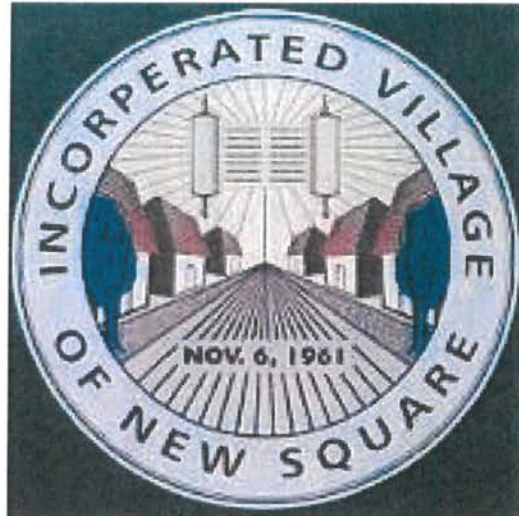


DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT  
for the  
Village of New Square  
Rockland County, New York



Comprehensive Plan, Land Use Plan, Zoning and Zoning Map

*Lead Agency*  
Village Board, Village of New Square

*Prepared by*  
Tim Miller Associates  
10 North Street, Cold Spring, NY 10516  
(845) 265-4400 Fax 265-4418

Village Attorney: Jacobowitz & Gubits, LLP

August 2019  
Updated for Public Comments December 2019

**Draft Generic Environmental Impact Statement  
for the  
Village of New Square**

**Comprehensive Plan, Land Use Plan, Zoning Code and Zoning Map**

Village of New Square, Rockland County, New York

Lead Agency: New Square Village Board  
Village Hall  
37 Regan Road  
New Square, NY 10977

Contact Person: David Breuer, Village Clerk  
(845) 354-1000

Prepared By: TIM MILLER ASSOCIATES, Inc.  
10 North Street  
Cold Spring, New York 10516

Contact Person: Stephen Lopez, RLA, AICP CEP  
(845) 265-4400

Village Attorney: Jacobowitz & Gubits, LLP  
(845) 778-2121

Lead Agency Established, Date: 7/29/19

Public Hearing, Date: September 25, 2019

Deadline for Comments: October 18, 2019

Draft Generic Environmental Impact Statement  
For The  
Village of New Square

Comprehensive Plan, Land Use Plan, Zoning and Zoning Map

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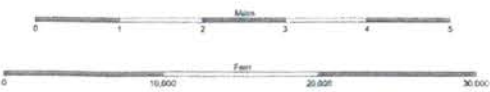
- A. Sources
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- C. SEQR Documents
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# ROCKLAND COUNTY NEW YORK



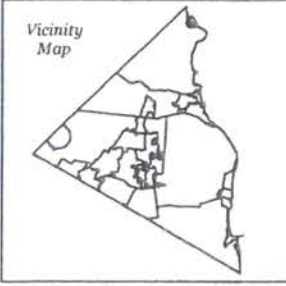
### LEGEND

- |                             |         |
|-----------------------------|---------|
| <b>MUNICIPAL BOUNDARIES</b> |         |
| TOWN                        | VILLAGE |
| <b>ROADS</b>                |         |
| INTERSTATE                  | COUNTY  |
| STATE                       | LOCAL   |
| <b>PARKS</b>                |         |
| STATE                       | COUNTY  |
| WATER FEATURES              |         |



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# Village of New Square - Rockland County, New York



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 As a result, it may not reflect what presently exists on the field.  
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 Note: The municipal boundaries along the Hudson River do not reflect the legal boundaries. Some municipal boundaries may extend into the Hudson River.

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Google Maps and Google Street View

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Zoning Map, Brooker Engineering PLLC, January 9, 2006

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**C. SEQR Documents**

Initial Review of Action and Establishment of Lead Agency, mailed 6-21-19

Scoping Document, Final - July 2019

Full Environmental Assessment Form

ENB SEQRA Notice Publication Form

**D. Communications**

Chief Brad Weidel, Ramapo Police Department, June 21, 2018

Frank McGlynn, SUEZ Water New York Inc., December 12, 2018

Joseph LaFiandra, Engineer II, Rockland County Sewer District No. 1, July 1, 2019

Elizabeth Mello, PE, Rockland County Center for Environmental Health, July 11, 2019

Jose Simoes, Principal Planner, Town of Clarkstown, July 17, 2019

## **1.0 EXECUTIVE SUMMARY**

### **1.1 Introduction**

The Village of New Square has prepared a Comprehensive Plan in accordance with Section 7-722 of Village Law. The Village has also prepared a Land Use Plan and has revised its Zoning Code and Zoning Map.

This Draft Generic Environmental Impact Statement (DGEIS) has been prepared by the Village of New Square, acting as *Lead Agency* in accordance with the New York State (NYS) Environmental Quality Review Act, to assess potential environmental impacts associated with the above referenced documents. The DGEIS has been prepared pursuant to Article 8, the New York State Environmental Quality Review Act (SEQR), of the Environmental Conservation Law and the implementing regulations promulgated by the New York State Department of Environmental Conservation which appear at 6 NYCRR Part 617. The project sponsor is the Village of New Square, which on conclusion of the environmental review process, intends to adopt the Comprehensive Plan, Land Use Plan, Zoning Code and Zoning Map.

### **1.2 Description of the Proposed Action**

The Village of New Square is located along the east central Town line in the Town of Ramapo, adjoining New Hempstead in the Town of Ramapo on the west and New City in the Town of Clarkstown to the east. The Village was established in 1954 on land that had been a dairy farm and at a time when much of the surrounding area was farmland. By 1958 the settlement had 68 houses and has grown to a 2016 population of 8,357 persons.

The Village of New Square Comprehensive Plan examines the current land use and policies of the Village, and proposes goals and zoning recommendations for developing the Village into the future.

The Comprehensive Plan presents a snapshot of the Village of New Square in time, capturing statistics about its population, economics and housing. It also describes its physical setting and current developed characteristics. Existing land use and zoning are described, as are the plans of the Town of Ramapo and Rockland County. Concerns relevant to the environment, cultural resources, population and housing, community services, transportation and utilities are studied. Based on these analyses goals and objectives have been developed that address concerns about the future development of the community within the range of issues identified in the study. An implementation section further describes what specific measures should be taken to implement the goals and objectives. The Comprehensive Plan is accompanied by a Land Use Plan, a revised Zoning Code and a Zoning Map of the Village.

### **1.3 Project Purpose, Needs and Benefits**

The implementation of these documents will assist the Village of New Square in making well considered decisions about future development. The goals and objectives and implementation recommendations will provide a valuable framework within which to help assure the orderly development of land, with the desired impacts on the various issues of concern studied in the reports.

#### 1.4 Approvals, Involved and Interested Agencies

Approvals required to implement this project lie solely with the Village of New Square. Interested agencies include Rockland County, the Town of Ramapo, the Town of Clarkstown and the Village of New Hempstead. Additional interested agencies include the NYS Department of Environmental Conservation, the NYS Department of Transportation and others listed below.

Rockland County, through the County Planning Department, will have an opportunity to review the documents in accordance with the requirements of Section 239 of NYS General Municipal Law.

##### *List of Involved and Interested Agencies*

##### Approval of Comprehensive Plan, Land Use Plan, Zoning Code and Zoning Map

##### Involved Agency

Village Board, Village of New Square

##### Interested Agencies

NYS Department of Environmental Conservation  
NYS Department of Transportation  
Palisades Interstate Parks Commission  
Rockland County, Department of Planning  
Rockland County Sewer District 1  
Rockland County Center for Environmental Health  
Orange & Rockland Utilities  
Suez Water Supply  
Hillcrest Fire Company 1  
Town of Ramapo  
Town of Clarkstown  
Village of New Hempstead

## **2.0 POTENTIAL IMPACTS AND PROPOSED MITIGATION**

### **2.1 Land Use and Zoning**

A draft Comprehensive Plan, dated August 2019, for the Village of New Square. Included with the Comprehensive Plan was a Land Use Map that grouped land use in the Village into four broad use categories: residential, public, commercial and neighborhood shopping. An additional category for land not currently developed was added: vacant land.

Also an amended Zoning Map was created with the same use categories as the Land Use Map, except that the vacant land category was assigned to the use for which it will ultimately be put.

#### **2.1.1 Existing Conditions**

##### **2.1.1-1 Residential Use**

Residential uses include single family, two family and multi-family structures. The future use of the majority of vacant land, which is located primarily in the northern portion of the Village, is anticipated to be residential. These properties are part of a large subdivision completed in 2006 named the Bush Lane Extension and Regan Road Extension. Most of the existing single family homes are older, dating to the pre 1970's. Newer homes are mostly two-family and multi-family. There are some small businesses in homes

While the majority of housing is private, there is a public housing development at the end of Buchanan Road, and another straddling Wilson Avenue, both on the south side of the Village.

##### **2.1.1-2 Public Land Use**

Public land uses include the Village offices and EMS, Yeshivas, a seminary, boys schools and girls schools, a head start school and playground, and a cemetery. In addition there are two lots used for electric power delivery. These uses are found in various locations throughout the Village.

