

**STATE ENVIRONMENTAL QUALITY REVIEW ACT  
FINDINGS STATEMENT**

***Town of Ramapo Comprehensive Plan Amendment for the Northeast Ramapo Development Plan  
and Comprehensive Plan Update of Town-wide Existing Conditions and  
Code Amendments for Northeast Ramapo***

**Lead Agency: Town of Ramapo Town Board  
Date Accepted: July 13 2022**

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Pursuant to the State Environmental Quality Review Act (“SEQRA”), Article 8 of the Environmental Conservation Law and 6 NYCRR Part 617, the Town of Ramapo Town Board (the “Town Board”) as the SEQRA Lead Agency makes the following findings.

**1.0 INTRODUCTION**

**Name of Action:** Comprehensive Plan Amendment for the Northeast Ramapo Development Plan and Comprehensive Plan Update of Town-wide Existing Conditions and Code Amendments for Northeast Ramapo

**Description of Action:** The Northeast Ramapo Development Plan (NRDP) is set within the framework of a Draft and Final Generic Environmental Impact Statement (hereinafter the “NRDP/GEIS”) and this Findings Statement. The NRDP/GEIS sets forth future steps to achieve the vision for Northeast Ramapo. The NRDP complements, strengthens, modernizes, and supports the current 2004 Comprehensive Plan, while delving deeply into the Northeast area. While the goals of the 2004 Comprehensive Plan are still relevant Town-wide, more contemporary and area-specific strategies are outlined for Northeast Ramapo to assist in achieving the desired vision and goals. The NRDP/GEIS will be incorporated into the existing 2004 Town-wide Comprehensive Plan along with these SEQRA Findings as the Town continues to advance and reevaluate additional regions within the Town.

**Action Location:** Town of Ramapo, New York (Northeast Ramapo)

**Date Final Generic Environmental Impact Statement Accepted:** February 23, 2022

**2.0 OVERVIEW AND PURPOSE**

The purpose of the Town of Ramapo (Town) Draft and Final Generic Environmental Impact Statement (GEIS) is to evaluate the potential and cumulative environmental impacts of potential future development in Northeast Ramapo arising from the proposed changes to the Town zoning law on the Town’s environment. This GEIS provides the Town with an opportunity to evaluate major issues of growth; be proactive in guiding future development and addressing the future needs of residents; maintain preferred levels of public service; and to preserve a high quality of life for Town residents.

In order to make this Plan Update unique to, useable in, and implementable for the Town, a variety of community-wide factors are considered, and needs are identified which guide the strategic recommendations herein.

The update provides design, development, and programing prescriptions for the entire Northeast area. However, the primary focus of the NRDP/GEIS is on five Opportunity Areas, which have been refined and reduced to include four Opportunity Areas based on public comment received during the SEQRA process.

The NRDP does not propose zoning amendments or land use tools for land inside Northeast Ramapo located outside of the Opportunity Areas. Land outside the Opportunity Areas includes the Ramapo Stadium, the County Office Campus, and the extensive residentially zoned R-35 lands (and some lands zoned R-40 and R-80).

The Opportunity Areas are primarily the last remaining, underutilized, and largely vacant areas in Northeast Ramapo. The Opportunity Areas are shown in the FGEIS (page 17). A combination of proposed new zoning and land use tools, such as the inclusion of a Flexible Overlay Planned Unit Development ("FOPUD") available for use within the four Opportunity Areas have been developed to allow for greater flexibility to support future growth needs while still respecting the community character of Northeast Ramapo.

The GEIS provides environmental assessment and documentation regarding the project through examining types and characteristics of potential environment impacts. It also identifies and evaluates mitigation which can be applied as part of the Action and in conjunction with future land development. This aids program implementation by helping to eliminate or reduce potential undesirable effects. The GEIS provides reasonably detailed descriptions of base environmental conditions for each subject element. This enables presentation of realistic depictions of the current state of the environment along with identification of important aspects of associated environmental variables and the setting. Based on the proposed development strategies, there is examination of the types, degrees, and dimensions of impacts that may arise. Finally, there is identification of mitigation measures that have been initially identified which can be used to reduce or eliminate the potential for adverse environmental effects from future development.

The Comprehensive Plan Amendment for the Northeast Ramapo Development Plan and the Comprehensive Plan Update of Town-wide Existing Conditions shall be reviewed by the Town Board within a time period not greater than ten years and may be reviewed by the Town Board at any shorter interval.

### **3.0 DESCRIPTION OF THE PROPOSED ACTION**

The NRDP/GEIS seeks to achieve these goals by proposing and assessing land use regulations that facilitate development within four key Opportunity Areas where a majority of future new growth is planned to occur. The proposed Opportunity Area footprints will be targets for placemaking and are intended to serve the needs of a growing community. The intent is to establish new integrated neighborhoods with a mix of uses that are close to major existing roads or provide for opportunities for additional needed neighborhood services near existing residential neighborhoods. The proposed Opportunity Areas are illustrated within the FGEIS (page 17). The NRDP/GEIS does not propose zoning amendments outside of the Opportunity Areas in Northeast Ramapo. The full Action is further described within **Section 2.0** of the DGEIS.

The potential environmental impacts of the proposed Action were reviewed in the DGEIS and in the FGEIS with the Town of Ramapo Town Board serving as the lead agency under the State Environmental Quality Review Act (SEQRA).

Interested Agencies include but are not limited to the following:

- Office of Rockland County Executive
- Rockland County Legislature
- Town of Clarkstown
- Town of Haverstraw
- Village of Pomona
- Town of Orangetown
- Town of Ramapo, Town Clerk
- Town of Ramapo, Supervisor
- Ramapo Local Development Corporation
- Town of Ramapo, Justice Court Clerk
- Village of Airmont, Village Clerk
- Village of Chestnut Ridge, Village Clerk
- Village of Hillburn, Village Clerk
- Village of Kaser, Village Clerk
- Village of Montebello, Village Clerk
- Village of New Hempstead, Village Clerk
- Village of Sloatsburg, Village Clerk
- Village of Suffern, Village Clerk
- Village of Wesley Hills, Village Clerk
- Village of Spring Valley, Village Clerk
- Village of New Square, Village Clerk
- U.S. EPA Region 2, Regional Administrator
- NYS DEC Region 3, Regional Director
- Town of Ramapo Planning Board, Chairperson
- Town of Ramapo, Chairperson, Zoning Board
- Town of Ramapo Highway Superintendent
- Rockland County Planning Board, Rockland County Planning Dept., Acting Commissioner
- Rockland Co Dept. of Public Transportation/Transit of Rockland, Acting Commissioner
- Rockland County Highway Department, Superintendent of Highways
- SUEZ North America, Director of Operations
- Rockland County Sewer District #1, Executive Director
- Rockland County Historic Preservation Board, Chair, Acting Commissioner
- Town of Tuxedo, Supervisor
- Bergen County, New Jersey, Freeholder Director
- Sloatsburg Fire, Chief
- US Army Corps of Engineers
- Orange and Rockland Utilities, Inc.
- FEMA Region II
- Palisades Interstate Park Commission
- US Integrity and Operations Services, Crossroads Pipeline Company Manager (Pipeline ID: MPL 10338/ System: TCO)
- Enbridge, Public Awareness Department (Pipeline ID: L30B/ System: Hana-Ston)
- Rockland County Water Task Force, Task Force Chair
- Rockland County Department of Health, Division of Environmental Health, Director

- Spring Hill Community Ambulance Corps.
- Village of New Square EMS
- William P. Faist Volunteer Ambulance
- Suffern Central School District, Superintendent of Schools
- Finkelstein Memorial Library, Director
- Haverstraw King’s Daughters Public Library, Director
- Sloatsburg Public Library
- Suffern Free Library, Director
- Brewer Fire Engine Co. Monsey Fire Dept., Chief
- Hillburn Fire Dept., Chief
- Excelsior Engine Co. Pearl River Fire Dept. Chief
- Rockland County Sheriff
- Moleston Fire District Hillcrest Fire Dept. Commissioner – Chairman
- Hillcrest Fire Department
- South Spring Valley Fire Department, Chief
- Suffern Fire Department, Suffern Hook and Ladder Co. #1 Chief
- Tallman Fire Department, Chief
- Spring Valley Fire Department, Chief
- Hatzoloh EMS Inc.
- Ramapo Valley Ambulance Corps
- Rockland County EMS
- Rockland Mobile Care/ Paramedic Services, Inc., CEO
- Passaic County NJ, Freeholder Director
- Township of Mahwah, Mayor
- Borough of Upper Saddle River New Jersey, Mayor
- Borough of Montvale NJ, Mayor
- Borough of Ringwood New Jersey
- NYS Dept. of Transportation Region 8, Regional Director
- New York State Department of Health Commissioner
- Rockland County Health Department Commissioner
- Rockland County Drainage Agency, Chairman
- Rockland Economic Development Corporation, President and CEO
- MTA New York City Transit, President
- NYS Thruway Authority, Chair
- New York Metropolitan Transportation Council
- East Ramapo Central School District, Superintendent of Schools
- NYS Office of Parks, Recreation and Historic Preservation, Commissioner
- Division for Historic Preservation, Peebles Island State Park
- Traffic Safety Board, Chairperson
- Suffern Police Department
- New York State Police Troop F

## **4.0 FORMAT/CONTENTS OF DGEIS and FGEIS**

### **4.1 DGEIS**

The DGEIS dated August 11, 2021 contains requisite content as identified through a public scoping process and as reflected in the adopted scoping document for the DGEIS. The provisions of the SEQRA Regulations 6 NYCRR Part 617.8 through 617.10, guide formulation of the DGEIS. It assembles identified relevant and material facts and is intended to be analytic but not encyclopedic.

The DGEIS contains a concise description of the Action; its purpose, public need and benefits, and the location/setting with a discussion of areas that may be affected. It identifies interested agencies; required permits and approvals; and review frameworks. It also presents alternatives with sufficient detail to enable generic comparative assessments.

The DGEIS analyzes the potential for significant adverse impacts. Proposed mitigation is introduced and described in terms of possible effects within the subject-level narratives. The DGEIS also documents public engagement and input used in forming and evaluating the document itself.

A generic Buildout Analysis for Northeast Ramapo was prepared as part of the DGEIS. It analyzed the potential effects of future growth that reasonably could be permitted under the alternative strategies presented for Northeast Ramapo, as well as current zoning. The Buildout Analysis characterizes possible environmental effects that could occur under proposed land development policies as well as per existing policies. The Buildout Analysis can also be used to examine ways to mitigate the potential impacts of growth.

A Fiscal Impact Analysis was also prepared to evaluate economic and fiscal impacts of the proposed potential development in the Town and public school district. A Traffic Impact Analysis was also prepared to evaluate potential impacts of growth at thirty-two identified intersections within and outside Northeast Ramapo.

Alternative development strategies for Northeast Ramapo are summarized in **Section 7.0** of the DGEIS. Each alternative is not mutually exclusive of others. In other words, one or more of the alternatives, or variations thereof, could be implemented after completing the SEQRA and Comprehensive Plan update.

The DGEIS included the Town-wide Existing Conditions Inventory Report and corresponding maps within Appendix A. The baseline features (or elements) of the report include: Town history; demographic profile; natural resources; land use; zoning; housing; open space; parks and recreation; historic and cultural resources; municipal government services; public works and public services; community services; schools; transportation; and community and economic development. The Town-wide Existing Conditions Inventory Report utilized known available and reasonably current secondary source information and describes basic existing conditions descriptions at the Town-wide level. The Town-wide Existing Conditions Inventory Report is referenced within the evaluations of how proposed development could generically influence the Northeast Ramapo environment.

### **4.2 FGEIS**

The Final Generic Environmental Impact Statement (FGEIS) was accepted on February 23, 2022 and includes the DGEIS by reference.

FGEIS Section 2 highlights key DGEIS content changes. Key topic areas that were the focus of multiple public comments were addressed through the FGEIS. This section describes the overall key changes and directs the reader where to find more detailed information.

FGEIS Section 3 includes an errata sheet that clarifies, corrects, removes or includes supplemental information, while Section 4 includes a description of FGEIS appendices.

FGEIS Section 5 includes substantive comments received during the public comment period, and response to those Substantive comments which were taken from both written and verbal comments received during the public hearing. This section also provides a response to repeated comment topic areas. These comments are found in FGEIS Appendices B and C.

## **5.0 PROJECT HISTORY**

The Town Board conducted the following steps per SEQRA Regulations 6 NYCRR Part 617 regulations:

- On February 27, 2019, the Town Board:
  - Completed Part 1 of a Full Environmental Assessment Form (EAF)
  - Preliminarily classified this Project as a Type I Action.
  - Adopted a resolution causing distribution of a Notice of Intent to be Lead Agency.
- On July 11, 2019, Town Board adopted a resolution that:
  - Confirmed Town Board as Lead Agency and issued a Positive Declaration requiring the preparation of an environmental impact statement (EIS) which for this Type I Action will be in the form of a Generic EIS (GEIS).
  - The Town Board, consistent with 6 NYCRR Part 617.8, reviewed and posted a Draft Scoping Document for public review, along with the notice of the public scoping meeting. The notice was distributed to the identified Involved and Interested entities and it was published in the Environmental Notice Bulletin, Town Newspaper of Record, and the Town's website. The notice was posted at Town Hall with the Proposed Scoping Document available for review at the Town Clerk's office, the Department of Building, Planning and Zoning, the Town Library and the Town's website.
- On August 19, 2019, the Town Board conducted a Public Scoping session that:
  - During the Scoping Session public input was obtained on the Draft Scoping Document. A subsequent period of written public comment occurred as part of the scoping process from July 11, 2019 – September 13, 2019. All public comments received are found in Appendix I in DGEIS.
- On January 20, 2021, the Town Board held a special workshop and adopted by resolution the Final Scoping Document. This Final Scoping Document was subsequently distributed to all interested entities and posted to the Environmental Notice Bulletin (ENB) and the Town website. See Appendix H in DGEIS for documentation. (Note: The gap in time between the public scoping session and adopted final scope is the result of careful consideration of public comments received as well as a disruption in the process resulting from the COVID-19 pandemic.)
- On August 11, 2021, the Town Board determined that the DGEIS was adequate with respect to its scope and intent for the purpose of commencing public review and circulated the DGEIS to interested agencies, along with a notice of public hearing.
- The Public Comment period on the DGEIS began on August 11, 2021, and closed on October 15, 2021.

- A Public Hearing on the DGEIS was held on September 13, 2021, commencing at 7:00 PM at Town Hall and via Zoom.
- A FGEIS was prepared for and by the Town Board which addressed changes into the proposed zoning amendments and responds to comments on the DGEIS.
- The Final GEIS was accepted by the Town Board on February 23, 2022.
- A Public Hearing on the FGEIS was held on March 15, 2022, commencing at 7:00 PM via zoom and March 23, 2022, commencing at 7:00 PM at Town Hall and via Zoom.

It is the responsibility of the Lead Agency to oversee FGEIS completion. While no agency other than the Town Board is able to approve or directly undertake this Action, through the extensive public review process, multiple municipalities, agencies, organizations and the public took advantage of the opportunity to comment on the Action. This includes Rockland County Planning which, per NY State General Municipal Law §239-m and Town Law §272-a, was formally referred a submission of the GEIS, proposed Comprehensive Plan Amendments and proposed Code Amendments and provided comments to the Ramapo Town Board on both the DGEIS, FGEIS, Comprehensive Plan and proposed local law amendments.

As provided for in 6 NYCRR §617.10(b) the Final GEIS (and Findings Statement) may allow the Town Board and/or other land use permitting, and approval entities to use and rely on the Town's SEQRA documentation for subsequent SEQRA review of actions occurring in or in the vicinity of Northeast Ramapo. That may involve the review of individual land development applications which meet Type I or Unlisted Action thresholds, or it could encompass future Town Code change(s) which are determined to be consistent with an adopted Northeast Ramapo Development Plan/GEIS and Land Use/Zoning Map.

## **6.0 EXISTING CONDITIONS, POTENTIAL IMPACTS, AND MITIGATION**

### **6.1 Natural Resources**

#### **6.1.1 Geology, Soils, and Topography**

- A. The existing conditions for soils, geology and topography are set forth in **Section 6.1.1** of the DGEIS, pages 14-33. The proposed zoning amendments would allow greater impacts on soils, geology and topography than the current zoning requirements. However, such impacts can be mitigated such that this action will not create a significant adverse impact.

#### ***Potential Impacts***

- B. Since the precise details of future development is not known, these impacts are discussed generically for the Northeast corridor. Additionally, impacts related to specific proposed projects are also discussed where that information was made available.
- C. Future development and redevelopment within the Opportunity Areas may result in impacts to geology, soils and topography.
- D. It is anticipated that excavated soils will be either stored and reclaimed or disposed of according to New York State Department of Environmental Conservation (NYSDEC) regulations and as required by the Stormwater Pollution Prevention Plan (SWPPP) prepared for a future project. In

addition, future projects must comply with the Town of Ramapo Stormwater Management Requirements.

- E. Development in proximity to localized areas of steep slopes are present within Northeast Ramapo may result in impacts related to sedimentation and erosion.
- F. Shallow depths to groundwater may be present within Northeast Ramapo. Future land use should anticipate groundwater and conduct geotechnical investigations to assess site specific conditions. If shallow depths to groundwater cannot be avoided, development will need to incorporate appropriate infrastructure and building design considerations. Additionally, the importation of clean fill may be required to raise surface elevations to provide more conducive development conditions
- G. Localized areas with shallow depths to bedrock are present within Northeast Ramapo. Any development or redevelopment within these areas may require rock removal or blasting during construction. These measures will need to be conducted in accordance with Town and State regulations.
- H. Soils with potential for runoff and erosion are present within Northeast Ramapo. Geotechnical investigations may be necessary to determine if infill soils are needed to accommodate future construction. Future projects will need to implement preventative and mitigation measures for erosion control that will meet or exceed those specified in State and Local Stormwater Management regulation.
- I. Within Opportunity Area A, the previous environmental reviews indicated soil erosion during construction would be related in part to the amount of disturbance to slopes greater than 20%, which make up less than one percent of the entire property that extends into Haverstraw. The DGEIS states that the project would result in minimal impacts to slopes due to the flatness of the site and limited areas of slopes in excess of 20%
- J. Within Opportunity Area D, based on conceptual plans provided to the Town (See DGEIS Appendix M) ,there will be approximately 94 acres of soil disturbance during construction. Localized soil and slope disturbance as a result of construction may include clearing, excavation, and grading.
- K. Within Opportunity Area D, it is noted that a supplemental geotechnical engineering study should be performed at the site during the design phase, after final grading plans and structural loading estimates are completed. The supplemental study should include enough borings to determine the depth to bedrock and bearing stratum for foundations.
- L. Within Opportunity Area D, a geotechnical investigation report indicated the presence of weathered rock at depths of 2 feet or more at the project site. Rock removal/disturbance may be necessary during construction. However, selection of the final foundation system will depend upon the results of a supplemental geotechnical investigation, the configuration of the proposed structures, finished floor grades, and final site grades.



- M. Within Opportunity Area D, according to the geotechnical investigation, due to the geologic conditions of the project site, it is assumed that groundwater is likely to be present along the soil-to-rock interface. Additional test pits or borings may be needed to confirm the feasibility to situate and utilize stormwater management practices, during construction, as well as in the post-construction stage.

### **Mitigation**

- N. The following general mitigation measures and standards are proposed to address potential soil erosion and sedimentation impacts associated with future development and redevelopment in Northeast Ramapo:
- NYS Standards and Specifications for Erosion and Sediment Control: All grading, erosion and sediment control practices, and waterway crossings shall meet design criteria set forth in the most recent version of the “New York Standards and Specifications for Erosion and Sediment Control”. For the design of postconstruction structures, the technical standards detailed in the publication “New York State Stormwater Management Design Manual” published by the New York State Department of Environmental Conservation (NYSDEC) must be followed.
  - Clearing and grading shall be substantially confined to the designated construction footprints. Clearing, except what is necessary to establish sediment control devices, will not begin until all sediment control devices have been installed. Clearing and grading techniques that retain natural vegetation and drainage patterns, as described in the most recent version of the NYS Standards and Specifications for Erosion and Sediment Control, will be used to the satisfaction of the Town.
  - Silt fencing shall be installed on all downslope edges and along the edges of all waterbodies including the South Branch of Minisceongo Creek (SBMC) and associated tributaries and wetlands. Immediate stabilization of newly graded slopes shall be required with straw mulch covering and/or staked mesh netting where necessary. Use of hydro-seeding and other methods for rapid establishment of landscaping are recommended.
  - Soils and Slope Disturbance: As future development will impact soils, there is the potential for adverse impacts related to erosion, especially in areas with steep slopes. Pursuant to Section 5.1.4 of the NYS Stormwater Management Design Manual, redevelopment on slopes of 15% or greater should be avoided, if possible, to limit potential erosion, excess stormwater runoff and potential degradation of surface water. Excess grading should be avoided on steep slopes, as should flattening of hills and ridges. Where possible, steep slopes should be kept in an undisturbed natural condition to help stabilize hillsides and soils. The Design Manual further states that on slopes greater than 25%, no development, re-grading, or stripping of vegetation should be considered without adequate mitigation proposed.
  - Shallow Depth to Groundwater: Based on soil types, shallow depths to groundwater may be present and as a result, fill may be required to provide sufficient separation for construction. Prior to any development in locations with this possible condition,

geotechnical investigations are recommended to fully understand substrates, including depths to groundwater and suitability for construction. It is essential to have a clear understanding of the soils and groundwater characteristics as it is germane to the design of foundations as well as stormwater systems. If future projects require excavation into the subsoil, these excavations should be at shallower depths than the established groundwater elevations.

- Shallow Depth to Bedrock: Any blasting required for rock removal must be conducted in accordance with applicable Town and State regulations including Town Code Chapter 104, “Blasting and Explosives”. Per Chapter 104, a permit is required for the use of explosives. The permit holder must notify the Fire Inspector, in writing, at least 48 hours in advance of blasting and must specify the location and intended time. All property owners within a radius of 750 feet from the blasting site must be notified by the permit holder at least 48 hours in advance as well. The permit holder shall also be responsible for placing signs at the intersections nearest to the blasting location and providing access to all properties within 600 feet of the blast site within 24 hours before blasting
  
- Temporary Measures During Construction:
  - Several temporary structural practices are recommended during construction, as applicable, to mitigate any potential impacts and should follow the criteria set forth in the “New York State Standards and Specifications for Erosion and Sediment Control” Manual. Material stockpiles including topsoil that is stored temporarily should be contained and stabilized at the end of each workday. Excavated and embankment areas should be graded to facilitate drainage and to allow runoff to be intercepted by ditches with silt barriers or collected in settling basins to limit potential sedimentation. Sediment traps, inlet protection, swales, berms, and energy dissipaters shall be installed, as necessary, to minimize soil and sediment from leaving the project site. Temporary mulching and seeding shall be conducted to limit and control the exposure of soil. Required measures shall be employed to prevent blowing of dust or sediment from the site. Stabilized construction entrances including wheel wash down areas and anti-tracking pads should be maintained throughout construction to minimize off-site migration of sediment off sites. The construction entrance should be stabilized with crushed stone to prevent soil and debris from being carried onto roads. Any track out from the site shall be cleaned and maintained daily.
  
