CSH New City Senior Housing

TOWN OF CLARKSTOWN, ROCKLAND COUNTY, NY

EAF Part III

SEQR CLASSIFICATION: **Unlisted**

PREPARED FOR SUBMISSION TO: **Town of Clarkstown Planning Board**
10 Maple Avenue
New City, New York 10956

APPLICANT: **Capitol Seniors Housing Development, LLC**
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DOCUMENT PREPARED: **August 4, 2017**

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Town of Clarkstown, Rockland County, NY

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1.0 Introduction

Capitol Seniors Housing Development, LLC is the applicant for the proposed action at tax lot 43.07-1-2, located at the west side of North Main Street and approximately 1,100 feet south of Phillips Hill Road in New City, New York. The R-15/R-22 zoning district line runs east/west through the side, approximately following the line of Susan Drive west of the site. The north side of the property is in the R-22 zone and the south side of the property is in the R-15 zone. The five acre parcel is the location of the former Diamond Derby Horse ranch and currently has an existing single family dwelling, several barns, and a fenced in riding area. The site has a gentle to flat slope and no wetlands, steep slopes, or floodplains are present on the property.

The application is for a single building, 80 unit (96 bed) assisted living senior housing facility consisting of 64 one bedroom units and 16 two bedroom units. This use is allowed by Special Permit of the Town Planning Board under Section 290-17.O of the Town Code. The project requires 53 parking spaces (0.55 per bed) and 55 parking spaces are provided. The project will be a typical assisted living facility, with typical congregate care amenities, i.e. dining, recreation, laundry, etc. provided. No variances or Planning Board waivers are required for the proposed project.

While the unit count is at the maximum allowed as per the 16 units per acre provision in the code, the other key bulk regulations are well under the allowable thresholds, including floor area ratio (50% allowed, 32% proposed), principal building coverage (33% allowed, 12.5% proposed), and lot coverage (50% allowed, 28.5% proposed). Additionally, the project maintains a 75 feet buffer along the side and rear property lines and no reduction of this buffer is being requested. Furthermore, the existing woodline along the rear of the property, adjacent to the residential use, is being maintained and enhanced and no disturbance is proposed at this location.

Access is via a two way entrance/exit along the north side of the parcel with a drop off area along the front (east) side of the building and parking along the east and south building faces. The parking lot terminates at the southwest corner of the site; however, a grass-crete fire access lane continues around the west and north sides of the building to provide a means for fire trucks to circulate through the site.

The site is serviced by existing house connections that will be reutilized where possible. A new sanitary sewer connection is proposed at the southwest corner of the property at an existing public sewer in a sewer easement on the site. A stormwater management facility is proposed near the southeast corner of the property and overflows from this basin will be piped to the existing storm drainage on the west side of North Main Street. We note disturbance will be greater than one acre and a full Stormwater Pollution Prevention Plan will be developed for the site. Concept grading is shown on the site; a detailed grading plan will be provided as the project progresses.

The following approvals are required for this application:

- Town of Clarkstown Planning Board Site Plan Approval
- Town of Clarkstown Planning Board Special Permit
- Town of Clarkstown Architecture and Historic Review Board
- Town of Clarkstown Building Permit
- Rockland County Highway Department (Plan Review and Work Permit)
- Rockland County Health Department Mosquito Suppression Permit
- Rockland County Planning Department General Municipal Law Review

2.0 Executive Summary

The New York State Environmental Quality Review (SEQR) Full Environmental Assessment Form Part 1 is attached as Appendix A. The Part 1 was prepared by the applicant and provides objective data and information about the project and its site. As Lead Agency, the Village of Airmont Planning Board is responsible for reviewing this document and preparing the Part 2. The purpose of the Part 2 is to assist the Board in identifying potential impacts that may occur from the proposed project, and whether they are small to moderate or potentially large. If the Board identifies a potentially large impact, then a Part 3 would be prepared to evaluate that potential impact and how it could be mitigated or reduced as well as its importance. The State Guidelines for the completion of the Part 2 forms ask the Lead Agency to consider the following when questioning importance:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanent loss of resource or value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact

The Planning Board, as Lead Agency under the New York State SEQRA Regulations, has adopted Part 2 of the Full Environmental Assessment Form for this project, attached as Appendix B. The adopted Part 2 has identified 22 items with potentially large impacts. The following "moderate to large impact may occur" have been identified on the adopted Part 2:

- Question 1: Impact on Land, "Length of Construction"
- Question 1: Impact on Land, "Soil Erosion and Sediment Control"
- Question 3: Impacts on Surface Water, "Turbidity in a Water Body"
- Question 3: Impacts on Surface Water, "Construction of a Wastewater Outfall"
- Question 3: Impacts on Surface Water, "Soil Erosion and Stormwater Discharge Leading to Siltation"
- Question 3: Impacts on Surface Water, "Water Quality of Downstream Water Bodies"
- Question 5: Impact on Flooding, "Change in flood water flows that contribute to flooding, including loss of vegetation"
- Question 6: Impacts on Air, "Impacts due to construction equipment emissions"
- Question 7: Impact on Plants and Animals, "The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominate species that occupy the site"
- Question 9, Impact on Aesthetic Resources, "The proposed action might be visible from publicly accessible vantage points."

- Question 9, Impact on Aesthetic Resources, "The proposed action might be visible from routine travel by residents."
- Question 11: Impact on Open Space and Recreation, "Loss of Future Recreational Resource"
- Question 11: Impact on Open Space and Recreation, "Elimination of Open Space or Recreational Resource in an Area with Few Such Resources"
- Question 13: Impact on Transportation, "Increased Trip Generation"
- Question 14: Impact on Energy, "The Proposed action may utilize more than 2,500 MWhrs per year of electricity."
- Question 15: Impact on Noise, Odor, and Light, "The proposed action may result in light shining onto adjoining properties."
- Question 15: Impact on Noise, Odor, and Light, "Impacts due to construction noise and odor"
- Question 16: Impact on Human Health, "The proposed action is within 1500 of a school, hospital, licensed day care center, group home, nursing home or retirement community."
- Question 16: Impact on Human Health, "The proposed project may result in an increase of solid waste"
- Question 17: Consistency with Community Plans, "Change in Density of Development not Supported by Existing Infrastructure"
- Question 18: Consistency with Community Character, "Demand for Additional Community Services"
- Question 18: Consistency with Community Character, "Consistency with Existing Natural Landscape"

A brief summary of each of the above identified impacts is provided below. An expanded discussion of each of the identified impacts with existing conditions, potential impacts, and proposed mitigation measures for each topic is included in Section 3, Environmental Setting, of this EAF Part III.