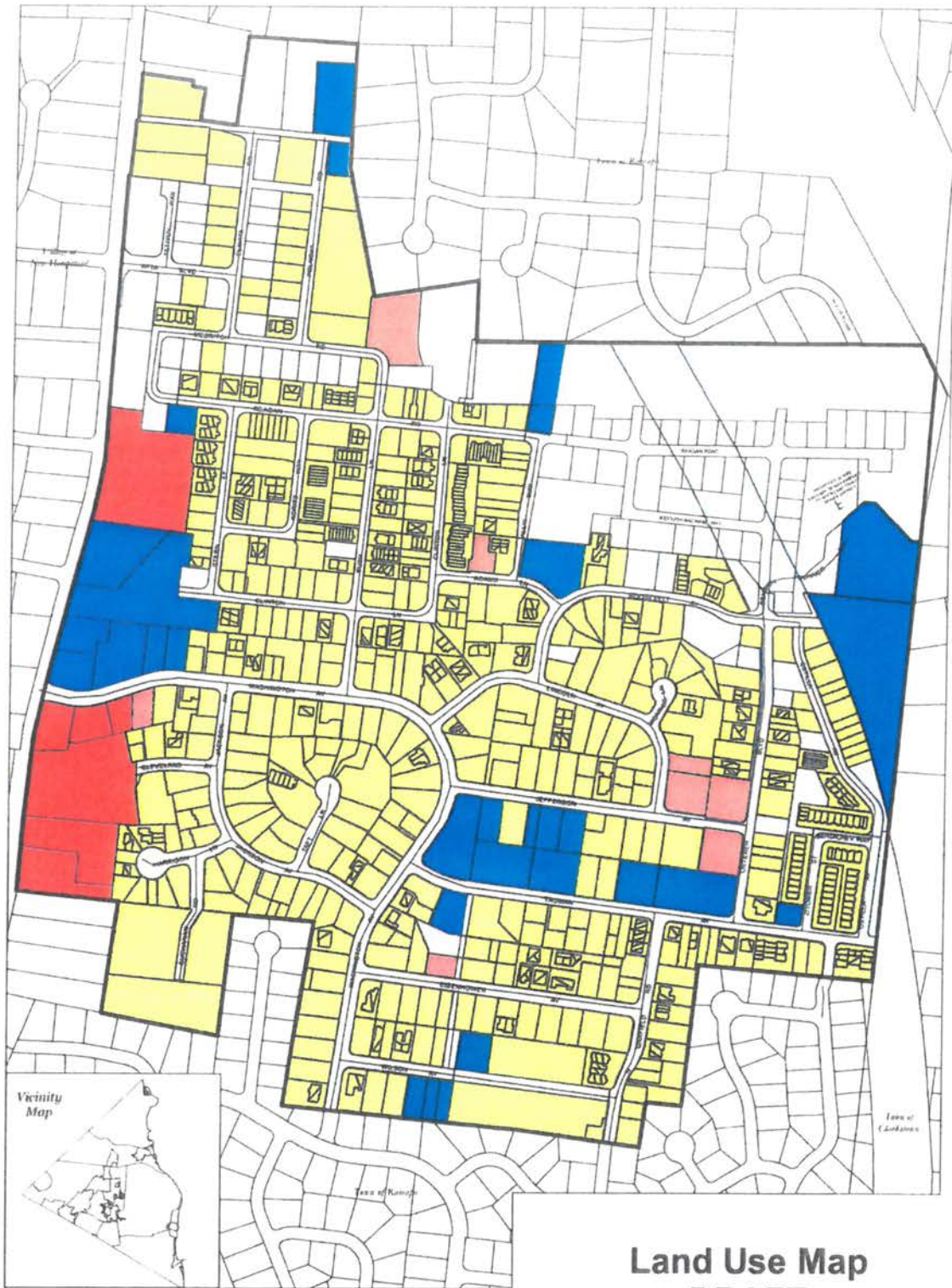
##### **2.1.1-3 Neighborhood Shopping**

The neighborhood shopping category of land use includes those business uses primarily serving Village residents. They include stand-alone businesses in various locations such as the Madanim Supermarket located on Washington Avenue near the bus depot, the New Square Matzah Bakery on Eisenhower Avenue, and the New Square Fish Market on Adams Lane.

A cluster of businesses forming the main neighborhood shopping center in New Square are located in two buildings on the corner of Jefferson Avenue and Ostereh Boulevard. These businesses include the New Square Supermarket, Braun's Dry Goods, Tam Eden Bakery, Simcha Jewelry Center, Copy Town, and La Sova on the northwest corner. M&S Kolel Grocery, Juvenile Design and Toys, and Little Price Toys are located on the southwest corner. A new supermarket with small business planned for the second floor is located at the bend in Mezritch Road.

##### **2.1.1-4 Commercial Land Use**

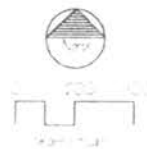
The commercial land use category includes those uses that service residents from outside the Village as well as those within the Village. These uses are located on the west side of the Village



**Land Use Map  
DRAFT  
Village of New Square  
Rockland County, NY  
August 19, 2019**

**Land Uses**

- Residential
- Public
- Commercial
- Neighborhood Shopping
- Vacant



with direct access from Main Street (Route 45). These uses include the Ateres Charna Wedding Hall, the Monsey Trails Corporation (a bus depot), Pharmacy Plus, and Aim B'Yisroel (housing the Refuah Health Center).

### **2.1.1-5 Existing Zoning**

The Village of New Square adopted Local Law No. 1 on August 16, 1967. This law established four districts:

- R-1 One family residential, two family residential
- R-2 One family residential, two family residential, multi-family residential
- C-1 Retail business
- C-2 Central business

The allowable uses in each district are listed in the Use Table and bulk regulations are listed in the Table of Bulk Regulations.

Subsequent to the enactment of 1967 zoning law, amendments were made in 2007. Those amendments were known as Local Law No. 1 of 2007. They included the addition of four new zoning districts:

- NS Neighborhood Shopping
- GB General Business
- LDR Multifamily
- HDR Multifamily including townhouses

The 1967 Table of Use Regulations was revised to include uses for the new districts and the Table of Bulk Regulations was revised to include bulk requirements for the new uses. In addition a provision was made for a poultry processing facility as a special permit.

### **2.1.2. Potential Impacts**

#### **2.1.2-1 Land Use**

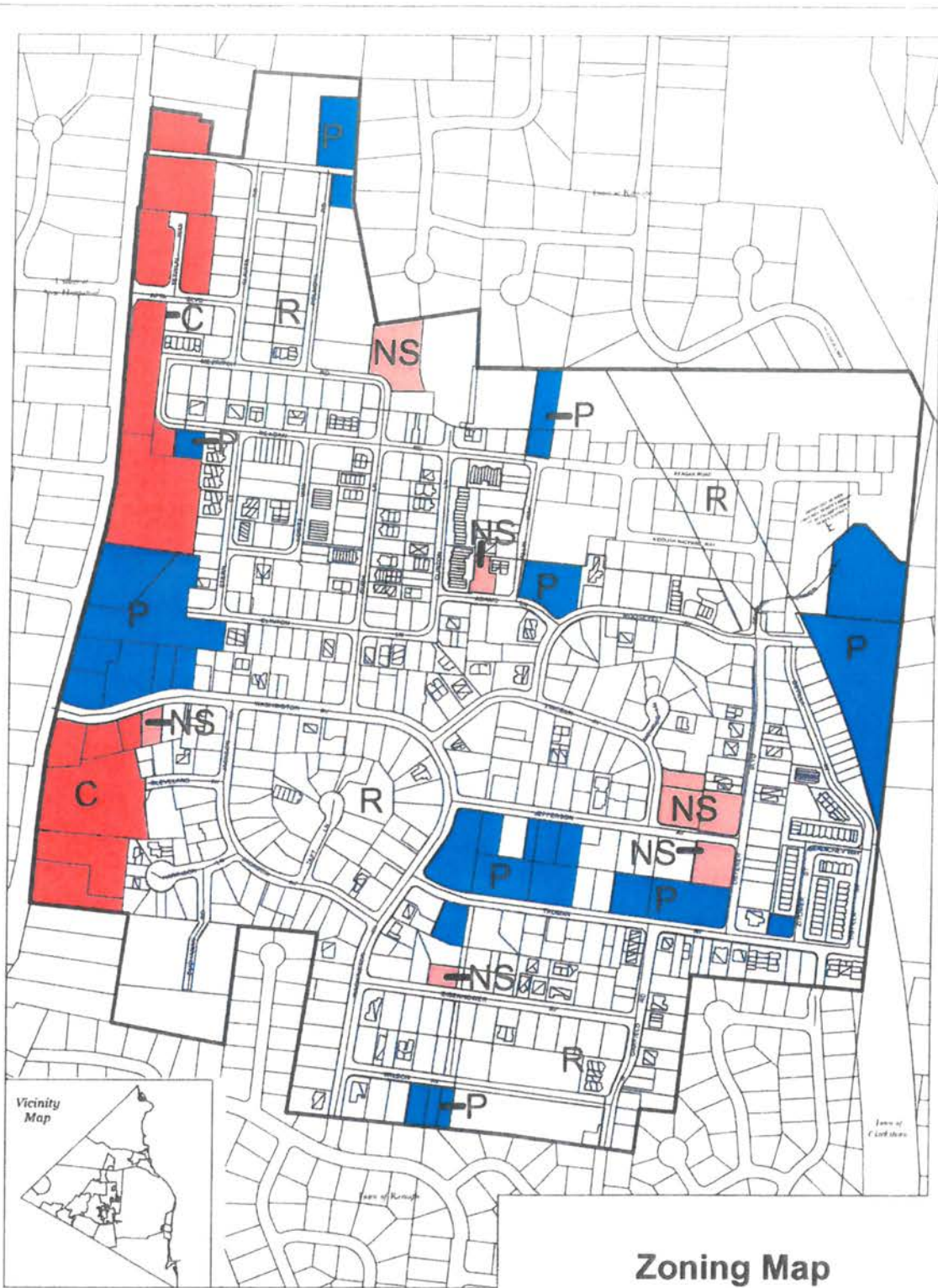
The new Land Use Map will not affect any existing land uses. The basic land uses will remain. The main difference will be that the residential uses will be condensed into one residential use category, allowing a variety of residential formats, e.g. single family, two family, townhouses and multifamily apartments.