  - Other Stabilization Measures shall be initiated as soon as practicable in portions of a project site where construction activities have temporarily or permanently ceased. In no case shall stabilization efforts exceed more than 14 days after such activity has temporarily or permanently ceased, unless otherwise exempted. If seeding or other vegetation erosion control method is used, it shall be established within 14 days, or the project sponsor may be required to re-seed the site or use a non-vegetative option. Special techniques that meet the design criteria

outlined in the most recent version of “Standards and Specifications for Erosion and Sediment Control” shall be used to ensure stabilization on steep slopes or in drainage ways. Techniques that divert upland runoff past disturbed slopes shall be employed.

- Maintenance of erosion control measures is recommended to include the removal of accumulated sediment and trash from all control structures and basins, with repair or replacement of damaged swales, diversions, silt fencing, hay bales, and reseeding where necessary. Phasing shall be required on all sites disturbing greater than five acres. For projects seeking to disturb more than 5 acres of soil at one time, sponsors are required to obtain prior written authorization from the regulating MS4, which is the Town, for such waiver.
  - Compliance with Stormwater Regulations: Projects that involve ground disturbance over one acre will need to comply with requirements established by the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity – GP-0-20-001, as may be amended, and prepare a SWPPP. Stabilization of any project site shall also comply with conditions or requirements of the Town, County and State.
- O. For a project proposed within Opportunity Area A, the following project-specific best management practices (BMPs) are proposed as part of the erosion control plan:
- Divert clean runoff - from off-site or stabilized areas will be accomplished through surface swales and erosion control barriers in order to keep clean water clean.
  - Time grading and construction to minimize soil exposure:
    - To the extent practical, development will be phased to limit the area of disturbed soil at any particular time.
    - One phase of construction, for example, will be temporarily stabilized prior to commencing with the subsequent phase so that the preceding phase is substantially complete prior to beginning the next one.
  - Retain existing vegetation wherever feasible:
    - Silt fencing will be used to physically define the limits of work.
    - Wooded and wetland areas not to be developed (regraded), will be retained in the existing condition until the developed areas are completed and stabilized.
    - Substantial buffers of existing vegetation also will be provided along the perimeter of the site and near existing wetland areas.
  - Stabilize disturbed areas as soon as possible:

- In areas where work will not occur for periods longer than 15 days, soil will be stabilized by seeding or mulching.
  - Following completion of grading, level areas will be immediately seeded/ mulched.
  - Sloped areas, such as fill slopes may be seeded or stabilized depending upon weather conditions at the time of carrying out work.
- Minimize the length and steepness of slopes:
    - The steepness and length of slopes will be designed to minimize runoff velocities and to control concentrated flow
    - Where concentrated (swale) flow from exposed surfaces is expected to be greater than 3 feet per second, haybale or stone check dams will be installed in the swale.
    - Check dams will be placed so unchecked flow lengths will not exceed 100 feet.
- Maintain low runoff velocities:
    - To protect disturbed areas from stormwater runoff, haybale diversion berms and/or soil diversion berms and channels will be installed wherever runoff is likely to traverse soils.
    - Rough grading for the temporary and permanent swales and ponds will take place.
    - The swales will direct runoff so that it can be checked or impounded.
- Trap sediment onsite and prior to reaching critical areas such as wetlands:
    - Silt fences, hay bale check dams, filter strips, ponds, sediment traps (in areas where no ponds are proposed) and catch basin filters will be used to impound sediment-carrying runoff and/or to filter the runoff as it flows through an area.
    - Silt fencing, augmented by haybale barriers installed upgradient of silt fencing will be used wherever land disturbance occurs within 100 feet of onsite NYSDEC wetlands.
    - A stabilized construction entrance will be installed at a single construction entrance to prevent construction vehicles from tracking soil onto public roads.

- All temporary erosion control devices installed prior to commencing construction.
    - Permanent stormwater management systems installed in conjunction with construction.
  - Establish a thorough maintenance and repair program - erosion control measures will be inspected frequently, particularly prior to and following storms, and repaired as needed to ensure they function properly.
  - The responsibility for monitoring and maintenance of any Erosion Control Plan and attendant practices shall be assigned and detailed in the project specifications and construction drawings.
- P. For a project proposed within Opportunity Area D, the following project-specific best management practices (BMPs) are proposed:
- A supplemental geotechnical engineering study should be performed at the site during the design phase, after final grading plans and structural loading estimates are completed. The study should include enough borings to determine the depth to bedrock and bearing strata for foundations.
  - Shallow spread foundations are recommended to support proposed buildings. Ground improvement techniques may be required in areas where new structures will be supported on existing fill soils.
  - Waterproofing of all below grade foundation and cellar walls and floor slabs to reduce potential for water infiltration is recommended.
  - Cuts and fills should be balanced, to minimize the disposal of excess soil off-site. This should be done in accordance with applicable local, State, and Federal regulations. If rock excavation is required, suitable rock excavation techniques include mechanical excavation with hydraulic hoe ram/breakers, drilling and chemical splitting, and/or controlled blasting.
  - Should any blasting be required, it must be conducted in accordance with applicable regulations including Town Code Chapter 104, "Blasting and Explosives".
  - Comply with Town Code Chapter 237 and State Standards including the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity – GP-0-20-020. For projects seeking to disturb more than 5 acres of soil at one time, sponsors are required to obtain prior written authorization from the regulating MS4, which is the Town, for such waiver. It is encouraged for the owner to submit as early as possible a construction phasing plan showing a sequence of activity, as well as the proposed construction-stage management practices.
  - Work should occur, as possible, on the southern perimeter of the site during months when leaves are on trees. This can help provide for attenuation of sounds that inevitably

will emanate from construction, presuming the largest existing population is south of here.

- Q. No site-specific mitigation measures have been identified for Opportunity Areas B and E as no projects are currently proposed. For these Opportunity Areas, general mitigation measures are proposed in item N above. In addition to the mitigation measures set forth herein, specific mitigations measures will be implemented for future development projects if appropriate.

**The Town Board finds that the proposed action will not significantly impact “Geology, Soils and Topography” and that any potential impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.1.2 Water Resources**

- A. The existing conditions are set forth in Section 6.1.2 of the DGEIS, pages 33-53. The proposed zoning changes do not authorize or encourage any adverse impacts on surface waters. Wetlands, streams, ponds, lakes and other surface waters are protected by federal, State, County and local laws, rules and regulations. Additionally, the proposed zoning changes are not anticipated to authorize or encourage development within a floodplain. Future development will be required to comply with federal, State and local regulations including the Flood Damage Prevention Law - Town Code Chapter 149.

### ***Potential Impacts***

- B. Due to the presence of wetlands, surface waters and flood zones within Northeast Ramapo, the potential exists for direct and/or indirect impacts to these areas as a result of future development. Impacts are dependent on the location and scale of the proposed development.
- C. In general, construction activities associated with development may result in the removal of vegetation and increased soil erosion or otherwise create a source of stormwater discharges that may lead to siltation or other degradation of receiving water bodies.
- D. The introduction of additional impervious surfaces due to increased development has the potential to alter stormwater drainage patterns. Additionally, the introduction of impervious surfaces may influence the quality of stormwater runoff compared to a prior undeveloped or less developed condition. An increase in the concentrations of contaminants, including local MS4 defined “Pollutants of Concern”, can be seen during precipitation events directly in and downstream of areas being developed.
- E. The highest concentration of wetlands and surface waters within Northeast Ramapo are located east and west of the PIP, north of Pomona Road and are associated with the Samuel Fisher Mount Ivy Environmental Park and the SMBC. Potential impacts from development and redevelopment in this area may include soil disturbance, increased sedimentation and erosion, the removal of vegetation, impacts to water quality, and an increase in stormwater runoff. Any regulated development proposed within a NYSDEC wetland or within 100 feet of a regulated

freshwater wetland will be subject to permitting through NYSDEC. Regulated activities within waters of the US would require permitting from USACOE. Depending on the level of disturbance, project specific mitigation measures may be required.

- F. As discussed in Section 6.1.2.1 of the DGEIS, two aquifers are present within Northeast Ramapo. In addition, portions of Opportunity Areas D are located within an Aquifer and Well Head Protection Zone. Any development in these areas has the potential for impacts to groundwater including material release, decreased quality of shallow groundwater and potential increase in constituent releases from developed land uses. Additionally, an increase of impervious cover can potentially limit groundwater recharge, thus decreasing the available amount of groundwater.
- G. Within Opportunity Area A, the potential phased development of commercial and multifamily housing is involved. The proposed development would add approximately 19,000 square feet of nonresidential area and 236 additional dwelling units.
- H. Opportunity Area A is located in proximity to NYSDEC regulated freshwater wetland and 100-year flood zone. Based on the Supplemental SEQRA findings statement<sup>1</sup>, the project is expected to preserve the NYSDEC regulated wetland and buffer in its entirety. Additionally, due to the previous disturbance of the project area, the SEIS established that there would be limited impacts from disturbance to wetlands under the proposed plan.
- I. Within Opportunity Area A, based on the current site plans and supplemental SEQRA findings statement [Add date and who issued it], this project is anticipated to result in 28 acres of impervious coverage. Any impacts associated with an increase in stormwater runoff are expected to be mitigated through soil and sediment control measures as outlined in an approved Stormwater Pollution and Prevention Plan (SWPP).
- J. Within Opportunity Area A, the SMBC is located along the western boundary of the Opportunity Area and is a County regulated stream. Any alterations to the creek's channel or within 100 feet of the established channel lines, associated floodplain or wetland may be subject to review and approval by Rockland County Drainage Agency.
- K. Within Opportunity Area D, a project proposed in concept involves the potential phased development of commercial and multifamily housing. The concept plan would add approximately 106,500 square feet of nonresidential area and 634 dwelling units. See generally Appendix M of the DGEIS, FGEIS §2.4 and Appendix F of the FGEIS.
- L. As described within Section 6.1.2.2 of the DGEIS there are several USACOE regulated streams within Opportunity Area D. Portions of NYSDEC jurisdictional wetlands TH-16 and TH-31, and one USACOE wetland are also within the Opportunity Area D. Any regulated activities within

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<sup>1</sup> Minisceongo Park, Supplemental SEQRA Findings Statement, Town of Ramapo Planning Board, Adopted August 21, 2018

these wetlands (or within 100 feet of NYSDEC wetlands) may be subject to NYSDEC and/or USACOE regulations and approvals.

- M. Within Opportunity Area D, development proposed would increase the impervious coverage as compared to existing conditions. Additional potential impacts may include soil disturbance, increased sedimentation and erosion, the removal of vegetation, impacts to water quality, and an increase in stormwater runoff.
- N. Within Opportunity Area D, the concept plan for the proposed project identifies up to two crossings of a USACOE jurisdictional stream which has the potential to impact the regulated watercourse.

### ***Mitigation***

- O. Although this action does not authorize or encourage impacts on water resources, general mitigation measures will be implemented in addition to specific mitigation measures on a specific development project if appropriate.
- P. General Mitigation:
  - When a development site contains wetlands and surface water bodies, coordination with both NYSDEC and USACOE is necessary to confirm accurate wetland and water body boundaries that are reflective of current site conditions as well as respective jurisdictions. Mitigation for impacts to regulated wetlands and surface waters will be conducted in accordance with NYSDEC and USACOE. These requirements will be established by the agency having jurisdiction during future permitting efforts for the project.
  - Any development occurring within 100 feet of a County Regulated stream, such as the SBMC, may be subject to review and approval by Rockland County Drainage Agency.
  - Sewer connections for development on parcels containing an Environmentally Sensitive Area (ESA) are subject to the ESA Grant Condition Waiver Program. As such, a property owner must seek a waiver from the Environmental Protection Agency (EPA), Region 2, and provide documentation to ensure that access to sewer service would cause no adverse impacts on plants or animals within an ESA. Parcels that contain wetlands subject to state and federal jurisdiction and/or 100-year floodplains are considered ESAs.
  - All Land Development Activities (LDA) (as is defined in Town Code Chapter 237) that are subject to review and approval by the Town Board, Planning Board and/or Zoning Board of Appeals under subdivision, site plan, and/or special permit regulations, shall be reviewed subject to the standards in Chapter 237. These activities may include the clearing, grading, excavating, soil disturbance or placement of fill that results in land disturbance of equal to or greater than one acre, or of total land area that is part of a larger common plan of development or sale, even though multiple separate and distinct



LDAs may take place at different times on different schedules. Projects subject to Chapter 237 must submit a SWPPP.

- Under the current version of Chapter 237, LDAs must include construction-stage Best Management Practices (BMPs), as well as water quantity and quality controls (post-construction stormwater runoff controls) in the SWPPP in the following situations: (1) LDAs that involve the discharging of a pollutant of concern to either an impaired water identified on the NYSDEC 303(d) list of impaired waters or a total maximum daily load (TMDL) designated watershed for which pollutants in stormwater have been identified as a source of impairment; (2) Stormwater runoff from a LDA disturbing five or more acres; and (3) Runoff from a LDA disturbing between one and five acres of land during the course of a project, exclusive of the construction of single-family residences and construction activities at agricultural properties.
- The State Pollutant Discharge Elimination System (SPDES) program controls point source discharges to groundwater, as well as surface waters, during and post construction. Compliance with SPDES design and permitting requirements, as well other applicable local, State, and federal rules and regulations regarding petroleum and chemical storage, will be required for applicable project to effectively mitigate potential groundwater impacts.
- Development occurring within an Aquifer or Wellfield Protection Zone will be subject to local regulations described in Town Code Ch. 96, 'Aquifer & Well Field Protection Zone Law' and other applicable laws and regulations.
- Future project sponsors are required to prepare and implement a fully conforming SWPPP that provides for the requisite stormwater quality and quantity controls both during construction and as part of the permanent stormwater facilities. Stormwater discharges will be conveyed to an existing system that has the capacity to handle the volume of water without expansions or extensions. In addition, future development is expected to incorporate Green Infrastructure techniques outlined in the "New York State Stormwater Management Design Manual" as appropriate (see Table 6.1-2 on page 51 in the DGEIS).
- Additional procedures and Best Management Practices for future projects are located within Appendix D of the DGEIS.

Q. Mitigation specific to projects proposed within Opportunity Areas A and D are discussed below.

- For a project proposed for Opportunity Area A, mitigation measures shall include those described in the General Mitigation section above, as well as mitigation measures identified within the proposed project DGEIS.
- For the project proposed for Opportunity Area D, mitigation measures shall include those described in the General Mitigation section above, as well as mitigation measures described below.

- Within Opportunity Area D, the presence of regulated wetlands within the proposed project site has been determined through a signed map of the wetland boundary validation confirming the on-site delineation provided by the NYSDEC, and a jurisdictional determination letter and map provided by the USACOE. According to documentation from the USACOE, development of the site should be carried out in a manner to avoid the discharge of dredged or fill material into the delineated water. Any activities proposed for the site that involve discharges must be authorized by the USACOE prior to initiation of the proposed work. Documentation of the above is included in DGEIS Appendix M and FGEIS Appendix F.
- Within Opportunity Area D, Pond 1, along the frontage of proposed project site, is established by a concrete dam regulated by NY State and assigned a Safety Hazard\* Rating of "A" (a "Low Hazard" rating). NYSDEC defines this hazard as follows:
  - "A dam failure is unlikely to result in damage to anything more than isolated or unoccupied buildings, undeveloped lands, minor roads such as town or county roads; is unlikely to result in the interruption of important utilities, including water supply, sewage treatment, fuel, power, cable or telephone infrastructure; and/or is otherwise unlikely to pose the threat of personal injury, substantial economic loss or substantial environmental damage." 6 NYCRR §673.5(b)(1)
- Within Opportunity Area D, at the point of construction design submission, if required by NYSDEC, an engineering analysis submitted which provides a best practice based analysis of its structural characteristics as outlined in 6 NYCRR §673.13 should be undertaken and included in application documentation.
- Within Opportunity Area D, the project location is in proximity to an Aquifer or Wellfield Protection Zone and will adhere to local regulations described in Town Code Ch. 96, 'Aquifer & Well Field Protection Zone Law'.
- Within Opportunity Area D, the concept plan for the proposed project identifies up to two crossings of a USACOE jurisdictional stream which has the potential to impact the regulated watercourse. Depending on location of crossing and site design, development may be subject to approval by USACOE to minimize or prevent impacts to regulated waters.
- Within Opportunity Area D, site design should include the maintenance or enhancement of vegetative buffers in proximity to waterbodies, streams and wetlands where feasible.
- Other mitigation measures may be imposed as a result of the specific project review if appropriate.

**The Town Board finds that the proposed Action will not significantly impact "Water Resources". Potential impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.1.3 Ecological Resources – Habitats, Flora, and Fauna**

- A. The existing conditions are set forth in **Section 6.1.3** of the DGEIS, pages 54-62. The proposed zoning amendments would allow greater impacts on Habitats, Flora, and Fauna than the current zoning requirements. However, such impacts can be mitigated such that this action will not create a significant adverse impact.

#### ***Potential Impacts***

- B. While future development was identified within the Full Environmental Assessment Form (EAF) as having a potentially moderate to large impact on plants and animals, through the thorough evaluation documented within this GEIS, it is anticipated that any adverse impacts would be minimized through mitigation measures discussed below.
- C. Future development in Northeast Ramapo has the potential to result in the removal of existing vegetation and wildlife habitat which may cause the displacement of common, threatened, or important species which occupy these locations.
- D. USFWS Information for Planning and Conservation (IPaC) system reported the presence of two federally threatened species within the Northeast Area: The Bog turtle and Northern Long-eared bat (NLEB).
- E. Future projects should verify the presence of threatened and endangered species at time of site design through coordination with USFWS. Additional verification should be completed by visiting the IPaC site at regular intervals during project planning and implementation for updates to species lists and information.
- F. Based on the most recent data on ‘Occurrences’ available from NYNHP, there are confirmed winter habitats for NLEB within portions of the unincorporated portions of Ramapo, including Northeast Ramapo. Additionally, according NYNHP, two important plant species/communities have been documented in Northeast Ramapo: Torrey’s Mountain Mint and Rocky Summit Grassland. Torrey’s Mountain Mint is listed as “Endangered” in NY State while Rocky Summit Grassland is not listed but is considered a “High Quality Occurrence of Uncommon Community Type.”
- G. As discussed in Section 6.1.2 of the DGEIS, wetlands and surface waters are present within Northeast Ramapo. Future development has the potential to impacts these resources and may include vegetation removal, increased erosion, sedimentation and stormwater runoff.

#### ***Mitigation***

- H. Future applications for site plan and subdivision review must comply with existing zoning requirements. Bulk area requirements are specified by use and are described within the Town Zoning Code Table of General Use Requirements. The Table of Bulk Requirements in regulation

376-41, specifies by use group the requirements for: minimum lot area, lot width, setbacks, setbacks, required minimum frontage, development coverage, floor area ratio (FAR), as well as maximum building height. Adherence to these requirements is anticipated to mitigate the impact on vegetation. However, for each of the four Opportunity Areas, if a specific application is made under the proposed FOPUD zoning, the Town Board will determine the appropriate use and bulk requirements based on an approved preliminary PUD plan.

- I. Depending on the nature of the project and the conditions present at the project site, further information from on-site surveys or other sources may be required at time of site design to fully assess impacts on biological resources and any appropriate mitigation.
- J. A USFWS 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, USFWS 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. Endangered Species Consultation Handbook.
- K. Certain birds are protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Future development that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and implement appropriate conservation measures.
- L. An evaluation of potential summer roosting habitat for NLEB may need to be completed and where applicable, tree removal should occur only between November 1 and March 31 to avoid potential NLEB impacts as well as other regulatory requirements should the species be declared Endangered under federal Law.
- M. Coordination with NYNHP and USFWS may be required for future projects depending on their location, scale and type.
- N. To confirm there will be no adverse environmental impacts on NYS-listed animals or plants, significant natural communities, or federally protected threatened or endangered species, future construction in proximity to wetlands may require a habitat assessment to determine if bog turtle habitat is present. It is noted that updated information on the presence of habitat for protected species for Opportunity Area D is contained in Appendix F to the FGEIS.

**The Town Board finds that the proposed Action will not significantly impact “Ecological Resources – Habitats, Flora, and Fauna”. Potential impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

## 6.2 Parks, Recreation, and Open Space

- A. The existing conditions are set forth in the DGEIS pages 63-71.

### ***Potential Impacts***

- B. Future development and redevelopment within Northeast Ramapo will result in the loss of some existing undeveloped space, which will include the removal of vegetation and conversion of vacant land into developed land to better meet the overall needs of the community.
- C. It is anticipated that any future development will include preservation of forested areas where practical and the construction of lawns and landscaping that provide green space. Additionally, the incorporation of walkways and streetscapes that improve walkability will encourage pedestrian activities.
- D. Walking and bicycling as active transport can serve as an aspect of recreation. The Town's existing 2004 Comprehensive Plan identifies expansion of walking and biking trails as a necessary and desired travel option. The improvement of existing pedestrian infrastructure in future areas of development will support quality of life and pedestrian safety.
- E. Commercial Corridor zoning, proposed within Opportunity Area B along US Route 202, encourages a mix of commercial and residential development. The new district is intended to create an area of focused, walkable mixed-use development allowing for a greater variety of commercial activity while supporting residential uses.
- F. The Flexible-Overlay Planned Unit Development (FOPUD) is a new floating zone that is intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale or creative architectural or planning concepts may be utilized by the developer. The FOPUD is intended to minimize the impacts of suburban sprawl, more efficiently use land, and encourages site design to include a network of active spaces. Proposed development with the FOPUD is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria. This zoning tool is intended to be utilized on non-public lands of 20 acres or more, potentially within Opportunity Areas A, B, D and/or E. The flexible nature of the FOPUD will provide opportunities for the development of additional open space resources which may include parks, trails and pedestrian connections. Incorporation of these elements will be addressed at time of site plan review. Development consistent with the proposed zoning is anticipated to result in an overall improvement in pedestrian facilities from the current condition.
- G. The current Town wide population is anticipated to increase as a result of migration into the Town as well as future development within the proposed Opportunity Areas. An estimate of the new residents resulting from the proposed zoning changes is 3,928 - 4,260 at full buildout. This is further discussed within Section 6.10 Fiscal Impacts of the DGEIS. Based on these projections, it is anticipated that there will be a greater need for recreational opportunities.
- H. Additionally, a project proposed within Opportunity Area A includes the enhancement of existing pedestrian resources through additional sidewalks and crosswalks within the project site along US Route 202.