"Length of Construction"

The existing site is undeveloped; the length of construction is estimated to be 16 months and occur in one phase. Potential impacts to land with respect to length of construction involve the increased risk of erosion and loss of sediment due to exposed land cover with an unstabilized surface ground cover. While this is a single phase construction, the construction sequencing has been identified on the Sediment and Erosion Control Plan to minimize the length of time disturbed soil will remain in an unstabilized manner. The proposed construction sequence is as follows:

- Access to the site is from North Main Street only. No access will be allowed to the site from Susan Drive in the rear during consrtuction and post construction. Initial access will be via the existing curb cut along North Main Street located along the southern half of the site.
- Clearing limit lines will be marked in the field and sediment and erosion control measures installed. Existing structures will be removed and trees and vegetation cleared and removed from the site.

- Install temporary sediment basins and swales. Topsoil will be stripped and stockpiled. Rough grading will be performed and the building foundation constructed. Install plantings along west property line.
- On-site utilities and drainage structures will then be installed while the building is framed. Construct detention basin.
- Install curbs and pavement subbase. Remove temporary sedimentation basins and swales.
- The parking lot and access road will be constructed while the interior of the building is finished.
- Outdoor site amenities (sidewalks, patios, etc.) will then be constructed.
- Vegetation, landscaping, and grass will then be planted and the site will be stabilized prior to a certificate of occupancy issued by the Town of Clarkstown.

"Soil Erosion and Sediment Control"

The site has an existing ground cover consisting of woods and meadow. The ground cover is stable and not subject to significant erosion. Development of the proposed project could potentially result in erosion and the transport of sediment during construction. An Erosion and Sediment Control Management Program has been established for the proposed development, as outlined in the "NYS Standards and Specifications for Erosion and Sediment Control," dated July 2016 and includes Stabilized Construction Entrance, Silt Fence, Hay Bale Barriers, Diversion Berms, Sediment Basins, Seeding and Mulching, and Construction Sequencing.

"Turbidity in a Water Body"

There are no surface water bodies present on the site. The Demarest Kill is located downhill of the site, approximately 700 feet east of the property. Turbidity of the waterbody is negligible. Improper installation of erosion control measures, as well as lack of maintenance of erosion control measures could lead to sediments leaving the site and being transported to the downstream receiving waters. The SWPPP, including a detailed Soil Erosion and Sediment Control Plan (Drawing 5 of the Site Plans), provides the framework for reducing soil erosion during construction of the project. It defines the practices that will be implemented to control erosion and provides a sequence and schedule to ensure that the practices are implemented and to evaluate their effectiveness in reducing erosion and sediment runoff from the site.

"Construction of a Wastewater Outfall"

No wastewater outfall is proposed for the project.

"Soil Erosion and Stormwater Discharge Leading to Siltation"

The existing site is stable and there are no visible significant occurrences of on site soil erosion that would result in downstream siltation. Development of the proposed project could potentially result in erosion and the transport of sediment during construction. Erosion and sediment controls for the project have been designed to meet or exceed the criteria of the New York State Department of Environmental Conservation SPDES General Permit No. GP-0- 15-002 for Stormwater Discharges from Construction Activities, as well as the provisions of Article II of Chapter 249A of the Town of Clarkstown Code and New York State Standards and Specifications for Erosion and Sediment Control.

"Water Quality of Downstream Water Bodies"

The off-site Demarest Kill water body is a NYSDEC classified A stream, which indicates a watercourse of the highest water quality. A change of use and ground cover of a site during a land disturbance activity and redevelopment can result in new pollutants being suspended in stormwater runoff and carried downstream off-site as surface water eventually leaves the property. The New York State Department of Environmental Conservation requires Best Management Practices for stormwater quality to improve the water quality of stormwater runoff leaving the site. These Best Management Practices have been incorporated into the design of the Stormwater Management Plan and will be constructed to provide post construction water quality improvements. The on-site stormwater management basin provides the water quality measures required by the SPDES permit.

"Change in flood water flows that contribute to flooding, including loss of vegetation"

The existing ground cover on the site is woods, meadow, brush, and impervious surface from driveways, barns, and houses, brush. The Stormwater Management Plan and SWPPP was designed to provide mitigation against significant adverse impacts with respect to flooding. The stormwater management plan provides mitigation with respect to increases in stormwater runoff that can contribute to off-site flooding. The proposed best management practices reduce the peak rate of runoff leaving the site for rainfall events of 1-, 2-, 10-, 50- and 100-years recurrence interval. The stormwater management basin at the southeast corner of the site provides a net reduction in peak runoff rates at all hydrologic points of interest on the property, which include the west property line, northeast property corner, and southeast property corner.

SUMMARY TABLE 1

PEAK DISCHARGE FROM THE PROJECT SITE TO POI A

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.17	0.12	-0.05
2 YEAR	0.38	0.32	-0.06
10 YEAR	1.19	1.08	-0.11
25 YEAR	1.97	1.78	-0.19
100 YEAR	3.74	3.59	-0.15

SUMMARY TABLE 2

PEAK DISCHARGE FROM THE PROJECT SITE TO POI B

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.22	0.16	-0.06
2 YEAR	0.49	0.33	-0.16
10 YEAR	1.55	0.95	-0.60
25 YEAR	2.56	1.52	-1.04
100 YEAR	4.86	2.81	-2.05

SUMMARY TABLE 3

PEAK DISCHARGE FROM THE PROJECT SITE TO POI C

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.47	0.22	-0.25
2 YEAR	1.03	0.54	-0.49
10 YEAR	3.23	1.90	-1.33
25 YEAR	5.31	3.26	-2.05
100 YEAR	10.06	6.36	-3.70

"Impacts due to construction equipment emissions"

There is little to no existing vehicular traffic on the site. The operation of the heavy construction equipment on the project site will result in the emission of diesel exhaust in quantities that are typical on construction sites. The number of heavy construction equipment vehicles present at the site is limited by the construction sequencing plan. This is a short term unavoidable construction impact.

