculture.ny.gov/ap/agservices/guidancedocuments/305-a-NurseryGuideline.pdf>

PARKS & RECREATION

This section reviews parks and recreational lands and facilities available within the Village, plus it surveys similar assets within adjacent surroundings. It covers Town of Ramapo-owned properties within the Village boundaries, plus publicly- and privately-owned lands and recreational offerings located in and around the Village. The options available range from small parks, to recreation spaces within subdivision developments, as well as facilities at public schools, and regional parks that are nearby.

The assessment of recreation supply and needs that follows includes discussion of playgrounds and sport playing fields, paths/ trails, camps and recreation program offerings, and community buildings, recognizing that the Town of Ramapo provides for many aspects of recreation services, including for senior adults. Recreation demand comes in many forms and the types of facilities available in the broader Town range from sitting areas, to publicly-owned open space/ natural settings, to pools, and various specialized facilities, such as Spook Rock Golf Course and Palisades Credit Union Park Baseball Stadium. An evaluation of assets, facilities and programming is intended to help inform what resources are available to the community as well as identify those that may be needed.

Methodology

The location of parks and recreation resources are identified along with a basic cataloging of the attributes and features of these properties. Mapping of sites partly relies on 2012 GIS data for Rockland County³⁵. Facilities are categorized by ownership as: Town, Village, County, State, and Other (encompassing locations like schools and private recreation lands), and are shown on Map 5 'Parks & Recreation'.

The information presented is based on a tour of sites, a scan for information on the Village, Town's and County's websites, plus a personal interview with the Town of Ramapo's Recreation Director³⁶. Further inventorying was developed using desktop research and the Google search engine and software, with attributes of properties identified and measured using Google Maps. Google Earth was also used to characterize fixtures like: playground equipment, basketball courts, baseball diamonds, handball and tennis courts, walking paths, sidewalks, pools, parking lots, and other appurtenances. In addition, Google Street View was used to obtain perspective views of sites from public street frontages with any associated images presented sourced to Google data that was originally captured by Google in 2017 or 2018.

Town Parks / Town Lands Situated Within the Village

There is one public park within the Village that is owned by the Town and identified on the Town's website. There are also some Town-owned lands located within the Village that may be suitable for recreation and open space. Finally, there are sites identified on Rockland County's online GIS that are labeled parks. These may represent recreation land set-asides from the points of subdivisions development.

³⁵ Recreation depictions use the most recent County GIS data available for 2008 for the Town of Ramapo. Based on apparent inaccuracies, data adjustments were made as part of formulating this Inventory & Analysis. This is planning-level analysis. There should be care using this information. Overall accuracy is limited. There has not been a detailed review of deeds, or a review of public records to confirm property characteristics like: ownership, parkland dedications or use restrictions. The Village has been requested to review descriptions/ depictions herein. Also, the Town was requested to aid definition of public lands classifications.

³⁶ Personal Interview of Town of Ramapo Recreation Director, Michelle Acosta, by David Gilmour, AICP, Senior Planner, Laberge Group, November 20, 2018.



Sandy Brook Park – This 12-acre neighborhood park is at the corner of Summit Park Road and Sandy Brook Drive. The parkland features a pond, bridge, seating, and a small playground with a swing set. It is centrally located off Summit Park Road. The developed part of the park is relatively small and there is a wetland and forest edge adjacent and to the north of the pond. This park is in a neighborhood with low traffic volumes, thereby providing quality passive recreation for the surrounding area, including the adjacent school institution and nearby residences. Indications are this site sometimes serves as a walking destination for the workforce at the County office complex that is located roughly a ¼ mile to the west. There may be long-range potential to establish a passive/ primitive hiking trail that extends to the north and south from here. The concept for such a trail is discussed below.



Figure 18: Sandy Brook Park: Laberge Group

‘Fairway Park’ Property – This parcel owned by the Town is currently undeveloped open space. The site is located in the geographic center of the Village at 679 New Hempstead Road. The 21.6 acres contain a section of the South Branch of Minisceongo Creek stream system. The property serves as a natural buffer for adjacent land to the east that is used as a source of public drinking water (there is a wellhead on it). The Fairway parcel surrounds Fairview Oval, but there is no formal access established from that street, Keri Lane, or Barnacle Drive. The property also connects to New Hempstead Road in two locations without formal access established at either of those points. The site is also adjacent to a private school located on New Hempstead Road. The Village Trustees are exploring potential for the Village to acquire this property from the Town. A notion is to use the fraction of the site by New Hempstead Road’s frontage for establishment of a new Village hall/ community center with restrooms that are accessible beyond more limited business hours (such a facility can be used to aid social, cultural, and recreational aims of the broader community), with the remainder of the site programmed with substantial recreation enhancements as a community-level park with playing fields and lawns and open space play areas with some perimeter forested buffer and a walking trail (see more below).

‘Handweg Park’ Property - A 7.4-acre parcel by New York Country Club, primarily located west of the former north-south running Erie Lackawana railroad right of way, with an address of 10 Straut Drive, is identified, per 2019 research on the County on-line GIS, as owned by the Town of Ramapo. This location west of Williams Avenue is set amidst relatively large open spaces around NYCC, but it is not too far from the Village’s residential street grid around Tioken Drive, as well as the residential neighborhoods in Spring Valley or by Union Road. There are large areas of wetland overlaying and further west of this property and a tributary of Pascack Brook appears to originate just north of this location in ponds at the County Club. These sizable ponds and wetlands at and adjacent to the site to the west appear undevelopable. Likewise, there are vacant lands to the south that appear constrained by wetlands from future development and there are water supply lands of Suez also to the south of this site.

The Village should research property characteristics of this site and surroundings and explore potential to leverage recreation enhancements jointly with the Town and Spring Valley. While there is no use established now, this and adjacent lands to the south that are vacant may have potential for establishment as primarily passive recreation outlets. For instance, there might be installation of benches and preparation of a nature viewing area. Vacant lands that are not in control of the public sector or water utility could be targeted for acquisition for open space and recreation purposes.

Corner of Hempstead Road and Brick Church Road and Segment of Former Railroad right of Way Between Brick Church Road and New Hempstead Road – Parcel 42.18-1-18 is a roughly 4.5-acre unimproved property that occupies a former railroad right of way that is owned by the Town of Ramapo. It is situated between New Hempstead Road and Brick Church Road and is behind and equidistant between the existing houses that are built along Bridle and Hempstead Roads. This is another property the Village could advocate for gaining control of in order to develop it as a linear trail. Most of this acreage is within the former right of way that is roughly 60 feet wide. There is also a small square area near the road that connects with the right-of-way that is unused.

Other Recreation Opportunities in the Village

Within the Village there are other recreation lands. These are typically private and non-profit.

Appledale Park – According to data on Rockland County’s on-line GIS, on the north side of New Hempstead Road, overlaying the south branch of Minisceongo Creek, and situated between residential development on Ellington Way on the west and Adele Boulevard on the east, is a 12.1 acre north-south

running parcel that is identified as Appledale Park. The property has 160 feet of frontage directly on New Hempstead Road, along with a 20-foot-wide 175-foot-long access strip from Ellington's cul-de-sac bulb. Likewise, Scotford Street's western terminus directly abuts this site (by the north end of Adele Blvd).

With very close proximity to the 22+ acre Town-owned open space at Fairway Oval and the stream corridor running north-south through it, this site not only serves as a natural area for abutting residences, but it could offer a location to establish a passive/informal hiking trail access to environments further south, like the open spaces at the rear of Hempstead School, which could be accessed from Brick Church Drive. There could also be potential to link this natural area, through informal linear path connection, with the natural lowlands and floodplain further to the north. Land records for this property have not been checked; however, it is presumed this is dedicated open space. An objective could be to confirm this land is protected from future development, such as by a covenant or easement. Even if maintenance of this land is the responsibility of homeowners in the parent subdivision, it still could be worth exploring whether the Village administration would like to take-on acquiring/adopting this land as public in order to facilitate greater public access and enjoyment.



*Figure 19: New York Country Club
(Source: <https://nycountryclub.com/>)*

Golf Course(s) – New York Country Club, is a privately-owned golf course on 120+ acres with 18 holes in the southern part of the Village. It is accessed off of Brick Church Road. This site, while isolated from the community by topography and a limited street grid, is a major existing open space within the community. The golf course is the main private recreation facility locate within the Village.

Camps/ Day Camps - Besides Town-owned day camps with summer day programming that is oriented to serving youth recreation needs (which are located within the broader Town outside of the Village), the only private or non-profit based camp offering identified within the community is at the Visions School/ institutional facility that is located off of Summit Park Road.

School Recreation Amenities - This subsection describes outdoor recreation assets at the subset of East Ramapo Central School District (ERCSD) schools that are located within the Village. The information was gathered through a combination of walking grounds, Google Earth desktop research and District sources, like ERCSD's website. Since the assets at many public schools have limited use, the recreation assets at them are described in case there is interest in and opportunity to facilitate joint use (see more below). While the description that follows characterizes school-based recreation attributes, these public school-type facilities cannot be accessed by the public during or outside of school hours at this point. The public-school type recreation resources must access with appropriate permissions and are often located behind school buildings.

- **Hempstead Elementary School** – This public school on Union and Brick Church Roads, serves 495 students enrolled in 2017-2018³⁷. It has three basketball hoops in paved area, plus a sand volleyball court and playground equipment.

- **Summit Park Elementary** - on NYS Rte. 45 - serves 538 students, grades 1-3 during the 2017-2018 school year. Outdoors there are two basketball hoops, three swing sets, and a slide. New playground equipment appears scheduled to be installed along with rubber playground surfacing.
- **Pomona Middle School**, Pomona Road, serves grades 7-8, with 387 students in the 2017-2018 year. Playing fields include three baseball diamonds and two soccer fields.
- **Ramapo High School**, at Viola Road and Garden Terrace, is one of two ERCSD high schools. The school serves grades 9-12 with 1,402 students enrolled in the 2017-2018 school year. On the west is a running track oval, high-jump/long-jump pit, football field, and bleachers. Behind the school is a soccer field, baseball diamond and practice field. Along the east side are six tennis courts.

'Joint use' is a notion of using policy established both by the school district and the Village government which would allow for general public use of school recreation assets when schools are not in session and schools are not directly using these facilities³⁸. While it may be complex to orchestrate, if joint use can be agreed upon, it may present a cost-effective opportunity for co-use of facilities. This is because during non-school hours, including summertime and weekends, they are often dormant and underutilized. Still, schools typically are located within neighborhoods and can serve aspects of recreation demand, if these were formally accessible to the general public per appropriate terms and conditions. Again, if schools can be publicly accessible per adopted joint use arrangements, this would only provide for limited recreation level of serve, since these assets can't be used by the general public when schools are in session, but it does make practical sense to optimize utilization of these existing and often underutilized resources. Moreover, in a community with high land costs and limited remaining open lands, pursuing joint use of existing facilities may represent an efficient and cost-effective use of public sector budgetary resources.

Parks & Recreation Facilities Surrounding the Village

The parks and recreation opportunities outside the Village include those that are owned by multiple municipalities and private owners. The alternative recreation choices available outside the Village include additional school play yards and fields, a golf course, and day camps. The supply of sites in unincorporated Ramapo in the northeast part of Town is substantial and includes three sites directly adjacent to the Village. Two of these immediately adjacent facilities are owned by the Town (or its agency Local Development Corp (LDC)) and a third, Mount Ivy is owned by the Country.

³⁷ <https://www.ercsd.org/summitpark>

³⁸ <https://health.gov/news/blog/2011/03/innovative-physical-activity-joint-use-agreements/>

Town-owned Properties

Eugene Levy Memorial Park/Herb Reisman Sports Complex - This multi-part facility within the unincorporated Town directly adjacent to the Village to the east, contains Levy Park on the north and the Reisman Complex on the south. Located on the east side of NYS Rte. 45, the main entrance is across from J. Krokus Nursery. At that point there is a covered bus stop and County-operated Park & Ride. There is a secondary driveway with access about 600 feet north, where there is an acre of playground equipment, a porta-potty (temporary lavatory structure available seasonally), parking, and two handball courts. In total there are roughly 1.5 miles of walking paths, including a paved walking path, with an east running trail that traverses 56.3 acres of open space within the park and which winds around to Herb Reisman Complex. Another trail goes around a pond to join both park entrances. The Reisman Sports Complex has two illuminated baseball diamonds with spectator seating, bathrooms and a concession area. The complex also contains a soccer field, lighted basketball and tennis courts, and two sand volleyball courts. There is also a pavilion with picnic tables available for rent. The Town Parks Department maintenance/operations and storage building and outdoor storage space is on the south part of this site, with limited access (for Town-owned maintenance vehicles only) obtained via a driveway at the intersection with County Route 51/Sanatorium Road.

Palisades Credit Union Park (PCUP) is a state-of-the-art minor league baseball stadium and playing field with associated amenities at 1 Provident Park Drive, Pomona. This special facility owned by the Town Local Development Corporation (LDC) was completed in 2011. It has a capacity of 6,362. Currently, there is an all-natural grass playing field. The professional-grade baseball athletic field complex and its parking lots sit on 60.2 acres. In addition to hosting the Rockland Boulders, PCUP is used by three (3) NCAA baseball teams, local high schools, plus amateur baseball leagues. This is usually used during three-seasons. Overhead lighting allows extended hours and higher levels of use, although utilization for various school-based and other community-levels sports can be limited by the natural grass/turf, which can be damaged by high levels of continuous activity.

This property is also used for community events. A summer kickball league is held in the stadium, alongside summer camps, and Tee Ball. There is also facility use by a flag football league. PCUP also has played host to concerts, festivals, Halloween Fright Nights, business meetings, and events, showcasing the stadiums' versatile, multi-purpose design. Outside the stadium itself, PCUP's large parking facility allows for events such as flea markets as well as community running road races and activities such as community awareness walks organized by non-profits.

Willow Tree Park (Town-owned in Wesley Hills) is within one mile from the Village line. Willow Tree Park has three entrances from Willow Tree Road, one for cars and two for pedestrians. This 15.2-acre park boasts Bockar Lake with a dock for fishing, and a 0.33-mile paved path around the pond that also connects with Amsterdam Ave. The space opposite the parking lot has trees and a gazebo, but is mostly open space.



County Parks

The Rockland County Park System throughout the larger region, per the 2010 Rockland County Comprehensive plan, covers 3,170 acres of recreational areas and 30 parks. County parks are another outlet for active and passive recreation pursuits for Village residents at the same time as they preserve County open space character. Many County parks include trails and opportunities for nature viewing.

Samuel G. Fisher Mount Ivy Environmental Park is 272.6 acres of nature preserve featuring a lowland forest and a large protected DEC wetland. The park and open space are bisected by the northeasterly flowing South Branch of Minisceongo Creek. Mount Ivy Park is roughly bounded by NYS Route 202 to the north, Palisades Parkway and Fireman's Memorial Drive to the East, the private former Minisceongo County Club to the South, and residences along Camp Hill Road to the west. Importantly, Mount Ivy Environmental Park contains within it a former bermed right-of-way of the NY & NJ Railroad. This former right of way which is a remnant from railroad use, includes a berm that goes north-south. This berm is elevated above and bisects the large low wetland area on site. It is passable now. Therefore, this berm adds to the primarily passive/informal open space service character of this park by establishing a linear north-south trail that connects between the Village's northern edge (it directly bisects Station Road) and Mount Ivy hamlet which is situated just to the north of this park. This trail adds a significant passive recreation opportunity for the adjacent New Hempstead community and the region.

South Mountain Park just north of Conklin Orchard, about one mile from the northern edge of the Village. It covers 239 acres within the Towns of Ramapo, Clarkstown, and Haverstraw. Bordering the Park directly on its eastern edge is High Tor State Park (691 acres). On South Mountain's western border, the Palisades Interstate Parkway and its associated greenspace/ greensward runs north-south. The southwestern half of the park lies within Mount Ivy Neighborhood off Route 45 in northeast Ramapo. Limited parking is available on Andreanna Park Road. The "Long Path", a 357-mile hiking trail traversing terrain between Fort Lee, New Jersey to Altamont, New York, passes through the Park and has a number of scenic overlooks. Gurnee Park, found adjacent and owned by the County, is found just off Route 45 on Andreanna Park Road (dirt road). That 22.3-acre park was once a quarry and is divided by an escarpment that is 40 to 80 feet tall. There is a small parking lot and over look, with 0.4 miles of the Long Path.

State Parks

Palisades Interstate Park Commission (PIPC) is the umbrella organization for Palisades Interstate Park in New Jersey and NY, while NY State Office of Parks, Recreation & Historic Preservation (OPHRP) leads development and operation of these sites in New York's Palisades Region. Of a total of 110,000 acres in both states, OPHRP operates along the west side of the Hudson River.

One State Park partly overlaying the Town, relatively near the Village, is Harriman State Park. It is the largest of PIPC's holdings at 47,500 acres. Also, within Rockland County is South Mountain State Park, Rockland Lake State Park, the High Tor State Park, and Tallman Mountain State Park. The more distant of these State/PIPC Parks include amenities like tennis courts, golf courses, fishing, pools, kayaking, beaches,

camping, and horseback riding. South Mountain and High Tor offer excellent walking/hiking trails as well as opportunity to mountain bike and pursue wildlife viewing.

According to the State wide Comprehensive Outdoor Recreation Plan (2014), State-operated parks like these represent a large part of 'day use' facilities encompassing 20.7% of all places in the State identified as available for picnicking. This compares with 34.9% of the remainder of these types of places for picnicking operated by Towns, 32.3% operated by Villages/ cities, Counties operating 11.7%, and a remainder under Federal Control. Thus, it is observed that there are passive recreation spaces relatively close to the community in South Mountain and High Tor plus the diversity of supply further afield available within broader Harriman State Park.

Harriman State Park forms a major open space edge within the Town of Ramapo and it is a major outdoor recreation hub for all of Rockland County and beyond. Considering recreation opportunities available in Harriman Park, within relatively easy access from all points in the Village, there are opportunities for hiking, cross-country skiing, and picnicking. In the core of Harriman Park, there are also sand beaches and wheelchair accessible fishing. Also, Kakiat County Park, along Haverstraw Road, which is adjacent to Harriman State Park's eastern side in the Town, offers one example of a relatively nearby non-motorized access point into the State Park for Village residents. There is also an additional parking location in the Village of Pomona off Diltz Road. These trailheads give access to marked and unmarked trails leading to scenic vistas.

Recreation Policies

The Village, per the current adopted Fee Schedule, Item #3, currently charges a Recreation Fee of \$3,200 per lot in lieu of land, meaning in lieu of the formal set aside of land dedicated for the purposes of providing parks/ recreation within residential subdivisions. These type funds must be maintained in segregated account(s) and used explicitly for recreation. The exact amount of funds available on reserve within Village coffers was not definitively checked, but the Mayor, in November 2018, indicated there are substantial resources, on the order of \$300,000, available and managed by the Village and specifically assigned for the purpose of establishing and enhancing the public recreation land and facilities supply.



Table 18: Parks/Open Space Classifications for the Village of New Hempstead

Type of Recreation Resource	General Description of the Park Type with Presentation of Associated Objectives for Size, Service Area, & Performance Characteristics
Neighborhood-Level Park	<p>Neighborhood recreation spaces serve general recreation and social needs. Neighborhood-level parks supply an outlet for informal and passive recreation that serve smaller-areas and more limited surroundings. Open lawns on these properties should be available for pick-up games, sitting, picnicking, and conversing. Small children's playgrounds should also be included at this type facility, as possible. On a scale, neighborhood-parks are smaller size, with at least three to five acres preferred, although these optimally comprise eight to ten or more acres. Since these are basic building blocks of the parks system, the highest number of public recreation properties should fall in this category. A goal of a Neighborhood-Park is for these to be widely and evenly distributed around the community, so there is easy recreational opportunity everywhere. Thus, the service area for neighborhood-level parks is meant to extend up to roughly 1/2 mile from site perimeters (although a smaller service area less than 1/3 of a mile is highly preferred). This way neighborhood-level recreation properties are intended to support around 1,000 people residing and/or working in an overlapping area, but ideally less. Access from adjacent neighborhoods should be available over sidewalks/trails, without significant physical barriers like a major highway. If a neighborhood-level park serves as a nature viewing area and provides ecosystem support functions, like stream protection, or by establishing forest reserves in a neighborhood, there should be landscape improvements internally like perhaps passive trails or benches. In New Hempstead, many Neighborhood-level recreation properties have large areas retained in natural/densely forested setting (so these are highly informal).</p>
Community-Level Park	<p>Community parks serve more wide-ranging community-based recreational needs, so these are larger properties with more and generally higher-order amenities. Sites typically have sports playing fields/courts, restrooms, drinking fountains, pavilions, and larger parking areas. They may also host 'Special Facilities'. Community-parks may conserve part of a unique landscape, like a stream and surrounding uplands. An ideal size is at least 20 acres, but 30-40 acres is preferred. When there is a community-level park, it also can serve adjacent neighborhoods. At 20 acres, this type serves a population of 5,000 to 7,500 persons, with the top end of this range met when access is available from a large surrounding area over convenient, pleasing, and safe sidewalks and trails.</p>
Regional Parks & Open Spaces	<p>These larger-scale conserved natural areas and open spaces are organized around nature and natural resource and open space enjoyment (and they support ecosystem services). They usually have unique features and comprise larger intact landforms like hillsides, bluffs, wetlands complexes and stream corridors. Size should encompass at least 100 acres (like when near other regional open space), but these are ideally 200 acres or much larger in order to serve parts or all of multiple towns. These much larger units of many hundreds of acres usually serve a very large population across multiple cities, like is the case for Palisades Park/Harriman Park.</p>
Special Facilities	<p>Special use properties cover a broad range of parks and recreation facilities predominantly oriented to single-purposes, or which are highly unique or specialized. Examples include indoor gymnasiums, fitness centers, skateboard parks, dog parks, ice rinks, community centers, theaters, golf courses, nature education centers, stadiums, BMX (bicycle) parks, frisbee golf courses, and others. Sport-specific athletic complexes with multiple little-league fields/facilities at one site and youth camp facilities are included in this group. Size and service area depends on the case type and the need that the special facility is designed and operated to serve. The LDC's Rockland Stadium and the Town's: Spook Rock Golf Course, Challenger Center, and the theater on Maple Avenue are diverse examples of these.</p>

Village Recreation Service Standards/ Definitions

This Plan defines four types, or categories, of recreational resources that exist in or near the community:

- Neighborhood-level;
- Community-level;
- Special Facilities; and
- Regional Parks.

These four types are defined in Table 18: Parks/Open Space Classifications for the Village of New Hempstead. The Table includes detailed definitions of the associated service performance standards. Considering the supply and distribution of recreation resource types can inform a needs assessment that evaluates how preferred supplies compare with actual conditions. It supports planning in order to alleviate gaps and address the provision of future recreation supply objectives.

An examination of the recreation resources mix can be used to consider how future needs may arise given expected population growth. For instance, over the 20-year time horizon of this Plan, it could reasonably be expected that there will be 7.7% growth in residential population per decade. This would result in a year 2038 population of 6,284 persons (based on 2018 Estimate of 5,418 residents in Table 12 with compounded growth, decade over decade, of 7.7%).

Analysis may also be useful for identifying and making the case regarding the suggested needed recreation service and investment priorities. This would include a possible mix of future recreation service upgrades that can improve existing facilities. It could also involve acquiring altogether new lands for this purpose of supporting community-based recreation.

In terms of defining service standards and assessing future recreation needs, it is first useful to layout and reference a few other definitions in addition to those four main recreation service type categories presented in Table 18 above. The intention is to help define recreation facility standards and performance objectives so that future implementation activities can benefit from the discussion and analysis provided herein.

- **Playgrounds** – These sub-areas, contain specialized equipment that is designed, laid-out, and installed in order to safe and challenging environments that facilitate what is broadly defined as children’s play. Playground equipment may be designed to be active and passive, individual- or group-based. This includes equipment like swings and slides. There must be, when retrofits occur, or new equipment is installed, an acceptable prepared groundcover that meets code so children have less chance of being injured in a fall. According to the Americans with Disabilities Act, it must be an objective for some playgrounds to have universal designs. Over time, eventually all public playgrounds should meet ADA accessibility standards. Playgrounds must also be laid out to be not to close to potential hazards, like driveways, and they should have good lines of sight and some shaded areas. Ideally there will also be places that accommodate informal and creative play (there is one small existing non-school public playground existing within the Village now).
- **Sports Playing Fields** – Typical organized sports accommodated in this region include soccer, softball/baseball, football and field hockey. Often multi-purpose fields are laid out in order to provide flexibility in accommodating different needs, at different times of day, or in different seasons.



Surfaces may be grass or synthetic. When lighting is available, it substantially extends the service of a sports playing field/facility. Sometimes there are appurtenant facilities to fields, such as bleachers, storage sheds, concession areas, and special fixtures, like dugouts or batting cages (there are none of this type of non-school public facility existing within the Village now).

- **Courts** – the main types of playing courts in recreation facilities around New Hempstead are tennis, basketball, and volleyball while another quite common type is handball (pickleball, which uses a different arrangement than for a tennis court, is also quite popular in New York State).
- **Swimming facilities** can be both indoor and outdoor. Within the Town and County there are multiple municipal pools and there are natural swimming areas, like those available at beaches in Harriman State Park.
- **Passive Recreation** - Activities like recreational walking, hiking, bicycling, and wildlife observation are termed passive recreation. Actions like walking and bicycling are also termed 'active mobility' since they are human-powered and do count as activities that help persons achieve the average minimum amounts of moderate or moderate and vigorous levels of physical activity per week. A minimum amount of exercise is good for health and recommended by groups like the World Health Organization and American Heart Association.
- **Trails** - There are two main sub-types of trails.
 - *Non-motorized Trails*, are prepared linear paths, occurring in their own footprint and/or rights of ways, within parks, or adjacent to but separated from roadways, which often have harder, durable, uniform surface treatments. Non-motorized trails are generally wide – with anywhere from a standard five to 13 feet of tread (physical width) with asphalt or another uniform surface with even, accessible grades. Non-motorized trails are usually specifically designed to accommodate walkers and bicyclists, possibly also other non-motorized modes. They are also referred to when the situation fits as 'rail-trails'.
 - *Primitive walking and hiking trails*, are more informal, passive and less uniform in construction. Hiking/walking trails can include examples like winding walking paths, undulating primitive hiking trails, and nature trails, which often have an earthen, natural, mostly unprepared surface or tread which is very narrow, say three or four feet at most.
- **Vest-parks/ Pocket parks** - Very small, passive open spaces that serve as public common space and sitting areas are often provided as a form of amenity in settings like mixed-use developments, on Main Street-like settings, or more moderate-density residential settings, and at other central or high activity locations. Vest pocket parks like this might be found in specially landscaped civic cores, or at gateways into developments. The notion of vest pocket parks is introduced because in places where there is a scarcity and no coverage available nearby in the form of Neighborhood- and Community-level Parks, it might be an objective to at least establish one or more pockets park(s). (There are none of these now in New Hempstead).
- **School-Parks** – School sites that are used to meet some Neighborhood- and Community-level Park or recreation needs would be assigned this term; however, it is not treated as though these would not be exactly equivalent to Neighborhood- or Community-level Parks. Rather they can be organized to deliver some of this type need. (There is not any such space allocation now -- see Joint Use discussion).

Analysis & Discussion of Future Needs

Public Recreation/ Open Space Supply & Recreation Service Standard Assignments -- As discussed above, considering the recreation resource/ facility types definitions and aspirational service standards as well as the detailed inventory of various existing types of recreation amenities and facilities:

- Existing Within the Village
 - Sandy Brook Park - has a Neighborhood-level service function. It is the only landscaped park and primarily services Summit Park Rd/ Sandy Brook Dr. neighborhoods.
 - Additional open spaces appear intended for passive recreation and together result in a quite limited, but decent array of existing passive spaces. Going from north to south these are on/ at:
 - Mt. Ivy Environmental Park – This Regional Park & Open Space serves passive recreation demand. A former railroad right of way on this property which has not been greatly improved but is used mostly for walking extends north from Pomona Rd. to the Village's border (the small segment within the Village that extends south of Station Road is not improved and is unkempt). For the access available at the north side of Station Road next to the VFW property, there are limited existing landscape improvements at this facility consisting of County signage and a gate.
 - North of New Hempstead Rd. between Adele Blvd./ Ellington Way ('Appledore' – provides a Neighborhood-level service orientation, with a primarily nature-based function);
 - South side New Hempstead /Union Roads (Fairway property – exists now as informal Neighborhood-level natural open space);
 - North of Brick Church Rd between Hempstead Rd and Bridle Path Rd (Town-owned)+/- 0.7 acre open space at north corner of Brick Church and Hempstead Roads, linked to +/- 3.7 acres of former railroad right of way extending south from New Hempstead Rd to Brick Church Rd (exists as informal Neighborhood-level open space);
 - By Eastern Fessler Dr. – eastern terminus (Neighborhood-level – very limited open space of roughly 0.5 acre between North and South Southgate Roads);
 - Straut Drive (Handweg – existing Neighborhood-level open space with a nature-based service function).

Considering these seven properties described above, the Village does not appear to directly manage and/or control any of these. Really, only the north part of the Village currently benefits from a formalized Neighborhood-level park space. There are not any existing publicly available athletic fields or ball courts within the Village. Nor are the various identified natural lands within five of these seven sites above provided with treatments which promote or enable the resident population's ability to recreate on these, even in a passive way. But before making possible prescriptions in terms of recreation needs, it is also worth considering the recreation opportunities/ supply available in the immediate vicinity.



- Existing Recreation Opportunities Adjacent to the Village:

- *Mt. Ivy Environmental Park* – While technically a piece of this property is in the Village, most of this Regional Park & Open Space is outside it. One point of entry is by the linear trail/ right of way accessible at Station Road. The larger contiguous area in the center of Mt. Ivy Environmental Park within the core natural area that lies just off and around this rail trail berm is located roughly ½ mile north of the Village boundary.
- *Palisades Park/ Stadium* – This Special Facility with regional service character is geared primary to servicing baseball tournaments and baseball viewing. But there is some limited community-level youth and adult baseball and football athletics conducted there. Plus, various community-based events are staged there, like the 4th of July fireworks, or road running races. Still, a limited street network makes access to the Palisades Stadium site challenging from within adjacent parts of the Village.
- *Eugene Levy Park/ Reisman Sports Complex* – This Community-level facility serves northeastern parts of the Village from Pomona South to Rella Drive/ Summit Road. It has the closest sport playing fields and courts. It also services some informal/passive recreation demand. The potential for this property to provide community-level recreation service is diminished by a lack of full sidewalks on NYS Route 45 or Sanatorium Road and a lack of pedestrians/ pedestrian signals on Route 45 that aid quality access to this Park.
- *Welder Park* (Village of Kaser vicinity) - Town and County parklands by Concord/ East Concord Drive are over ¾ mile from the southwest corner of the Village by Altman Court. This community-level space is inaccessible to the Village's environments due to limited access and through-connections given the surrounding street grid network layout south of Viola Road and some incomplete sidewalks. Moreover, the facility is located in an urban center and is expected to experience high levels of future use already.

Considering the layout of existing recreation spaces in the community, it is concluded that the central spine is well-served by some recreation lands (provided there is agreement that properties discussed within 'Existing Within the Village' above are all open and publicly accessible). Yet, only one site that generates this recreation service coverage has any formal improvements (Sandy Brook Park).

Considering existing offerings right near the Village, there are parks, open spaces and special facilities within one mile of the community's edge, especially to the north of it. These are represented by Palisades Credit Union Park, Mt. Ivy Park, Gurnee Park, South Mountain and High Tor Parks. Nearby there is also Levy/ Reisman Park and Welder Park.

While the need for some additional recreation land/ outlet opportunities appears acute within much of the community, considering residential settlement, overall land use, and the recreation lands layout, the highest need is for some recreation lands supply/ places to recreate within in area west of Barrie Drive and Brockton Road, continuing all the way west to NYS Rte. 306. There are no recreational opportunities around there now. Likewise, from Summit Park and Hempstead Road east to the municipal boundary, around places like Aron Court, Old Schoolhouse Road, Rensselaer Drive, and Bristol Lane, there are no existing recreation lands nearby.

It is possible to construct a population-based standard in order to evaluate the supply versus the need for Neighborhood Parks within the Village. The estimated population of the Village in 2018 was 5,418 persons,

per Table 12 'Historic & Projected Population' within Demographic & Growth Trends. Considering the service standards definitions in Table 18, and this existing total population, it might be assumed that there is a desired maximum service population of 1,000 person per Neighborhood Park. Using a quite modest and limited standard of 8.0 acres per Neighborhood Park, there is a case now, under existing conditions, for having a total of six Neighborhood-Parks established within New Hempstead (rounding-up from a need for 5.4 parks for 5,418 persons). Per this population-based service standard, there should be 43.4 acres of parks that together provide Neighborhood-level Park service for the 2018 estimated residential population of 5,418 persons (or a similar combination of Neighborhood- and Community-Level Parks service).

If the Village population grows at the rate of 7.7%, as it did between 2001 and 2010, by 2039, there will be projected need for seven Neighborhood-level parks, within greater than 50 acres. This would be the demand attributed to a 2039 anticipated population of 6,284 persons, or net change of growth of 866 additional people over 20 years using. (This growth figure does not contemplate population changes that could accompany any adjusted zoning density allowances).

The six recreation parcels located within the Village's boundaries that are discussed in 'Existing Within the Village' cover 58.1 acres. However, none of these appear to be directly owned or operated by the Village. Furthermore, only Sandy Brook Park is directly a park operated by the Town. The others are all just passive open spaces. They are not identified as dedicated as parkland. Since the objective to achieve 8-acres of recreation space per 1,000 population has quite constrained utility and applying this standard would generate a rather limited supply of recreation space, there is a crucial need to confirm that these six properties can be appropriately used as recreation land and basically counted as roughly equivalent to parkland set asides.

Since there is a quite limited supply of parkland/ recreation areas; it is important for Village leaders to achieve any requisite approvals and advance plans for developing a Community-level recreation area at the Fairlawn site. While a Community-level park there will provide recreation service coverage over a quite large part of the Village, it still is warranted for leaders to work to develop other recommended recreation opportunities and outlets. This should include, at a minimum, finding a way to develop some playgrounds that distributed around the Village. It is also desirable to establish some auxiliary parks space that will help achieve broad neighborhood-level opportunities/ outlets for recreation.

Therefore, besides having adequate space available and set aside for parks/ recreation, there should be convenient access established to Playgrounds. There is also need for a larger future supply of Playing Fields and Playing Courts. There is one Playground and no Playing Fields or Courts within the Village now. Nearby, there are facilities at the Town's Levy/Reisman Park, including baseball fields there, which are an excellent resource. But some other fixtures and fields located there (namely the soccer field and tennis courts) may require investments in order to deliver adequate levels of recreation service, plus the Village does not own/ control this facility which already appears to be experiencing high levels of use.

Presuming that it is a reasonable objective to promote a substantial upgrade at the now aged playground at Sandy Brook Park, it seems that a community-level objective should to establish up to three or four additional small- to moderate-sized playgrounds distributed evenly around the community. This recreation service objective for playgrounds contemplates that the youth population of the community aged 3 to 14 could represent 20%, or more of the 2029 population (this was derived from the 'Population by Age Cohort, 2018 Estimates' Figure within the Demographic & Growth Trends subsection).

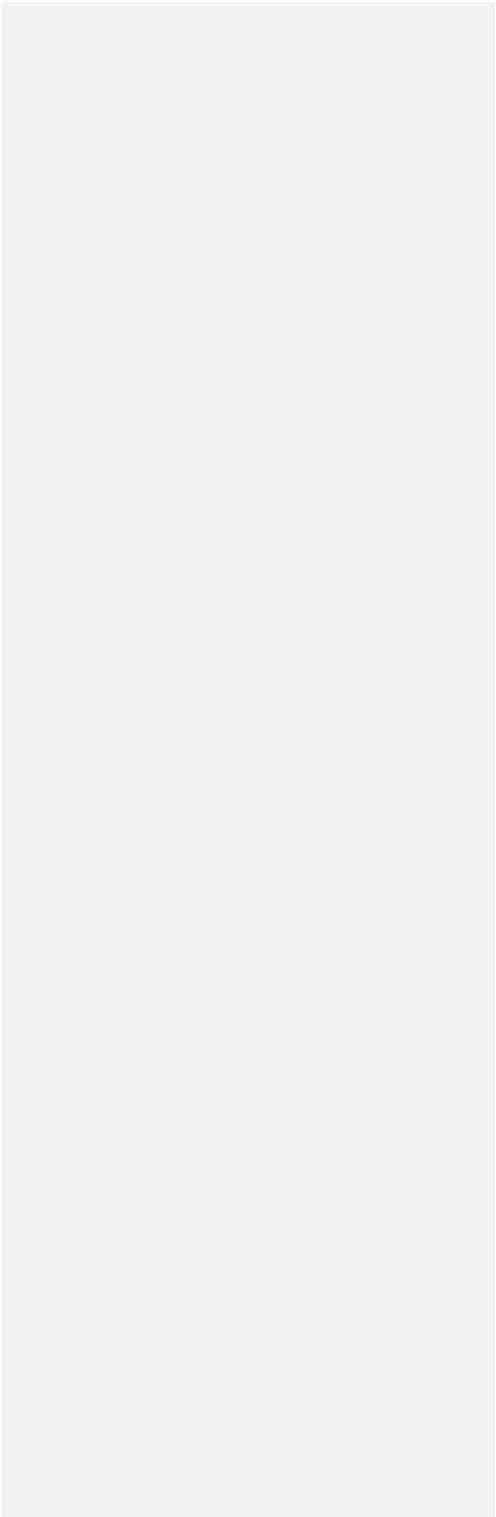




Given that opportunities for physical activity and sports are valued by society, and it is important to have outlets for conducting youth sports, another recreation space objective should be to secure land, that is mostly upland (not wetland), which is level, or which can be leveled, that is capable of the establishment of a relatively larger-size rectangular sports playing field. This field footprint objective is to secure a space 2.25 acres in size that could be used to establish a playing field within the community. This sized space /square footage could be suitable for constructing a rectangular field, like is used for recreational and school sports like soccer. A field constructed on this size footprint could be large enough to be partitioned, such that different halves could be used in different ways, or by different groups, at the same time. This objective to obtain a 2.25-acre area does contemplate having some level adjacent clearing area available around the playing surface itself. In other words, 2.25 acres could accommodate a rectangular field that is 330 feet by 270 feet with adequate flat area/ adjacent level space available all around it.

This Plan, in discussion that follows, explores possible potential to establish multiuse paths. Rail trails can provide excellent and high-quality opportunities for people to recreate as well as to travel by active means. If quality multiuse paths are established and available, considering the various service standards, it is worth noting that spaces within rail trails probably could qualify as equivalent to spaces allocated within Community-level parks.

Considering the recreation level of service and space objectives explored for New Hempstead now and in the future, there are a series of possible recreation developments which are suggested in order to advance opportunities for community recreation. Foremost among these is to advance a new community/ recreation hub on New Hempstead Road in and by the 'Fairway' property. Other ideas for recreation facilities development are identified, but the priorities and sequence probably should depend on elected leaders' priorities. In other words, outside of a primary focus on the future development/ enhancement of the Fairway property, the recreation investments priorities and schedule will probably need to be flexible. It will should involve confirmation that the Village does want to work to use and develop properties like 'Handweg' and 'Appledore' as bases for upgraded public investment and public recreation access.



‘Fairway Park’ Planned Improvements – This property encompasses 21.5 acres on the south side of New Hempstead Road. It runs roughly north-south for a distance of approximately 2,000 feet stretching from New Hempstead Road to Hempstead School (an elementary school that is part of ERCSD). Access is not formally established now into the site, either from New Hempstead Road, or adjacent local streets in the Village. Recently, there have been efforts to have the Village take ownership of and make recreation and other site improvements at this location. Advancing this programming would improve sense of place and community by establishing a major community-level recreation and civic hub in the heart of the Village.

If this effort comes to fruition through partnership with the Town, it will establish a community-level park that is accessible on-foot and by-car from a large surrounding area. Development of recreation offerings here would establish new recreation opportunities that could supply service over a broad

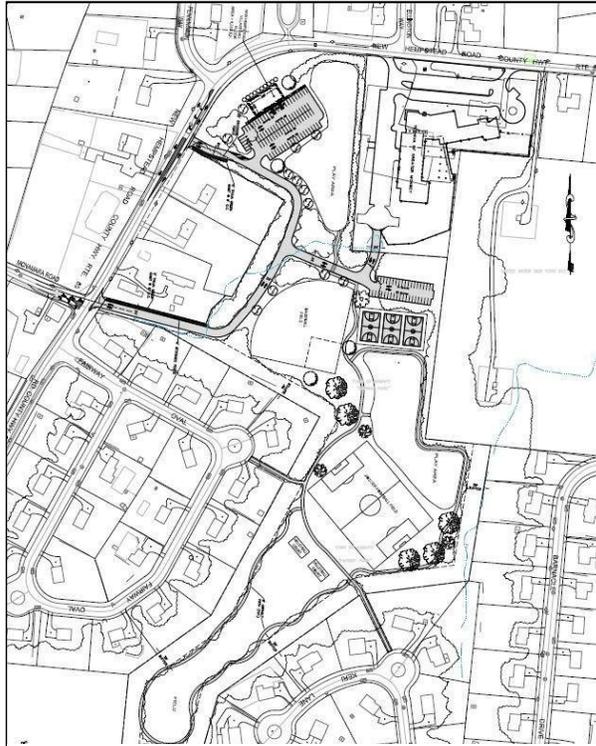


Figure 20: Fairway Property Preliminary Design Enhancements
Showing playing fields, courts, and other site improvements, including walking path and appurtenant parking areas. Sourced from: Conceptual Layout Plan, by Leonard Jackson Associates, 1 sheet, April 2019.

swath of the Village that is south, east, and west of Sandy Brook Park. This general area is not currently well-served in terms of the existing available public recreation supply in terms of open space, as well as in terms of formal sports spaces, like fields for soccer and baseball and courts for basketball.

The Village, working with a civil engineer, has crafted a major proposal to prepare enhancements for this site, with the following planned recreation improvements:

- One baseball field (sized for youth recreation);
- One flexible, multiuse soccer and/or football field, etc. (also sized for youth recreation);
- Two volleyball courts;
- Three basketball courts; and

- A ¼-mile landscaped pedestrian walking path that would encircle the southern end of the site.

In addition, the design establishes two flat play areas/ open lawns. These landscaped open areas would aid social activities and passive and informal recreation. Moreover, these spots could be improved with the additions of playground equipment in the future, as they have easy access and good lines of sight with other parts of this location, like planned parking areas.

Considering the site's context, the west side of the property abuts mostly residential properties, while to the east there is a private school (Yeshiva of Greater Monsey). Southeast is land owned by United Water New York Inc. (SUEZ), while further south of there are more residential properties and then southwest of there is the public Hempstead School (which is accessed off of Brick Church Road).

New recreation improvements would be screened from nearby residences by a 50-foot vegetated buffer around the perimeter, while there would be pedestrian entrances proposed on Fairway Oval and Keri Lane, in addition to a driveway network that connects with New Hempstead Road. A further connection over walking paths could be added at the rear of the Hempstead School -- School District officials have initially expressed informal interest in making such a connection.

Besides these recreation upgrades, the Village proposes to build a new Village Hall with a component integrated community center building on the northern part of the site along New Hempstead Road's frontage. A community center would add a new type of specialized recreation/civic building space and function within the Village. The plans show a space reservation for a 5,000 square foot building footprint. The plan also has two appurtenant parking lots -- one behind the potential building site and another to the southeast in the midst of the proposed recreation field and facility improvements. The site plan also shows three auto entrances -- one across from McNamara Road, another further northeast on New Hempstead Road, and a third connecting with the private school. The Village envisions a Community Center that could house civic, social and recreational activities for residents of the Village. It should be designed to serve as an emergency operations center featuring a generator to provide shelter from the cold and heat weather and be designed with energy efficient solar and geothermal utilities.

The building could be planned to have publicly accessible restrooms which may be co-used by park patrons as well as visitors to Village Hall. Overall, the planned investments to establish community-level amenities will present significant new recreation supply and offerings for Village residents.

Nature Parks – Natural areas should be reinforced within the Village. Conservation of some portion of the above-discussed 'Fairway' property as a place with a walking trail and lightly improved open space, plus formalizing the opportunity to pursue passive recreation at the 'Handweg' property, such as through signage and the establishment of an informal hiking trailhead/ trail into that site, will further this objective. Going beyond that, the need for open areas (just like for improved parks) is highest in the western part of the community, by NYS Rte. 306. There is a gap and a need for these type areas on the southeastern and southwestern edges of the Village, such as below New Hempstead Road from the west of NYS Rte. 45, and likewise in the area west of Southgate Drive and Barrie Drive to the municipal boundary by Grandview to the north, Route 306 to the west, and Viola to the south.

Since there are publicly accessible natural areas within the Town at Eugene Levy Park/ Herb Reisman Sports Complex that are adjacent to the Village, it is noted that efforts to implement sidewalk and/or non-motorized trails or other bicycling-oriented complete streets enhancements along NYS Rte. 45 and Sanatorium Road, as well as high-safety pedestrian crossings on NYS Rte. 45, would ensure that this location can be easily accessed on foot, or by bicycle, from Village residences around Sanatorium Road and south of there. Likewise, if there are eventual street through-connections made between Lori Ct. and David Drive, then it should be easier for people living on and around those neighborhoods to use active transport to reach Levy Park. These type changes would improve recreation level of service around that community-level park. The notion is to establish “greenways”, including that utilize sidewalks, that users from broad surroundings could access on their journeys to parks like at ‘Fairway’ and to get to the Levy/Reisman park complex. The effort by the Village leaders to enhance sidewalk along all of Union Road as well as New Hempstead road is an excellent set up for this objective. The same can be said for the County’s efforts to get sidewalks on Sanatorium Road and the long-term establishment of a setback sidewalk section on NYS Rte. 45.

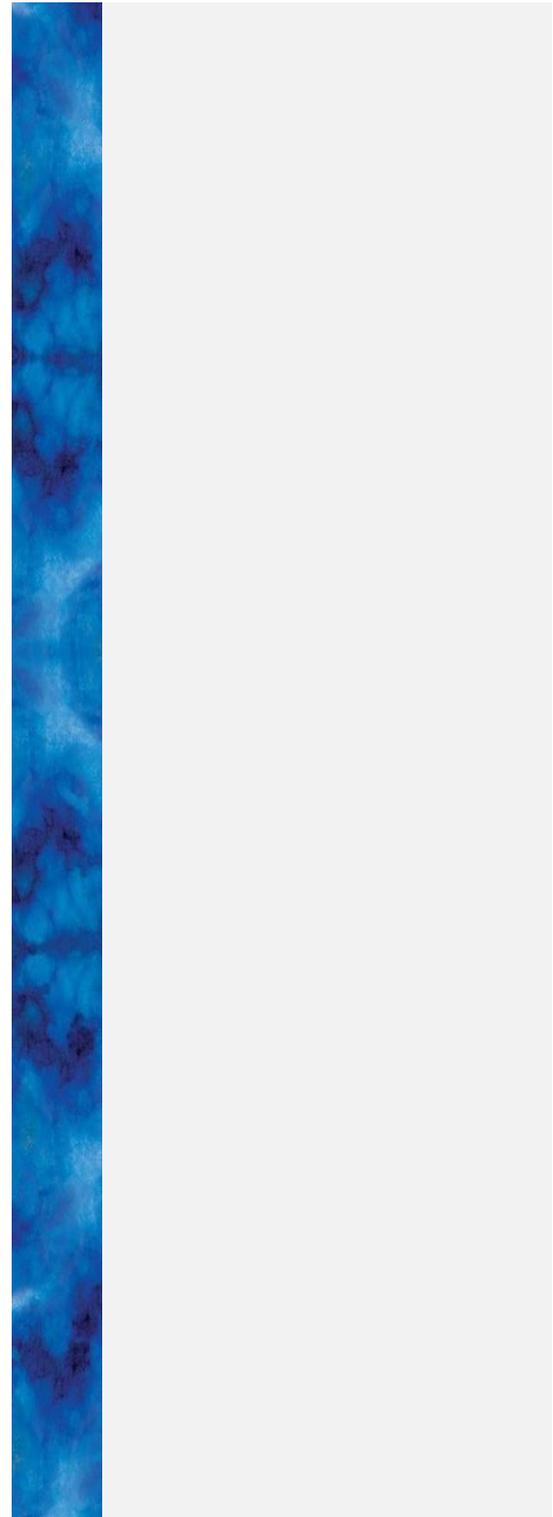


Figure 21: Stream environments & passive recreation opportunity.

Joint Use – Shared or ‘joint use’ is the notion of using policy to allow for stipulated/ conditional general public use of school recreation assets when schools are not in session and schools are not directly using these facilities³⁹. While it may be complex to orchestrate, if joint use can be agreed upon, the sharing in responsibility of the development and upkeep of recreation facilities would be cost-effective. This is because during non-school hours, including summertime and weekends, school-owned recreation assets are often dormant and underutilized. Still, schools typically are located within neighborhoods and can serve aspects of recreation demand if these were formally accessible to the general public per appropriate terms and conditions. Again, if schools can be publicly accessible per joint use arrangements, this would only provide for limited recreation level of service, since these assets can’t be used when schools are in session. But joint use does make practical sense to strive for in order to optimize utilization of these existing and often underutilized recreation resources.

There is potential to serve some recreation demand by structuring appropriate joint use. For instance, youth and adult sports leagues might benefit from being able to utilize school playing fields on Saturdays/Sundays. Youth camps might host activities during summer recesses, with appropriate assurances of insurance coverages and any necessary pre-approvals and fee arrangements. Likewise, private schools might similarly be able to access these facilities after hours and on weekends. There should be an appeal for a joint use planning feasibility grant in order to advance implementation of this type policy arrangement. National philanthropies like Robert Wood Johnson Foundation or Bloomberg Foundation, non-profits like Parks & TrailsNY, and entities like NY State Dept. of Public Health and the Office of Parks,

³⁹ <https://health.gov/news/blog/2011/03/innovative-physical-activity-joint-use-agreements/>



Recreation & Historic Preservation should be contacted to explore the potential of achieving assistance with this type objective.

Recreation Land Set Asides & Recreation Fees – The Village, per the current adopted Fee Schedule, Item #3, charges a Recreation Fee in lieu of recreation land dedication of \$3,200 per lot. This means if there is no formal set aside or dedicated reserve of parks/recreation space, then the applicant shall contribute funds instead of land at \$3,200 per lot. When these type fees are received, they must be maintained in segregated account(s). These funds are to be explicitly for recreation purposes. While the above fee may seem like a high amount, in fact the cost of purchasing land for recreation purposes is quite significant.

If the recreation lands are intended as a passive park, like a nature or sitting park, besides the cost of the land itself, there still can be costs for signage, benches, developing parking and access, and even trails. For more active recreation uses, like a playground, court, or playing field, there can also be substantial costs for designing, purchasing and installing equipment.

Therefore, it is recommended to set this recreation fee higher, such as on the order of \$5,000 to \$10,000 per lot. Form a legal rationale, this is reasonably attributed solely to the costs of purchasing/ securing land. Moreover, this fee/ policy should be upgraded so it reads clear and unambiguously to confirm that recreation lands set asides and/or fees in lieu of set asides shall always be required for subdivisions. It should be clear that recreation land dedications and/ or in lieu of fees apply to any site plans involving residential components. The latter is enabled by New York State Village Law 7-725-A.

A reformulated/ refined policy should encompass multifamily construction, as well as any future residential components of mixed-use projects, as well as within housing for older persons and comparable land uses. Since site plans may result in a land use density that is different than a subdivision, there should also be clear formulas made available for defining the applicable land dedication requirements/ fees applicable for different types of site plans. For instance, if there is infill, it should be matter of fact regarding what the requirement is for the new increment of residential development in terms of how that new growth must either supply some definitive amount of recreation land, or in-lieu of fees for establishing recreation opportunity.

Concept for North-South Nature/ Hiking Trail Connecting Sandy Brook Park & Hempstead School (xx) - The pond within Sandy Brook Park is part of the northerly flowing south branch of Minisceongo Creek stream complex. To the south there are upstream connecting tributaries/ stream corridors that serve as headwaters (around Wits End Road and Fairway Oval - south of New Hempstead Road). As part of long-term planning for all types of open space and recreation outlet, the gently curving corridor along the stream's banks could be planned as a location for a primitive hiking trail. Likewise, to the north, beyond Sandy Brook Park property's northern boundary, west of Summit Park Road, the stream corridor heads north. In this area, there is undeveloped floodplain and braids of the stream flow north towards Mount Ivy and the Village's northern boundary.