#### **2.1.2-2 Proposed Zoning**

The proposed zoning for the Village of New Square will reduce the number of zoning districts to four:

- R Residential
- P Public
- NS Neighborhood Shopping
- C Commercial

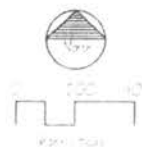
These proposed districts follow the land use map categories dated August 2019. The consolidation of districts will simplify the application of regulations and update provisions in the



**Zoning Districts**

- R Residential
- P Public
- C Commercial
- NS Neighborhood Shopping

**Zoning Map  
DRAFT  
Village of New Square  
Rockland County, NY  
August 19, 2019**





code. These updates will incorporate changes that reflect the most common variances granted, thereby alleviating the Zoning Board's burden. At the same time the new code will better reflect the needs of the community as it grows.

**2.1.2-3 Mitigation**

No mitigation is proposed for the Comprehensive Plan, Land Use Map, amended Zoning Ordinance or Zoning Map. No significant changes to the likely development scenario under the current zoning are anticipated. The amended Zoning Ordinance and Zoning Map will update current zoning to provide an improved regulatory framework to review proposed site specific projects.

## **2.2. Natural Resources**

The land in the Village of New Square is approximately 80 percent disturbed (developed or in the process of being built on). Remaining new development area is concentrated in the northern portion of the Village. This undeveloped area accounts for approximately 17.7 acres or 7.6 percent of the total land area of the Village which is approximately 232 acres.

Topographically the Village lies between elevations 460 and 600 with the highest elevations in the northwest and lowest in the southeast. This approximately 140 foot elevation change in approximately 4000 linear feet from one end of the Village to the other results in generally gentle slopes with few areas of moderately steep slopes.

### **2.2.1 Existing Conditions**

#### **2.2.1-1 Water Resources**

Two minor streams are located in the Village, one along the easterly municipal boundary and one in the west central area. The easterly stream, more of an intermittent drainage channel, flows north to a federally regulated wetland in the northeast corner of the Village (Figures 2.2-1 and 2.2-2). This wetland was field mapped as part of the work for the Regan Road extension, and is best described as a forested wetland.

The west-central stream, largely piped and channelized, is tributary to the Pascack Brook which is located to the south of the Village. It is noted that the NWI federal mapping shows a possible wetland area in the southeast corner of the Village, but this feature does not exist on the ground.

No New York State DEC wetlands are mapped within the Village.

#### **2.2.1-2 Vegetation**

The majority of the village has been cleared of significant natural vegetation. Street trees, yard trees and smaller woody and herbaceous vegetation comprise most of the plant material found in the Village now. A variety of native and non-native tree species were observed, including red oak, black locust, red maple, sugar maple, Norway maple, white birch and others. A densely wooded area does remain along the northeastern edge of the Village, which includes many of these species. This patch of woodlands is directly connected to the wooded areas of the Palisades Parkway corridor.

#### **2.2.1-3 Wildlife**

Due to the high density of development in the Village, only those species that are best adapted to human presence and activity occur within the boundaries of the Village. Squirrels, chipmunks, raccoons, opossums and field mice are likely to be observed. Resident bird species including blue jays, robins, starlings, house sparrows, cardinals and several woodpecker species are likely visitors to the Village.

## **2.2.2 Potential Impacts**

### **2.2.2.1 Water Resources**

While existing water quality has been affected by the urban nature of the surrounding development, consideration of stormwater quantity and quality measures during future development planning could significantly improve these features and restore some habitat value.

### **2.2.2.2 Vegetation**

With the exception of the northeast corner of the Village, all remaining undeveloped parcels in the Village have previously been cleared of significant vegetation.

### **2.2.2.3 Wildlife**

Considering the existing high density of development in the Village it is unlikely that any further development activity will affect resident wildlife.

## **2.2.3. Mitigation Measures**

Several measures are being considered to improve and enhance natural resources within the Village boundaries.

1. Plant street trees on existing streets where they are lacking and require street tree planting for new developments. Recommend the planting of native tree and shrub species wherever feasible. Step up enforcement of existing street tree and landscaping regulations.
2. Require detailed landscaping plans for new or re-development. It is recognized that trees provide shade, reduce heat in summer but allow sun in winter, and absorb air born pollutants, particularly carbon dioxide. A diversity of tree and shrub species often corresponds to an increased diversity of wildlife species, particularly birds. Vegetation also filters stormwater, which could result in improvements to the Village's limited water resources.
3. Provide for adequate and storm water drainage and detention in accordance with NYS and federal regulations.

In summary there are few remaining natural features posing constraints to further development. Most areas abutting the stream corridors are currently developed. The wetland in the northeast corner of the Village will need to be taken into consideration, in accordance with federal wetlands regulations, when that area is developed.

# Environmental Resource Mapper

Base Map: **Topographical** Using this map

Search

Tools

Layers and Legend

Other Wetland Layers

National Wetlands Inventory

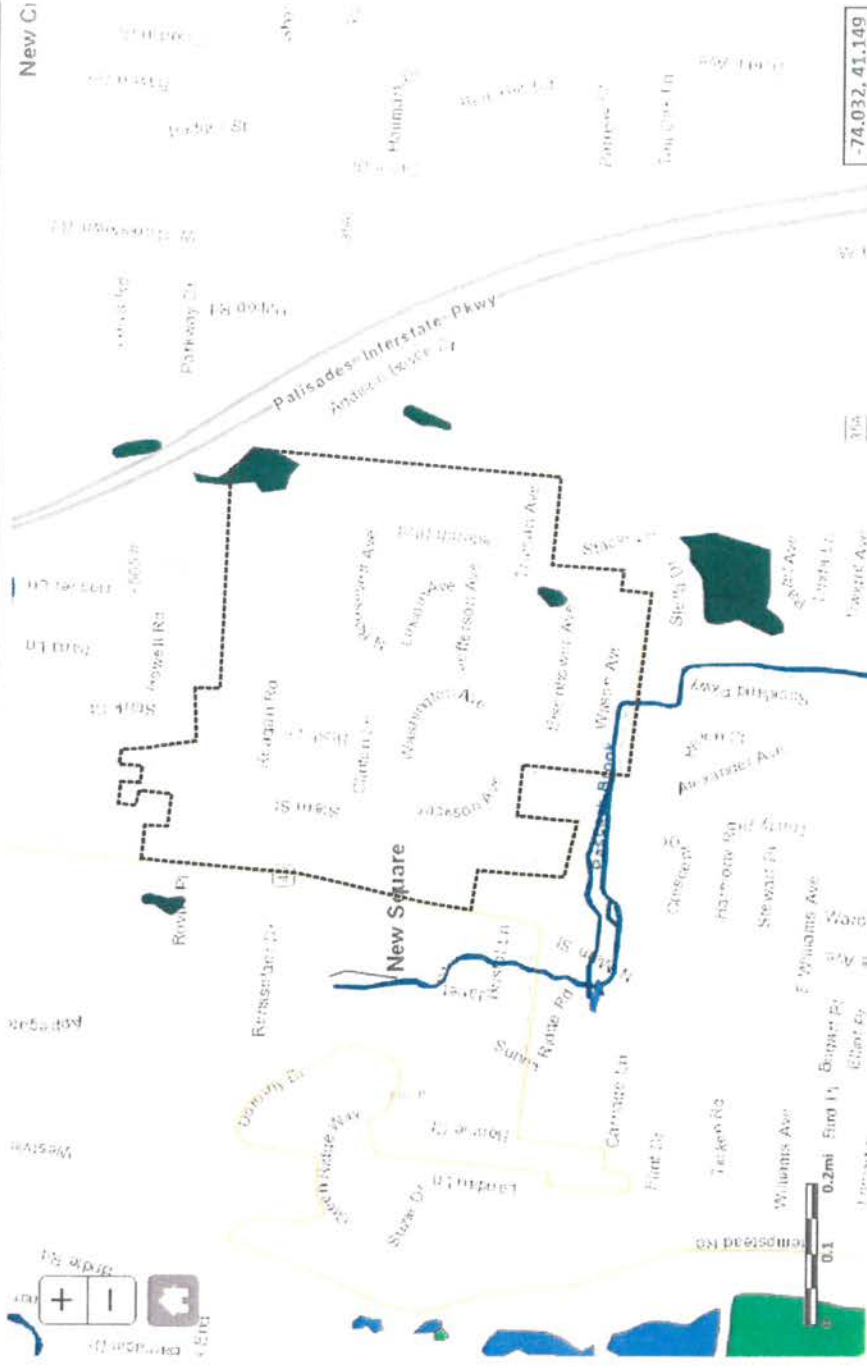
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Reference Layers

[Tell Me More...](#)

[Need A Permit?](#)

[Contacts](#)