"The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominate species that occupy the site"

The site is lightly wooded along the western and southern property lines. There is a cleared area along a plateau on the center of the site, with several barns and meadow east of the western woodline. There is a fenced in riding area along the east side of the property and a residential structure along the south side of the property. Driveway access to the site is via a paved road along North Main Street. Nesting/breeding and foraging areas exist along the wooded areas. There are approximately 4.6 acres of woods/grass/meadow and 0.3 acres of impervious areas on the site under existing conditions. The project involves grading disturbance of approximately 3.5 acres of land, which are mainly impervious cover, meadow, brushlands, and grass lands. The disturbance of this land has potential impacts consisting of the loss of biodiversity and habitat. Approximately 1.5 acres (or 30%) of land will remain undisturbed, including one acre of woodlands along the rear of the property. Mitigation for the potential loss of habitat will consist of use of clearing limit lines to leave significant portions of the property undisturbed.

"The proposed action might be visible from publicly accessible vantage points and from routine travel by residents."

North Main Street is located along the east property line of the site. The New City Post Office is due south of the site and the Sunrise Assisted Living Center is located south of the Post Office. An undeveloped parcel is located north of the property; no plans for development of this site are under consideration at this time. The New City Condominium complex is a high density residential complex that is south of the site to the south and is located in an MF-3 zone. A cross section through the site was prepared (Drawing 8 of the Site Plans) was prepared to assess the potential significant impact with respect to aesthetic resources for the adjacent properties with respect to the senior housing. The use of buffers and setbacks result in screening of the structure to avoid a stark contrast with surrounding sensitive land uses. The presence of a Sunrise facility nearby demonstrates that the new building will not be in stark visual contrast with the surrounding area.

"Loss of Future Recreational Resource"

The property was previously used as a horse farm. During this time, portions of the site were maintained in a meadow state, with the lightly wooded areas located along the west property line and south property line. However, the land was and is privately owned, and any use of the property by the public would be considered trespassing. As the property is privately owned, there will be no loss of lawful public recreational opportunities or reductions of public open space resources, thus no mitigation is proposed.

"Elimination of Open Space or Recreational Resource in an Area with Few Such Resources"

There are no potential significant impacts which respect to the loss of open space from development of this parcel with respect to the community as an open space resource because the parcel is privately owned. Development of the CSH Senior Housing project is expected to increase the population of the Town of Clarkstown by 96 persons. The Town has approximately 570 acres of parkland available to residents. Even considering the population increase the Town is well within the National Parks and Recreation Association guidelines which recommends that 5 to 8 acres of parkland be provided per 1,000 population.

"Increased Trip Generation"

In the immediate area of the site, North Main Street consists of one travel lane in each direction, and then widens out at the signalized intersection of North Main Street/Phillips Hill Road north of the site. There is an exclusive left-turn lane on northbound North Main Street. There are other signalized intersections at North Main Street/Heritage Drive/U.S. Post Office Driveway, and North Main Street/Squadron Boulevard. The development along this portion of North Main Street is mixed. Directly across the street is the Buckley Farm Development, a proposed 22 lot subdivision and 195 unit senior living complex. Further to the south is the post office, Sunrise assisted living and memory unit facility, and the Omni Court and New City Condominium developments. In front of the Omni Court development is a condominium office development. Further to the south is the New City Library, New City Gardens apartments, the Gesel Gas Station, and the Stop and Shop shopping center. To the north are single-family homes, the Chabad Center, and a small office building. The Clarkstown recreation center is further north, with soccer fields and ballfields. The posted speed limit on North Main Street is 30 mph.

The proposed senior citizen section of the development will generate 18 vehicle trips with 12 vehicles entering and 6 vehicle trips exiting during the weekday AM peak hour. During the PM peak hour, the proposed senior citizen section of the development will generate 28 vehicle trips with 14 vehicle trips entering and 14 vehicle trips exiting. The results of the capacity analysis show that the changes in the LOS will not adversely affect traffic flow on North Main Street. The proposed driveway on North Main Street is projected to operate at LOS "C" in the AM and PM peak hour.

"The Proposed action may utilize more than 2,500 MWhrs per year of electricity."

Electric and gas service is provided to the project area by Orange & Rockland (O&R) Utilities, Inc. and the site is located in the Congers Substation service area of O&R. There are existing gas mains on North Main Street. Overhead electric lines are present on North Main Street. All buildings will comply with the latest New York State Energy Code and will utilize energy conservation building features, such as energy efficient air conditioning equipment, lighting fixtures, etc. No adverse impact is anticipated to the existing utility infrastructure, therefore no mitigation measures are proposed.

"The proposed action may result in light shining onto adjoining properties."

The site is currently unoccupied with no on-site background lighting generated. The access road and parking areas for the site plan will be illuminated with 14 feet tall overhead pole mounted lighting, which will be shielded downward to reduce light pollution. Building There will be no lighting spillover outside of the property boundaries from the onsite lighting, which is shown on the isolux plans on the Lighting Plan included in the Site Plan.

"Impacts due to construction noise and odor"

The site is currently vacant, therefore no background noise and order is being generated. There will be short-term impacts related to the construction that cannot be avoided, including construction noise and noise from construction-related traffic. Noise levels are expected to be most significant during the site clearing, tree removal, road construction, and utility installation phases, when heavy construction equipment is required. The operation of the heavy construction equipment on the project site will result in the emission of diesel exhaust in quantities that are typical on construction sites. The emissions must be in conformance with the federal standards developed by the Environmental Protection Agency (EPA). Emissions will be minimized by limiting engine idling, use of low-sulfur fuels, and proper equipment maintenance. There are no odor impacts to adjacent residences and properties anticipated as a result of the construction. Construction odor impacts are temporary and not significant.

"The proposed action is within 1500 of a school, hospital, licensed day care center, group home, nursing home or retirement community."