There is long-range potential for establishment of a recreation greenbelt linear hiking / nature trail connecting to both the north and the south. Establishment of this type of linear connection would require coordination among diverse land owners, as the entire length does not overlay public properties. Pursuing this type opportunity can help promote conservation and appropriate limited public access to the stream environment, but there should be neighborhood stewardship initiative and community involvement and

leadership to help advance this notion. The Planning Board should be aware of the possibility to promote floodplain conservation and advance passive recreation opportunity if there are any future development proposals in this vicinity. Access to the stream environment and nature viewing could complement any effort to implement a sidewalk within the remainder of Summit Park Road.

North-South Linear Recreation Rail-Trail – While the formal design and installation of recreation enhancements on the above Fairway property should be the highest community priority, there should also be consideration, over the next three to five years, as to what it will take to plan and develop the first segment of a linear non-motorized 'greenway' trail which delivers recreation and transportation value.

The former railroad right-of-way that is intact within parts of the Village could be the backbone of a north-south running non-motorized trail corridor. As also discussed in the Transportation Section, and shown on the Map 5: 'Parks & Recreation', there are different concepts available for establishing north-south non-motorized connectivity. Within such a final route, sections of Rail-Trail that are isolated from road and on traffic would establish safe and pleasing linear parks. Such linear rail-trail parks could provide high recreation service value considering the many people in the community who walk for exercise and relaxation as well as for cultural reasons.

The core section of a linear rail trail park could be a segment south of New Hempstead Road to Brick Church Road. The designated right-of-way goes north from Brick Church Road and continues north behind properties on Bridle and Hempstead Roads. This property is owned by the Town of Ramapo and is 4.4 acres, occupying just over a ½ mile linear distance. There should be exploration with the Town regarding the requirements to establish its property for this purpose (detailed research into the Town's property characteristics was not provided in forming this recommendation).

During public outreach for this Plan, there has been strong calls by residents to further enable walking as a form of recreation. There has also been moderate interest in aiding the potential for bicycling for recreation, but there is concern that New Hempstead's suburban streets are not complete and they feel unsafe. Since this could be established as a central segment of non-motorized rail trail, it seems like it would be heavily used and could be an ideal type place for younger families and children to ride bicycles.

If permission can be obtained from the Town to use this former railroad right-of-way in the middle of the Village for establishment of a recreational multi-use trail, the cost to construct the trail could around \$175,000. This is based on a planning-level estimate generated as part of the comprehensive planning.

The former railroad right-of way location should be able to accommodate a 0.56-mile linear recreational trail that is approximately 12 feet wide in terms of its paved surface that connects New Hempstead Road to Brick Church Road. A 12-foot wide path centered in the middle of the 60-foot-wide right-of-way would leave a 24-foot buffer on either side of the trail. This means there would be a lot of buffer from adjacent residences and religious land uses and there would be a lot of green and open space that could be reserved adjacent to the trail tread, some of which could have designed to accommodate seating at intervals along the linear non-motorized trail.

At both ends of the trail stop/yield signs and bike racks could be placed on and by the path, with crosswalks installed in the roadways. The proposed path could probably, pending more field investigation and exploration as to consensus about feasibility, serve as a community-level linear park, displacing some of the other acreage needs in terms of Neighborhood- and Community-level parks. Also, beneficial would be



the potential to shift pedestrian and bicyclists from Hempstead Road's minimally safe sidewalks and relatively narrow right of way and limited shoulders, to this safer and more pleasing corridor.

A planning-level approximation of the potential cost for this path would be \$164,074 (see Table 19: Rail Trail Preliminary Planning-level Cost Estimate). This preliminary, general planning-level budget is not further adjusted for the cost of inflation between 2012 and 2019. The budget items shown in the table are derived using 'Costs for Pedestrian & Bicyclist Infrastructure Improvements' by the Federal Highway Administration.

That 2013 study depicts various costs a component associated with planning multiple types of pedestrian and bicycle facilities. The typical unit costs in the FHWA study were derived from extensive case observations across 40 States. Costs in it were updated to 2012 US Dollar equivalents using the Bureau of Labor Statistic's US Consumer Price Index. These are intended for basic planning-level estimating purposes and not for actual infrastructure pricing, so the basis for this initial budget recommendation should be confirmed. The FWHA source shows the estimated costs for infrastructure and facility improvement, like: preparation and construction of multi-use trail surface, bicycle racks, pedestrian signals, and speed bumps, to demonstrate a few. Each item is given in a unit cost that is expressed as median, average, minimum and maximum, for this estimate, Average Cost was used.

Table 19: Rail Trail Preliminary Planning-level Cost Estimate New Hempstead Rd. to Brick Church Rd Linear Rail-Trial (Excluding property acquisition costs).				
Facility	Cost Unit	Median Cost	Quantity (per the Unit)	Project Cost
Multi-Use Trail-Paved	Mile	\$261,000	0.56	\$146,160
Bike Racks	Each	\$540	2.00	\$1,080
High Visibility Crosswalks	Each	\$3,070	2.00	\$6,140
Yield/Stop Signs	Each	\$220	2.00	\$440
Sign Bicycle Markings	Mile	\$27,240	0.56	\$15,254
Sub Total				\$164,074
Contingency				\$10,926
Total				\$175,000

Costs for Pedestrian and Bicyclist Infrastructure Improvements by the Federal Highway Administration

Establishing non-motorized linear trails from the center of the Village appears to present opportunity for creating safer pedestrian and bicycle connections to schools and parks. Connections between the Village and other municipalities are deemed less desirable and are not a focus of this plan.

As noted, the costs above are for installing infrastructure only, and do not include the costs of land acquisition, design, and/or engineering, although there is a 'contingency' shown in this planning-level budget. An advantage of pursuing this first recommended project segment could be that there might be low or no acquisition costs for real property if Town leaders can be persuaded to allow their Town-owned 4.4 acres to be developed for this purpose by the Village, or they can be persuaded to grant a bargain sale.

Over a longer term there also appears to be potential to continue south with another section of rail trail/ non-motorized trail from Brick Church Road to Viola Road, or a subsection between Williams and Viola

Roads. Again, extensions of trails beyond the Village are not desired. Trail focus should be linking neighborhoods within the Village – not beyond. A pedestrian path could service an assortment of recreational pursuits like walking, roller blading, bicycling, and cross- country skiing and it could accommodate strollers or those in wheelchairs.

Although potential exists to develop a pedestrian path rather than a rail trail, the Village is focusing trail development to link neighborhoods within the Village rather than linking to the wider area. Providing external access to the Village is not desirable. The Village seeks to focus trail efforts on its needs rather than external needs.

Playgrounds – As noted in service standards and needs assessment discussion above, there is anticipated to be a need for more neighborhood-level parks with playgrounds distributed around the Village. It should be explored whether a new playground facility could be established at the centrally situated, proposed 'Fairview' property (where recreation improvements are now being planned). Going beyond that, the need for playgrounds is highest in the western part of the community, by NYS Rte. 306. There is also a gap for playground type recreation assets available within the southeastern edge of the Town below New Hempstead Road. These general locations that lack playgrounds are outside a roughly 1/2-mile radius from existing recreation lands existing in the Village. This pattern of playgrounds availability also considers the layout of the street grid.

Another associated long-range option for establishing a higher-density of playgrounds within the Village might be to target/ plan for establishment of some very small vest parks/pocket parks with playgrounds evenly distributed around the community. One Town-owned property that should be explored as to whether it could be made available for the purpose of establishing a small playground is in the vicinity of Fessler and Southgate Drives. The site is less than one ½ acre in size, but since it may be hard to assemble multiple parcels and achieve a larger-size site for a neighborhood- or community-level park, the Village leaders might consider pursuing a sort of vest-pocket park arrangement, whereby there is at least establishment of some playgrounds on small footprint sites. Another potential place to target this approach, as an example, might be in conjunction with the suggestion to pursue establishment of a trail head to a linear rail trail that runs north from Brick Church Road, if land by the ambulance building could be secured for recreation. Alternatively, the Village Board and Planning Board might negotiate combined small upland area land dedications plus site preparations and purchase and installation of playground equipment by development proponents within future subdivisions/ residential site plans.



TRANSPORTATION

This section describes the transportation environment within the Village and its surroundings. It covers subject aspects like the road network, traffic volumes, transit, and walk- and bike-ability. Transportation and land use have an important relationship, so there is also an effort to explore how these two facets of the community influence each other.

Owning Jurisdiction	Centerline Highway (Miles)
New York State	3.1
Rockland County	3.1
Town/Village	20.0
Total:	26.2

Source: 2017 Highway Mileage Report for New York State (GC 1566)

According to NYSDOT data, per Table 20, most roadway centerline miles in New Hempstead are locally controlled (73.6% of 26.2 miles). Local streets are owned by the Village. There is not an Official Map maintained by the Village identifying local public roads and their characteristics⁴⁰. Not counted as local road mileage is a quite limited distance within a small set of privately-owned streets/ rights of ways like a paper cul-de-sac at the northern end of Kingston Drive.

Two New York State Routes frame the community: NYS Rte. 45 on the east and NYS Rte. 306 on the west. These comprise 2.6% of all 118.4 miles of NY State Touring Routes within Rockland County. The 3.1 miles of County-owned roads, distributed across seven routes, represent 1.9% of a total of 166.3 centerline miles within all County Routes.

Considering roadway infrastructure:

- There are not any bridges in the community. (Bridges are not the responsibility of Villages in New York State; yet, there are none here). There was not an effort to identify Village-owned culverts (very large ones would be Town responsibility, when defined as bridges). It does not appear that there are many culverts, but one example is underneath Sandy Brook Drive.
- Rockland County Official Map Part I show roads that are the County's responsibility. It has designated or intended widths of these rights-of-way.
- There are sidewalks along at least one side of many streets; however, the Village has created a new sidewalk improvement plan and has acted to



Figure 22: Village Major Roads Framework

⁴⁰ Meeting between Project consultants and Village agents and officials on November 26, 2018.

build new sidewalks, such as by applying for grant underwriting that can offset part of the cost of design and construction of a segment on New Hempstead Road east of Summit Park Road, as well as for widening the sidewalk on Union Road (see sidewalks plan).

- The Village does not have its own staff that maintains road infrastructure. Rather, the Village consulting engineer provides design and construction inspection services, while the Town of Ramapo provides contract services, including snow and ice removal, as well as certain construction actions based upon specific executed contractual work-orders.
- Pavement conditions were separately addressed. Over the past two years, the Village engaged Civil Design Works, LLC, to perform an analysis and rating of 20.17 miles of Village maintained streets. A majority of these roads were rated either “Fair or Poor” and a plan was developed to address the deterioration of street pavements. Refer to Appendix I for additional details.

Table 21: Key Roadways Average Annual Daily Traffic (AADT)		
Owning Jurisdiction	Corridor	AADT
NYS DOT	North Main Street (NYS Rte. 45) – North of New Hemp. Rd.	17,902
NYS DOT	North Main Street (NYS Rte. 45) – South of New Hemp. Rd.	10,806
NYS DOT	NYS Rte. 306	7,226
County	Pomona Road (Rockland County Route 86)	5,098
County	Grandview Avenue (County. Rte. 80)	5,641
County	Sanatorium Road (County. Rte. 51)	2,773
County	McNamara Road (County. Rte. 67)	842
County	New Hempstead Rd. (County. Rte. 80) – east of NYS Rte. 45	16,802
County	New Hempstead Rd. (County. Rte. 80) – west of NYS Rte. 45	10,237 ⁴¹
County	Viola Road (County. Rte. 74)	8,817 ⁴²
Village ⁴³	Brick Church Road	2,837
Village	Union Road	6,102
Village	Hempstead Road	3,120
Village / County	Summit Park Road (<i>Note: part of Summit Park Rd. is County Rte. 51</i>)	1,149

Source: NYS Data Traffic Viewer accessed February 4 and 21, 2019

Periodic traffic counts on key corridors within the regional network identify the level of trips on a typical day. Table 21: Key Roadways Average Annual Daily Traffic (AADT) provides Average Annual Daily Traffic (AADT) for higher-order roads within New Hempstead. Of the State highways, which are each oriented north and south, there is a higher volume on NYS Rte. 45 than NYS Rte. 306, particularly on the segment south of New Hempstead Road⁴⁴. Generally, during a typical weekday, there are lower volumes late at night and in the very early morning. Peaks typically occur in the morning commute, with another, typically slightly

⁴¹ New Hempstead Rd. section west of NYS Rte. 45

⁴² This section of Viola Road is contained mostly within New Hempstead, but some falls outside Village boundaries

⁴³ The Village is responsible for maintenance/ upkeep of local roads. There has not been analysis as to whether the Village may have any fee/ ownership in roads that were Town-owned/ controlled prior to Village establishment.

⁴⁴ NYS Rte. 306 data are sourced to calendar 2013 and NYS Rte. 45 data is sourced to 2015.



higher peak in the evening. Moreover, the relative volume on a road depends on design characteristics, including the intended capacity of a roadway.

New Hempstead Road runs east and west, with high volumes on the east side which reached almost 17,000 trips per day. This is not surprising since there is a connection with the limited access, regional Palisades Interstate Parkway just east of the community and the New City core area lies beyond there further to the east.

Volumes on Pomona Road (County Route 86), 2015, another east-west route, were dramatically less, at half of this rate, at just over 5,000 average trips per day. Viola Road, by comparison, has almost 9,000 trips per day on average.

Data for truck traffic as a percentage of trips was not identified. Yet, within the regional network of roads in and by New Hempstead, the two State-maintained roads are recommended as 'Truck routes' per a 2004 regional freight plan by New York Metropolitan Transportation Council (cited in the County Comprehensive Plan, 2011, page 83). Moreover,

the New Hempstead Road / NYS Rte. 45 intersection is one of nine area 'Truck Road Problem Areas' (page 84). It has potential for truck impacts on the community or safety, and has limited options for trucks. The intersection as one of the nine focuses is suggested as a possible location for mitigative measures, such as capital project(s) to improve vehicular and pedestrian safety (page 83).

As part of the broad urbanized area in and around New York City, there is designation of a hierarchy, or 'Functional Class of Roads', which overlays the unclassified local grid of streets that feeds into it. The overall hierarchy, with the regional and inter-regional Interstates at the top, is:

- Principal Arterial Interstate
- Principal Arterial Expressway
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector

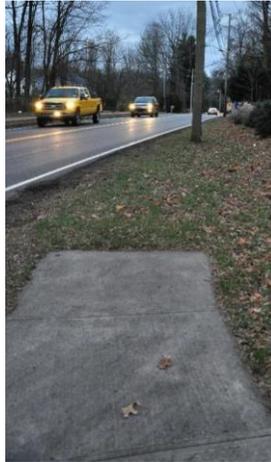


Figure 23: Sidewalk on New Hempstead Rd.



Figure 24: New Hempstead Road / No. Main (NYS Rte. 45)

As shown in **Table 22: Roadway Functional Class**, the only 'Principal Arterial Other' is NYS Rte. 45 (in addition to a small piece of New Hempstead Road within the Village east of NYS Rte. 45). The rest of the roads are classified as Minor Arterial or Major Collector. As noted, there are relatively high traffic volumes on NYS Rte. 45 and New Hempstead Road east of the Village.

Table 22: Roadway Functional Class		
Owning Jurisdiction	Corridor	Functional Class
NYS DOT	North Main Street (State Route 45)	Principal Arterial Other
NYS DOT	Main Street/Saddle River Rd. (State Route 306)	Minor Arterial
County	Pomona Road (County Route 86)	Minor Arterial
County	Grandview Avenue (County Route 80)	Minor Arterial
County	Sanatorium Road (County Route 51)	Minor Arterial
County	McNamara Road (County Route 67)	Major Collector
County	New Hempstead Road (County Route 80)	Minor Arterial
County	Viola Road (County Route 74)	Minor Arterial
Town/Village	Brick Church Road	Major Collector
Town/Village	Union Road	Major Collector
Town/Village	Hempstead Road	Minor Arterial
Town/Village	Summit Park Road	Major Collector/Minor Arterial

Source: NYS Dept. of Transportation Functional Class Viewer – accessed February 5, 2019

Rockland County, in 2014, leveraged New Hempstead Road improvements east of the Village. The upgrades included the addition of five-foot wide safety shoulders outside and east of the Village of New Hempstead including within the Town of Ramapo by the Palisades Parkway. The project included objectives to better accommodate pedestrians and bicyclists. There were also improvements to intersections, drainage upgrades, and additions of ornamental lighting. The project is an example of how federal funds for road upgrades/ reconstruction can be implemented without disrupting the context and conditions of an area at the same time there is increased capacity to accommodate walking, bicycling and transit service.

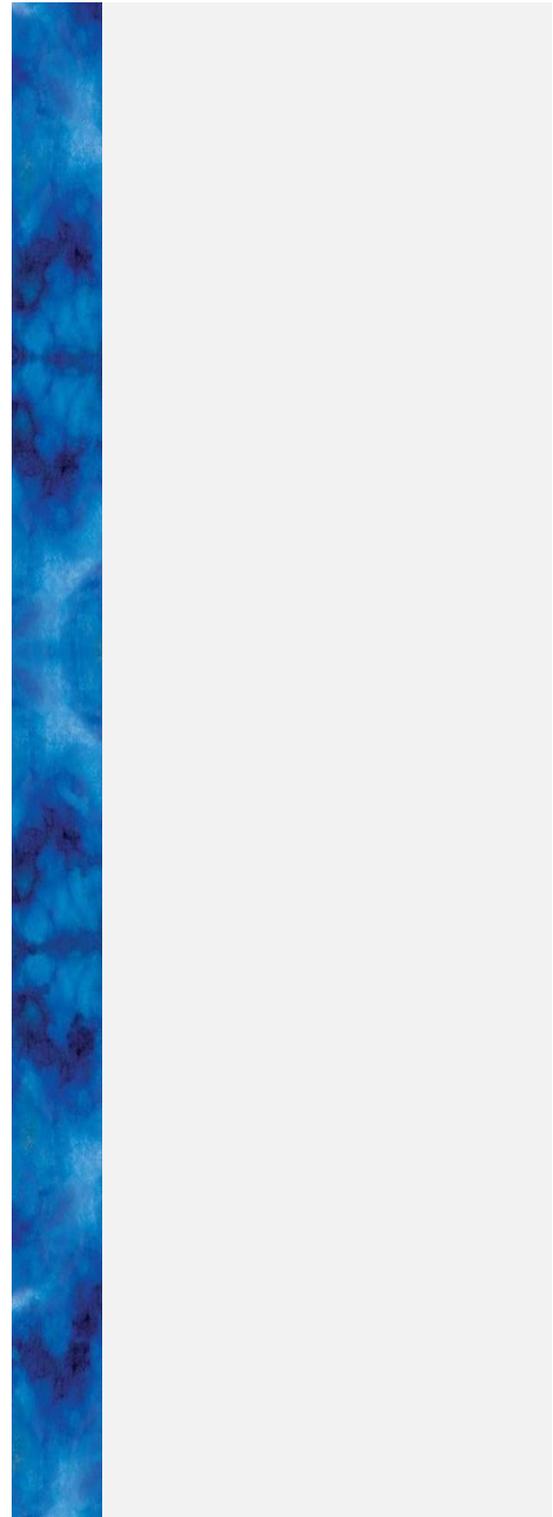
Intersections

Intersections influence the flow of traffic within the road network. There have been efforts, typically involving NYSDOT as a collaborator, to enhance many intersections and coordinate signal timing as a way to optimize traffic flows⁴⁵. Intersections can be a focus of future capital planning, including as places where there can be interventions, such as



Figure 25: New Hempstead Road with Sidewalk (in New City)

⁴⁵ Personal interviews by David Gilmour, AICP, with Acting County Planner, Doug Schuetz, January 15, 2019



through utilization of and enhancements to signals, signage, other traffic controls, as well as physical design changes, like establishment of curbs, sidewalks, or installation of turning lanes, in order to elevate pedestrian safety and vehicle through-put.

Considering the network of arterial and collector streets within the Village, there are 15 to 20 higher-order intersections, such as where major routes cross. As traffic volumes will be higher within these, they can be a focus for future analysis and potential capital improvements, including as leveraged by County, State and Federal funding assistance. Only some intersections are controlled by electronic signals and many involve State Roads, but not all.

Grandview & NYS Rte. 306 – This signalized intersection has been a focus within the Village. There has been examination of potential establishment of retail development at this corner and along with this there has been an examination of traffic, traffic control and sidewalk enhancements. Moreover, local leaders are exploring potential to provide sidewalks further to the east along Grandview Avenue.

Figure 26: Grandview & NYS Rte. 306



Route 306 & Viola Road, which is also signalized, is considered a relatively busy intersection. Given the nearby Ramapo High School, other schools and institutions like Bas Mikroh and Ohr Somayach Monsey Tanenbaum Educational Center, new land uses, plus proximity to Rockland County Community College, this is an example of an intersection where it might be expected for there to be a relatively high level of non-motorized trips where walkers and bikers could likely benefit from further pedestrian safety enhancements like upgraded sidewalks, curb cuts, other enhanced traffic signalization and controls, plus lighting upgrades. Moreover, since there is Transit of Rockland service here, this seems like an ideal place to formalize transit pullovers and install bus shelters, and if external funds can be achieved transit kiosk(s).



Figure 27: Route 306 & Viola Road Intersection

Concerning other intersections, besides NYS Rt. 45/ New Hempstead Road, which was discussed earlier:

- **Sanatorium Road / NY State Rte. 45** – This intersection is not serviced by any sidewalks. However, Sanatorium Road has been a focus for establishment of sidewalks by the County, presumably to aid pedestrian access into and around County offices. With pedestrian amenities like these, Sanatorium Road could serve as a connection between residential areas around Summit Park Road with the major recreation opportunities available at the Town-owned Eugene Levy Park/ Harry Reisman Sports Complex on the east side of NYS Rte. 45. As it stands now there is a strictly motorized transport-oriented function to this intersection. Planning for walkers or bicyclists here should enable them to get into the park area from the west, and it seems like a bus shelter implemented here could assist transit utilization.
- **Union Road & Brick Church Road** – The offset nature of this intersection, with the eastern part of Brick Church some 50 feet north of the west part, is an obvious source of traffic friction. Also, with multiple private and public schools right at this area, there can be pedestrian safety upgrades in this intersection when additional sidewalks are introduced and/or existing ones rehabilitated. Moreover, while the Village has already started sidewalk improvement planning around here, the geometry of the road, property ownership characteristics, and the land use/ building pattern should be examined in order to investigate whether the road and property characteristics around here may be conducive to the design and installation of a low volume roundabout at this location.
- **Grandview & Union Road** – There is awkward geography, including because Grandview is not perpendicular to Union and has a slightly elevated grade.
- **Summit Park & Sanatorium** – Intersection geometry is substandard, with odd street angles, influenced by grades, plus poor sight-lines and no shoulders.
- **Viola Road** – given volume and land uses it can make sense for the Village to collaborate with the Village of Spring Valley and Town in order to enhance intersections and curbing in areas outside of Village jurisdiction in concert with any upgrades it may make at points like South Gate Drive or Brockton Road.



Sidewalks (& Connecting Paths)

While many Village streets have at least one sidewalk on one side, there are multiple existing gaps. Many local streets were developed in the 1960s and 1970s when provision of sidewalks was not a concern.

The following image identifies some existing sidewalks in the Village. It provides a notion for some future planned sidewalks. There is a need for a database/ listing of sidewalk characteristics, such as ownership, sidewalk widths, surface treatments (like asphalt, concrete, etc.), curb cuts, characteristics and overall sidewalk conditions. This will aid assessment of sidewalk conditions and needs.

One major route lacking full formal sidewalks coverage is NYS Rte. 45. Other examples are: Sanatorium Road; Grandview, and parts of New Hempstead

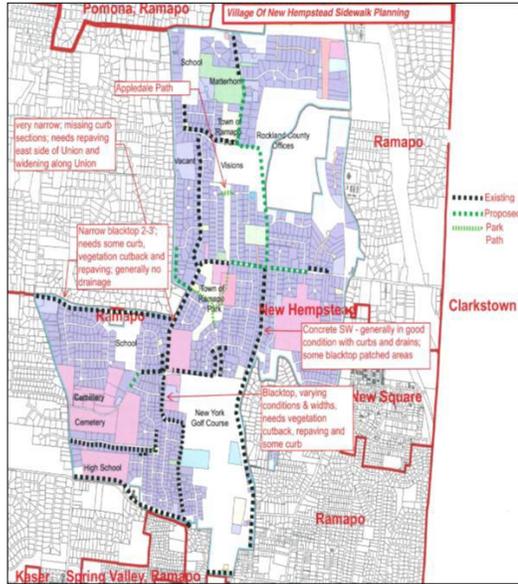


Figure 28: Sidewalk Planning Map. Circa 2017 by McLaren Engineering

Road. A small residential section along the west part of Brick Church by cemeteries/open spaces has no pedestrian accommodations or shoulders.

There are sidewalks that are in poor condition along Brick Church and Union Road. The latter includes the frontage by East Ramapo Central School District's Hempstead Elementary School.

The importance of bolstering sidewalk accessibility and pedestrian connections has been emphasized by elected leaders. Within site plan reviews there are substantial efforts to achieve sidewalks fronting on non-residential properties where gaps exist, according to both the Village Planner and Engineer.

There have also been efforts to establish paths/walkable connections within neighborhoods and between adjacent neighborhoods, adjacent neighborhoods. For instance, as shown in Figure 28: Sidewalk Planning Map.

Circa 2017 by McLaren Engineering, there is a "path" connection opportunity within Appledale Park between parallel adjacent local streets. Also as shown in Figure 28: Sidewalk Planning Map.

Circa 2017 by McLaren Engineering, one location where there have been attempts by the administration to provide in-fill and replacements of sidewalks is on the southern part of McNamara Road. Another location where there has been the same approach to develop sidewalks is on Summit Park Road. The village has been working on a sidewalk condition and improvements program and has created a report by the Village Engineer which outlines current conditions and plans for improvements. That report is included in the appendix section of the plan - Appendix H - Sidewalk Conditions Analysis and Plan.

Traditionally, informal paths have been used by residents as connections between neighborhoods. However, such paths are usually not under Village control. They are not typically part of subdivision and site plan approvals. Therefore, there should be policy standards established which promote the formal establishment of paths between existing neighborhoods and cul-de-sacs. This will help ensure that such essential community active transport connections are formalized and sustained.

Ideally, the owners of properties where trails and pathway connections exist would dedicate perpetual easements for using and maintaining these connections. Hopefully, the owners of land where these trails cross could also even be encouraged to maintain this over time. All of these objectives can be stated as Village preferences within local land use laws. Moreover, if land owners balk at the requirement, this might be the basis for not approving a requested waiver or variance request.

Since maintaining these paths and connections has been cited as important, one additional approach might be to promote for land owners and the Village to explore how to foster neighborhood collaborations, such as whereby nearby residents or institutions, like non-profits, synagogues, or churches, mobilize constituencies who will help manage and maintain these facilities, such as through periodic litter clean-ups and vegetation cuttings and brush maintenance.

Finally, it will help to forge stronger understanding, such as by creating one comprehensive map inventory, of where these various pathways exist (as well as where the need for new path connections exist), along with specific recommendations for how each of these could be developed/ stewarded. One location where there is need for formalization of connecting paths is in the southwest quadrant of the community mid-block and east of Fessler Drive. People seeking to connect travel west from on-foot or by bicycle from places like Union Road, Michael Street and the north of Brockton road would have to travel great distances north via Ivy Lane and south to Radford Place in order to access environments like around Ramapo High School. Likewise, it is assumed that is a need for ability for people to connect from environments like around Bonnie

Lane with locations like Hempstead road, since the grid connections within the street network around there are relatively few and far between.

Figure 29:2019 Sidewalk Grant Request. In 2019 the Village Applied for a grant from the State Dept. of Environmental Conservation which will help leverage investment in a sidewalk upgrade within the spine of the community along Union Road. It is an example of major continuing local interest in having complete streets and a quality sidewalk network.

Traffic Friction

This document does not rigorously analyze roads or intersections capacity, nor relative waiting times/ delays at intersections, because the scope of analysis was outside of the project budget. However, as congestion is a major concern region-wide, there is an effort to define characteristics of congestion, including what seems to be a notable amount of 'non-recurring congestion' within the community.



The Federal Highway Administration, indicates:

Roughly half of congestion experienced by Americans happens virtually every day – it is "recurring". This is the type of congestion where there are simply more vehicles than roadway. Recurring congestion occurs during peak travel periods for a simple reason – the number of vehicles trying to use the highway system exceeds the available capacity. Effectively managing demand during peak periods involves convincing travelers to make their trip at a less congested time, on a different mode, on a less congested route, or through a means other than travel on the highway system (e.g. telecommuting)⁴⁶.

Some tools identified as available reducing recurring congestion are:

- Arterial management, including:
 - Access management; and
 - Traffic signal timing
- Corridor management, including bottleneck management;
- Active transportation (such as promoting an increase in walking); and
- Travel Demand Management⁴⁷.

These techniques are identified because they have often been deployed in New Hempstead/ greater Ramapo. They serve as examples of methods available for improving traffic and circulation, depending on context, at an area-level and at the site- or project-level.

Moreover, within Rockland, indications are that there is prevalent 'non-recurrent congestion'⁴⁶. This type of friction may be related to incidents like accidents, weather, special events, and road work⁴⁹. It often can be beneficial to employ different techniques to manage and lessen potential disruptions.

In New Hempstead there is at times periodic congestion that arises at private schools. Much of this is attributable to a State Education policy preventing the use of school bussing subsidies/ underwriting on State and local holidays when public schools are not in session. Likewise, on Sundays, there are instances of congestion when private schools are in session. Moreover, with a prevalence of religious shrines and cemeteries in New Hempstead, such as by Brick Church Road, there have been occasions when funerals or observance of religious events has resulted in congestion (Town Police keep attuned to this and often provide traffic control). Moreover, congestion has been attributed to athletic events and activities at 'Rockland Boulders' Stadium⁵⁰. Generally, management practices, like event or incident transportation plans, can be tools available for deployment to minimize the effects of special circumstances on the transport system in order to optimize its reliability and available capacity.

⁴⁶ https://ops.fhwa.dot.gov/program_areas/reduce-recur-cong.htm

⁴⁷ Ibid

⁴⁸ Personal Interview by David Gilmour, AICP, Senior Planner, Laberge Group, with Town of Ramapo Police Chief, Brad Weidel, November 13, 2018.

⁴⁹ https://ops.fhwa.dot.gov/program_areas/reduce-non-cong.htm

Park & Ride Locations

Given potential for a high cost of personal transportation, such as operating a single occupant vehicle, plus the benefits of commuting as a convenient and efficient form of travel, there is a regional network of locations established, whereby a car may be parked, often free of charge, so people can take transit, or jointly travel together, such as to work⁵¹. Park & Ride sites help enable transit utilization and leverage alternatives to high rates of single-occupancy vehicle trips which can congest roadways.

Table 23: Park & Rides Near New Hempstead

Site	Municipality	Location	Spaces Available	Spaces Occupied
Mount Ivy P&R	Haverstraw	Southwest Corner of Rtes. 45/202	224	48
North Ramapo	Ramapo	Route 45 just N. of Sanatorium Rd.	22	2

Source: Rockland County, January 23rd 2019

There is not a 'Park & Ride' in the Village, but **Table 23: Park & Rides Near New Hempstead** identifies two of three Park & Ride's located close to its outer edges. Mount Ivy Park & Ride, in the Town of Haverstraw, is located on the southwest corner of NYS Rtes. 45 & 202. The North Ramapo Park & Ride, is on NYS Rte. 45 just north of Sanatorium Road at the entrance to the Town's Eugene Levy Memorial Park. Spring Valley Bus & Rail Station, in Spring Valley's core, consists of five lots with 320 spaces. Currently, the two closest Park & Ride facilities experience low levels of utilization, as verified by vehicle parking counts on weekdays between 11am-3pm as performed in 2017 by Rockland County Planning.

Transit Offerings

Transit of Rockland (TOR), operated by the County, is a public transportation option that operates within the County. Bus routes 95, 94, 93 & 91 all contain routes that go in or adjacent to the Village.

- TOR Route 91 travels along NYS Rte. 45 as part of service covering New Hempstead Road east of there and a super-loop accessing Spring Valley, Nanuet, Nyack, Congers and Haverstraw.
- TOR Route 94 travels on McNamara Road, Pomona Road and NYS Rte. 45 (including County offices), while servicing a broader route covering Spring Valley, Maple Avenue, College and Forshay Roads, a segment of NYS Rte. 306, plus Mt. Ivy and environments further north;
- Route 93 travels on Viola Road amidst its service to Pearl River, Palisades Mall and Sloatsburg;
- Route 95 travels along NYS Rte. 306 serving RCC and Haverstraw's core

⁵⁰ Ibid

⁵¹ U.S. Census journey to work data – which presents the average one-way time utilized to travel to employment for all persons residing (living in a community - is examined within the 'economic development' section.



There are eight bus shelters available on NYS Rte. 45, two by the County Complex or on by Sanatorium Road, plus one on NYS Rte. 306. Rockland County received federal funding for an ongoing bus shelter improvement program. It does not appear the Village has formally requested any such upgrades or new installations.

The County/ NYSDOT also operate Hudson Link regional service (along NYS Rte. 59 & 187/287). It extends into Westchester County as well as making links with rail transit stations.

Private bus operators also serve Rockland County. Based on identified local route segments they include:

- Coaches USA/ Red & Tan – including a run along NYS Rte. 45 between Mt Ivy Park & Ride and Spring Valley and further south; and
- Short Line, Monsey.

Finally, there is on-demand paratransit operated by Rockland County. This service is available to senior citizens and special needs populations.

Traffic Safety



Figure 30: New Hempstead Road by Pennington Way

Per a basic examination of data on automobile and pedestrian crash incidents severe injuries and deaths for 2016 and 2017⁵², there were no Fatalities identified as occurring within the Village. During this same period, there were six Personal Injuries. However, it is recognized that there is a statistically significant rate of pedestrian deaths within the Town of Ramapo / Rockland County compared with other areas within the State.

One concern of the Chief Elected Official has been high rates of speed and a seemingly high number of mainly minor

traffic accidents/ incidents on the curve in New Hempstead Road, just east of the Pennington Way. The Mayor has collaborated with the NY State Assembly Representative to achieve a State funding allocation that will underwrite installation of traffic control upgrades at that location.

Local Land Use Laws Pertinent to Transportation System Development & Management

Within the Village Code, Chapter A300 - Street Specifications, provides graphic depictions of typical standards for construction of new roads and appurtenances like drainage facilities, sidewalks, and utilities services and procedures for inspections during construction and final sign-off/acceptance. Additional

⁵²Data sourced to Rockland County (2017 data used is defined as Preliminary).

prescriptions for street design / layout are provided in local Subdivision standards in Chapter 255, including §255.32.H:

- Sidewalks are required on both sides of streets (four feet wide in R-Zones and six feet wide in non-residential areas).
- Minimum street width (layout of traveled way) is:
 - Collector Street - 30 feet in all Residential (R) zones;
 - Collector Street - 40 feet for non-residential zones;
 - Local Street – 30 feet in all residential and non-residential zones (except that in 1R-50, 24 feet width is allowed)

Also, per this policy:

- Intersections design, within 255-32.C, provides for avoidance of four-corner intersections, instead typically requiring and offset of at least 150 feet from nearby streets. This standard causes less connectivity within the overall street network, instead promoting more turns and possibly contributing to low levels of linkage between streets and a prevalence of cul-de-sacs.
- Maximum cul-de-sac length is established as 12 time the Minimum Lot Width applicable to the overlain zoning districts (255-32.E.); however, this standard is either confusing or in-conflict with a standard in 255-32.H, the latter which provides a permanent cul-de-sac standard of maximum of six times lot width and a temporary cul-de-sac standard of 12 times width. This should be clarified to ensure intended performance.

The Village has a Sidewalk Fee that is charged if construction of sidewalks is waived by Planning Board within a subdivision. The Village should routinely re-evaluate this cost charged per linear foot to ensure the fee keeps up with inflation in construction and other typical component costs. This will help ensure that there is not an incentive for requesting a waiver for sidewalks because this fee is comparatively lower than the actual cost of construction.

There should be consideration to remove a standard that discourages design of four-way intersections. This will promote street grid inter-connectivity. It can provide a way to lessen congestion at key intersections by enabling greater route choice. Having a low density of intersections and high incidence of cul-de-sacs forces more cars through fewer points, thereby influencing an increase in congestion. Rather than retaining this standard which was originally instituted in order to promote isolation of neighborhoods from heavy usage by vehicles making other than local trips, it is suggested that it is now better to protect the residential character of New Hempstead's lower-density residential neighborhoods through greater focus on laying out narrower vehicular travel lanes within new streets in residential neighborhoods, as well as by introducing other traffic calming, including through promotion of low vehicle speeds within residential zones.

Since the grid is limited and there is a prevalence of walking in the community, the Village should institute a standard within zoning that requires establishment of limited easements/ permanent set asides of space for walking/ bicycling between adjacent neighborhoods/ land uses. This will help establish and enable non-motorized connectivity. This prescription could involve setting aside 15 or 20 feet, such as between lots at the end of cul-de-sacs. It would enable connectivity where otherwise a very long walk, bicycle, or car is required to reach a destination by road within the limited existing Village street grid.



An example of a place where there are multiple cul-de-sacs is between Pennington and McNamara Roads. A place which provides an example where a mid-block pedestrian easement could have been useful, but is probably not achievable now, is on Bonnie Court. There is almost a 1/2 mile between Greenridge Way and Flint Drive, so someone must traverse a long distance on foot, north or south, in order to go east towards Hempstead Road and beyond.

While this plan does not promote wider residential streets, such as to enable parking on-street within residential zones, consideration to provide for pull-overs areas. This may offer a way to aid vehicular movement and temporary parking around activities in residential zones, like small home-occupations. Considering that there also appears to be many allowable types of home-based religious land uses, this can aid traffic around these. An example of an area with many cul-de-sacs is within a superblock formed by NYS Rte. 306, East Willow Tree Road on the north, and McNamara Road.

There is a local land use guideline that promotes permanent set-asides for school bus pick-ups (Subdivision regulation 255-43). Village officials indicate there is not support for establishing bus pullover areas and that this lack of support extends to public schools and Rockland County. A reason is that drivers often exhibit dangerous behavior around pulled-over school buses. Therefore, this local policy standard should be repealed. Still, as part of upgrades to local land use laws, it could be beneficial to promote the integration of transit facilities within the road system. Providing space for bus stops, waiting and access areas, shelters, traffic controls /signage, bicycle parking, and space for transit technologies offers a way to help enable greater use of transit. This can alleviate congestion and it helps establish transit as a desirable alternative to single-occupant vehicle trips.

Other Transport Analysis/ Recommendations

North-South Non-Motorized Trail – An opportunity for community recreation and transportation enhancement is represented in the potential to establish a non-motorized corridor that connects the Mt. Ivy neighborhood / Mt. Ivy Park and Rockland Boulders Stadium in the north with the edges of Spring Valley and open spaces in and by New York County Club in the South. While this might be attractive to the general populations of Rockland County, it does not fit with the focus of the Village to control access to the outside world. The Village has consistently noted its opposition to extending a trail through the Village and would prefer to provide linkages between Village neighborhoods and not to the rest of the County. A trail as noted would be an intrusion in a Village that prides itself in its independence.

Transport Facilities Inventory & Conditions Analysis – It is suggested to create a comprehensive database of all roads infrastructure. A complete streets inventory can generate detailed descriptions to characterize right of way features, the presence and specification of sidewalks, curbs, shoulders, pavement widths and conditions, traffic signage and pavement markings (like crosswalks), and other features. Such a tool can also be used to define the extent of universal accessibility by cataloging the presence of curb ramps, plus any other desired attributes. This will provide Village leadership with information to assist its budgeting. Such a tool can be useful in confirming priorities and establishing a program of sustained upkeep and investment. Many Village streets were constructed within the last 50 years. As infrastructure ages, there should be care to ensure that capital assets do not deteriorate. Establishing a database can help the Mayor and Trustees maintain and enhance the Village's transport infrastructure. Moreover, it can provide the basis for a mandatory 'Transition Plan'. This federal type plan and requirement calls for a municipality to have a handle on how it will, over time, achieve and maintain uniform (handicap) accessibility within facilities it owns. Since roads are the primary capital facilities owned by the Village, having this type catalog and evaluation can help guide outlays for installing accessible curb cuts, advancing sidewalk and pedestrian safety improvements, or upgrading drainage infrastructure. Generating an assessment of pavement and other road conditions will also provide standardized information about which investments may have high returns on investment and can help preserve pavement and road beds versus cost-effectively. This way the assessment will be useful in cost-benefit assessment and deciding which roads to prioritize for maintenance. Overall, generating this information can assist capital planning and sound utilization of public funds. While this recommendation is noted, the Village notes that its Engineering Consultant is actively completing such a plan as evidenced by the Pavement Plan in appendix I.



Long-Range Planning for the Northern Edge of the Village - Past actions pertaining to Palisades Credit Union Park/ Rockland Boulders Stadium construction have had lasting effects on the Village based on proximity of this facility to the northern part of the Village. It is acknowledged that there was significant opposition towards Stadium construction; however, this land use, while contentious, is now permanent. The stadium will continue to be used for events, and there will be efforts to sustain and optimize this facility. Therefore, the Village should articulate and advocate for its interests regarding how best to achieve orderly growth around the Stadium. This way, avoidable traffic congestion can be mitigated and there can be protection and enhancement of community character in and by the northern section of the Village by the Laboratory Office (LO) Zoning District, Pomona Road, NYS Rte. 45 and Carole Lane.

One local concern has been the need to manage traffic at the Stadium so that congestion does not arise and persist during events. This Plan notes that the traffic mitigation measures for the Stadium were never completed according to the plans. The Plan promotes coordinating events-related transportation management. The Town should be requested to re-examine ways it can help apply physical as well as operational measures to ensure that traffic associated with events at the stadium is practicably minimized. It is common for local governments to participate in multi-party efforts, such as with police, NYSDOT, and emergency service entities to form event-specific strategies to help avoid congestion. The byproducts of this might be use of tools like electronic highway information signs, or public service announcements, and utilization of techniques like police traffic direction or special signal operation.

The Town of Ramapo Comprehensive Plan promotes the opportunity to coordinate future transport system enhancements within this area. This includes recommendations to establish area-level non-motorized trails and connectivity. Ideally, while it is not popular, there should also be study into how to optimally layout a framework of interconnected streets (and major commercial driveways) so there is a well-thought-out framework for access to undeveloped lands prior to the receipt of any land use proposals. Achieving some additional network connectivity can reduce the likelihood of congestion as the region grows. As part of conceptual network planning, it is essential to adequately screen and buffer existing residences in the Village from any new circulation upgrades, as well as new development.

The Stadium is adjacent to the Village's LO District. There is an opportunity for economic development on properties in this District. Plans for development in the LO have contemplated how to fit with the context created by the Stadium and its surroundings. Besides buffers and screening that protect existing residences to the south of the Stadium from any commercial or mixed-used development that may occur in the LO Zone, or by the Stadium, development in this area needs to complement community character and advance Village economic objectives. Hence the plan provides for a new Planned Unit Development Zone as part of its gateway development efforts. Coordinated commercial and residential uses will be developed as an entity to provide opportunities for a hotel, limited housing and enhanced commercial opportunities. It will include a circulation plan as well as extensive natural buffer areas to protect neighboring residential properties. South of the PUD, extensions of the Neighborhood Commercial Districts are proposed for properties fronting on Route 45.

Since this is a major potential development node, it is in the interest of all parties to ensure land use on Pomona Road corridor evolves so there is not congestion during events, or as part of background growth, as this is a desirable location that affords excellent access to Palisades Parkway, and NYS Routes 45 and 202. Thus, the Village should request for the LDC and Town examine whether measures intended to mitigate potential congestion as identified within the original environment review for the Stadium have been implemented and whether any such measures can be refined in order to aid circulation. Planning for around the LO Zone and Stadium is a topic for which there is excellent opportunity to facilitate strong collaboration between the Town and Village to ensure this location is developed in smart and sustainable way.

Gateway/ NYS Rte. 45

Corridor Plan – Based on comparable nearby road capital investments and the descriptions in regional plans, efforts to improve this corridor and New Hempstead Road intersection appears to be of interest to parties like NYSDOT and the County. The Village should promote establishing zoning treatments that reinforce positive visual qualities of the route, including buildings setback from the road, pleasing architectural character, and parking behind buildings (and landscaping) and even shared parking to reduce potential asphalt expanses. Moreover, at key transitions, like by Pomona Road in the north, plus in the



Figure 32: Example of an Offset Non-Motorized Trail Corridor

While the available space is more limited than is shown in this photo, the NYS Route 45 corridor seems like an ideal place for an offset non-motorized trail that can serve as a sidewalk and bikeway. Credit: <http://www.pedbikeimages.org> & Photographer Danny McCullough

vicinity of Rovitz Place/ Fastov Avenue, or the southern-most point on Old Schoolhouse Road, south of New Hempstead Road, zoning should emphasize provision of landscaping, including through lighting and signage treatments, so people travelling these corridors perceive gateways, nice appearance and so sense of place is reinforced. Simultaneously, the Trustees should advocate for major grants to upgrade highway infrastructure. This way there will be integration of road capital investments, like providing turning lanes in places like Washington Avenue, plus preparation for other intersection enhancements, widened shoulders, and placement of sidewalks either adjacent to the road, or setback from the route akin to is done in boulevards. This will bolster an amenity rich environment and support desired land uses. The route is pleasing to travel through and one can sense transitions, so these should be reinforced; however, achieving an integrated upgrade will require cooperation with the Town and Village of New Square so their zoning and economic development planning is in alignment.



Land-Use Transportation Optimization –The Village could consider some limited allowances for a mix of uses on a single property as a way to reinforce live-work options and to support people who want to live in places where they can rely on transit. Also, in order to fund road upgrades, discretionary density and mixed-uses, subject to the discretion of Village Board, only along the two State Highways. In exchange, the party receiving density/ mixed-use would be required to pay a fee into a village transportation fund. This could generate revenues and matches for road, sidewalk and non-motorized systems development. The Village’s budget is quite small, and the elected leaders pride themselves on low tax rates, so this provides a market-based way to leverage zoning as a source of alternative Village financing.

McNamara Road Character Enhancement – The McNamara Road corridor has nice character. Unfortunately, only the east side of McNamara is Village controlled. It is tree-lined, with stone walls and fences, and the buildings are often set-back from the road. The route sits on a ridgeline above the South Branch of Minisceongo Creek. There should be Zoning supplemental or site plan review standards established which will help conserve and protect the visual and environmental features on the New Hempstead side of the road. This could involve establishing a new zoning technique to help preserve the open spaces, wetlands and steep slopes on the New Hempstead side.

Road & Sidewalk Policies / Prescriptions

- *Road Inter-connections* – Many locations in the Village have limited road access because they are adjacent to dead-end streets. It is recommended that most new development in the future should be serviced with through-streets that stitch and connect the local road network back together. Examples of places fitting this example include by Ash Lawn Avenue and Pleasant Ridge Road.
- *Five-Foot Wide Sidewalks* – There should be a standard requiring that any new sidewalks within residential area provide for a general width of five feet. This width enables a person to easily travel with a stroller and it also enables two people to comfortably walk side-by side. This change from a required four-foot width in residential land uses should be reflected in zoning and other Town Codes⁵³. An objective for five feet can also be promoted for sidewalks rehabilitations. A recent grant application by the Village to New York State for funding of sidewalk improvements along Union Road will seek to generally increase widths of existing sidewalks from four to five feet.
- *Tighter Corner Radius* – For new Minor Streets, requiring curb radii less than 35 feet will help ensure that there are fewer vehicles rolling through intersections. This is a form of traffic calming. In order to implement this requirement, it may be necessary to modify land use laws specifications (including diagrams) in order to appropriately define the requisite materials, design parameters, typical standards, as well as the methods for constructing curbing and curb ramps at these types of intersections.

⁵³The standards for providing sidewalks within non-residential developments already promote sidewalks wider than five feet. These are considered generally adequate for aiding pedestrian mobility, although in some locations it is suggested to formulate additional standards and design guidelines in order to achieve the layout of trails and/or sidewalks that are setback from road edges.

- *Residential Parking* – At project public meetings there was public comments in support of changing residential standards in order to allow up to two “small” commercial vehicles to be parked on-site within residential lots/ zones in addition to personal vehicles. The appeal focused on construction workers not being able to drive their primary work vehicles home and park them in their yard after work. If local leaders want to pursue this option, an accessory special use permit to ensure there is adequate driveway area provided that the parking arrangements proposed do not impede circulation access and these are suitably screened from adjacent properties. If there is a decision to allow this use, standards should define limitations in terms of maximum size of vehicles, identify that any maintenance of vehicles (and any storage or manufacturing or fabrication of materials) is strictly prohibited.

Since no definition exists as to what “small” commercial vehicles are, and since the residential impacts are visual considering the signage and graphics on the vehicle, it might be better to define small commercial vehicles as ones that can fit in a standard garage, and then require all commercial vehicles to be housed in the garage instead of in the driveway. Otherwise, the prohibition of commercial vehicles from residential driveways should remain.

Transit Enhancement – It seems that common destinations for residents are greater Spring Valley and perhaps to a lesser but significant extent to New City. As part of helping make bus options available within the sub-region around New Hempstead, the Village could collaborate with other municipalities and the County to promote enhanced public bus transit, so there is much more frequent and easier to use service connecting New Hempstead with nearby centers. Likewise, as there are high rates of residents journeying to work from New Hempstead to NY City and the inner-ring suburbs of the greater New York Metro Area, the Village can collaborate with officials from Hudson Link transit and private carriers and economic development agencies in order to foster quality and diverse and safe transit service offerings for people traveling to work outside of Rockland County. It makes sense as part of these efforts to promote heavier utilization of the designated Park & Ride facilities located around the Village. An idea expressed in public comments during plan development is that it could also be desirable for there to be a more convenient array of pick-up points for buses (especially private carriers), and it could also be desirable to allow for hailing of private buses on major roads, if both of these arrangements can be accomplished in a safe way.



COMMUNITY SERVICES & SCHOOLS

Police Protection

As State law mandates, towns which have police departments must provide coverage to villages within local jurisdictions that do not maintain their own departments. New Hempstead is served by the local Town of Ramapo Police Department. In addition, regional agencies with presences are: NY State Police (Troop F in Haverstraw at 8 Thiells Mt. Ivy Road), Rockland County Sheriff, and Palisades Interstate Park Commission Police.

This section overviews Town police as part of the public safety service mix residents receive. It is important to recognize that Village Trustees do not define police services or budgets, rather, they coordinate with and advocate to Town elected concerning Village interests and priorities. Data collected for the Town of Ramapo is given for the entire jurisdiction and is not broken down into crime incidences occurring within, or services provided to, Villages individually.

The headquarters for Town Police is at Town Hall – at 237 NY State Rte. 59 in Suffern. Town police staffing, in late 2018, was defined by the Chief of Police⁵⁴. This includes 103 police officers; 14 detectives; 19 dispatch; plus, other staff (including clerical), and a mechanic. The services that Town Police provide include: animal control; certain code enforcement activities (like parking enforcement and refuse management), plus some school- and youth-oriented policing. The three main Police divisions are: 'Patrol', 'Investigative services' and 'Headquarters'. The latter includes the core administrative body responsible for day-to-day agency operations.

There is a high-quality communications network and there were recent upgrades to dispatch systems which the Town provides for itself and all EMS/ Ambulance services besides Hatzolah EMS. Fire-related 911 emergencies calls come through the system and are then pushed to the County's regional dispatch system.

Table 24: Snapshot of Total Index Crimes & Major Categories Reported County-Wide & By Local Jurisdictions :2017 (No Incomplete Months Reported)

	Total Index Crimes	Part of Index Defined as 'Violent Crime'	Violent Crime as Percent of Total Local Index	Part of Index Defined as 'Property Crime'	Property Crime as Percent of Total Local Index
Town of Ramapo PD	737	44	6.0%	693	94.0%
County Total	3,404	397	11.7%	3,007	88.3%

Source: 'NY State Division of Criminal Justice Services, Uniform Crime Reporting File', known as FBI Crime Statistics.

The **Table 24: Snapshot of Total Index Crimes & Major Categories Reported County-Wide & By Local Jurisdictions :2017 (No Incomplete Months Reported)**: shows that the highest percentage of crimes committed in the Town (and the corresponding Village) are property crimes (94%), with the remaining 6% that are violent crimes. The Village like the broader Town is a relatively safe place with a low prevalence of violent crime. 'NY State Division of Criminal Justice Services, Uniform Crime Reporting File' reports 'Violent'

⁵⁴ Laberge Group Personal Interview of Brad R. Weidel, Chief of Police, November 13, 2019, by D. Gilmour, AICP, Senior Planner.

and 'Property Crimes' by policing jurisdictions only⁵⁵. Violent crimes include murder, rape and robbery, while property crimes include burglary, larceny, and motor vehicle theft.