- I. A project conceptually proposed within Opportunity Area D would include the construction of new pedestrian resources through additional sidewalks and crosswalks within the project site. The conceptual plan includes plans for the preservation of a large non-residential recreation open space within the site. The active recreational space will primarily serve the residents within the development but there are public and semipublic recreational areas envisioned.

### ***Proposed Mitigation***

- J. Future applications for site plan and subdivision review must comply with zoning requirements. Bulk area requirements are specified by use and are described within the Town Zoning Code Table of General Use Requirements. The Table of Bulk Requirements in regulation 376-41, specifies by use group the requirements for: minimum lot area, lot width, setbacks, setbacks, required minimum frontage, development coverage, floor area ratio (FAR), as well as maximum building height. Adherence to these requirements is anticipated to mitigate the impact on vegetation.
- K. Applications for future subdivision must comply with the Town Subdivision Regulations. The Subdivision Regulations identify requirements for incorporation of recreation spaces including minimum percentages by zoning district, frontage and other dimension requirements.
- L. Further, the proposed Flex-Overlay PUD zoning district encourages site design to include a network of active recreation spaces. Design criteria for a FOPUD plan also includes creating streetscapes that encourage pedestrian activity. The Town Board may also require parks, recreation and/or open space conditions before approval of the PUD plan. Note, for each of the four Opportunity Areas, if a specific application is made under the proposed FOPUD zoning, the Town Board will determine the appropriate use and bulk requirements based on an approved preliminary PUD plan as well as the applicable dimensional requirements and open space requirements consistent with these objectives.
- M. In general, development consistent with the proposed zoning is anticipated to result in an overall improvement in pedestrian facilities from the current condition and so mitigation is not required.
- N. Additionally, it is recommended that any future development limit tree cutting to the extent required for the project, enhance vegetation buffers where feasible and be consistent with the visual character of the surrounding area.
- O. Any development in proximity to the Scenic Road District, which includes areas within certain distances to the Palisades Interstate Parkway (PIP), US Route 202, Camp Hill Road, and South Mountain Road is not permitted without Town Planning Board Approval. Development in these areas must be compliant with Town Code Chapter 215 which provides extensive area and site level recommendations for how the pattern, form, and appearance of development can occur. Town Board may require additional plantings or buffering to protect key scenic views.
- P. Based on the Statewide Comprehensive Outdoor Recreation Plan (SCORP) analysis described within DGEIS **section 6.2.1.5**, there often is an average or greater than average need for many types of recreation offerings within Northeast Ramapo. In order to help meet these needs, a Greenprint is proposed to reinforce the landscape which will complement the development

occurring in the proposed Opportunity Areas. A Greenprint is a linked system of open space and natural areas, such as wetlands, forests, existing parks, preserved land, and multiuse paths or trails that establish and connect the Northeast's natural and cultural features and character.

**The Town Board finds that the proposed Action will not significantly impact "Parks, Recreation, and Open Space." Potential impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.3 Historic and Archaeological Resources**

- A. The existing conditions are set forth in the DGEIS pages 76-88.

#### ***Potential Impacts***

- B. A review of historic resources indicated that there are two State and National Register properties within Northeast Ramapo, including the English Church and Schoolhouse at 484 New Hempstead Road and the Palisades Interstate Parkway. Two properties were identified as eligible for listing, including the 96 Camp Hill Road property and the Orchards of Conklin at 2 South Mountain Road. No anticipated adverse impacts to historic resources are anticipated by the Proposed Action. However, future development of the Opportunity Areas will need to take into consideration any impacts to historic resources.
- C. As described above, NYS Office of Parks Recreation and Historic Preservation (OPRHP) recommended a Phase IA Archeological background and sensitivity assessment report be prepared and submitted to assist their review regarding potential for impacts to archeological resources. Due to the scale of the Northeast Ramapo project area, the Town determined that a Phase IA screening like this would be unnecessary for the purposes of generically evaluating potential impacts on historic, archeological, and cultural resources of the proposed NRDP and zoning amendments using a GEIS. Site-specific archeological information will need to be generated and evaluated on an individual site-specific basis for future land disturbing projects that require OPRHP sign-off. Except for situations where existing OPRHP determinations have been made, as defined herein, this GEIS will not address the potential for impacts to archeological resources.
- D. Several Town-designated scenic roads are present in Northeast Ramapo, including the Palisades Interstate Parkway, South Mountain Road, Camp Hill Road, and US Route 202. Scenic roads in Ramapo are protected by the Town's Scenic Roads Law to preserve the Town's historic resources, stone walls, other natural features, and scenic views from its roadways and other public areas by channeling new development onto lands which are not as scenic and historically significant. Development proposed in sensitive scenic areas will need to be consistent with the law's objective of maintaining the areas existing scenic character to the greatest extent practicable. No adverse impacts are anticipated with the proposed action. However, future development projects may impact scenic viewsheds and will need to be addressed on an individual project basis in accordance with the Scenic Road Law.

## **Mitigation**

- E. The Action is not anticipated to result in adverse impacts to Historic Resources provided any subsequent approval complies with any local and state guidance and requirements such as the Scenic Roads Law, State Historic Preservation Office (SHPO) and OPRHP. Any impacts to historic resources related to future development activities will have to address mitigation measures on an individual project basis. Coordination with SHPO and OPRHP may be necessary depending on the location of proposed development.
  
- F. The Proposed Action is not anticipated to result in adverse impacts to archeological resources. Therefore, no mitigation relative to archeological resources is necessary. Any impacts to archeological resources related to future development activities will have to address mitigation measures on an individual project basis. As described above, due to the scale of the Northeast Ramapo project area, the Town determined that a Phase IA screening would be unnecessary for the purposes of generically evaluating potential impacts on historic and cultural resources of the proposed NRDP and zoning amendments using a DGEIS. Therefore, site-specific archeological information will need to be generated and evaluated on an individual site-specific basis for future land disturbing projects that require OPRHP review and sign-off. Except for situations where existing OPRHP determinations have been made, as defined herein, this NRDP/DGEIS will not address the potential for impacts to archeological resources. Coordination with SHPO and OPRHP may be necessary depending on the location of proposed development. It is noted that with respect to future development of Opportunity Area D, the property owner has provided in Appendix M to the DGEIS and Appendix F to the FGEIS, its on-site studies and evidence of its coordination with OPRHP.
  
- G. The Proposed Action is not anticipated to result in adverse impacts to Scenic Roads. All subsequent development approval must comply with any local and state guidance and requirements such as the PIP management plan and Town Scenic Roads Law in Chapter 215 of the Ramapo Town Code. The intent of the Scenic Road Law is to preserve the Town's historic resources, stone walls, other natural features, and scenic views from its roadways and other public areas by channeling new development onto lands which are not as scenic and historically significant. Development proposed in sensitive scenic areas will need to be consistent with the law's objective of maintaining the areas existing scenic character to the greatest extent practicable. Projects in the Scenic Road District are held to additional requirements. To grant approval, the Town must find that the important scenic and natural features of a site will be substantially preserved. Also, project's new structures must be architecturally compatible with surrounding structures. When practicable, all structures shall be sited and clustered in a way to avoid or minimize the obstruction of the district's scenic views. The Scenic Road law indicates that, if necessary, front, side and rear yard setbacks may be doubled for structures and parking areas if there are historic or scenic resources which are to be protected. Where applicable, existing vegetation, plant specimens, landforms and water features found in front yards, should be preserved. The Town may require additional plantings or buffering to protect key scenic views, including views of historic properties and landscapes, among other standards. Additionally, vegetative cutting shall be limited to maintain it as a screen for structures viewable from the road, parks, and other public views in Scenic Road Districts. Any impacts to scenic roads related to future development activities will have to address mitigation measures on an individual project basis. Development should occur in a manner respective of scenic resources and should include buffering and screening to reduce visual impacts. Existing vegetation should be maintained to the



greatest extent possible which should be examined at the time of site plan review. It is noted that with respect to future development of Opportunity Area D, the property owner has provided in Appendix F to the FGEIS, its on-site studies relating to potential views from the PIP relative to Opportunity Area D.

**The Town Board finds that the proposed Action will not create any significant adverse impacts on “Historic and Archaeological Resources.” Potential impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

## **6.4 Community Services**

### **6.4.1 Socio-Demographic, Housing & Economic Considerations**

- A. The existing conditions are set forth in the DGEIS section 6.4, pages 90-105.

#### **Potential Impacts**

- B. No adverse environmental impacts are anticipated related to socio-demographic, housing and economic considerations.
- C. Based on current census data, the population of Northeast Ramapo is anticipated to rise by 4.1% by 2023<sup>2</sup>, resulting in a need for additional housing opportunities. The relatively older age of the population of Northeast Ramapo with 20.1% of people 65 and old presents a need for affordable housing for seniors to be able to age in place and have access to goods and services.
- D. The NRDP/GEIS proposes and assesses potential land use regulations that facilitate development within Opportunity Areas where future new growth is intended to be focused. The intent is to encourage placemaking in key areas of Northeast Ramapo to facilitate compatible residential, commercial, and mixed-use development, resulting in a net benefit to the community. Proposed zoning changes within Opportunity Areas support a balanced mix of residential and business zones to encourage opportunities for employment, economic diversity, housing diversity, tax base, and goods and services for Town residents.
- E. A buildout analysis was completed to estimate the potential growth in number of households based on possible future development. According to the buildout analysis, there is potential for an estimated 1,104 – 1,196 new dwelling units within Northeast Ramapo. It is important to note that this analysis is a full buildout – which may not occur for 20 years or longer. Further details about the build out analysis are included in DGEIS Sections 6.10 and 8.0, as well as FGEIS Section 3.0 and Appendix J.
- F. Commercial Corridor zoning, proposed within Opportunity Area B along US Route 202, encourages a mix of commercial and residential development. The new district is intended to create an area of focused, walkable mixed-use development allowing for a greater variety of

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<sup>2</sup> DGEIS Appendix A: Comprehensive Plan Update Town-Wide Existing Conditions Report, Table 3

commercial activity while supporting residential uses. Residential growth within the OA is anticipated to add 43<sup>3</sup> additional multi-family residences, supporting the need for rental housing. Commercial growth within the OA is anticipated to create new employment and a greater range of services. Commercial growth within Opportunity Area B is anticipated to add over 138,000 square feet of additional non-residential space<sup>4</sup>. Commercial uses may include banks, day-care centers, restaurants, medical and dental offices, and retail stores on a scale consistent with existing development. Public opinion research indicates that there is support for housing density and mixed-use development within proximity to consumer needs and services.

- G. The Flexible-Overlay Planned Unit Development (FOPUD) is a new floating zone that is intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale or creative architectural or planning concepts may be utilized by the developer. Proposed development with the FOPUD is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria. This zoning tool is intended to be utilized on lands of 20 acres or more, potentially within Opportunity Areas A, B, D and/or E. The FOPUD will allow for a range of uses and housing types at different price points, supporting the current demand for single- and multi-family housing. Development within Opportunity Areas B, D and E has the potential to add over 260,000 square feet of commercial space and 929 new residential units<sup>5</sup>.
- H. Future development consistent with the proposed zoning amendments is anticipated to increase the residential units within Northeast Ramapo, and as a result, the population. Future development is also anticipated to result in more diverse housing opportunities including single- and multi-family housing, meeting the growing need for renter and owner-occupied housing within the Northeast Corridor and town-wide.

DGEIS Appendices Volume 1, Appendix A – Town wide Inventory (December 2020), Section 7 provides detailed information regarding housing characteristics town wide. The following key highlights are taken directly from Section 7 and demonstrate the need for additional housing to address current and future needs and support the need for greater housing diversity. The current demand for housing of varying types by a range of the population is greater than the supply. This has also been documented through the public comments received throughout this process. That shortage also results in higher costs of housing overall. The more housing supply that is available (rental or owner-occupied), the potential exists to reduce the cost burden of current housing supply.

- Of the units added to the supply of housing in Ramapo between 2000 and 2010, nearly 30% were in the unincorporated areas. These areas experienced a faster rate of growth in the number of housing units (15.9%) than either Rockland County (9.6%) or the Town

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<sup>3</sup> DGEIS Appendix B: Buildout Analysis

<sup>4</sup> Ibid.

<sup>5</sup> FGEIS Appendix J – Proposed Zoning Buildout Analysis

as a whole (13.4%). US Census figures show that most of the additional units were renter occupied.

- Using housing counts from the 2010 Census, the Town of Ramapo averages about 600 units of housing per square mile, the same level of density as in Rockland County as a whole. Outside the incorporated villages, Ramapo averages 292 housing units per square mile. Within this area, Northeast Ramapo has 169 housing units per square mile, while the Monsey/Hillcrest area averages 1,225 units, and sparsely populated Western Ramapo averages 9 units per square mile.
  - Of renter households in the Town, nearly two-thirds are cost burdened, spending 30% or more of their income on housing costs.
  - Increasingly, elderly adults are seeking options for downsizing and low maintenance housing. The HISTA data (“Households broken down by Income, Size, Tenure and Age”) shows that approximately 2,848 households are occupied by individuals 62 years of age or older. This represents 28% of the 10,079 total housing units in 2019 in unincorporated Ramapo
- I. Future development pursuant of the Action is anticipated to provide a greater range of services, increased commercial activity, and employment opportunities to support the Town’s tax base.

### **Mitigation**

- J. The future growth is anticipated to create a net benefit by supporting more and varied housing opportunities for seniors and young professionals and families, encouraging walkable areas, and supporting the Town’s tax base. The inclusion of flexible zoning tools, such as the FOPUD, is intended to encourage a mix of uses and housing types within the Northeast Corridor. This will in turn create opportunities to transform the traditional zoning approach and better address the current and future needs of the community. No mitigation relative to socio-demographic, housing, and economic considerations is necessary.

**The Town Board finds that the proposed Action will not have a significant adverse impact on “Socio-Demographic, Housing & Economic Considerations”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.4.2 Schools (Public & Private)**

- A. The existing conditions are set forth in the DGEIS section 6.4.2.1, pages 107-110.

### **Potential Impacts**

- B. Future development within Northeast Ramapo is anticipated to add between 1,098 and 1,190 new households at full buildout<sup>6</sup>, as discussed in Section 6.10 of the DGEIS – Fiscal Impacts.

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<sup>6</sup> DGEIS Appendix G - Economic and Fiscal Impact Analysis

- C. The East Ramapo Central School District (ERCSD) serves students in the Towns of Ramapo, Clarkstown and Haverstraw. Town-wide an estimated 10,702 or 29% of school aged children are enrolled in public school<sup>7</sup> or 0.28 per residential unit. Anticipated population growth at full buildout within Northeast Ramapo has the potential to add 312-339 new school aged children to the East Ramapo Central School District at time of full buildout, which may occur over the next 20 years. This equates to an increase of 3.54% - 3.83% in enrollment within the district as a result of full buildout<sup>8</sup>. Projections within the district are for an average annual increase of 1.5% in enrollment growth<sup>9</sup>. Over a 20-year timeframe, the expected enrollment growth as a result of new development in Northeast Ramapo is less than what is anticipated district wide.
- D. The Wohler's study<sup>10</sup> was used to estimate facility space per student at East Ramapo Central School District. It is anticipated there is a district wide capacity from a facility standpoint to handle the additional growth in enrollment. Overall, the net fiscal impact on the ERCSD from future development is estimated to produce a net revenue of \$900,000 to \$1.94 million annually.
- E. The Town-wide estimate of school aged children not enrolled in public schools is 25,802<sup>11</sup>. This represents 71% of school aged children in the Town and an estimated 0.686 per household. Anticipated population growth at full buildout within Northeast Ramapo has the potential to add 753-816 new school aged children outside the public school system, potentially within private schools.
- F. As discussed within Section 6.4.1 of the DGEIS, there were 45 new Jewish private schools established during 2010-2019 within the geographic area that corresponds with ERCSD. Based on the trend in applications before the Planning Board, the growth in private schools is expected to continue. An estimate of facility space per student was not calculated using Wohler's approach<sup>12</sup>, due to the limited applicability to private and special religious schools. However, the need for additional private school facilities can be accommodated within the proposed zoning in all Opportunity Areas, as well as within existing zoning districts that will remain unchanged.
- G. Commercial Corridor zoning, proposed for Opportunity Area B along US Route 202, allows for the development of schools through Special Permit by the Town Board.
- H. Within the FOPUD, potentially within Opportunity Areas B, D and/or E, uses permitted shall be determined by the Town Board pursuant to the Preliminary PUD Plan for that District along with any permitted accessory uses and may include schools and schools of special instruction.

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<sup>7</sup> Ibid, Table 18

<sup>8</sup> Ibid, Table 19

<sup>9</sup> East Ramapo Central School District, Preliminary Five-Year , pg. 16.

<sup>10</sup> Wohler, Art. Gross Square Feet Per Student. IssueTrak: A CEFPI Brief on Educational Facility Issues, 1995, available at: <https://eric.ed.gov/?id=ED426574>

<sup>11</sup> Appendix G - Economic and Fiscal Impact Analysis, Table 18

<sup>12</sup> Wohler, Art. Gross Square Feet Per Student. IssueTrak: A CEFPI Brief on Educational Facility Issues, 1995, available at: <https://eric.ed.gov/?id=ED426574>

- I. Outside of the proposed zoning changes, the remaining zoning districts within Northeast Ramapo also allow for special schools. The RR-80, RR-50 and R-35 districts all allow for schools of general or religious instruction through special permit by the Planning Board.
- J. New educational facilities are required to meeting current zoning regulations which include requirements for recreational areas, landscaping, parking and building plantings as required by the Planning Board. Development consistent with regulatory requirements is anticipated to enhance community character.
- K. Overall, there are no direct adverse impacts to schools anticipated with the proposed action. However, future development that may occur following the adoption of the NRDP will result in an increase of housing, resulting in a potential to increase the number of school age children in Northeast Ramapo. At this time, it is anticipated there is a district wide capacity in the ERCSD from a facility standpoint to handle the additional growth in public school enrollment. Additionally, existing, and proposed zoning allows for the opportunity for the development of additional public and private schools within Northeast Ramapo. Therefore, future development proposed for Northeast Ramapo is unlikely to have adverse impacts on schools. See Section 6.10 of the DGEIS for fiscal impacts to the ERCSD.

#### **Mitigation**

- L. Impacts from additional growth would potentially be addressed by increased school taxes generated by future development.
- M. Any new construction of private or public schools should take into consideration safe access for students by bus or walking at time of site plan review.

**The Town Board finds that the proposed action will not create any significant adverse impact on “Schools (Public & Private)”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

#### **6.4.3 Police**

- A. The existing conditions are set forth in the DGEIS section 6.4.3.1, page 112.

#### **Potential Impacts**

- B. The proposed action will not result in any short-term adverse impact to the Ramapo Police Department.
- C. However, future build out identified in the NRDP/DGEIS may result in an increase in police demands requiring the Town to hire additional personnel.

- D. As population grows in Northeast Ramapo, local leaders will need to determine whether to equip the Ramapo Police with a new building, or plan for space additions or other building modifications at Town Hall to meet operational requirements and maintain current levels of service. The fiscal impact analysis, discussed within DGEIS Section 10, established that potential new development at full buildout will generate recurring annual revenue for the Town in the form of new variable revenues (which includes property tax revenue) and sales tax revenue. This increase in tax revenues could potentially fund new facilities, staff and equipment.

### **Mitigation**

- E. There are no adverse impacts requiring mitigation associated with the proposed Action on police services at this time.
- F. However, as noted above, future buildout pursuant to the Action and subsequent population increase will require at least an additional 5-10 police officers to meet emergency service demand as growth is realized. In order to adequately provide police service in the Northeast, and maintain service all across Town, additional staffing, equipment, and facility space will be required based on planned growth. The Town should consider capital planning to accommodate these needs.

**The Town Board finds that the proposed action will not create any significant adverse impact on “Police” Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.4.4 Firefighting/Fire Emergency Response**

- A. The existing conditions are set forth in the DGEIS section 6.4.4.1, pages 113-116.

### **Potential Impacts**

- B. The proposed action will not result in any adverse impact to emergency fire services. However, future development of the Opportunity Areas identified in the NRDP are anticipated to result in an increase in the number of housing units and commercial activity which may result in an increase in emergency service demand.
- C. As discussed within the above sections, future growth within the Opportunity Areas is estimated through a buildout analysis for Northeast Ramapo<sup>13</sup>. Based on the Buildout Analysis, an anticipated 1,104 – 1,196 new dwelling units and between 279,923 - 700,253 square feet in new commercial growth are anticipated within the next 20 years in Northeast Ramapo. Based on these estimates, and the average Town-wide population per household, it is anticipated this growth would increase the number of residents by 3,928 – 4,260<sup>14</sup>.

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<sup>13</sup> DGEIS Appendix B and FGEIS Appendix J

<sup>14</sup> Appendix G - Economic and Fiscal Impact Analysis

- D. Based on the anticipated population growth, the need could arise for additional fire safety equipment and staff. The fiscal impact analysis, discussed within DGEIS Section 10, established that potential new development at full buildout will generate recurring annual revenue for the Fire District in the form of new variable revenues (which includes property tax revenue) and sales tax revenue. This increase in tax revenues can fund new fire emergency facilities, staff and equipment.
- E. Building height allowances within zoning can present limitations on the ability for fire safety personnel to adequately respond to an emergency. However, building height limitations identified within the proposed zoning do not exceed what is already allowed by zoning within the MU-2 district along US Route 202. Furthermore, the Commercial Corridor zoning district, proposed within Opportunity Area B, along US Route 202, restricts building heights to three stories. Within the FOPUD, which could potentially be applied within Opportunity Areas A, B, D and/or E, maximum building height requirements restrict development to five stories. Based on the current existence of buildings with a similar scale serviced by the fire district, it is not anticipated that new apparatus would be required to adequately respond to emergencies.
- F. Special events such as religious and sporting events introduce congestion and concentrated traffic volumes that can in the short term, significantly impact the roadways surrounding the locations of said events. The Town should require a site and event specific Event Traffic Management Plan (ETMP) for events within Northeast Ramapo that have the potential to create unacceptable traffic conditions. The ETMP should consider the volume of vehicular traffic and the efficient ingress and egress. Not all events will require both ingress and egress plans due to the event-specific arrival and departure patterns. The requirements for and composition of an ETMP should be determined on a case-by-case basis.
- G. The Town's planning consultant attempted 6 times to obtain information concerning potential impacts and need but no information was provided. The consultant team reached out over the phone, left several voicemail messages for the Chief, President and Assistant, and reached out via email. All attempts were documented within a certified letter sent on 9/22/21 to the Hillcrest Fire Company requesting input. The entity did not respond to identify additional needs.