-74.032, 41.149

**Environmental Resource Mapper**  
**Federal Wetlands**  
 Village of New Square, Rockland County  
 Source: NYSDEC

# Environmental Resource Mapper

Base Map: **Topographical** [Using this map](#)

Search

Tools

**Layers and Legend**

Unique Geological Features

Rivers/Streams

Waterbody Classifications for Lakes

State Regulated Freshwater Wetlands

State Regulated Wetland Checkzone

Significant Natural Communities

Natural Communities Near This Location

Rare Plants or Animals

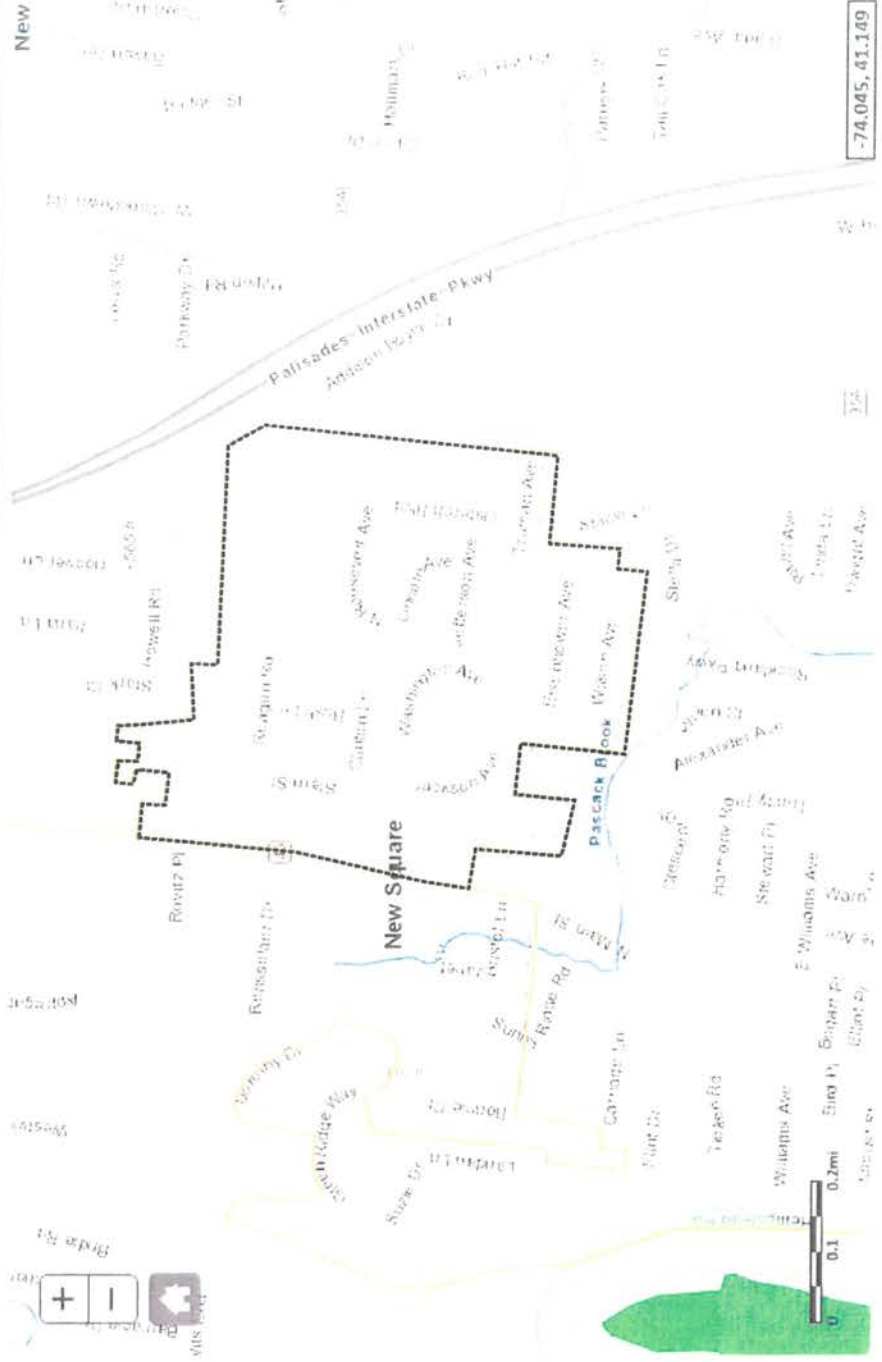
Other Wetland Layers

Reference Layers

Tell Me More...

Need A Permit?

Contacts



**Environmental Resource Mapper**  
**State Wetlands, Environmental Resources**  
 Village of New Square, Rockland County  
 Source: NYSDEC

### **2.3 Historic and Cultural Resources**

There are no properties on the New York State or National Historic Registers in the Village of New Square. The Village has a relatively recent history dating from the early 1960's.

#### **2.3.1 Historic Resources and Cultural Resources**

There is one historic property located north of the Village on the north side of New Hempstead Road and east of Old Schoolhouse Road. It is the New Hempstead Presbyterian Church and Schoolhouse.

The Palisades Interstate Parkway abuts the east municipal boundary of the Village for a short distance. The Parkway is on the National Register of Historic Places, The NYS Register of Historic Places, and the Register of National Scenic Byways.

There are no cultural resources eligible for listing on New York State or Federal registers.

#### **2.3.2 Potential Impacts**

The New Hempstead Presbyterian Church and Schoolhouse will not be impacted by future development in the Village of New Square. There will be no visual impacts as the Village is not visible from this property. There will likely be some increase in traffic but this is not anticipated to be detrimental to the historic resource.

The Palisades Interstate Parkway, though it abuts a short length of the Village boundary, is visually buffered by a forested wetland in this area with the Village. It is therefore not anticipated that the further development of the Village of New Square will have any significant impact on the Palisades Interstate Parkway.

#### **2.3.3 Mitigation Measures**

No mitigation measures are proposed as no significant impacts on historic resources or Cultural Resources have been identified.

## **2.4 Population and Housing**

### **2.4.1 Existing Demographics**

#### **2.4.1-1 History**

The Village of New Square was incorporated as a village in 1961, having grown from its initial establishment on a single property in the mid-1950s. The community was then, and continues today, to be almost exclusively comprised of a closely knit Hasidic Jewish population. Its population is predominantly members of the Skverer Hasidic sect who wish to maintain a Hasidic lifestyle while keeping outside influences to a minimum.

#### **2.4.1-2 Census Population Data**

New Square is the most rapidly growing community in Rockland County, at approximately five times the rate of the county as a whole. See the Comprehensive Plan, Table 6-1 for details.

In 1963 the settlement had 85 families and a total of 620 inhabitants. In 1970 the Census recorded that the Village had 1,156 inhabitants, with 57% of the population under the age of 18. By 2010 the Census showed 6,944 people residing in the Village. The overall population included 60.9% under the age of 18, 38.6% from 18 to 64, and 0.5% who were 65 years of age or older. The median age was 14 years. Only 4.8% of households were without children

#### **2.4.1-3 Census Household Size Data**

The 2015 American Community Survey (ACS) census indicates the average household size is 6.98 persons for owner occupied units and 5.72 persons for renter occupied units. By comparison the average household size for the Town of Ramapo is 3.7 persons, (which is influenced by the large family sizes in the Village that are included in the calculations for the Town). The 2016 average household size for Rockland County and New York State overall is 3.2 persons and 2.6 persons, respectively.

Approximately 21 to 26 percent of the women 15 to 50 years of age living in the Village give birth each year. In this community, the girls finish high school at around age 17 and then typically marry around 18 to 20 years of age to immediately start a family. There have been 300 to 375 births per year over the last five years.

#### **2.4.1-4 Census Household Income Data**

In 2015, approximately 51% of the population was in the labor force and employed. The median income for a household in the Village was \$22,470, and the median income for a family was \$22,544. The per capita income for the Village was \$5,514. About 65.4% of families (70.5% of the population) had an income reported to be below the poverty line. See table 6-2 in the Comprehensive Plan for details.

Housing data indicate that only 14.1% of occupied housing units are owner occupied while 85.9% are rented. The median housing price of owner-occupied units was \$328,800 in 2015. Approximately 75.6% of the owners in owner occupied units are spending more than 30% of their gross income on housing costs.<sup>1</sup> This is offset by many owners who have rental units in their homes. Approximately 84.2% of renters are spending more than 30 percent of their gross income on housing costs.

#### **2.4.2 Potential Impacts**

Growth of the Village population is anticipated to continue at a rate higher than the County growth as a whole, given the cultural patterns described above. The average growth rate since 2000 has been approximately 3.6% growth. Following the trend over the past six years, a population of 9,455 is projected in year 2020; a population of 11,032 is projected in year 2025.

#### **2.4.3 Mitigation Measures**

The mitigation measures for planning for and accommodating sustained growth are the basis of the Comprehensive Plan, amended Zoning Ordinance and Zoning Map. These documents present goals for the Village of New Square to be achieved by updated zoning and other means as necessary.

As stated earlier, the average family size in the Village ranges from 5.72 to 6.98 persons per household. This indicates the need for approximately 44 to 54 additional housing units per year to accommodate this population growth.

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<sup>1</sup>"Housing expenditures that exceed 30 percent of household income have historically been viewed as an indicator of a housing affordability problem." Schwartz, Mary, and Ellen Wilson. US Census Bureau. 2007.