Police-based Traffic & Pedestrian Safety

A major activity of Town of Ramapo police is providing traffic enforcement and safety. The Police Chief indicates there are extensive efforts to facilitate traffic safety, including for pedestrians and bicyclists throughout Town. A highly common quality of life complaint that the Police receive is for excessive vehicle speeds within neighborhoods. The Chief indicates people often do not obey traffic controls, like signage, and this can translate into pedestrian risks. Thus, the police have worked to educate within that realm.

With a sizable Jewish population, this community has different religious holidays than many places in the region. As such, the Sabbath on Saturdays can influence unique travel characteristic within the community whereby there are often periods of congestion on the Sabbath. This may trigger a police presence in order to assist traffic control. There can also be a need for assistance providing for traffic management around private schools on days when public busing is not available to transport students, such as on federal holidays. Moreover, periodic religious observances/ gathering at New Hempstead's extensive cemeteries can also trigger police assistance with traffic management.

In addition, the Chief advocates for better road maintenance and environmental design improvements, indicating it is beneficial for new developments to always install sidewalks. There was also a need cited for better shoulders, infill sidewalks, and improved road maintenance. The Chief also felt that the roundabout in Wesley Hills, a prototypical and quite innovative intersection treatment, is working fine and that there is a necessary adjustment period for users to get familiar with the roundabout and how traffic should flow through it.

Specific data on traffic incidents, including motor vehicle crashes involving pedestrians or bicyclists and deaths or severe injuries has not been collected. There are anecdotal indications that there are high levels of crashes involving deaths and severe injuries to walkers and bicyclists within the broader community, these are among the highest in the State and region. Crashes involving pedestrians make for a serious public health concern. The Town is actively implementing a circa 2017 Pedestrian Safety Action Plan (PSAP) program grant from New York State Department of Transportation, so the Village might be able to coordinate with the Town on this and leverage some resources deployment to promote upgrades of traffic safety controls in order to advance pedestrian safety within the Village for a priority site or sites. Examining the potential to enhance/ upgrade the high-volume intersections is a logical starting point.

Village officials can advocate for the local police to periodically conduct high visibility traffic enforcement. For instance, police can be requested to routinely perform spot traffic enforcement along major corridors, especially during morning and afternoon peak commute times and points of high congestion. Since residents throughout the community often expressed concern for high traffic speeds within neighborhoods, the same type of enforcement should periodically occur on lower volume neighborhood streets. There can also be examination of where there may be locations that the existing street network designs and road geometry can be altered to promote better traffic management and safety. The Village has begun a series of traffic calming measures to address areas of common complaints.

⁵⁵ Index Crimes Reported to Police: 2013-2017



There has been some increased periodic congestion at the edge of the Village along Pomona Road and Route 45 that appears associated with the Stadium. This is an example of a location in the Village where the police could work with the site operators and individual event organizers to help manage potential traffic fraction that could be attribute to the occasional surges during events as people come and go from these activities. Police assistance with traffic management on heavy traffic days at places like the stadium, school and cemeteries, would help create a safe environment for drivers, pedestrians and bicyclists. Village officials point out that there are strategies outlined from when the stadium was being planned which can be advanced to mitigate congestion, that originates at points in time, like when there are sporting or community events at the stadium.

Future Police Operational Needs

The headquarters of the Town's police department, at Town Hall on NYS Rte. 59, is a distance from the Village. Moreover, if there is heavy traffic on or around police headquarters in Suffern/ Airmont, some lag and longer response times could result, if a patrol car is not already operating nearby. The Village could advocate for always having a dedicated patrol on-duty in and by the Village. Furthermore, as the population of the Village and that of the surroundings grows, the Village should continue to track the Town's police equipment and personnel needs and level of service delivery. As part of long-range growth planning, it can be advantageous to monitor whether an opportunity emerges to efficiently establish a police substation near the Village which can aid overall police service and response times in this part of town. The new Village Center proposed for Fairway Park would be a likely choice for such a facility.

Fire Protection

Rockland County has 26 fully volunteer fire departments providing firefighting and emergency response support at 51 physical stations⁵⁶. The parts operating within the Town of Ramapo includes nine volunteer departments with 13 stations in-town, plus four stations situated outside its eastern and northern edges. Of these, there are stations in in Orangetown, plus one in Clarkstown, and another in the Town of Haverstraw that directly service a part of Town of Ramapo and which are not just called upon for mutual aid requests.

Discussed separately there are also multiple distinct ambulance corporations and Emergency Medical Services (EMS) providers. The system of acute emergency/ safety services further consists of multiple police forces. Finally, County services support fire-fighting and emergencies/ hazard event responses, including an advanced life support EMS, a Hazardous Materials Incident Response Team, a Helicopter Emergency Lift Program, a Technical Rescue Team, and the regional fire training facility/ appurtenant facilities on 13 acres at Firemen's Memorial Drive which is just beyond the Village boundary.

Descriptions of apparatus are sourced to 'Rockland County Fire Service Directory', 2018, which inventories capital rolling stock type equipment in the region, but does not present age or condition of assets. Other descriptions are derived from organizational websites, as available, personal interviews, or other identified sources. The Village is directly receiving services for fire safety needs from what Rockland County labels as 'County Dept. #6' – which is Moleston Fire District and which is home to Hillcrest Fire Company No. 1.

Hillcrest Fire Company No. 1 – Moleston Fire District is a district corporation and political subdivision of the State of NY. It is distinct from the Towns of Ramapo, Haverstraw and Clarkstown in which it is located.

⁵⁶ Rockland Tomorrow: Rockland County Comprehensive Plan 301-303.

Hillcrest Fire Company No. 1 is the not-for-profit that constitutes the fire department of the fire district⁵⁷. The Fire Company serves over 10,000 residents and businesses in 36 square miles in parts of three towns.



Figure 33: Hillcrest Fire Company No. 1, Hillcrest

Within Moleston Fire District there are three stations. The two that appear to primarily service the Village are Hillcrest and Ladentown. Hillcrest Station, at 374 North Main Street in Spring Valley. It is one block from the Village. Ladentown Station is in Suffern is at 631 NYS Rte. #306. The third station is located in Mount Ivy within the Town of Haverstraw.

In terms of rolling stock – Hillcrest has five fire engines/ pumpers; two ladder (aerial) trucks, and four tankers. Other apparatus includes a heavy rescue vehicle, two 'patrol'/ crew transport vehicles and chief's truck. Equipment includes a fire prevention unit. The all-volunteer department has over 250 members of which 115 are active duty.

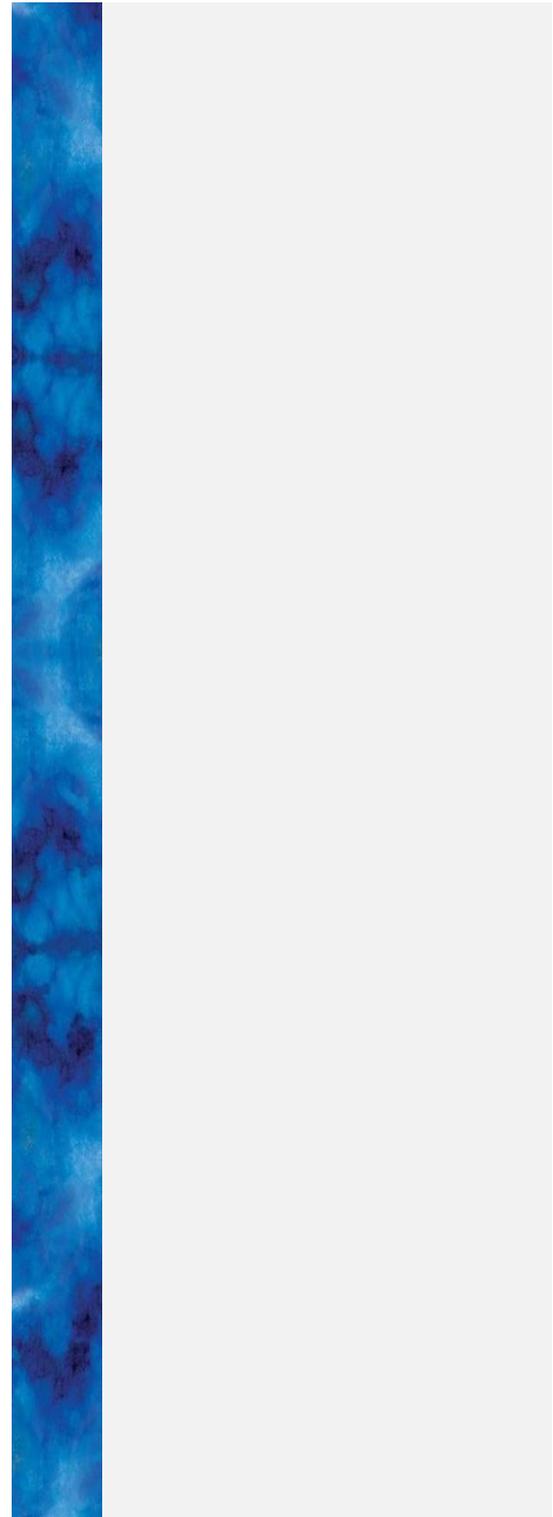
There has not been rigorous evaluation of the levels of service provided by Hillcrest. Nor has there been correspondence with this agency as part of Plan development. Based upon desktop research, there do not appear to be maps of fire districts within and overlapping the Town of Ramapo available on-line, such as on the Town web site, or the County GIS website portal. Since the Village is located geographically between the Hillcrest stations, based on geographic distances to stations, most or all parts of the community receive adequate service coverage by one or more stations. However, it is noted that public input received at Project meetings does identify that traffic congestion can be a source of higher than anticipated service response times. As part of Plan Implementation, the Village should formally correspond with Hillcrest to identify ways that needs can be assisted and mitigation can be applied to avoid potentially detrimental congestion. It is supposed that promoting 'access management' for new land uses proposed on and by major roads offers a way to avoid potential for disruption due to traffic congestion.

General Fire Protection Opportunities:

District Mapping - There do not appear to be easily retrievable maps that identify the respective footprints for each fire district active within the Village of New Hempstead. It is recommended for the Village to explore, with the Town and Rockland County Planning/ GIS and Public Health divisions, what would be the requirements to obtain definitive databases and corresponding maps which outline service areas and which could be considered for adoption/re-adoption by the covered municipalities. This basic data seems essential for quality operations and future service planning.

Bolstering/ Safeguarding Critical Facilities for Resilient Operation – Some infrastructure is central and necessary to protecting public health, safety, and welfare. The term 'critical facility' includes essential police, fire stations, vehicle and equipment storage facilities, and emergency operations centers that may be

⁵⁷ per http://www.hillcrestfd.org/web_app/main/default.aspx?PT=2



needed (relied on for support) during and after a hazard events like a flood or other severe storm. There can be periodic assessments of ways to bolster the physical capacity and redundancy of these critical facilities and their systems in order to ensure that there is not potential for disruption in the provision of critical safety services in the event a regional emergency/ hazard event. The Village Board could advocate for routine assessments by fire safety entities operating within the Village regarding how they would seek to bolster resiliency of their facilities. Likewise, the Village may be able to collaborate on advocacy by these entities which would be intended to align and secure resources in order to address such needs.

Emergency Medical Services (EMS)

There are multiple EMS and ambulance services operating in and by the Village. These include:

1. Rockland Paramedic Services Inc.,
2. Rockland Mobile Care,
3. Rockland County EMS
4. Spring Hill Community Ambulance Corps
5. Hatzalah EMS Inc.

The Rockland Paramedic Services Inc., a non-profit based in Chestnut Ridge, is an Advanced Life Support service operating in conjunction with local volunteer ambulance corps within the County. Created in 1999, the division has 18 ambulances, a staff of over 100, and a 24-hour communications center.

Rockland Mobile Care provides ambulance service county-wide, as well to some towns in nearby Orange County in conjunction with Rockland Paramedics Services. The organization's website identifies a stock of seven extensively equipped rapid response vehicles. It says the organization provides general ambulance transport, with an overall response approaching 30,000 emergency medical calls. This would translate into roughly 80 calls per day. The organization also provides numerous training courses in patient health and care. The training courses include: medical technician courses (basic, advanced), life support courses (basic, advanced cardiac, pediatric advanced), and tactical emergency medical care. All training courses are overseen by a NYSDOH instructor coordinator. The services provided by Rockland Mobile Care would take approximately 17 minutes to reach the farthest reaches of the Village.



*Figure 34: Spring Hill Community Ambulance Corps
(Source Google Map (4/24/19))*

According to the NYS Dept. of Public Health website, Rockland County Emergency Medical Service (EMS) serves as the regional EMS Coordinator. Furthermore, the County Office of Fire & Emergency Services

directs countywide emergency response operations in conjunction with the County Department of Health, area local law enforcement agencies, and hospitals (2011 County Comprehensive Plan, page 301).

Spring Hill Community Ambulance Corps, based in New Hempstead, provides basic life support services to residents of the Towns of Ramapo and Clarkstown. The non-profit has 10 vehicles including ambulances outfitted at the Basic Life Support Level and 'flycars' which supplement and support ambulances. The website of the non-profit identifies 100 volunteers and over 5,000 '911' calls in 2017. Spring Hill Community Ambulance has a facility at 48 Brick Church Road, on the eastern side of this road within the Village. This is a modern facility on a greater than two-acre lot. The service area of Spring Hill Community Ambulance reached all corners of the Village. The furthest distance from the Brick Church Road location within the Village is approximately 2.5 miles and takes an average of 5 minutes to reach while the remainder of the Town is a shorter distance and time.

Hatzolah EMS of Rockland County & New Square - According to Wikipedia, Hatzolah is a volunteer EMS organization serving mostly Jewish communities around the world, with most local branches operating independently of each other but with a common name. Locally, the group has bases in Monsey and New Square which can provide services within 10 minutes to the far reaches of the Village. Although Hatzolah EMS does not have a location in the Village there is a facility on the corner of 306 and Grandview Ave just outside the Village limits.



Figure 35: Hatzolah EMS of Rockland County & New Square (Sourced from Google Maps 4/24/19)

Village of New Square EMS operates within

the Village of New Square and its surrounding communities. The ambulance service operates on a 24-hour basis with roughly 25 volunteers assisting operations. Desktop research has returned limited information regarding this particular emergency service.

Service area maps of the various EMS entities were not identified through desktop research. It could be beneficial for the Village to advocate for development of these by County Planning and Public Health officials, as they could aid evaluation of services provision and possible gaps. Generally, it is supposed that there is adequate service by EMS providers within the Village. One rationale for this assumption is that the Spring Hill Corps facility is centrally located and it is presumed to be relatively accessible in an efficient manner to all other parts of the community. Furthermore, the subject of event-related congestion management and mitigation is discussed within the Transport Section of this I&A. It is also supposed that any congestion avoidance that can be achieved will benefit EMS providers to roughly the same extent that it aids the provision of emergency support provided by police and fire fighting agencies.

Health & Human Services

Social Services address a variety of population-based needs ranging from wellness and chronic and acute personal and public health, to income and job security, also covering subjects like justice, and housing, just to name some common subjects headings under which the sector is organized. There are diverse forms of

services delivery within the County, which often include not for profit originations and multiple types of collaborations such as public-private, public-non-profit, and other multi-party arrangements. This includes numerous community-based initiatives operating in Rockland that are intended to aid the health and wellness of persons and groups. It is beyond the scope of this document to identify all non-profit and social service functions which serve local populations.

The County government Complex on Sanatorium Road (County Rte. #51) is one main place where the regional population of 330,000 receives public services that are delivered by the County's robust health and social services administration. This complex is surrounded by the Village of New Hempstead; however, the village is relatively isolated and buffered from this major public land use and there is relatively limited road access to these facilities from the Village.

Schools

This section describes the educational environment of the Village. It overviews school populations, the public district, recent public budgeting, and the private school environment which is substantial as there are numerous private schools. This Project does not provide recommendation for public school fiscal and capital planning, but it does provide some policy observations, such as may relate to transportation and recreation. Rockland County Community College, which is owned and operated by the County, is located near the Village and is a major institution of higher education therein.

Table 25: Educational Attainment Levels, Persons 25 and Over, 2018 Estimates

	Town of Ramapo		Village of New Hempstead		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
Less than 9th Grade	6,165	8.0%	262	8.2%	11,852	5.6%
9th-12th Grade/No Diploma	6,550	8.5%	128	4.0%	13,756	6.5%
High School Graduate/Equivalency	20,422	26.5%	729	22.8%	46,136	21.8%
Some College/No Degree	12,407	16.1%	447	14.0%	33,227	15.7%
Associate's Degree	5,317	6.9%	255	8.0%	17,354	8.2%
Bachelor's Degree	14,025	18.2%	751	23.5%	48,888	23.1%
Graduate/Professional Degree	12,176	15.8%	619	19.4%	40,422	19.1%
TOTAL, Residents 25+	77,063	100.0%	3,191	100.0%	211,635	100.0%
% high school diploma or higher		83.5%		87.8%		87.9%
% bachelor's degree or higher		34.0%		42.9%		42.2%

Source: ESRI

Education attainment, as displayed in **Table 25: Educational Attainment Levels, Persons 25 and Over, 2018 Estimates**, estimates that in 2018, the Village has 729 people (22.8%) that attained a high school diploma while 128 (4%) did not have a high school diploma/ equivalency. Compared to the Town overall, 8.5% have no high school diploma and 26.5% have a high school diploma/equivalency, compared to the County's 6.5% with no high school diploma and 21.8% with a high school diploma/equivalency. The Village of New Hempstead has the highest attainment of a bachelor's degree with 751 people (23.5%), followed by the county 23.1% (48,888) and the Town with 18.2% (14,025).

The population of school-aged children, aged 5 to 17 years old, is estimated to have increased in the Village and in the surrounding areas. Town of Ramapo statistics show that in 2010 this group consisted of 30,890 persons or, 24.4% of total Town population.⁵⁸ The Village population is even higher with 28.6% (1,466 people). The US Census does not solely present the number of 18 year old with the Village, but it is recognized that the school-ages population could be larger based on inclusion of the 18 year old cohort, but certainly the number is an approximation as there are persons that attend school who are outside the five to 17 age range. Per **Table 26: Population by Age Cohort Under Age 18** estimates 1,306 (24.1%) persons are school-aged while Town-wide estimates show 32,706 school-aged children (23.6%). There are slightly higher proportions of school-aged persons in the Village than the Town overall.

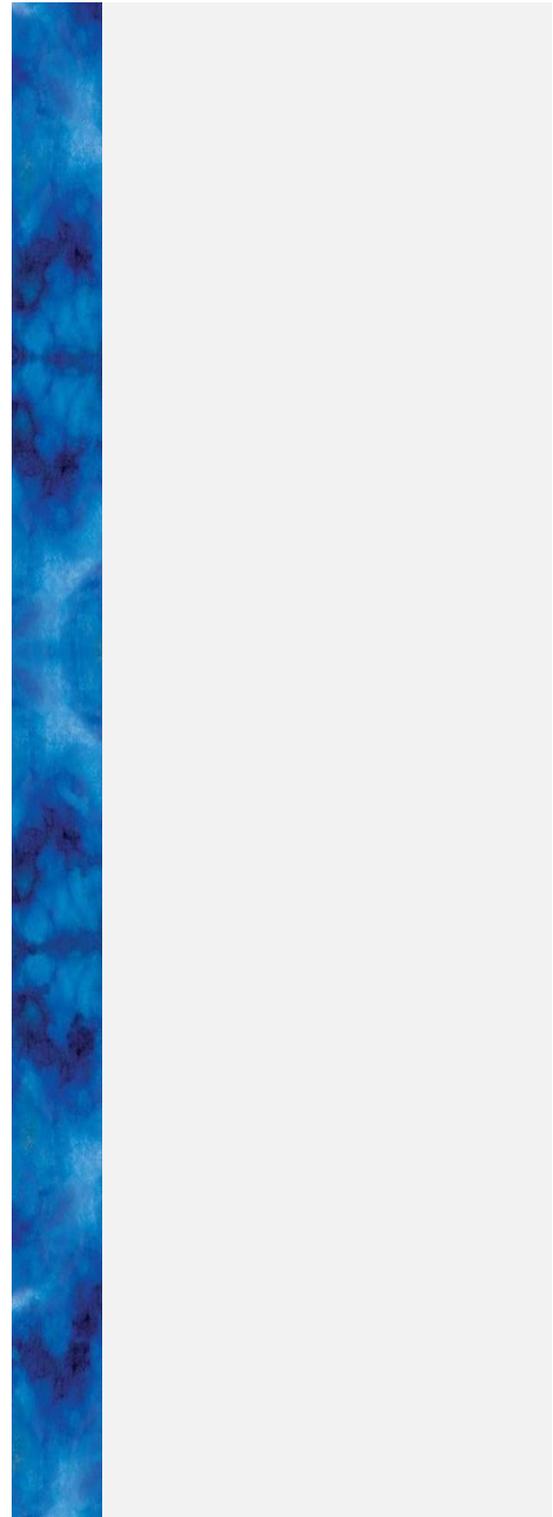
Per **Table 26: Population by Age Cohort Under Age 18**, there is expected to be a decrease in the number of school-aged children. Included in the table are children under five, as changes in this population will eventually be counted within the school-aged children population. Awareness of coming change is essential for planning future resource needs.

Table 26: Population by Age Cohort Under Age 18						
2010	Town of Ramapo		Village of New Hempstead		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
Ages 5-17	30,890	24.4%	1,466	28.6%	63,896	20.5%
2018 estimates						
Ages 5-17	32,706	23.6%	1,306	24.1%	63,132	19.2%

The 2010-2018 estimates indicate an 11% decrease in the population of school-aged children in the Village of New Hempstead. This is in line with the County's decrease of 1% and the opposite of the Town's 6% increase. In addition to the decrease in 2010-2018 there is no change in the population of school-aged children in the 2018-2023 projections, which is the same as the Town and the County shows another decrease of 3%.

Across all three jurisdiction there is as estimated increase in the under-five population between 2010-2018 estimates and the 2018-2023 projections. The Town's increase is highest followed by the Village in 2010-2018, then the County, and in 2018-2023 the County has a higher rate 7% over the Village 6%.

⁵⁸ US Census and ESRI estimates and projections



	Town of Ramapo		Village of New Hempstead		Rockland County	
	Number	Percent	Number	Percent	Number	Percent
2010-2018 estimates						
Under 5 years	1,181	8%	25	6%	644	3%
Ages 5-17	1,816	6%	-160	-11%	-764	-1%
2018-2023 projection						
Under 5 years	1,434	9%	31	6%	1,809	7%
Ages 5-17	85	0%	5	0%	-1,683	-3%

Source: U.S. Census; ESRI (estimates and projections)

With the growing population of children under five there is a need for more nurseries and childcare facilities within the community. As this population continues to increase as projected for the 2018-2023 estimates, quality affordable care facilities will need to be increased to accommodate the need.

Public Schools

The Village of New Hempstead is part of the East Ramapo Central School District (ERCSD). With the number of students in the district estimated at 32,706, 8,598 students are registered to attend ERCSD for the 2017-2018 school year⁵⁹. That leaves 24,108 school- aged children district-wide to attend private and parochial schools, or home schooled. The exact number school-aged children that attend the public school verses the private school within the Village of New Hempstead is unknown.

ERCSD contains one early childhood center, nine elementary schools, two middle schools and one high School. However, there are three schools within the Village and two directly adjacent to the Village. Those labeled (V) are within the Village.

- Kaki at Elementary
 - There are 604 elementary students in grades 3-6⁶⁰.
- Hempstead Elementary (V) -
 - The elementary school has approximately 462 students in grades K-6.
- Summit Park Elementary (V) -
 - An elementary serves grades 1-3 with 514 students.
- Pomona Middle School (V) -
 - 1 of 2 middles school sin ERCSD that services approximately 459 students in grades 7-8 (2018-2019)
- Ramapo High School (V)
 - Has approximately 1,500 students and a highly diverse student body.⁶¹

⁵⁹ <https://data.nysed.gov/profile.php?instid=800000039112>

⁶⁰ <https://data.nysed.gov/reportcard.php?year=2017&instid=800000039116>

⁶¹ New York Department of Education <http://data.nysed.gov>

Public School Bussing

The ERCSD primarily contracts with private transportation companies to bus the district's students every day. However, ERCSD does have 18 vehicles (16 buses and two cars) and it employs 17 drivers. Of the 18 vehicles, 12 have outlived a 10-year prime useful life and five others are approaching that age. The District has called for decommissioning of the entire bus system. It proposed a switch to contracting all bussing services. This could save the District significant money. It may potentially generate revenue from leasing the existing local bus depot. Overall, the ERCSD faces challenges in providing bussing for the private and parochial schools in the area, both physically and fiscally.⁶²

State Education Department Oversight of ERCSD

In 1982 the NYS Court of Appeals interpreted the State's constitution to find that New York State must provide students with the opportunities to "a sound basic education". In 2003 it was further found that a detailed system of educational "inputs" (resources afforded students) and "outputs" (test results and graduation rates) must create a sound education.^{63, 64}

Since 2009, within ERCSD, there have been over 450 teacher positions eliminated. The kindergarten program was also reduced from full to half-day programming, summer school programs were limited, and high school foreign language and elective programs were reduced. This, among other things, led to a prevalence of students failing State standard education tests in English and math, and high school graduation rate dropped significantly below County and State averages.

This led to the New York Legislature passing a bill that gave the NYS Commissioner of Education authority to appoint a Monitor to the district. The Monitor would be the non-voting 10th member of the school board who could propose resolutions and veto decisions. This official would also review and oversee District finances and the Board's decisions, as well as develop a 5-year fiscal improvement and strategic academic plan. The State appointed Monitor could be in place until 2025 if conditions have not improved. In 2016 a team was appointed to focus on finances of ERCSD.⁶⁵

Private Schools

Of 32,706 school-aged children in Ramapo, approximately 24,000 attend private schools or are home-schooled. This information specific to the Village and private school attendance is not tracked by the US Census and nor is it easily accessible data, therefore, precise numbers and information or changes and the institutional distributions are not available.

Private schools in Ramapo consist of religious schools as well as non-denominational institutions. Private schools receive some funding per entitlements of NYS Education Law. This includes funding the public-school districts that finance items such as text books, bussing, and special education including speech and occupational Therapy.

⁶²<https://www.lohud.com/story/news/education/2018/05/01/east-ramapo-budget-seeks-more-busing-private-school-students/564036002/>

⁶³ Levittown Union Free Sch. Dist. V. Nyquist, 439 N.E.2n 359 (NY 1982)

⁶⁴ Campaign for Fiscal Equity, Inc. v. State, 801 N.E.2n 326, 332-40 (NY 2003)

⁶⁵ <https://www.lohud.com/story/news/local/rockland/ramapo/2018/11/07/state-names-veteran-school-administrator-monitor-east-ramapo/1919223002/>



Many private schools are of a Jewish denomination. These schools have different names based on the age of the student. "Yeshiva" denotes elementary-school students, and post bar mitzvah-age students learn in a metivta; however, for purposes herein all levels, K-12, will be referred to as yeshiva⁶⁶. Often these institutions are in the process of being established or expanding. For some, their exact location is unknown and therefore, the total number of such institutions is unknown.

The major differences between private yeshivas and public schools is the religious component of instruction, segregation of genders, and school scheduling. Yeshivas hold school Sunday through Friday, with breaks and days off aligned with the Jewish calendar, not with that of public schools. Yeshivas are segregated by gender throughout all ages and transportation to and from school as well.

Private School Bussing

Bussing of students to and from yeshivas is required to be provided by the public school per New York State Education Law Section 3635(1) (a) transportation will be provided from neighborhood bus stops to a drop-off at a non-public school that is 15 miles or less from the student's home. If the distance is more than 15 miles, per New York State Education Law Section 3635(1) (b), the public school can create centralized pick-up locations but does not have to provide transport to the centralized pick-up locations. This law does not state that the school has to provide segregated bussing, however, it is provided, by ERCSD.

Each year every bus route supplied for public and private schools is put out to public bid by ERCSD, excluding those routes which are covered by the 16 buses owned by ERCSD. Many routes are operated by a small set of bus companies, and some smaller routes are operated by small companies directly associated with particular yeshivas.

NYS Education Law requires the school districts to reimburse the transport providers. One issue for private schools is that the Districts are not required by law to provide transportation or reimbursement for days on which the public schools are not open, like on Sundays and Federal, State or local holidays when yeshivas are in session. The law also does not require reimbursement for students under five, as they are not eligible for transport. Bussing contractors associated with specific yeshivas provide transportation to students under five with costs charged directly to parents.

During days when there is no bus transportation, parents drop off students via car. These are known as "carpool days". There are anecdotes and evidence that these days often create more traffic congestion than days with busses because a bus can hold up to 72 students and each car holds at most 6 students. To alleviate some congestion, the hours for pick-up and drop-off are altered on carpool days to manage traffic flows at the yeshivas. This increases the number of cars on the road transporting students for a longer period of time.

Other School Facilities

Each public school has recreation facilities attached usually with playgrounds and ballfields, see Section Parks and Recreation. Among the private school some institutions have recreation facilities and some do not. There is the possibility of co-use of the recreation facilities between schools and the public as these

⁶⁶ Kramer, Doniel Zvi (1984). *The Day Schools and Torah Umesorah: The Seeding of Traditional Judaism in America*.

facilities are used officially only during and directly after school hours. Joint use of facilities would need to be coordinated between schools and community groups for designated times. Connections between multiple school and the recreation facilities would help create a safe space for students as well.

The schools, private and public, through the town mostly do not have sidewalks along roads beyond the school property. There is little bike and pedestrian infrastructure throughout town for anyone to be able to travel by any method other than car. Minimal numbers of students can walk from their homes to their school in a safe manner as they can in other communities. Students being able to walk to and from schools and the recreation facilities, would provide a more consistent use of public facilities and create a closer-knit community.

Rockland Community College

Rockland Community College (RCC) is financed by and a division of County government. RCC is not in the Village but in Viola in Ramapo, with the main campus on College Road. RCC is part of the State University of New York (SUNY) system. The college offers 51 associates degree and certificate programs. Students can earn Associates of Arts, Science, and Applied Science, Bachelor of Arts or Science and Master of Arts in the arts or sciences, plus there is a Doctoral Program in Executive Leadership. Degrees are offered through articulation programs with four-year schools. RCC enrolls 7,500 full- and part-time students. More than 125 international students are enrolled plus 800 high school students who are pursuing credits.

School Recommendations

As the population of school-aged children increases the need for physical schools will also increase. The location of these future facilities should be carefully considered to accommodate any new facilities constructed and should also take into consideration the surrounding land uses. The surrounding land use should be complementary to a school as well as the neighborhood in which it resides. To plan for these uses as well as safe routes to school and join recreation facilities incentives for development should be considered.

In addition to school builds, the bussing system for both private and public schools need to be analyzed as part of the transportation needs of the Village.

Libraries

The Village is served by Ramapo Catskill Library System (RCLS). RCLS serves 47 charter libraries in Rockland, Sullivan, Orange and southern Ulster Counties and it is the area of the regional inter-library loan network. There are no local branches in the Village. The closest branch is the Finkelstein Memorial Library on 24 Chestnut Street in Spring Valley. Most of the library system income is from state aid based on NYS Education Law formulas, with additional funding from the State through RCLS being part of Southeastern NY Library Resources Council, with funds also sourced from grants. Local branches also directly receive funding from the State, grants, and public appeals.



Hospitals / Public Health

The Village has access to three active area hospitals within Rockland County. Per the County 'Community Health Assessment / Community Health Improvement Plan, 2014-2017', area institutions are:

- Good Samaritan Hospital of Suffern (acute care with an emergency department)
- Nyack Hospital (acute care with an emergency department)
- Helen Hayes Hospital is a rehabilitation facility in West Haverstraw.

The Summit Park Hospital & Nursing Care Center (also known as Rockland County Infirmary) that was part of the County office complex on Sanatorium Road (County Rte. #51) closed in 2015.

The 'Community Health Assessment/Community Health Improvement Plan, 2014-2017' (CHA/CHIP) profiles hospitals starting on page 67. It details Good Samaritan, found in the west part of the Town of Ramapo, as having 340-beds as well as other critical operating features. Nyack Hospital is on the southeast side of the County near the Hudson River.

Per the CHA/CHIP there are four federally-funded Community Health Centers in Rockland which provide services on a sliding-scale as they are obligated. There are two Refuel Health Centers in Spring Valley and New Square; and two Hudson River Health Care Clinics are in Spring Valley and Haverstraw. The CHA/CHIP indicates that per the US Health Resources & Services Administration (CHA/ CHIP page 13) there are census tracts in the Village of New Square which are medically underserved areas/populations. These health centers are available for enhancing access to healthcare.

In discussing barriers to care and health, and elements of the community environment like land use, transport, and housing, the CHA/ CHIP, paraphrased page 14, notes that patterns of future land use should address the need for concentrated forms of development that accommodate the needs and desires of senior citizens for easy and secure access, and youthful householders for more affordable and interactive living. It goes on to state that concentrated developments, including expanded villages, support efficient transport and use of public transportation services. It also states that more diverse housing development is demanded by the expansion in youthful and elderly population, advising a strong focus on affordable, workforce and moderate density housing, with more opportunities for rental and apartment living, with new stock that accommodates needs for public transport, access to health care and community facilities, and in some cases assisted living.

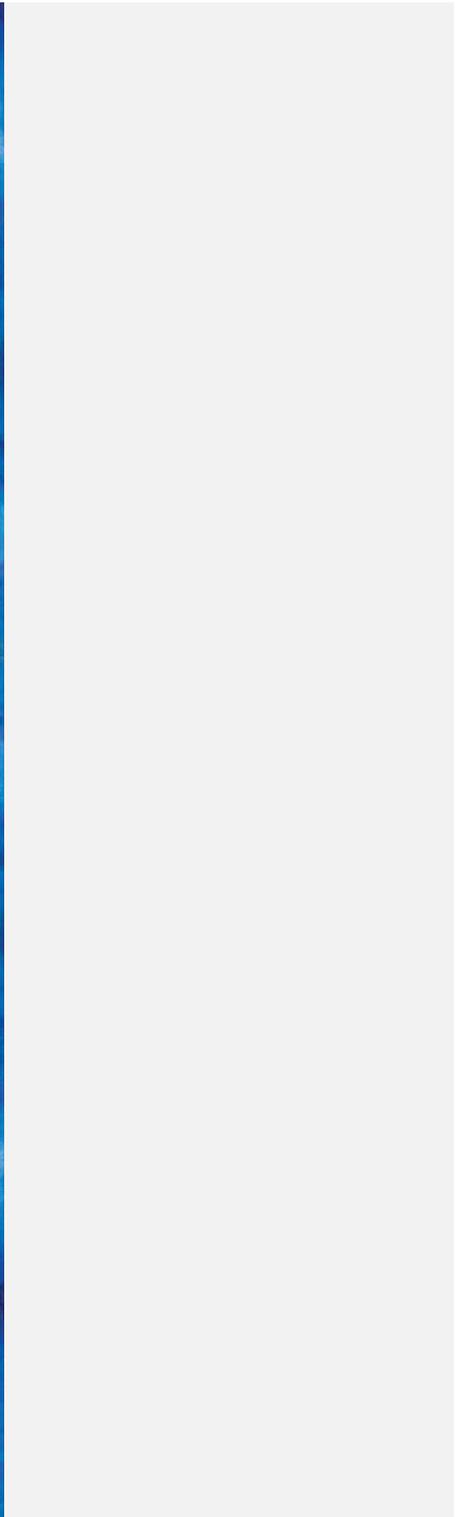
The CHIP identifies solutions to aid community public health. Page 93 of the CHA/ CHIP lists a priority with goals and measures, over the next five years to 'prevent chronic diseases' - with a specific objective presented to reduce adult and childhood obesity (page 94). Considering ways that land use planning can structure environmental land use changes that help counter the rise in obesity that has been experienced in Rockland County - and nationwide - in recent years among both adults and children, it seems notable that the CHA/CHIP promotes interventions to establish physical activity and healthy eating.

Non-Profits/Human Services Located within the Village

- **Visions Center on Blindness** – Visions/Services for the Blind and Visually Impaired is a nonprofit rehabilitation center to assist those who are blind or visually impaired lead active lives in their communities. Located in New Hempstead off of Summit Park Road, the center offers a range of

services for the visually impaired including in-home assistance, job placement, support for unpaid caregivers, short term residential training, and a range of recreational activities in their senior center and adult community center. Additionally, Visions offers programs for visually impaired teenagers to prepare them for high school, university, and the job market. Furthermore, Visions participates in community outreach and awareness events to increase public knowledge about the needs and capabilities of the population struggling with vision loss by conducting presentations, disseminating literature, and sitting on various boards and committees.

- **BRiDGES Independent Living Center** – BRiDGES are a not-for-profit independent living center in the Village of New Hempstead offering a range of services towards promoting advocacy and autonomy for individuals with disabilities. The living center encourages active participation in community life and offers “4 essential core services”: peer counseling, independent living skills training, information & referral, and individual & systems advocacy. BRiDGES approach each individual as unique, and provides services based on a thorough assessment of each individual’s interests and desires, often in conjunctions with partners such as family, faith-based organizations, service providers, government agencies, and peers with similar disabilities. Additionally, BRiDGES assist in attempts to improve legislation concerning those with disabilities through media approaches, advocacy efforts and meetings with elected officials and government agencies.



LOCAL GOVERNMENT DESCRIPTION & PUBLIC WORKS

The Village of New Hempstead has a small public administration that serves the roughly 5,500 residents. Incorporated in 1983, the Village has an elected legislative body composed of the Mayor as the Chief Elected Official, and four (4) Trustees, including a Mayor-appointed Deputy Mayor. The Mayor has a four-year term while that of each Trustee is two-years.

According to the Village's 2019 Budget, Fiscal Year 2019 expenditures are planned as \$1,285,123. The largest allocation goes to combined salaries and benefits, followed by contractual services.

Per the 2019 Budget, assessed valuation of the Village is \$81,119,723. The Village property tax rate in 2019 is \$4.673 per \$1,000 valuation. Per the Budget \$379,123 (29.5% of \$1,285,123) will be raised from property taxes.

Other major portions of budgeted revenues are planned to come from 'Other Tax Items', at \$276,000 (21.5%), emanating from more major sources like 'County revenue sharing' and 'Tax on utility bill'; and 'State Aid' of \$245,000 (19.1%), which emanates from three sources in order of magnitude: 'Highway aid', 'Mortgage tax' and 'State revenue sharing'. Some other categories of revenue are 'Departmental income' of \$204,000 (15.9%) and 'Licenses & permits, \$60,000 (4.7%)'. Per the 2019 Budget, the Village does not currently have indebtedness⁶⁷.

While an inventory of public assets was not obtained, the major classes of capital facilities owned by the Village include: roads and stormwater infrastructure, like appurtenant catch basins and piping. Another major asset is Village Hall and the land and equipment within it, including computers. It has not been confirmed whether the Village owns other lands outside of roads and drainage or other such easements.

Because the administration is small, certain governmental services are contracted, including select ones arranged to be provided by the Town of Ramapo pursuant to Memorandums of Understanding (MOUs). Services procured from the Town include highway maintenance and snow removal of which the Village is scheduled to pay, based on an aggregation from the Budget, \$440,000 in 2019, per three expenditure lines. Separately, \$43,200 is allocated for contractual building and safety inspection services, which is at least part-Town based. Another major contractual service includes 'street lighting' (\$109,000). Smaller categories of outsourcing encompass expenditure for consultants like: Village Engineer, Planner; and Attorney, plus support for aspects of judicial services, general government, treasury, and legal services.

Duties and responsibilities of the Board of Trustees - as the main Village legislating body - are wide ranging in scope and crucial to efficient administration. Management of all Village property and finances falls under the jurisdiction of the Board of Trustees, and, in addition, they remain responsible for the protection of property, the safety, health, comfort, and general welfare of residents, and the preservation and protection

⁶⁷ Recycling (and garbage) curbside pick-up is the main solid waste management activity the Village is involved in. Funds are collected by the Town of Ramapo and the Village contracts with a collector. Within a regional flow control framework, most aspects of solid waste management and recycling are led by Rockland County Solid Waste Management Authority. The Village budgeted \$14,000 in 'recycling rebate' in FY2019, but in that annual budget no outflow is identified based on the way this activity is organized.

of public works. The Board of Trustees also acts as Board of Police Commissioners for the Village. The Trustees hold meetings monthly, the minutes of which are made available on the website.

A five (5) member Planning Board is appointed by the Mayor and subject to review of the Trustees. General responsibilities of Planning Board include the review of proposed developments in accordance with state and local bylaws and regulations. Involvement by providing advice on matters referred to it on long-range planning for the community (such as creation and updating of new or proposed amendments to zoning laws and the comprehensive plan). Planning Board meets monthly and minutes are available to the public.

A five (5) member Zoning Board of Appeals, selected by the Village Board of Trustees, is in place to interpret the local Zoning Ordinance. The general responsibility of the Zoning Board of Appeals is to hear appeals concerning variances of area and use. Decisions of the ZBA are strictly held to the procedures specified by the law and Village of New Hempstead Zoning Ordinance. Regular meetings are held monthly with minutes available to the public on the Village's website.

A five (5) member Architectural Review Board, selected by the Village Trustees ensures that any new building designs in the Village blend with the aesthetics of existing structures. Regular meetings are held monthly with its minutes also available to the public on the web.

In addition to various Boards and Committees making up the local public administration, which have some members that receive paid stipends, including Mayor, Deputy Mayor and the Trustees, a small number of staff positions exist to assist in day-to-day Village operations. Two full-time staff include the Village Clerk – Treasurer and the Deputy Clerk – Treasurer & Planning & Zoning Secretary. There is also a part-time Code Inspector role, part-time office staff, and a salary allocated for the elected Village Justice and a part-time Justice Clerk.

As discussed within other parts of the Plan and the Inventory & Analysis, there is an objective to relocate Village Hall from its current cramped location to a more central position in the community by New Hempstead Road. It is advisable for the new facility to be designed as a possible emergency operations center and shelter as well as cooling center that is accessible during heatwaves. This means a new facility should have a generator. It is also suggested for this facility to be used as a model of highly energy-efficient construction with features like solar panels and/or geothermal heating and cooling and high energy efficiency in terms of building the specifications of features like windows, doors, and insulation.

Once a new Village Hall is constructed, it is assumed there will be disposition of the existing Village Hall property on Old Schoolhouse Road. This could generate a one-time source of revenue. It will be useful for Village leaders to consider if there are desirable ways to structure reuse and redevelopment at this site in conjunction with setting possible terms of a sale.



SOLID WASTE

Smart solid waste management practices and provisions for disposal and recycling services is a topic of importance to the community. Solid waste (refuse and recycling) collection in the Village occurs two times per week, while single stream recycling pick-ups occur weekly on an altogether different day.

The Village does not have its own DPW, so it contracts-out solid collection services to Carlo Minuto Carting and the Village monitors performance of this private contractor that is performing the household-level pick-ups. This firm operates in New York in Rockland, Orange, and Westchester counties.

This Village's contractor brings refuse and recycling to Rockland County Waste Management Authority (RCWMA) for processing/ disposal – as RCWMA leads regional solid waste management and flow control, including for recycling streams.

Waste collection over multiple days per week provides a flexible schedule for residents' disposal of materials. It helps keep properties clean and safe. Garbage is picked-up Monday and Thursday. Bulky items (furniture, rugs, etc.) are additionally picked-up Thursdays. Recycling (glass, plastic, paper, cardboard) are picked up Wednesdays in addition to leaves, grass clippings, branches, and bushes. Construction & demolition debris, as well as hazardous wastes, are not included in Village waste collections services.

Complementing the Village and also on the forefront of solid waste management, RCWMA facilitates flow control within all of Rockland County. The Rockland County Solid Waste Management Plan, Sept. 2014, describes the role the County and its municipalities play in regional solid waste management. Essentially, RCWMA coordinates safe and healthfully dispose of a range solid wastes, including household refuse and recyclables, as well as streams covering organic materials, like yard waste, household hazardous waste, plus construction materials. The Authority's services cover five towns and 19 villages in Rockland, Town of West Point (Orange County, NY), and three New Jersey townships

For Rockland residents, the County operates three transfer stations and one material recovery center, a concrete crushing facility, plus a compost facility. All routine household waste for all places within Ramapo flow goes to Hillburn Transfer Station on Torne Valley Road. This is also the location of the material recovery facility (recycling center). This County transfer station and recycling center is the site of a former capped landfill that is a State Superfund Site and the property is subject easements restricting future use as a commercial development.

Interstate Waste Services, per municipal agreements with the County, transports materials from the County Transfer Stations to distant landfills for disposal. Since no active landfills exist in Rockland, all refuse ends up in one of three land-fills like: Finger Lakes region (western New York); the Municipal Solid Waste (MSW) landfill at Seneca Meadows, in Waterloo, and Ontario County Landfill in Stanley, NY.

As of 2019, New York State has only 27 remaining active MSW landfills. Since these lie a great distance away, the cost of transporting materials is significant. Going forward, the Village can work with the County, other municipalities, and private waste haulers to leverage their power by promoting waste minimization and they can negotiate reduced disposal costs in order to help optimize benefits for residents.

MUNICIPAL STORMWATER MANAGEMENT PROGRAM

The Village, per the federal Clean Water Act, and the Stormwater Phase II Rules, is a regulated jurisdiction. This law causes the local government to have procedures in-place that foster protection of water quality. The Village must have a Storm Water Management Program (SWMP) that outlines how it will operate its Municipal Separate Storm Sewer (MS4) and promote protection of water quality⁶⁸.

An MS4 is the system of stormwater conveyance features owned and operated by the Village (examples of other MS4s are the County, Town, and NYSDOT). This system includes features like: roads, storm sewer inlets, conveyance pipes, culverts, stormwater basins, and fixtures that capture and direct rainwater and snow melt, and/or treat stormwater prior to its outflow from this conveyance system into wetlands/ streams.

There are six required elements of an MS4 plan. These establish regulatory context and frame the SWMP. These subjects, known as Minimum Control Measures (MCMs), must be addressed the local program:

1. Public Education and Outreach
2. Public Participation / Involvement
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Runoff Control
5. Post-Construction Runoff Control
6. Pollution Prevention / Good House Keeping

Organized along these elements, an SWMP outlines how, to the maximum extent practicable, the Village, through public education and engagement, public works/ highway/ facilities operations, and land use management oversight roles, will apply Best Management Practices (BMPs) to promote avoidance of contaminants, which are referred to as Pollutants of Concern (POCs), like garbage, dirt, and others from contacting precipitation/ stormwater runoff and ending-up in the MS4 system and surface waters.

Accordingly, per State and Federal mandates, one way the Village regulates stormwater is within its oversight role of land development during permitting and construction. This is done in two ways. One method is commonly referred to soil erosion and sediment control compliance. The other is through post-construction stormwater management in new developments and redevelopments.

For threshold cases, like certain site plans, it is a requirement for proponents needing land use approvals/ permits to submit a Storm Water Pollution Prevention Plan (SWPPP). Depending on case characteristics, a SWPPP must either provide for soil erosion and sediment control, or both SE&SCP plus control of stormwater runoff and the potential liberation of pollutants after (or post-) construction. Either way, the SWPPP is a tool used to specify BMPs that will be used either during, and/or following construction.

Village Code Chapter 245 'Stormwater Management and Erosion and Sediment Control (§245-1 to 245-13), defines the Land Development Activity threshold for requiring SWPPPs. Generally, it specifies, within 245-4. C., that all land development activities subject to review and approval by Planning Board shall be reviewed per this Chapter. In cases where clearing, grading, excavating, soil disturbance or placement of fill, results in land disturbance of equal to or greater than one acre, then an application shall not be approved

⁶⁸ Laberge Group has not reviewed a full Village MS4 Program document. Rather, discussion is based upon review of an MS4 Annual Report for the Period Ending March 9, 2018, plus other sources, including a four-page 'Stormwater Management System' Map of the Village by Brooker Engineering, May 15, 2008, and the Draft 2018 Section 303(d) List, January 18, 2018, by NYSDEC.



until the appropriate oversight entity receives a SWPPP prepared per 245-7. The law also provides for larger developments, and land development activities discharging a Pollutant of Concern (POCs) to an impaired water, like identified on the NYSDEC 303(d) list of impaired waters, to also include water quantity and water quality controls (post-construction stormwater runoff controls).

Based on the 2016 Section 303(d) List, 'Pascack Brook and tribs', within NYS (1501-0015), is identified as impaired with a suspected source of urban/ storm runoff. These stream environments are within the list at 'Part 3b - Waterbodies for which rigorous Total Maximum Daily Load TMDL Development (of standards for the stream water quality environment) may be deferred (Requiring Verification of Cause/Pollutant/Source)'. There is a very small piece of Pascack Brook just west NYS Rte. 45 by the southern border of the Village.

Per the 2017/2018 Annual Report, MCM4, page 1, Question #2, there were six active construction projects disturbing one acre or more in 2017/2018. Many of these were institutional uses plus some were housing developments, like Cambridge Heights active adult community off Summit Park Road.

Separate from the Village's Chapter 245, another law, Chapter 240 'Storm Sewers', Article II - Illicit Discharges and Connections (240-1 to -17), has been implemented by the Village. It is required by Federal and State law and is intended to protect water quality by prohibiting non-stormwater discharges to the MS4. This law ensures there are not illegal hookups and dumping into storm sewers.

The Pollution Prevention / Good House Keeping element, MCM#6, concerns municipal facilities operations and maintenance. It applies to activities that may potentially contribute POC's that could impact stormwater, such as within runoff from streets or parking lots. Per the 2017/ 2018 Annual Report, the Village (acting through its contractual operations agent, the Town of Ramapo), swept 17 miles of local streets; and inspected and cleaned where necessary 19 catch basins.

This Inventory & Analysis has not reviewed a local SWMP, public works policies, obtained self-assessments of municipal operations, or checked 3rd party certifications. Considering local context, it seems like the Village can promote utilization of low impact design techniques, plus push for siting of green infrastructure within non-residential developments as a way to promote on-site stormwater management.

As a way to promote stormwater treatment and groundwater infiltration and quality site layouts that can help protect water resources, consideration to incentivize the use of techniques like mechanical treatment of storm flows from parking lots, enhanced stream vegetated buffers, or porous pavement in parking lots in exchange for small additional density bonuses. This might encompass allowances for increases in Maximum Building Coverage of up to five percent in zones like LO and LCD and in uses like Schools and Adult Retirement Communities.

The village should ensure that there is an organizational chart for stormwater management responsibilities are promote policy compliance. Also, a storm sewer shed map should be developed and provided to the Planning Board as a tool for helping plan growth.

Moreover, given that the Village is part of a stormwater consortium, there can also be exploration of potential to leverage funding and grants from other governments in order to protect headwaters of DEC-listed streams in cases where the Village can simultaneously advance public objectives like establishing a neighborhood park or open space, or advance drinking water supply protection, develop potential trails, or minimize or attenuate flood risk.

SEWER

Sewer (Sanitary) Wastewater Collection and Treatment

Wastewater Jurisdictions

Sanitary sewer services in the Village ultimately are part of the broad conveyance and treatment realm provide by Rockland County Sewer District 1 (RCSD#1). The wastewater responsibilities and jurisdictions for the Village, Town and County are enumerated below.

Village of New Hempstead - The Village owns aspects of the collection system not owned by RCSD#1. Village wastewater is transported to Rockland County's owned and operated conveyance system with the wastewater flowing to and processed at Orangeburg Wastewater Treatment Plant. There is no local access or use regulations for sewers within the Village's Code. The Village defaults to the Town's regulating system for sewers. The Town performs maintenance of the Village-owned system by annual contract / inter-municipal agreement.

Town of Ramapo Sewer District - The Ramapo Sewer District appears to own and maintain nearly all of the waste water collection systems outside of the incorporated boundaries of the Villages – these are the small-scale collection system that are located within the local street grid and which convey wastewaters prior to their flowing into RCSD's collection system and eventual treatment at the Orangeburg Plant.

Rockland County Sewer District #1- RCSD#1 overlays the entire Village. All areas of the Village are served by sanitary sewers. RCSD#1's services include the operation and maintenance of trunk sewers, main pumping stations, some collection systems, and the provision wastewater treatment. The District treats all wastes that flow from the Village. Discussion with representatives of the County Sewer District indicated that the capacity of the County system was based upon zoning that was in place when the district was established in 1963⁶⁹.

Wastewater treatment

The Rockland County Sewer District #1 owns and operates Orangeburg Wastewater Treatment Plant that accepts sanitary wastewater from within the Village. This Plant was constructed in 1968 and upgraded in 1988. It has a design flow capacity of 38.9 mgd. The Orangeburg facility discharges to the Hudson River.

As the district was established in 1963 and its facilities were built in accordance with 1960's zoning, there is need to determine if any significant improvement are required to the County system as a result of future growth. Some additional capacity has been gained due to utilization of water saving devices in new construction as well as in some older buildings (as part of retrofits). The 2019-2024 Rockland County Capital Project Plan has multiple projects for the County's Sewer District 1, which serves multiple jurisdictions.

⁶⁹ Interview with County Sewer District conducted by Dave Gilmour of Laberge Group January 15, 2019.