### **Mitigation**

- H. There are no adverse impacts anticipated to be caused by the proposed Action on fire/emergency services. Therefore, no mitigation measures are proposed.
- I. Specific impacts associated with a particular development project will be considered on an individual project basis.
- J. The adequacy of water supply and pressure needs for emergency services should be evaluated for individual projects at the time of site plan review.

- K. The requisite water pressures and fire flows for buildings is set by New York State Building Codes and the New York State Fire Prevention Code. Certificates of Occupancy will not be issued by the Building Inspector without documented compliance.
- L. Any new development would be required to comply with the regulations set forth in Chapter 144, Fire Prevention, Town Code.

**The Town Board finds that the proposed Action will not significantly impact “Firefighting/Fire Emergency Response”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

#### **6.4.5 Ambulance/EMS**

- A. The existing conditions are set forth in the DGEIS pages 117-118.

#### **Potential Impacts**

- B. The proposed Action is not anticipated to result in any short-term adverse impacts to emergency medical services.
- C. Future development of the Opportunity Areas identified in the NRDP/GEIS may result in an increase in emergency service demand.
  - a. Future growth within the Opportunity Areas is estimated through a buildout analysis for Northeast Ramapo. Based on the Buildout Analysis, an anticipated 1,104 – 1,196 new dwelling units and between 279,923 - 700,253 square feet in new commercial growth are anticipated within the next 20 years in Northeast Ramapo.<sup>15</sup> Based on these estimates, and the average Town-wide population per household, it is anticipated this growth would increase the number of residents by 3,928 – 4,260.
- G. Based on the anticipated population growth, the need could arise for additional EMS equipment and staff. The fiscal impact analysis, discussed within DGEIS Section 10, established that potential new development at full buildout will generate recurring annual revenue for the Town in the form of new variable revenues (which includes property tax revenue) and sales tax revenue. This increase in tax revenues can fund new EMS facilities, staff and equipment.

#### **Mitigation**

- D. There are no short-term adverse impacts anticipated with the proposed zoning changes on emergency medical services. Therefore, no mitigation measures are proposed. Potential long-term future impacts can be mitigated through generation of increased tax revenue associated with future development.

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<sup>15</sup> FGEIS Appendix J – Proposed Zoning Buildout Analysis



- E. Specific impacts associated with future development projects will have to be considered on an individual project basis.

**The Town Board finds that the proposed action will not significantly impact “Ambulance/EMS”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

## **6.5 Utilities**

### **6.5.1 Sanitary Sewers**

- A. The existing conditions are set forth in section 6.5.1 of the DGEIS, pages 120 to 143.

#### ***Potential Impacts***

- B. This subsection examines growth in residential population and in retail, light industrial, office and institutional land uses that could be expected under existing zoning in Northeast Ramapo in order to compare potential sewer impacts under the proposed zoning amendments. The analysis uses the initially prepared existing and initial proposed buildout analysis, and it models how various land uses generate sewer demands. The initial analysis prepared utilized greater intensity and density of development across a larger geographic area of the NE corridor. The actual projected buildout will be significantly less due to reduced residential density and less intense commercial development, as well as a smaller geographic area than initially examined. The results were formulated by analyzing the potential impacts of development under proposed zoning compared to the development of the same uses under existing zoning. The Northeast ‘Ramapo Development Plan Sewer Analysis’ is included as DGEIS Appendix E.
- C. The discussion of sewer impacts within the DGEIS utilizes the 2020 NRPD Sewer Analysis Report issued by GHD, found within DGEIS Appendix E and discussed within DGEIS Section 6.5.1. This report utilized existing and initial proposed buildout scenarios for the analysis. Since the report was issued, the proposed zoning has been refined to be significantly less intensive than originally proposed. The tables and discussion in DGEIS Section 6.5.1 reflect the impacts related to the higher level of development that was analyzed and do not reflect the reduction in proposed intensity of development. Therefore, any sewer related impacts and costs will be less intensive than what is discussed in the DGEIS. For the revised and final buildout scenario under existing and proposed zoning, refer to DGEIS Appendix B and FGEIS Appendix J.
- D. According to the initial Buildout Analysis for Northeast Ramapo utilized for the Sewer Analysis, there was estimated to be potential for up to 2,425 future residential units.
- E. As shown in DGEIS Table 6.5-4, according to the initial GHD analysis, and based on the sanitary wastewater flow standards and factors for residential units assigned by the Town, there would be a baseline potential sanitary wastewater flow generation of 1,358,250 gallons per day. This flow is associated with maximum residential housing proposed buildout within the Opportunity Areas.

- F. Generic modelling was completed to estimate future non-residential buildout that could arise under a set of likely land uses. As shown in DGEIS Table 6.5-5, with the calculation in the table rounded-up, there is maximum potential for up to approximately 368,000 gallons per day of sanitary flow attributed to non-residential uses under the proposed buildout.
- G. DGEIS Table 6.5-6 breaks out the flows expected within the proposed Opportunity Areas. The total estimate potential flows within the proposed Opportunity Areas is 1,726,250 gallons per day. The actual demand could be lower, such as if there are high efficiency fixtures used within new construction. This is a generic analysis. Active flows will be influenced by landowner choices, economic and market conditions, the mix of actual future land use, and the proportions, levels, or pace.
- H. The Town conducted an analysis of how future potential flows could impact the local sanitary sewer collection system. The results are contained in Northeast Ramapo Development Plan – Sewer Analysis, contained in DGEIS Appendix E.
- I. The engineering capacity assessment analyzes the local sanitary collection system and the potential impacts to it as a result of increased growth and density within Northeast Ramapo. This entails an evaluation of the impacts of new potential growth in the Opportunity Areas. The intent was to examine the effect of the buildout pursuant to the proposed Action upon current sewer infrastructure. For this analysis there was preparation of a basic model of the Town’s sewer facilities in the northeast portion of Town. The model assists in identifying potential limitations/ restrictions within the existing system that must be addressed in order to accommodate the potential buildout.
- J. The model was developed from numerous sources, including existing as-built record information for the Town sewer district and GIS data from RCSD #1 indicating pipes, pumping stations, and manholes. Modeling was prepared using the Bentley Sewer GEMS propriety software which runs a modified version of a Stormwater Management Model by USEPA, a common and standard hydraulic modeling program.
- K. Where data was unavailable, sewer inverts were interpolated at an average slope using straight line interpolation along and based on general topographic and DEM data from New York State. Small local sewers servicing existing developments were not modeled, except those estimated flows for each one was calculated and input into the model representing the loadings that would come from each of these locations into the larger sewer system.
- L. Modeling, which included an analysis of sewage to the Mt. Ivy Pump Station, was based on a report “Wastewater System Report Prepared for Minisceongo Park”, while the remaining pump stations were assumed to have adequate capacity. Lastly, there was an effort to collect any existing flow metering information where available. No new physical field surveys of existing infrastructure conditions were performed for the analysis.
- M. Opportunity Areas A & B
- Modeling shows that peak flows will exceed current capacity once full development is achieved in this area, including with a buildout of a site referred to as “the Minisceongo Park project”. Both the 8-inch sewer main and the County’s pump station on US Route 202 are not

anticipated to have adequate capacity to convey peak flows into the Haverstraw-Joint Regional Sewer System. Further, it would be necessary to confirm the Haverstraw system would agree to accept the new potential flows.

N. Opportunity Area D

- GHD's flow study indicates that the Town's Camp Hill Road Pump Station was designed to enable adjacent single-family residences to discharge into Town sewers and it will not be adequate into the future. Further, the Station's location close to the road substantiates the Town DPW's express interest in moving the Camp Hill Road Pump Station in order to minimize the risk of damage from vehicles. Should the Town seek to move the Station in the future, an expansion of flow capabilities should be explored at such a point.
- Modeling shows that the 8-inch sewer main on Camp Hill Road does not have adequate capacity to convey flow to that Pumping Station. Further, the anticipated peak flow to the RCSD #1 Pomona Pumping Station will be greater than capacity of the existing station, including growth in Opportunity Area D pursuant to the proposed Action.
- The Pomona Pumping Station discharges to the Hillcrest Interceptor, and additional flow is not anticipated to cause this interceptor to exceed its capacity. After the Hillcrest interceptor, flows discharge into three other interceptors which have historically been known to surcharge during storm events. Flow monitoring will be required to determine if the interceptors can accept added capacity from proposed development in such situations.

O. Opportunity Area E

- Opportunity Area E is largely undeveloped excepting the Gracepoint Gospel Church fronting on New Hempstead Road. This location is served by 8-inch sewer mains with the flows dispersed to different pump stations depending on where they originate. Pump stations and interceptors servicing this area are the Rodman Place Town of Clarkstown Pumping Station, the RCSD #1 Concklin Road Pumping Station, and RCSD #1 Phillips Hill Road Interceptor.
- At Opportunity Area E, peak flow is expected to exceed capacity when fully developed. This condition will extend through and into sewers owned by the Town of Clarkstown and after that through flow into the RCSD #1 Phillips Hill Road Interceptor and the North Pumping Station. Additional flow is not anticipated to restrict flow through the RCSD #1 Upper Hackensack Interceptor based on this level of review; however additional study must be performed during specific project(s) review to confirm if capacity is available there.

**Mitigation**

- P. Mitigation measures and probable costs discussed are reflective of what is recommended in the GHD Sewer Analysis, DGEIS Appendix E. This analysis reflects impacts related to a higher level of development that was analyzed and do not reflect the reduction in density under the final buildout scenarios. Any sewer related impacts and costs will be less intensive than what is discussed. For the revised buildout scenario under existing and proposed zoning, refer to DGEIS Appendix B and FGEIS Appendix J.

- Q. Based on GHD's Sewer Analysis, the probable costs for upgrades to the Town's sewers in the NRDP area are presented in DGEIS Table 6.5-7. It advises that existing conditions should be surveyed prior to development to verify diameters, slopes and other sewer attributes, noting that record information in Northeast Ramapo was incomplete. Based on GHD's report, the project capital costs that likely would be required for the Town of Ramapo to upgrade Town sewers is \$4,500,000 to accommodate the potential development in the GHD analyzed buildout scenario.
- R. Additional study and coordination is required to determine the extent of upgrades required for sewers outside of Ramapo. Probable project costs for upgrades to RCSD, Haverstraw, and Clarkstown sewers are not included because the scope of potential upgrades in outside sewers is not yet completely defined. Additional evaluations will be required to determine costs for any necessary upgrades to the RCSD pumping stations and interceptors. On a case-by case basis, force main upgrades may be required.
- S. Within Opportunity Areas A & B, the following improvements were recommended by GHD to accommodate potential growth:
- Increase sewer capacity in the Opportunity Areas from 1.46 cfs (655 gpm) to accommodate 6.5 cfs (2,920 gpm).
  - Increase capacity of the Town gravity sewer to 18-inches.
  - Increase the capacity of the RCSD #1 Mount Ivy Pump Station.
  - Upsize the RCSD Mount Ivy Forcemain to 14-inches.
  - Coordinate proposed flows with the Haverstraw.
- T. Within Opportunity Area D, the following improvements were recommended by GHD to accommodate potential growth:
- Increase capacity of the Camp Hill Road Pump Station to convey 0.12 cfs (54 gpm) and relocate it as part of an upgrade project so it is better protected from vehicles.
  - Increase the sewer capacity on Camp Hill Road from 1 cfs (450 gpm) to accommodate a peak flow of 7.7 cfs (3,455 gpm) from Opportunity Area D.
  - Increase capacity of the gravity sewer to 18-inches.
  - Increase the capacity of the RCSD #1 Pomona Pumping Station.
  - Coordinate a flow study with RCSD #1 to verify that interceptors have capacity for added flows.
- U. Within Opportunity Area E, the following improvements were recommended by GHD to accommodate potential growth:
- Increase sewer capacity on New Hempstead Road to enable 1.9 cfs (850 gpm).
  - Increase the size of the gravity sewer to 12-inches.
  - Coordinate a flow study with RCSD #1 to verify that downstream interceptors can accommodate an additional flow of 1.9 cfs (855 gpm).
- V. Specific development projects will be required to coordinate with RCSD #1 on a project-by-project basis.

W. Using the various mitigation discussed above, there is expected to be no significant adverse impacts as a result of the development, expansion of, and upgrades to Town sewer facilities in Northeast Ramapo. New growth promoted in the Opportunity Areas will establish mixed-use on sites that front on State and County roads that are locations adjacent to public sewer lines. The new growth can leverage capital investments that are needed to upgrade existing conveyance systems that would benefit from modernization. The “fair share” principles embraced in the 2004 Comprehensive Plan should continue to apply to needed infrastructure improvements that result from the Northeast Development Plan.

**The Town Board finds that the proposed Action will not significantly impact “Sanitary Sewers”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.5.2 Water Utility/ Drinking Water**

A. The existing conditions are set forth in section 6.5.2 of the DGEIS, pages 143 to 161.

#### ***Potential Impacts***

- B. An initial projected buildout utilized for the GHD sewer analysis is used to project generic water demand that would accompany potential growth. The level of generic demand is derived using the same consumption metrics as used in Sanitary Sewers. Future demand is discussed in SUEZ’s Average and Maximum Day Demand Forecasts, through 2040, from the 2019 Water Supply Capacity Report.
- C. The Sewer Analysis report utilized existing and initial proposed buildout scenarios for the analysis. Since that report was issued, the buildout scenarios and methodologies have been further refined and reduced to reflect the proposed Action. The proposed zoning amendments have since been refined to be less intensive use than originally proposed. The following tables and discussion references the Sewer Analysis which evaluated a more intense level of development that will not occur under the proposed zoning amendments. For the revised buildout scenario under existing and proposed zoning, refer to DGEIS Appendix B and FGEIS Appendix J.
- D. As set forth in the Sanitary Sewers Section, 6.5.1 of the DGEIS, potential future demand for sewer service, attributable to new development in Northeast Ramapo is 1,726,250 gallons per day. Using a conservative figure, there could be, within the rest of Northeast Ramapo, outside of the Opportunity Areas, growth in demand for sewer service of 51,450 gallons per day. That 51,450 gallons per day additional demand is a conservatively assigned 20% of the 257,250 figure.
- E. Setting demand for SUEZ water service as equivalent to demand for sewer service, at full generic buildout in Northeast Ramapo, there could be maximum demand of 1,944,377 gallons of drinking water per day. Compared with DGEIS Table 6.5-11 Additional Supply Capacity Available, which shows Current Available Average Capacity for Growth at High End Production of 3,600,000 gallons, there would be over 1,600,000 gallons of additional supply capacity available for other building and population growth in other parts of SUEZ’s service region.

- F. The estimated maximum demand of 1,944,377 gallons of drinking water per day based on a generic buildout of Northeast Ramapo under the proposed Action is a conservative scenario. In addition, new growth consumes water at lower rates than present through building techniques and conservation efforts, then groundwater reserves will likely be higher. Likewise, if a Northeast Ramapo buildout does not reach the potential maximum levels, there will be greater groundwater reserves available for supporting growth in other areas.
- G. The proposed Opportunity Areas receive or are directly adjacent to SUEZ water service locations. Thus, future layouts of water systems within the Opportunity Areas which will be able to connect, without impact, to existing distribution lines and supply the required pressures and fire flows.
- H. As for all locations, the requisite water pressures and fire flows for buildings is set by New York State Building Codes and the New York State Fire Prevention Code. Certificates of Occupancy will not be issued by the Building Inspector without documented compliance.
- I. When there are water system extensions, it is encouraged for water system loops to be established in these distribution systems. Furthermore, it is highly encouraged to layout these water lines within street rights of ways, as opposed to utilizing cross-county layouts which could be harder to monitor and control, so that buildings are not inadvertently constructed above such pipes. Public water lines constructed within private streets and driveways must be subject to recorded permanent easements with sufficient access to enable sustainable maintenance and operations of the water system.
- J. When development occurs in Opportunity Areas A and B, there must be review of floor drains and proposed parking, Town Code Chapter 96, Aquifer & Well Field Protection Zone Law. Such review and implementation will ensure that floor drains within buildings can be managed in the unlikely event of a petroleum spill, so that spilled material is more likely contained and cleaned-up and properly disposed of and not cannot transit into the ground.
- K. There is a gas transmission pipeline and easement along the southwest side of a portion of US Route 202. Construction of water service improvements in that location must be done in a way that there is coordination with the pipeline owner/ operator in order to ensure that work is conducted safely.
- L. Service of the Opportunity Areas by SUEZ will prevent the development of onsite wells and community wells which can potentially reduce groundwater levels and cause an adverse impact to existing individual wells.
- M. While future development was identified within the Full Environmental Assessment Form (EAF) as having a potentially moderate to large impact on existing water supplies, through the thorough evaluation documented within this GEIS, it is anticipated that there will be no significant adverse impacts on Water Utility or Drinking Water resources.

## **Mitigation**

- N. Since there will not be a significant adverse impact on the water supplies, the following mitigation measures are not needed to avoid such impact. However, such measures can conserve water supplies and assist protection of groundwater.
- O. Ground Water Recharge/Groundwater Quality Management & Protection
- Recommendation to infiltrate treated storm flows into the ground in urbanizing locations.
- P. Encourage water conservation measures identified in The Rockland County Comprehensive Water Conservation and Implementation Plan. This integrated approach to water conservation is implementable and cost-effective for the County of Rockland and its implementation partners. The Plan addresses current and future water needs while considering implications for water supply, treatment, reuse, watershed health, water quality, instream flows, community wellbeing and fiscal considerations. It provides a list of 20 recommended water conservation measures including information, incentives and regulations.
- Q. Regulations can be considered which will establish water conservation measures in new construction. Examples of relevant actions in the Rockland County Water Conservation Plan for Northeast Ramapo include:
- Standards for forming water conservation plans and elements in new development as an effort to advance property-scale management and avoid costly future retrofitting.
  - Lawn & Landscape Irrigation Schedules defining allowed irrigation patterns in order to limit water use, particularly during peak water demand.
  - Green Building Codes which promote high efficiency building. Following a standard like US EPA WaterSense New Home Specification would require buildings to be constructed so there are lower relative levels of indoor and outdoor water usage. Alternatively, there are guidelines for decreasing building-level consumption or establishing low thresholds for consumption using U.S. Green Building Council model codes and rating systems. They offer green buildings specifications for new buildings, existing building retrofits, and communities. Implementation of these guidelines may prompt 20% lower water use than typical codes, through reduced leakage, limits on running taps, efficient close washers, showers, and other high efficiency fixtures indoors and outdoors. Further, USGBC techniques recommend greywater use, where possible, for irrigation (watering) of plants and landscaping.
- R. Future development projects will be required to coordinate with SUEZ to verify capacity and any project specific improvements on a project-by-project basis.

**The Town Board finds that the proposed action will not have a significant adverse impact on “Water Utility/ Drinking Water”. Any potential adverse impacts will be minimized and mitigated as set forth herein to the maximum extent practicable.**

### **6.5.3 Energy Distribution & Consumption**

- A. The existing conditions are set forth in section 6.5.3 of the DGEIS, pages 161 to 171.

#### ***Potential Impacts***

- B. Achieving compact growth with higher building densities can enable cost effective construction of utility infrastructure like transmission lines due to closer distances between land uses. When there is new building and incentives for renewable energy investment, this type of development can enable direct use of renewable energy. There may be close proximity to distributed sources, like offsite solar photovoltaic arrays. Since electricity is lost in the process of transmission, there can be a better pattern of consumption when some energy is generated onsite and new transmission infrastructure serving a site does not cause as much energy loss during transmission.
- C. Establishing walkable (and bikeable) neighborhoods and higher rates of transit use can enable reduced vehicle miles traveled (VMT). Volume 2 of the State Energy Plan, in discussing the Impact of Smart Growth on VMT and Transportation Energy Use, notes that a suite of local land use factors (density, mix, and design) can reduce per capita vehicle travel up to 20%.

#### ***Mitigation***

- D. A compact growth program in the Northeast Ramapo Development Plan will limit sprawl, advance efficient land uses and establish beneficial community-level patterns. This Plan promotes mixed-use and transit-oriented development. It also promotes efficient buildings that can consume less energy through the encouragement of energy efficient building techniques, Energy Star building and the use of commissioning, like the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating standards.
- E. Any potential project or ground disturbance near a natural gas pipeline, within a Town-defined screening distance of 250 lateral (horizontal) feet of the right of way/ easement exterior edge, should be required to contact TC Energy by mail for confirmation that the activity described and specified will not directly physically disturb the ground within a location that TC Energy controls. When there is ground disturbance directly within the right of way/ easement, there should be written documentation by the landowner showing and confirming that the proposed construction specifications adhere to the maximum extent possible with Best Management Practices as defined in the latest edition of "Partnering to Further Enhance Pipeline Safety in Communities Through Risk-Informed Land Use Planning Final Report of Recommended Practices". All correspondence with TC Energy and related correspondence from TC Energy should be supplied and be made part of any applications for permits and approvals from the Town.

**The Town Board finds that the proposed action will not significantly impact "Energy Distribution and Consumption" and has the potential to provide relative benefits regarding energy consumption. Any potential adverse impacts will be minimized as set forth herein to the maximum extent practicable.**



## **6.6 Transportation**

- A. The existing conditions are set forth in section 6.6 of the DGEIS, pages 171 to 212, and FGEIS Section 2.3.

### ***Potential Impacts***

- B. To evaluate potential impacts of development in the proposed Opportunity Areas, the traffic analysis evaluates the conditions in the study area for the year 2040 to reflect the future conditions by comparing projected traffic conditions in 2040 without additional land development and projected traffic conditions in 2040 if developed pursuant to the proposed zoning amendments. Considering no-build conditions and build conditions can help compare the differences in development in the area. Furthermore, a capacity analysis was conducted with respect to 2019 Existing, 2040 No-Build, and 2040 Build traffic volume conditions.
- C. A supplement to the Traffic Impact and Access Study (TIAS) was prepared to report on the existing and future conditions at the intersections in proximity to the Palisades Interstate Parkway (PIP) that were not Included in the Draft GEIS. The full supplemental TIAS dated February 4, 2022, is provided within FGEIS Appendix E.
- The DGEIS TIAS included the following intersections with PIP ramps:
    - Exit 13
      - Intersection of Southbound PIP On and Off-Ramps with US Route 202 as Intersection 3
    - Exit 12
      - Intersection of Southbound PIP On and Off-Ramps with NY Route 45 as Intersection 9
      - Intersection of Northbound PIP Off-Ramp with Concklin Road as Intersection 10
      - Intersection of Northbound PIP On-Ramp with Concklin Road as Intersection 10
  - The supplement includes a quantitative analysis of the two (2) intersections of the northbound and southbound PIP on and off-ramps at Exit 11 identified below as intersections 33 and 34.
- D. 2040 No-Build Conditions
- Traffic growth on area roadways is a function of the anticipated land development, environmental resources, and changes in demographics. To estimate the future traffic volumes in the Northeast Ramapo study area and surrounding study area intersections, regression analyses were completed using traffic volume data published by the NYSDOT. Additionally, growth projection information compiled by the New York Metropolitan Transportation Council (NYMTC) which is the local Metropolitan Planning Organization (MPO) for the five boroughs of New York City and Nassau, Putnam, Rockland, Suffolk, and Westchester Counties was reviewed. It is noted that the traffic volume data and growth projections available through NYSDOT and NYMTC represents travel trends prior to the COVID pandemic.
  - Evaluation of the traffic volume data available through the NYSDOT showed that traffic volumes in the study area are increasing on some roadways and decreasing on others. The information available through NYMTC indicates increased traffic volumes in the study area. It is noted that the NYMTC growth rates are presented by county and roadway classification and

are not specific to municipality or roadway. In consideration of the available NYSDOT and NYMTC data, a growth rate of 0.7% per year was applied to the 2019 Existing traffic volumes for 21 years to represent background growth up to the future 2040 evaluation year.