The project site is located within 1500 feet of the Hebrew Academy (a private school), Sunrise of New City Assisted Living Facility, Tutor Time New City Child Care/Learning Center, the Squadron Gardens senior housing facility. These "Human Health Facilities" are shown on Figure 3.16-1, "Vicinity Map – Human Health Facilities". No other schools, hospitals, or nursing homes are located within 1,500 feet of the site. As thie site is considered a human health facility, there are no potential impacts to Human Health Facilities as a result of the proposed action.

"The proposed project may result in an increase of solid waste"

The existing site is vacant and thus does not currently generate any solid waste. The project will produce approximately 0.4 tons of solid waste per week, based on an average generation rate of 10 pounds per bedroom per week. (80 bedrooms x 10 pounds per bedroom = 800 pounds x 1 ton/2000 pounds = 0.40 tons). According to the information provided by the Town Department of Environmental Control, the Town of Clarkstown picked up 56,610 tons of garbage from the residential and commercial users in the Town. An increase of 0.40 tons is not considered a significant increase.

"Change in Density of Development not Supported by Existing Infrastructure"

There are a variety of uses in the immediate vicinity. The New City Condominium complex is southeast of the site and is located in an MF-3 zone. Buckley Farms Senior Housing is located across North Main Street and is currently before the land use boards in the Town of Clarkstown for a 195 unit independent living senior facility. The Sunrise of New City Assisted Living

Facility offers assisted living, medication management, memory care, enhanced senior living and coordination of hospice care. The density of development is consistent with the provisions of the Special Permit, which limits the density to 16 units per acre, which results in 80 units allowed for this parcel. The project proposes 64 one bedroom units and 16 two bedroom units, which is below the density requirements that allow a maximum of 50% two bedroom units. The project is also well below the maximum zoning thresholds for floor area ratio (50% allowed, 33% proposed), principal building coverage (33% allowed, 12.5% proposed), and development coverage (50% allowed, 28.6% proposed). The mitigation for this potential impact is to limit development to the number of units per the applicable zoning.

"Demand for Additional Community Services"

Police

Based on planning standards contained in the Development Impact Assessment Handbook, published by the Urban Land Institute (1994), the recommendations for police protection is two police personnel per 1,000 persons, which further breaks down to 1.5 police for residential uses and 0.5 for non-residential uses. The Buckley Farms project includes a projected population increase of 422 people. The CSH New City project projects a population increase of 96 residents, for a total combined increase of 518 people. Based on this standard of 1.5 police officers per 1000 residents, 518 persons would increase police staffing needs by 0.778 police personnel. The current Town population is estimated to be 85,845 persons, an increase in the population of 518 persons totals 86,363, or a projected ratio of 2.13 police personnel per 1000 residents, which is well within the recommended standard.

Fire Department

Based on planning standards contained in the Development Impact Assessment Handbook, the recommendations for adequate fire protection services is 1.65 fire department personnel per 1,000 population. Based on this standard, 518 persons (422 for Buckley plus 96 for CSH New City) would generate a demand for 0.85 fire department personnel. The Department currently has more than 150 active members thus the ratio of fire personnel to population is within the recommended guidelines (86,363/1,000 x 1.65 = 142). The New City Fire Department is 100% volunteer.

Ambulance

As discussed earlier, EMS service is provided by the New City Volunteer Ambulance Corps 75 active volunteers. This service is supplemented on an as needed basis by the Town's paid fee for service paramedics. Based on planning standards contained in the Development Impact Assessment Handbook, approximately 36.5 calls per typical 1,000 population are made annually. Senior Citizen populations can have up to twice as many calls for service as a typical population. Based on this increased standard for seniors, the additional 518 persons (422 for Buckley plus 96 for CSH New City) would increase calls to EMS by approximately 38 calls annually on average.

Based on planning standards contained in the Development Impact Assessment Handbook, the recommendations for adequate EMS services is 4.1 personnel per 30,000 population. The Ambulance Corp currently has approximately 75 active members thus the ratio of EMT's to the future population including the additional population from Buckley Farms is within the

recommended guidelines (86,363/30,000 x 4.1 = 11.8). The New Ambulance Corps a volunteer organization.

"Consistency with Existing Natural Landscape"

The existing natural landscape of the property includes a sloping hillside from North Main Street, a plateau with an open meadow and a fenced in area along North Main Street for the previous horse farm use, a single family home, and several barns. Light woods exist along the west and south property lines. The project has been developed to be consistent with the existing natural landscape. The proposed Landscape Plan to be submitted prior to site plan approval will provide attractive landscape features that will enhance the overall natural landscape on the site and improve the aesthetics when compared to the existing use. Corridors of evergreen trees to provide supplemental screening will be planted, replacing the meadow and grassy overgrown areas left over from the previous horse farm use. Deciduous trees and foundation plantings will be included to add to the natural setting. The proposed landscape plantings will mitigate any potential significant adverse impacts with respect to the natural landscape.

3.0 ENVIRONMENTAL SETTING

This chapter discusses the existing environmental conditions, potential adverse environmental impacts identified in the EAF Part II, and proposes mitigation measures for these impacts.

3.1 Impact on Land

3.1.1 EXISTING SETTING

According to the National Resources Conservation Service (NRCS), the predominant soil type and approximate acreage of soils for the entire property are as follows:

TABLE 3.1-1
EXISTING SOILS INFORMATION
NATIONAL RESOURCES CONSERVATION SERVICE (NRCS)

Map Unit Symbol	Map Unit Name	Acres	Percent of Site
CrB	Cheshire gravelly fine sandy loam, 2 to 8% slopes	2.6	52.0%
CrC	Cheshire gravelly fine sandy loam, 8 to 15% slopes	0.87	17.4%
CuC	Cheshire Urban Land Complex, 8 to15% slopes	1.48	29.6%
Ad	Alden Silt Loam	0.045	0.9%
Totals		5.0	100%

Cheshire gravelly fine sandy loam consists of very deep, well drained loamy soils with a depth to bedrock of greater than 80 inches. Limitations for the construction of dwellings and roads on these soils are considered moderate due to wetness and slopes. Alden Silt Loams are considered poorly drained with a depth to bedrock of greater than 80 inches. Alden Silt Loams are located at the southwest corner of the site.