WATER UTILITIES

SUEZ Water New York

The major water supplier within the bounds of the Town (and therefore Village) is SUEZ Water New York (SUEZ). SUEZ is a regional water purveyor that provides service to most of Rockland County. The company is a publicly traded corporation that is regulated by the NY Public Service Commission. SUEZ's source of supply is a combination of wells and surface reservoirs. The water supply comes entirely from within County borders, however not all the water remains in the County, as a portion is supplied to Bergen County, New Jersey.

In its entirety, SUEZ has approximately 1,050 miles of water mains throughout its service area. The distribution system assets are on average about 50 years old.

It is important to note that the Village has no direct involvement in operation of the local water system. All service calls should be referred to SUEZ directly.

The following is a summary of the SUEZ water system components and water supply capacities. It is not intended to be an all-inclusive inventory of SUEZ assets in the Village and County.

Water Supply/ Water Wells

The water supply for SUEZ consists of 60 drilled wells located throughout the County⁷⁰. Within the Village, the wells are located within 5 different sub-watersheds. Table 28: Town of Ramapo Sub-Watersheds below identifies each sub watershed, the number of SUEZ wells contained therein and the general area of the Town of Ramapo that the sub-watershed occupies as data specific to the Village is unavailable. The table also provides the number of small water company and non-household wells within the bounds of the Town that are not owned by SUEZ. The Rockland County Comprehensive plan (2011) provides additional information on the remaining wells located within the County outside of the Village.

Sub-Watershed	SUEZ Wells	Small Company/ Non-Household	General Area of Town
Minisceongo Creek	4	8	Northeast
Pascack Brook	9	2	Eastern
Total	13	10	

Source: 2011 Rockland County Comprehensive Plan

Surface Reservoirs

- SUEZ owns and operates four reservoirs that service broader Rockland County. Lake Deforest Reservoir - is located on the Hackensack River in Town of Clarkstown. The reservoir covers 985 acres and has a total storage volume of approximately 5.6 billion gallons. The reported safe yield of the reservoir is 19.75mgd with 2mgd allocated to the Village of Nyack for water supply purposes

⁷⁰ 2017 Annual Water Quality Report – SUEZ New York Operations

and another 7.75 allocated to bypass the Village of Nyack intake downstream of the reservoir. As a result, 10mgd is available to SUEZ for use as water supply.

- Letchworth Reservoirs - are a series of three reservoirs in Harriman State Park. These have a storage capacity of 173 million gallons. The Letchworth reservoirs are used during peak demand periods.

Supply Capacity & Production

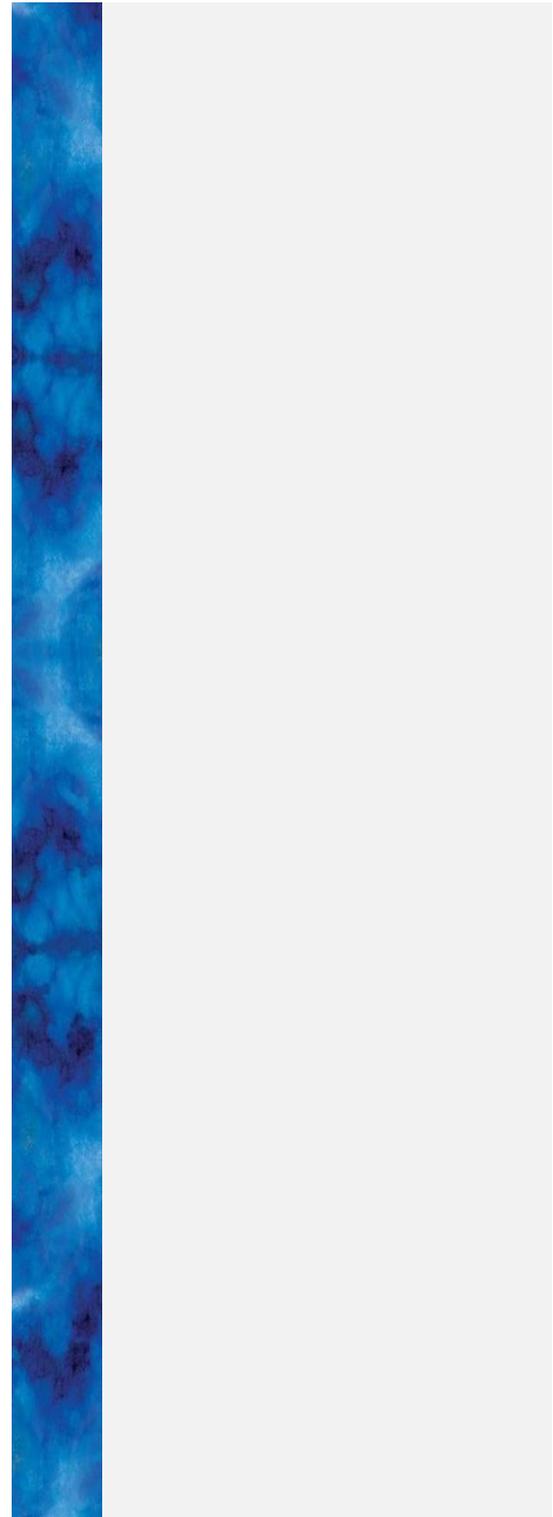
Table 29: Water Well and Reservoirs in the Town of Ramapo below presents the capacity of the above noted water sources within the SUEZ water supply system.

Table 29: Water Well and Reservoirs in the Town of Ramapo			
Water Wells			
	Ramapo Valley Well Field	4	mgd
	Remaining Wells	24.33	mgd
Reservoirs			
	Lake Defrost	10	mgd
	Letchworth reservoirs	3	mgd
Total Available Supply		41.33	mgd

Source: 2011 Rockland County Comprehensive Plan

Based upon the SUEZ New York Operations Annual Water Quality Report for 2017, the regional water system produced 9.99 billion gallons of water, or an average of roughly 27.5 mgd. Of that amount, approximately 30% (8.25 mgd) was provided by the Lake DeForest and Letchworth reservoirs and the remainder was derived from the water wells (19.25 mgd). Peak day flow for 2017 has been estimated to be 38.5 mgd based upon a peaking factor of 1.4 as derived from the water demand projections contained in the Water Demand Projection section below.

SUEZ indicates that of the water produced, 20.6%, or roughly 2 billion gallons (5.5mgd) are "non-revenue producing" meaning that the water was lost to leaks, watermain breaks, firefighting, hydrant flushing or theft. This is a significant amount of loss. As a result, SUEZ has been implementing water conservation and efficiency plans. Based upon the 2017 figures, SUEZ utilized approximately 66.5% of the water supply per day on average and 93% on the maximum use day.



Projected Water Demand

Table 30: Projected Water Demand presents the projected water demand as defined in "SUEZ WATER NEW YORK INC. Long Range Strategic Plan Case 94-W-0066 for the Years 2018-2027". The company is projecting average water production to decrease by 2.3mgd over the planning period through water conservation and system improvements.

Year	Production Average (mgd)	Maximum Day (mgd)	Metered Customers	Estimated Population
2018	28.63	40.02	73,252	291,056
2019	28.27	39.51	73,500	292,740
2020	27.92	39.01	73,748	294,423
2021	27.56	38.51	73,967	295,993
2022	27.19	37.99	74,186	297,563
2023	26.93	37.63	74,404	299,134
2024	26.67	37.27	74,621	300,704
2025	26.52	37.07	74,837	302,274
2026	26.42	36.92	75,006	303,645
2027	26.32	36.78	75,175	305,016

Source: SUEZ Long Range Strategic Plan for 2018

Conservation & Efficiency

As part of its Long-Range Strategic Plan for 2018 through 2027, SUEZ has identified the following goals and components of their water conservation plan:

- Reduce average daily demand by 0.5mgd by year 2018 and by 1.0mgd by year 2020;
- Data-driven approach;
- Be inclusive of all customer classes;
- Prioritize highest potential water savings; and
- Customer surveys and usage profiles/trends.

Rebate Program

In June of 2017, SUEZ implemented a water conservation and efficiency program to assist in reducing water use. The program is offered to all SUEZ customers in Rockland and Orange Counties and has thus far accomplished the following:

- Outreach via digital advertising, social media, Facebook, email, targeted direct mail, and cable TV.
- Expanded partnership with Lowe's offering instant rebates on water conserving devices in store and online.
- Streamlined rebate eligibility criteria for washing machines with the ENERGY STAR program.

- Conducted a smart landscape irrigation workshop in partnership with Cornell Cooperative Extension and Rain Bird, combined with the launch of rebates on smart irrigation devices.
- Continued its partnership with Water Management Inc. (WMI), an expert in water efficiency audits, by completing additional water audits
- Contact with local plumbing firms and general contractors to spread awareness and to help promote the rebate program.
- Launch of an online Company-wide water conservation survey.

Advanced Metering Infrastructure

SUEZ is in the process of installing system wide advanced metering infrastructure (AMI) which will allow the company to more easily read customer meters and therefore reduce the amount of labor associated with that task. More importantly it will allow the company to monitor water use by customers in real time. The system provides customer with the following water savings opportunities:

- Detailed consumption data to better understand their water usage habits to identify opportunities for usage reduction and conservation.
- Monitor water consumption while away from home, and identify any potential issues much earlier.
- Make informed choices as to irrigation and other outdoor usage.
- Provide benchmark for water usage against other users in the same class such as single family, multi-family, etc., to better evaluate their water use habits.

These capabilities will be available once AMI is fully installed, and the next phase of the Company's website upgrade is completed.

Leak Reduction

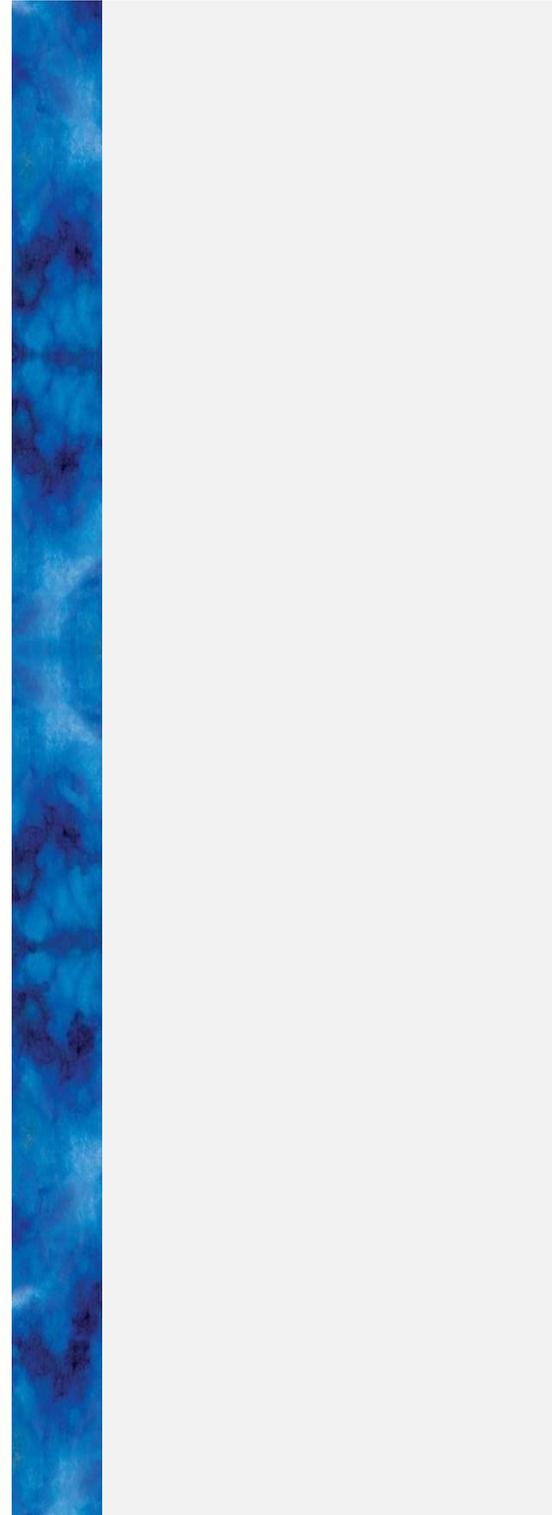
SUEZ, in an effort to identify the areas where most leakage is occurring has installed District Metered Areas. This data, combined with that obtained through the AMI system allows the company to prioritize distribution system improvements in areas with the most water loss. Based upon the company's Strategic Plan they intend to replace one percent of the system per year by the year 2020.

Pressure Reduction

SUEZ is studying the effect of reducing system pressures in areas of the system in an effort to reduce the amount of leakage that is occurring in higher pressure areas.

Projected Improvements

In addition to the distribution system replacement program, SUEZ has identified the following potential improvements over the next 8 years:



- Lake DeForest Treatment Plant Improvements
- Lake DeForest Dam Improvements
- Indian Kill Dam Improvements
- Sludge handling Improvements at Lake DeForest Treatment Plant
- Construction and Replacement of finished water storage totaling 5 million gallons in:
 - Warwick
 - Ramapo
 - Stony Point
 - Haverstraw

ECONOMIC OVERVIEW/ COMMUNITY & ECONOMIC DEVELOPMENT

For this Plan, economic development is defined to encompass actions by local government, and partners in the private sector, regional government, or the non-profit sector, to formulate policies and programs that enhance the business climate. This includes efforts to establish conditions that are favorable to, and which can help stimulate, desired real estate development that improves the non-residential tax base. It also includes actions that are intended to help achieve local government fiscal balance, create employment opportunities, and provide for retail trade, commercial services, and other community-based needs. When growth does occur, it is desirable for growth to be sustainable and for it to fit with local context and character. Considering that the Village has just had its first neighborhood commercial development, and is predominantly residential in character, the opportunity for non-residential developments are limited. The Plan calls for the addition of new neighborhood commercial districts along Route 45 with a planned unit mixed use development to replace the LO zone. The small opportunities mentioned should be sufficient for a Village of 5000 residents. Most of the following discussion relates to County wide initiatives and are beyond the scope of a small Village Comprehensive Plan.

There has not been an extensive additional inventory formulated within this section that characterizes the economy within the Village. However, there are, within this broader document, many discussions of topics which influence and relate to the development and stewardship of the economic base and which concern local economic development. These include facets of the community like: land use, the infrastructure mix and capital facilities need, transportation, the educational base and demographics.

Rockland County Comprehensive Plan's, Section 11, 'Economic Development', which is somewhat dated at eight years old, presents in its Section 11.1 – 'Existing Economic Conditions', descriptions of employment patterns, characteristics of establishments and earnings, plus trends, forecasts, and measures of regional economic development. Likewise, the Mid-Hudson Region Economic Development Council (MHREDC), which aims to catalyze beneficial growth, annually tracks economic activity. The MHREDC, for instance, presents a set of 'General Economic Indicators' in its 'Growing Tomorrow Building Today', the 2018 Progress Report for the eight-county region. These two plans are used framing the discussion that follows.

Perhaps mimicking recent national trends of sustained growth, but also reflecting links of the Mid-Hudson Region to recent sustained increases in economic activity in the New York City metropolis/ urbanized area, from 2011 to 2017 there was growth within many measures of economic activity in the region. Often the level of growth within the region, while positive, was not as high as the level of growth experienced Statewide overall. In some instances, the higher statewide averages correlate with the relatively high overall amount of this growth which occurred directly within New York City itself. For instance:

- Regional Average Annual Employment grew 6.3%, while it increased 9.8% statewide⁷¹.
- Average Annual Private Sector Employment grew 8.7% regionally, versus 12.1% statewide⁷²
- Unemployment decreased, to an average of 4.5% in the region. The region maintained a lower rate of employment than was demonstrated statewide, which was 4.7%.

Moreover, during this recent period, labor force participation has remained high. At the same time, Gross Regional Product, which was \$138.5 Billion, increased 12.3% since 2011, although exports, at \$9.96 Billion in 2016, decreased slightly faster than the rate which was demonstrated statewide, down 3.1% compared with the prior year (Ibid, page 12).

⁷¹ MHREDC - Growing Tomorrow Building Today, 2018 Progress Report, page12, Table 1.

⁷² Ibid



Per the Regional Annual Report, page 16, within a set of nine industry clusters – which such sectors are defined as important to growth and sustainability of the Mid-Hudson economy -- there were substantial increases in 'Number of Establishments' in: 'Food & Beverage', 'Agriculture', and 'Tourism, Arts & Culture' industries. These sectors, or clusters, all grew in terms of total number of firms over six years. Associated rates of growth were between 10.9% to 6.1%; however, these are generally recognized as relatively low-wage sectors overall.

During the same time, there was growth, albeit slower growth, in clusters of higher-wage industries like 'Financial & Professional Services', which grew 1.0%, and 'Healthcare' which grew 0.4%. Financial and healthcare sectors are relatively large regional industry clusters. Anecdotal evidence indicates that there is a quite strong market for office space for financial and professional services firms in the area around New Hempstead.

Other notable clusters have faced declines in the numbers of firms. Specifically, Biotech & Biomedical (a small sector), was down 11.0%. Advanced manufacturing (a subset of the fourth largest sector in Rockland County) was down 6.0%. 'Information Technology' was down 2.4% (a large sector).

Considering information in the County Plan (page 229), Government is the largest sector in the County, followed by Health Care, Retail Trade, and Manufacturing. Those four sectors comprise roughly half of all jobs, with an overall total of 109,600 jobs here in 2009. The County Plan identifies gains in employment from 2008 to 2009 in sectors like 'Arts, Entertainment & Recreation' and 'Management & Administrative' (page 230). Chart 11.2, page 232, also shows losses in 'Finance & Insurance' and 'Information technology' between 2000-2008. The County Plan indicates that these changes mimicked nationwide trends due to a recession. Citing NYS Dept. of Labor forecasts, the Plan predicts that roughly half of new jobs anticipated to be created will be white collar type (page 232).

The County Plan also identifies the region's leading clusters - ones with disproportionate shares of statewide activity. There is a notable concentration in Biomedical and Electronics & Imaging with high rates of pharmaceutical and nanotechnology firms. It notes that Electronics & Imaging industry has a high relative wage in the Hudson Valley. 'Financial services' is a relatively important industry based on wages as well as overall employment (page 233). The County Plan also notes that employment in Rockland, compared with national averages, has disproportionately higher concentrations of people working in Utilities, Educational Services, and Health Care & Social Services. Given there are many schools and non-profit establishments around town, including within the NYS Rte. 45 corridor, this appears to correspond with conditions in New Hempstead. Likewise, the County's 2011 plan notes (page 235) that Rockland has less-developed sectors involving Finance & Insurance and Management Companies. This is also similar to the case in New Hempstead given that there are quite low levels of overall commercial office space here considering the low total amount of this type of building space within the community.

Based on characteristics of the resident population, regional population, the cultural and economic base, as well as objectives for growth management and potential desired forms of development discussed in this Plan, there are observations concerning particular areas and sectors that could be targeted for growth. These might comprise types of land uses and enterprises that could be enabled within zoning and incentivized with Town policies. Efforts to attract these land uses or promote development within these sectors could also be advanced through multi-party collaboration using multi-municipal or regional economic development efforts to leverage desired economic development.

A variety of factors inform the formulation of the recommendations that follow. But it is noteworthy that there is a relatively high average level of post-secondary education within the Village's residential population. This is an economic asset. There is also a relatively young age profile (which will translate into growth in the size of workforce over the next 10 to 20 years). The age-profile within the Village is younger than that of many communities within the broader region. Moreover, while there is concern with traffic congestion in the region, efforts to establish some limited new space, such as for offices, limited retail, or light manufacturing, might take advantage of potential counter-commutes and a less congested transport network compared with more central core locations by the I-287/ NYS Rte. 59 corridors and New City.

- Analysis by the County (in the 2011 County Plan) provides rationale for:
 - Possibly targeting some development in the Biomedical (Life Sciences) cluster, such as laboratory research and clinical testing, or possibly in the Health Care sector.
 - There is some promising potential for growth in Front Office & Producer Services and Professional & Business Services employment (page 235). Given a high proportion of foreign-born residents residing in the Village, this may indicate that there is potential to facilitate some limited space for professional financial or IT businesses, including those which operate internationally.
 - There is evidence that suburban locations all around New York City are being investigated as places to establish back-office operations. Places with qualified workforces and further from the NYC center can be less expensive to operate in than Manhattan or the Boroughs. The Village could consider targeting small-scale aspects of these type uses. Moreover, there might be evaluation of the potential to allow data/ computer warehouse uses which have small labor forces and which can blend in well with residential settings and not generate traffic.
- One opportunity could be to enable development of small Class A offices with low FARs and clustered layouts that blend-in with New Hempstead's suburban setting and the open space feel of the NYS Rte. 45 corridor. If the Village is uncertain whether it wants to provide for limited light industry or Class A office development, it could work with landowners, real estate developers, and regional economic developers to identify possible sites and evaluate the feasibility of crafting complementary settings/ uses in desirable locations in the Village. Settings to investigate could be by Pomona Road and on NYS Rte. 45. County owned properties would be prime for investigations.
- Rockland Boulders site is a unique asset, but it has a degree of under-performance. Yet, there is developable land around it, so some buildout and land use change are inevitable. While development plans and programs of the Town LDC for the stadium are uncertain, the Village could collaboratively plan with the Town for desirable economic development and transportation grid augmentation.
- Median earnings tend to be high for the self-employed of incorporated businesses. There might be an opportunity to promote owners of these small-businesses that are preparing to move out of home-based settings to establish small offices at targeted locations on State and County highway corridors. Likewise, exploration into whether there may be sufficient demand for establishing some limited shared-work office spaces at key locations. Used like small office environments could be blended into the existing commercial and community service settings by the intersection of New Hempstead Road/ NYS Rte. 45. It seems like it could be advantageous for some of the existing residences by this location to evolve into non-residential



uses since the existing traffic on these major roads already establish less than desirable residential setting. These same spots are ideal places to establish limited prototypical live-work mixed-uses.

- There has been strong growth in the construction sector in Rockland County. This creates demand high demand for space for these type business operations. A notion could be to provide for/ allow for some small contractor uses/ yards on State and County Roads by special permit, along with rigorous bulk, setback and screening standards. Still, it seems that this may not be desirable as these type non-residential uses could have low overall property values (especially if there is limited buildings) as well as generate some undesirable traffic.
- Given sustained regional growth in arts/ entertainment/ recreation sectors, along with sustained population growth in the Village and Town, there should be discussion about whether there can be complimentary development of destinations on the Route 45 corridor. For instance, NYS Rte. 45 frontage may be a place to enable establishment of destinations for private recreation and dining. Allowing these type uses in these locations with supplemental regulations of these uses would take advantage of nice aesthetic settings. They could be regulated in terms of form and design in order to ensure proper fit into the corridor aesthetics and character. Given a prevalence of people with a Jewish religious culture and heritage, it should be contemplated how arts, entertainment, recreation, and retail service uses like dining can serve and tap into this local and regional market potential and unique demand. Along the same line, there seems to be disproportionately few higher-end inns, hotels, health clubs, and banquet facilities nearby in places like Monsey, Mount Ivy and New City. Given a relatively high average household income in New Hempstead, there may be opportunity to establish allowance for development of these types of uses within major road corridors, should there be sufficient market (developer) interest.

Section V: Goals



A word cloud of urban planning goals. The most prominent words are 'pedestrian-friendly' in brown and 'green' in green. Other words include 'Peaceful' in dark green, 'suburban', 'open-spaces', 'prevent-down-zoning', 'limited', 'United', 'Inclusive', 'Well-thought-out-village', 'diversification', and 'Residential'.

pedestrian-friendly green
suburban open-spaces
prevent-down-zoning limited United Well-thought-out-village
Inclusive diversification
Peaceful Residential

SECTION V: GOALS

GOAL

The Goals of the Plan are the desired results. Goals advance and support the overall comprehensive planning vision for the community. Rather than present the Plan's goals under each particular 'Subject Element' that is addressed within the Inventory & Analysis section, New Hempstead's planning Goals are aggregated within five general themes. Goals provide the thrust of the Plan.

It can be useful to ascertain how a particular strategy or recommendation aligns with (or seems contrary to) one or more Goals. It should be noted that the way Goals are structured, these at times also can be considered akin to objectives, and in many instances, these combined goals/ objectives are positioned within the Plan Implementation.

The five Subject-Themes under which the Goals are grouped within this Plan are:

- Quality Neighborhoods
- Village Parks & Recreation
- Transportation/ Traffic
- Land Use & Zoning
- Village Government & Overall Economic Development

QUALITY NEIGHBORHOODS

QN Goal #1: Enhance residential neighborhoods character and quality of life.

QN Goal #2: Protect aesthetics and residential ambiance on local streets. Also conserve suburban residential character on routes with residential settings like McNamara and Summit Park Roads.

QN Goal #3: Stronger bulk, buffer, and transition standards should be applied to ensure that new non-residential uses fit well with their settings.

QN Goal #4: Promote Village sense of place by creating 'gateways' to help people perceive they are entering unique places or different neighborhoods.

QN Goal #5: Each neighborhood has special qualities and specific needs. To strengthen the civic base and continuously explore local issues, occasional meetings are encouraged between elected leaders and neighborhoods. This provides a way to examine safety and other priorities. It is also a way for elected representatives and residents to get to know and stay in touch with one another, which can help involve residents in the business and affairs of the Village. Neighborhoods consist of two basic areas – North of New Hempstead road (NoNHR) and south of New Hempstead Road, SoNHR although there is substantial overlap in characteristics. Generally, NoNHR neighborhoods have larger lot sizes with newer homes and potential for development while SoNHR neighborhoods are established neighborhoods predominantly fully developed. Each neighborhood has individual land uses that could provide for substantial additional growth should current uses change. For the NoNHR neighborhood, the 13-acre parcel, Matterhorn, Visions, the PUD proposed for Pomona Road and Route 45, and the County Complex. The Plan provides development guidance to address all of these potentials.

For SoNHR, the major land use change is represented by the bus depot and the New York Country Club. While neither site has immediate plans for change in use, the Plan provides for potential redevelopment of the sites

QN Goal #6: Protecting residential neighborhoods from the dangers of increased traffic should involve: promoting traffic safety and enforcement, utilizing slower design and posted speeds, using stop signs and other design or traffic calming, and always requiring sidewalks.

QN Goal #7: As practicable, it is advantageous to promote and use generous street tree plantings/ landscape buffering when new streets are laid out and new street and major driveway connections are established within the existing circulation network.

QN Goal #8: Since there is presently only one commercial center and no central civic setting, it is highly desirable to develop a community park on New Hempstead Road and explore moving Village Hall there.

QN Goal #9: Promote stormwater quality and ensure there is not increased potential for flooding from land use layouts which enable rapid flows off-site. It is also important to bolster infiltration of stormwater that is free of pollutants into the ground so that drinking water supplies recharge and streams flow well.



QN Goal #10: When land development occurs, tree stands and even some larger individual/ specimen trees should be retained on-site as part of conserving natural feel/ character and buffering new and existing uses.

QN Goal #11: Ensure neighborhood safety by fostering slower auto speeds through traffic calming.

QN Goal #12: Design guidelines will promote depictions (in graphics and text) how commercial, educational, mixed-use, or multifamily development will be carried out. This will ensure nice buildings appearances. Community character guidelines also provide a way to promote beneficial building siting and scale, quality lighting and landscaping, and optimal layouts of onsite and shared parking and circulation systems.

VILLAGE PARKS & RECREATION

PR Goal #1: Facilitate creation of continuous and interconnected sidewalks. Also, buildout a variety of informal path connections between cul-de-sacs. Establish sidewalks and non-motorized trails that are setback from auto-travel lanes on busier and higher-speed roads will establish safe and pleasing walking and bicycling options. Also consider developing pedestrian paths and bike lanes to help ensure that people can actively travel safely to recreation outlets like parks (and to also ensure that residents have a choice available as to whether they may use non-motorized transportation as a way to achieve some of their overall mobility needs).

PR Goal #2: Make it a priority to develop the Fairway property with recreation enhancements like sports playing fields, tennis, basketball and volleyball courts, and open lawns and appurtenances like parking, benches, picnic tables, drinking fountains and possibly a pavilion.

PR Goal #3: Enhance the supply of Village parks and open spaces by exploring opportunities to create quite small parks distributed conveniently around the Village. These can serve as places for passive recreation. They should have sitting areas and tot lots or fuller small playgrounds.

PR Goal #4: Establish a community building in the center of the Village (ideally at the Fairway property) that is equipped with multipurpose room(s) and restrooms that can also be accessed by users at nearby outdoor recreational offerings. Consideration for a police substation should be considered.

PR Goal #5: As a way to foster enhanced public access to a supply of diverse and well-distributed public recreation opportunities, explore potential to appropriate structure joint, shared use of public-school playing fields and other recreation amenities during weekends, summer, and evenings. Achieving equitable joint agreements for the use and maintenance of 'school-parks', and for shared investment/ maintenance contributions in these in exchange for public access to facilities like school gyms, theaters, and fields offers a way to optimize and sustain utilization of school assets. Since Village funds are not unlimited and suitable land for future parks and recreation is relatively scarce (and potentially costly to secure), it may be cost-effective to work to augment the supply of public recreation lands by achieving joint use agreements or by using new zoning incentives.

PR Goal #6: As the community builds out, there should be ability for Village planners to specify that development on sites larger than ten acres should feature enhanced cluster techniques as a way to provide dedicated open space as well as a potential place for Neighborhood- and possibly Community-level parks.

PR Goal #7: There are no playing fields available for organized sports like soccer and there not public gyms or indoor or outdoor swimming pools in the Village or nearby vicinity. The Town has been a main developer of recreation outlets, but the Village could offer to work with the Town and adjacent communities to explore interest in collaborating on the creation of public facilities like these in convenient and accessible locations, such as within a mile or two of the Village.

TRANSPORTATION/ TRAFFIC

TTPS Goal #1: Trustees should work to advance its recently adopted Village complete streets policy that requires balanced local transportation investments and policies. The prescription that there must be complete streets will ensure there is consideration to create infrastructure which enables walking, bicycling, and utilization of transit. Focusing on having complete streets will raise awareness that the Village's main infrastructure asset – streets - must be designed and operated so there is greater pedestrian safety.

TTPS Goal #2: Improve sidewalks, crosswalks, signals/ traffic controls, and lighting to advance pedestrian safety. This community is reliant on walking for recreation. Likewise, for many persons, walking is an important aspect of daily mobility, such as when people walk to transit to access work, schools and stores.

TTPS Goal #3: It should be a priority, as practicable, to implement sidewalks where there are gaps in such networks near parks and schools.

TTPS Goal #4: The Village should produce a map of the gaps existing in the sidewalk network and there should be an examination of the resource requirements for the local government to buildout the network. Also explore whether it could be feasible over a long-term for the Village to take over the maintenance and upkeep of all sidewalks.

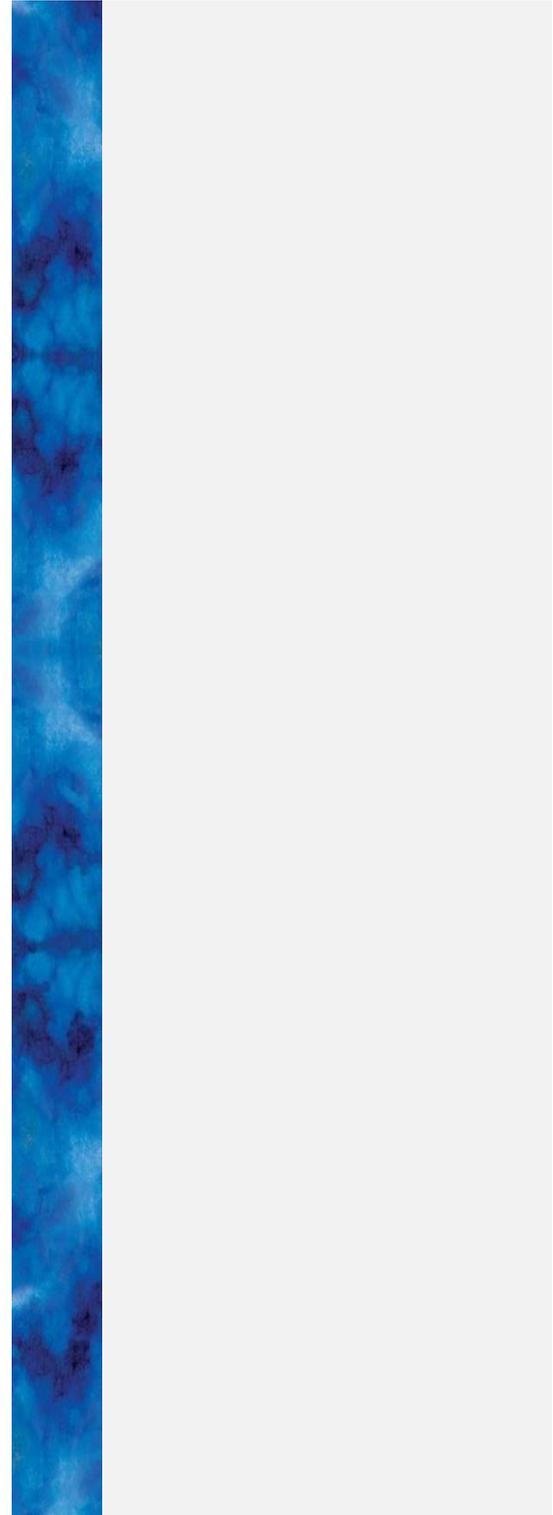
TTPS Goal #5: Improve the condition of intersections to accommodate greater traffic and at the same time aid safety of all modes, particularly walkers and bikers.

TTPS Goal #6: Support traffic calming to slow traffic and enhance Village ambiance. This will aid pedestrian safety and establish a better walking environment.

TTS Goal #7: Promote exploration of potential to establish a pedestrian path network throughout the Village that connects Village neighborhoods and parks

TTS Goal #8: Working in concert with the goal to develop pedestrian paths, recognizing places where users must travel on area roads, develop a long-term strategy that identifies ways to upgrade bicycle accessibility and safety within the Village on these routes.

TTS Goal #9: The Village will have an overall schedule and program for how it will over-time and continuously invest in curb ramps and sidewalk surface replacements (and develop and maintain its physical assets) in order to maintain compliance with American with Disabilities Act requirements for reasonable accommodation and universal accessibility.



LAND USE & ZONING

LUZ Goal #1: Maintain suburban character by structuring buffers between different adjacent land uses. Likewise, achieve orderly transitions between potentially mixed or heavier land uses, and residential areas, such as when the former is located around highways and it sits adjacent to lower density residential Zones and neighborhoods. An example might be providing a transition, or step, in building scale moving from development on and by NYS Route 45's frontage, compared with single-family residences just west by Greenridge Way. Buffers should also be achieved in development located outside the Village (through advocacy by Village officials).

LUZ Goal #2: Foster a distinct, but balanced land use pattern. The land use plan should support more diversity in the housing base with limited increases in densities. Multifamily housing should be very limited, while sustaining and protecting quality character within existing residential neighborhoods.

LUZ Goal #3: Land use code upgrades will bolster and reinforce the intended character of different zones. New development will be aesthetically pleasing at the same time that any new form and mix of uses provides for the needs of current and future citizens.

LUZ Goal #4: Support establishment an inter-connected but highly controlled circulation network.

LUZ Goal #5: Enhance NYS Route 45's character. Development in the corridor should be visually pleasing and assist desired expansion of the limited commercial tax base. There should be large front setbacks, transitions between uses and steps from open spaces to new buildings.

LUZ Goal #6: Facilitate selected housing choices on large (10 acre or more sites) so there is an ample supply available in the future, with a greater overall mix of housing types and tenures.

LUZ Goal #7: Make inter-generational living opportunities easier.

LUZ Goal #8: Promote conservation of as much open space as possible.

LUZ Goal #9: Ensure that school special use zoning standards prescribe desired appearance and layouts.

LUZ Goal #10: Provide for some pedestrian paths to link neighborhoods – particularly providing access to parks and schools without walking in the streets. Limit cross Village access beyond the Village boundaries

LUZ Goal #11: The Trustees should establish an Official Map per state enabling law. It will bolster development policies by showing the formal layouts of Village streets, parks, and drainage systems. It will provide a definitive source of the footprints of public assets. This can aid Plan implementation by depicting desired capital improvements, like changes to obtain suitable street widths and grades.

LUZ Goal #12: Adjust zoning district densities and bulk standards around David Drive and Brick Church Road so owners of awkward-sized and –dimensioned lots originating from prior to Village formation must not always be required to obtain relief in order to make property investments.

VILLAGE GOVERNMENT & ECONOMIC DEVELOPMENT

VGED Goal #1: Facilitate and blend-in more mixed- and non-residential uses along NYS Route 45 in order to increase opportunities for employment and provide some place-making that can provide social gathering places and bolster community identity and vitality.

VGED Goal #2: Promote appropriate levels of police presence in the Village and work with fire companies and ambulance corps to ensure adequate levels of service as the community grows

VGED Goal #2: It is essential for the elected Village officials to consider communication and a spirit of collaboration with other officials and the designees of various regional agencies and non- profits. This will bridge potential working partnerships.

VGED Goal #3: Planned Unit Developments (PUDs) regulations should be established that can control the siting of large or potentially controversial land uses. The PUD law should define development objectives and provide leaders with discretion to approve certain uses conditioned upon the delivery of ample public benefits.

VGED Goal #4: Facilitate redevelopment of Village Hall so there is more efficient public service.

VGED Goal #5: Form standards for hotel lodging/ and associated event spaces.

VGED Goal #6: Consider a new multiuse trail or sidewalk that is setback from the Route 45 to help form the area's identity and enhance access to County offices and the nearby parks.

VGED Goal #7: As population grows, evaluate whether it may be desirable to collaborate with land owners and partner businesses which can site a grocery store directly within the community.

VGED Goal #8: Promote designs for any new mixed-uses and offices that minimize disruption to nearby residential neighborhoods near the corridors and crossroads where such uses are allowed.

VGED Goal #9: NYS Rte. 45 is a vital artery. Since it is unlikely the Village alone can leverage investment by DOT to install capacity, manage access and enhance multi-modalism, the Mayor should work with other chief-elected officials to define shared objectives and win funding support.

VGED Goal #10: New retail and commercial offerings should be of a scale and type so that these are intended to service a primary market that overlaps with a significant part of the Village.

VGED Goal #11: When there is public building investment, promote low energy consumption in order to model best practice in building energy efficiency. Also, in order to ensure resilience, allocate funds for designs so that any new or substantially reconstructed Village Hall critical facility is fully capable of withstanding exposure to hazards and so that during and after a hazard event the facility can serve as a cooling station or an emergency operation center and/or shelter.

VGED Goal #12: Consider whether it is desirable to form committee(s) to help provide elected leaders with guidance for expected upcoming programming, like establishing a new Village Hall and making recreation investments at the Fairway property.



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Section VI: Implementation

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SECTION VI: IMPLEMENTATION

IMPLEMENTATION PLAN

The Comprehensive Plan sets forth an established program highlighting improvements, development projects, and activities to be undertaken by the Village during the next 5 to 10 years. It is the product of a comprehensive planning process designed to involve Village officials, residents, business owners, and other stakeholders for the purposes of identifying community issues, opportunities, and a vision for the future.

In many ways, the comprehensive planning process has just begun. Completion of the updated Comprehensive Plan is only the first step towards achieving the Town's goals. This section highlights a number of "next steps" that should be undertaken to begin the process of plan implementation and fulfillment, including General Implementation Strategies.

General Implementation Strategies

Based upon input and dialogue throughout the comprehensive planning process, the following general actions have been identified which should be undertaken by the Village:

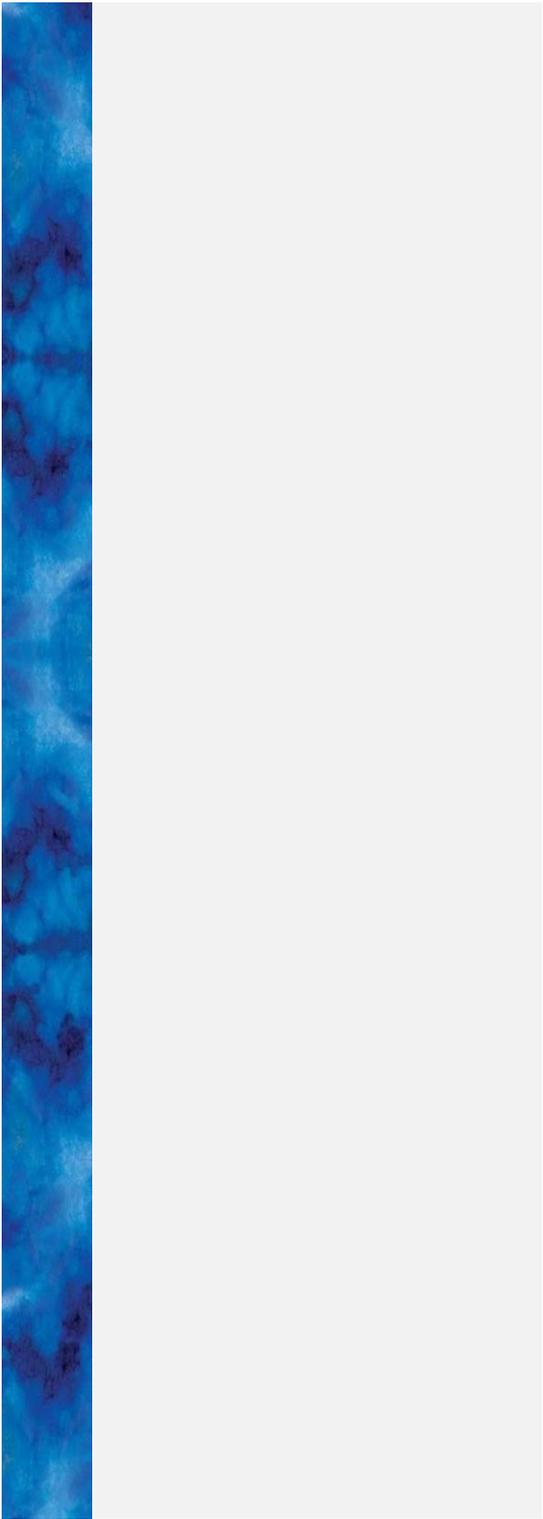
- Adopt and use the Plan on a day-to-day basis;
- Consider a Comprehensive Plan Implementation Committee;
- Consider adjustments to existing Volunteer Boards/Committees
- Develop and utilize a Capital Improvements Plan;
- Annually prepare a 5-year action plan;
- Continually explore additional potential funding sources and implementation techniques;
and
- Update the Comprehensive Plan on a regular basis.

Adopt and Use the Plan on a Day-to-Day Basis

The Comprehensive Plan should become the Village of New Hempstead's official policy guide for future development and conservation. The Plan provides guidance for coordinating new growth and development, enhancing the local economy, improving recreational opportunities, promoting various housing opportunities, preserving and protecting important existing natural and culture resources, and establishing a strong, positive community identity.

To achieve the goals set-forth, it is essential that the Plan be adopted by the Village of new Hempstead Village Board and used on a regular basis by Village officials, staff, all Village departments, boards, and committees to guide policy making, budgeting, decision making, and to review, evaluate, and enhance

future growth and development proposals within the community in the years ahead. The Comprehensive Plan should also be used as a marketing tool to promote the Village's unique assets and attract new businesses and residents.



Review and Update Village of New Hempstead Village Code Chapter 290, Zoning

Zoning and related land use controls are important tools in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of a new Comprehensive Plan should be followed by a review and update of the Village's various development controls including zoning, subdivision regulations, and other related codes and ordinances. It is essential that all development controls be in accordance with and compliment the new Comprehensive Plan. The CPC will be responsible for guiding updates to the land use regulations.

The Comprehensive Plan sets forth policies and recommendations regarding the use of land within the Village and establishes general guidance for the quality, character, and intensity of new development to be promoted in years ahead. Specific zoning and related land use recommendations have also been provided to guide the Village's land use regulatory update. The Plan's recommendations should greatly assist the Village in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the New Hempstead community.

Develop and Utilize a Capital Improvements Plan (CIP)

The Village should consider a follow-up the Comprehensive Plan with the preparation of a Capital Improvements Plan (CIP) which identifies public improvements and projects that will be carried out over the next five years. The main vehicle for implementing the Comprehensive Plan's recommendations will be the Village's annual budget. As part of the budget planning process, the CIP should be managed within available budget resources.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of infrastructure facilities (coordinated with the Town of Ramapo) including the stormwater facilities, the street and sidewalk system and related streetscape enhancements. Improvements to Village parks and recreational facilities should also be taken into consideration in the CIP as well.

Promote Cooperation and Participation

For any plan or program in a community to be successful, there must be strong community support. The Comprehensive Plan incorporates many of the goals and desires identified by Village officials, residents, business owners, and other stakeholders, and is indicative of community support. However, a sense of stewardship must be fostered to ensure the Plan's long-term success and realization. The Village of New Hempstead should assume the leadership role in implementing the Comprehensive Plan and building support for the Plan among various agencies, organizations, community groups and individuals.

To ensure the Plan is successful, it must be based on support and participation between the Village, other public agencies, various groups and organizations, the local business community and the private sector. The Village should be the leader in promoting cooperation and collaboration needed to implement the Comprehensive Plan.

Prepare a 5-Year Action Plan

Using the Implementation data provided in this Plan as a starting point, the Village, and more specifically the CPIC, should prepare and annually update an implementation “action agenda” to prioritize objectives, list accomplishments of proceeding years, and highlight improvement and development projects and activities to be undertaken during the next five years. For example, the “action agenda” might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity, including a suggested date of completion (revised annually);
- An indication of the public and private sector responsibilities for initiating and participating in each activity;
- Identification of additional possible funding sources and assistance programs that might potentially be available for implementing each project or activity; and
- In order to remain current, the “action agenda” must be updated annually.

Continually Explore Possible Funding Sources and Implementation Techniques

While some strategies called for in the Comprehensive Plan can be implemented through administrative and policy decisions, or can be funded through existing budget allocations, other recommendations will require special technical and/or financial assistance.

While the Implementation plan outlines potential funding sources, they should not be considered a full account of opportunities. Funding may be available through partnerships with businesses, other organizations, and non-profit organizations in addition to the normal state and federal sources. In addition, many funding sources vary from year-to-year, with new opportunities arising and existing sources discontinued.

The process by which state and federal funds are distributed varies from year to year and continues to be a competitive environment. As funding becomes available, the Village of new Hempstead and local partners, including businesses, should be prepared to submit applications. Each year the Village of New Hempstead should be prepared to apply for annual grants and those that are released periodically throughout the year. Therefore, the Village should continue to explore and consider a wide range of local, county, state, and federal resources and programs that may be available to assist in the implementation of the Plan’s strategies.

Update the Comprehensive Plan on a Regular Basis

- It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Copies of the Plan should be made available to the public through the Village website, library, and other locations where feasible;



- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Village Board in the day-to-day administration, interpretation and application of the Plan; and
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Comprehensive Plan.

Goals and Recommendations Implementation

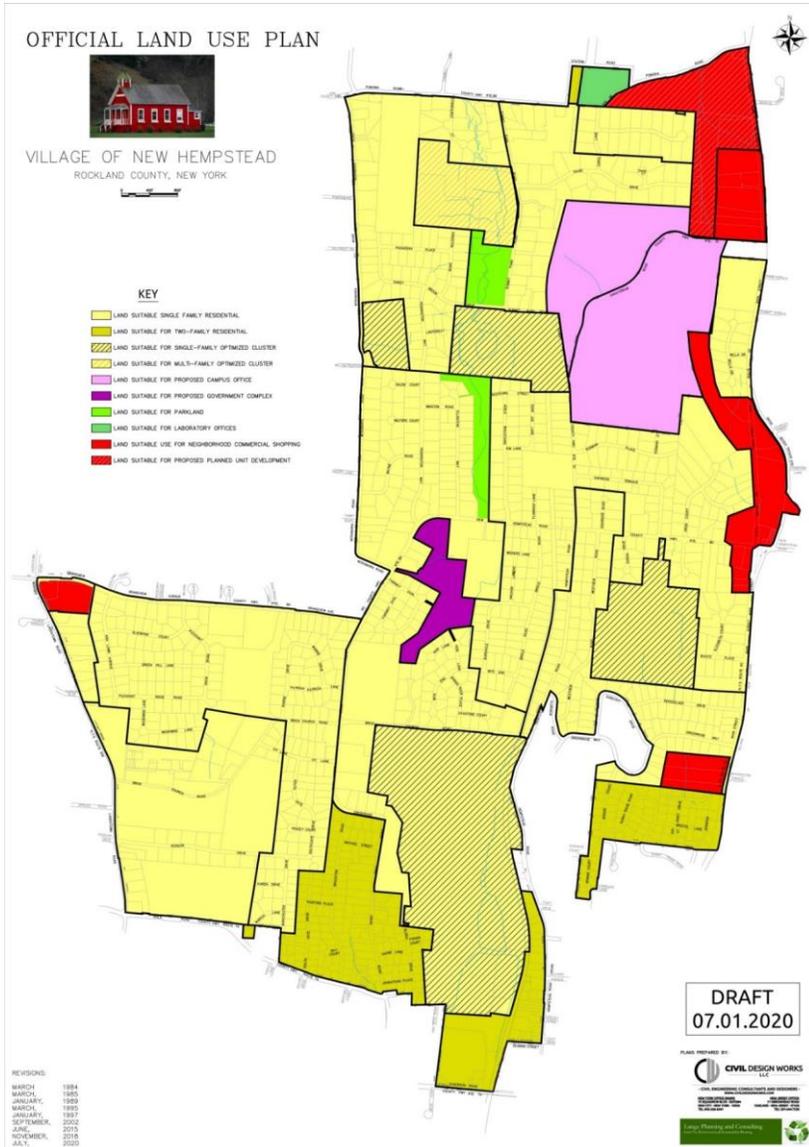
The Plan's Implementation section identifies initial potential funding sources and possible partners for implementing each Strategy.

The Strategies are assigned a recommended timeline for implementation as follows:

- Short-term: Year 0-2
- Medium-term: Years 2-5
- Long-term: 6+ Years

Next Steps: Implementing Plan Concepts

The final draft Comprehensive Plan is anticipated to be reviewed, refined based on community-Village input, and adopted by late summer 2020. The concepts in this final draft of the Comprehensive Plan, and the proposed land use plan following, outline the major strategies in implementing the plan. The Land Use Plan is provided below for reference.



1. Make strategic updates to code provisions

"The Village should revise existing ordinances to permit Accessory Dwelling Units (ADU), backyard chickens, and personal commercial vehicle parking. Appropriate provisions to protect community character and public health, as described in the plan concepts section, should be included."

Plan:

- **Although accessory dwelling units were identified for consideration during the public participation program, the Village Board has opted to delay implementation of accessory units at this time.**
- **Permitting additional backyard chickens presents practical problems in implementation and conformance with health codes and will not be implemented. The majority of the lots within the Village residential zones are not adequately sized to handle the current limitations. For example, having backyard chickens requires coops and the location of the coop cannot be within 75 feet of any property line. As a practical matter, since most of the lots are less than 150 feet wide, it would not be possible to comply in most cases. As such, it is proposed that the regulations remain the same.**
- **Personal commercial vehicle parking regulations were designed to limit commercial trucks from impacting the aesthetic of residential neighborhoods. It is recommended that these provisions remain.**

2. Explore options to protect existing open spaces

"This could include purchasing targeted acquisition sites; adopting a conservation or cluster development policy that would produce conservation easements; and/or pursuing a Transfer of Development Rights (TDR) policy that preserves open spaces in exchange for allowing increased development rights elsewhere."

Plan:

- **Several new options are proposed to address protecting open spaces including zoning modifications, new zone provisions, and a new optimized cluster provision which will provide incentives for dedicating additional open spaces and address the ability for Transfer of Development Rights. Targeted acquisitions, while possible, are clearly the most expensive option. Rather than outright purchases, sites have been identified which offer the best opportunity to apply previously unavailable zoning techniques to add to the Village's open space resources. These techniques will provide incentives to promote preservation of environmentally sensitive areas as well as dedicated open spaces. In addition, both floating zones and PUD zones are being evaluated as additional means of preserving open space. The details of these zoning modifications are detailed in the site-specific section (6) following.**

3. Study feasibility for public improvements that expand mobility options

"The Village should get cost estimates for sidewalk and trail connectivity improvements, further define priority segments, and dedicate available resources and funding for implementation. The Village should also explore options for bike facility improvements, particularly for a bike lane or multiuse trail along Route 45. Options for the design of priority intersections should also be explored, including traffic signal and roundabout feasibility. Improvements can be pursued based on findings."