- One large-scale development project located adjacent to the Northeast Ramapo study area was included in the future traffic volume conditions: trips associated with the Patrick Farm Subdivision project located on the south side of US Route 202 west of NY Route 306. The future volumes at this location were based on the most recent development plans that were submitted to the Town. Since the site has not been approved, the future development plans may be different than the previously proposed development plans, but continued interest by the development community to build on this site indicates that there is strong potential for development in the coming years.
- The use of a 0.7% per year annual growth rate accommodates other volume growth that may be associated with other development potential in the town and in the adjacent communities.
- The 2040 No-Build peak hour traffic volumes, which include both a general background growth rate and site-specific trips, are provided Appendix F, representing future traffic volumes in the study area without development.

#### E. 2040 Build Conditions

- Build traffic volumes were determined by estimating site-generated traffic volumes associated with the most intense, or dense, buildout for the Opportunity Areas and distributing these volumes over the study area roadways.
- Land use information on file with the Town was utilized in projecting the build out of the Opportunity Areas. The concentration of land uses was divided into specific areas within the Northeast Ramapo study area based on the proposed Opportunity Areas. Each of these Opportunity Areas are described in more detail within Section 2.0. Each Opportunity Area has a growth potential as presented in Table 6.6-9 in the DGEIS. See DGEIS Appendix B for methodology for determining growth potential. The 25 residential units located outside the Opportunity Areas are not included in the table. The trips associated with these 25 residential units as part of the background growth.
- To estimate the number of trips associated with the Moderate and High Growth Scenarios, the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition was utilized. The number of vehicle trips generated was based on the following ITE Land Use Codes (LUC):
  - LUC 220 – Multi-family Housing (Low-Rise)
  - LUC 820 – Shopping Center
- The Shopping Center land use listed above has the potential to generate the most trips for the non-residential land uses included in the Final Scoping Document:
  - Retail
  - Office
  - Light Industrial
  - Institutional
- Institutional land use is included as a potential land use in Opportunity Area C. This land use is not a permitted use by right in Opportunity Areas A or B. Educational uses anticipated for

Northeast Ramapo are intended to primarily serve private religious schools which generate traffic at a different rate than presented by ITE. To accommodate for the area-specific educational trip generation, Town records provided peak hour trip generation rates to use for the educational land use. See TIAS in Appendix F for memo from the Town of Ramapo.

- The nature of the proposed growth scenarios includes a mix of land uses within each development or Opportunity Area which results in interactions between land uses in the various growth areas and reduces the number of external trips on the roadway network. Vehicle credits, or trip reductions, were taken to account for the shared trips anticipated within each development area and are shown in Table 6.6-10 as multi-use credits. Due to the anticipated interaction between land uses within the Opportunity Areas, a 15% credit was applied to the vehicular trips for each development or Opportunity Area.
- The Opportunity Areas will be developed with internal multimodal connections resulting in greater interaction between land uses and further reduction of external vehicle trips on the roadway network. To account for the anticipated and planned design to increase multimodal travel, a 5% walkability credit was applied to Opportunity Areas A, B, D, and E where the greatest potential exists for pedestrian trips. A walkability credit accounts for residents within a multi-use development to walk to the businesses or recreation area in the same development which reduces the amount of external vehicular trips generated by the proposed development. The resulting reduction in vehicle trips associated with the walkability credit is shown in Table 6.6-10. The anticipated built environment will foster pedestrian travel in these areas.
- Some trips to and from the Opportunity Areas will be pass-by trips, i.e. traffic that is already on the existing roadway network and is therefore not a new trip to the study area. For example, a driver that currently travels on US Route 202 to and from work may stop at a new land use in Opportunity Area A or B and then continue home. The pass-by credits were applied to the Shopping Center land use based on information published by ITE.
- As shown in DGEIS Table 6.6-10, the full buildout is expected to generate 1,925 new vehicle trips during the AM peak hour (990 entering and 935 exiting) and 4,172 new vehicle trips during the PM peak hour (2,058 entering and 2,144 exiting). After applying the multi-use, walkability and pass-by credits, the full buildout is expected to generate 1,389 trips on the external roads during the AM peak (686 entering and 704 exiting) and 2,628 trips on the external roads during the PM peak (1,304 entering and 1,322 exiting).
- The multi-use trip credit of 15% was only applied to Opportunity Areas A, B, D, and E. The 5% walkability credit and 35% pass-by credit were applied to the shopping center land uses only after removal of the multi-use credit trips for Opportunity Areas A, B, D, and E.
- The new trips destined to and from the potential development in the Opportunity Areas will travel to and from other areas of the Town of Ramapo, neighboring municipalities, and will travel between the Opportunity Areas in the northeast section of town. It is estimated that 20% of the total new trips will travel between the Opportunity Areas and the remaining 80% will travel to and from areas in other parts of the Town of Ramapo and adjacent municipalities. Table 6.6-11 summarizes the zone to zone and external trips for the full buildout.
- The zone-to-zone trips were distributed between the development and Opportunity Areas based on the trip generating potential of each development and Opportunity Area.
- External trips were distributed through the rest of the Town of Ramapo and adjacent municipalities based on the existing regional travel patterns. Generally, depending on the

development or Opportunity Area, 25% of the external trips will travel to and from the Palisades Interstate Parkway (PIP) and 10% to 20% will travel to and from the northeast, northwest, southeast, southwest, and south. The resulting trip assignment for the Full Buildout during the AM and PM peak hours are illustrated in the Traffic Impact Study for Northeast Ramapo GEIS. An analysis of the moderate growth of the Opportunity Areas was also completed. The moderate growth analysis utilized trip volumes that were approximately 75% of the full build-out.

- The Trip Assignment volumes were added to the 2040 No-Build traffic growth volumes to develop the 2040 Build traffic volumes. Figures 8, 9, 11 and 12 illustrate the future Moderate and High Growth Scenario Build traffic volumes, respectively, for the weekday AM and PM peak hours.
- The owner of Opportunity Area D advised the Town and its consultants, through the DGEIS public hearing process, that its Traffic Engineer projected that the commercial component of the development concept currently contemplated for Opportunity Area D is 66,500 square feet larger than considered in the DGEIS and that the area will generate 19 more trips in the AM peak hour and 43 more trips than projected in the DGEIS. However, because the intersections nearest Opportunity Area D are, with the mitigation measures proposed at these intersections, projected to experience acceptable Level-of-Service (LOS) “C” or better traffic operating conditions in the future, and since the slightly larger size of the commercial component of development in Opportunity Area D will increase traffic volumes by less than 4%, the slightly greater number of trips expected to be generated by development at Opportunity Area D will not impact the findings of the GEIS.
- The FGEIS, last revised February 2022, reflected the additional 66,500 sf of commercial development at Opportunity Area D as well as the elimination of the 197,518 sf of non-residential development previously contemplated at Opportunity Area C. As a result, the total area of non-residential development contemplated in the remaining 4 Opportunity Areas is 131,019 sf smaller than evaluated in the DGEIS TIAS and the Supplemental TIAS.

#### F. Capacity Analysis

- To assess the quality of traffic operations currently and moving forward, intersection capacity analyses were conducted with respect to 2019 Existing, 2040 No-Build, and 2040 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated Level of Service (LOS). This section addresses intersection operations at the 34 study area intersection locations. These intersections are located both within and outside Northeast Ramapo.
- The LOS for an intersection is defined in terms of delay per vehicle and described as a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of service are given letter designations, from A to F, with LOS A representing the best operating condition and LOS F the worst.<sup>16</sup> Table 6.6-12 in section 6.6 of the DGEIS provides the ranges of LOS.

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<sup>16</sup> NYSDOT

- Generally, overall LOS D or better conditions are representative of desirable operations. However, these operational conditions are not always attainable due to physical constraints limiting the potential to add capacity at an intersection through a roadway network. Governing agencies may also choose to accept a reduced LOS and increased vehicle delays during peak periods to minimize environmental impacts associated with larger intersections. Larger intersections (intersections with more approach lanes) also take longer for pedestrians to navigate, thereby increasing pedestrian exposure time to vehicle conflict and reducing safety.
- 2019 Existing Conditions
  - To understand the LOS after land development, the 2019 existing LOS must first be addressed. As shown in Table 6.6-13 of the DGEIS, the study intersections generally operate at LOS D or better. It is noted that nine (9) study area intersections operate with LOS E or F conditions, of which only two (2) are located within the Northeast Ramapo Study Area. The following is noted regarding the intersections that operate with LOS E or F conditions and longer average vehicle delays under existing conditions:
    - Intersection 3 – US Route 202/PIP SB Ramps and Mount Ivy Diner Driveway is a traffic signal controlled intersection located in the Northeast Ramapo study area. The intersection operates at overall LOS F during the AM and PM peak hours.
    - Intersection 24 – NY Route 306/Brick Church Road is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the westbound Brick Church Road approach. The Brick Church Road approach to the intersection operates at LOS F during the AM peak hour and LOS E during the PM peak hour.
    - Intersection 26 – Union Road (CR 80)/Grandview Avenue is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the eastbound Grandview Avenue approach. The Grandview Avenue approach to the intersection operates at LOS F during the AM peak hour and LOS E during the PM peak hour.
    - Intersection No. 33 – The New Hempstead Road (CR 80)/Northbound PIP Ramps intersection is a traffic signal controlled intersection located in the Northeast Ramapo study area. The intersection operates at overall LOS F during the PM peak hour.
- 2040 No-Build Conditions
  - As noted previously the future 2040 No-Build traffic volumes represent a 0.7% per year background growth rate including the Patrick Farms project located along US Route 202. Mitigation measures to accommodate the future No-Build growth are summarized below. Additionally, there is possible funding available from various government sources and this is a long-term horizon.
    - Intersection 3 – US Route 202/PIP SB Ramps and Mount Ivy Diner Driveway is a traffic signal-controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments and additional thru lanes for both eastbound and westbound US Route 202.
    - Intersection 4 – Thiells-Mount Ivy Road (CR 47)/US Route 202 is a traffic signal-controlled intersection located in the Town of Haverstraw, which is

outside of the Northeast Ramapo study area. Improvements include signal timing and phasing adjustments, additional westbound thru lane, and a southbound left turn lane.

- Intersection 5 – NY 45/US 202/Old County Rd (Signal) is a traffic signal-controlled intersection located in the Town of Haverstraw, which is outside of the Northeast Ramapo study area. Improvements include signal timing and phasing adjustments and additional thru lanes for eastbound and westbound US Route 202.
- Intersection 6 – NY 45/Old Route 202/Park and Ride Lot is a traffic signal-controlled intersection located in the Town of Haverstraw, which is outside of the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 8 – NY 45/Concklin Rd is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 9 – NY 45/PIP SB Ramps is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 20 – NY 45/Pomona Rd is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 21 – NY 45/Sanatorium Rd is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 22 – NY 306/Willow Tree Rd is a traffic signal controlled intersection located in the Town of Ramapo but outside of the Northeast Ramapo study area. Improvements include increase storage length of southbound left-turn lane.
- Intersection 23 – NY 306/Grandview Avenue is a traffic signal controlled intersection located in the Town of Ramapo but outside of the Northeast Ramapo study area. Improvements include signal timing adjustments.
- Intersection 24 – NY Route 306/Brick Church Road is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the westbound Brick Church Road approach. Improvements include installation of a traffic signal and the addition of a southbound left turn lane.
- Intersection 25 – Union Road (CR 80)/Brick Church Road is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a four-leg intersection operating with all-way stop control. Improvements include installation of a traffic signal and the addition of an eastbound right turn lane.
- Intersection 26 – Union Road (CR 80)/Grandview Avenue is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the eastbound Grandview Avenue approach. Improvements include installation of a traffic signal and the addition of an eastbound right turn lane.
- Intersection 27 – New Hempstead Road (CR 80)/McNamara Road (CR 67) is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the eastbound

McNamara Road approach. Improvements include the addition of right turn lane to the eastbound and southbound approaches.

- Intersection 29 – NY 45/New Hempstead Rd is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include signal timing adjustments.
  - Intersection 31 – New Hempstead Rd/West Clarkstown Rd is a traffic signal controlled intersection located in the Town of Ramapo but outside of the Northeast Ramapo study area. Improvements include increase storage length of westbound left-turn lane.
  - Intersection No. 33 – The New Hempstead Road (CR 80)/Northbound PIP Ramps intersection is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include modification of the northbound PIP lane configuration to a dedicated left-turn lane and a shared through/right-turn lane and traffic signal phasing and timing adjustments.
  - Intersection No. 34 – The New Hempstead Road (CR 80)/Southbound PIP Ramps intersection is a traffic signal controlled intersection located in the Northeast Ramapo study area. Improvements include the addition of a second westbound left-turn lane and traffic signal phasing and timing adjustments.
- As shown in DGEIS Table 6.6-14 and FGEIS Table 6, with the identified mitigation measures, the intersections noted above will operate with generally good levels of service under the No-Build conditions. The following is noted regarding the intersections that operate with LOS E or F conditions and longer delays under the No-Build conditions where mitigation is not identified:
    - **Intersection 15** – NY Route 306/New Pomona Road (CR 86) is located in the Town of Ramapo but outside of the Northeast Ramapo study area. It is a three-leg intersection with stop control on the westbound New Pomona Road approach. The New Pomona Road approach to the intersection operates at LOS D during the AM peak hour and LOS E at 36.2 seconds of delay during the PM peak hour. This delay is considered acceptable, and the longer delays are limited to a single peak hour; therefore, no mitigation recommended.
    - **Intersection 17** – Pomona Road (CR 86)/Summit Park Road/Golf Course Driveway is a two-way stop-controlled intersection located in the Northeast Ramapo study area. The northbound Summit Park Road approach operates at LOS C during the AM peak hour and LOS E and 38.1 seconds of delay during the PM peak hour. This delay is considered acceptable, and the longer delays are limited to a single peak hour; therefore, no mitigation recommended.
- 2040 Build Conditions
    - The existing volumes were increased to the year 2040 with additional traffic generated by other projects around the study area included to determine the 2040 No-Build volumes. The 2040 Build volumes were derived from distributing the anticipated trips through the study area intersections and adding those volumes to the 2040 No-Build volumes for the Northeast Ramapo study area. The background growth rate used to project the volumes was 0.7% per year. Table 6.6-15 summarizes the results of the analysis of the 2040 Build and Build with Improvement conditions.

The Build model includes the mitigation noted for the No-Build model and the Build with Improvements model includes the additional mitigation to further improve operations and maintain LOS D for the overall intersection or for intersection approaches controlled by a stop sign. The additional mitigation measures identified to accommodate the full buildout traffic volumes are summarized below.

- Intersection 1 – US Route 202/NY Route 306/Ladentown Road – No additional improvements (Town Study Intersection)
- Intersection 2 – US Route 202/South and North Camp Hill Road – Add eastbound and westbound left-turn lanes with protected signal phasing (Northeast Study Area Intersection)
- Intersection 3 – US Route 202/PIP SB Ramps and Mount Ivy Diner Driveway – Increase storage lane length for eastbound left-turn lane (Northeast Study Area Intersection)
- Intersection 4 – Thiells-Mount Ivy Road (CR 47)/US Route 202 – No additional improvements (External Study Intersection)
- Intersection 5 – NY 45/US 202/Old County Rd (Signal) – No additional improvements (External Study Intersection)
- Intersection 6 – NY 45/Old Route 202/Park and Ride Lot – No additional improvements (External Study Intersection)
- Intersection 7 – NY Route 45/South Mountain Road – No additional improvements (Northeast Study Area)
- Intersection 8 – NY 45/Concklin Rd – Add southbound left-turn lane with protected/permissive phasing and additional signal timing adjustments (Northeast Study Area)
- Intersection 9 – NY 45/PIP SB Ramps – Add southbound right-turn lane and additional signal timing adjustments (Northeast Study Area)
- Intersection 10 – Concklin Road/Northbound PIP On-Ramp – Install traffic signal clustered with Intersection 11 (Northeast Study Area)
- Intersection 11 – Concklin Road/Northbound PIP Off-Ramp – Install traffic signal clustered with Intersection 10 (Northeast Study Area)
- Intersection 12 – Concklin Road/Buena Vista Road – No additional improvements (Northeast Study Area)
- Intersection 13 – Buena Vista Road/Old Phillips Hill Road – No additional improvements (Northeast Study Area)
- Intersection 14 – Old Phillips Hill Road/Phillips Hill Road – No additional improvements (Northeast Study Area)
- Intersection 15 – NY Route 306/New Pomona Road (CR 86) – Change intersection control to all-way stop controlled and add northbound right-turn lane (Town Study Intersection)
- Intersection 16 – Pomona Road (CR 86)/McNamara Road (CR 67) – No additional improvements (Town Study Intersection)
- Intersection 17 – Pomona Road (CR 86)/Summit Park Road/Golf Course Driveway – Install traffic signal (Northeast Study Area)
- Intersection 18 – Summit Park Road/Sandy Brook Drive/Visions Center on Blindness Driveway – No additional improvements (Town Study Intersection)
- Intersection 19 – Pomona Road (CR 86)/Firemans Memorial Drive – Install traffic signal coordinated with Intersection 20 (Northeast Study Area)



- Intersection 20 – NY 45/Pomona Rd – Add additional eastbound left-turn lane and add second travel lane between Intersections 20 and 9 (Northeast Study Area)
- Intersection 21 – NY 45/Sanatorium Rd – Install traffic signal head for westbound approach and signal timing adjustments (Northeast Study Area)
- Intersection 22 – NY 306/Willow Tree Rd – Signal timing adjustments (Town Study Intersection)
- Intersection 23 – NY 306/Grandview Avenue – Signal timing adjustments, add eastbound left-turn lane, increase northbound left-turn lane storage, and increase southbound left-turn lane storage (Town Study Intersection)
- Intersection 24 – NY Route 306/Brick Church Road – increase storage length for southbound left-turn lane (Town Study Intersection)
- Intersection 25 – Union Road (CR 80)/Brick Church Road – No additional improvements (Town Study Intersection)
- Intersection 26 – Union Road (CR 80)/Grandview Avenue – Traffic signal timing adjustments and add eastbound right-turn lane (Town Study Intersection)
- Intersection 27 – New Hempstead Road (CR 80)/McNamara Road (CR 67) – Add eastbound and southbound right-turn lanes (Town Study Intersection)
- Intersection 28 – New Hempstead Road (CR 80)/Summit Park Road/Hempstead Road – Traffic signal timing adjustments (Town Study Intersection)
- Intersection 29 – NY 45/New Hempstead Rd – Increase eastbound left-turn lane storage, add eastbound right turn lane, increase northbound left-turn lane storage, add northbound right turn lane, add westbound right-turn lane, and increase southbound left-turn lane storage (Northeast Study Area)
- Intersection 30 – New Hempstead Road (CR 80)/Buena Vista Road/Ramclark Lane – Increase eastbound left-turn lane storage (External Study Intersection)
- Intersection 31 – New Hempstead Rd/West Clarkstown Rd – Increase westbound left-turn lane storage (External Study Intersection)
- Intersection 32 – New Hempstead Road (CR 80)/North & South Little Tor Road (CR 33) – Traffic signal timing adjustments (External Study Intersection)
- Intersection No. 33 – The New Hempstead Road (CR 80)/Northbound PIP Ramps intersection is a traffic signal-controlled intersection located in the Northeast Ramapo study area. Improvements include traffic signal phasing and timing adjustments.
- Intersection No. 34 – The New Hempstead Road (CR 80)/Southbound PIP Ramps intersection is a traffic signal-controlled intersection located in the Northeast Ramapo study area. Improvements include traffic signal phasing and timing adjustments.
- Opportunity Area C has been removed as a potential development area considered under the GEIS. A hotel is included in the proposed Opportunity Area D that was not included in the DGEIS, but is evaluated in the FGEIS (See FGEIS Section 2.4). The trips that were associated with Opportunity Area C are higher than the trips associated with the additional development proposed within Opportunity Area D. This scenario results in the analysis provided in the DGEIS and FGEIS as more conservative since that analysis included higher proposed trip volumes than are anticipated when these revisions are considered.

- Due to the increase in traffic volumes associated with the full buildout, even with the measures identified above, the following intersections would still operate at LOS E/F conditions:
    - Intersection 5 – NY 45/US 202/Old County Rd (Signal) (External Study Intersection) – The overall intersection operates at LOS E and F during the AM and PM peak hours. Given the proximity to local properties and other intersections, improvements are not feasible without major reconstruction and relocation of property owners. These levels of service will likely be restricted to the peak hours.
    - Intersection 7 – NY Route 45/South Mountain Road (Northeast Study Area) – The South Mountain Road left-turn is anticipated to operate at LOS F during both the AM and PM peak hours and the right-turn at LOS E during the PM peak hour. This condition is likely to be restricted to the peak hours of operation and any improvements would impact the vehicular traffic along NY Route 45 without providing substantial decrease in delay.
    - Intersection 27 – New Hempstead Road (CR 80)/McNamara Road (CR 67) (Town Study Intersection) – The McNamara Road left-turn is anticipated to operate at LOS F and E during the AM and PM peak hours respectively. This condition is likely to be restricted to the peak hours of operation.
  - Many of the identified mitigation measures would require coordination with the New York State Department of Transportation, Rockland County, and Villages within the Town of Ramapo and are located outside of the Northeast Ramapo study area.
- G. While future development was identified within the Full Environmental Assessment Form (EAF) as having a potentially moderate to large impact on transportation systems, through the thorough evaluation documented within the GEIS, any adverse impacts can be minimized through mitigation measures discussed below.