The site contains a plateau in the center and a gentle slope along the eastern portion of the property. No wetlands, floodplains, or steep slopes are present on the property.

The site is mostly meadow and grassland with light woods along the west and south property lines. There is an existing single family residence, several barns, and a fenced in horse riding area on the property.

A. Length of Construction

The existing site is undeveloped; the length of construction is estimated to be 16 months.

B. Soil Erosion and Sediment Control

The site has an existing ground cover consisting of woods and meadow. The ground cover is stable and not subject to significant erosion.

3.1.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Length of Construction

The entire project is estimated to be constructed over a period of 16 months in one phase. Potential impacts to land with respect to length of construction involve the increased risk of erosion and loss of sediment due to exposed land cover with an unstabilized surface ground cover. A phased construction plan can have potential impacts of later phases beginning prior to stable ground cover being fully established during the earlier phases. While this project requires a single phase with respect to land disturbance, a construction sequencing plan has been developed to minimize the length of time the land disturbance will result in unstabilized soil.

B. Soil Erosion and Sediment Control

Development of the proposed project could potentially result in erosion and the transport of sediment during construction. This occurs when disturbed, unstabilized ground cover experiences a rainfall event and soil particles become suspended in the rainfall runoff and conveyed downstream. These particles ultimately settle out of their suspended state, resulting in sedimentation.

3.1.3 PROPOSED MITIGATION

A. Length of Construction

Potential impacts due to length of construction will be mitigated by a soil and erosion control plan coordinated with the construction phasing plan. While this is a single phase construction, the construction sequencing has been identified on the Sediment and Erosion Control Plan to minimize the length of time disturbed soil will remain in an unstabilized manner. While the overall construction schedule is anticipated to be 16 months, the majority of the site will have vegetation, pavement, and building ground cover established earlier in the sequence to minimize the required sediment and erosion control measures. The anticipated construction sequence is:

CONSTRUCTION SEQUENCE:

- ACCESS TO THE SITE IS FROM NORTH MAIN STREET ONLY. NO ACCESS WILL BE ALLOWED TO THE SITE FROM SUSAN DRIVE IN THE REAR DURING CONSTRUCTION OR POST CONSTRUCTION. INITIAL CONSTRUCTION ACCESS WILL BE VIA THE EXISTING DRIVEWAY TO NORTH MAIN STREET LOCATED ALONG THE SOUTHERN HALF OF THE SITE.
- CLEARING LIMIT LINES WILL BE MARKED IN THE FIELD AND SEDIMENT AND EROSION CONTROL MEASURES INSTALLED. EXISTING STRUCTURES WILL BE REMOVED AND TREES AND VEGETATION CLEARED AND REMOVED FROM THE SITE.
- INSTALL TEMPORARY SEDIMENT BASINS & SWALES. TOPSOIL WILL BE STRIPPED AND STOCKPILED. ROUGH GRADING WILL BE PERFORMED AND THE BUILDING FOUNDATION CONSTRUCTED. INSTALL PLANTING ALONG WEST PROPERTY LINE.
- ON SITE UTILITIES AND DRAINAGE STRUCTURES WILL THEN BE INSTALLED WHILE THE BUILDING IS FRAMED. CONSTRUCT DETENTION BASIN.
- INSTALL CURBS & PAVEMENT SUBBASE. REMOVE TEMPORARY SEDIMENT BASIN & SWALES.
- THE PARKING LOT AND ACCESS ROAD WILL BE CONSTRUCTED WHILE THE INTERIOR OF THE BUILDING IS BEING FINISHED.
- OUTDOOR SITE AMENITIES (SIDEWALKS, PATIOS, ETC.) WILL THEN BE CONSTRUCTED.
- VEGETATION, LANDSCAPING, AND GRASS WILL BE THEN PLANTED AND THE SITE WILL BE STABILIZED PRIOR TO A CERTIFICATE OF OCCUPANCY IS ISSUED BY THE TOWN OF CLARKSTOWN.
- *The above site work is anticipated to take 4-6 months.*
- *It is anticipated that up to six construction vehicles will be on site during this phase, including bulldozers, excavators, loaders, and dump trucks. Additional flatbed trucks will periodically visit the site for deliveries and concrete mixer trucks will be on site to pour the concrete building foundations.*

B. Soil Erosion and Sediment Control

An Erosion and Sediment Control Management Program has been established for the proposed development, as outlined in the "NYS Standards and Specifications for Erosion and Sediment Control," dated July 2016. A preliminary Sediment and Erosion Control Plan is included in the full set of Site Plans (Drawing 5, Revision 2 dated May 19, 2017).

A Stormwater Pollution Prevention Plan (SWPPP) has been developed in accordance with the requirements in the General Permit for Stormwater Discharges from Construction Activity. The SWPPP includes a detailed Soil Erosion and Sediment Control Plan, and it provides a framework for reducing soil erosion during construction of the project. It defines the practices that will be implemented to control erosion and provides a sequence and schedule to ensure that the practices are implemented and to evaluate their effectiveness in reducing erosion and sediment runoff from the site. The SWPPP is site specific and provides temporary and permanent erosion control measures. Erosion control measures to be implemented on this project include the following:

- Stabilized Construction Entrance: A stabilized construction entrance will be installed at the existing entrance at North Main Street. The stabilized entrance defines the point of

entrance and exit to the construction site, and its purpose is to reduce the tracking of mud and dirt onto public roads by construction vehicles. The stabilized construction sequence acts as a tire clean out for construction vehicles.