## **2.5 COMMUNITY SERVICES**

As described in Section 2.4, the existing Village of New Square is experiencing rapid and sustained population growth which is expected to continue. Population projections indicate a sustained growth which averages approximately 3.6 percent annually. The Village population recorded by the US Census in 2000 was 4,624 which grew to 6,944 persons in 2010, a growth of more than 50 percent over a span of ten years. The average increase in population since 2010 is slightly more than 300 persons annually

The New Square community was established to support a lifestyle based upon its members' unique cultural practices compared to the general population living in the Town of Ramapo, Rockland County and the New York Metropolitan region. Their precepts are centered on family life and religious devotion. Daily life includes three prayer sessions at the local synagogue each day. Use of electronic or mechanical equipment such as elevators is limited; the population is primarily Yiddish speaking, the children are schooled in private religious schools, and on 75 days of the year there is no use of motor vehicles. The population seeks to live as an enclave amid the larger regional population.

### *Benefits of Village Services*

The Village seeks to provide all the necessary services to the community at a level that is commensurate with the values placed on community life and in a manner that is in keeping with the cultural traditions and norms of the Hasidic community. The Village of New Square provides many public services to its residents making it a desirable place for the Hasidic community and others to live.

Based upon religious norms which preclude women from driving and which limit the use of automobiles, along with the large population of children, the Village of New Square residents rely heavily on pedestrian movement and on mass transportation services.

Municipal sanitation services are provided by five Village owned trucks that provide five pick-ups per week to all homes, in addition to two bulk pick-ups annually.

### **2.5-1 Existing Conditions – Public Safety, Emergency and Health Services**

#### *Public Safety Services - Village of New Square*

The Town of Ramapo Police Department provides police protection services to approximately 95,000 residents within the Town, including the Village of New Square and is headquartered at 237 Route 59. Estimated response time to locations within the Village of New Square would depend on the type of call and the location of deployable field assets at the time of the request<sup>1</sup>. Non-emergency response time is estimated to be approximately 10-15 minutes. The Department consists of approximately 125 sworn police officers and approximately 250 civilian employees and has a service ratio of approximately 1 officer per 760 residents.<sup>2</sup> The Department is divided into three units<sup>3</sup>.

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<sup>1</sup> Lieutenant William Gravina, Letter received September 8, 2008.

<sup>2</sup> Lieutenant William Gravina, Letter received September 8, 2008.

<sup>3</sup> "Police." [Ramapo-NY.Gov. The Official Website of the Town of Ramapo New York](http://www.ramapo-nj.gov). 12 June 2017. Town of Ramapo. 15 September 2017. <http://www.ramapo.org/townhall/departments/policeDepartment>

The patrol division consists of four patrol squads. The squads provide coverage to patrol sectors 24 hours a day, 7 days a week. Each squad consists of a Lieutenant, 3 Sergeants, and a number of patrol officers. Each patrol car is equipped with a mobile computer allowing officers to check on motor vehicle licenses and registrations, event history for call locations, and information on wanted persons. Each patrol car is also equipped with lifesaving equipment.

The special services division of the Ramapo Police Department consists of twenty-five police officers assigned to technical police duties. Special services is the investigative division of the police department responsible for conducting the investigation of major criminal offenses and working collaboratively with school administrators and health educators to prevent substance abuse.

Special services is divided into eight functional units consisting of: detectives, youth officers, community selective enforcement team, community policing, narcotics, intelligence, D.A.R.E. and school resource officers. While each officer has a specific area of expertise, special services personnel frequently work together focusing their individual talents and training to solve cases and achieve common goals.

During the past year, special services personnel investigated approximately four hundred criminal offenses and affected two hundred ninety six arrests. Three school resource officers and one dare officer are assigned full time to work with students to increase communication and reduce drug/alcohol abuse. Future plans for the special services division include assignment of personnel to the joint terrorism task force and enhanced training in evidence recovery, forensics and crime scene processing.

The headquarters division is the administrative body of the police department responsible for overall administration of the agency. The Department responds to approximately 60,000 calls per year. There are currently no plans for increases to manpower or equipment.

#### Potential Impacts

Based on standards contained in the Development Impact Assessment Handbook (Urban Land Institute, 1994), two police officers and 0.6 police vehicles are required per 1,000 population. As discussed earlier, population in the Village is increasing by approximately 300 persons annually, resulting in a potential population increase of 1,500 persons over the next five years. This increase in population could potentially generate a need for 3 additional police personnel and approximately 0.9 police vehicles. It is noted that the increased demand placed on the Police Department from the Village of New Square development would represent an incremental increase in demand on existing services, rather than demand for new services in this area which the ULI rates assess.

#### Mitigation Measures

The increased need for an additional three police officers to a police force of more than 125 officers represents a two percent increase and is not considered significant. The increased tax revenue from the increased assessed valuation derived from new housing units will offset any additional costs for police protection.

*Fire Protection - Village of New Square*

Existing Conditions

The Hillcrest Fire Company No. 1, which is located in the Moleston Fire District, protects over 10,000 residences and businesses in an area of about 36 square miles including the Village of New Square.

The Hillcrest Fire Company operates out of three stations with 16 pieces of apparatus, which include four engines, two ladder trucks, one rescue, one combination rescue engine, one brush truck, three utility vehicles, one fire prevention vehicle, and three Chief vehicles.

The closest station to the Village of New Square is located at 374 North Main Street, which is less than 0.5 miles from the Village center. This station contains one engine, a brush truck and a utility vehicle<sup>4</sup>. The department currently averages 950 calls a year and is an all-volunteer department with 250 members; approximately 115 members are on the active list<sup>5</sup>.

The response time to a location within the Village is expected to be approximately 4-6 minutes. This response time would depend on the time of day, day of the week, member response time to the firehouse, and the availability of members who are available to respond. All fire departments in Rockland County are 100 percent volunteer and all participate in the Rockland County mutual aid agreement.

Potential Impacts

Based on planning standards contained in the Urban Land Institute's 1994 Development Impact Handbook, it is estimated that 1.65 fire personnel per 1,000 population is required to serve a new population. The anticipated increase in population of up to 1,500 persons over five years would generate a demand for 2.4 additional fire personnel. Again, the ULI multipliers assume no existing services, thus the actual demand for personnel is expected to be somewhat lower.

Village of New Square is anticipated to generate property tax revenues to the Moleston Fire District. Additional revenue can be used to augment the Hillcrest Fire Company's capabilities as necessary.

Mitigation Measures

No mitigation measures with regard to fire protection services are anticipated to be needed.

*Ambulance & Health Services - Village of New Square*

Existing Conditions

The sole provider of emergency medical services within the Village is the New Square Volunteer Emergency Medical Services (also known as New Square Hatzolah). There are 70 basic volunteer responders and 20 paid on call paramedics who utilize six ambulances to

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<sup>1</sup> Chief Christopher Kear, Letter received August 24, 2008.

<sup>2</sup> Hillcrest Fire Company No. 1 Website; <http://www.hillcrestfd.org/>

provide emergency medical services. Typical response time is less than two minutes for basic first responders and three minutes for paramedics.

The dispatch center is open 24 hours per day and staffed by ambulance volunteers or volunteer dispatchers. Volunteers are on duty 24 hours per day. There is one paramedic on duty at all times and five additional paramedics that are available on very short notice and able to respond to a critical incident. The New Square Hatzolah responds to approximately 1,250 emergencies annually, including motor vehicle accidents, acute illness and injuries. New Square Hatzolah primarily serves Village of New Square residents.

The Village of New Square has a mutual aid agreement with surrounding communities. The New Square Hatzolah responds to requests for mutual aid on a weekly basis, but would request mutual aid on rare occasions or during a mass casualty incident. New Square Hatzolah also responds to calls for service from New Square residents regardless of location. New Square residents are more likely to call the New Square Hatzolah for an ambulance even if the incident is located outside the Village.

#### Potential Impacts

The standard for Emergency Medical Services, according to the Urban Land Institute's 1994 Development Impact Handbook, is 4.1 full-time personnel and 1 vehicle per population of 30,000. The introduction of up to 1,500 persons in the Village of New Square results in potential added demand for 0.25 health care personnel and 0.06 vehicles. The projected population increase is not expected to have a measurable impact on emergency services.

Nearby hospitals are the Good Samaritan Hospital in Suffern and the recently completed Orange Regional Medical Center which operates approximately 350 beds. KJEMS also works with St. Anthony's Medical Center in Warwick, Good Samaritan Hospital in Suffern which operates approximately 370 beds, and Westchester Medical Center in Valhalla which has a state-of-the-art burn unit and trauma center utilized by the region. These hospitals provide medical, surgical, intensive care, recovery, maternity, pediatrics, and behavioral health services. According to hospital representatives, its physicians represent all of the medical specialties and offer patients the latest in medical care supported by nursing, clinical, and technical staff.

#### Mitigation Measures

No adverse impacts to ambulance services are anticipated as a result of the anticipated population increase, therefore, no mitigation measures are proposed.

#### **2.5.3 Mitigation Measures**

Community services are expected to respond to the growing population in accordance with contemporary standards by adding staff, facilities and/or equipment and associated infrastructure. The increase in tax revenue as a result of additional development will serve to offset the cost of an increased need for new equipment and, potentially, building expansions. Please note, staffing of the Fire Department is volunteer.

## 2.6 Traffic and Transportation

This section examines existing transportation operations in the Village of New Square and lays out options to improve future traffic conditions.

### **2.6.1 Existing Traffic Conditions**

#### The Regional Network

The Village of New Square is located near the center of Rockland County, New York. The property lies west of the Palisades Interstate Parkway and east of NYS Route 45. The Regional Road Network is shown in Figure 2.6-1.