### ***Mitigation***

- H. The areas of potential development include Opportunity Areas identified by the Town. To accommodate the vehicle traffic associated with the full buildout of the Opportunity Areas, mitigation measures are required to maintain acceptable operations at most of the study intersections. The mitigation measures summarized below are limited to the study intersections under the jurisdiction of the Town of Ramapo. There are three intersections where improvements were not proposed since the benefit was not substantial enough when compared to the cost of improvements or the reduced operations is likely restricted to the peak hours. Mitigation measures that increase capacity and reduce vehicle delays help to improve general response time for emergency vehicles. The “fair share” principles cited in the 2004 Comprehensive Plan should continue to apply to needed infrastructure improvements that result from the Northeast Development Plan.
- I. The trip generation estimates for the full buildout include passenger vehicle trip reductions associated with walkability. Specific facilities for pedestrians should be constructed with all new development. The type of accommodation will vary depending on the traffic volume, travel speed, and classification of the adjacent roadway. Generally, sidewalks are the preferred facility for pedestrians to physically separate pedestrian traffic from vehicular traffic. On low volume, low speed roadways, pedestrians can safely share the road with vehicles which minimizes the overall corridor width and the environmental impacts associated with the construction of impervious

surfaces. Bicyclists have different needs than pedestrians and should be accommodated differently. On low volume, low travel speed roadways bicyclists can share the road with vehicles. Bicyclists can also share the roadway with vehicles when the travel speeds and traffic volumes are higher than those for pedestrians. Pedestrian and bicycle facilities should be constructed as part of the proposed developments along the frontage to the extent practicable.

- J. All transit improvements should be coordinated with Transport of Rockland. Generally, transit recommendations associated with the full buildout includes provision of bus stops with shelters and benches at higher density locations that develop along existing routes. Typically, transit providers prefer to avoid detouring from the main travel route; however, as each growth area develops, the Town and applicant should coordinate with Transport of Rockland to confirm placement of bus stops and the potential for bus routes to be modified to detour into the high-density Opportunity Areas.
- K. Transportation Demand Management (TDM) is a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. TDM programs often focus on strategies to reduce vehicle demand on roadways by increasing the use of modes other than single occupancy vehicle trips. However, TDM programs can also involve changing commuter's traveling behavior by improving attitudes toward transit, carpooling, vanpooling, biking, walking, and work routine schedules (e.g., telecommuting and flex scheduling).
- L. The Town can support alternative modes, such as biking and walking, by encouraging the construction of sidewalks, bicycle and pedestrian trails, and designated bike routes along existing and future streets. Roadways that experience a high level of pedestrian activity, NY Route 45 for example, would benefit from these initiatives along with streets with a significant number of synagogues.
- M. Improvements to mass transit scheduling, service, and facilities has the potential to elevate utilization. The Town should work with the County to promote Park-and-Ride lots with good pedestrian connection and evaluate streets and residential areas near bus stops to ensure there are sufficient linkages to these locations.
- N. Promoting more land use patterns which will use transportation systems most effectively and efficiently to minimize potential additional congestion like multi-use sites that will reduce the need for residents to travel outside of the development. For trips required outside of these developments, consideration for multimodal transportation provided to the site should be included early on in any planning or development process.
- O. Large special events present their own specific non-recurring congestion from concentrated traffic volumes that can significantly impact the roadways surrounding the locations of said events. The Town should require a site and event specific Event Traffic Management Plan (ETMP) for events within Northeast Ramapo that have the potential to create unacceptable traffic conditions. The ETMP should consider the volume of vehicular traffic and the efficient ingress and egress. Not all events will require both ingress and egress plans due to the event-specific arrival and departure patterns. The requirements for and composition of an ETMP should be determined on a case-by-case basis.
- P. Operational changes that assist districts and private providers in providing a more efficient and cost-effective bussing system would also aid in alleviating congestion. School bus routes have the potential to impact the operational characteristics of the roadways they use and any

improvement in operational efficiency will benefit the other roadway users. Technology can be used to track the routes, and when students board and exit the bus. This tracking data can be vital to allowing the bus system managers to optimize the bus routes by reducing time idling and driving without students on board. There are new software systems being developed all the time that can accomplish the task of developing bus routes that are most efficient. This, in conjunction with other technology that enables system managers to collect, analyze, and use the data to improve operational efficiency.

- Q. Any new traffic signals should include marked crosswalks, pedestrian indicators and countdown timers with both pushbutton activation and passive activation. All sidewalks, ramps, and detectable warning should be compliant with the most recent Americans with Disabilities Act (ADA) guidelines. Transit riders should be accommodated with bus stops with shelters and benches at traffic signal controlled intersections in coordination with Transport of Rockland.
- R. It is noted that any changes within the US Route 202 and NY Route 45 corridors will require coordination with the NYSDOT for design and permitting. The land use plans for the Opportunity Areas A and E should be designed to minimize direct access to adjacent roadways using access management practices. This will reduce the impact to the adjacent roadway network and associated delays with additional controlled intersections. Access to the developed areas should, when possible, be aligned with roadways on the opposite side of the roadway and not create offset intersections which would decrease safety along the existing roadways.
- S. Pedestrian and bicycle accommodations should be included in the site plans for redeveloped parcels along the Route 45 and Route 202 corridors to the extent practicable to increase the walkability and accessibility for all modes of travel. Pedestrian facilities should consist of 5-foot-wide sidewalks installed along the roadways and bicycle facilities could include a minimum 5-foot-wide shoulder. These pedestrian accommodations are only a part of the pedestrian infrastructure in Northeast Ramapo. Consideration should be given to the connections to existing facilities or future plans for bicycle and pedestrian accommodations within the study area to provide connectivity to the Opportunity Areas from the local neighborhoods. This would allow for safer travel for all modes and reduce the dependence on vehicular use, resulting in decreased environmental impacts and an increase in public health.
- T. Roadway improvement costs have been developed for the mitigation measures identified in this TIAS. Mitigation measures were identified for the No-Build and Build conditions. The No-Build with improvements identified would minimize impacts without the expanded development expected in the Opportunity Areas. The additional improvements listed in the build condition (as compared to the No-Build condition) can be attributable to the proposed development areas and the costs included in the FGEIS reflect this additional cost. Additionally, costs were developed for those intersections within the Town boundaries and outside of the Village boundaries. The cost for these intersections is summarized in DGEIS Table 6.6-16.
- U. Costs were developed for those intersections within the Town boundaries and outside of Village boundaries. The cost for these intersections is summarized FGEIS Appendix E.
- V. Improvements associated with the No-Build scenarios would be necessary without the proposed developments based on population and development growth within the region. These improvements noted in the DGEIS TIAS and the FGEIS TIAS would be the responsibility of the maintaining agency or local municipality. Improvements associated with the Build scenarios

would be determined at the time of site plan review and the responsibility for the improvements will also be determined at that time.

**The Town Board finds that the proposed Action can significantly impact certain intersections in the 2040 Build Conditions evaluation. The Board finds that there is an essential need to meet the current and projected housing demand by providing the opportunity for construction of additional housing, including a range of housing types, and by providing the opportunity for construction of additional commercial development in appropriate locations. Consistent with those essential considerations, the Board finds that the proposed Action avoids or minimizes adverse environmental impacts to the maximum extent practicable and that potential adverse impacts will be avoided or minimized as set forth herein to the maximum extent practicable. The Board finds that the FOPUD development procedure will enable the Board to balance housing, commercial development and environmental considerations.**

### **6.7 Zoning and Development Program**

- A. The existing conditions are set forth in the DGEIS section 6.7.1, pages 212-215.

#### **Potential Impacts**

- B. The NRDP/GEIS proposes zoning amendments that facilitate development within key Opportunity Areas where a majority of future new growth is planned to occur. The proposed Opportunity Area footprints will be targets for placemaking and are intended to serve the needs of a growing community. The intent is to establish new integrated neighborhoods with a mix of uses that are close to major existing roads or provide for opportunities for additional needed neighborhood services near existing residential neighborhoods.
- C. Future development within these Opportunities Areas will be guided by proposed zoning amendments within Northeast Ramapo:

**Commercial Corridor Mixed Use District (CC)** – This proposed zoning district as shown in DGEIS section 6.7.1, is intended to create an area of focused, walkable mixed-use development allowing for a greater mix of commercial activity while supporting residential units. Like the existing MU-2 district, the CC district encourages a greater commercial split with up to 70% of the proposed use as commercial and up to 30% residential. This zoning district is proposed within Opportunity Areas A and B, along the U.S. Route 202 corridor (see FGEIS page 17).

**Flexible Overlay Planned Unit Development (FOPUD)** – This proposed floating zone as shown DGEIS section 6.7.1, is intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale and creative architectural or planning concepts may be utilized by the developer without departing from the spirit and intent of Chapter 376 (Zoning). Proposed development with this zone is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria. This zoning tool is intended to be utilized on lands of 20 acres or more that are not publicly owned, which may include Opportunity Areas A, D and/or E (see FGEIS page 17).

- D. The NRDP/GEIS does not propose zoning amendments outside of the Opportunity Areas.

- E. The new Commercial Corridor (CC) Mixed Use District, proposed within Opportunity Areas A and B along US Route 202, encourages a mix of commercial and residential development. The new district is intended to create commercial growth within the OA and is anticipated to create new employment opportunities and a greater range of services.
- F. Existing zoning within this potential district includes approximately 29 acres of MU-2, 48 acres of CS (Community Shopping), 37 acres of PI (Planning Industry), 13 acres of PO (Professional Office), 17 acres of R-40 (residential) and 4 acres of RR-80 (residential). The potential Commercial Corridor Mixed Use District would modify the zoning of approximately 148 acres.
- G. The proposed CC district will create more consistency in design and use throughout the corridor. Existing zoning within the corridor currently spans six separate zoning districts with different allowed uses, area and bulk standards. By instituting one consistent set of allowed uses and bulk standards, the new district is intended to foster placemaking and create an area of focused, walkable mixed-use development allowing for a greater variety of commercial activity while supporting residential uses.
- H. The proposed CC district will encourage a greater percentage of commercial development by requiring at least 70% of development to be commercial and/or office uses and up to 30% residential uses, thereby encouraging mixed-use development types, with residential uses limited to the second and third floors. Commercial uses may include banks, day-care centers, restaurants, medical and dental offices, and retail stores on a scale consistent with existing development. Public opinion research indicates that there is support for housing density and mixed-use development within proximity to consumer needs and services.
- I. To encourage walkability throughout the corridor, future development should include the installation of sidewalks within the required front yard/setback. When combined with the proposed focused, mixed-use development, the Commercial Corridor will create integrated neighborhoods that allow for pedestrian and vehicular connections between neighborhoods and the services that support them.
- J. Buildings will be required to be further than 20 feet from the pavement edge on interior roadways. The Town road standards will not be modified by the proposed zoning. Any proposed changes to road standards will be evaluated at the time of site plan review. Future proposed projects will be subject to parking requirements set forth in Town Code Article VII.
- K. The appearance of buildings and architectural elements including windows, doors, and other design elements will be regulated through architectural and site development plan review.

- L. Additional commercial and residential growth is anticipated to occur as the result of the proposed CC mixed use zoning district.
- M. As a result of development, potential impacts may include increased population, utility needs and traffic growth within this portion of the Route 202 corridor and surrounding area as development occurs on vacant or underutilized parcels.
- N. The Flexible-Overlay Planned Unit Development (FOPUD) is a proposed floating zone that is intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale or creative architectural or planning concepts may be utilized by the developer. Proposed development with the FOPUD is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria. This zoning tool is intended to be utilized on lands of 20 contiguous acres or more, potentially within Opportunity Areas B, D and/or E. The FOPUD will allow for a range uses and housing types at different price points, supporting the current demand for single- and multi-family housing.
- O. The FOPUD would be employed to encourage greater flexibility and creativity in new development within the Opportunity Areas in Northeast Ramapo. This tool was recommended in the Town's 2004 Comprehensive Plan, but not implemented. To implement this tool, a local law to adopt Planned Unit Development Regulations within the Town of Ramapo Zoning Code as part of a Flex-Overlay PUD Zone would be required.
- P. Potential impacts connected to development under current zoning may include development on previously undeveloped lands, increased impervious surfaces, increased traffic and increased population growth. Positive, beneficial impacts may include opportunities to shape new growth more creatively to meet future housing and commercial development needs, provisions for open space and recreation as well as enhance walkability.
- Q. In addition to the proposed Opportunity Areas, a Walkable Neighborhood Opportunity Area (WNOA) within Arterial and Transitional corridors was explored in the GEIS, and this alternative will not be considered for adoption at this time.
- R. To evaluate the potential environmental impacts of future development pursuant to the proposed zoning pursuant to amendments, two separate buildout analyses (each under existing and proposed zoning) were completed. The buildout analyses evaluated all lands currently assessed as vacant or identified as underutilized. Undevelopable areas were removed from the analysis which included environmentally constrained and conserved lands.
- S. The proposed zoning buildout analysis was calculated for two development scenarios. Option A evaluated the buildout of Opportunity Area A under the Commercial Corridor Zoning, while Option B evaluated the buildout of Opportunity Area A using estimated commercial area and dwelling units provided by the property owner for a proposed project.

- T. Under the Existing Buildout Scenario, the additional non-residential floor area within Northeast Ramapo is anticipated to be 439,618 sq ft. The number of additional dwelling units are anticipated to be 381.
- U. Under the Proposed Zoning Buildout Scenario – Option A, the non-residential floor area within Northeast Ramapo is anticipated to increase by more than 260,000 sq ft over the Existing Buildout Scenario, from 439,618 to 700,253. The number of dwelling units is anticipated to increase by 723 over the Existing Buildout Scenario, from 381 to 1,104.
- V. Under the Proposed Zoning Buildout Scenario – Option B, the additional non-residential floor area within Northeast Ramapo is anticipated to be 279,923 square feet. The number of dwelling units for this development scenario is anticipated to increase by 815 over the Existing Buildout Scenario from 381 to 1,196.
- W. The current Town wide population is anticipated to increase as a result of population increase within the Town itself, migration into the Town and the availability of additional housing units from future development. The impact of the future development on the Town population under existing and proposed zoning was evaluated Town wide and within Northeast Ramapo. An estimate of new residents and new school-aged children was calculated using the Town wide average of 3.58 residents per household.
- X. The proposed zoning amendments provide positive benefits to the Town and Northeast Ramapo, including the opportunities to increase the housing stock, in a mix of housing types in order to help address the Town’s housing demand; improving Northeast Ramapo’s walkability; improving Northeast’s economic attractiveness; preserving and protecting the community’s existing character and natural resources; and proposing no change in residential density or commercial development outside of the Opportunity Areas. The proposed zoning encourages walkability and placemaking while incorporating a greater mix of use to reduce auto dependency and foster more integrated land uses.

**Mitigation**

- Y. Targeted mitigation strategies have been identified for the following areas and districts:

Commercial Corridor Mixed Use District

Mitigation for potential impacts of specific projects within the proposed new CC district (Opportunity Area A and B) will also occur at time of either special use permit application or site plan review application. The installation of sidewalks and landscaping is required and other features such as streetscape elements such as street trees, pedestrian scaled lighting, benches, transit shelters, and/or consideration of shared parking are recommended.



### Flexible Overlay Planned Unit Development (FOPUD)

Mitigation for potential impacts of specific FOPUD projects include compliance with PUD district criteria and requirements and the general design criteria set forth in the proposed law during the establishment of the PUD district.

Criteria for the proposed PUD District and Preliminary PUD Plan Approval are as follows:

- a. That the proposal is consistent with the objectives of the Town Comprehensive Plan, as amended.
- b. That the proposal meets the intent and objectives of a planned unit development.
- c. That the proposal complies with the general requirements listed within the PUD local law.
- d. That the uses proposed shall be planned and designed so as to minimize land disturbance and, to the extent practicable, not be detrimental to the natural characteristics of the site or adjacent land uses.
- e. That each phase of the development, as it is proposed to be completed, contains a sufficient amount of parking facilities, landscaping, and utilities necessary to create and sustain each phase independently; provided, however, where applicable, that due consideration be given to reciprocal easements and operating agreements that may be required.
- f. That the proposal is conceptually sound in that it meets local and regional needs and that the proposed roadways, pedestrian system, land use configuration, open space system, stormwater management system and other site infrastructure, and scale of those elements shall function singly and cumulatively and conform to accepted design principles.
- g. That there are adequate services and utilities available or proposed to accommodate each phase of the development.
- h. That the existing transportation network, along with any proposed mitigation, will sufficiently handle all traffic generated by the proposal.

Additional requirements in the proposed law may include, but not limited to, the following:

- a. Visual and/or acoustical screening;
- b. Land use mix;
- c. Schedule of construction and occupancy;
- d. Pedestrian and vehicular circulation system;
- e. Parking and snow removal;
- f. Sites for public services;
- g. Protection of natural and/or historical features;

- h. Pedestrian access;
- i. Parks, recreation and/or open space;
- j. Lighting;
- k. Area and bulk requirements;
- l. Visual and/or acoustical screening and buffers to the extent practicable; and
- m. Such other requirements for development of the PUD District that the Town Board deems appropriate.

General Design Criteria proposed in the law include the following:

Design shall consider the following:

- a. Encourage compatibility between residential and commercial uses where existing residential zones abut commercial zones
- b. The variety of active uses should be complemented with facades that are articulated with a variety of depths and materials along the pedestrian ways.
- c. Create a network of active spaces and avoid disconnected spaces.
- d. Design rooftops for visual interest and screening of mechanical equipment
- e. Achieve compatible building styles and design and avoid incompatible elements.
- f. Create streetscapes that include appropriate, unified site furniture to encourage pedestrian activity, avoiding bleak streetscapes that discourage walking.
- g. The design treatments for the area should include details and materials that promote interest for users and visitors.
- h. Encourage incorporation of LEED design or similar green or sustainable initiatives.<sup>17</sup>

**The Town Board finds that because of the conditions, standards and guidelines included as part of the zoning amendments, as well as other applicable laws and regulations, the proposed action will not impact “Zoning & Development Program”. Potential impacts of specific development projects will be avoided or minimized in accordance with such laws and regulations as appropriate for a particular project.**

## **6.8 Community Character and Community Plans**

- A. The existing conditions are set forth in the DGEIS section 6.8.1, pages 225-241.

### **Potential Impacts**

- B. Zoning changes are proposed within the Opportunity Areas to establish new and integrated neighborhoods with a mix of uses that are close to major existing roads or provide for opportunities for additional needed neighborhood services near existing residential neighborhoods. Zoning changes proposed for the Opportunity Areas are anticipated to result in future development and redevelopment. Potential impacts of development to community character are discussed within this section. Since the precise location of future development is not known, these impacts are discussed generically for the Northeast corridor.

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<sup>17</sup> FGEIS Appendix G – Proposed Flex Overlay PUD Local Law

C. Future development consistent with the proposed zoning changes is not anticipated to be in sharp contrast to the existing land use types within the corridor since current zoning already allows for residential, commercial, and mixed uses within Northeast Ramapo. However, development could potentially influence character, in terms of general heights and scales of buildings, density, increased commercial development, and loss of undeveloped space. While the level of analysis that follows is generic, it examines how land use in Opportunity Areas could impact community character as well as surrounding residential zones and natural edges.

D. Proposed Commercial Corridor

Commercial Corridor zoning, proposed within Opportunity Area B along US Route 202, encourages a mix of commercial and residential development. The new district is intended to create a revitalized area of focused, walkable mixed-use development allowing for a greater variety of commercial activity while supporting residential uses. The proposed zoning will support enhancement of this corridor as a complete street with high utility and amenity value and draw public attention to this commercial and mixed-use node.

This proposed zoning district would be in place of the current RR-40, Community Shopping (CS), Professional Office (PO) and Planned Industry (PI) districts within this portion of the US Route 202 corridor. Currently, residential uses along US Route 202 are restricted to the RR-40 and MU-2 districts.

Proposed Commercial Corridor zoning is intended to encourage a greater variety of commercial uses throughout the corridor and allow for mixed use development. Future development under the proposed zoning will be at least 70% commercial, with up to 30% residential. Residential uses will include multifamily housing and will be limited to the second and third floor of any structure.

A buildout analysis was completed to estimate the potential growth in commercial and residential area based on future development within this Opportunity Area. According to the buildout analysis, there is potential for an estimated 43 - 187 additional multi-family residences and 138,000 – 578,000 square feet of additional non-residential space. Compared to full buildout under existing zoning, this represents an increase in commercial density and decrease in residential density within the US Route 202 Corridor.

Commercial uses within the proposed Commercial Corridor district may include banks, day-care centers, restaurants, medical and dental offices, and retail stores on a scale consistent with existing development. Additional uses allowed by special permit include theatres, cinemas, gas stations as well as schools and houses of worship. Public opinion research indicates that there is support for housing density and mixed-use development within proximity to consumer needs and services.

Building heights within the proposed district are limited to three stories. This represents a reduction in height compared to the current MU-2 district which allows for buildings up to 45 feet in height.

Under existing zoning, setback requirements throughout the US Route 202 corridor vary considerably by use type from 30 to 100 feet. The proposed Commercial Corridor zoning would enact consistent setback requirements throughout corridor, creating a more visually consistent character.

Future development within the proposed district would create a pedestrian realm through requirements for sidewalks and pedestrian friendly landscaping and lighting, thus encouraging walkability and creating a more inviting corridor. The incorporation of a multi-use path could further encourage safe pedestrian activity and use of area transit.

#### E. Proposed Flexible-Overlay Planned Unit Development

The Flexible-Overlay Planned Unit Development (FOPUD) is a new floating zone that is intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale or creative architectural or planning concepts may be utilized by the developer. The FOPUD is intended to minimize the impacts of suburban sprawl, more efficiently use land, and encourages site design to include a network of active spaces. Proposed development with the FOPUD is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria, fostering placemaking. This zoning tool is intended to be utilized on non-public lands of 20 contiguous acres or more. The flexible nature of the FOPUD can provide opportunities for a mix of multi-family and commercial uses. Through creative site design, the tool can encourage the incorporation of open space resources such as parks and trails to serve the needs of the surrounding residential area. Incorporation of these elements will be addressed at time of site plan review.

Use types within the FOPUD may include residential, commercial, office, retail, or other land uses, or any combination thereof that may be authorized in a flexible manner so as to achieve the goals of the Town Comprehensive Plan.

The FOPUD design criteria encourages the incorporation of a network of active spaces, building designs with visual interest and design treatments that include details and materials that promote visual interest. Site design will include streetscapes that encourage pedestrian activity by incorporating unified site furniture. The FOPUD will encourage the compatibility between residential and commercial uses. Future development will be complemented with facades that are articulated with a variety of depths and materials along the pedestrian ways.

While it is unknown precisely when and where development may occur, since the FOPUD is intended to be utilized on non-public lands of 20 contiguous acres or more, it may potentially be utilized within Opportunity Areas A, D and E.

For each area below, impacts related to incorporation of an FOPUD, including discussion of the buildout analysis are presented.

#### Opportunity Area A

Opportunity Area A is located within the proposed Commercial Corridor district; however, the area potentially fits the criteria of an FOPUD. The proposed zoning would be in place of the current MU-2 zoning district.