- Silt Fence: A silt fence is a temporary, linear sediment barrier of permeable fabric designed to intercept and slow the flow of sediment-laden sheet flow runoff. Silt fences allow sediment to settle from runoff before water leaves the construction site. Silt fences will be placed below the toe of exposed and erodible slopes; down-slope of exposed soil areas; around temporary soil stockpiles; and along the perimeter of the project site.
- Hay Bale Barriers: A hay bale barrier is a temporary linear sediment barrier consisting of hay bales, designed to intercept and slow sediment-laden sheet flow runoff. Hay bale barriers allow sediment to settle from runoff before water leaves the construction site. Hay bales are typically installed on an "as-needed" basis to be determined on the construction site by the Engineer. They are typically placed along the perimeter of the site; along streams and channels; below the toe of exposed slopes; down slope of exposed soil areas; around soil stockpiles; across minor swales or ditches; and parallel to a roadway to keep sediment off paved areas.
- Diversion Berms: Diversion berms are utilized to intercept and convey runoff to stable outlets and avoid disturbed areas to prevent erosion or to allow for the establishment of vegetation on lower areas. They should be parabolic or trapezoidal in shape, with side slopes not steeper than 2:1.
- Sediment Basins: Sediment basins are temporary basins formed by excavating and/or constructing an embankment so that sediment laden runoff is temporarily detained under slow-moving or inactive conditions, allowing sediment to settle out before the runoff is discharged. Accumulated sediment will be removed from sediment basins once it has accumulated to one-half the design depth of the basin. The removed sediment will be deposited in a suitable area in a manner such that it will not erode.
- Seeding and Mulching: Seeding and mulching are used to stabilize disturbed areas. The purpose of the temporary seeding and mulch is to reduce sediment carried by the runoff from the exposed areas, and to control dust. Temporary seeding and mulch will be placed as soon as the soil disturbance activity is completed.
- Construction Sequencing: A construction sequencing plan has been prepared for the Site Plan. This is a detailed sequencing plan that identifies the order of construction, limits of disturbance during each step, temporary erosion control measures required to control runoff and erosion during that step, and finished ground cover to be established.

All sediment and erosion control measures will be maintained in proper condition throughout the construction period. Specific measures and actions that will be implemented during the construction process include the following:

- Disturbance areas will be minimized and at no time will the disturbance area exceed 5 acres.
- As construction proceeds, all disturbed areas shall be planted or seeded in a timely manner to prevent unnecessary erosion.
- All erosion control measures will be inspected at least once a week and following any storm event of 0.5 inches or greater.
- Necessary repairs will be reported and implemented within 24 hours of inspections.

The implementation of the soil erosion and sediment control measures specified on the detailed Soil Erosion and Sediment Control Plan combined with the procedures and regulations outlined in the SWPPP will effectively minimize potential erosion impacts from surface water runoff on the project site.

3.2 Impact on Surface Water

3.2.1 EXISTING SETTING

A. Turbidity in a Water Body

There are no surface water bodies present on the site. The Demarest Kill is located downhill of the site, approximately 700 feet east of the property. Turbidity of the waterbody is negligible.

B. Construction of a Wastewater Outfall

There are no wastewater outfalls on the site.

C. Soil Erosion and Stormwater Discharge Leading to Siltation

The existing site is stable and there are no visible significant occurrences of on site soil erosion that would result in downstream siltation.

D. Water Quality of Downstream Water Bodies

The off-site Demarest Kill water body is a NYSDEC classified A stream, which indicates a watercourse of the highest water quality.

3.2.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Turbidity in a Water Body

There will be no regrading or earthwork in the immediate vicinity of a water body. Improper installation of erosion control measures, as well as lack of maintenance of erosion control measures could lead to sediments leaving the site and being transported to the downstream receiving waters.

B. Construction of Wastewater Outfall

There are no discharges of wastewater proposed on the site. All sanitary wastewater will be collected in a new system that will connect into the existing Rockland County Sewer District collection system that runs through the site. Treatment is provided at the Rockland County Sewer District sewage treatment plant in Orangeburg, NY.

C. Soil Erosion and Stormwater Discharge Leading to Siltation

Development of the proposed project could potentially result in erosion and the transport of sediment during construction. Erosion and sediment controls for the project will be designed to meet or exceed the criteria of the New York State Department of Environmental Conservation SPDES General Permit No. GP-0- 15-002 for Stormwater Discharges from Construction Activities, as well as the provisions of Article II of Chapter 249A of the Town of Clarkstown Code and New York State Standards and Specifications for Erosion and Sediment Control.

D. Water Quality of Downstream Water Bodies

A change of use and ground cover of a site during a land disturbance activity and redevelopment can result in new pollutants being suspended in stormwater runoff and carried downstream off-site as surface water eventually leaves the property. The New York State Department of Environmental Conservation requires Best Management Practices for stormwater quality to improve the water quality of stormwater runoff leaving the site. These Best Management

Practices have been incorporated into the design of the Stormwater Management Plan and will be constructed to provide post construction water quality improvements.

3.2.3 PROPOSED MITIGATION

A. Turbidity in a Water Body

The SWPPP, including a detailed Soil Erosion and Sediment Control Plan (Drawing 5 of the Site Plans), provides the framework for reducing soil erosion during construction of the project. It defines the practices that will be implemented to control erosion and provides a sequence and schedule to ensure that the practices are implemented and to evaluate their effectiveness in reducing erosion and sediment runoff from the site. The SWPPP is site specific and provides temporary and permanent erosion control measures.

B. Construction of Wastewater Outfall

There are no discharges of wastewater proposed on the site, therefore no mitigation is proposed.

C. Soil Erosion and Stormwater Discharge Leading to Siltation

An Erosion and Sediment Control Management Program will be established for the proposed development, beginning at the start of construction and continuing throughout its course, as outlined in the "NYS Standards and Specifications for Erosion and Sediment Control," dated July 2016. A preliminary Sediment and Erosion Control Plan is included in the full set of engineering plans.

Since the Town of Clarkstown is a regulated, traditional land use control multiple separate storm sewer system (MS4), the owner and operator must develop a Stormwater Pollution Prevention Plan (SWPPP). This SWPPP must then be reviewed and approved by the MS4, including the issuance of an MS4 Acceptance Form, prior to the submission of the Notice of Intent (NOI) to the Department of Environmental Conservation.

The Department of Environmental Conservation will issue the project a SPDES General Permit number once the following criteria have been satisfied:

- SEQRA has been satisfied,
- All necessary NYSDEC permits have been obtained,
- A final SWPPP has been prepared, and
- A NOI has been submitted.