Plan:

- **The Village is actively pursuing implementation of sidewalk and limited trail implementations. The bike lane proposed in the plan for along route 45 can be investigated. Residents generally support the concept of bike lanes and pedestrian paths. there is support for permitting walkways and bike access to link neighborhoods. The proposed solutions to expanding mobility are to construct missing sidewalk links to promote safe circulation and to consider bike lanes along the state and county highways as they are improved.**
- **The concept of a walking/bike trail between neighborhoods and the new Village Center is a key component of the plan to provide walkability and safe circulation to parks and schools**
- **The Village will be supportive of County and State Efforts to include bike paths on their roadways.**

4. Continue discussion about the design and character of potential Village gateways

“Additional community conversations can define goals and the locations and extents of Village gateway areas. The gateways could simply include landscaping or monuments to announce arrival to the Village, or could include new mixed use development that provides destinations and neighborhood services in proximity to existing residences. New development in gateway areas could help to fund or implement Plan goals for open space and mobility improvements, through a TDR policy, impact fees or other mechanisms. Updated zoning regulations or design guidelines for gateway areas should be specific about the desired form and character of future development in gateway areas to meet Village expectations for walkable, pedestrian-oriented buildings of an appropriate scale and intensity”

Plan:

- **The zoning for the gateway areas included recommendations for a neighborhood commercial overlay zone along the Route 45 Corridor calling for mixed use, two story buildings with first floor commercial and second floor residential uses tied proportionally to the amount of commercial spaces. Design considerations should be added to the zoning text with recommendations for signs, monuments, flagpoles, roundabouts and landscaping in these areas.**
- **The development recommendations for the Route 45 and Pomona Road gateway will be part of the Planned Unit Development (PUD) requirements for that parcel.**
- **The Fairway Park property should be the new center for New Hempstead housing a new Village Hall and other related facilities to provide a more centrally located facility within easy walking distance to most residents. The property has existing right of ways to surrounding neighborhoods where walkways could be constructed leading to Village Hall. Plans for this site should be solidified. The old Village Hall site can be revitalized or sold as the Village sees fit. Its historic position in the Village would lend towards a rehabilitation in keeping the historic tradition.**

5. Institutional Properties

“The Village should consider Institutional Zones for areas of significant acreage owned by School Districts and governmental institutions. The two primary locations are the Rockland County properties on Sanitarium Road and the School District Bus Depot property.”

Plan:

- **The proposal for Sanitarium Road is to become part of a new campus office park zone to facilitate conversion of the existing structures should the current governmental uses change.**
 - **This zone should be based upon a forms-based zoning approach and focus on space based upon a floor area ratio for the entire site. This will permit the maximum flexibility in re-using or altering existing structures. The existing structures were created under a variety of**

architectural styles and the campus office park should try to unify the architecture – eliminating older building where appropriate and incorporating new structures into an overall design concept. This has been proposed for the entire site even though the Town of Ramapo and the Village of New Hempstead have split zoning control over portions of the site. The County is the ultimate decision maker requiring tacit approval from both the Town and Village, but the Village has voiced its view of the future for this site.

*The School District Bus Depot property is proposed to remain as residential zoning, but it should be marked as a mapped potential site for the new optimized cluster zone provisions should the institutional use change.
(See page 155)*



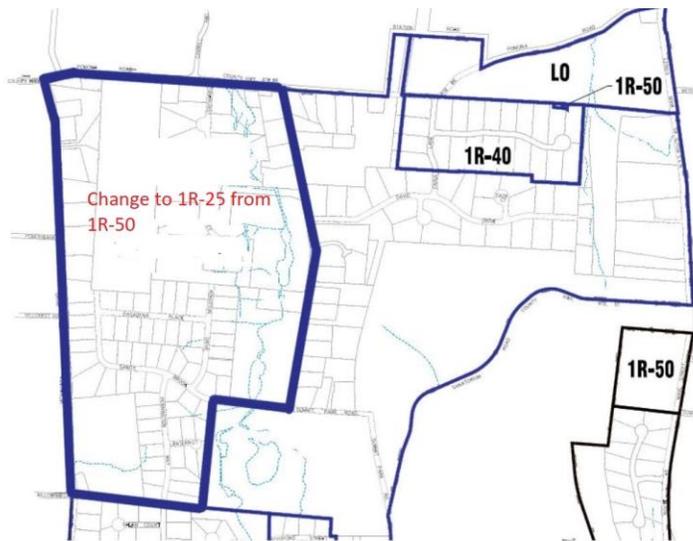
Proposed Overall Campus Office Zone

6. Site-specific recommendations

1. **Rezoning of areas of the Town to fit the existing development pattern.** For example, many of the R-50 zones have been developed with smaller lot sizes. These areas should be rezoned to match the

predominant development pattern. (see map of areas for consideration). The majority of the lots to the west of Summit Park Road have predominant lot sizes range from .62 acres to .68 acres with a few larger

lots at .8 to the largest at .98 acres. At .98 acres, (42, 688 square feet) these lots are still far under the 50,000 square foot limit. The majority of the lots between .62 to .68 acres are still below 30,000 square feet. It would be more appropriate to rezone these lots to a 1R-25 zone with the few larger lots remaining as pre-existing, non-conforming lots. Lots to the east of Summit Park Road are closer to the R-50 characteristics and should remain as an R-50 zone. No new development is expected from this change as it is an action make the zoning match the development pattern. (See map below of the area designated for R-25.)



2. **Require curb to curb re-paving:** This requirement will be added to the Village Laws to prevent the current patchwork approach when road surfaces are disturbed. This will apply to any development seeking site plan approval or special permit approval.
3. **Proposed new overlay zone provision, the optimized cluster overlay:** This new zone is proposed with incentives to attract and protect additional environmentally sensitive and open space areas, particularly for largely undeveloped or under developed tracts. This provision provides additional clustering options designed for single family detached homes. The appropriate sites identified in the plan include:
 - a. *undeveloped lands east of McNamara Road north of East Willow Tree Road 9 – (referred to hereafter as the 13 acres site),*
 - b. *the RCSD bus site,*
 - c. *New York Country Club property,*
 - d. *Visions Property*

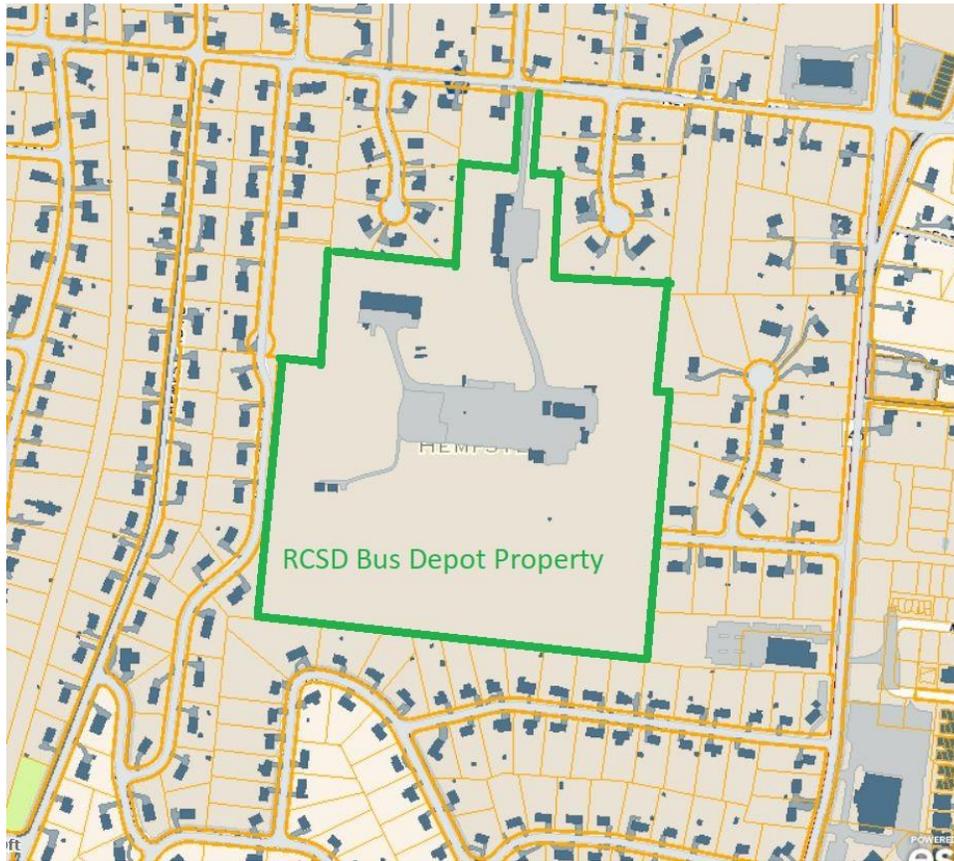
Each of these properties have significant percentages of environmentally sensitive areas which should be protected. This zone has been created to overcome the limitations of the existing cluster or average density regulations which offer no incentive for a developer to concentrate development to preserve open spaces. This zone provides “non-standard” configurations tailored to the site’s specific characteristics. Existing cluster provisions require an “as of right plan without variances” to determine the number of homes permitted. As such, no incentive exists to preserve and protect wetlands and steep slopes. Providing a development incentive will enhance the opportunities to not only expand the amount of open spaces to be preserved, but also the measures to ensure the quality of both the preserved lands and the development. The new zoning should provide measures to promote concentrated development in return for conservation easements, parkland and dedicated open spaces. (see map following)

- **Optimized Cluster Approach** – The Optimized concept would provide a mechanism for sites of 10 acres or more, to map all of the constraints and identify areas to focus development based upon a maximum development density of one and a half (1.5) to two (2) units per gross acre. (the actual number will be determined by the Village Board with site plan review assistance from the Planning Board). The extent of encumbrances should not exceed 80% of the land area. The Village Board, based upon project details and mutually agreed development restrictions, requires all of the constrained land to be mapped into conservation easements and dedicated open space with no further development possible. The bulk requirements will be individually developed jointly by the applicant and the Village uniquely to the site conditions and plans. This flexibility will enable a site plan that can be developed to fit the unique conditions of the site rather than having a rigid bulk regulation to meet. The developer would still pay the recreation fees as well as giving up the development rights to the remainder of the property. The rec fee at \$2500 per dwelling unit would apply and the mapped open space and conservation areas must consist of at least forty percent (40%) of the total acreage, but not to exceed eighty (80%).

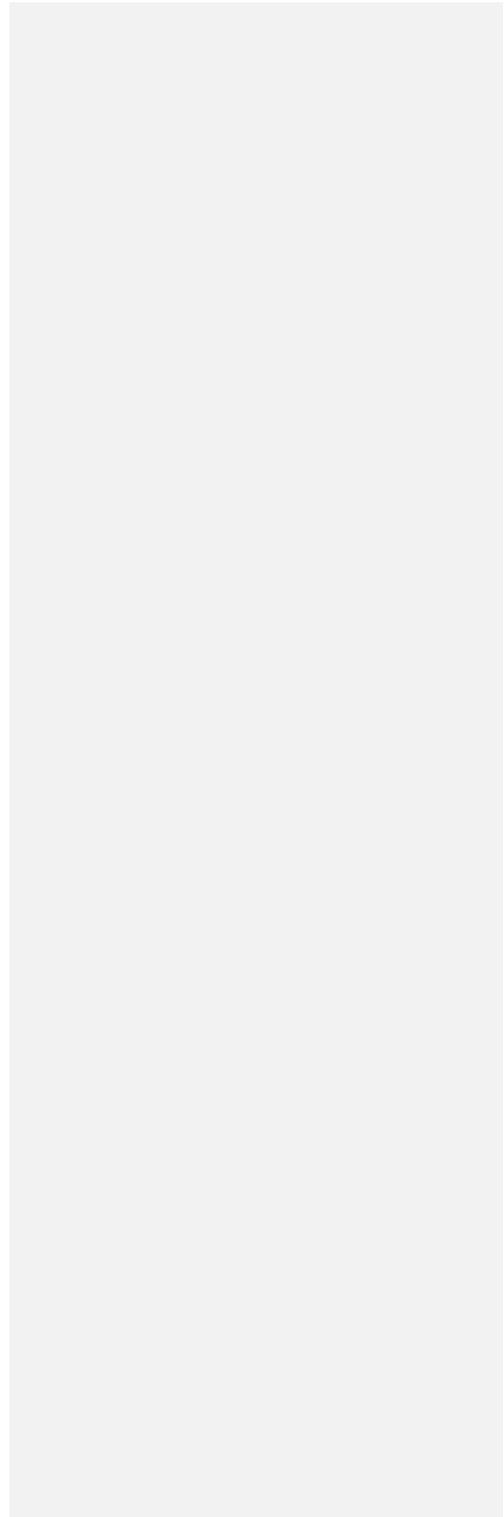
Properties identified for Optimized Cluster Overlay Zone

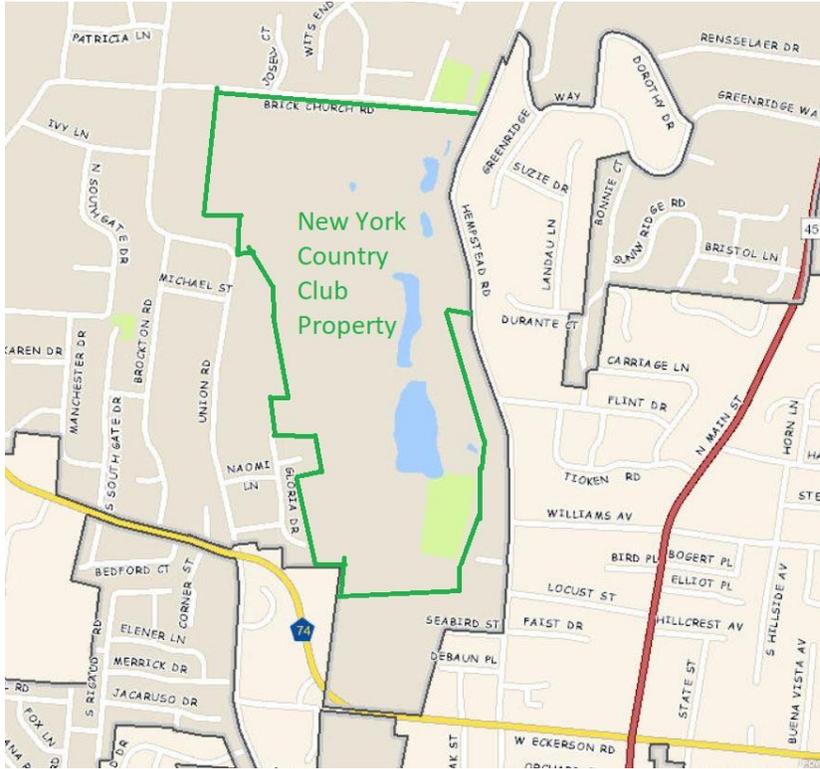


13 Acre Property

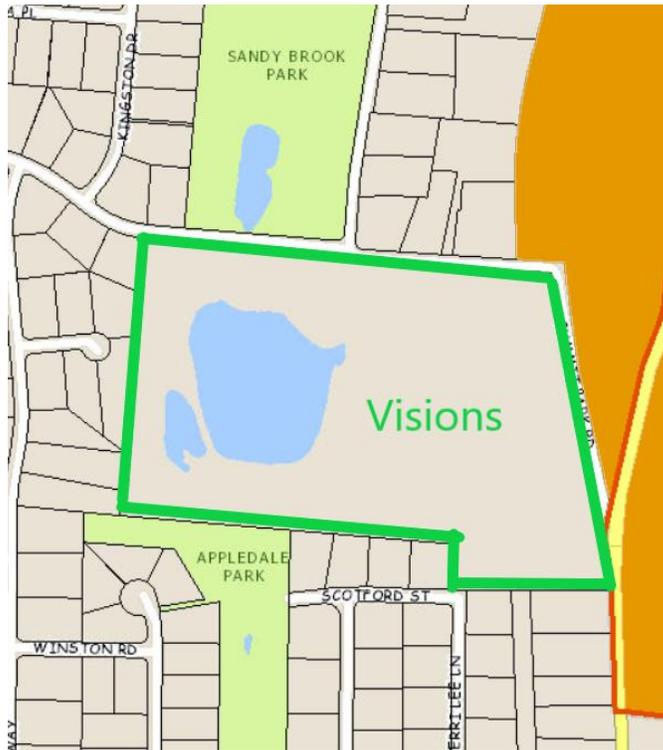


RCSD Bus Depot Property





New York Country Club



Visions Property

4. **A multi-family variation to the optimized overlay zone/district is proposed as a solution for the Matterhorn Property.** The Matterhorn property consists of three parcels totaling over 34 acres and is positioned between Pomona Junior High School and Sandy Brook Park along Summit Park Road. The property features unique waterbodies and wetlands with walking trails developed when Matterhorn was in operation as a nursery and a semi-private environmental education site. It offers a singular opportunity to create a dedicated open space asset that not only complements Sandy Brook Park, but can be physically directly linked to the Park. It also would provide for dedicated continuity of the wetlands. As a high-quality environmental resource, restrictive conditions for the development of this property have been stipulated under the multi-family optimized cluster provisions include the following:
- a. A maximum limit of 150 units of apartment style units consisting of 1, 2 or 3-bedroom units; this is roughly equivalent to 3 dwelling units per acre overall. No more than 30 units can be three- bedroom
 - b. Two spaces of dedicated **indoor/underground** parking are required **per** unit
 - i. surface parking will be limited to visitor parking

- c. Continuation of the existing paths and walkways in the wetlands (subject to public private agreement for maintenance and access)
- d. The site design must incorporate traffic calming provisions including:
 - i. Narrowing pavement widths to limit speed
 - ii. Curved roads for design closure and speed control
- e. Sidewalks are required for both frontage and internal roadways
 - i. Frontage sidewalks must extend from Pomona Road to Sandy Brook Park
- f. At least 20 acres of open space or conservation easements prohibiting future development is required
- g. A building height restriction of three stories not to exceed forty (40) feet
- h. Building separation of at least twice the building height (80 feet)
- i. A recreation/common area structure may be provided
 - i. size and location of recreation/common structure to be determined by applicant and Village
 - ii. may include limited sale of foods and household products for resident's convenience
- j. Clustering of the residential units on the upland portions is required for maximum protection and to maintain continuity and quality of wetlands and open spaces
- k. Charging stations for electric vehicles in the underground parking portions are required
- l. Substantial perimeter and foundation landscaping and plantings within an overall landscape design are designed
- m. Low level lighting is required both in terms of pole heights and fixture illumination
- n. Payment of recreation fees per unit as follows:
 - i. 1 BR - \$5000
 - ii. 2 BR - \$6000
 - iii. 3BR - \$7000



Matterhorn Multifamily Site

5. **New Zoning should be developed for the Route 45 corridor**, focusing on the development potentials south of Pomona Road. Mixed use development including residential and commercial development is targeted for the Pomona Road / Route 45 site as a **planned unit development**. A planned unit development is a zone with a set of specific design purposes rather than a set of bulk restrictions. It is related to a single contiguous piece of property. The use of PUD regulations will require a site of at least ten (10) acres. The PUD has no predetermined bulk regulations as the zone features a list of permitted uses with descriptions of the development objectives and design standards instead. The traditional bulk items such as yards and setbacks will be created as the overall design of the site is completed. The owner/applicant works with the Village Board to develop a plan to meet the Village's and the developer's objectives for the site. The goal of the PUD is to allow maximum flexibility in the design of the site as a **well-designed cohesive planned entity**. The PUD allows mixing of commercial and residential uses within the zone

The objectives for the site should clearly identified below. The PUD zone for the Pomona Road/Route 45 Gateway incorporates a design concept that focuses on the following elements:

- A "Welcome to New Hempstead" concept with clear visual designs representing the Village history couched in contemporary design
- Reflect the close physical relationship to the Town of Ramapo ball park located to the west along Pomona Road.
- Reflect uses that serve both neighborhood commercial activities and ballpark related establishments
- The site should be visually inviting with a single well-designed primary entrance road to serve all of the uses. The primary entrance should be located from Route 45 with the potential of access to Pomona Road based upon an agreed to circulation plan. All access plan should provide left hand turn lanes from Route 45 and Pomona Road with access controls. A traffic report should accompany the proposed plans to demonstrate how the plan objectives have been implemented to minimize and mitigate traffic impacts. The entrance should lead to a well- designed roundabout and/or interior circulation system with clear directional components to each site element for efficient site circulation. The plans should include left turning lanes on Route 45 and Pomona Road. Secondary access to Sanitarium Road is desirable.
- Commercial uses should be limited to seventy percent (70%) of the **floor area** of the site with the residential components occupying the remaining thirty percent of the floor area. To achieve this objective, site development coverage can be crafted to meet the use objectives. These may be varied with sufficient information to support how the variation will better meet the design objectives.
- A minimum designated open space requirement of 25% of the gross land area is required and may feature both active and passive uses. These areas may include environmentally sensitive areas such as water resources, wetlands, floodplains and steep slopes.
- Permitted uses should include the following:
 - Hotels and related facilities
 - The design should reflect sufficient exterior and height design **articulation** to add to the character of the structures without becoming distracting
 - The hotel should feature local flavor of New Hempstead with photographs and illustrations of the community including lobby décor and menus and menu items
 - Commercial establishments including:
 - A variety of eating establishments including
 - Restaurants and sports pubs (within and outside of hotels)
 - Bagel and Pizza restaurants

- Quality, scale appropriate, standalone restaurants (Applebee's, Chili's, Outback) are permitted subject to approval by the Village. No more than two standalone restaurant establishments should be permitted.
- Convenience stores and pharmacies with appropriate designs
- Outdoor sports stores including bicycle sales and rentals
- Boutiques and specialty stores

All of the building components should feature design elements to demonstrate that they are part of an overall design concept rather than as unrelated structures

- Single family homes should be less than 35 feet in height with multi-family residential spaces below 40 feet in height with no more than 30% of the residential structures at the maximum. Remaining residential uses should reflect varying heights as the design permits, but the desired outcome is a set of structures with multiple height implementations
- Strip commercial type development is specifically prohibited
- Commercial buildings, may provide for office or residential uses on upper floors to promote and attract artist type studio implementations for workers to live near to stores
- All uses in this zone will require an untouched 100 - foot buffer area against the residential areas to the south and west. In this manner, the existing 100 feet of trees must be preserved to minimize any impact to existing residences.

Since the uses are the focus rather than the bulk, guidelines can be established for particular uses. For example, the PUD zone for the Pomona Road/Route 45 Gateway lists hotels as permitted uses. The guidelines for hotels should include form definitions such as:

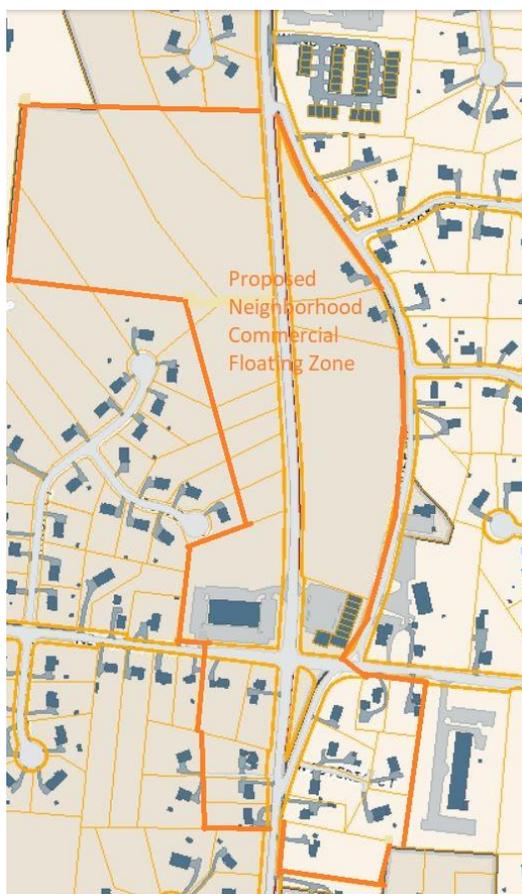
Hotels:

- Limited to 45% of the permitted floor area of the site
- Preference for 2 or 3 stories to reduce the building footprint of the structure
- Should be located away from Route 45 towards the rear of the site, downslope to minimize visual impacts.
- The design should be attractive, modern, and articulated for maximum design interest.



Proposed PUD and NC Zone (northern portion))

6. South of this site, along Route 45, are designated potential sites *for consideration* as a floating Neighborhood Commercial Zone with minor modifications to the original zone. Approvals will be on an application basis based upon the merits of the particular plan. This overlay zone requires a minimum of two (2) acres along Route 45. In an effort to facilitate these developments, lots may be consolidated to obtain the minimum acreage required. As a modification to the original Neighborhood Commercial zone, it is desired that if multiple uses are proposed for residential and commercial uses, that the structures for each use should be separate rather than mixed use. This portion of lands along Route 45 have extensive wetlands and water resources which alone will minimize development potential. This leads to the development of the upland areas closest to Route 45. Around the intersection with New Hempstead Road, lots would require consolidation to obtain the required two-acre minimum lot requirement.



Area for Neighborhood Commercial consideration – (southern portion)



Rt. 45 opposite New Square

7. Village Wide Recreation Fee - The Village's recreation fee structure (law) should be amended to include the option for acquisition of off-site lands as part of the commensurate recreation fee compensation.

Plan:

The Village will add off site acquisitions with parameters as an additional option for obtaining additional recreational lands. In addition, the Village Board will be modifying the recreation fees in accordance with prevailing conditions.

8. The plan noted the need for Technical Improvements to the Zoning Code to make the site plan review process easier to implement.

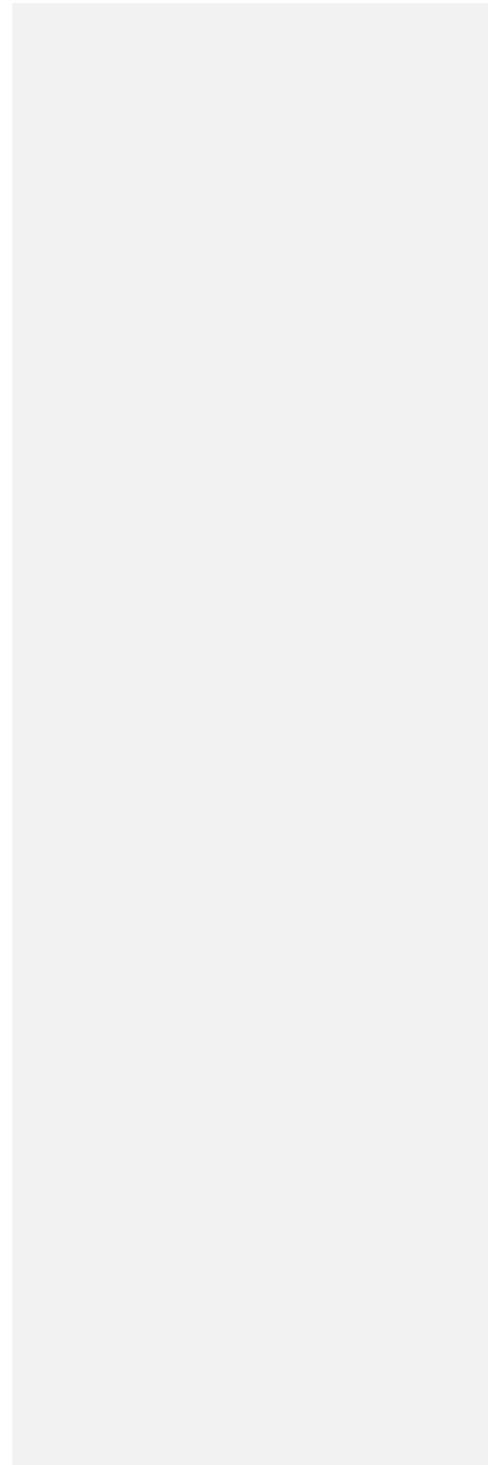
Plan:

Review of the online code indicates that the previous "either" FAR or Development coverage has already been removed.

9. The plan noted that based upon the experience with the existing Active Adult Regulations, that excessive densities could be achieved. Based upon a maximum of 120 units with a minimum 8-acre property, a proposal could be brought forward at a density of 15 units per acre.

Plan:

Review of the online code indicates that the 15 unit per acre density is excessive and should be **reduced to 5 units per acre** maximum in keeping with the current residential character of New Hempstead.



OFFICIAL ZONING MAP

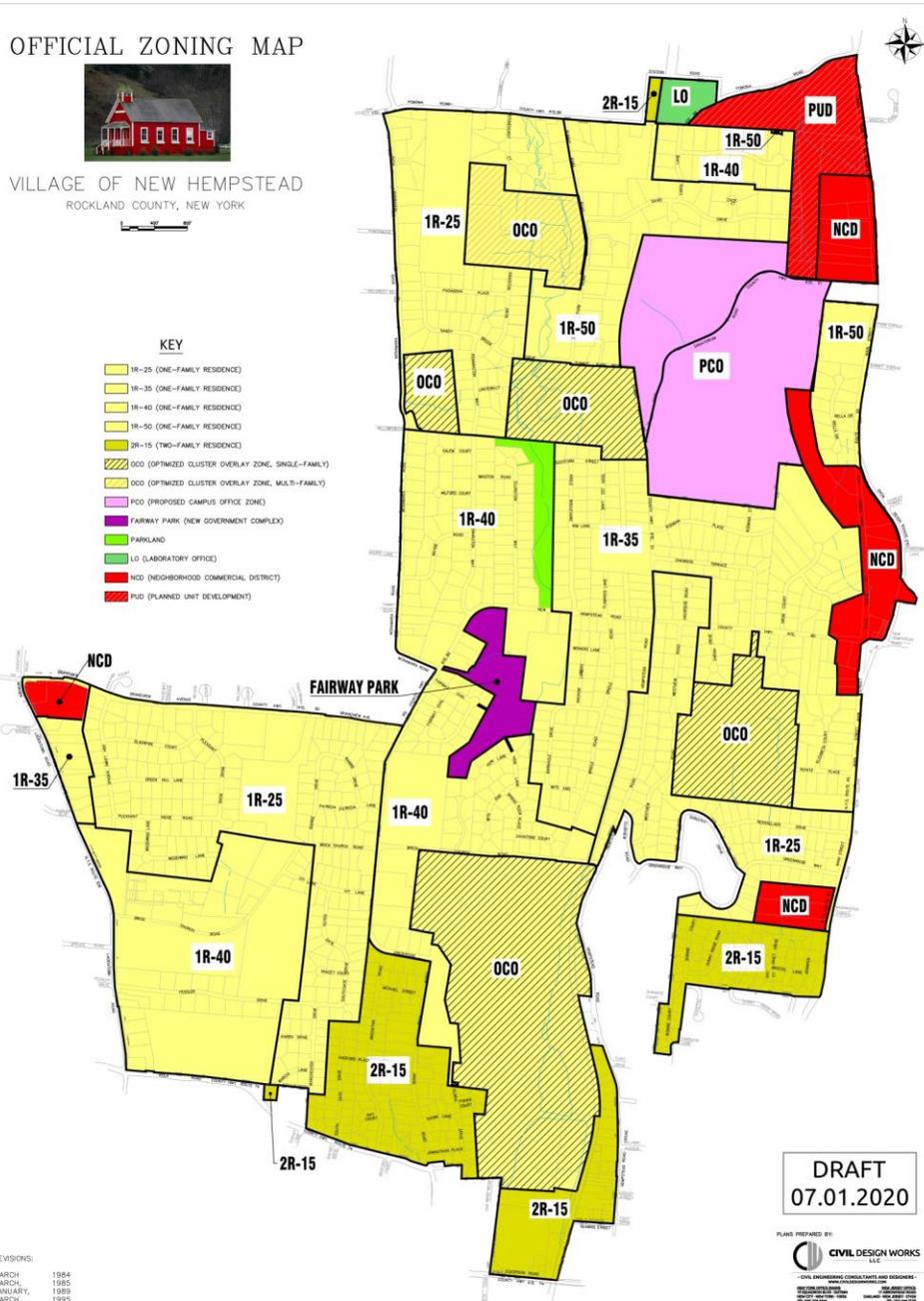


VILLAGE OF NEW HEMPSTEAD
ROCKLAND COUNTY, NEW YORK



KEY

- 1R-25 (ONE-FAMILY RESIDENCE)
- 1R-35 (ONE-FAMILY RESIDENCE)
- 1R-40 (ONE-FAMILY RESIDENCE)
- 1R-50 (ONE-FAMILY RESIDENCE)
- 2R-15 (TWO-FAMILY RESIDENCE)
- OCO (OPTIMIZED CLUSTER OVERLAY ZONE, SINGLE-FAMILY)
- OCO (OPTIMIZED CLUSTER OVERLAY ZONE, MULTI-FAMILY)
- PCO (PROPOSED CAMPUS OFFICE ZONE)
- FAIRWAY PARK (NEW GOVERNMENT COMPLEX)
- PARKLAND
- LO (LABORATORY OFFICE)
- NCD (NEIGHBORHOOD COMMERCIAL DISTRICT)
- PUD (PLANNED UNIT DEVELOPMENT)

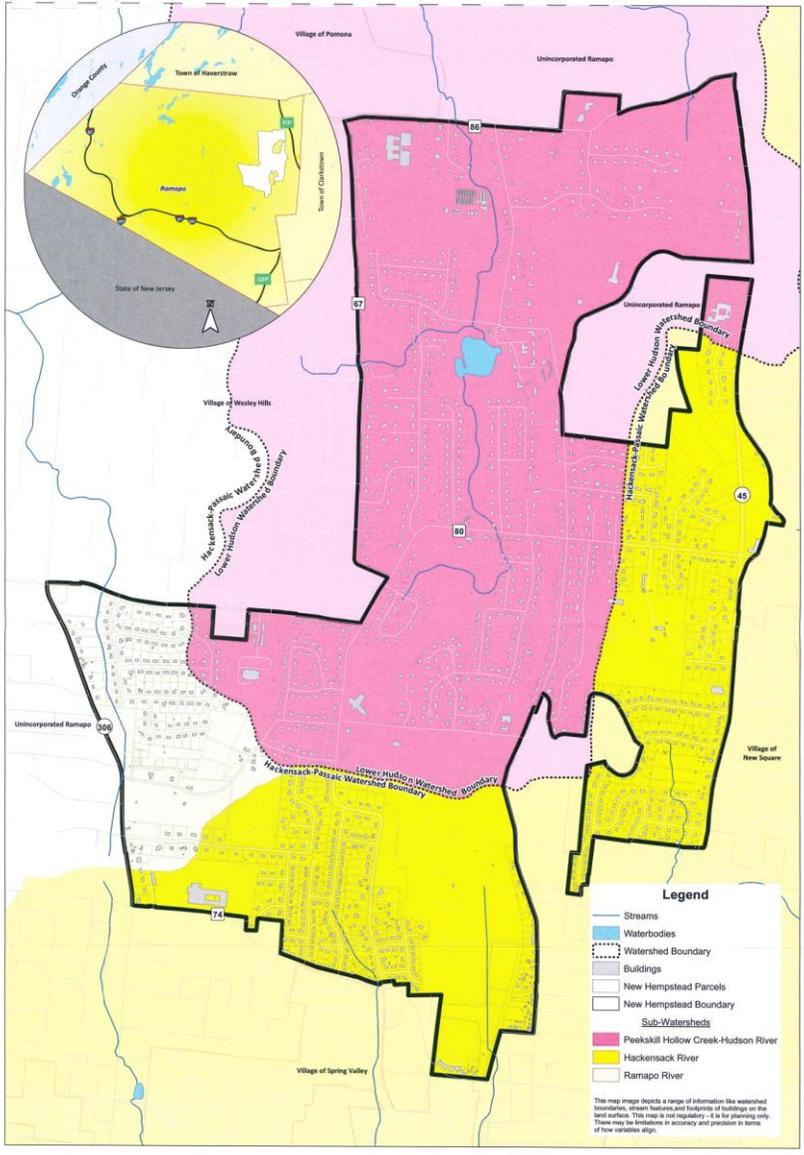


REVISIONS:
MARCH 1984
MARCH 1985
JANUARY 1989
MARCH 1995
JANUARY 1997

DRAFT
07.01.2020

PLANS PREPARED BY:
 CIVIL DESIGN WORKS
LLC
CIVIL ENGINEERING CONSULTANTS AND ARCHITECTS
1000 ROUTE 9W, SUITE 200
ROCKLAND COUNTY, NEW YORK 10986
PHONE: 845.338.8800 FAX: 845.338.8801
WWW.CIVILDW.COM

Map 2 – Proposed Zoning Map



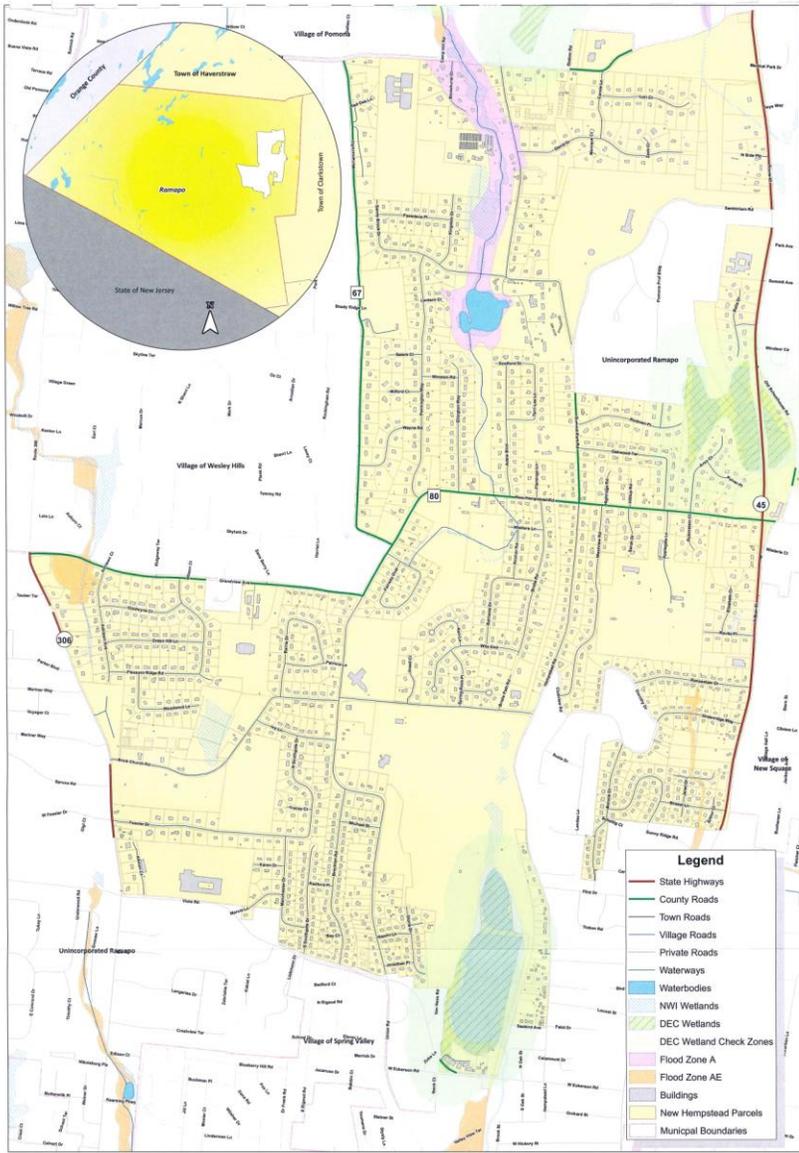
Map 3 - Watersheds



Village of New Hempstead

Aquifers

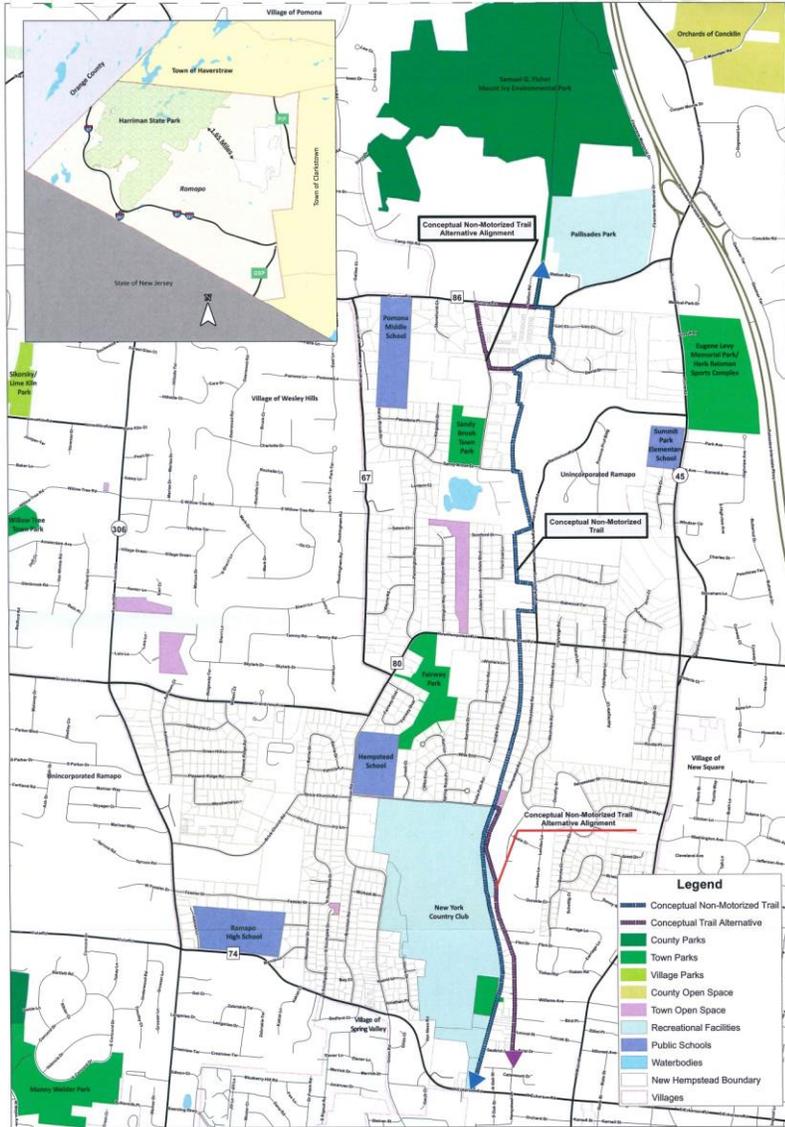
Map 4 -Aquifers



Laberge Group
 0 0.275 0.55
 Miles
Created 11-5-18. For illustrative purposes only. Accuracy not guaranteed. Data provided by Rockland County and NYSDO Clearinghouse, 2018.

Village of New Hempstead
Hydrological Constraints

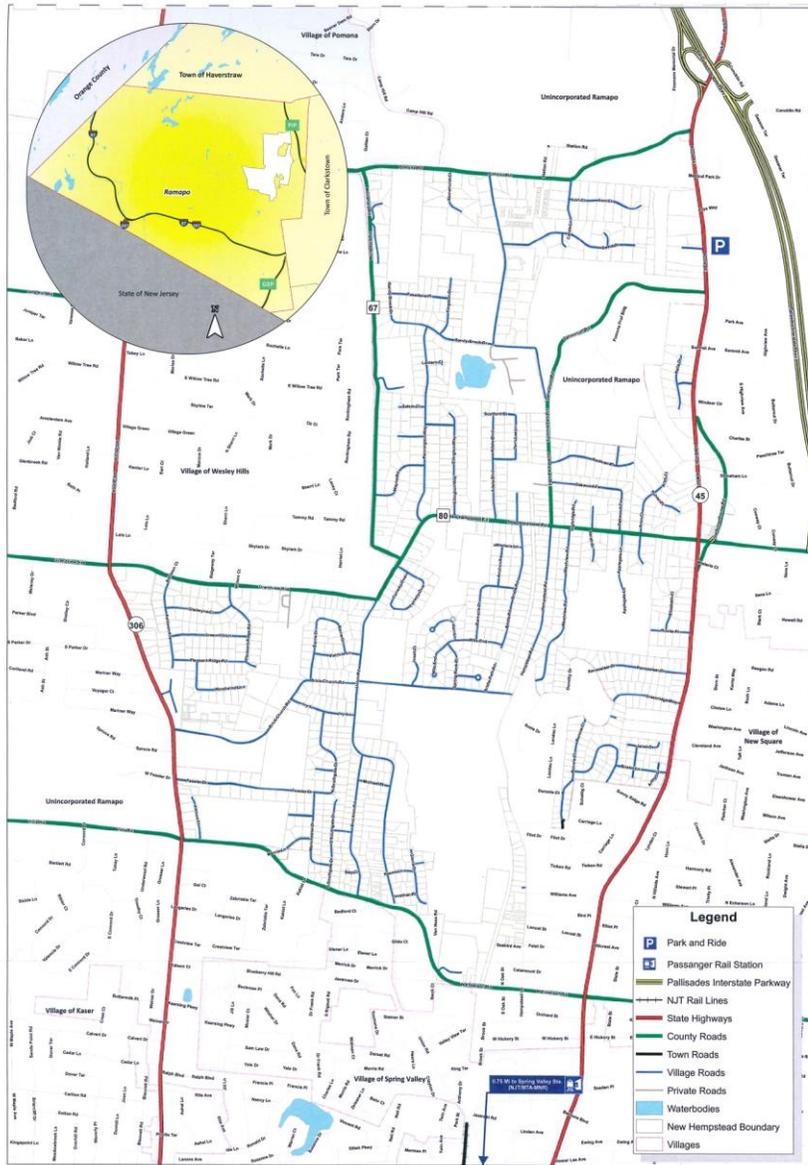
Map 5 Hydrological Constraints



Village of New Hempstead
Parks and Recreation

Created 11-13-18. For illustration purposes only. Accuracy not guaranteed. Data provided by Rockland County and NYSDG. Copyright © 2018

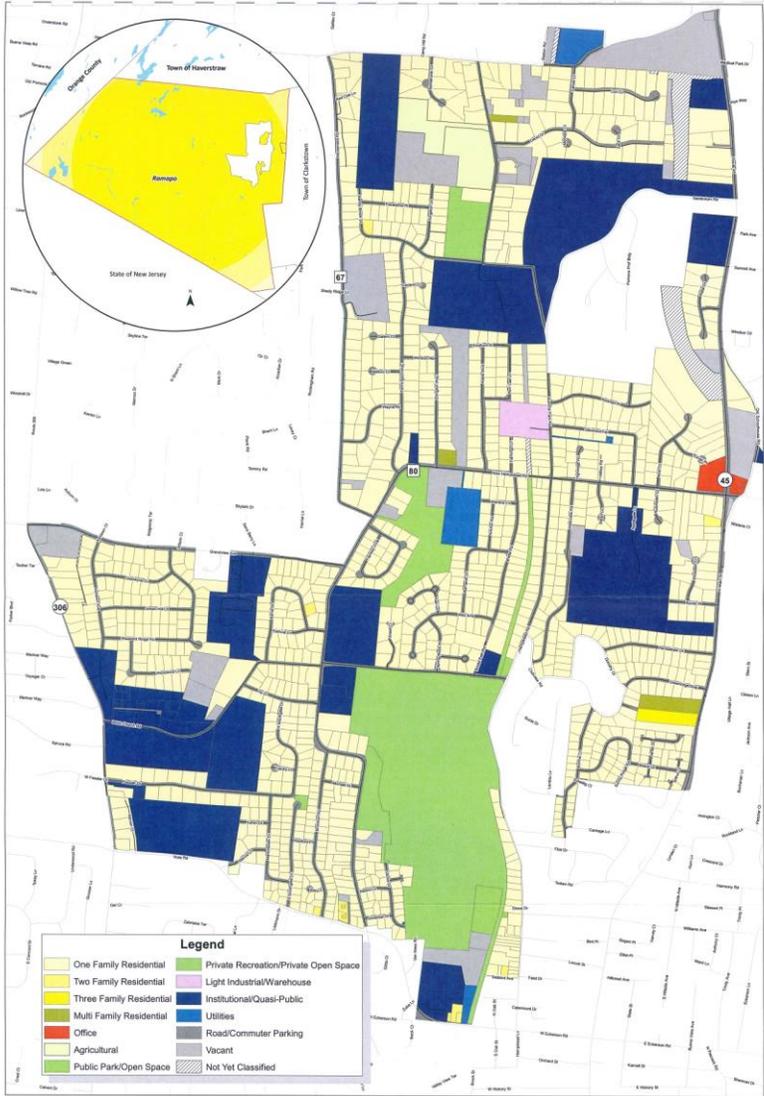
Map 6 - Parks and Recreation



N
 Laberge Group
 0 0.35 0.7
 Miles
Created 12-11-18. For illustrative purposes only. Accuracy not guaranteed. Data provided by National County and City/MSO Databases. 2018

Village of New Hempstead
Transportation

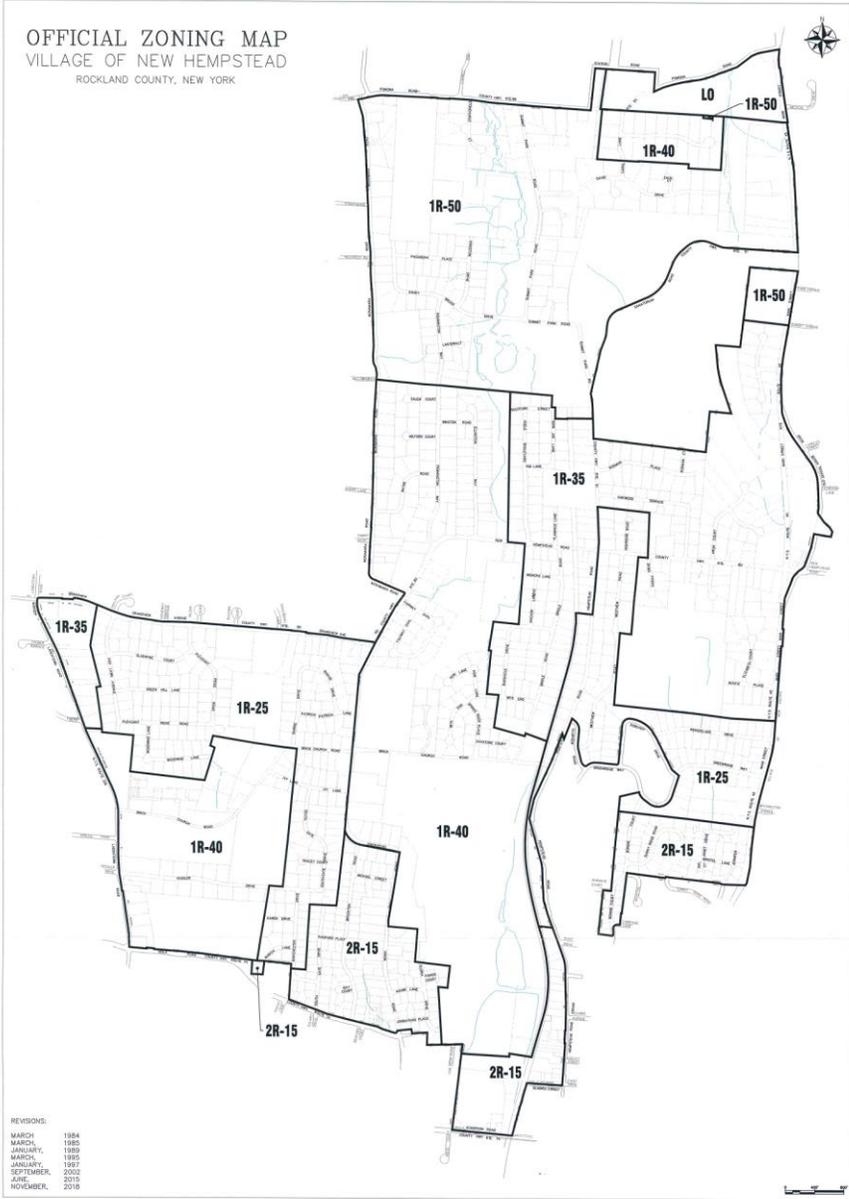
Map 7 - Transportation



Laberge Group
 0 0.275 0.55 Miles
Copyright © 2008. For illustrative purposes only. Accuracy not guaranteed. Data provided by Hudson County and WPA/Clearbridge, 2008.