The Village of New Square is accessed from NYS Route 45. Some properties are accessed directly from NYS Route 45, however the majority of the Village utilizes Washington Avenue to access Village streets from NYS Route 45.

To the north NYS Route 45 provides access to New Hempstead Road (CR 80) and then access to the Palisades Interstate Parkway. The Palisades Interstate Parkway provides access north toward Bear Mountain Park and south to Interstate 287/87. To the south, NYS Route 45 provides access to Interstate 287/87 via NYS Route 59. Interstate-287/87 provides access east over the Tappan Zee (Gov. Mario M. Cuomo) Bridge into Westchester County where Interstates 287 and 87 split. Interstate 287/87 provides access to routes to the east such as Interstate 87 south into New York City and Interstate 95 into New England. To the west Interstate 287/87 provides access to the Garden State Parkway and then splits into 87 north to Albany and 287 south through western New Jersey.

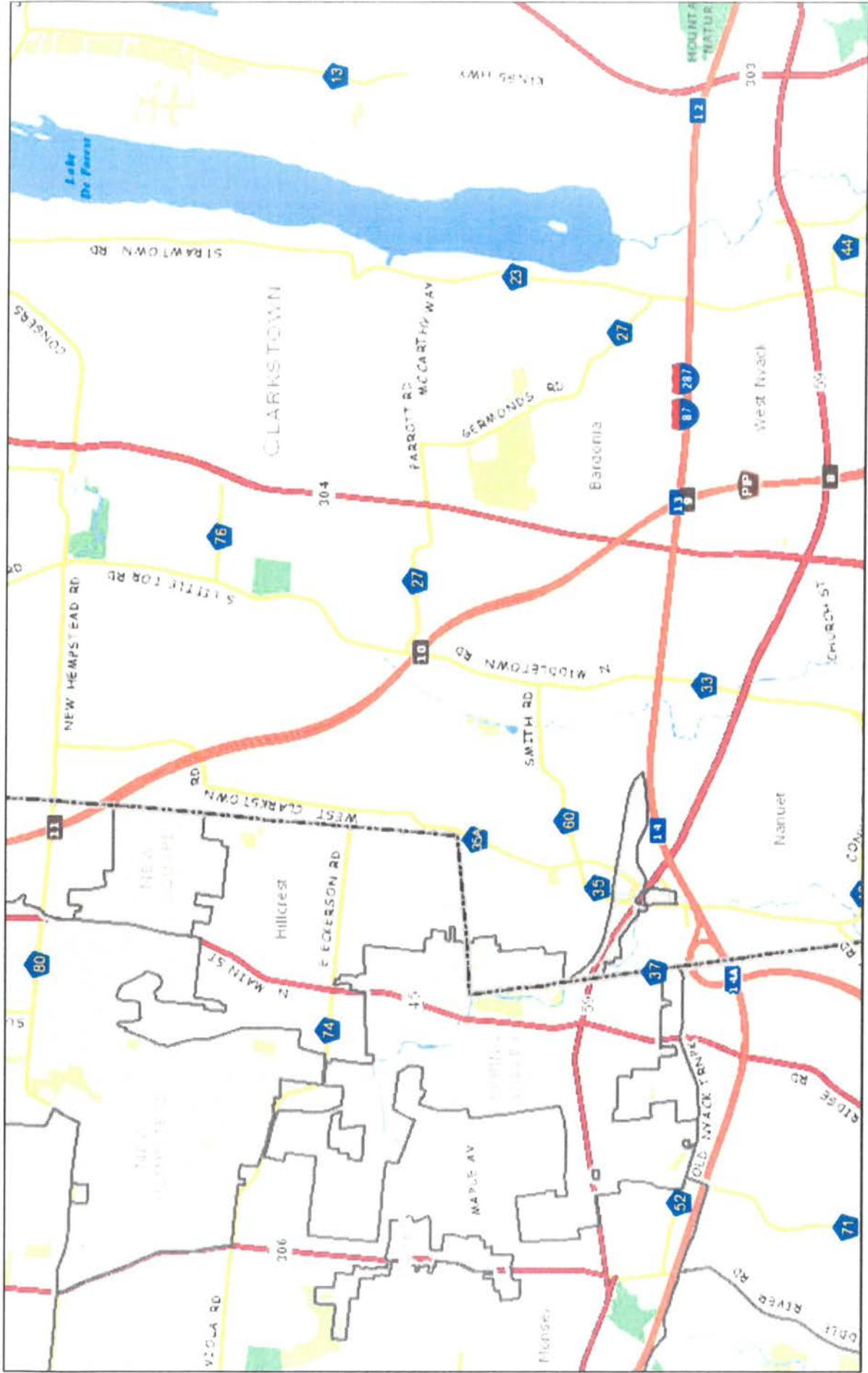
#### The Local Road Network

Roads within the Village, including Washington Avenue, the primary access to the Village of New Square, are two lane. The intersection of Washington Avenue and NYS Route 45 is signal controlled. Within the Village, intersections are two-way or all-way stop controlled. Village speed limit is 30 miles per hour except in school speed zones.

In terms of pedestrian facilities, the Village has an integrated sidewalk system throughout most of the Village. There are no sidewalks along the NYS Route 45 frontage. The Village is a walking community with Village students walking to school and many persons employed locally. The walking emphasis in the area can be seen in the travel to work data. It is significantly different from Rockland County as a whole. For the County 71 percent of trips are driven alone compared to 23 percent in the Village of New Square. Only 3.5 percent of County residents walk to work compared to 48 percent in the Village of New Square. The Village accounts for about one in seven walking to work trips in the County.

The heavy reliance on walking in conjunction with use of bus and taxis allows auto ownership to be low and hence reduces the need for parking. In some locations the street lighting has been improved however there is no comprehensive plan to upgrade lighting throughout the Village.

#### Intersection Analysis



Transportation: State & County Roads  
 Village of New Square, Rockland County, NY  
 Source: Rockland County GIS  
 NTS

The critical Village intersection is Washington Avenue and NYS Route 45. This intersection as well as seven other intersections were reviewed in 2006 as part of major development under review at that time. This intersection serves almost all vehicles incoming and outgoing to the local Village street network. It also serves a major pedestrian crossing. The signal is semi-actuated with detectors on the Washington Avenue approach indicating the presence of traffic and the need to extend the green time on Washington Avenue.

#### **2.6.1-2 Historical analysis of Washington Avenue and NYS Route 45 from 2006 Traffic Study.**

Level of service is a measure of the operation of a traffic signal applied to lanes serving specific functions. Level of service ranges from A the best to F with level of services E and F generally being considered unacceptable. The 2006 traffic analysis, completed in conjunction with the Bush Lane and Reagan Road DEIS, indicated NYS Route 45 was at a level of service A for both directions of NYS Route 45 in both the a.m. and p.m. peak hours. Washington Avenue was a level of service E in the a.m. peak and F and in the p.m. peak hour. The future analysis for 2009 allotted 10 seconds per cycle to Washington Avenue and presumed Washington Avenue was two lanes. Under these future condition NYS Route 45 continued to be level of service A in both periods. Level of service for the right turn from Washington Avenue was projected as D in both the a.m. and p.m. peak hours. The left turn would be level of service D in the a.m. peak hour and F in the p.m. peak hour.

#### **2.6.1-3 Washington Avenue NYS Route 45 traffic signal. (Signal 121)**

The intersection of Washington Avenue and NYS Route 45 has a semi-actuated signal with detectors on Washington Avenue to extend the green time when necessary on Washington Avenue from 3 seconds to 40 seconds. The traffic signal controller was updated in June 2014 to the standard 2070 model. The traffic signal has a state of the art push button actuation with audio messaging, tones, and pedestrian signal head indicators with count down timers. The pedestrian crosswalk was altered to be directly across NYS Route 45 instead of at a slight angle thereby reducing the pedestrian crossing time. The pedestrian signal would ensure the green time for Washington Avenue was sufficient to allow pedestrians to cross as the three second minimum time is not sufficient for crossing NYS Route 45.

Signal timing documents indicate when necessary a maximum of 40 seconds is allotted to the Washington Avenue approach. Observation indicated 20 to 30 seconds is more normal during the peak. Vehicle queues on Washington Avenue were observed always to be cleared as long as drivers maintained adequate spacing between vehicles. If spacing between vehicles becomes too far, detectors interpret the gap as no further vehicles and transfers the green light back to NYS Route 45. This is a standard procedure to ensure efficient traffic signal operation. With a green time on NYS Route 45 being 50 seconds it is unlikely vehicles on Washington Avenue experience a level of service E (over 55 seconds of delay) under current signal timings. Capacity analyses indicate delays of 35 seconds per vehicle a level of service D for Washington Avenue in both the a.m. and p.m. peak hours. Modeling seems to correctly show NYS Route 45 as level of service A in the a.m. and p.m. peak hour based on the current timing. The level of service A on NYS Route 45 does not appear accurate based on observations during the p.m. peak. While most of the p.m. peak hour might function acceptably, the peak 15 minutes for which flow the signal is analyzed appears to be operating at level of service D or E.

In general the signal appears to minimize vehicle delay at the intersection. This is done by providing green time priority to NYS Route 45 (higher volume road) traffic while providing adequate green time to Washington Avenue (lower volume road). The 50 second green time for NYS Route 45 is not considered to cause unacceptable delays to Washington Avenue traffic. During the observed 7 a.m. to 8 a.m. time period all queues were cleared during each green phase allotted to it except once. Vehicle queues on Washington Avenue also were observed clearing during the p.m. peak.