Once the permit is obtained, the owner or operator may commence construction activities. It is the owner's responsibility to ensure that the provisions of the SWPPP are implemented during the construction period until all areas of disturbance have achieved final stabilization. Compliance includes the following:

- Maintenance of all records at the construction site.
- Maintenance of all erosion and sediment control practices and all post-construction practices stormwater management practices in effective operating condition.
- Not disturb more than 5 acres at any time without prior authorization from the NYSDEC or the MS4.

- Have a qualified inspector conduct the required site inspections, as specified in the most current version of the New York State Standards and Specifications for Erosion and Sediment Control.

In the event that the project site is found to not be in compliance with the permit requirements, both the Town of Clarkstown as the MS4 and the NYSDEC have jurisdiction to place a stop work order on the site until any deficiencies are rectified. The NYSDEC also has the ability to issue fines to the owner/operator as part of the compliance process.

Upon completion of the project, the owner or operator must complete a Notice of Termination (NOT) form and submit it to the NYSDEC. The Notice of Termination form can be submitted when all of the following construction activities are completed:

- All construction identified in the SWPPP has been completed;
- All areas of disturbance have achieved final stabilization;
- All temporary erosion and sediment control measures have been removed;
- All post-construction stormwater management practices have been constructed in conformance with the SWPPP and are operational;
- Post-construction stormwater management practices and any right-of-ways needed to maintain them have either been deeded to the municipality, or an executed maintenance agreement is in place with the municipality to maintain them;
- Post-construction stormwater management practices that are privately owned must have an executed deed covenant that requires proper operation and maintenance of the practice.

Since the Town of Clarkstown is a regulated, traditional land use control MS4, the "MS4 Acceptance" statement on the NOT form must also be signed by a duly authorized representative from the Town of Clarkstown. By signing this statement, the representative will have determined that the construction has been completed in accordance with the permit requirements. The Town of Clarkstown representative can make this determination by performing a final site inspection themselves or by accepting a qualified inspector's final site inspection certification.

The permit described in detail above is required of all construction projects in New York State meeting the acreage requirements. The creation and implementation of the SWPPP is unique to each site, and requires design and inspection by qualified individuals. The SWPPP for this project has been prepared by a New York State Licensed Professional Engineer and the owner/operator will be hiring an inspection company to meet to requirements of the GP-0-15-002.

A Stormwater Pollution Prevention Plan (SWPPP) has been developed in accordance with the requirements in the General Permit for Stormwater Discharges from Construction Activity (See Appendix C). The SWPPP includes a detailed Soil Erosion and Sediment Control Plan, and it provides a framework for reducing soil erosion during construction of the project. It defines the practices that will be implemented to control erosion and provides a sequence and schedule to ensure that the practices are implemented and to evaluate their effectiveness in reducing erosion and sediment runoff from the site. The SWPPP is site specific and provides temporary and

permanent erosion control measures. Erosion control measures to be implemented on this project include the following:

- Stabilized Construction Entrance: A stabilized construction entrance will be installed at the existing paved entrance to the site at North Main Street. During initial construction, the existing driveway opening will be utilized and stabilized construction entrance material added around the exiting opening as per the Sediment and Erosion Control Plan. The stabilized entrance defines the point of entrance and exit to the construction site, and its purpose is to reduce the tracking of mud and dirt onto public roads by construction vehicles.
- Silt Fence: A silt fence is a temporary, linear sediment barrier of permeable fabric designed to intercept and slow the flow of sediment-laden sheet flow runoff. Silt fences allow sediment to settle from runoff before water leaves the construction site. Silt fences will be placed below the toe of exposed and erodible slopes; down-slope of exposed soil areas; around temporary soil stockpiles; and along the perimeter of the project site.
- Hay Bale Barriers: A hay bale barrier is a temporary linear sediment barrier consisting of hay bales, designed to intercept and slow sediment-laden sheet flow runoff. Hay bale barriers allow sediment to settle from runoff before water leaves the construction site. Hay bales are typically installed on an "as-needed" basis to be determined on the construction site by the Engineer. They are typically placed along the perimeter of the site; along streams and channels; below the toe of exposed slopes; down slope of exposed soil areas; around soil stockpiles; across minor swales or ditches; and parallel to a roadway to keep sediment off paved areas.
- Diversion Berms: Diversion berms are utilized to intercept and convey runoff to stable outlets and avoid disturbed areas to prevent erosion or to allow for the establishment of vegetation on lower areas. They should be parabolic or trapezoidal in shape, with side slopes not steeper than 2:1.
- Sediment Basins: Sediment basins are temporary basins formed by excavating and/or constructing an embankment so that sediment laden runoff is temporarily detained under slow-moving or inactive conditions, allowing sediment to settle out before the runoff is discharged. Accumulated sediment will be removed from sediment basins once it has accumulated to one-half the design depth of the basin. The removed sediment will be deposited in a suitable area in a manner such that it will not erode.
- Seeding and Mulching: Seeding and mulching are used to stabilize disturbed areas. The purpose of the temporary seeding and mulch is to reduce sediment carried by the runoff from the exposed areas, and to control dust. Temporary seeding and mulch will be placed as soon as the soil disturbance activity is completed.

All sediment and erosion control measures will be maintained in proper condition throughout the construction period. Specific measures and actions that will be implemented during the construction process include the following:

- Disturbance areas will be minimized and at no time will the disturbance area exceed 5 acres.
- As construction proceeds, all disturbed areas shall be planted or seeded in a timely manner to prevent unnecessary erosion.
- All erosion control measures will be inspected at least once a week and following any storm event of 0.5 inches or greater.

- Necessary repairs will be reported and implemented within 24 hours of inspections.

The implementation of the soil erosion and sediment control measures specified on the detailed Soil Erosion and Sediment Control Plan combined with the procedures and regulations outlined in the SWPPP will effectively minimize potential erosion impacts from surface water runoff on the project site.

D. Water Quality of Downstream Water Bodies

Required mitigation will consist of the implementation of the soil erosion and sediment control devices that comprise the Soil Erosion and Sediment Control Plan (Drawing 5) during construction. Ongoing inspections as required by the SPDES permit during construction to ensure these devices, measures, and construction techniques are continually functional and operational will assist in mitigating potential significant adverse impacts with respect to water quality of downstream water bodies during construction.