Village of New Hempstead
Land Use Map

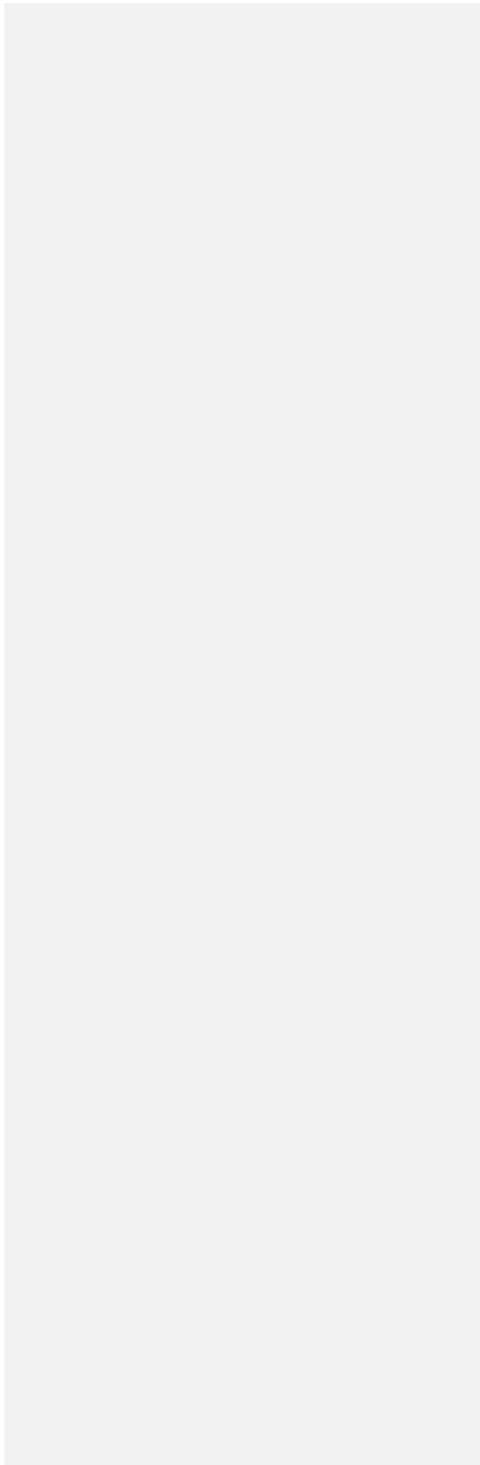
Map 8 - 2008 Land Use Map



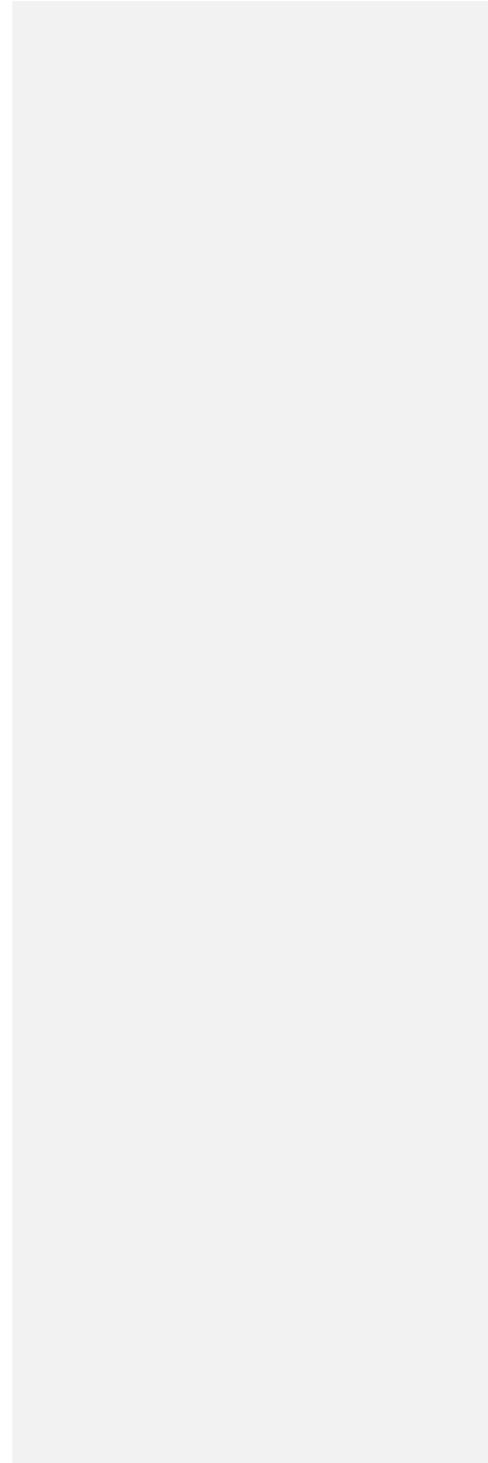
Map 9 - Existing Zoning Map



APPENDICIES



APPENDIX A: LONG ENVIRONMENTAL
ASSESSMENT FORM (EAF)



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**Full Environmental Assessment Form
Part 1 - Project and Setting**

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Village of New Hempstead Comprehensive Plan		
Project Location (describe, and attach a general location map): Village of New Hempstead - Rockland County		
Brief Description of Proposed Action (include purpose or need): This project is a formulation of a village-wide Comprehensive Plan. It will update the current comprehensive plan previously completed in 2006. There will also be an update to zoning and other land use laws. The Comprehensive Plan will examine the existing conditions including: parks and open space (environmental resources); land use demographics; historic and cultural resources; housing; economic development; public services; energy; transportation; and local public policies like zoning. The development strategies presented for the Village will include the possibility of no change scenarios. Goals and recommendations for a long-term land use and community and economic development vision will be formed. The plan will be based on public engagement.		
Name of Applicant/Sponsor: Village of New Hempstead - Village Trustees		Telephone: 845-354-8100
		E-Mail: aweinraub@newhempstead.org
Address: 108 Old Schoolhouse Road		
City/PO: New Hempstead	State: NY	Zip Code: 10956
Project Contact (if not same as sponsor; give name and title/role): Nicole Allen, A.I.C.P., Planning Manager		Telephone: 518-458-7112
		E-Mail: nallen@labergegroup.com
Address: Laberge Group, 4 Computer Drive West		
City/PO: Albany	State: NY	Zip Code: 12205
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Adoption by Village Board of Trustees	Projected May 2019
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Village Planning Board Referral	Project April 2019
c. City Council, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	County Planning Board Review Referral	Projected April 2019
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input type="checkbox"/> Yes <input type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input type="checkbox"/> No

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> • If Yes, complete sections C, F and G. • If No, proceed to question C.2 and complete all remaining sections and questions in Part 1 	
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	<input type="checkbox"/> Yes <input type="checkbox"/> No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, identify the plan(s):	
The Village is within the Hudson River Valley Greenway (the Village is a Greenway Community) and it is overlain by the Hudson River National Heritage Area.	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, identify the plan(s):	
Rockland County has an Open Space Acquisition Program; however, an adopted County Plan has not been identified. Moreover, none of the county-acquired properties are within the Village. The Town of Ramapo has made open space acquisitions through an Open Space Program; however, there is not an identified draft or adopted Town open space plan.	

C.3. Zoning	
a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. If Yes, what is the zoning classification(s) including any applicable overlay district? The Village has adopted zoning which includes multiple residential zones, and a non-residential laboratory office zone.	<input type="checkbox"/> Yes <input type="checkbox"/> No
b. Is the use permitted or allowed by a special or conditional use permit?	<input type="checkbox"/> Yes <input type="checkbox"/> No
c. Is a zoning change requested as part of the proposed action? If Yes, i. What is the proposed new zoning for the site? The Comprehensive plan will examine possible alternative zoning.	<input type="checkbox"/> Yes <input type="checkbox"/> No
C.4. Existing community services.	
a. In what school district is the project site located? East Ramapo Central School District	
b. What police or other public protection forces serve the project site? Police protection is provided by Town of Ramapo Police, Rockland County Sheriff, and NYS Troopers.	
c. Which fire protection and emergency medical services serve the project site? Fire protection and emergency medical services are the Hillcrest Fire Co. No. 1, Moleston Fire District, and Spring Valley Community Ambulance.	
d. What parks serve the project site? Parks within the Village include Fairway Park and Sandy Brook Town Park. There are other private lands and Town-owned lands. Those that serve the area but are not in the Village include Eugene Levy Memorial Park/Herb Reissman Sports Complex.	

D. Project Details

D.1. Proposed and Potential Development	
a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?	
b. a. Total acreage of the site of the proposed action? _____ acres b. Total acreage to be physically disturbed? _____ acres c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres	
c. Is the proposed action an expansion of an existing project or use? i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No
d. Is the proposed action a subdivision, or does it include a subdivision? If Yes, i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types) ii. Is a cluster/conservation layout proposed? iii. Number of lots proposed? iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____	<input type="checkbox"/> Yes <input type="checkbox"/> No
e. Will proposed action be constructed in multiple phases? i. If No, anticipated period of construction: _____ months ii. If Yes: • Total number of phases anticipated _____ • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year • Anticipated completion date of final phase _____ month _____ year • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____ _____ _____	<input type="checkbox"/> Yes <input type="checkbox"/> No

<p>f. Does the project include new residential uses? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, show numbers of units proposed.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 20%; text-align: center;"><u>One Family</u></th> <th style="width: 20%; text-align: center;"><u>Two Family</u></th> <th style="width: 20%; text-align: center;"><u>Three Family</u></th> <th style="width: 20%; text-align: center;"><u>Multiple Family (four or more)</u></th> </tr> </thead> <tbody> <tr> <td>Initial Phase</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>At completion</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>of all phases</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>						<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>	Initial Phase	_____	_____	_____	_____	At completion	_____	_____	_____	_____	of all phases	_____	_____	_____	_____
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>																				
Initial Phase	_____	_____	_____	_____																				
At completion	_____	_____	_____	_____																				
of all phases	_____	_____	_____	_____																				
<p>g. Does the proposed action include new non-residential construction (including expansions)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes,</p> <p>i. Total number of structures _____</p> <p>ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length</p> <p>iii. Approximate extent of building space to be heated or cooled: _____ square feet</p>																								
<p>h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes,</p> <p>i. Purpose of the impoundment: _____</p> <p>ii. If a water impoundment, the principal source of the water: <input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> Other specify: _____</p> <p>iii. If other than water, identify the type of impounded/contained liquids and their source. _____</p> <p>iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres</p> <p>v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length</p> <p>vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____</p>																								
D.2. Project Operations																								
<p>a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)</p> <p>If Yes:</p> <p>i. What is the purpose of the excavation or dredging? _____</p> <p>ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?</p> <ul style="list-style-type: none"> • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ <p>iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____</p> <p>iv. Will there be onsite dewatering or processing of excavated materials? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, describe. _____</p> <p>v. What is the total area to be dredged or excavated? _____ acres</p> <p>vi. What is the maximum area to be worked at any one time? _____ acres</p> <p>vii. What would be the maximum depth of excavation or dredging? _____ feet</p> <p>viii. Will the excavation require blasting? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>ix. Summarize site reclamation goals and plan: _____</p> <p>_____</p> <p>_____</p>																								
<p>b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____</p> <p>_____</p> <p>_____</p>																								

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
 If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No
 If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No
 If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No
 If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No
 If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No
 If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No
 If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

iii. Will the proposed action use any existing public wastewater treatment facilities? Yes No
 If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

<ul style="list-style-type: none"> • Do existing sewer lines serve the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No • Will line extension within an existing district be necessary to serve the project? <input type="checkbox"/> Yes <input type="checkbox"/> No <p>If Yes:</p> <ul style="list-style-type: none"> • Describe extensions or capacity expansions proposed to serve this project: _____ 	
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <ul style="list-style-type: none"> • Applicant/sponsor for new district: _____ • Date application submitted or anticipated: _____ • What is the receiving water for the wastewater discharge? _____ 	
<p>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):</p> <p>_____</p> <p>_____</p>	
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____</p> <p>_____</p> <p>_____</p>	
<p>e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p style="padding-left: 20px;">_____ Square feet or _____ acres (impervious surface)</p> <p style="padding-left: 20px;">_____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. _____</p>	
<p>iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?</p> <p>_____</p> <p>_____</p> <ul style="list-style-type: none"> • If to surface waters, identify receiving water bodies or wetlands: _____ <p>_____</p> <ul style="list-style-type: none"> • Will stormwater runoff flow to adjacent properties? <input type="checkbox"/> Yes <input type="checkbox"/> No 	
<p>iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)</p> <p>_____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)</p> <p>_____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)</p> <p>_____</p>	
<p>g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> • _____ Tons/year (short tons) of Carbon Dioxide (CO₂) • _____ Tons/year (short tons) of Nitrous Oxide (N₂O) • _____ Tons/year (short tons) of Perfluorocarbons (PFCs) • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆) • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs) 	

<p>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate methane generation in tons/year (metric): _____</p> <p>ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____</p>		
<p>i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____</p>		
<p>j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. When is the peak traffic expected (Check all that apply): <input type="checkbox"/> Morning <input type="checkbox"/> Evening <input type="checkbox"/> Weekend <input type="checkbox"/> Randomly between hours of _____ to _____.</p> <p>ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____</p> <p>iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____</p> <p>iv. Does the proposed action include any shared use parking? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____</p>		
<p>vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate annual electricity demand during operation of the proposed action: _____</p> <p>ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____</p> <p>iii. Will the proposed action require a new, or an upgrade to, an existing substation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>l. Hours of operation. Answer all items which apply.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> <td style="width: 50%; vertical-align: top;"> <p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> </tr> </table>	<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>_____</p>
<p>ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe: _____</p>
<p>n. Will the proposed action have outdoor lighting? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p>
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe: _____</p>
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p>
<p>p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally describe proposed storage facilities: _____</p>
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p>
<p>ii. Will the proposed action use Integrated Pest Management Practices? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> • Construction: _____ tons per _____ (unit of time) • Operation : _____ tons per _____ (unit of time) <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> • Construction: _____ • Operation: _____ <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> • Construction: _____ • Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

Urban Industrial Commercial Residential (suburban) Rural (non-farm)

Forest Agriculture Aquatic Other (specify): _____

ii. If mix of uses, generally describe: _____

b. Land uses and covertypes on the project site.

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

<p>c. Is the project site presently used by members of the community for public recreation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>i. If Yes: explain: _____</p>
<p>d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes,</p> <p>i. Identify Facilities: _____</p>
<p>e. Does the project site contain an existing dam? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Dimensions of the dam and impoundment:</p> <ul style="list-style-type: none"> • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet <p>ii. Dams existing hazard classification: _____</p> <p>iii. Provide date and summarize results of last inspection: _____</p>
<p>f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Has the facility been formally closed? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <ul style="list-style-type: none"> • If yes, cite sources/documentation: _____ <p>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____</p> <p>iii. Describe any development constraints due to the prior solid waste activities: _____</p>
<p>g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____</p>
<p>h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes – Spills Incidents database Provide DEC ID number(s): _____</p> <p><input type="checkbox"/> Yes – Environmental Site Remediation database Provide DEC ID number(s): _____</p> <p><input type="checkbox"/> Neither database</p> <p>ii. If site has been subject of RCRA corrective activities, describe control measures: _____</p> <p>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, provide DEC ID number(s): _____</p> <p>iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): _____</p>

m. Identify the predominant wildlife species that occupy or use the project site: _____ _____	
n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Describe the habitat/community (composition, function, and basis for designation): _____ ii. Source(s) of description or evaluation: _____ iii. Extent of community/habitat: • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input type="checkbox"/> No	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input type="checkbox"/> No	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input type="checkbox"/> No i. If Yes: acreage(s) on project site? _____ ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District	
ii. Name: _____	
iii. Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
i. Describe possible resource(s): _____	
ii. Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
i. Identify resource: _____	
ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____	
iii. Distance between project and resource: _____ miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
i. Identify the name of the river and its designation: _____	
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	<input type="checkbox"/> Yes <input type="checkbox"/> No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name _____ Date _____

Signature _____ Title Mavor, Village of New Hempstead

PRINT FORM

Preparation of Text for Inclusion in Draft EAF – New Hempstead

11/7/18

E.3.e.iii

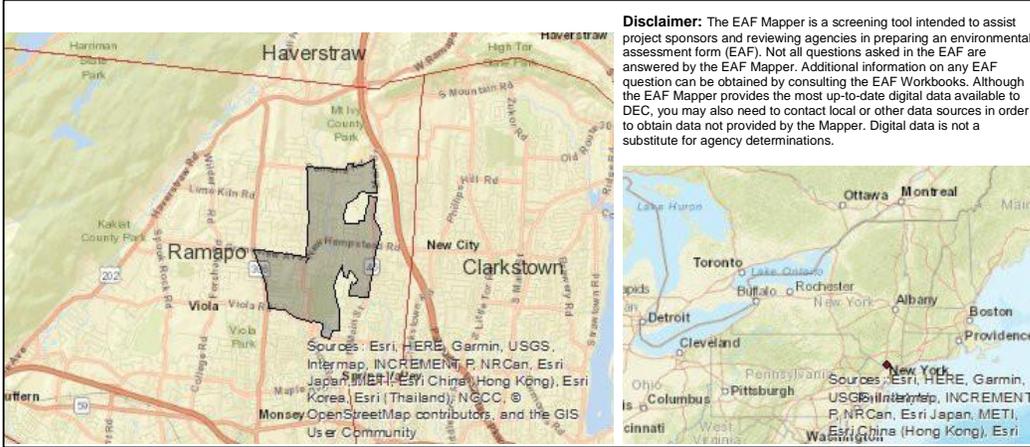
EAF Mapper (information generated 11/5/18); response to NYS SHPO consultation received 4/3/19.

Description

This project is a village-wide Comprehensive Plan which will update the current comprehensive plan previously completed in 2006 and update of zoning code. The Comprehensive Plan will examine the existing conditions of the Village including housing, economic development, parks and open space, environmental resources, public services, traffic and roads. The analysis of these subjects will be developed with appropriate public outreach to solicit public involvement and receive public feedback. Current zoning will also be examined to determine if future alternative land use and development are needed and the updates if any, will be made. The information gathered will establish development strategies for the Village including the possibility of no-change scenarios. From this goals and recommendations for the long term vision will be developed from of information collected throughout the planning process. By undertaking a Comprehensive Plan the Village will have a vision that will be a direct response to the needs of the Village and its residents.

EAF Mapper Summary Report

Tuesday, February 19, 2019 2:16 PM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	344079
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	860-13, 864-501, 864-502, 865-171, 865-176, 865-178
E.2.h.iv [Surface Water Features - Stream Classification]	C(T), B
E.2.h.iv [Surface Water Features - Lake/Pond Name]	865-177
E.2.h.iv [Surface Water Features - Lake/Pond Classification]	B

E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters, NYS Wetland
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):42.3, NYS Wetland (in acres):31.9
E.2.h.iv [Surface Water Features - DEC Wetlands Number]	TH-19, TH-17
E.2.h.v [Impaired Water Bodies]	Yes
E.2.h.v [Impaired Water Bodies - Name and Basis for Listing]	Name - Pollutants - Uses: Pascack Brook and tribs, within NYS – Unknown Toxicity – Recreation; Aquatic Life
E.2.i. [Floodway]	Yes
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer, Sole Source Aquifer Names: Ramapo SSA
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National Register of Historic Places - Name]	Eligible property: Ramapo High School, Palisades Interstate Parkway, Houser- Conklin House, Brick Church Complex, English Church and Schoolhouse
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

APPENDIX B: SEQRA INVOLVED AND INTERESTED AGENCIES INVENTORY

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**VILLAGE OF NEW HEMPSTEAD -
INVOLVED & INTERESTED AGENCIES
LIST- Version 3.25.19**

Office of Rockland County Executive Ed Day
County Office Building
11 New Hempstead Rd
New City, NY 10956

Rockland County Legislature
Toney L. Earl - Chair
11 New Hempstead Rd
New City, NY 10956

Village of Pomona
Frances Arsa Artha, Village Clerk
Pomona Village Hall
100 Ladentown Road
Pomona, NY 10970

Town of Ramapo
Sharon M. Osherovitz
Town Hall
237 Rt. 59
Suffern, NY 10901

Michael Specht, Supervisor
Town of Ramapo
237 Route 59
Suffern, NY 10901

Ramapo Local Development Corporation
c/o Ramapo Supervisor
Town Hall
237 Route 59
Suffern, NY 10901

New Hempstead
Village of New Hempstead
Alison We, Village Clerk
Village Hall
108 Old Schoolhouse Road
New City, NY 10956

Village of New Hempstead
Planning Board
Chair, Mel Poliakoff
Village Hall
108 Old Schoolhouse Rd.
New City, NY 10956
Village of New Hempstead

Zoning Board
Chair, Adam Pollack
Village Hall
108 Old Schoolhouse Rd.
New City, NY 10956

Village of Wesley Hills
Camille Guido-Downey, Village Clerk
Village Hall
432 Route 306
Wesley Hills, NY 10952

Village of Spring Valley
Diana Montgomery, Village Clerk
200 North Main Street
Spring Valley, NY 10977

Village of New Square
David Breuer, Village Clerk
Village Hall
766 N Main St
Spring Valley, NY 10977

U.S. EPA Region 2
Peter D. Lopez, Regional Administrator
2890 Woodbridge Ave.
Edison, NJ 08837-3679

NYS DEC Region 3
Kelly Turturro, Regional Director
21 South Putt Corners Road
New Paltz, NY 12561-1696

Fred Brinn
Town of Ramapo Highway Superintendent
Town of Ramapo Highway Dept.
16 Pioneer Ave
Suffern, NY 10901

David Kraushaar - Chairman
Rockland County Planning Board
Robert Yeager Health Center, Building T
Pomona, NY 10970.

Rockland County Dept. of Public
Transportation/ Transit of Rockland
Douglas Schuetz, Acting Commissioner
50 Sanatorium Road, Building T
Pomona, NY 10970

Rockland County Highway Department
Charles Vezzetti, Superintendent of Highways
23 New Hempstead Rd.
New City NY 10956

SUEZ North America
Attention: John Moolick,
Director of Operations
360 West Nyack Rd.
West Nyack, NY 10994

Rockland County Sewer District #1
Dianne T. Phillips, PE., Executive Director
4 Route 340
Orangeburg, NY 10962

Rockland County Historic Preservation Board
Craig Long, Chair
c/o Douglas Schuetz, Acting Commissioner
50 Sanatorium Road, Building T
Pomona, NY 10970

Lance MacMillan, PE
Regional Director
Region 8
Eleanor Roosevelt State Office Bldg.
4 Burnett Boulevard
Poughkeepsie, New York 12603-2594

New York State Department of Health
Commissioner Howard A. Zucker, M.D., J.D.
Corning Tower
Empire State Plaza,
Albany, NY 12237

Rockland County Health Department
Commissioner Patricia Schnabel Ruppert
Robert L. Yeager Health Center
50 Sanatorium Rd, Bldg D,
Pomona, NY 10970

Rockland County Drainage Agency
Charles H. Vezzetti, Chairman
23 New Hempstead Road
New City, NY 10956

Rockland Economic Development Corporation
& Tourism Jeremy L. Schulman, President &
CEO; One Blue Hill Plaza, Lobby Level
P.O. Box 1575
Pearl River, NY 10965

MTA New York City Transit
Andy Byford
President
2 Broadway
New York, NY 10004

NYS Thruway Authority
Joanne M. Mahoney, Chair
Administrative headquarters
200 Southern Boulevard
P.O. Box 189
Albany, NY 12201-0189

New York Metropolitan Transportation Council
25 Beaver Street
Suite 201
New York, NY 10004

East Ramapo Central School District
Care of: Superintendent of Schools
Dr. Deborah L. Wortham
105 S. Madison Avenue
Spring Valley, New York 10977

NYS Office of Parks, Recreation & Historic Pres.
Erik Kulleseid, Acting Commissioner
Preservation
625 Broadway
Albany NY 12207

Daniel Mackay, Deputy Commissioner
Division for Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188

New Your State Police
Troop F
55 Crystal Run Rd
Middletown NY 10941

Rockland County Sheriff
Sheriff Louis Falco III
55 New Hempstead Road
New City, NY 10956

Moleston Fire District
Gary Wren, Chm.
Hillcrest Fire Co. #1
Chief: Christopher Morse
96 Orange Turnpike
PO Box 115
Sloatsburg, NY 10974

Spring Hill Community Ambulance Corps.
48 Brick Church Road
Spring Valley, NY 10977

Hatzoloh EMS Inc.
19 Grove Street
PO Box 184
Monsey, NY 10952

Rockland County EMS
35 Firemen's Memorial Drive
Pomona, NY 10970

Rockland Mobile Care/ Paramedic Services, Inc.
CEO: Raymond Florida
540 Chestnut Ridge Road
Chestnut Ridge, NY 10977

Finkelstein Memorial Library
Laura Wolven, Director
24 Chestnut Street
Spring Valley, NY 10977

APPENDIX C: SEQR CORRESPONDENCE

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003



In Reply Refer To:
Consultation Code: 05E1LI00-2019-SLI-0288
Event Code: 05E1LI00-2019-E-00656
Project Name: Village of New Hempstead Comprehensive Plan

February 20, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office

340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

New York Ecological Services Field Office

3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

Project Summary

Consultation Code: 05E1LI00-2019-SLI-0288

Event Code: 05E1LI00-2019-E-00656

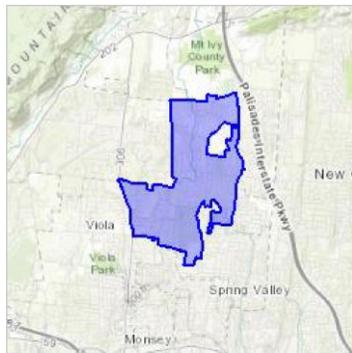
Project Name: Village of New Hempstead Comprehensive Plan

Project Type: Guidance

Project Description: This project is a foundation of a village-wide Comprehensive Plan. It will update the current comprehensive plan adopted in 2006. There will also be an update to zoning and other land uses laws. The Comprehensive Plan will examine existing conditions including: demographics; housing; economic development; parks and open space; environmental resources; public services; energy; and transportation. Analysis will be based on appropriate public outreach. The development strategies presented for the Village will include the possibility of no-change scenarios. From this goals and recommendations for long-term vision will be developed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.14874141572368N74.04326450887406W>



Counties: Rockland, NY

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Reptiles

NAME	STATUS
Bog Turtle <i>Clemmys muhlenbergii</i> Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>



In Reply Refer To:

February 20, 2019

Consultation Code: 05E1NY00-2019-SLI-1110

Event Code: 05E1NY00-2019-E-03431

Project Name: Village of New Hempstead Comprehensive Plan

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (<http://www.fws.gov/windenergy/>)

[eagle_guidance.html](#)). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Long Island Ecological Services Field Office

340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Consultation Code: 05E1NY00-2019-SLI-1110

Event Code: 05E1NY00-2019-E-03431

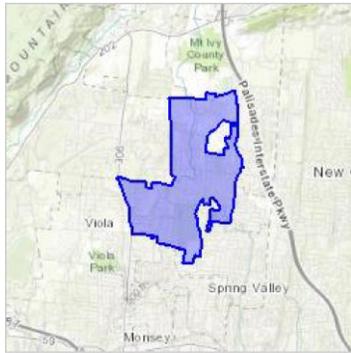
Project Name: Village of New Hempstead Comprehensive Plan

Project Type: Guidance

Project Description: This project is a foundation of a village-wide Comprehensive Plan. It will update the current comprehensive plan adopted in 2006. There will also be an update to zoning and other land uses laws. The Comprehensive Plan will examine existing conditions including: demographics; housing; economic development; parks and open space; environmental resources; public services; energy; and transportation. Analysis will be based on appropriate public outreach. The development strategies presented for the Village will include the possibility of no-change scenarios. From this goals and recommendations for long-term vision will be developed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.14874141572368N74.04326450887406W>



Counties: Rockland, NY

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Bog Turtle <i>Clemmys muhlenbergii</i> Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/182/office/52410.pdf Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/182/office/52410.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

From: dec.sm.NaturalHeritage
To: Gilmour, David P.
Subject: Reply to your request to New York Natural Heritage re: New Hempstead
Date: Monday, March 25, 2019 8:18:24 AM
Attachments: [2019_302.pdf](#)

Mr. Gilmour,
In response to your request regarding the Village of New Hempstead Comprehensive Plan, please see the attached letter.

For future requests, we invite you to use our online Project Screening Request Form (www.nynhp.org/ProjectScreening), which allows online submission of information requests. Alternatively, you may submit requests via e-mail to our dedicated e-mailbox, NaturalHeritage@dec.ny.gov. Instructions for submitting requests, including submitting maps of the project site, can be found at <http://www.dec.ny.gov/animals/31181.html>.

Sincerely,

Nicholas Conrad

Information Resources Coordinator

New York Natural Heritage Program

SUNY College of Environmental Science and Forestry

In partnership with NYS Department of Environmental Conservation

625 Broadway

Albany, NY 12233-4757

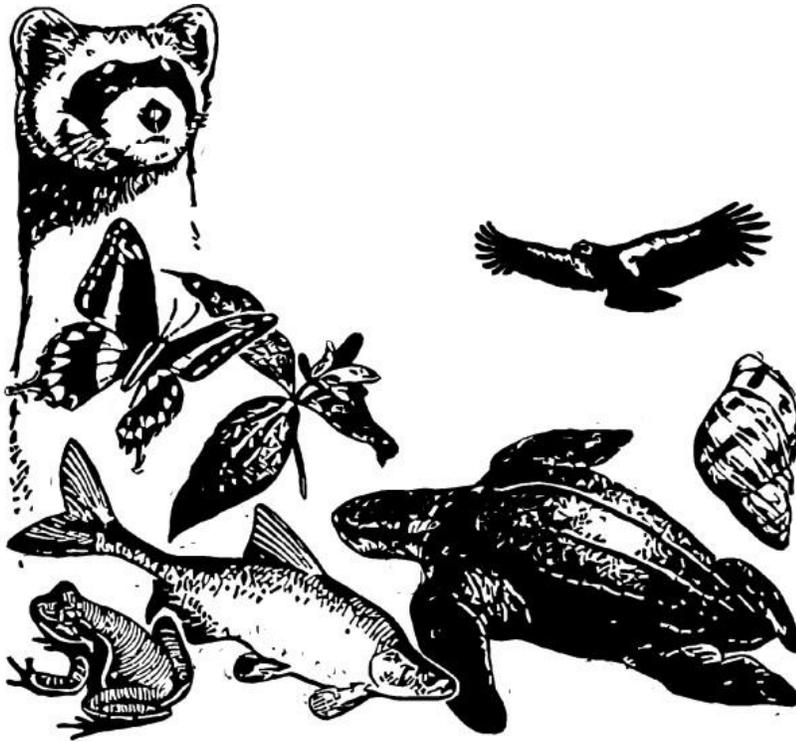
(518) 402-8935

U.S. Fish & Wildlife Service

Village of New Hempstead Comprehensive Plan

Habitat Assessment Guidelines (1 Species)

Generated February 20, 2019 12:22 PM MST, IPaC unspecified



IPaC - Information for Planning and Consultation (<https://ecos.fws.gov/ipac/>): A project planning tool to help streamline the U.S. Fish and Wildlife Service environmental review process.

Table of Contents

Species Document Availability	1
Bog Turtle - New York Ecological Services Field Office	2

Habitat Assessment Guidelines (1 Species)
Species Document Availability

Species Document Availability

Species with habitat assessment guidelines

Bog Turtle *Clemmys muhlenbergii*

Species without habitat assessment guidelines available

Northern Long-eared Bat *Myotis septentrionalis*

BOG TURTLE HABITAT (PHASE 1) SURVEY REPORT

(template revised by USFWS on 4/13/2006)

The U.S. Fish and Wildlife Service (Pennsylvania Field Office) developed the following report template to ensure that a sufficient amount of detailed information is consistently submitted for agency review. Phase 1 surveyors are encouraged to use this template to format their reports, to ensure that all necessary information is provided. Revisions to this template are likely, as we continue to receive feedback on its content, structure, and ease of use. Example and explanatory language within this template is italicized. Use the current Bog Turtle Survey Guidelines (revised April 2006) in conjunction with this template.

PROJECT and SITE INFORMATION

This Phase 1 survey was conducted on behalf of:

Name: _____
landowner developer state agency local government
other (_____)

Address: _____

City/State/Zip: _____

Telephone: _____

Project / Property Name: _____

Project / Property Location:

Address: _____

City/State/Zip: _____

Township/Municipality: _____

County: _____

Watershed (minor): _____

Watershed (major): _____

The project location is shown on Figure 1 (_____ USGS 7.5-minute topographic map).

[Include USGS topographic map showing project area location. Identify county, township, and quadrangle name on map, as well as project name.]

Project Area / Property – Size and Extent

[Identify the size/extent of the project area. For example, the project area for a proposed residential development would include all areas that would be affected (directly or indirectly) by all parts of the development, including buildings, roads, driveways, lots in their entirety, utility lines, water and sewer lines, stormwater detention/retention basins, staging and access areas, recreational fields or trails, etc. Often, this includes the entire land parcel, all of which will be either directly or indirectly affected by the project. In some cases, a land parcel is being surveyed, prior to developing project plans. In that case, identify the land parcel (e.g., “the 20-acre David Jones property”) as the project area, and explain that project plans have not yet been developed.]

Current Land Use and Setting

[Describe current land use and the overall setting. Also, describe what habitat type(s) are currently in the project area (e.g., “Eighty acres of the 100-acre parcel is in row crops, while the remainder is a woodlot dominated by red maple and green ash that are approximately 40 years old. A stream, approximately 6 inches deep and 2 feet wide crosses through the woodlot. A farmhouse and barn also occur on the property.”)]

Figure 2 represents a detailed map of the project area or property, showing existing features (including property boundaries, structures, power lines, roads, wetlands, ponds, streams, and major cover types).

[Include a project area map, showing 1) property/parcel boundaries; 2) existing features and general cover types (e.g., roads, power lines, agricultural fields, forest, streams, ponds, houses, spring houses); and 3) all wetlands (numbered consistent with this report). Include photo point references for each wetland.]

Project Description

[Describe the project. Include the project description, including the project purpose, timing, size, duration, etc. If the project is part of a larger undertaking, describe the relationship between the parts. For example, “This project involves the construction of sewer and water lines to connect a proposed 250-unit residential development (located on a 100-acre parcel of land) to the City of Mudville’s existing wastewater treatment plant.” If the project is vaguer, at least describe what is proposed for the property, e.g., “The landowner intends to develop a residential subdivision on the property, but plans have not yet been drawn up.”]

Permit Area (for wetland/stream encroachments):

[If it is known at the time of the phase 1 survey that one or more permits will be necessary for wetland and/or stream encroachments, disclose this information. For example, “Although plans have not been finalized, at least three wetland and two stream crossings will be necessary for road and utility crossings.” If no wetland or stream encroachments will be necessary, indicate that as well – if you are sure none will be needed.]

WETLAND INFORMATION

[Include information about all wetlands on the property or in the project area, regardless of whether or not they are "jurisdictional" wetlands, pursuant to Section 404 of the Clean Water Act.]

A wetland investigation was conducted _____ *[identify the extent of the wetland investigation, e.g., "on the entire 220-acre parcel" or "in the 50-foot right-of-way on either side of S.R. 123]. [If some areas were not investigated, explain why. If these areas occur in a location that will be subject to future phases of development, they should be surveyed now. If the entire property/parcel was not investigated, describe exactly what area(s) were investigated, and why.]*

Wetlands were identified delineated on _____ [date(s)] by:

Name: _____

Affiliation: _____

Address: _____

City/State/Zip: _____

Telephone: _____

Email: _____

Wetlands were delineated in accordance with _____ *[describe delineation method.] [If a wetland delineation has not been conducted, explain why.]*

All wetlands _____ *[e.g., "in the project area" or "on the 220-acre property" or "in the 50 foot right-of-way"]* were identified and delineated. *[If this is not the case, explain why.]* Wetland information is summarized in Table 1.

Table 1. Wetland Size and Location

Wetland ID	Wetland Size (acres)	Designated Survey Area (acres) ¹	Lat/Long ²	Is the entire wetland on site? ³

- 1 “Designated survey areas” are those areas of the wetland that meet the soils, hydrology and vegetation criteria for potential bog turtle habitat. These areas may occur within the emergent, scrub-shrub or forested parts of the wetland.
- 2 For smaller wetlands (e.g., up to 3 acres) lat/long should be approximate center of wetland); for larger wetlands, either indicate approximate center or GPS the outer ends of the wetland. Lat/long should be submitted in degrees-minutes-seconds or degree-decimal format. Be sure to indicate the GPS datum (i.e., NAD 27, NAD 83, or WGS 84).
- 3 Answer “yes” if the entire wetland is located within the property/parcel boundaries or right-of-way. If any part of the wetland extends off-site, or if the entire wetland is off-site (e.g., but close to the parcel boundaries) answer “no” and provide a further explanation in the wetland narrative section.

PHASE 1 SURVEY

[During the Phase 1 Survey, examine all wetlands on the land parcel, or all wetlands that may be directly or indirectly affected by any aspect of the project. Generally, indirect effects should be assumed to extend about 300 feet beyond the project footprint (e.g., sedimentation from earth disturbance, fertilizer and pesticide transport beyond lot boundaries or agricultural fields). However, the hydrological effects of development or construction (e.g., due to roads, wells, stormwater management) may extend well beyond 300 feet from the area of direct impact. See “Bog Turtle Conservation Zones” for further guidance.]

The Phase 1 survey was conducted on _____ [date(s)] by:

Name(s): _____

Affiliation: _____

Address: _____

City/State/Zip: _____

Telephone: _____

Email: _____

A Phase 1 survey of all wetlands located _____ [identify the extent of the Phase 1 investigation, e.g., “on the entire 220-acre parcel” or “in the 50-foot right-of-way on either side of S.R. 123] was conducted. [If some wetlands were not surveyed, explain why. If these wetlands occur in an area(s) that will be subject to future phases of development, they should be surveyed now.]

A summary of the Phase 1 survey results is included in Table 2. Detailed information about each wetland follows the table. Completed field forms for each wetland are included in Appendix A.

Table 2. Summary of Phase 1 Survey Results

Wetland ID	Wetland Size	Wetland Type & Amount (% or acres)	Extent of “Mucky” Soils ¹ (by wetland type)	Survey Effort (in person-hrs)	Bog Turtle Habitat?
1	1.5	PEM – 50% PSS -- 50%	PEM – 80% PSS – 50%	2	YES

¹ “Mucky” is used to describe soils that can be easily penetrated with a probe. For Phase 1 surveys, a 1-inch diameter blunt-ended wooden pole (e.g., broom or tool handle) is used. “Mucky” is NOT used to refer to a specific soil type or soil classification.

Wetland 1

[Include narrative description of wetland. Describe dominant vegetation, degree and distribution of “muckiness”, and hydrology. Also describe any disturbance noted (e.g., ditches, fill, grazing).

[Include a map of the wetland, showing the extent of the “designated survey area(s)”. Also, a sketch of the distribution of wetland types (e.g., PEM, PSS, PFO, etc.) within the wetland is helpful.]

[List any herps found (or previously found by others).]

[Include photo(s) of wetland. Be sure photos are representative of the wetland type(s) found.]

[If the wetland continues off-site, disclose this information, describe the off-site portion, and indicate the degree to which the off-site portion was inspected.]

Wetland 2

See above for information to include.

Off-site Adjacent Wetlands

[If any wetlands occur off-site (e.g., adjacent to the subject property), and they might be directly or indirectly affected by the proposed project (or any aspects thereof) they should be included in this Phase 1 report. If these wetlands were not surveyed, visual observations from the subject property or from a public road should be reported.]

NOTE: If potential habitat is found and the project proponent chooses to assume bog turtles are present and avoid potential adverse effects to the species (rather than conduct a Phase 2 survey), a detailed project narrative and detailed project plans should be submitted to the Fish and Wildlife Service and Pennsylvania Fish and Boat Commission (along with this Phase 1 Report). The narrative and plans should demonstrate that the project will have no direct or indirect adverse effects to bog turtles or their habitat. See "Bog Turtle Conservation Zones" for further guidance.

Appendix A

[Include a completed "USFWS / PFBC Bog Turtle Habitat Evaluation – Field Form" for each wetland. Also -- make sure the forms are legible.]

Appendix B

[Include information about the person who conducted the Phase 1 survey, including the name, address, telephone number, email address, and qualifications (e.g., "recognized, qualified Phase 2 bog turtle surveyor").]

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

March 22, 2019

David Gilmour, AICP
Laberge Group
4 Computer Drive West
Albany, NY 12205

Re: Village of New Hempstead Comprehensive Plan (#2018094)
County: Rockland Town/City: Ramapo

Dear Mr. Gilmour:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities in the Village of New Hempstead nor adjacent to it.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database.

Sincerely,



Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

302





Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

April 03, 2019

Mr. Nicole Allen
Director of Planning Services
Laberge Group
4 Computer Drive W
Albany, NY 12205

Re: SEQRA
Village of New Hempstead Comprehensive Plan
108 Old Schoolhouse Road, New City, NY 10901
19PR01995 / 2018094

Dear Mr. Allen:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) as part of your SEQRA process. These comments are those of OPRHP and relate only to Historic/Cultural resources. If this project will involve state or federal permitting, funding or licensing, it may require additional review for potential impacts to architectural and archaeological resources, in accordance with Section 106 of the National Historic Preservation Act or Section 14.09 of NYS Parks Recreation and Historic Preservation Law.

In response to the request for information on historic built resources, the National Register listed Brick Church Complex located at Brick Church Road & Route 306 has been identified within the Village of New Hempstead. Please be advised that the state inventory of historic resources is continually being updated and added to and that these comments may not include all historic built resources that are potentially eligible for listing to the National Register of Historic Places. Additionally, we cannot comment at this time on potential impacts to these resources based on the current planning documents. Once specific projects are under development and submitted to our office for review we can provide comment on potential impacts.

In order to collect the information needed to continue our review regarding archaeological resources, we recommend that a Phase IA archaeological background and sensitivity assessment report be prepared and submitted to our office for review and comment.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via email only

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



ENGINEERING • ARCHITECTURE • SURVEYING • PLANNING

March 20, 2019

Craig Long, Chairperson
Rockland County Historic Preservation Board
C/O Linda Grant - Rockland County Planning Department
Building T
50 Sanatorium Rd,
Pomona, NY 10970

Re: Initial Consultation

Village of New Hempstead
(Rockland County, NY)
Village Comprehensive Plan
Laberge Group Project#: 2018094

Dear Chairperson Long:

The Village of New Hempstead is undertaking the Village of New Hempstead Comprehensive Plan project. Currently, an effort is underway to characterize the potential for impacts to area cultural and historic resources in association with this long-range planning project. This letter represents a consultation with Rockland County Historic Preservation Board (Board), in order to identify any potentially sensitive resources within the Village that are listed in the County-level Historic Properties Inventory. This is also a request for the Board's perspectives on ways to preserve the features of places/ properties identified as significant per the Board's criteria and procedures in County Law 75-A.

Laberge Group, as lead Project consultant for the municipality, is formulating the Village of New Hempstead Comprehensive Plan. A community profile is being formulated covering subject elements like: environmental resources; land use; zoning; housing; infrastructure; demographics; economic development; and summaries of past planning documents. This Project will also consider impacts that may arise in conjunction with alternative land use.

This is a planning project. There are not specific submitted land use applications being reviewed within this Project. Rather, the purpose of this inquiry is to ascertain whether sensitive resources are identified within the boundaries of the Village. As the Board has the power to review and comment on projects, please consider this letter and the Map attached and provide feedback.

If you have any questions or need additional information, please feel free to contact our office.

Very truly yours,

LABERGE GROUP



By: _____

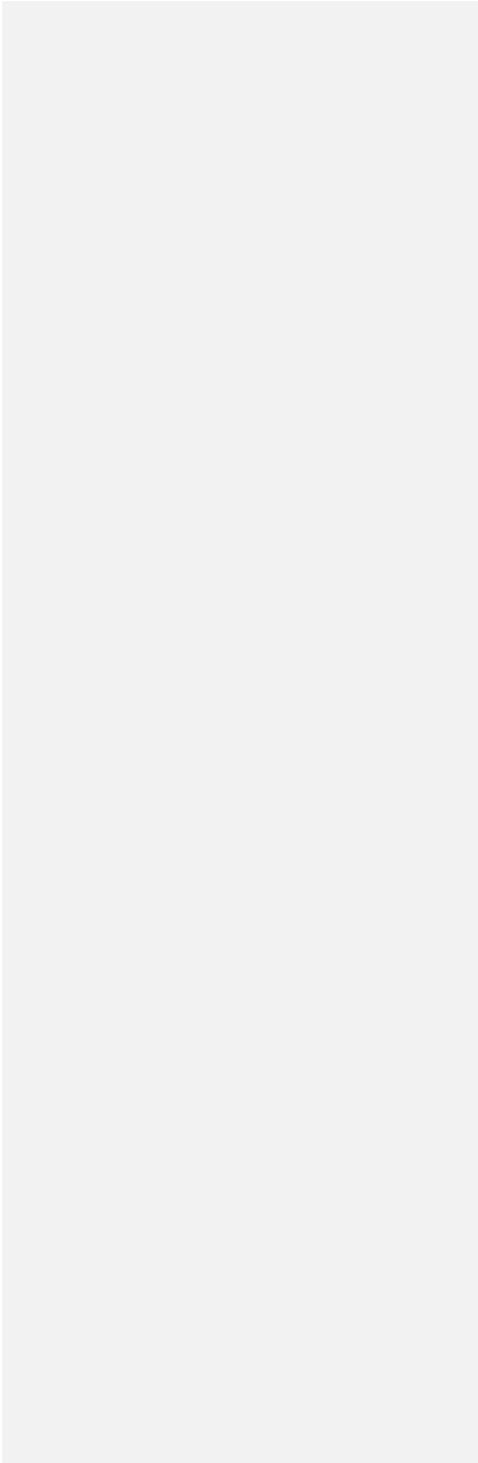
David Gilmour, AICP
Senior Planner

cc: Nicole T. Allen, AICP, Planning Services Manager; Project File.

Attachment: Village of New Hempstead Base Map

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APPENDIX D: COMMUNITY DESIGN
ELEMENT



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Village of New Hempstead Comprehensive Plan

Community Design Element

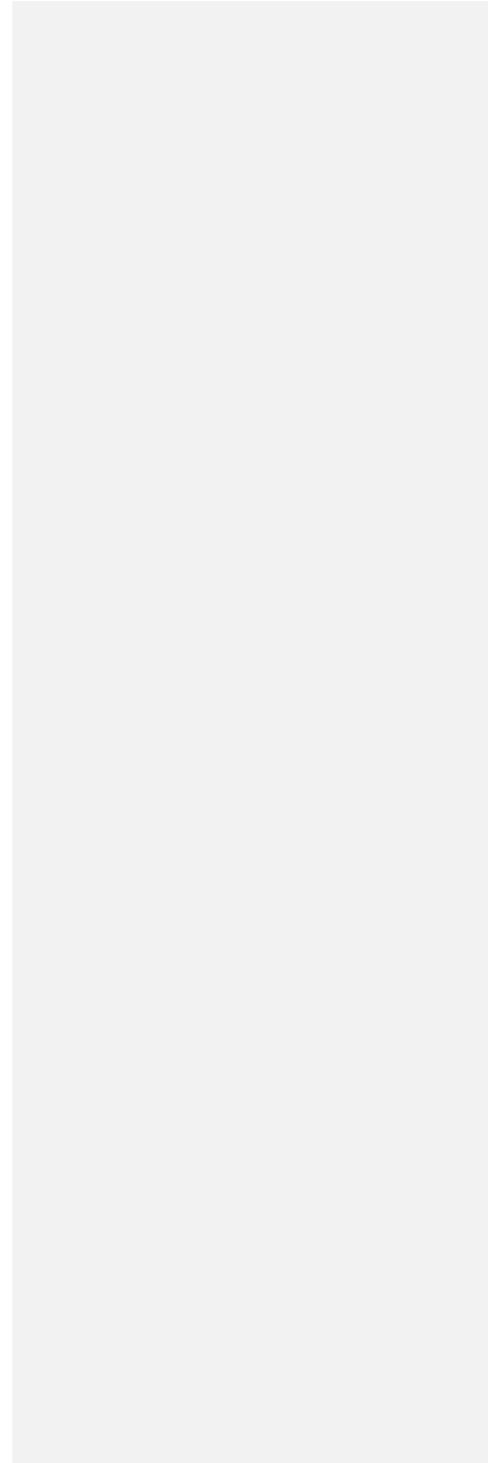
INITIAL DRAFT 03.05.19



Contents:

Planning Process	p 2
Plan Concepts	p 6
Next Steps	p 18

Prepared by Dover, Kohl & Partners, town planning



Planning Process

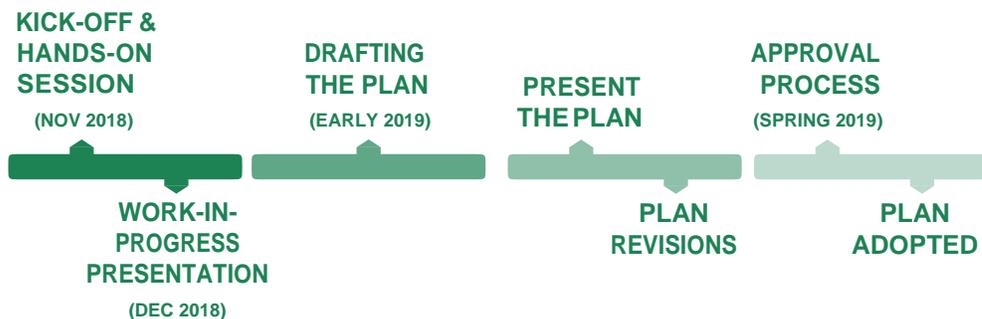
Community Input Shapes the Plan

The planning process for the New Hempstead Comprehensive Plan began with a sequence of community meetings held in the fall of 2018.

The project Kick-off and Community Hands-on Design Session was held on November 26, 2018. Following a brief introductory presentation, participants gathered around maps of existing conditions in the Village, and discussed their vision for future land uses, public spaces and Village improvements. Participants identified community assets and ideas for how these could be enhanced or strengthened, as well as areas of concern. Each table group discussed how residents typically move around today, and identified specific locations where improvements for pedestrians, cyclists, drivers, and transit users could make mobility safer and more convenient. At the end of the event, one person from each table presented their “big ideas” to the assembly.

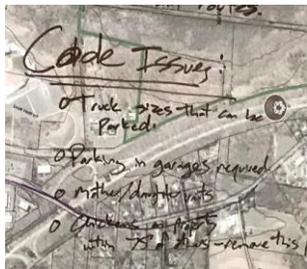
On December 18th, the planning team returned to the Village for a “Work-in-Progress Presentation”. The team synthesized the ideas from the community session into plan concepts that can guide future regulatory changes and public investment. Feedback at this meeting helped to refine and prioritize ideas for inclusion in the draft plan.

Anticipated Timeline





Community Hands-on Session, November 26, 2018



a representative from each table presented their “big ideas” for future changes and improvements.

Table 1:

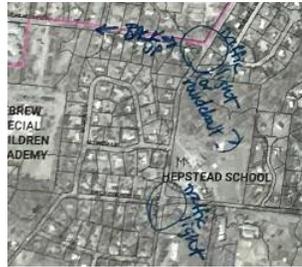
- Bike lanes and bike trails
- Safety and traffic (sidewalks, traffic lights, crosswalks etc.)
- Retain open spaces / park areas

Table 2:

- Lighting for roads, sidewalks, traffic lights
- Garage requirement
- Code revisions for unnecessary codes that were adopted in the 1980s

Table 3:

- Preserve suburban nature of the village
- Use stadium for village use (recreation, meetings)
- Sidewalks / rails to trails
- Bus stops



Examples of community notes from the Hands-on Session

**“One Word”
that describes
New Hempstead**

In addition to the table maps and group presentations, community participants were also asked to complete a “one word” card. Participants simply wrote down one word that came to mind about New Hempstead “Now” and “In the Future.”

A word cloud was created from the responses, which graphically reveals how participants see the Village evolving in the future. The more respondents that used the same word, the larger that word appears.

**ONE WORD THAT
COMES TO MIND ABOUT
NEW HEMPSTEAD NOW:**



**ONE WORD THAT COMES TO MIND ABOUT
NEW HEMPSTEAD IN THE FUTURE:**



Plan Concepts

Ideas for Policies & Public Improvements

Based on input gathered during meetings held in the fall of 2018, and emerging community consensus about Village priorities and future needs, recommended Plan Concepts (potential changes to policies/regulations as well as physical improvements) are presented in this section. A Synthesis Plan consolidates community input and locates specific streets, intersections, and public spaces where these Plan Concepts can be implemented.

1. Maintain the character of existing neighborhoods

The Village of New Hempstead is primarily a residential community with single-family homes on large, wooded lots. The suburban character of the community is its main defining characteristic and is why many residents choose to live here. The Comprehensive Plan should protect the character of existing neighborhoods by continuing the existing residential zoning provisions, and focusing future change and improvements on Village streets and public spaces.

2. Update code provisions

Community members identified several existing code provisions they felt were out of date with current needs and too restrictive. Updating these provisions can address community concerns, while still maintaining the desired residential character of the Village's neighborhoods.

PERMIT ACCESSORY DWELLING UNITS

To accommodate a growing population, provide more affordable housing options, and reduce the cost burden of homeownership, accessory dwelling units (ADUs) should be permitted within existing residential neighborhoods. Existing single-family residential lots could be allowed 1 ADU by right, provided that the primary structure is owner-occupied. Standards regarding the dimensions, design, and off-street parking requirements will help ensure neighborhood compatibility. Permitting homeowners to build ADUs is an incremental process for adding new housing options that are affordable spaces ideally suited for the elderly and young. They also allow the homeowner to potentially gain income via rent. An ADU could help aging people meet their needs without moving by living in the main house and renting the ADU. ADUs can be attached to the primary house or located in an outbuilding. Either way, legally an ADU is part of the same property as the main home and cannot be purchased or sold separately.