The exception to clearing traffic in an acceptable manner was a truck stopped at the red light on Washington Avenue in which the detectors seemed to fail to detect the truck's presence. It is possible this anomaly relates to the loop wire exposure to moisture (see Photo 2.6.1-1). It may be difficult to reproduce this anomaly. Nevertheless such occurrences leave drivers frustrated leading to the perception there is a systemic problem.



Photo 2.6.1-1. Cracked pavement over traffic signal detector.

While the NYS Route 45 approaches cleared in the a.m. peak hour they did not always in the p.m. peak hour. The p.m. peak hour is clearly the most difficult time for intersection operation. The intersection stress occurs in a number of ways.

1. County bus drivers making regular stops on Route 45 cause vehicles to queue.
2. Left turning vehicles from southbound NYS Route 45 cause queuing (see Photo 2.6.1-2).
3. Vehicles running clearance intervals result in increased driver start up times.
4. Northbound right turn vehicles mount the curb.
5. The bus company fencing of is bent toward Route 45 hindering sight lines for vehicles desiring to make right turns-on-red. This sometimes causes northbound through vehicles to abruptly slow down for turns on red out of Washington Avenue.





Photo 2.6.1-2. Two left turning vehicles causing southbound NYS Route 45 queuing.

Drivers attempt to reduce delay by:

A. Using the southbound NYS Route 45 shoulder to pass by left turn vehicles into Washington Avenue (this is not legal, see Appendix B). This can't be done when there are two or more vehicles making the left turn or one truck is making the left turn due to spatial constraints imposed by the location of the signal pole. Also one or more pedestrians waiting on the shoulder for a County bus prevent cars from passing on the shoulder.

B. Vehicles use the right shoulder for right turns from Washington Avenue onto northbound NYS Route 45 (also not permitted, see Appendix B).

C. Vehicles sometimes make Washington Avenue function as two exiting lanes (see Photo 2.6.1-3).



Photo 2.6.1-3 Traffic double queues on Washington Avenue approach to NYS Route 45

D. Trucks sometimes violate the curb making right turns from northbound NYS Route 45.

E. Right turns on red are still done from Washington Avenue although the fencing (item 6 above) maybe reducing the sight line.

F. Vehicles are violating the clearance interval. This does not appear to be the case of clearance intervals being too short, rather driver impatience.

Based on observations queues are failing to clear NYS Route 45 southbound and drivers attempt to minimize delays by passing on the shoulder. This is considered an unacceptable operation as it is not legal to use a shoulder to pass.

Special event traffic in the Village was not observed and typically long delays for special events are considered acceptable. Intersection designs are not generally done to address the occasional special event.

#### **2.6.1-4 Sidewalks**

As the Village is a walking community it is important to keep the sidewalks clear. Low hanging trees and hedges (Photo 2.6.3-1) intruding into the sidewalks require maintenance by property owners.

Accessible ramps at the crossing points by intersections are important. These assist those who have mobility impairments and those with strollers, grocery carts, and other users.

The maintenance of sidewalks is important to eliminate tripping hazards and to make clearing the sidewalks of snow easier. Photo 2.6.3-2 shows a short segment of sidewalk missing along with accessible ramp.



Photo 2.6.1-4 Hedge reducing useable width of sidewalk



Photo 2.6.1-5 Asphalt sidewalk not complete to driveway and no accessible ramp.

#### **2.6.1-5 Center line striping**

Road center lines are not adjusted to accommodate the provision of street parking when it is only permitted on one side of the street. Vehicles are therefore forced to cross the centerline into oncoming traffic to get around parked cars.

#### **2.6.1-6 Bus Stops**

County buses stop on the approaches to Washington Avenue. These stops block vehicles from using the intersection. Also pedestrians standing on the shoulder south of the intersection waiting for the northbound bus obstruct the vision of right turn on red traffic leaving Washington Avenue. There are no bus shelters at the Washington Avenue bus stops. There are bus shelters at the Jawonio Inc. driveway south of Rovitz Place.

#### **2.6.2 Future Traffic**

The description of the network's present day operations is referred to as the Existing Condition. Future transportation operations are typically examined for the No Build Condition (without the project) and Build Condition (with the project). The No Build Condition represents future traffic conditions without the project. The Build Condition is the No Build Condition plus the traffic that is anticipated from occupancy of future development. The No Build and Build conditions are analyzed for the year when the project is expected to be fully completed and occupied. In the Village of New Square there is very little land not already developed or approved for development. Approved developments have already vetted future traffic impacts during their review process. The emphasis herein is therefore primarily concerned with improvements to the existing infrastructure and planned infrastructure. Hence there is little or no difference in the future No Build and Build conditions except for the mitigation measures suggested below.

### 2.6.3 Mitigation Measures

#### 2.6.3-1 Short term Improvements.

Focus is needed on the maintenance of sidewalks, both the condition of the sidewalk and to prevent intrusions reducing sidewalk space. Intrusions include hedges and low hanging branches as well as parked vehicles.

Accessible ramps are needed in some areas. Efforts should be made to complete the sidewalks system.

A review of and upgrade of the Village street lighting system should be considered starting with a comprehensive lighting audit by Orange & Rockland Utility.

The fence along the bus company right-of-way on NYS Route 45 should be straightened or replaced.

Where parking is allowed on one side of the street and not the other, consideration should be given to moving the centerline of the road off center to reduce the need to enter the opposing lane of traffic to pass parked vehicles.

The opening of a second access to the Village with a traffic signal at NYS Route 45 and Rovitz Place will reduce demand on the Washington Avenue traffic signal. An analysis of the operation of both intersections should be reviewed after the second signal is in operation. This would facilitate verification of the signal timing on the new intersection.

A secondary access from the Village opposite Rovitz Place was proposed in 2006 in connection with the Bush Lane Reagan Road development. This intersection appears more suitable than Washington Avenue intersection for adding a southbound Route 45 left turn lane as building setbacks near Rovitz Place are larger. Providing for left turns for vehicles from the north would remove that traffic as southbound through traffic at Green Ridge Way, Rensselaer Drive, Bristol Way, and numerous driveways between Rovitz Place and Washington Avenue. A southbound left turn lane would also allow a short northbound left turn lane into Rovitz Place reducing existing delay to northbound traffic from traffic turning left into Rovitz Place.

The secondary access at Rovitz calls for two exiting lanes from the Village. Little or no through traffic is expected between Rovitz and the Village and vice versa. It is recommended that the exiting lanes out of the Village consist of a right turn lane only and a through-left turn lane. This places the minor street through lanes directly in line with the adjacent receiving lanes without widening Rovitz Place. Furthermore it would be desirable to have the protected left turn traffic signal phases for both Route 45 left turns lanes so the right turn traffic from the Village can move at the same time. This would again contribute to shifting some Washington Avenue right turning traffic to the northern egress slightly offsetting the Route 45 northbound through traffic between Washington Avenue and Rovitz Place. Thus the following should be considered with respect to the proposed Rovitz Place traffic signal.

1. Two exiting lanes from the Village at Rovitz Place (originally proposed in 2006)

2. Above lanes exiting the Village should be a left-through lane and a right turn only lane (not a left turn only lane and through-right lane (as proposed)
3. Southbound and northbound left turn lanes on NYS Route 45 (not originally proposed)

The New York State Department of Transportation should investigate the signal loops on Washington Avenue for possible maintenance. The next time loop replacement is done, consideration should be given to widening Washington Avenue by moving the present sidewalk closer to the pedestrian traffic signal pole. The widening of Washington Avenue should expedite traffic flow slightly out of the Village. As vehicles are already using the width sometimes as two lanes this would increase such use even if sufficient space is not available to fully stripe two lanes.

For any special events that occur in the Village for which entering or exiting the Village is a major problem it would be reasonable to consider a traffic control officer to expedite the large events. If the special event were reoccurring on the same day and time of the year the traffic controller might be programmed to improve operation for the special event. Such a signal timing change should be discussed with the New York State Department of Transportation.

Discuss with the County the potential of a northbound bus stop with a shelter and turn out on the northeast side of the Washington Avenue intersection. This area has wide setbacks and pedestrians waiting for the bus would not contribute to sight distances issues for right turns-on-red from Washington Avenue.

#### **2.6.3-2 Long Term Improvements**

The Washington Avenue intersection with NYS Route 45 will continue to be the main access to the Village. It would therefore be prudent to plan for eventual improvements to the intersection which may include widening both roads to provide additional room for bus turnouts, vehicle turning lanes, and aesthetic improvements to this "gateway" to the Village. There are three possible turn lanes that can be added. A right turn lane on Washington Avenue, a northbound right turn lane on NYS Route 45 and a southbound left turn lane on NYS Route 45.

There are several elements to planning for an expansion. The first is to develop a redesign of the intersection incorporating the desired improvements. Secondly it will be important to ensure no new improvements conflicting with the redesign of the intersection are placed in the area necessary for the improvements. And finally securing NYS DOT approval and funding will be essential.

The improvements will require using existing right of ways, and likely will require the acquisition of additional right of ways or easements. The existing infrastructure setbacks on the northeast corner of the intersection create the best initial opportunity for future improvement. Thus a right turn lane out on Washington Avenue is likely the first improvement that would occur expanding on the widening suggested under the short term improvements.