A project currently proposed for this Opportunity Area includes the development of multifamily residential housing and commercial area. According to the buildout analysis, there is potential for an estimated 236 residences and 19,250<sup>18</sup> square feet of additional non-residential space. Compared to full buildout under existing zoning, as discussed in **Section 8.0** of the DGEIS, this represents less in commercial density and less in residential density.

#### Opportunity Area D

Opportunity Area D is located within the former Minisceongo Golf course. Since the property is privately owned and greater than 20 acres, it potentially fits the criteria of a FOPUD. The proposed zoning, if applied to this property, would be in place of the current RR-80 zoning district which primarily allows for single family homes on 80,000 square foot lots, as well as community residence facilities and houses of worship.

While no projects have been formally proposed, should the property owner seek to pursue an FOPUD, according to the buildout analysis, there is potential for an estimated 634 residences and 106,500 square feet of additional non-residential space. The property owner provided the Town with details of their concept plan and supporting studies that were included in Appendix M to the DGEIS and Appendix F to the FGEIS and considered in the analyses conducted for the NRDP. Compared to full buildout under existing zoning, as discussed in Section 8.0 of the DGEIS, this represents an increase in both commercial and residential density.

#### Opportunity Area E

Opportunity Area E, located on the East side of the PIP, north of New Hempstead Road also potentially fits the criteria of an FOPUD. The proposed zoning would be in place of the current R-35 zoning district which primarily allows for single family homes on 35,000 square foot lots.

While no projects have been formally proposed, should the property owner seek to pursue an FOPUD, according to the buildout analysis, there is potential for an estimated 252 residences and approximately 16,000<sup>19</sup> square feet of additional non-residential space. Compared to full buildout under existing zoning, this represents an increase in both commercial and residential density, as discussed in section 8.0 of the DGEIS.

#### F. Impacts to Surrounding Areas

While the NRDP/GEIS does not propose zoning amendments outside of the Opportunity Areas, the potential for adverse impacts to other areas exists.

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<sup>18</sup> Appendix B: Buildout Analysis

<sup>19</sup> FGEIS Appendix J: Buildout Analysis Tables

In addition to potential impacts addressed in other sections of this Findings Statement, future development consistent with the proposed zoning changes has the potential to increase outdoor lighting, resulting in a sky glow brighter than existing area conditions.

Specific potential impacts of a particular development on surrounding residential areas will be addressed at time of site plan review.

The proposed zoning changes are not anticipated to authorize or encourage any adverse impacts on surface waters. Wetlands, streams, ponds, lakes and other surface waters are protected by federal, State, County and local laws, rules and regulations. Additionally, the proposed zoning changes are not anticipated to authorize or encourage development within a floodplain. Future development will be required to comply with federal, State and local regulations.

Impacts within the Scenic Road District, which includes the Palisades Interstate Parkway (PIP), US Route 202, Camp Hill Road, and South Mountain Road are not anticipated. Any development within this district is not permitted without Town Planning Board Approval.

G. Additional Design Considerations and Overall Impacts

During the development of the NRDP, a variety of alternatives were explored including a Walkable Neighborhood Opportunity Area (WNOA), Open Space Preservation, Community Facilities Area and an Affordable Business Space Incentive. Section 7.0 further describes these alternatives as well as a discussion of recommendations for physical appearance.

Based on the above discussion, the NRDP/GEIS will provide for general growth that is consistent with regional plan objectives. It will reinforce existing centers and areas proposed for development along major roads, while it provides for a greater mix of housing and new non-residential space to support community vitality, sound land-use transportation relationships, housing choices and economic development.

- H. The Proposed Action is consistent with the 2004 Comprehensive Plan by addressing the Town's needs and providing for a diversity of housing opportunities for a growing and changing population. The proposed Action will also promote a balanced pattern of land use that encourages the concentration of future development in areas with adequate infrastructure and facilities, so as to make efficient utilization of the transportation network and infrastructure to preserve the Town's environmental and scenic resources, and to provide opportunities in areas of the Town most appropriate for such development.
- I. Future development within Northeast Ramapo pursuant to the proposed Action will positively influence and benefit community character. Notably, the Opportunity Areas are in important, central locations on major roads and on the edge of urbanized locations. Yet, these same places are currently designated often for lower-density residential growth or for limited commercial development or mixed-use. This form and pattern will contribute to sprawling character and a disjointed appearance which will not serve community needs in terms of supplying a diversity of housing, mixed and efficient land use, and proximity of housing, services and jobs. While building heights and density must increase in Northeast Ramapo to meet community needs and potential adverse negative impacts will be mitigated through site plan review, design guidelines and zoning treatments.

- J. While future development consistent with the proposed zoning changes was identified within the Full Environmental Assessment Form (EAF) as potentially being inconsistent with the architectural scale and character of the Northeast area and natural landscape, through the evaluation documented within this DGEIS, it is anticipated that any adverse impacts will be minimized through mitigation measures discussed below.
- K. The neighborhood and open space character of Northeast Ramapo is characterized in part by permanently conserved lands at South Mountain, the Mt. Ivy Environmental Park, Conklin Orchards, the Palisades Interstate Parkway as well as existing natural resources such as wetlands and streams. Future development consistent with the proposed zoning changes is not anticipated to adversely affect the enjoyment of these resources. Additionally, future development consistent with the proposed zoning changes is not anticipated to adversely impact aesthetic resources.

### **Mitigation**

- L. The Fair Housing Act is a law created to prevent discriminatory practices. The Town has supported and will continue to support the goals of the Fair Housing Act. As part of any project approval process, the Town will also require all applicants to certify that they will comply with all Federal State and Local Fair Housing mandates, which require housing be open to all willing purchasers.

The Board acknowledges that certain public comments have suggested that the Town is facilitating segregated housing by the proposed zoning changes and has failed to analyze the “socio-economic impacts” of doing so. To the contrary, the proposed zoning amendments recognize that the unincorporated portion of the Town has a specific need for varied housing stock that is not currently available in the Town. In fact, according to Section 7.0 of the DGEIS, 56% of the unincorporated portion of the Town’s housing is single-family detached homes. More than one-third of homeowners and nearly two-thirds of renters in the Town are cost-burdened, meaning that they spend more than 30% of their total income on housing costs. This data, which is thoroughly reviewed in the Housing Section of the DGEIS, shows the significant need for varied housing stock other than single-family detached homes, including affordable units. Rather than promoting segregated housing, the Town is purposefully combating it with the proposed zoning amendments that would permit a much more significant variety of housing type to be proposed and constructed in the Town than currently exists and would promote the creation of additional affordable housing to combat the increasing housing affordability gap that residents of the Town have experienced.

To the extent the comments suggest that the Town should be analyzing the racial and ethnic composition of homeowners or renters who may occupy housing units that may be proposed under the proposed zoning amendments, the New York courts have recognized that that is not a lead agency’s obligation under SEQRA, where the agency is taking racially and ethnically neutral actions to promote increased fair housing opportunities. Moreover, the Board has no basis upon which to speculate who may ultimately occupy new housing units that may be proposed and requiring a commitment by the applicants to comply with all Federal State and Local Fair Housing mandates is what is within the Town’s jurisdiction. Nor may the Board lawfully

place bedroom limitations on new housing units, as the comments have suggested, as such would violate the Fair Housing Act's prohibition on discrimination against familial status and could subject the Board to liability for exclusionary zoning practices in violation of the New York Constitution. Indeed, as one court has recognized, "SEQRA cannot be used to insure what [residents or the Board may] believe to be the correct composition of housing occupants in a neighborhood" (*Matter of Village of South Blooming Grove v Village of Kiryas Joel Bd. of Trustees*, Sup Ct, Orange County, Environmental Claims Part, Walsh, J., Oct. 11, 2016, Index No. 7410/2015, at 69 n 31).

The proposed zoning amendments further the Town's land use goals in the Comprehensive Plan for Northeast Ramapo and provide for a well-ordered plan for residential development in the entire Town that considers both the housing needs of the residents of the unincorporated portion of the Town, and particularly in Northeast Ramapo where the Town has experienced significant housing pressure and shortages of needed housing, as well as demonstrated regional housing needs.

- M. Future development consistent with the proposed zoning changes could potentially increase outdoor lighting within Northeast Ramapo, resulting in a sky glow brighter than existing area conditions. However, it is anticipated that any adverse impacts would be minimized through thoughtful lighting selection and design at time of site plan review. The incorporation of "Dark sky friendly" lighting such as shoebox light fixtures and downlit lighting is encouraged.
- N. Future development in Northeast Ramapo will be guided by existing zoning laws and regulated through site development plan approval and architectural review in order to minimize impacts to the visual character of the surrounding area.
- O. As new development occurs, consideration should be given to the buffering of development from existing residential neighborhood. Elements such as landscape buffers and setback requirements will be addressed at the time of site plan review.
- P. Future applications for an FOPUD will be subject to review and approval by the Town Board. All uses permitted within an FOPUD District shall be determined by the Town Board pursuant to the Preliminary PUD Plan for that District along with any permitted accessory uses. Permitted use language and required approvals elsewhere in the Zoning Code, inconsistent with the FOPUD regulations, will not be applicable. The Town Board may also require visual buffering, pedestrian accesses, public services sites, as well as recreation/open space facilities at their discretion.
- Q. Future applications for site plan and subdivision review must comply with applicable zoning requirements. Bulk area requirements are specified by use and are described within the Town Zoning Code Table of General Use Requirements. The Table of Bulk Requirements in regulation 376-41, specifies by use group the requirements for: minimum lot area, lot width, setbacks, required minimum frontage, development coverage, floor area ratio (FAR), and maximum building height. Adherence to these requirements is anticipated to mitigate the impact on open space. However, if a specific application is made under the proposed FOPUD zoning, the Town Board will determine both the appropriate use and bulk requirements based on an approved preliminary PUD plan.



- R. Any development in proximity to the Scenic Road District, which includes the Palisades Interstate Parkway (PIP), US Route 202, Camp Hill Road, and South Mountain Road is not permitted without Town Planning Board Approval. Development in these areas should be compliant with Town Code Chapter 215 which provides extensive area and site level recommendations for how the pattern, form, and appearance of development can occur. The Town Board and/or Planning Board may require additional plantings or buffering to protect key scenic views.
- S. The current Town wide population is anticipated to increase as a result of migration into the Town as well as future development within the proposed Opportunity Areas. Based on these projections, it is anticipated that there will be a greater need for recreational opportunities.
- T. In order to help meet these needs, a Greenprint is proposed to reinforce the landscape which will complement the development occurring in the proposed Opportunity Areas. A Greenprint is a linked system of open space and natural areas, such as wetlands, forests, existing parks, preserved land, and multiuse paths or trails that establish and connect the Northeast’s natural and cultural features and character.
- U. Elements of the Greenprint include the establishment of multimodal connections along key roadways and gateways including Camp Hill Road, US Route 202, South Mountain Road, Pomona Road, Concklin Road, and New Hempstead Road. Additionally, there are opportunities to establish trail linkages through existing public and open space lands such as through South Mountain County Park.
- V. In addition to recreation benefits, efforts to bolster the Greenprint could enhance community character, foster placemaking and benefit community resiliency. As development occurs, the Town of Ramapo can also examine additional ways to link open space and recreational resources through site plan review.
- W. Other mitigation is to require onsite park and recreation land or facilities available to the public or park fees to purchase recreation lands.

**The Town Board finds that because of the conditions, standards and guidelines included as part of the zoning amendments, as well as other applicable laws and regulations, the proposed action will not impact “Community Character & Community Plans”. Potential impacts of specific development projects will be avoided or minimized in accordance with such laws and regulations as appropriate for a particular project.**

## **6.9 Climate Change**

- A. The existing conditions are set forth in the DGEIS section 6.9.1, pages 249 to 251.

### **Potential Impacts**

- B. This section is organized in concert with discussion in the Energy Distribution & Consumption Section 6.5.3 of the DGEIS, which assesses lower per capita energy consumption based on the

planned evolution in the pattern of development, because compact and higher density land use is anticipated to encourage elevated rates of people walking and using mass transit. The Energy section also promotes buildings that are more energy efficient, which correlate with fewer GHG emission per capita, or per square foot of building. The Town Board finds that the proposed Action will not have an adverse impact on Climate Change. The following discussion focuses on actions to aid climate and sustainability planning and facilitate reductions in the levels of GHG emissions in the community and prepare for resiliency in the face of climate change.

### C. Climate Smart Communities (CSC) Planning

Given widespread potential for adverse effects from global warming, it is logical for the Town to promote economic development that aligns with the rapidly emerging priority to decarbonize New York State's economy. Currently, the State of New York has a goal to achieve an 85% percent reduction in GHG emissions by 2050. In a nearer term, the State has a goal for zero carbon emissions from the electricity sector by 2040. This will be accompanied by a push for more power to emanate from sources like solar Photovoltaic (PV) technologies or wind sources, some of which would be sited within local communities.

The NY State CSC program is a New York State DEC-led initiative that can be used to plan local mitigation and adaptation to climate change. Since it is a readily available and known tool for assessing and structuring action, this NRDP/GEIS promotes enlisting in and starting to use CSC benchmarking since CSC participation can also be used to access grant funding (and rebates) for implementing actions set forth in this NRDP/GEIS.

CSC benchmarks and technical assistance are designed for use by local governments establishing practices and pathways for reducing GHG emissions and adapting to the changing climate. Town Registration in the CSC program would be a first step, which would come in the form of a resolution of support of a CSC Pledge. Participation in the CSC program is voluntary.

The Town could complete a Town-wide GHG inventory as a foundational step. It would enable establishment of a baseline against which to measure progress. Since municipal use of energy expends operating funds, it also can make sense to separately quantify energy use and associated emissions within the local government sector. If the Town performs energy use audits for individual buildings, this can aid optimization of expenditures on energy efficiency and planned capital investments. This can also model Town government's commitment to making improvements, plus it will provide useful background on how critical facilities can be made resilient during power outages.

Many NRDP/GEIS actions fit with CSC program objectives, such as:

- Promoting green building;
- Providing for installation of highly efficient street lighting and converting traffic signals to Light Emitting Diode (LED) type fixtures; and
- Conducting feasibility studies for community- or small area or site-level renewable energy installations or installing solar hot water and/or solar PV power technology on public properties.

In discussing sustainability planning, the Mid-Hudson Regional Sustainability Plan<sup>20</sup>, notes that actions around climate and sustainability planning connect with economic development because they aid efficiency of resource use. They also support investment in quality infrastructure and aid growth in new industries, which can help revitalize communities.

The Town has limited staff available who can conduct such planning, but through access to external technical assistance, it could be possible to establish helpful baseline information and benchmarking data. Funding support could also be accessed for key capital projects which will support community wellness and economic development.

- D. The Mid-Hudson Regional Sustainability Plan proposes the Town as a Center for Growth. This signifies that it makes sense to equip Northeast Ramapo for new growth. Throughout this NRDP/GEIS, there is promotion of smart growth-oriented land-use and walkable, vibrant neighborhoods with higher rates of travel involving pedestrians and bicyclists, public transit, and electric vehicles. These are the same types of sustainability elements that are central aspects of the CSC program's recommendation for advancing sustainable growth, so there are many beneficial aspects within this Plan. Moreover, the NRDP/GEIS sets up adaption to climate change and it promotes:

- Green economic development
- Decreased dependence on fossil fuels and support for energy efficiency and renewable energy production

Within its discussion of efficient land use and smart growth, the Regional Sustainability Plan promotes:

- Reduced stationary fuel consumption of GHG emissions
- Reduced transportation fuels use per registered vehicle
- Reduced vehicle miles traveled
- Reduced vehicle (auto) ownership
- Reduced transportation fuel use
- Reduced transportation GHG emissions per capita

The GEIS prompts such changes, but documentation developed does not quantify current conditions around these measures.

- E. The GEIS encourages CSC Community registration and energy use and emissions benchmarking, the latter particularly if external underwriting and/or technical support can be achieved to assist the Town in documenting the characteristics of energy use and GHG emissions.
- F. As a buildout of Northeast Ramapo progresses, local reductions in the intensity of energy use in buildings, a denser pattern of building, and changes in transportation patterns and efficiency could influence decreases in per capita energy consumption. The per capita GHG emissions could see reductions based upon the adoption of smart growth-oriented land-use measures, achieving higher rates of travel involving pedestrians and bicyclists, public transit, and electric vehicles,

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<sup>20</sup> Mid-Hudson Regional Sustainability Plan, 2013, page 9-2

through more efficient building, and establishing some renewable power generation and upgrades in transmission and storage infrastructure.

- G. The compact and directed growth enabled by the proposed zoning will also help avoid potential to be adversely impacted by floods because in Northeast Ramapo new construction is promoted outside of locations with severe flooding potential, including the 500-year floodplain. Furthermore, the infrastructure serving new growth will be hardened and involve greener, more sustainable practices. Therefore, the potential for adverse impacts from climate change associated with the new growth within Northeast Ramapo will be mitigated through these initiatives.

**The Town Board finds that the proposed action will not have an adverse impact on “Climate Change”.**

### **6.10 Fiscal Impacts**

- A. The existing conditions are set forth in the DGEIS Section 6.10, pages 255-268 and FGEIS Section 3.7, page 28.

### **Potential Impacts**

- B. Economic Impact Analysis

An economic impact analysis was performed to estimate the total cumulative changes in employment, earnings, and output under a full buildout under existing and proposed zoning. Impacts under proposed zoning were estimated using two Development Scenarios – Option A and Option B. The economic impacts upon the town are the result of new permanent jobs and spending by new households.

Economic impact estimates were developed for direct impacts (new spending or jobs) as well as indirect, and induced impacts. Estimates of direct economic activity were developed and used as the direct inputs for an economic impact model. The economic impact model calculated the indirect and induced impacts which estimates the result of the direct impacts circulating through the Ramapo economy. Finally, total economic impacts were calculated which include the direct, indirect and induced impacts.

The impacts of new household spending and new commercial development were included in the Economic Impact Analysis.

- C. New Household Spending

New residents would make purchases in the town, thereby adding new dollars to the Ramapo economy. For this analysis, spending patterns by households in the northeast were researched. Using a spending basket for the region which details household spending in individual consumer categories by region of residence, likely household spending was analyzed. According to the 2018-

2019 Consumer Expenditure Survey, households in the northeast have annual expenditures (excluding housing and utility costs) of \$33,886.

Spending in the town by all new households would generate additional sales for town businesses under full build out of the Development Scenarios.

D. New Commercial Development

Upon full build out of the Development Scenarios, there will be significant amount of new commercial space in the Town of Ramapo. The projected impact of the Development Scenarios on job creation are set forth in Table 6.10-4 of the DGEIS.

E. Total Economic Impact

The annual impact from new households is combined with the annual impacts from commercial development to calculate the total annual impact of full build out of the Development Scenarios. The Development Scenarios will create new commercial activity and households in the Town of Ramapo.

F. Fiscal Impact Analysis

A fiscal impact analysis was performed for the Town of Ramapo and the East Ramapo Central School districts at full buildout under existing and proposed zoning. Impacts under proposed zoning were estimated using two Development Scenarios – Option A and Option B.

Fiscal impacts are estimated in terms of net annual impacts for each of the development scenarios.

The fiscal impact analysis established that the Development Scenarios will generate increased recurring annual revenue for the Town in the form of increased property tax revenue and sales tax revenue.

Full build out of the existing a proposed zoning will have a net positive fiscal impact on the Town's budget. The net annual fiscal impacts of the Development Scenarios are anticipated to be between 448,000 – 631,000 greater than what is anticipated under existing zoning (see DGEIS Table 6.10-14).

- G. The net fiscal impact is positive upon full buildout under all development scenarios. Since the completion of Fiscal Impact Analysis in the DGEIS, Opportunity Area C has been removed as a potential development area considered under the GEIS and additional commercial development has been included in the proposed Opportunity Area D. The proposed zoning buildout analysis was revised and reflects these changes (see FGEIS Appendix J). Under the Potential Zoning Buildout – Option A the estimated commercial area was reduced from 831,271 square feet to

700,253 square feet. Under the Potential Zoning Buildout – Option B the estimated commercial area was reduced from 410,941 square feet to 279,923 square feet. Due to the anticipated reduction in commercial development within the Northeast Corridor, it is anticipated that the positive economic impacts could be slightly reduced from what was previously analyzed.

- H. Different development scenarios, property use, and valuations have varying impacts on the economic and fiscal impacts for the community. This analysis did not conduct a sensitivity test on different valuations due to the generic nature of the analysis and challenges associated with making assumptions around market trends.

**The Town Board finds that the proposed Action will result in beneficial “Fiscal Impacts” which can assist funding of potential mitigation measures identified in the GEIS and Findings Statement.**

## **7.0 Alternatives**

Alternatives are identified in the Final Scoping document and discussed in Section 7.0 of the DGEIS, pages 269 to 292, and considered by the Town Board.

### **7.1 No Action**

One Alternative, which must be analyzed, is taking ‘No Action’. In such a case, the land use laws and development policies and programs remain unchanged from current existing arrangements, as does the land use pattern.

Continuing the status quo involves administering land development the same way as is done now under existing zoning. This reinforces current practices, and it generally ensures general consistency with the 2004 Comprehensive Plan, as amended in 2019. Nor would there be strategic planning to bolster unique places, based upon needs assessment, capital budgeting, and amended land use policies which are calibrated to current goals and conditions. Furthermore, ‘No Action’ will sustain an incremental, ad hoc approach to development, which can contribute to poorly coordinated infrastructure and land use and unabated suburban sprawl, causing adverse effects on community character, traffic congestion and safety, and loss of open spaces.

Ramapo is already experiencing major change. As a place steadily growing in population, No Action will hamper direction of growth and management planning. Without strategically planning for future growth, it will be challenging to accommodate the increasing diverse housing needs and provide supporting services, leading to sprawl, limited housing and limited housing type diversity. Likewise, there may not be adequate services planning, or adequate guidance available for sustainable water, sewer, and emergency and community systems/ services.

No Action will inhibit performance-based planning that can guide suitable open landscape and mixed-use building. This means that continuing current trends, under No Action, the Northeast will be devoid of attractive and amenity rich mixed-use development within hamlet-like and corridor-based places where many residents can live, work, and play.

Under ‘No Action’, an inefficient land use pattern with limited walking and multimodal infrastructure will persist, with few new or rehabilitated existing buildings which can provide diverse and quality spaces for

people to live, as well as for business development and growth, and especially without modernization which will support the property tax base and enable energy efficiency. A lack of investment in new and existing buildings and infrastructure, will ensure limited climate change mitigation, because there will remain limited and outmoded buildings and high reliance on autos, as opposed to a shift to greater levels of walking and fewer vehicle miles that is made possible by mixed-use development.

Overall, under No Action, land use, community services, environmental, social, and economic conditions will remain generally the same as now, with poorly aligned zoning and without integrated area planning.