PERMIT BACKYARD CHICKENS

Backyard chickens are becoming a popular and common phenomenon across many American towns. The low density of the Village coupled with many residents' expressed desires for self-sufficiency makes New Hempstead a good candidate to explore regulations that permit backyard chickens. While every municipality has different regulations, the most common tend to limit nuisance and promote hygiene. Typical regulations include a ban on roosters, a limit to the number of animals per household, and restrictions on the size and placement of outbuildings. Permits for backyard chickens could be required and could include an educational component on the safe and hygienic keeping of hens.

Consensus Ideas

Following are the main ideas that represent points of consensus for future Village policies and public improvements. Each idea is further described in this section; opportunities to realize these ideas in the built environment are illustrated on the Synthesis Plan (right).

1. **Maintain the character of existing neighborhoods**
2. **Update code provisions**
3. **Look for opportunities for more open space, paths and trails**
4. **Improve safety for pedestrians and cyclists at intersections**
5. **Focus growth at enhanced Village Gateways**

Synthesis Plan
Legend:

-  Existing Residential Neighborhoods
-  Existing Parks or Open Space
-  Potential Rail Trail
-  Potential Trail / Path
-  Potential Future Acquisition Site
-  Priority for Corridor Improvement (pedestrian/bike)
-  Priority for Intersection Improvement
-  Priority for Sidewalk Connection
-  Potential Gateway Opportunity Area



PERMIT COMMERCIAL VEHICLE PARKING

Commercial vehicle parking is currently prohibited in residential portions of the Village. While there is no desire for large-scale commercial vehicle parking in these areas, Village residents who operate their own business are not able to park their personal commercial vehicle on-street or in their driveway. This regulation places an undue burden on small businesses without a greater benefit to the community. Instead of a blanket ban on commercial vehicles, the code should allow commercial vehicle parking in residential areas with restrictions to protect neighborhood character.

Recommended restrictions and limitations on commercial vehicle parking include a limit of the number of commercial vehicles parked on a residential lot (to 1 or 2), requirements for the vehicle(s) to be owned or operated by a person residing in the household, and a limit on the type or size of vehicle.

3. Look for opportunities for more open spaces, paths and trails

Village residents expressed a strong interest in preserving remaining open spaces, and in having a formal and comprehensive path and trail network for both access to recreational and natural amenities and for safer pedestrian access throughout the Village.

OPEN SPACE

There is limited opportunity for more open space preservation within the Village. The two priority sites identified for possible future acquisition and preservation as open space are the New York Country Club Golf Course and the Matterhorn Nursery site (both of which are identified in light green in the Synthesis Plan). The Village should take steps to preserve all or portions of these sites.

Strategies for open space preservation that can be explored include the Village purchasing the sites fee simple or establishing a conservation easement. A conservation or cluster development policy would allow the majority of a site to be preserved as open space, with compact development occurring on a small portion of the site. Ideally, development is located on the portion of the site that is the least environmentally sensitive.

A third tool to consider for preserving open space is a TDR, or transfer of development rights, program whereby the existing entitled development for a particular property is sold and allocated to another property where it is developed at the combined entitlement level. This requires the identification of “sending” sites where development rights can be sold (such as the Possible Future Acquisition areas) as well as “receiving” sites that can take advantage of the purchased rights with future development of a greater density/intensity than what is permitted currently.

PATHS AND TRAILS

Walking is an important part of life and a necessity for many in the Village, particularly during times of religious observance. There is a strong community desire for safer places to walk throughout the Village. The Synthesis Plan locates some of the more important informal footpaths that are used by residents. These paths can be formalized and connected with sidewalks, as well as enhanced multi-use trail connections in open spaces, to create a Village-wide pedestrian network. The Synthesis Plan illustrates priority streets for sidewalk connectivity improvements that can further enhance the pedestrian network.

The Housing and Open Space Connection

Preserving open space, accommodating a growing population, maintaining affordability—especially for the young and elderly—and ensuring a fiscally sound tax base requires the Village to consider strategies in a holistic context.

Possible “Future Acquisition” areas identified on the Synthesis Plan and other existing open spaces throughout the Village can be preserved as open space in conjunction with land use strategies. The Plan calls for focusing new mixed-use development in small “gateway” centers. Increased development potential for these limited, select areas could be tied to requirements for on-site public open space, or to impact fees that could be used to purchase open space in more desirable locations. New gateways can include a variety of housing types that offer more choices and be more affordable by design. Permitting the incremental development of accessory dwelling units by individual home owners in existing neighborhoods can disperse additional affordable residential units throughout the Village in an incremental, low density manner.

Together, these actions will further plan goals for the preservation of remaining open space, maintaining the character of the Village, enhancing the tax base, and offering more affordable housing choices.

4. Improve safety for pedestrians and cyclists

Village residents identified streets where they do not feel safe walking and biking today, that should be a priority for public investment in the form of safety and connectivity improvements. The Synthesis Plan locates those streets, including Route 45, Route 306, New Hempstead Road, Union Road, Grandview Avenue, Brick Church Road, and Summit Park Road. These streets form a central pedestrian loop that runs adjacent to, connects, and would provide benefit to many Village neighborhoods.

Potential pedestrian improvements include connected sidewalks, street trees, improved pedestrian-scaled lighting, and crosswalks at key intersections. In addition, traffic calming measures to slow vehicles such as speed bumps, roundabouts at intersections, narrowed vehicle travel lanes, and the introduction of bike lanes or sharrows can be considered to rebalance the street so that all users—pedestrians, cyclists and drivers—feel comfortable and safe. (See page 10 for more information.)

Residents also identified priority intersections where there are vehicular back-ups as well as a desire to make movement more safe and inviting for pedestrians. Potential improvements include adding turn lanes and/or traffic signals; connecting sidewalks and adding crosswalks; and investigating the potential for roundabouts that allow free-flowing traffic movements. (See page 13 for more information.)

5. Focus growth at enhanced Village Gateways

Most of the Village is envisioned to remain residential in character; however, an opportunity for mixed-use development in focused, limited Gateway areas to help to address housing, mobility, and sustainability goals. This new development could include a range of housing types that are more affordable, with smaller unit sizes that can accommodate different households. This new development could also include small neighborhood-oriented commercial areas, where people can get a cup of coffee, have a meal, and find other local services. Including a mix of uses can ease traffic by providing new destinations in walking or biking distance, and making some vehicular trips shorter. Two Potential Gateway Opportunity Areas are identified on the Synthesis Plan (described below); additional sites at Village edges could also be considered.

EASTERN GATEWAY (VILLAGE HALL)

New gateway features (monuments and landscaping) as well as future development at the intersection of Route 45 and New Hempstead Road can mark arrival to the Village. Opportunity sites include the property where the Village clock sits, and the publicly-owned Village Hall site. In the near term, small increments of mixed-use, such as food trucks with outdoor seating or a pop-up park in summer months, can provide new destinations here. Changes to land use regulations for properties facing this intersection to shape new pedestrian-oriented, mixed-use buildings could allow for more permanent long-term change.

NORTHERN GATEWAY

Immediately north of the Village (in the Town of Ramapo), new development is being contemplated for the Minisceongo Gold Course property, which is proposed to include a small mixed-use neighborhood center near Pomona Road. The site is adjacent to an existing abandoned rail right-of-way that could become a multi-use trail through Mount Ivy County Park. The combination of expanded recreational trails and mixed-use destinations would be a resource to Village residents. Should this new mixed-use development be approved, the Village of New Hempstead should investigate bike and/or pedestrian connections to this area to maximize benefits.

Designing for Pedestrians and Cyclists

Multimodal streets seek to balance the needs of all users—pedestrians, cyclists, transit users and auto drivers—through street design. Today, most streets in the Village of New Hempstead are designed solely for the needs of auto drivers, with minimal facilities for walking and biking. The Village can take steps to expand the pedestrian and bike network, and provide residents with multiple, safe options for moving around with strategic street design changes.

In order to facilitate safer pedestrian movement, streets should have continuous, connected sidewalks. However, sidewalk construction is expensive, so the Village will need to prioritize where sidewalks should be installed to maximize the benefit. Priority streets identified by community members (shown on the Synthesis Map) should be considered first. In addition to sidewalks, the following pedestrian facilities can also be included:

- Crosswalks at key intersections;
- Street trees that define public space and separate pedestrians on sidewalks from moving vehicles; and
- Pedestrian-scaled lighting (generally, not taller than 15 feet) in addition to standard streetlights.

In order to facilitate safer cycling conditions, the following measures can be undertaken:

- Provide continuous, connected bike facilities on priority streets, which may include bike lanes or sharrows (shared bike/auto lanes). Buffered bike lanes (separated from moving vehicles by curbs, striping or landscaping) or off-street multiuse trails can be considered on higher-speed roads.
- Design neighborhood streets for slower travel speeds (installing traffic calming devices if needed) to make it safe for cyclists to share the road.



Clockwise from top: street with sidewalks and street trees; bikelane; sharrow marker; off-street multiuse trail



Multimodal Streets

Route 45 was identified as a priority corridor for pedestrian and bike improvements during community meetings. The image at left shows the bus stop at the Rockland Independent Center on Route 45. The sidewalk currently starts at the parking lot and ends at the bus stop. The image below shows the sidewalk extended, expanding access to the bus stop.

This first step to creating a multimodal street could be followed by additional sidewalk connections, bike facilities, crosswalks, and pedestrian-scale lighting throughout the length of the corridor.

Route 45, existing conditions



Route 45, first steps toward increased mobility

Community Design Element DRAFT 02.20.19

11



Village street, existing conditions

Connected Sidewalks

A lack of sidewalks in the Village discourages walking in general and can make it dangerous for those that have no choice but to walk. Building a more complete sidewalk network can improve pedestrian safety and increase the number of places easily accessible by foot.

Starting with the priority streets and trails and paths identified on the Synthesis Plan, the Village should work to fill in sidewalk gaps, and formalize off-street trails, to create a connected pedestrian network.

add crosswalk

extend existing sidewalk



Improved Village street with connected sidewalk

Intersection Improvements

Four intersections in the Village were identified as priorities for pedestrian and vehicular mobility improvements:

- **Intersection #1: Route 306 & Grandview Avenue**
- **Intersection #2: Grandview Avenue and Union Road**
- **Intersection #3: Union Road and Brick Church Road**
- **Intersection #4: Route 306 & Viola Road**

Described in detail on the following pages, potential changes include:

- Add traffic signals and/or turn lanes to facilitate automobile turning movements and improve traffic flow.
- Alternatively, use of a roundabout was suggested, which would allow continuous flow of traffic to reduce vehicular back-ups, and also provide traffic calming benefits. A study could be undertaken to determine the feasibility of using a roundabout at these locations.
- To improve pedestrian conditions, add missing crosswalks and connect sidewalks.



Detail of Synthesis Plan, showing four intersections that were identified

as priorities for improvements

Intersection #1: Route 306 & Grandview Ave

Proposed Improvements:

- Connect **sidewalks**
- Add missing **crosswalks**
- Study potential for **turning lanes** on Grandview Ave to reduce auto back-ups, or **roundabout** to allow continuous traffic flow



Existing conditions, looking west on Grandview Avenue (see green arrow below)



crosswalk



sidewalk



roundabout



Intersection #2: Grandview Ave & Union Road

Proposed Improvements:

- Connect sidewalks
- Add missing crosswalks
- Study potential for a traffic signal to facilitate turning movements, turning lanes to reduce auto back-ups, or roundabout to allow continuous traffic flow



Existing conditions, looking south on Union Road (see green arrow below)



crosswalk



sidewalk



roundabout



traffic signal

Intersection #3: Union Road & Brick Church Road

Proposed Improvements:

- Connect **sidewalks**
- Add missing **crosswalks**
- Study potential for a **traffic signal** to facilitate turning movements, **turning lanes** to reduce auto back-ups, or **roundabout** to allow continuous traffic flow



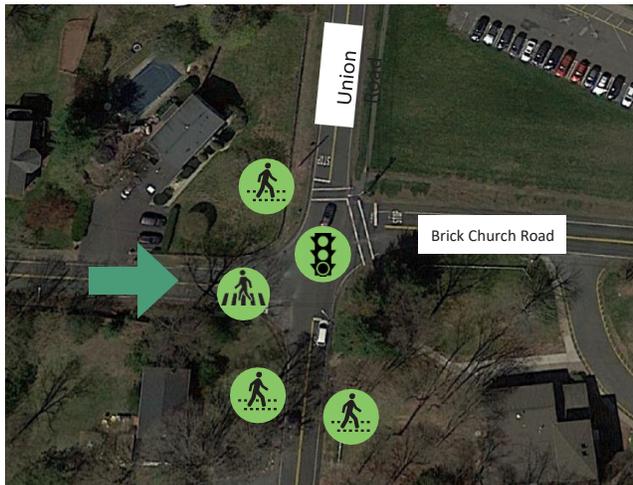
Existing conditions, looking east on Brick Church Road (see green arrow below)



crosswalk



sidewalk



roundabout



traffic signal

Intersection #4: Route 306 & Viola Road

Proposed Improvements:

- Connect **sidewalks**
- Study potential for additional **turning lanes** to reduce auto back-ups, or **roundabout** to allow continuous traffic flow



Existing conditions, looking south on Route 306 (see green arrow below)



sidewalk



roundabout



Next Steps

Implementing Plan Concepts

The draft Comprehensive Plan is anticipated to be reviewed, refined based on community/Village input, and adopted by summer 2019. Based on the ideas in this preliminary draft of the Community Design Element, the following implementation action steps could be pursued by the Village:

1. Make strategic updates to code provisions

The Village should revise existing ordinances to permit Accessory Dwelling Units (ADU), backyard chickens, and personal commercial vehicle parking. Appropriate provisions to protect community character and public health, as described in the plan concepts section, should be included.

2. Explore options to protect existing open spaces

This could include purchasing targeted acquisition sites; adopting a conservation or cluster development policy that would produce conservation easements; and/or pursuing a Transfer of Development Rights (TDR) policy that preserves open spaces in exchange for allowing increased development rights elsewhere.

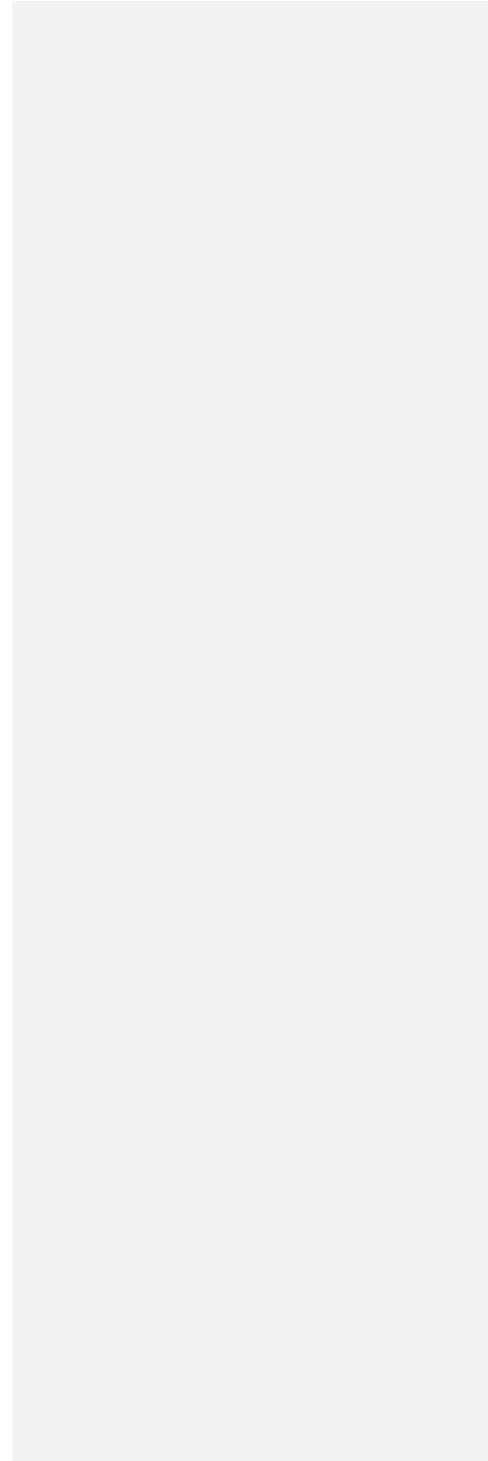
3. Study feasibility for public improvements that expand mobility options

The Village should get cost estimates for sidewalk and trail connectivity improvements, further define priority segments, and dedicate available resources and funding for implementation. The Village should also explore options for bike facility improvements, particularly for a bike lane or multiuse trail along Route 45. Options for the design of priority intersections should also be explored, including traffic signal and roundabout feasibility. Improvements can be pursued based on findings.

4. Continue discussion about the design and character of potential Village gateways

Additional community conversations can define goals and the locations and extents of Village gateway areas. The gateways could simply include landscaping or monuments to announce arrival to the Village, or could include new mixed-use development that provides destinations and neighborhood services in proximity to existing residences. New development in gateway areas could help to fund or implement Plan goals for open space and mobility improvements, through a TDR policy, impact fees or other mechanisms. Updated zoning regulations or design guidelines for gateway areas should be specific about the desired form and character of future development in gateway areas to meet Village expectations for walkable, pedestrian-oriented buildings of an appropriate scale and intensity.

APPENDIX E: PUBLIC PARTICIPATION
MATERIALS



APPENDIX I: PAVEMENT MANAGEMENT REPORT



2020-6-11 NH Paving
Sections.pdf

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NEW HEMPSTEAD COMPREHENSIVE PLAN

PUBLIC MEETING JOIN US!

December 18, 2018
Work-in-Progress



COME. LISTEN. CONTINUE THE CONVERSATION.



WORK-IN-PROGRESS PRESENTATION

Tuesday, December 18 | 6:00 pm

Event Location: Village Hall

108 Old Schoolhouse Road

A community hands-on design session was held November 26, 2018. The planning team listened to the numerous perspectives of the community and created plans and diagrams depicting the potential future of New Hempstead.

Please join the planning team once again to see if the Draft ideas for New Hempstead's future are headed in the right direction.

Come. Listen. Continue the conversation.

What is a Comprehensive Plan?

A comprehensive plan sets the tone of a village's growth and development for the next twenty to thirty years. Your input and feedback are instrumental as the future of New Hempstead is envisioned.

Why should you participate?

These public community meetings provide a forum for ideas to be shared and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to have the opportunity for their ideas to become a part of the plan.

Participating will give you a chance to express your vision for the future of New Hempstead. Your participation will make the difference between a good plan and a great one.

For Questions and More Info:

Allison Weinraub, Deputy Village Clerk
& Planning & Zoning Secretary
(845) 354 8100
Strategicplan@newhempstead.org

COMMUNITY HANDS- ON DESIGN SESSION

Monday, November 26 | 6:00 pm - 9:00 pm

Location | Village Hall - 108 Old Schoolhouse Rd., New City, NY 10956

Join us for an informative presentation on village planning & community revitalization. Following the presentation, work alongside your neighbors to draw your vision for the future of New Hempstead.



WORK-IN-PROGRESS PRESENTATION

Tuesday, December 18 | 6:00 pm - 8:00 pm

Location | Village Hall - 108 Old Schoolhouse Rd., New City, NY 10956

See the Draft ideas for New Hempstead's future at the "wrap-up" presentation.

What is a Comprehensive Plan?

A comprehensive plan sets the tone of a village's growth and development for the next twenty to thirty years. Your input and feedback are instrumental as the future of New Hempstead is envisioned.

Why should you participate?

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Participating will give you a chance to express your vision for the future of New Hempstead. Your participation will make a difference between a good plan and great one.

For Questions and More info:

Allison Weinraub
Deputy Village Clerk
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Strategicplan@newhempstead.org



Village of New Hempstead

Village of New Hempstead Kick-Off Meeting Summary



SUMMARY OF VILLAGE OF NEW HEMPSTEAD CHARRETTE KICK-OFF & HANDS-ON DESIGN COMMUNITY EVENT (AND COMPREHENSIVE PLAN KICK-OFF MEETING)

November 26th, 2018 at 6pm.

In attendance at the meeting were nine members of the consulting team, 2 elected officials, 3 Village staff and 30 members of the public. The core meeting lasted until 8:00 p.m.

To start the night a PowerPoint presentation and project overview was given by Nicole Allen, AICP, Planning Services Manager, Laberge Group, the firm in Albany that is leading Project development. She introduced the Project purpose, its timeline, and the process for development of the comprehensive plan. Ms. Allen that a comprehensive plan is a tool used to help apply for grants support as well as guide and manage future land use. She then introduced Jason King, Principal and Charrette Manager from Dover-Kohl & Associates, a design firm from Miami, Florida.

Jason introduced Dover-Kohl's work and identified the kick-off as initiation of public participation around the Comprehensive Plan. The charrette was described as a meeting where stakeholders identify opportunities, needs and possible conflicts, including by mapping interests. The design team is expert at generating maps and graphics of possible land uses and testing alternative notions with participants.

To ensure the consulting team has working knowledge of the area, the team explored the community and learned as much as possible before meeting. Laberge has met with the Mayor and a Project Advisory Committee, and officials including Planning Board Chair, Planning Board Engineer, and Building staff.

Mr. King then announced the directions of the evening's hands-on activity – it was designed to gather public input. All participants were asked to gather around maps of the Village of New Hempstead area. They were asked to think about and discuss the following questions.

- What are the gateways into NH? What's the experience like?
- When you "go to town" where do you go? What route do you take? How do you get there?
- Do you feel safe walking and biking on your streets? What are key locations that need sidewalks?
- Do you feel that you have parks you can get to easily and often?
- Tell us about the character you would like to preserve & possibly enhance.
- Are there places that you'd like to see improved?
- Tell us about the experience of your school kids. Are upgrades needed?
- Should New Hempstead continue to work for grants to pay for improvements?
- What is your vision for New Hempstead?

Participants were asked to draw on the maps identifying key features of the community with identification the places they would like to see improved, stay the same, or areas of concern. They were encouraged to annotate interests and responses to questions on the maps and to identify desired amenities. Based on audience inquiries, it was confirmed people can talk about what they want, including characteristics you'd like to improve and enhance, public roads, and the way sites or areas are developed in the future. There were three tables set-up with maps and all three maps were marked by participants.

One-word cards were also given to each attendee. The card asked for the participant to write down one word to describe what New Hempstead is like currently. Another space requested them to describe one

word defining what it will/ should be like in the future. The results were tabulated and there was presentation of the comments with word clouds (see the summary below).

After 45 minutes a representative of each table presented each group's top three interests and what the mark-ups denoted. Based on report-backs by three tables, major points and areas discussed were:

Table #1

1. Inclusion of bike lanes along Route 45. An interest was also identified in creating a rail trail, including possibly a recreation trail within the power line space (easement).
2. Change traffic flow to increase safety. Install sidewalks, crosswalks, signal and traffic lights, luminous lane markers on larger roads, and repair of side of Route 45 for drainage.
3. Retain green open spaces and park areas.

Table #2

1. Update street lighting by changing to Light Emitting Diodes (LEDs). Also add some new lights because some do not work and there are some gaps, such as in more-traveled locations, or at what are perceived as dangerous intersections or road curves.
2. Maintain and pave the pedestrian walking paths/short cuts found throughout Town within neighborhoods. Also, increase sidewalks and traffic controls and signals for pedestrians.
3. Update/ revise the Zoning Code. There are sections that do not apply to the Village. One example is to change the garage requirement – it can be preferable to enable homeowners the discretion to fit-out and use this as residential living space.

Table #3

1. Preserve suburban nature of the Village, whenever it is necessary to preserve rural/natural beauty. Do not fall to commercial pressure, do not build up the area.
2. Village Hall is expensive to maintain, and a new building is needed. Possible use of the stadium for Village use, rooms and stadium for meetings and recreation. Would there be a cost to Village?
3. Create a rail-to-trail along the property of Rail Road line. (Lawyer Gordon may own or have knowledge of, but most was donated to Town of Ramapo).
4. Bus stops should be maintained/built for people to more easily use busses. Busses are hard to use with the flag down system.
5. There are areas of the Town that are dangerous to walk on. Some places have sidewalks for short distances to make it safer, more sidewalks are needed.

Word Cloud results were reviewed. The top words used to describe New Hempstead now were: peaceful, overdeveloped and green. The top three describing the future: pedestrian-friendly, green, and peaceful.

An open-ended question sheet was available for anyone to fill-out and submit (see one-page attachment herein). The sheet can also be returned to Village Hall or emailed to: strateicoplan@newhempstead.org

The meeting ended at 8pm, but participants stayed until almost 9pm talking to consultants.

Moving forward, the process will continue with the next Community Meeting currently scheduled to occur on December 18th, 2018 at 6pm at Village Hall with a presentation of renderings from Dover-Kohl & Partners at that Work-in-Progress Presentation meeting.

Public Design Charrette Exit Survey

Of the many ideas you heard tonight, which ones seem most exciting to you?

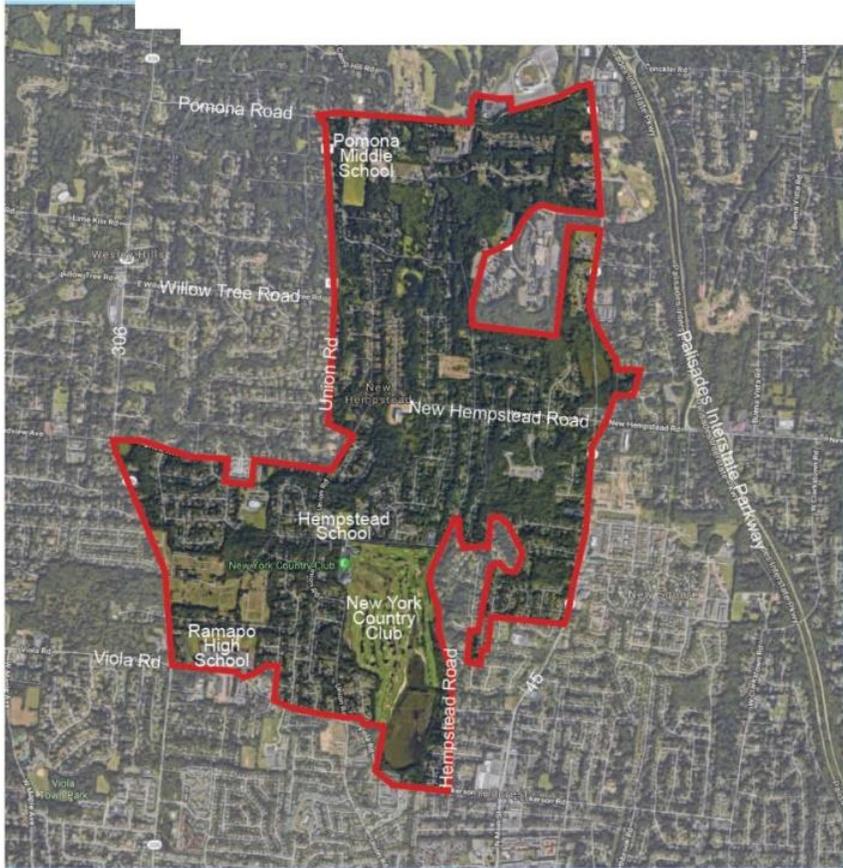
Which of the "Big Ideas" do you feel is most crucial to success?

Do you have any questions that you would like the planning team to examine?

Please write any additional comments (continue on back if needed).

Thanks for your help and your ideas!
Please leave this on the table by the door.

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SAVE THE DATES!

NOVEMBER 26, 2018
COMMUNITY HANDS-ON DESIGN SESSION

DECEMBER 18, 2018
WORK-IN-PROGRESS PRESENTATION



HELP PLAN YOUR COMMUNITY'S FUTURE



Village of New Hempstead

New Hempstead Comprehensive Plan (2019)

*Welcome
Back!*

Laberge Group: Planning
Dover, Kohl & Partners: Design

COMMUNITY WORKSHOP SCHEDULE

1

Kick-off & Hands-on Design Session

Monday, November 26
6 pm to 9 pm

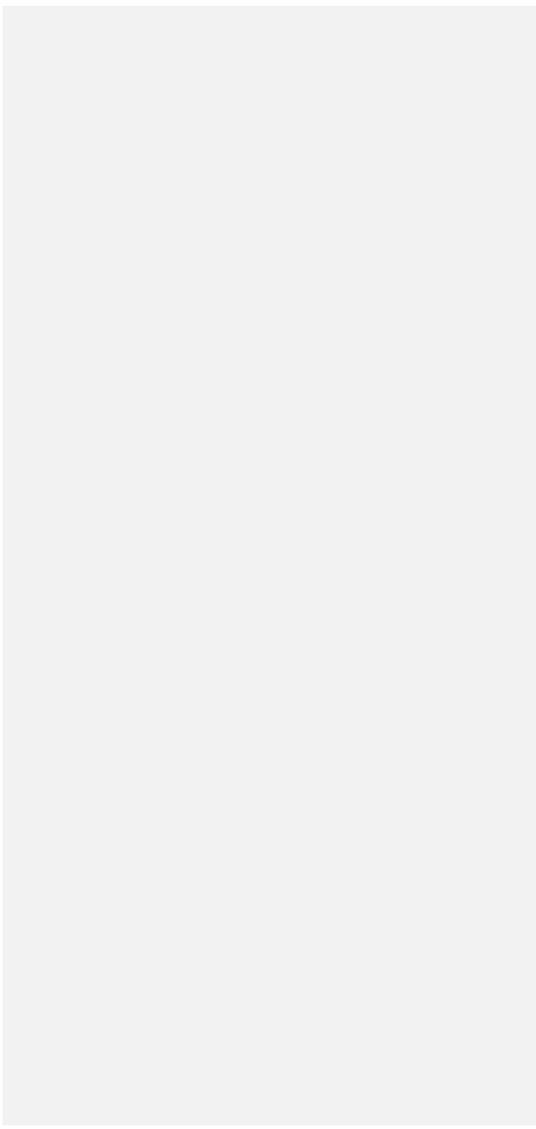
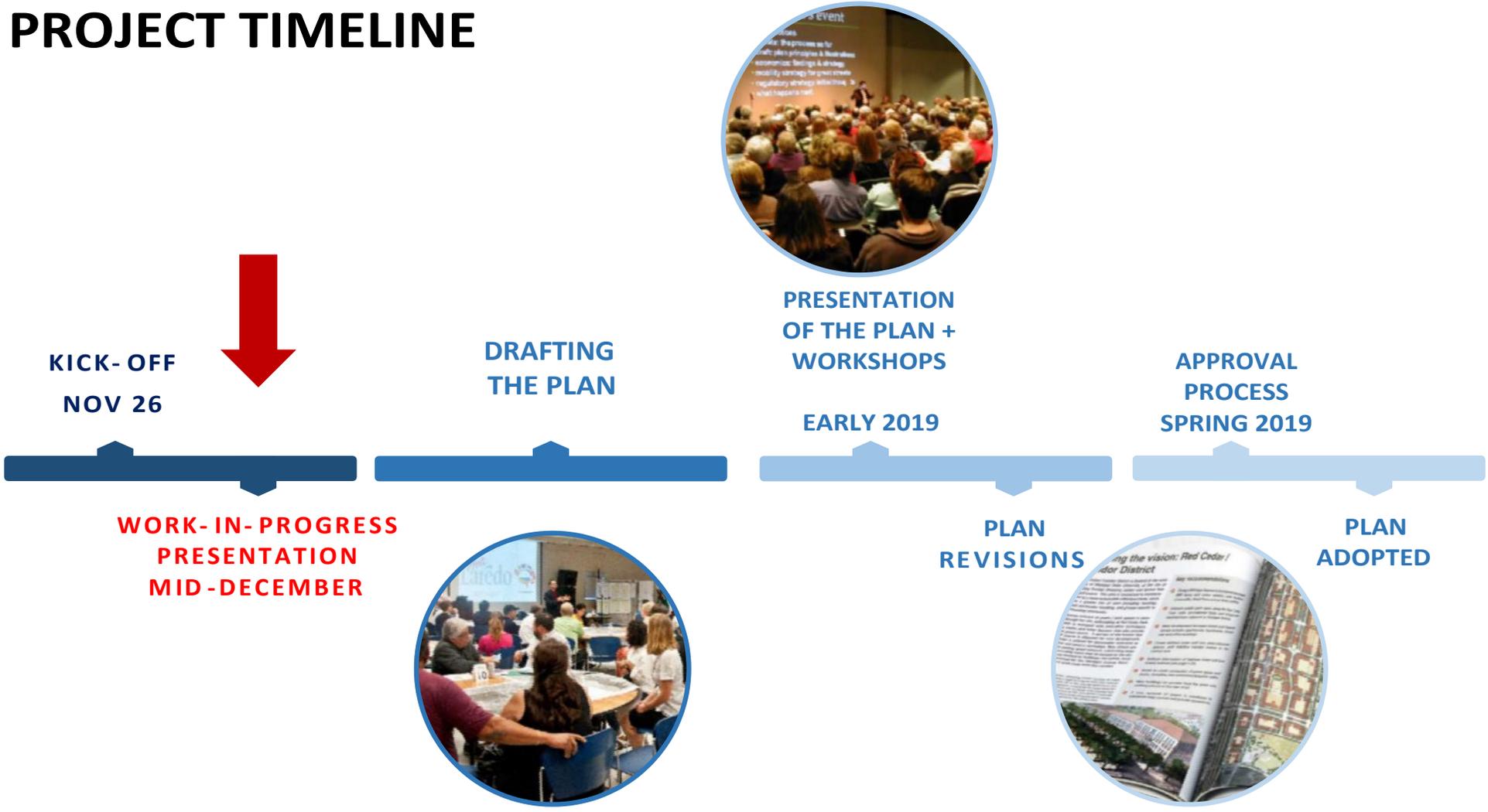
2

Return Presentation

Tuesday, December 18
6 pm to 8 pm

Both events at **Village Hall**

PROJECT TIMELINE



NEW HEMPSTEAD



Community Hands-on Session: November 26, 2018

WHAT WE HEARD



INTRO TO EXERCISES

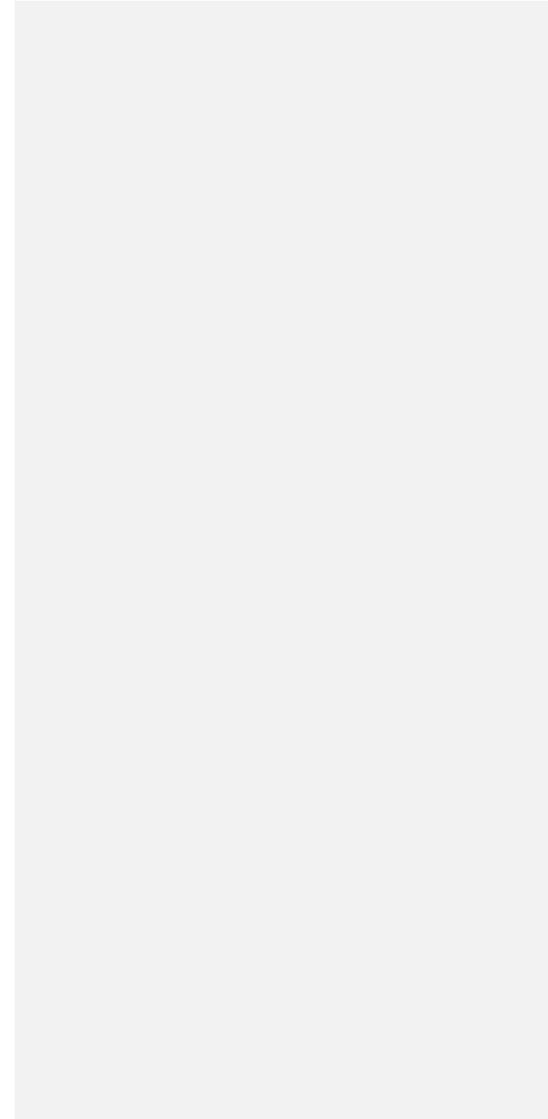
One Word Card

ONE WORD that comes to mind
about **New Hempstead:**

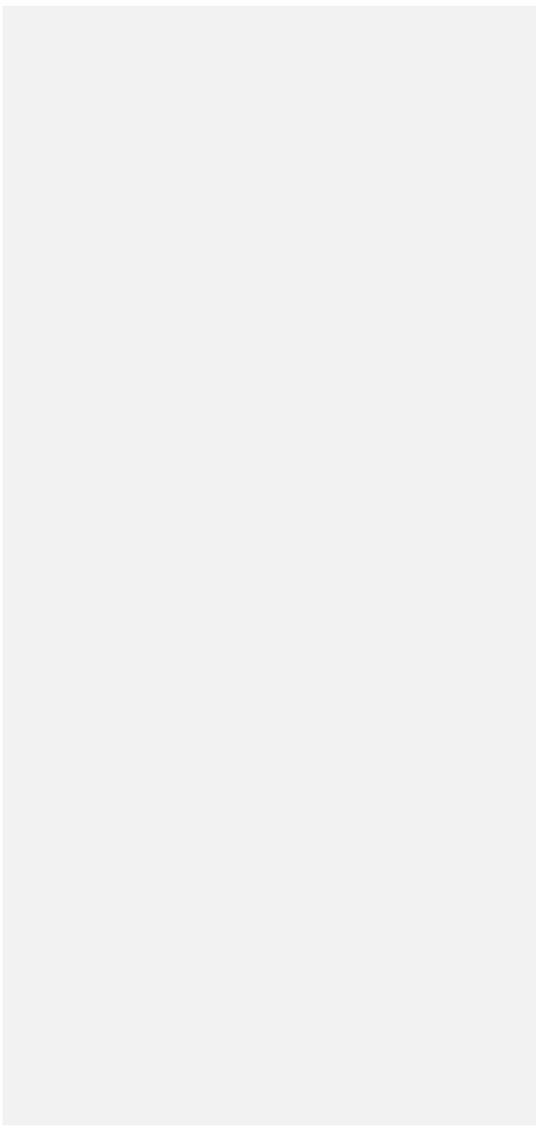
NOW: _____

IN THE FUTURE:

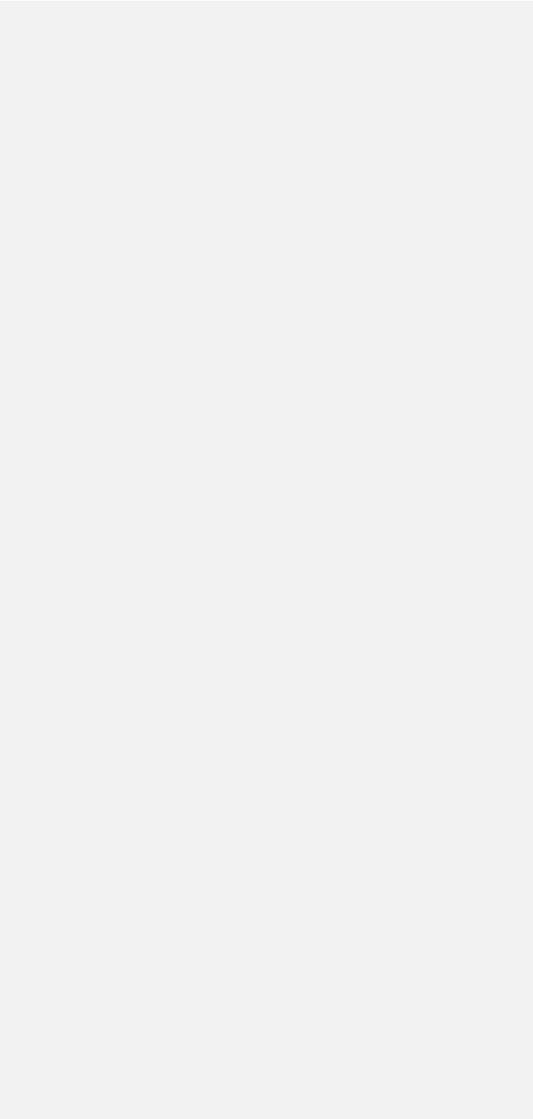
(in my vision)



One word that comes to mind about New Hempstead **NOW**



One word that comes to mind about New Hempstead **In the Future**



Preserve existing nature of the Village and Open Space

3 Retain Open spaces / park areas



PRESERVE SUBURBAN NATURE OF THE VILLAGE

continue single family zoning

2 out of 3 tables



NEW HEMPSTEAD

Synthesis of what we have been hearing so far:

- Maintain character of existing neighborhoods

 Existing Residential Neighborhoods



NEW HEMPSTEAD

Synthesis of what we have been hearing so far:

- Maintain character of existing neighborhoods
- Consider updating code provisions: trucks, chickens

 Existing Residential Neighborhoods



Add more bike lanes, trails, rails to trails

1 Bike lanes + Bike Trails



3 SIDEWALKS / RAILS → TRAILS



2 out of 3 tables



NEW HEMPSTEAD

Synthesis of what we have been hearing so far:

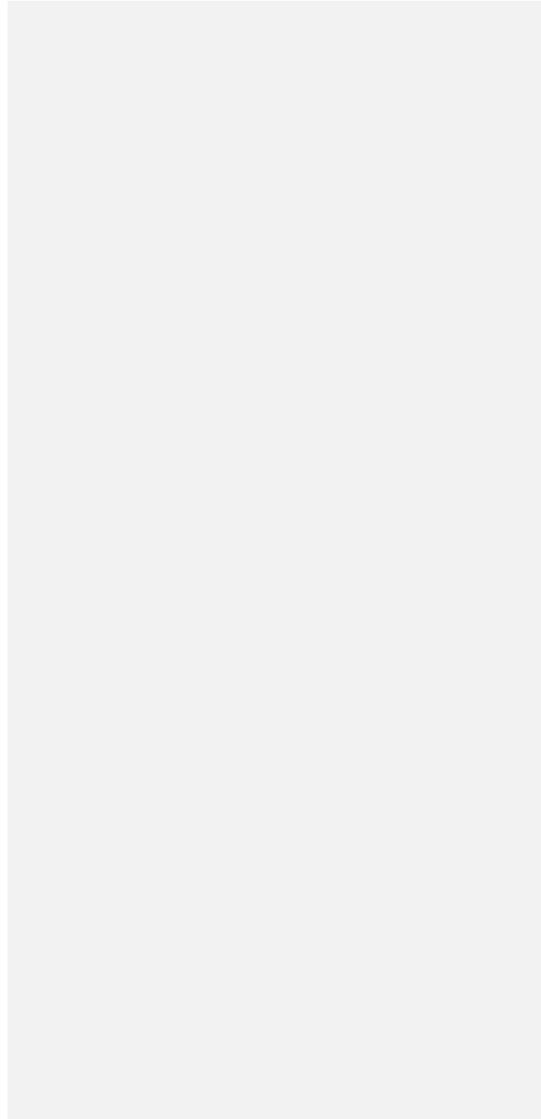
- Maintain character of existing neighborhoods
- Consider updating code provisions: trucks, chickens
- Look for opportunity for more open spaces, paths and trails

-
-  Existing Residential Neighborhoods
 -  Existing Parks or Open Space
 -  Potential Rail Trail
 -  Potential Trail / Path





Trails / Greenways





Existing Conditions: Isolated and disconnected green space near Village Hall with clock

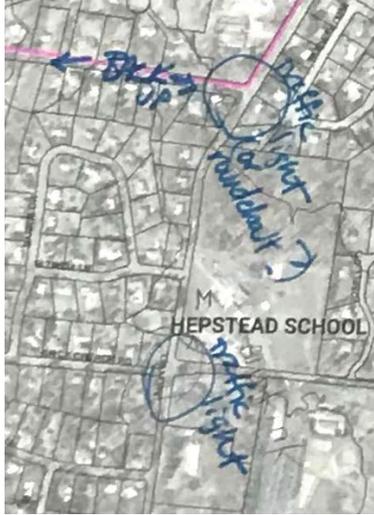
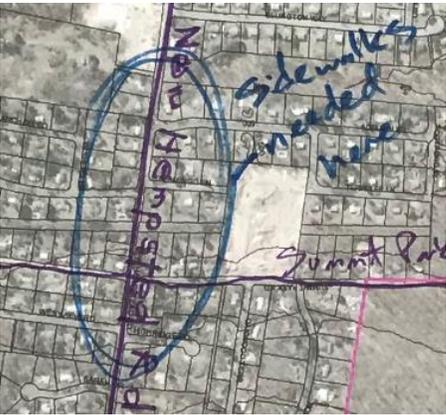


Google

Turning the isolated median with clock into a connected, pedestrian-friendly village green

Street improvements with connected sidewalks, crosswalks, & traffic lights

2 Safety & traffic flow
(sidewalks, traffic lights, luminous highway lane markers, crosswalk signals/buttons)



1 Lighting for Roads/Sidewalks
Traffic lights

2. Traffic cameras needed on main routes.



2 out of 3 tables

NEW HEMPSTEAD

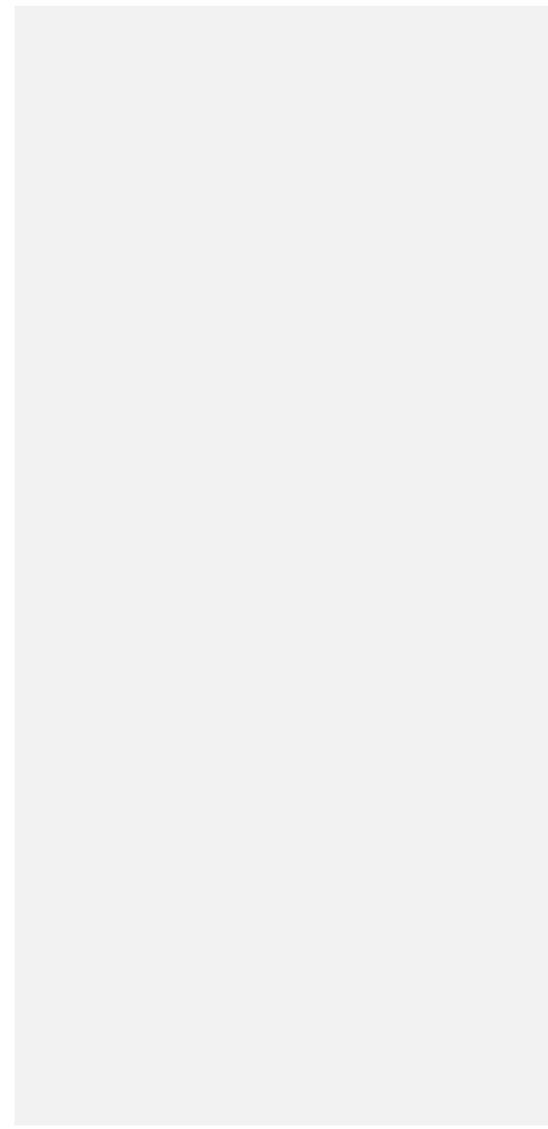
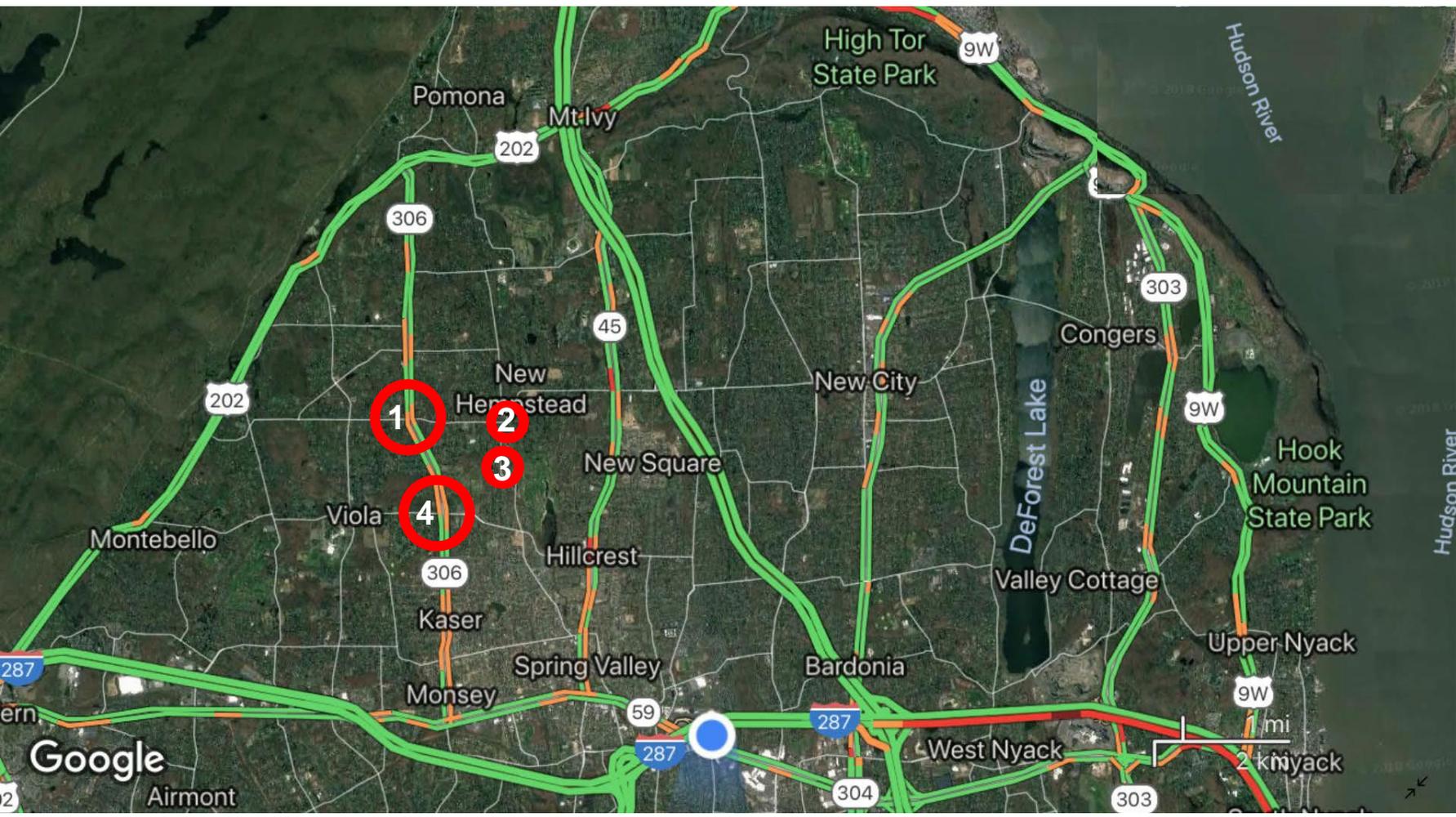
Synthesis of what we have been hearing so far:

- Maintain character of existing neighborhoods
- Consider updating code provisions: trucks, chickens
- Look for opportunity for more open spaces, paths and trails
- Safety improvements:
 - for **pedestrians** (sidewalks, lighting)
 - for **cyclists** (buffered bike lanes)
 - **intersection** improvements to accommodate traffic and increase safety: crosswalks, signals or safety: crosswalks, signals or roundabouts
 - **traffic calming** measures to slow traffic

-
-  Existing Residential Neighborhoods
 -  Existing Parks or Open Space
 -  Potential Rail Trail
 -  Potential Trail / Path
 -  Priority for Corridor Improvement (pedestrian/bike)
 -  Priority for Intersection Improvement
 -  Priority for Sidewalk Connection

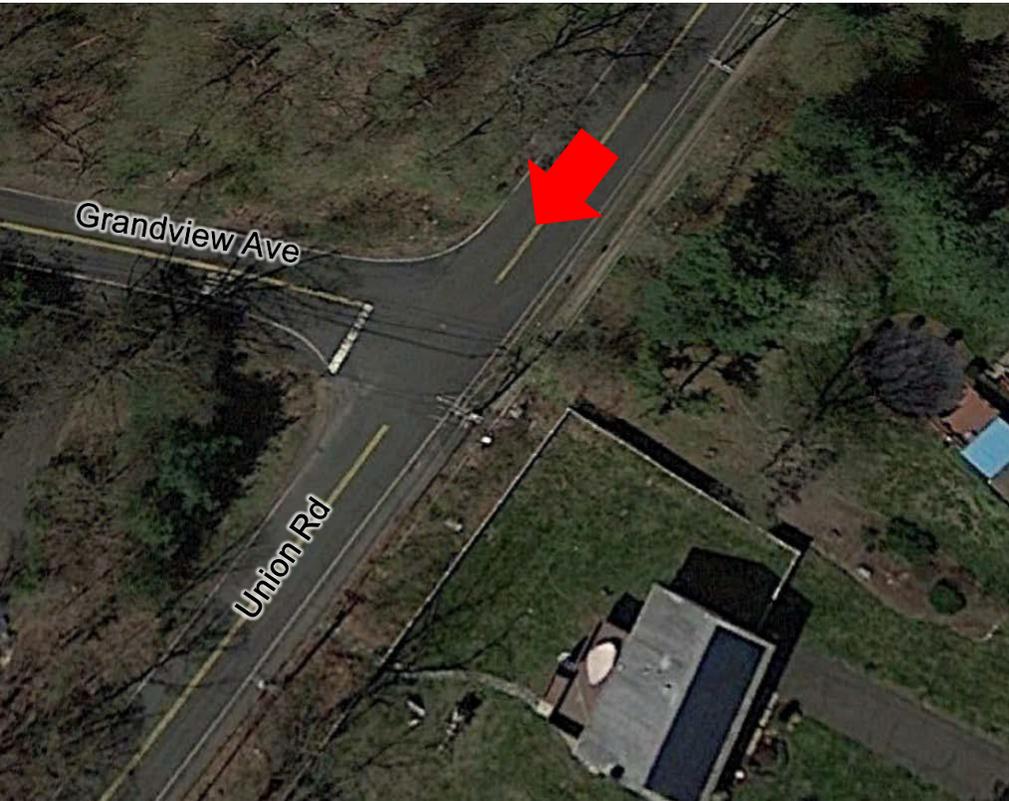


830AM TRAFFIC: 45, 59, 287, 306, 303

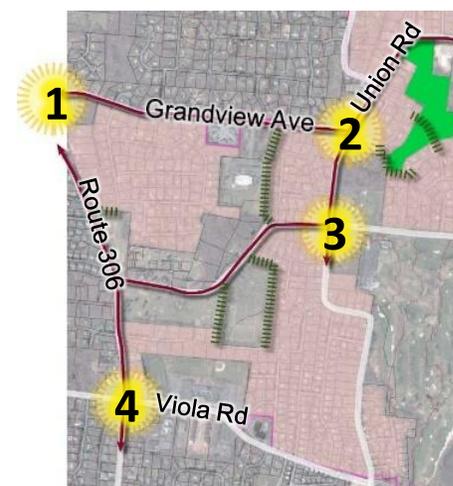




Intersection 1: Route 306 & Grandview Ave
Additional Sidewalks and Crosswalks, Potential for Roundabout



Intersection 2: Grandview Ave & Union Rd
Add Sidewalks and Crosswalks, Potential for Signal or Roundabout

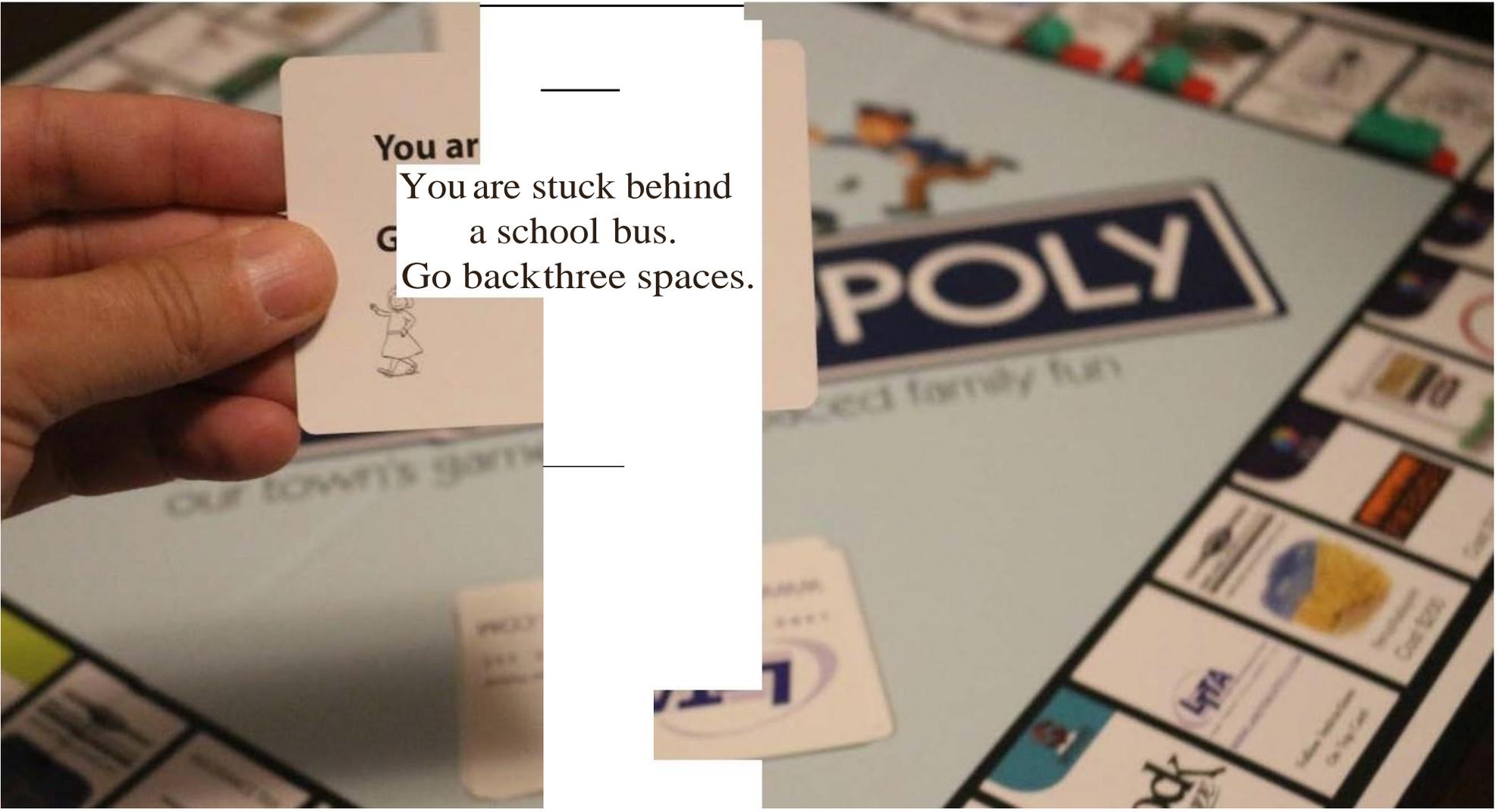


Intersection 3: Union Rd & Brick Church Rd

Add Sidewalks and additional Crosswalks, Potential for Signal or Roundabout



Intersection 4: Route 306 and Viola Rd
Sidewalks on both sides of Route 306, Potential for Roundabout



You are

You are stuck behind
a school bus.
Go back three spaces.