Securing additional right of way easements for future construction of right turn lanes on Washington Avenue, and NYS Route 45 northbound should be planned for. The provision of a left turn lane on NYS Route 45 southbound would require widening the road south of Washington Avenue to align lanes.

Since utility poles may need to be relocated it will be important to ensure that routine replacements, or replacements for unrelated improvements, are done with the planned intersection improvements in mind. Therefore Orange and Rockland Utility should be notified of improvement plans.

The provision of a southbound left turn lane into the Village at Rovitz Place would improve the functioning of the Washington Avenue intersection. However this would direct a significant amount of traffic through a new residential neighborhood and may cause more traffic issues on the internal road network in the north end of the Village.

## **2.7 UTILITIES**

### **2.71 Existing Water Supply**

The Village of New Square water supply is provided by SUEZ Water New York, Inc., (“Suez”, formerly United Water of New York). About 70 percent of the company’s water supply is from 60 groundwater wells located throughout the county, and the remaining 30 percent is surface water drawn from the Lake DeForest (Clarkstown) and Letchworth reservoirs. The Hackensack River Watershed is the source of the surface water supply. Both groundwater and surface water are treated to remove impurities and disinfected to meet New York State’s drinking water standards.

Communication with Suez (letter dated December 12, 2018) states that the Village is serviced by a 12 inch main on Route 45, an 8 inch main on Washington Avenue, and 8 inch main on Rockland Parkway, a 6 inch main on Garfield Road and an 8 inch main on Mallory Road. The letter also states that no capacity issues exist currently, and sufficient water pressure exists.

### **2.72 Future Water Demand**

SUEZ has not identified any future water capacity issues

### **2.73 Mitigation Measures - Water Supply**

The proposed Village of New Square Comprehensive Plan supports revised zoning for the Village that will reduce the number of zoning districts to four, simplify the application of regulations and update provisions in the code to provide improved clarity and more concise standards to guide the decisions of the Village boards. The zoning amendments, in and of themselves, do not increase or decrease the permitted density of future development.

Thus, the adoption of the proposed Comprehensive Plan and Land Use Plan, and amendments to the Zoning Code and Zoning Map, will not affect the rate of growth that is occurring in New Square, nor induce growth, and consequently will not affect demand on the water services in the Village.

### **2.74 Existing Wastewater Treatment**

The Village of New Square is located at the center of Rockland County Sewer District #1 (RCSD#1), which primarily services the Towns of Ramapo and Clarkstown and several parcels in the Town of Orangetown. The District operates and maintains all system components in the Village of New Square.<sup>1</sup> The District's wastewater treatment plant in Orangeburg serves the subject area.

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<sup>1</sup> Rockland County Comprehensive Plan, 2011.

### **2.75 Potential Impacts - Wastewater**

According to a 2007 study, average wastewater generation per capita in New Square was estimated to be 95 gpd per person.<sup>2</sup> With a projected population increase in the Village of approximately 300 persons per year (DGEIS Section 2.4), additional wastewater generation in the Village is estimated to be 28,500 gpd each year.

Following the findings of the 2007 Sanitary Sewer Analysis, remedial improvements were made to the downstream interceptor from the New Square area. "Growth in the New Square area will require further work to expand the capacity of the sewer system in the future."<sup>3</sup>

### **2.76 Mitigation Measures – Wastewater**

As previously stated, the proposed Comprehensive Plan supports revised zoning for the Village that will reduce the number of zoning districts, simplify the application of regulations and update provisions in the code to provide improved clarity and more concise standards to guide the decisions of the Village boards. The zoning amendments, in and of themselves, do not increase or decrease the permitted density of future development.

Thus, the adoption of the proposed Comprehensive Plan and Land Use Plan, and amendments to the Zoning Code and Zoning Map, will not affect the rate of growth that is occurring in New Square, nor induce growth, and consequently will not affect demand on the sewer services in the Village.

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<sup>2</sup> Sanitary Sewer Analysis, Pasckack Brook Interceptor and New Hempstead Interceptor, for Village of New Square, by Brooker Engineering, PLLC. February 2007. (Prepared for Village of New Square Proposed Comprehensive Plan, August 2006.) [Appendix C of FEIS on Zoning for Bush Lane Extension & Reagan Road Extension, February 2007.]

<sup>3</sup> Telephone conversation with Joseph LaFiandra, Engineer II, Rockland County Sewer District, February 2, 2018.



### **3.0 THRESHOLDS FOR FUTURE ENVIRONMENTAL REVIEWS**

This document is the generic assessment of environmental impacts likely to result from the adoption and implementation of the proposed Comprehensive Plan, Land Use Plan, and amendments to the Zoning Code and Zoning Map. In accordance with 6 NYCRR Part 617.10, the Generic EIS may set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. Such requirements typically involve the assessment of site-specific impacts that have not been adequately addressed or analyzed in the Generic EIS.

All future actions that come before the Village Board, Planning Board and Zoning Board will be required to follow the requirements of SEQR. Type I actions are those actions and projects that are more likely to require the preparation of an Environmental Impact Statement (EIS) [6NYCRR 617.4] Type II actions are actions which have been determined not to have a significant impact on the environment. Unlisted actions may or may not require an EIS. Each proposed action must be initially reviewed by the Lead Agency to determine its classification under SEQR based on its likely effects on the environment.

For each Type I and Unlisted action, the review of its effects on the environment will have a more site specific focus than this generic EIS, which has a broad focus and is conceptual in nature. The project-specific review will need to focus on site-specific impacts and provide detailed analyses of all anticipated environmental impacts of that specific development.

Future site-specific environmental reviews should reference this DGEIS for its generic review of environmental impacts and need not repeat the data collection and analyses to arrive at those projections.

**4.0 ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED**

No unavoidable adverse impacts are anticipated from adoption of the proposed Comprehensive Plan, Land Use Plan, or amendments to the Zoning Code and Zoning Map. These planning and zoning documents are guidance documents that have no direct unavoidable environmental impacts. All future development applications will require adherence to 6 NYCRR 617, the SEQR regulations, which will require site-specific evaluations on a project-by-project basis to determine potential adverse impacts and identify appropriate mitigation measures.

## **5.0 ALTERNATIVES**

The Village of New Square has recognized the need to amend its Zoning Ordinance and Zoning Map, originally enacted in 1967 and last revised in 2007. During this time, while the Village has experienced strong, ongoing development, it has become increasingly evident that the existing zoning has not kept up with the needs of the community.

The Village of New Square has developed a Comprehensive Plan and Land Use Plan to give guidance to proposed amendments to the Zoning Code and Zoning Map, and to other initiatives as may be necessary to implement the continued well planned and orderly development of the community.

### **5.1 No Action Alternative**

The "No Action Alternative" is considered to "evaluate the adverse or beneficial site changes that are likely to occur...in the absence of the proposed action." (6 NYCRR Apart 617.9(5)(v). The proposed action will provide guidance through the Comprehensive Plan and updated Land Use Plan more relevant to the current land use considerations facing the Village of New Square. The Amended Zoning Ordinance and Zoning Map will provide the updated regulations to implement the Comprehensive Plan. The no action alternative would not provide the benefits of the proposed action.

**6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES**

The proposed Comprehensive Plan, Land Use Plan, and amendments to the Zoning Code and Zoning Map are guidance documents and their adoption does not commit resources to any site-specific proposal. Therefore, there is no significant commitment of resources related to the adoption of these documents. The primary resources used during the preparation and adoption of these documents were the labor of those personnel involved in its preparation, and paper for printing.

## 7.0 GROWTH-INDUCING IMPACTS

The Village of New Square Comprehensive Plan and Land Use Plan, and amendments to the Zoning Code and Zoning Map are being considered to address the current and projected development occurring in the Village and surrounding areas. These documents are intended to bring a more orderly process to future development by establishing clear goals and objectives of the Village, and by better regulating the processing of applications in subdivision and site plan review phases.

No specific increases in the rate of new development are being proposed for land in the Village nor are the proposed Comprehensive Plan, Land Use Plan, or amendments to the Zoning Code and Zoning Map intended to create opportunity for new development significantly beyond the scale of development possible under the existing land use regulations of the Village. Implementation of the Comprehensive Plan, Land Use Plan, Zoning Code and Zoning Map will provide the Village with better tools to plan for future development patterns.

The Comprehensive Plan, Land Use Plan, amendments to the Zoning Ordinance and Zoning Map do not propose any specific development projects. Any future proposals for development on land within the Village will be required to comply with a project specific SEQR review process.

The proposed Village of New Square Comprehensive Plan supports revised zoning for the Village that will reduce the number of zoning districts to four, simplify the application process and update provisions in the code to provide improved clarity and more concise standards to guide the decisions of the Village boards. The zoning amendments, in and of themselves, do not increase or decrease the permitted density of future development.

Therefore the adoption of the proposed Comprehensive Plan and Land Use Plan, and amendments to the Zoning Code and Zoning Map, will not affect the rate of growth that is occurring in New Square, nor induce growth in the Village.

**8.0 EFFECTS OF THE USE AND CONSERVATION OF ENERGY RESOURCES**

Adoption of the proposed Comprehensive Plan, Land Use Plan, and amendments to the Zoning Code and Zoning Map will not have a direct effect on the use or conservation of energy resources, with the exception of the use of energy and paper to produce this document.

However in implementing the Village goal of reducing overall electric energy demand, the Village will participate in the Orange & Rockland Utility (O&R) LED streetlight conversion program. The LED luminaires use less energy and are more cost efficient.