One further issue to contend with is the COVID-19 pandemic, which due to its potential for a lingering negative economic impact may constrain the Town's ability to effectively operate, including land use approval processes. If there is a sustained economic downturn, without contemporary strategies for achieving and guiding desired growth, the Town may not be as able to control its economic and social outcomes as it would through tailored land use and capital planning that is linked to opportunities that are determined to be priorities based on analysis and public process.

## **7.2 Open Space Preservation**

For the reasons set forth above and in the prior sections assessing the benefits of the proposed zoning amendments, this alternative is no longer under consideration at this time. This Alternative addresses various strategies to conserve open space in conjunction with other Northeast Ramapo Development Plan objectives. It examines techniques that can be used to conserve land and reinforce the 'Greenprint' and landscape form which will complement the density that is being channeled into the Opportunity Areas.

Techniques for achieving heightened open space preservation through this Alternative may include:

- Heightened conservation financing and budgeting for enhanced land acquisition on an annual basis with these purchases put in permanent municipal preservation;
- Variations of incentive zoning, or creating a Transfer of Development Rights (TDR) policy, the latter of which allows higher density onsite in exchange for conserving land elsewhere;
- Conservation of lands the Town already owns as parkland;
- Establishing a conservation partnership arrangement involving the local government and a non-profit, like a willing land trust, which could aid conservation and management of open space.
- Changing policies, such as through enhanced 'cluster' zoning' (open space development), or other planned unit development (PUD).

For Northeast Ramapo it will take financial resources to permanently protect open space and/or acquire additional open space and manage it. In the 2004 Comprehensive Plan, there are open space conservation and planning strategies<sup>21</sup> which can fit with the NRDP. The following are the strategies considered germane:

- Amendments to Subdivision Regulations and Local Environmental Protection Laws, including the Watershed Protection Law /Well-Field Protection Program;
- Designation of a Torne Valley Critical Environmental Area (CEA);
- Clustering; and

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<sup>21</sup> Town of Ramapo 2004 Comprehensive Plan, Pgs. A5 – A-28

- Open Space Preservation.

In addition, Rockland Tomorrow lays out general preservation strategies, such as to:

- Work with municipalities to inventory, maintain, use, and steward open space/ parkland;
- Expand the trail and bikeway network;
- Protect and support Rockland’s farms and orchards;
- Protect private recreational facilities from development pressures;
- Maintain and improve access to the Hudson River;
- Continue open space and parkland acquisitions;
- Preserve open space using conservation easements;
- Support Brownfield cleanup and reuse; and
- Establish full participation in the Hudson River Valley Greenway Program<sup>22</sup>.

Efforts to implement the Greenprint could deliver natural systems support and benefit community resiliency and enhance area character.

### **Clustering**

Adopting flexible zoning to enable clustering could permanently preserve some open area on sites while simultaneously allowing a concentration of building and infrastructure on parts of the same site. Clustering can be mandatory or voluntary. The proposed FOPUD zoning authorizes a form of clustering.

The current 2004 Plan discusses Clustering on page 7 and current §376-161 ‘Public Parkland Development Procedures’ was adopted per this recommendation. The procedure is akin to clustering, but its 500-acre threshold should be changed, or it is unlikely the technique will be used. If incentives or mandatory requirements are added for smaller scale clustering, since there is limited development potential in the Northeast outside of the Opportunity Areas, such clustering probably will not impact future land use and form.

### **TDRs**

Transfer of Development Rights (TDR) systems may be established and implemented by municipalities. TDR allows property owners to send development rights from one parcel to another, with the development rights extinguished or restricted on the sending parcel. However, TDR is often difficult to implement, and the technique is seldom used in New York. In addition, utilizing TDR in only one part of the Town (Northeast Ramapo) would have limited utility.

### **Acquisition/Dedication**

- Rockland County Open Space Acquisition Program - This program, started in 1999, aims to acquire sensitive lands. Per the County Plan (pg. 171), five properties were preserved in Ramapo; however, this program has been inactive, with no apparent acquisitions in five years.
- Local Open Space Planning - Based on the existing 2004 Comprehensive Plan’s ‘Open Space Preservation’ Recommendation/ Implementation Strategy #10, pp A17-A25, an

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<sup>22</sup> Rockland Tomorrow: Rockland County Comprehensive Plan, 2011, Pgs. 161 - 166



Open Space Committee advised on land purchase like the acquisition of Torne Valley wellhead lands. Funds may be available through parkland fees, grants and budgeting.

- Conservation of Town-Owned Lands - In 2018/ 2019 the Town Asset Committee Review (TARC) inventoried all Town-owned properties. It started review of land characteristics and the potential future use or sale of these properties, including the possible desirability of preserving sites as open space. TARC information is on the Town website.
- Some sites may be suitable for recreation. In addition to Town-owned lands, Skyview Land Trust owns and manages land in the vicinity.

The decision whether to pursue enhanced open space preservation through direct annual budgeting, or borrowing of funds, with the proceeds of either of these used for land acquisition and permanent parkland would involve a considerable fiscal commitment.

Local elected officials would have to decide whether such a commitment could displace other desirable investments, and whether restrictions on future development potential are desirable in terms of direct and indirect effects, like the choice to forego potential property tax revenues from future development, as well as the effects of constraining land markets, which could result in commensurately less residential and nonresidential development, and could affect the formation of jobs, or the costs of housing, as well alter the costs to the municipality in serving the community with public services.

### **7.3 WNOA Arterial Corridors**

An Alternative to existing zoning along State Route 45 and New Hempstead Road, examined in the GEIS, is a potential Walkable Neighborhood Opportunity Area (WNOA) Arterial Area Zoning. Arterial Area Zoning would channel higher intensity growth into these major road corridors. Each road has distinct character, plus extensive transport and utilities infrastructure. Guiding substantial infill alongside major routes would bolster linkages with the broader community. Arterial zoning can support walking and use of transit. It will also foster place-making, greater and more types of housing, and the provision of services, like limited retail within locations which are suitable and equipped to accommodate growth, and which afford convenient access to jobs and housing nearby and in the adjacent Gospel Site (Opportunity Area E) which also fronts on New Hempstead Road.

The largest potential Arterial Area addressed in the GEIS is located on most of both sides of State Route 45 and extends to Haverstraw's border, overlapping with Opportunity Area C. A smaller segment of potential Arterial Area is located along New Hempstead Road and is mostly west of the Palisades Parkway. There are approximately 146 acres and 160 lots in the potential Arterial Zone. All Alternatives are shown in DGEIS Figure 7.3-3.

Along New Hempstead Road, the existing zoning is R-35. On State Route 45, the existing zoning is a combination of mostly RR-80, with roughly equal smaller parts of LO and RR-50.

The WNOA Arterial Corridor Alternative was envisioned to achieve high proportions of light industrial and offices on State Route 45, with multifamily residential units and mixed-use along New Hempstead Road. Zoning and land development code modifications would be required to allow for these uses and density. In addition to these modifications, design standards for right-of-way, sidewalks, streetscapes and parking requirements were considered and discussed in DGEIS Section 7.3.

After evaluation and consideration, it is determined that the potential level of future residential and non-residential development associated with this Alternative is not desired. Existing zoning is intended to remain unchanged for these locations. The existing Neighborhood Services zoning district is proposed to be applied to 14 parcels along the Route 45 corridor from approximately South Mountain Road north to Old Route 202 (Opportunity Area C) to provide more flexibility for support services to existing neighborhoods and other smaller scale commercial activity within the context and character of the Route 45 corridor.

Additionally, Opportunity E, known as the Gospel Site, will retain existing zoning and be eligible for a FOPUD to allow for more flexible development should the property owner and Town Board choose to apply a FOPUD to that property.

#### **7.4 WNOA Transition Areas**

Another Alternative identified in the Final Scoping Document would involve the establishment of a potential Walkable Neighborhood Opportunity Area (WNOA) Transitional Area (TR) zoning. This Alternative envisioned creating a Transitional Area adjacent to more intense potential land uses. The Transitional Area could provide for gradual increases in density between the unchanged portions of existing single-family residential zoning districts and the potential zoning for Opportunity Areas. The WNOA Transitional Area Alternative was envisioned to buffer higher-density land uses from lower-density areas. The uses envisioned within Alternative include small scale commercial and residential uses. This Transitional Area would provide a further gradual blend of uses and density when established adjacent to the proposed Alternative- Arterial Area zone for the major corridors.

The Transitional Area envisioned in the Scoping Document would be located north of Opportunity Area E (Gospel Site), south of the Stryker Property and along the eastern side of Camp Hill Road.

This area currently comprises mostly R-35 Zoning. Existing lot sizes are often relatively small, many between ½ (21,780 ft<sup>2</sup>) to 1 acre (43,560 ft<sup>2</sup>) in size and most contain existing buildings.

The Alternative –Transitional Area envisioned in the scoping document could include five parts as shown in DGEIS Figures 7.4-1 through 7.4-3. These locations encompass 113 parcels and 122.3 acres, not including public road rights of ways. A map of Alternatives discussed in DGEIS Sections 7.3, 7.4 and 7.5 is shown in DGEIS Figure 7.3-3.

The largest segment of Transitional Area was envisioned on the east edge of Camp Hill Road, south of US Route 202. Other areas were envisioned on the south side of Concklin Road, extending from Gessner Terrace in the west to Clarkstown's border in the east; on the northern edge of the Gospel OA, along Peachtree Road/ Trail's End; near New Hempstead Road by Ilana and Hoover Lanes south of New Hempstead Road; and Conway Court and Stoneham Lane north outside Arterial zone that directly abuts New Hempstead Road. WNOA Transitional Alternative Design Standards including streetscaped, right-of-way, building form and scale, and parking requirements were considered and described within DGEIS Section 7.4 on page 280.

After further evaluation and consideration, it is determined that the potential additional non-residential and residential development associated with this Alternative is not desired due to concern with the close

proximity to existing residential areas. Existing zoning is intended to remain unchanged for these locations.

### **7.5 Community Facility Area Education Campus/Institution Standards**

This section addresses an Alternative for an Educational Campus/ School 'Institutional' zone standard, as per the DGEIS Final Scoping Document. An objective of a Community Facilities Area (CFA) would be to facilitate an enhanced supply of private and public educational institutions, possibly along with other civic land uses, in an orderly manner in a defined location that is mostly open and undeveloped now.

The "Community Facilities Area" alternative is akin to campus zoning. The CFA Alternative would use open space/ cluster style design to facilitate educational and institutional land uses in a 90-acre area with frontage along NYS Route 45's east side, just northeast of the Palisades Parkway as shown in Figure 7.5-1 of the DGEIS. The CFA would form a place where an educational and institutional setting could emerge within a relatively contained, unique campus with the pre-planning provided for a generic master plan for this location that sets-up a unified campus layout and form. A campus can be designed to fit with the open and scenic landscape at this location and the more limited density existing to the north.

Significant portions of this location overlay 'Stryker' lands, undeveloped properties that are owned by the Town and bordered on the south by Concklin Road. Utilizing the 'Stryker' parcels, the CFA could be a Civic District where multiple Civic land uses can locate and would generate institutional land use character. Institutional uses would benefit from being located adjacent to other institutional uses, thereby supporting the evolution of the educational community.

Based on general background growth of the community's school-age population it appears that additional public school space will be needed. Further, it is fully expected there will be continued growth in the private school population. As a result, both public and private educational institutions may be interested in exploring future development opportunities at the proposed CFA.

There would be a need for flexibility in order to define how to organize development so there is an optimal mix of new institutional building and open space conservation. Achieving campus form could help enable civic and institutional vitality and cooperation, which will benefit the community and learning environment. Current zoning, land use, and other features at the location of the CFA Alternative are discussed within DGEIS Section 7.5.

Although the existing zoning allows for some level of educational uses, since schools, general or religious instruction, libraries and nursery schools are presently allowed by special use permit by the Planning Board per 376 Attachment 4 – Table of General Use Requirements, a CFA Alternative would allow focused planning on an educational campus. Further consideration of this Alternative would require preparation of a supplemental EIS to further identify and evaluate potential environmental impacts and mitigation.

### **7.6 Affordable Business Space Incentive**

Business incubation can assist business development and reinforce Ramapo's economic base. An effort to establish jobs and tax ratables using the Affordable Business Space (ABS) Incentive Alternative may support quality of life and economic tax base within the Town.

Strategic business incubation can promote physical and social infrastructure and conditions that may facilitate business and sustain non-residential growth. Instilling business formation can help form and bolster local trade areas. It can help provide goods and services residents (and other businesses) demand and consume. It can also leverage growth in new or emerging sectors, advance objectives of employing the resident workforce, help create high wage jobs, and link local businesses.

This Alternative addresses a zoning incentive that would allow an owner to build additional non-residential space, in exchange for set-asides of defined proportions of space that are reserved for occupation by non-residential uses at below market rates for specified periods. Creating supplies of light industry, office, and retail space types of 'Affordable Business Space' aims to foster a diverse and resilient non-residential building supply that can emerge according to demands and as markets evolve. Additional information regarding this Alternative is in Section 6 of the DGEIS.

In order to implement Affordable Business Space program, additional details would need to be developed, including, a terms and management structure, standards and metrics for guiding, monitoring, and evaluating participants.

### **7.7 Planned Unit Development Overlay**

The Flexible-Overlay Planned Unit Development (FOPUD) Alternative would be a new floating zone intended to provide flexibility for future growth that considers options for new residential, commercial, mixed uses and amenities in which economies of scale or creative architectural or planning concepts may be utilized by the developer. Development with the FOPUD is intended to be respectful of the existing environment, make efficient use of the land and meet a set of design criteria. This zoning tool would be utilized on lands of 20 acres or more which may consist of one or more tax parcels in common ownership, potentially within Opportunity Areas B, D and/or E. The FOPUD would allow for a range of uses and housing types. The accompanying DGEIS Figure 7.7-1 Privately Owned Parcels Greater Than 20 Acres illustrates, based on current tax parcel information privately owned parcels greater than 20 acres within the Northeast Corridor for which the PUD overlay might be applicable.

This Alternative would be employed to encourage greater flexibility and creativity in new development within the Opportunity Areas. This tool was recommended in the Town's 2004 Comprehensive Plan, but not implemented. To implement this tool a local law to adopt Planned Unit Development Regulations within the Town of Ramapo Zoning Code as part of a Flex-Overlay PUD Zone would be required. A draft local law is included within FGEIS Appendix G.

This Alternative could provide an opportunity for implementing creative design and placemaking principles on remaining large parcels within the Northeast Corridor. By applying general criteria and traditional neighborhood design criteria, future growth within a PUD can meet the needs of the Northeast Corridor while maintaining context-sensitive design and development. Additional information regarding the proposed FOPUD zoning amendment is in section 7.7 of the DGEIS and section 2.2 and 5.3 of the FGEIS.

## **8.0 SUMMARY OF IMPACTS AND MITIGATION**

### **8.1 Growth Induced Aspects**

The SEQR Regulations require an analysis of growth-inducing aspects of proposed actions when the action may lead to new development. The proposed action is intended to result in future development and redevelopment of the designated Opportunity Areas within Northeast Ramapo, and not in areas outside of the Opportunity Areas. Therefore, the proposed Action will result in minimal indirect growth. Analysis of the potential impacts and mitigation of the proposed action are in Section 6 of this Findings Statement and the DGEIS and FGEIS cited in those sections, which include the areas of population, infrastructure, transportation, community character, fiscal impacts and other subjects listed in Section 8.2.

### **8.2 Cumulative Impacts**

Potential impacts for the following topics have been identified cumulatively, collectively and comprehensively in the DGEIS, the FGEIS, and this Findings Statement: natural resources; parks, recreation, and open space; historic and archeological resources; community services; utilities; transportation, zoning and development; community character and community plans; climate changes and fiscal impacts. In addition, potential impacts of the proposed FOPUD and CC zoning amendments have also been comprehensively identified. Mitigation of those potential impacts has been identified and discussed.

### **8.3 Irreversible and Irretrievable Commitment of Resources**

Land development under existing zoning and under potential amended zoning will result in the removal of vegetation and the development of currently vacant and/or redevelopment of underutilized land. Once constructed, the development of vacant lands cannot be reversed and would be unavailable for future uses. The future development is, from a practical perspective, an irreversible and irretrievable commitment of resources. Future development within the Opportunity Areas is not anticipated to occur simultaneously. Various types of construction materials and building supplies will be committed to future development. The use of these materials will represent a long-term commitment of these resources, which will not be available for other projects. Although some of these materials (e.g., steel, glass) could be recovered and recycled if future development were demolished, the use of these materials from a practical perspective represents an irreversible and irretrievable commitment of resources. At this time, such resources are considered to be available and should not present a burden upon scarce materials or resources.

### **8.4 Identified Unavoidable Adverse Impacts**

Development pursuant to potential code amendments would occur such that adverse temporary and permanent environmental impacts will be minimized, avoided, or mitigated to a degree possible in accordance with applicable laws and regulations. Potential impacts and mitigation are detailed within Section 6.0 of the DGEIS and further described in the FGEIS and this findings statement. Temporary impacts due to construction activities are anticipated. The impacts may include but are not limited to

construction noise, vibrations, and odors. Specific mitigation for these activities is detailed within Section 6.1 of the DGEIS.

Adverse impacts that have been identified that cannot be minimized, avoided, or mitigated include the following:

- The conversion of vacant land to developed land within Opportunity Areas.
- Removal of existing vegetation as a result of development.
- Increase in impervious surfaces.
- Increase in population and school age children.
- Additional need for public services.

While these impacts are unavoidable, the potential code amendments will help to meet the demand of additional housing while creating centers of concentrated commercial development to support residential needs. They are anticipated to maintain the existing community character by focusing on key areas of growth while limiting suburban sprawl. The focused areas of development will create a more walkable community with expanded access to public and retail services to meet the needs of a growing population.

### **8.5 Summary of Impacts and Mitigation**

The tables set forth in the DGEIS pages 300 – 302 provide a summary of potential impacts and mitigation for a range of topic areas. For more detail regarding specific impacts and mitigation, refer to Section 6.0 in the DGEIS.

### **8.6 Analysis of Comprehensive Plan Action in a Focused Approach**

The Northeast Ramapo Development Plan (NRDP) is a Comprehensive Plan update for the northeast area of the Town. In keeping with flexibility accorded by New York Law all Comprehensive Plans are intended to accommodate the needs and circumstances of each municipality. In the case of Ramapo, such plans and updates amending all or portions of such plans must recognize the presence and location of twelve (12) different Village municipal entities with their own Zoning Codes within Ramapo itself. Such factors affect the Town's approach to its own comprehensive planning. Additionally, there are three very distinctive areas in the Town due to geography, population density and, the distinct land development and environmental conditions of each area. In recognition of the foregoing and to address all SEQRA requirements, the Town Board determined after consideration of all lawful requirements, and in recognition that its planning approach has been used appropriately in other areas in New York State, to update the current Comprehensive Plan in a focused approach. Focusing on each distinct area permits the Town Board to better evaluate benefits and potential environmental impacts in its comprehensive planning process. There is no legal requirement to adopt or amend/update a comprehensive plan on a simultaneous town-wide basis. Since the NRDP amends the Town's existing 2004 Comprehensive Plan, a Comprehensive Plan for the entire Town is still in effect with this approach.

Although the Town Board intends to subsequently undertake a Comprehensive Plan update for the Monsey area and then the Western Ramapo area of the Town, specific plans for these two areas have not been formulated and adoption of this NRDP does not commit the Town Board to do so and, more importantly, does not commit the Town to any particular determinations or actions with respect to those potential Plan update areas. Accordingly, approval of the NRDP and related Code Amendments for Northeast Ramapo does not constitute any impermissible SEQRA segmentation as there is a rational and

lawful basis for the Town's actions. Moreover, such a review process is clearly no less protective of the environment for the following additional reasons.

The NRDP is also undertaken with an awareness of areas of environmental concerns not just in the Northeast Ramapo focused area. Although the NRDP focuses on Northeast Ramapo, the Town SEQRA review carefully considered and includes identification and evaluation of potential environmental impacts outside of Northeast Ramapo that may be caused by the NRDP or development pursuant to the NRDP. Thus, the GEIS identifies and evaluates potential impacts and mitigation regarding roadway intersections, sewage capacity and facilities, water supply capacity and facilities, community character, climate change, and fiscal impacts outside of Northeast Ramapo. In addition to the NRDP, this Comprehensive Plan update includes an update of Town-wide Existing Conditions. Therefore, potential impacts within and outside Northeast Ramapo were evaluated based on current Existing Conditions.

An important consideration also in formulating and evaluating the NRDP is to address Town-wide housing needs which have changed since the 2004 Comprehensive Plan was adopted. The NRDP has been undertaken with an awareness of that Town-wide housing issue.

As stated above, the Town Board intends to conduct Comprehensive Plan updates for the Monsey and Western Ramapo areas. Nothing in the NRDP commits the Town to any particular comprehensive plan or local laws in those areas. Further, if the Comprehensive Plan update process or other lawful review in either of those areas, or any other areas of the Town indicates that an aspect of the NRDP should be revisited, reevaluated or otherwise re-considered, the Town Board may, and will, do so as required by law.

## **9.0 FUTURE ACTION STRATEGY / PROGRAM IMPLEMENTATION**

In order to enable a consistent and streamlined review process for future land development actions, the NRDP/GEIS has explored potential impacts of growth for Northeast Ramapo and identified mitigation measures. This GEIS has analyzed the potential significant environmental impacts and assessed these impacts to the extent details are available. The GEIS has assessed major impacts that are contemplated to arise within the framework of future land development pursuant to a buildout for Northeast Ramapo under current zoning and the potential Alternatives and land development programs for the Northeast. It has assessed impacts per the infrastructure investment and other policy implementation action for Northeast Ramapo.

Subsequent land development actions carried out in the future in conformance with the adopted NRDP/GEIS, FGEIS, and this Findings Statement may require more limited SEQRA review, per NYCRR Part 617.10.

## **10.0 CERTIFICATION**

### **Certification to Approve/Fund/Undertake:**

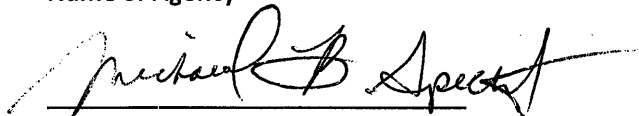
Having considered the draft and final Generic Environmental Impact Statement and having considered the preceding written facts and conclusions relied on to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met; and

2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable pursuant to the conditions, requirements and guidelines of the two proposed zoning amendments and the mitigation measures identified herein as participable.

Town of Ramapo Town Board

**Name of Agency**



**Signature of Responsible Official**

**Michael Specht**

Michael Specht

Town of Ramapo Town Supervisor

**Name/Title of Responsible Official**

**Town of Ramapo Town Supervisor**

**Address of Agency:** Town of Ramapo Town Board  
Town Hall, 237 Route 59  
Suffern, NY 10901

Cc: Town Board, Town Counsel, Interested/Involved Agencies