POLY

...ced family fun



Existing Conditions: disconnected sidewalks, no bike facilities



Small improvements can go a long way: Extending the sidewalk and adding a crosswalk

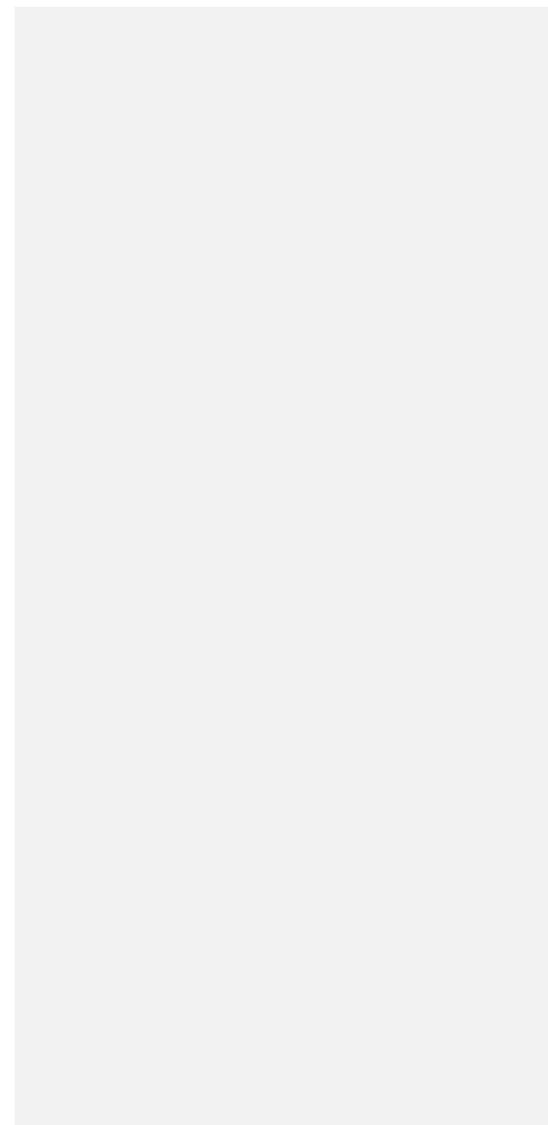


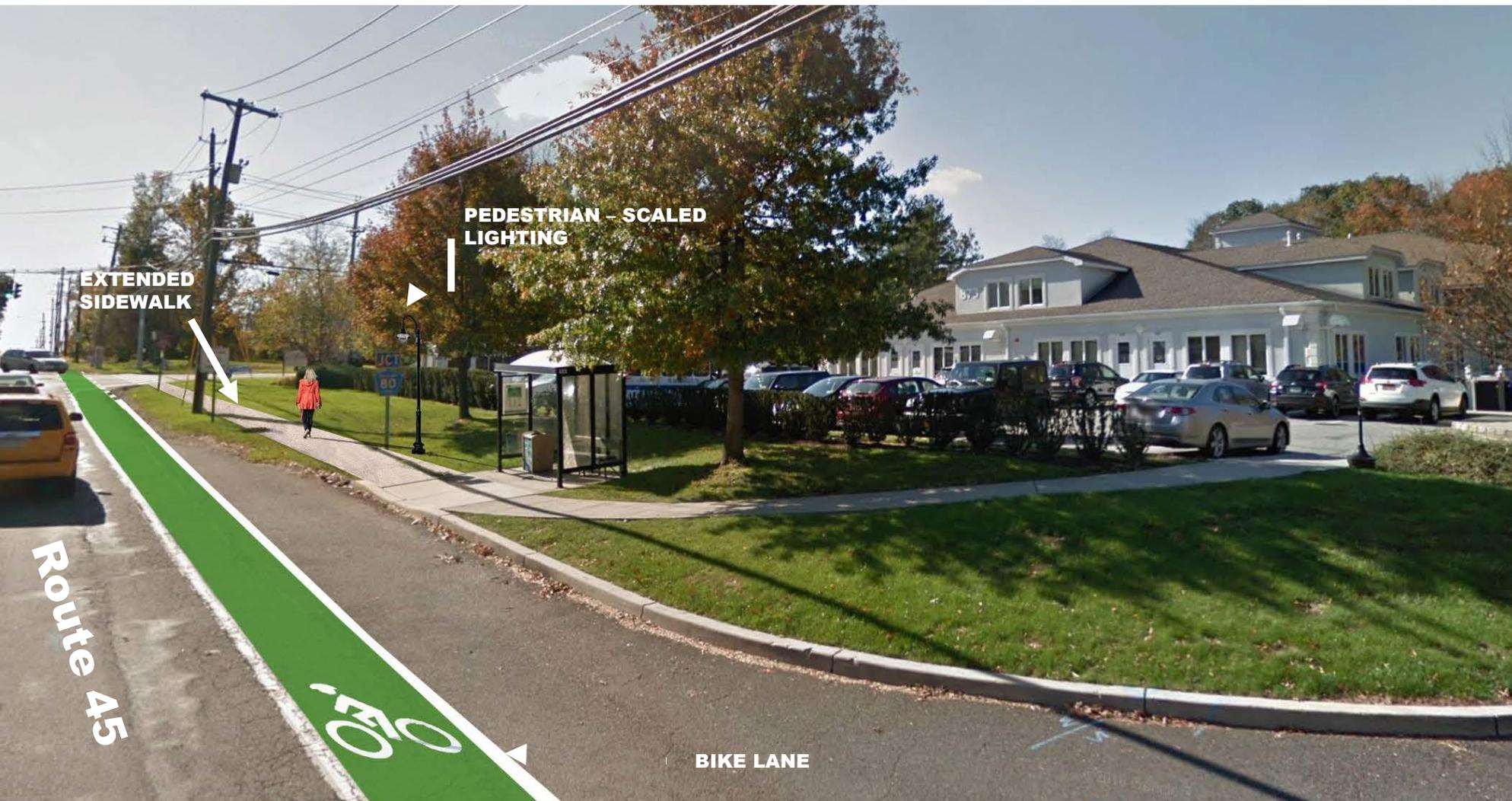
Cyclists: Bike Lane, Buffered Bike Lane, Bike Boulevard, Sharrow, Multi-use



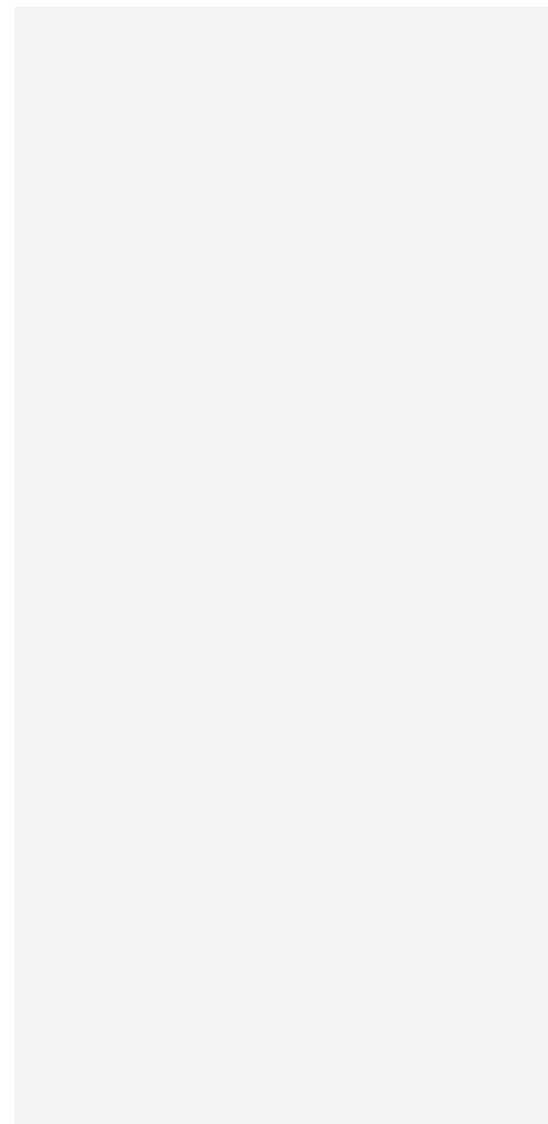
Route 45

Existing Conditions: disconnected sidewalk with bus stop, no bike facilities





Small improvements can go a long way: Extending the sidewalk and adding a crosswalk





Intersections: Crosswalks / Signals, Roundabouts

Connect to stadium and use it for Village use and

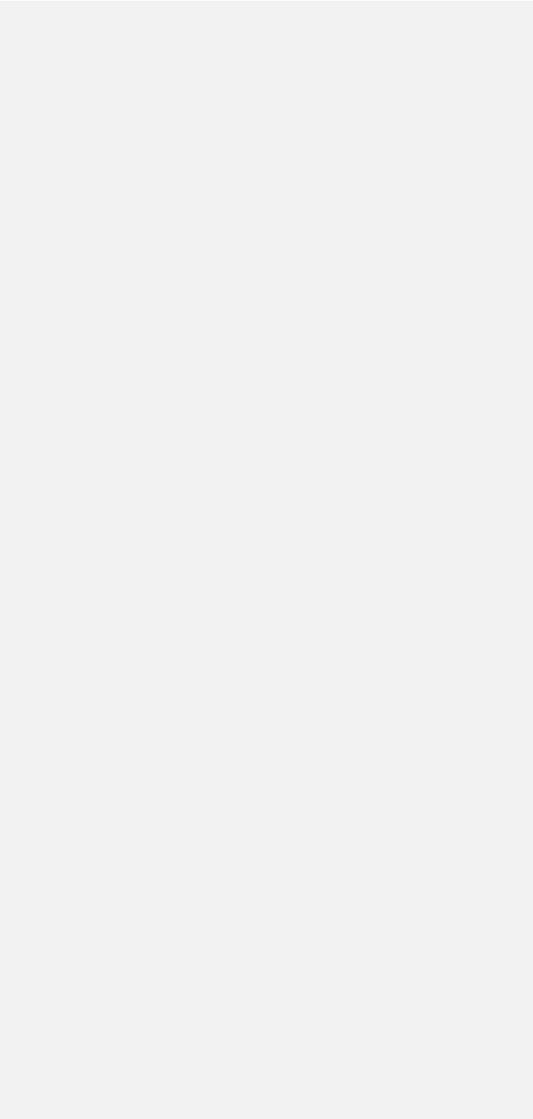
2 USE STADIUM FOR VILLAGE USE
-REC
-MEETINGS



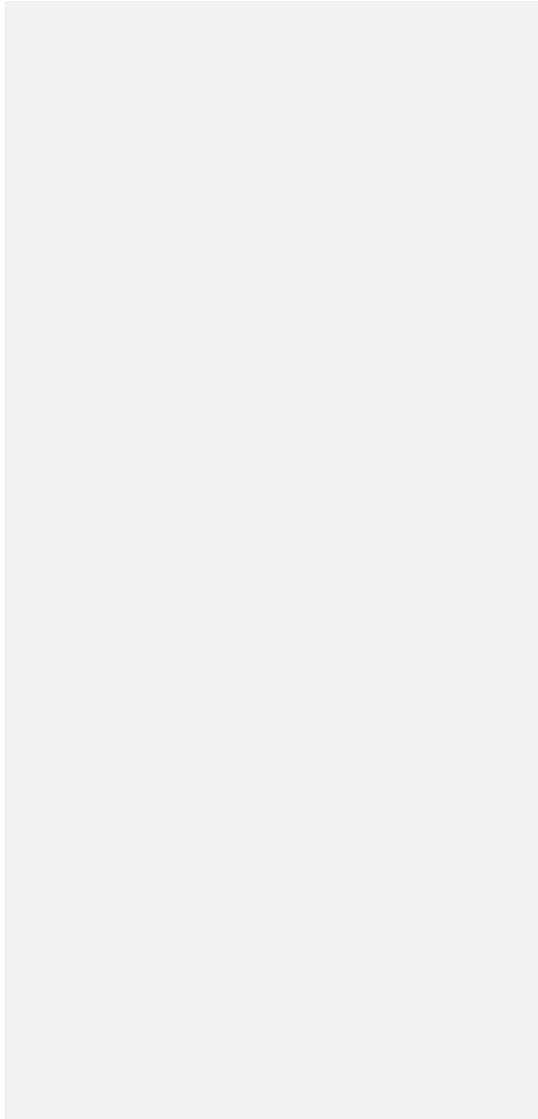
1 out of 3 tables



MORE AT THE STADIUM?



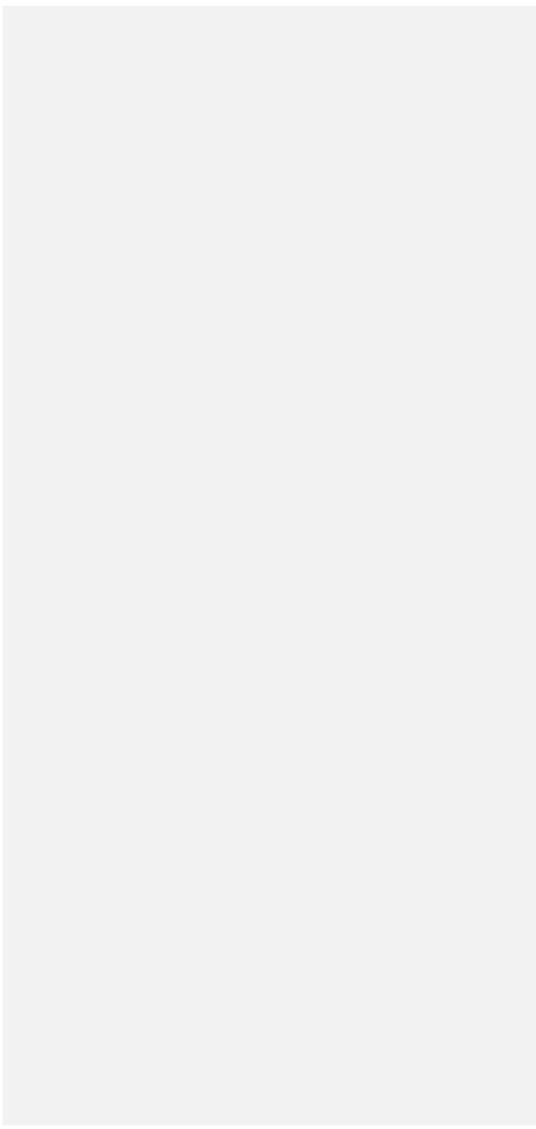
EXISTING CONDITIONS



01 BALLFIELD SQUARE



BALLPARK SQUARE



02 GROWING THE CENTER



POMONA RD

FIREMEN'S MEMORIAL DR

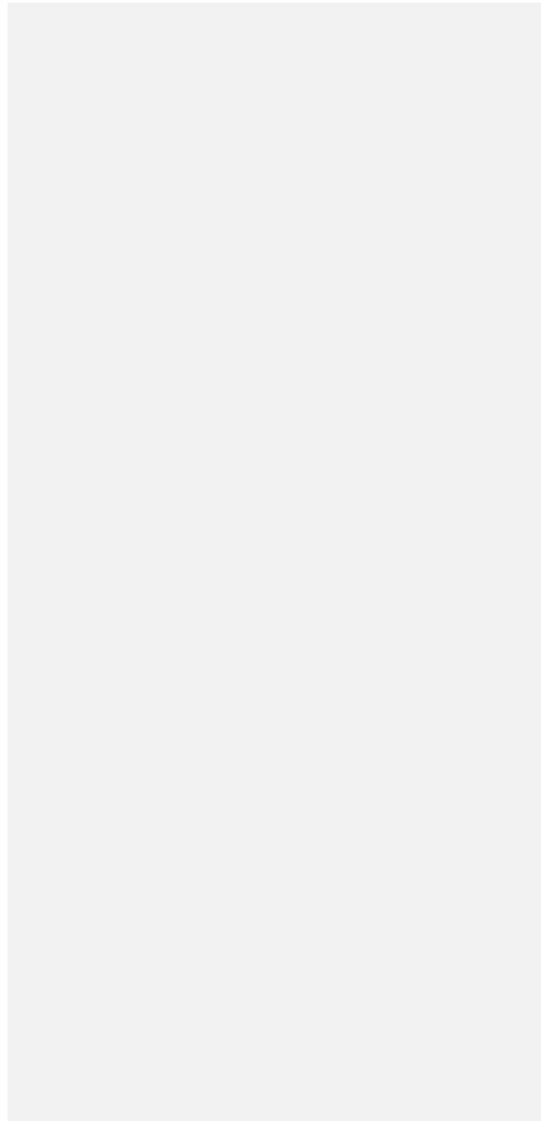
02 GROWING THE CENTER



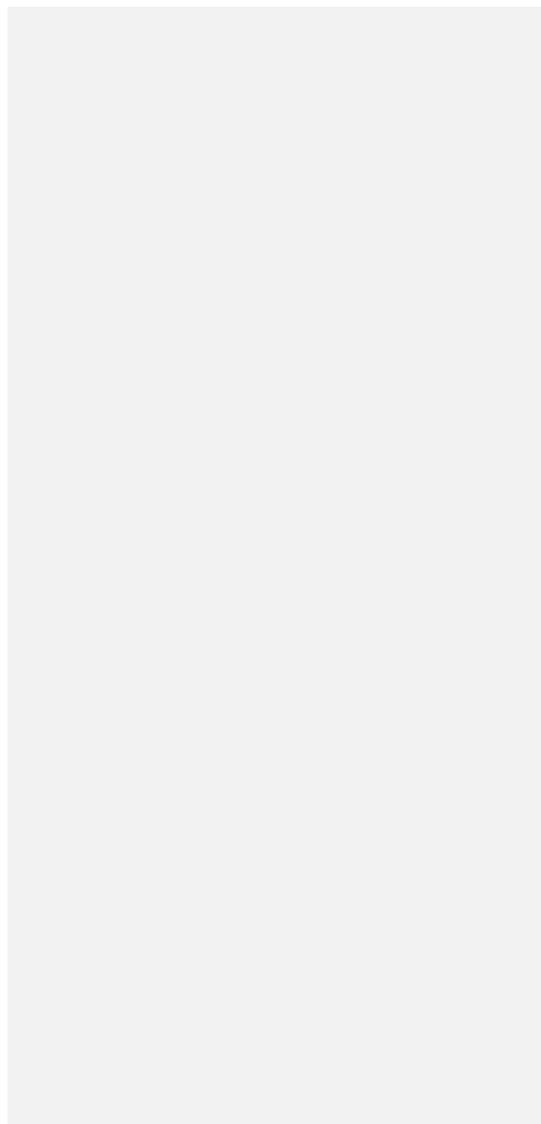
POMONA RD

FIREMEN'S MEMORIAL DR

03 WORKPLACES



04 EXTENDING WALKABILITY



05 EXTENDING WALKABILITY

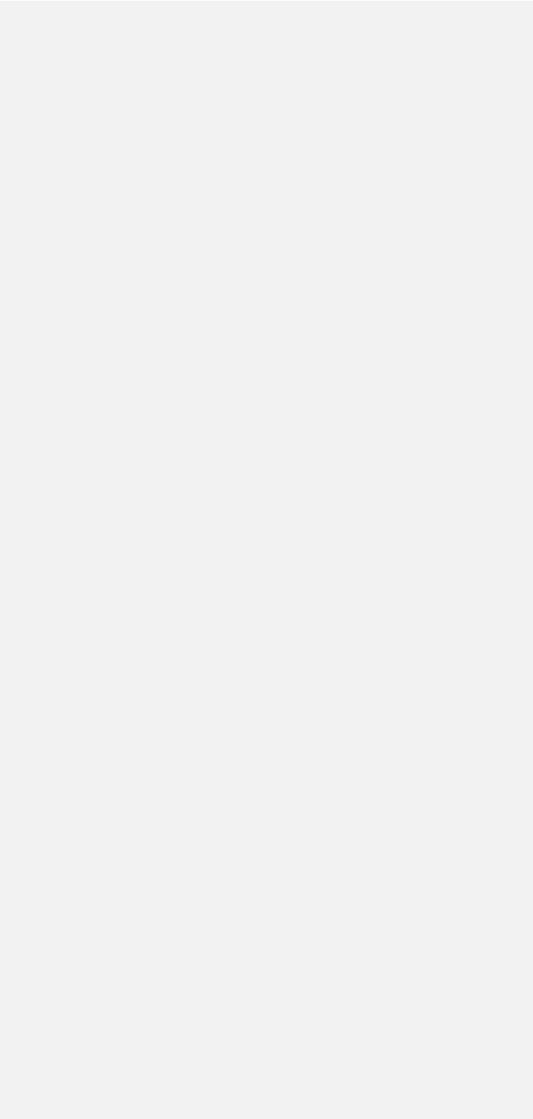




NEW HEMPSTEAD VILLAGE HALL – EXISTING



NEW HEMPSTEAD VILLAGE HALL – PROPOSED



NEW HEMPSTEAD GATEWAY- EXISTING

EXISTING VILLAGE HALL



NEW HEMPSTEAD GATEWAY – PROPOSED



NEW HEMPSTEAD

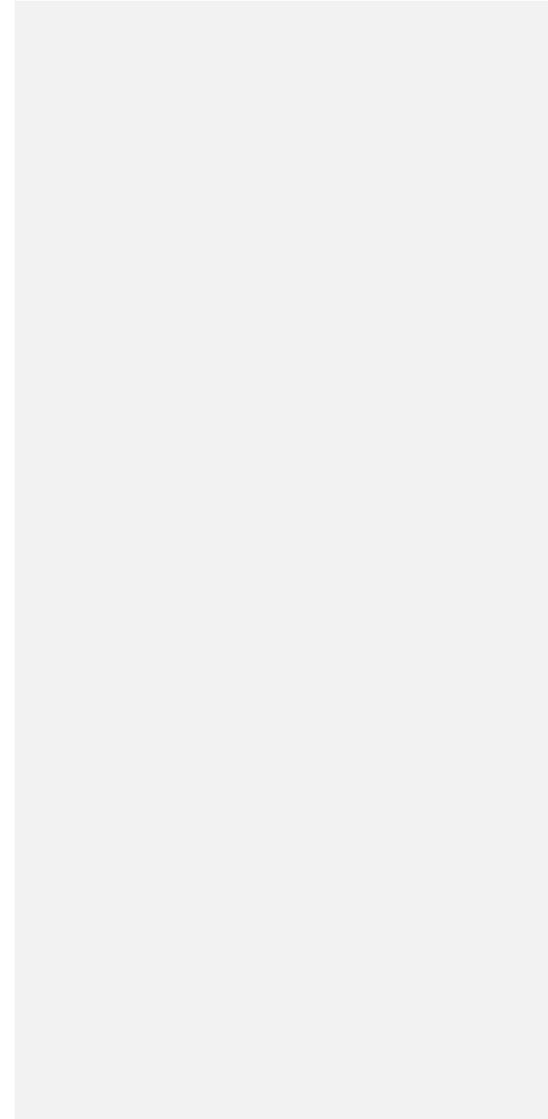
Synthesis of what we have been hearing so far:

- Maintain character of existing neighborhoods
- Consider updating code provisions: garages, trucks, chickens
- Look for opportunity for more open spaces, paths and trails
- Safety improvements:
 - for **pedestrians** (sidewalks, lighting)
 - for **cyclists** (buffered bike lanes)
 - **intersection** improvements to accommodate traffic and increase safety: crosswalks, signals or roundabouts
 - **traffic calming** measures to slow traffic
- New gateways to Village

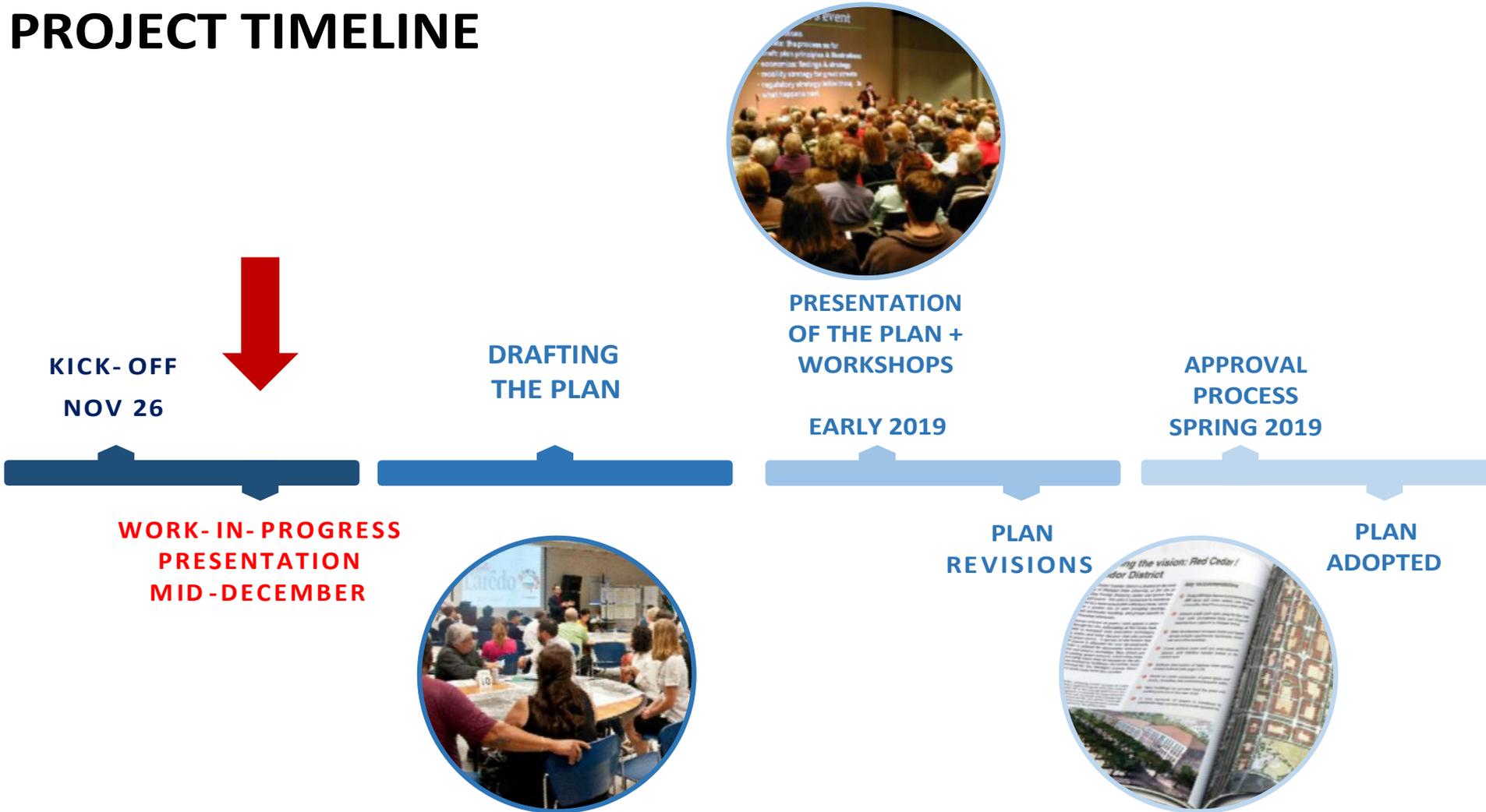
-
-  Existing Residential Neighborhoods
 -  Existing Parks or Open Space
 -  Potential Rail Trail
 -  Potential Trail / Path
 -  Priority for Corridor Improvement (pedestrian/bike)
 -  Priority for Intersection Improvement
 -  Priority for Sidewalk Connection
 -  Gateway Opportunity Sites



Next Steps...



PROJECT TIMELINE



New Hempstead Comprehensive Plan (2019)

*Welcome
Back!*

Laberge Group: Planning
Dover, Kohl & Partners: Design

Village of New Hempstead Comprehensive Plan
Work-In-Progress Meeting Summary

Meeting Date: December 18th, 2018

Time: 6:00 pm to 7:30 pm

Location: Village of New Hempstead, Village Hall

Attendees: There were roughly 28 persons attending, along with Dave Gilmour, AICP, Senior Planner, Laberge Group, Jason King of Dover-Kohl & Partners, and Kerry O'Connor, Planner, Laberge Group, who conducted the meeting. There were sign-in sheets attendees were encouraged to use. Three weeks prior, on November 26, 2018, was the Charrette Kick-off & Hands-on Design Session. It is roughly estimated half of the attendees were at this Work-in-Progress meeting and the prior Kick-off.

A PowerPoint (PPT) presentation is attached.

I. Introduction & Recap

During the Charrette Kick-off & Hands-on Design Session we heard from one-word card responses that the top three words to describe New Hempstead Now: “peaceful”, “green”, and “overdeveloped”; and respondent’s aspirations for the future were: “pedestrian friendly”, “peaceful”, and “green”.

On November 26, 2018 as part of hands-on design, there were breakout groups and tables of people that explored future development notions. Recapping what we heard:

Table 1:

1. Desire for bike lanes and bike trails
2. Concern for safety and traffic (sidewalks, traffic lights, crosswalks, trails/paths – including formalization of informal paths that connect neighborhoods such as using dedications/purchasing lands or easements, etc. – note this notions was also reinforced by Table 3)
3. Retain open spaces / park areas

Table 2:

1. Lighting for roads, sidewalks, traffic lights
2. Garage requirement is too restrictive (related to zoning standard requiring a garage on single family lots)
3. Code revisions needed to modernize the land use laws, which originate to Town of Ramapo (and era when Village created)

Table 3:

1. Preserve suburban nature of Village/ character of neighborhoods
2. Use stadium for Village civic use and public objectives (for providing a space for active recreation; using it as a place for meetings)
3. Bus stops

II. Presentation

During the Charrette Kick-off & Hands-on Design Session, future land use and development scenarios were explored and the following ideas have emerged for discussion, including because they were expressed as what participants wanted to see in the future (this content starts at slide 18 within above ppt):

- Maintain character of neighborhoods
- Provide land use code updates: examples: chickens, trucks (Mr. King noted there would be other suggestions for code refinements).
- More open spaces/paths and trails (rail trail), green space, informal walking paths, street improvements. A concern was that trails be formalized in residential neighborhoods.
- There was a presentation of a design notion (a concept example) for adding a pedestrian safety improvements and a civic plaza (Mr. King presented it as low-cost with minimum investment) at the corner of New Hempstead Road and Route 45. This plaza on the corner by the clock shows a small investment of paving stones and some vegetative landscaping along with crosswalks across Route 45.

The general discussion had a majority sentiment that this is not an ideal place to put that plaza. Some people felt that pedestrians should be advised to keep away from the intersection, as it is perceived as dangerous. To help with traffic (shown via google congestion points) there should be turning lanes put at the intersection. Overall this intersection plaza was not well-received.

There was also exploration of ways to improve traffic and circulation, including at intersections. One point explored was on NYS Rte. 306/ Grandview Avenue where a new CVS is being proposed. Members of the public noted part of the approved sight plan required turning lanes and sidewalks implemented, including to go into / connect with the neighborhood behind it. The site program would have landscaping amendments. It was noted a lot of thought went into signage. People felt the intersection at Grandview and Union Road has a lot of accidents. It is a County road. It gets very backed-up, including with an influencing factor being morning school traffic, and there is more traffic on Union and no way to make a left turn. It seemed to people like there is no help from the County to fix this. Mr. King made the point the comprehensive plan will give the Village power to ask from help from the County, State and surrounding municipalities. The plan will make projects and priorities known to all which will make them more likely to happen, including because they are wanted by the Village.

In exploring Route 306 and Viola Road, one commenter felt this is another failed intersection. There is traffic waiting "45 minutes" on Grandview or Union to pass the intersection. They worried that another two complexes, one with 400 units and the other with more, would create more traffic, such as if the New York Golf Course were redeveloped as residential housing. A commenter noted that already there were 600 accidents and 4 fatalities in 2018 – they felt these are mostly from drivers not yielding and rights on reds. Another issue here is that busses cross the double yellow lines.

Mr. King asked about impressions of roundabouts? A commenter expressed that it was not going to work – they noted that the one on Lime Kiln Road and Willow Tree did not function well. Other commenters expressed opinion that there needs to be education about roundabouts – it is an improvement, but people don't know how to use them. A third commenter asked about pedestrian traffic at roundabouts -- how are they supposed to get across? Will there be crosswalks or crossing guards? (It was noted that there is evidence that safety improves with installation of roundabouts). A fourth person preferred rather than installing a roundabout, to make the intersection four lanes wide with turning lanes. A commenter suggested that over the last few years the traffic in the Village of New Hempstead has decreased while the traffic in Wesley Hills has increased.

Using slide 23, it was suggested that where sidewalks end there should be an extension of those facilities. Just because the County owns, there can still be collaboration to schedule and implement improvements.

Making NYS Route 45 (North Main Street) more of a multi-modal corridor was explored. It means that Route 45 will be enhanced for multiple modes to travel along the corridor, such as bikes, busses, and/or walking, in addition to cars (Mr. King presented it as a need for a lot of different types of treatments). One suggestion explored was for implementing a new sidewalk to the existing bus shelter by the corner of New Hempstead Road.

Many opined that this intersection is a bad spot to put a bike lane and that further north the corridor does not have adequate shoulders to accommodate the bicycle mode. The posted speed limit is 45mph but most people drive 60mph. A commenter asked, what happens to the bike lane when the road narrows again? Mr. King suggested approaching it with a holistic treatment, with municipalities together articulating need to improve multi-modalism in the corridor. A Village cyclist stated the issues with putting a bike lane there is that there are very fast cars, no sidewalks, and the PIP approach ramp is dangerous for cyclists. However, working together with Pomona and Unincorporated Ramapo is the best way to fix these problems. There was a side discussion that noted that during the Hand-on Design Session, the Stadium was suggested for place for use for Village business and recreation and that municipalities can work together to optimize its surroundings. Someone stated that building retail at the stadium will create opportunities for taxes (State, County and sales) that will help offset the taxes from the Town and Village. The land that is now parking lots that can be used for other purposes. Mr. King suggested with pictures in the Power Point that space in front of the main entrance of the stadium there be a green area where kids can play fronted by mixed use restaurants and retail as well as residential units. (One of the kids at the meeting liked this idea.) A commenter said "focus on the first picture only the other pictures are over developed".

Another commenter suggested that instead of a bike path along the old rail road, put it around the stadium so that people and crime is not traveling behind people houses. Also, a commenter noted that potential push-back on (bike) trail improvements by a fireman's Memorial. Another felt that more housing and development would be hindered by the Mt. Ivy Swamp because it is protected. A third commenter suggested that there was at one point a park proposed along the waterway in the stadium property but that it had never come to be, it would have been a County park.

Mr. King explored a notion of establishing a new Village Hall. The current one is an older structure and functions of government are hard to run out of the building. A schematic diagram/ picture was presented south of the existing historic building, by where the Church Hall is, that shows a land use with a bigger, new building and with walkable green space and parking. The response was mostly negative. One point was made as to infeasibility due to the Church property historic rating and that that site was not within the Village (Village Hall property was added to the Village so Village Hall could be there). There was a question asking "why not more centrally located?" Jennifer Eisenstein, Village Trustee, said there are discussions with Town of Ramapo to make a property on Grandview Avenue into recreation / open space with part of it available for use as new Village Hall and enhanced civic/ recreation building.

III. Open Discussions and Additions to Map

Mr. King opened-up the floor to general comments.

One commenter requested focus on "more important" things, such as:

- Keeping zoning R-50, maybe down to R-35
- Making traffic more manageable
- Is there really a need for new nonresidential tax base? It will not lower taxes of Village, so why?

- What is going to happen at “Matterhorn” site? Are 400 units really going there as rumored? Will it create more traffic? (Many people would like exploration of future for Matterhorn)
- Most people want open space to be the first choice for land. Then, if it must be developed, the zoning should be R-50, and this must be enforced.

Another commenter asked if the NYCC golf course use ceases and is developed with 1,000-2,000 more car on the road, what will the impacts be? “Please look at this and keep it in mind.”

A commenter was concerned there are almost no parks in the Village. The village should require developers to set aside park land when developing. Would parks be open to everyone? Only Village members, or Village and Town only? In response another person suggested there be privately owned public space where the developers own, builds, and maintains a park for the public. This could be a bonus zoning for them, with increased FAR or density in return for this.

Sandy Brook Town Park needs more and better playground equipment. It also needs to be mowed more often. If the Park is enhanced there will be a need for more facilities and parking.

A commenter has concerns about the former railroad line having crime now. They are concerned for higher crime levels if it is developed. There is trash on it now. A concern is that this will continue to increase. There are already people there at night, will there be more? Will this get worse?

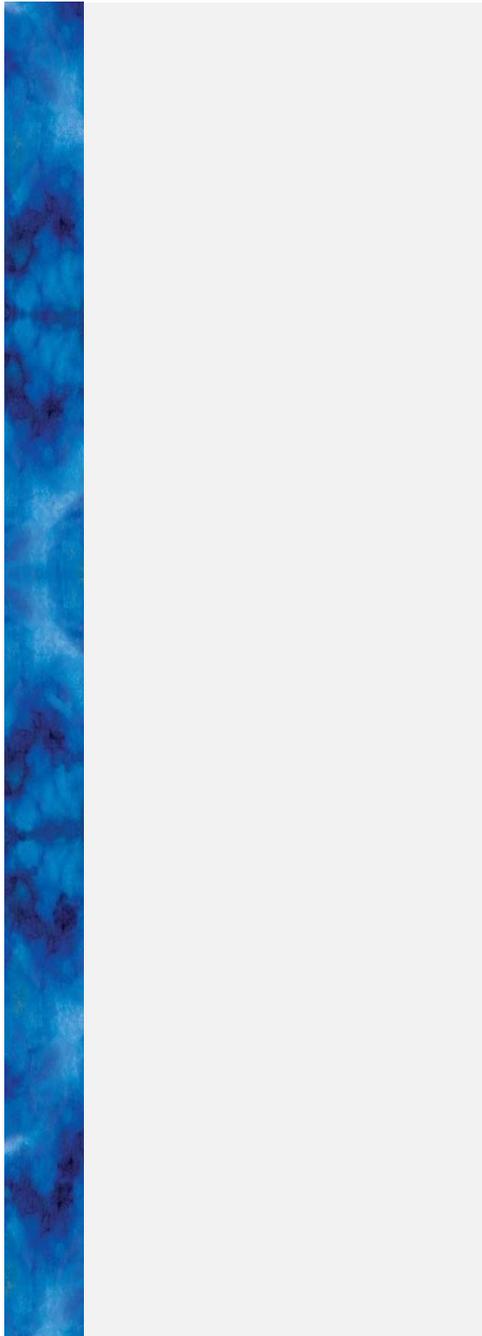
Along Summit Park Road, people drive at high speeds. There are frequent accidents and dead animals all over. None is cleaned up -- what can be done about cleaning-up this?

A commenter asked what might happen to the bus storage facility on Applegate Lane off New Hempstead Road. If ERCSD sells land what could go there? What would happen to all the open land surrounding it?

IV. Next Steps

Power Point will be provided to the Village along with time and locations for future meetings. Laberge Group team will continue drafting the Plan.

APPENDIX F: COMPLETE STREET RESOLUTION



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RESOLUTION: VILLAGE OF NEW HEMPSTEAD ADOPTION OF A COMPLETE STREETS POLICY

WHEREAS, a goal of the Village of New Hempstead is to improve mobility – the ability of people, regardless of age and status, to move about freely and regardless of the means by which they seek to travel, whether it be by active modes, such as by walking and bicycling, wheelchair, auto, or transit, in order to reach desired destinations and desired activities throughout the Village and region; and

WHEREAS, walking and bicycling are recognized important forms of transportation in our community; and

WHEREAS, the Village of New Hempstead Comprehensive Plan Update that is underway recommends maintaining and enhancing pedestrian connections within and between neighborhoods; and

WHEREAS, walking contributes to health and fitness, neighborhood vitality, social interaction, and aids overall community development; and

WHEREAS, walking and biking to and using transit is a viable way to displace some automobile trips which can cause congestion; and

WHEREAS, the full integration of all modes, including walking, into the design of streets and highways is a goal which can help increase the value, capacity, and efficiency of the road network, as building-out a fuller/more comprehensive street network will over time contribute to such desired benefits as to: reduce traffic congestion, enhance mobility options, limit Greenhouse Gas emissions, and improve the general quality of life; and

WHEREAS, Complete Streets are defined as facilities that are designed and operated to enable safe and efficient access for all users, including persons with disabilities, pedestrians, bicyclists, motorists, and transit riders, so that all persons have choice as to which modes they use in order to safely and efficiently move along and across the local and regional transport network.

WHEREAS, educating, the public about complete streets safety, health and mobility contributes to a quality community; and

NOW, THEREFORE, BE IT RESOLVED, that it is the intent of the Village of New Hempstead Complete Streets Policy to recognize that pedestrians are equally important as motorists in the planning and design of all new street and transport projects as well as in major transportation oriented construction and reconstruction projects undertaken by the Village, as well as considering future land use; and.

BE IT FURTHER RESOLVED, the intent of the Village of New Hempstead Complete Streets Policy is to recognize that local Village roads and transport systems should be designed and operated with safety in mind, and as practicable, it is important for designs and facilities for walkers

and bicyclists to be included in capital projects and new development in order that all users can travel across the network safely and connect to destinations; and

BE IT FURTHER RESOLVED that it is the Village Complete Streets Policy to consider how to leverage Engineering; Education; and Enforcement in achieving a complete streets transportation environment, as follows:

Engineering: It is a general engineering goal, as practicable, to consider the safe and efficient accommodation of pedestrians and bicyclists in all new street construction and reconstruction undertaken by the Village. In addition, where the need for bicyclist and pedestrian facilities has been established, or is defined, in Village planning documents, within its investments, the Village Board will consider best practices for advancing the inclusion of accommodations that support safe bicycling and walking facilities within street construction and reconstruction projects. This effort to advance complete streets in planning, design, development, and maintenance may be addressed in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT), the American Association of State Highway and Transportation Officials (AASHTO), and the Nation Association of City Transportation Officials. Such facilities should include, but not be limited to: sidewalks, curb cuts and ramps, crosswalks, pedestrian actuated signals, paved shoulders, bicycle route signing, bicycle lanes, bicycle parking facilities, shared use paths, and other markings and controls. The objective of bicycle and pedestrian facilities shall be consistent with the scope of the overall improvements, context sensitive to the surrounding environment, and shall not be disproportionate with the cost of the larger project. Furthermore, the buffering and aesthetic nature of complete streets improvements should be in keeping with community character. Recognizing that it will not be possible to always have a complete streets approach, it is suggested that the rationale for not advancing complete streets be identified with project approvals that do not have complete streets elements.

Encouragement: The Village Board should support community-based efforts to promote traffic safety and bicycling and walking for health and fitness, transportation and recreation. The Village seeks to enable events, programs and other educational activities, which benefit residents, of all ages and abilities, undertaking safe active transport. These activities can be coordinated with Village agencies as well as adjacent jurisdictions, local walking and bicycle clubs, schools, health organizations and other non-profit collaborators. Furthermore, the Village encourages NYSDOT, Rockland County and the Town of Ramapo to consider a Complete Streets approach when they are constructing or reconstructing their respective facilities within the Village.

Enforcement: The Village will promote balanced enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians, and bicyclists. This will include enforcement of pedestrian's right-of-way in crosswalks, bicyclists riding with traffic and all modes sharing the road safely. Additionally, the Village may consider the use of traffic, calming as an alternative to or in conjunction with bicycle and pedestrian facilities. Traffic calming can promote drivers to physically slowdown or psychologically perceive the environment they are driving in so they reduce speeds and the potential for erratic traffic behaviors, thereby aiding in achieving a safe complete streets environment for bicycle and pedestrian travel.

Trustee Mintz moved, Trustee Schulgasser seconded and the Village Board voted as follows:

Trustee, Adam Reich	<u>in favor</u>
Trustee, Moche Schulgasser	<u>in favor</u>
Trustee, Jennifer Eisenstien	<u>in favor</u>
Deputy Mayor, Shalom Mintz	<u>in favor</u>
Mayor, Abe Sicker	<u>in favor</u>

Adopted this the 23rd of July, 2019.



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APPENDIX G: CLIMATE SMART
RESOLUTION

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RESOLUTION: ADOPTION OF THE VILLAGE OF NEW HEMPSTEAD CLIMATE SMART COMMUNITIES (CSC) PLEDGE

WHEREAS, the Climate Smart Communities Program is a network of New York State communities that has pledged its commitment to reducing greenhouse gas emissions and improving climate resilience through best practices for mitigation and adapting to climate change; and

WHEREAS, the NY State Dept. of Environmental Conservation (NYSDEC) convened New York's Climate Smart Communities Program which offers a clearinghouse of information which individual municipalities can draw on in order to help communities reduce potential harmful heat-trapping emissions and mitigate against the harmful effects of climate change; and

WHEREAS, the Village of New Hempstead elected leaders believe that climate change poses a real and increasing threat to our local and global environments and is primarily due to the burning of fossil fuels; and

WHEREAS, the effects of climate change endanger our infrastructure; economy and livelihoods; harm our ecological communities, including native habitats and wildlife populations; influence the undesirable spread of invasive species and exotic diseases; present a threat to sustained, high quality drinking water supplies; and pose many other risks and health threats to our citizens; and

WHEREAS, the Trustees believe that regional and community-level preparation for and response to climate change provides an unprecedented opportunity at the same time to save money, and to bolster and build a more livable, energy-independent, and secure community, with a vibrant, innovative, and sustainable economy, healthy and safe schools, and resilient infrastructure; and

WHEREAS, the scale of Greenhouse Gas (GHG) emissions reductions required for climate stabilization will require sustained and substantial efforts; and

WHEREAS, even if emissions were dramatically reduced today, the community will still be required to adapt to the effects of climate change for decades to come;

NOW, THEREFORE BE IT RESOLVED, that Village of New Hempstead, in order to promote reduced Greenhouse Gas emissions and adapt to a changing climate, joins numerous other municipalities statewide and within the Mid-Hudson region, in adopting the New York State Climate Smart Communities (CSC) Pledge;

BE IT FURTHER RESOLVED that the Village of New Hempstead acknowledges that the CSC Pledge comprises the ten following elements and that as possible there will be efforts to advance policy and action around these ten CSC principles to:

- 1) **Build a climate-smart community.**
- 2) **Inventory emissions, set goals, and plan for climate action.**
- 3) **Decrease energy use.**
- 4) **Shift to clean, renewable energy.**

- 5) Use climate-smart materials management.
- 6) Implement climate-smart land use.
- 7) Enhance community resilience to climate change.
- 8) Support a green innovation economy.
- 9) Inform and inspire the public.
- 10) Engage in an evolving process of climate action.

Trustee Eisenstein moved, Trustee Mintz seconded and the Village Board voted as follows:

Trustee, Adam Reich	<u>In favor</u>
Trustee, Moche Schulgasser	<u>In favor</u>
Trustee, Jennifer Eisenstien	<u>In favor</u>
Deputy Mayor, Shalom Mintz	<u>In favor</u>
Mayor, Abe Sicker	<u>In favor</u>

Adopted this the 23rd of July, 2019.