Construction of the water quality Best Management Practices for post construction will assist in improving water quality of downstream water bodies and mitigate against any potential significant adverse impacts.

3.3 Impact on Flood Water Flows

3.3.1 EXISTING SETTING

A. Change in flood water flows that contribute to flooding, including loss of vegetation.
The hydrologic analysis determines the rate of peak discharges leaving the site, described in the drainage calculations as "Q" and is measured in cubic feet per second. One of the variables used in the hydrologic analysis is land cover. The existing ground cover on the site is woods, meadow, brush, and impervious surface from driveways, barns, and houses, brush. Vegetation results in less rainfall runoff than impervious services. Higher density vegetation such as woods results in less rainfall runoff than lower density vegetation such as grass. Lower rainfall runoff results in lower peak flow rates, which result in lower floodplain elevations on receiving waters.

3.3.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Change in flood water flows that contribute to flooding, including loss of vegetation.
Increases in surface water runoff can occur can cause flooding when a change of ground cover introduces more impervious area and/or a change in vegetation that absorbs and helps infiltrate rainfall, leading to increased surface water runoff. Increases in surface water runoff leaving the site can result in flooding of downstream properties.

3.3.3 PROPOSED MITIGATION

A. Change in flood water flows that contribute to flooding, including loss of vegetation.
The Stormwater Management Plan and SWPPP was designed to provide mitigation against significant adverse impacts with respect to flooding. The stormwater management plan provides mitigation with respect to increases in stormwater runoff that can contribute to off-site flooding. The proposed best management practices reduce the peak rate of runoff leaving the site for rainfall events of 1-, 2-, 10-, 50- and 100-years recurrence interval. The stormwater management basins have been designed to provide post-construction stormwater quality and quantity controls as required by the New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit for Stormwater Discharges from Construction. There is an overall reduction is peak stormwater runoff rates leaving the site at the three specified hydrologic Points of Interest along the property lines, providing mitigation of potential significant adverse impacts with respect to flooding from stormwater runoff in all directions. A comparison of existing conditions and developed conditions peak discharges are contained in Tables 3.3-1 through 3.3-3 and demonstrates a reduction in peak discharges in all directions from the property.

The best management practices will be maintained in accordance with the post-construction stormwater quality and quantity controls as required by the New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit for Stormwater Discharges from Construction.

SUMMARY TABLE 3.3-1

PEAK DISCHARGE FROM THE PROJECT SITE TO POI A

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.17	0.12	-0.05
2 YEAR	0.38	0.32	-0.06
10 YEAR	1.19	1.08	-0.11
25 YEAR	1.97	1.78	-0.19
100 YEAR	3.74	3.59	-0.15

SUMMARY TABLE 3.3-2

PEAK DISCHARGE FROM THE PROJECT SITE TO POI B

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.22	0.16	-0.06
2 YEAR	0.49	0.33	-0.16
10 YEAR	1.55	0.95	-0.60
25 YEAR	2.56	1.52	-1.04
100 YEAR	4.86	2.81	-2.05

SUMMARY TABLE 3.3-3

PEAK DISCHARGE FROM THE PROJECT SITE TO POI C

PEAK DISCHARGE (CFS)

FREQUENCY	EXISTING CONDITIONS	PROPOSED CONDITIONS	DIFFERENCE
1 YEAR	0.47	0.22	-0.25
2 YEAR	1.03	0.54	-0.49
10 YEAR	3.23	1.90	-1.33
25 YEAR	5.31	3.26	-2.05
100 YEAR	10.06	6.36	-3.70

3.4 Impact on Air

3.4.1 EXISTING SETTING

A. Construction equipment emissions

The existing site contains a single family house and barn for horses. The horse farm activity has ceased and the space is currently unused. There is an access road to the site from North Main Street. There is little to no existing vehicular traffic on the site.

3.4.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Construction equipment emissions

The operation of the heavy construction equipment on the project site will result in the temporary emission of diesel exhaust in quantities that are typical on construction sites.

The post construction conditions will result in the removal of approximately 1.1 acres of woods and meadow and the introduction of parking for 55 vehicles and one three story assisted living facility building.

3.4.3 PROPOSED MITIGATION

A. Construction equipment emissions

The emissions must be in conformance with the federal standards developed by the Environmental Protection Agency (EPA). Emissions will be minimized by limiting engine idling, use of low-sulfur fuels, and proper equipment maintenance. In conformance with NYS DEC regulations, no more than 5 acres will be disturbed at any one time. As a result, the construction sequencing between infrastructure and building units will limit the maximum disturbance at any given time and subsequently limit the number of heavy construction equipment vehicles present at the site. This is a short term unavoidable construction impact.

The post construction layout will mitigate against decreases in air quality to the neighboring areas as a result of increased vehicular traffic through the use of open space, buffering, and landscaping. The employees of the assisted living facility work in three shifts, with the maximum shift containing 28 employees. The shifts are scheduled to avoid AM and PM peak traffic times and the impact to air quality with respect to vehicular traffic is not considered significant. Additionally, a 75 foot buffer is applied to all property lines and a substantial planting plan is provided to enhance the existing vegetation. The woodline in the rear of the site, adjacent to the residential use on Susan Drive west of the site, is not being disturbed and is enhanced through additional plantings.

3.5 Impact on Plants and Animals

3.5.1 EXISTING SETTING

A. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominate species that occupy the site.

According to the NYSDEC Environmental Resource Mapper, there are no "Significant Natural Communities" that may be affected by the plan.

The site is lightly wooded along the western and southern property lines. There is a cleared area along a plateau on the center of the site, with several barns and meadow east of the western woodline. There is a fenced in riding area along the east side of the property and a residential structure along the south side of the property. Driveway access to the site is via a paved road along North Main Street. Nesting/breeding and foraging areas exist along the wooded areas. There are approximately 4.6 acres of woods/grass/meadow and 0.3 acres of impervious areas on the site under existing conditions.

3.5.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominate species that occupy the site.

The project involves grading disturbance of approximately 3.5 acres of land, which are mainly impervious cover, meadow, brushlands, and grass lands. The disturbance of this land has potential impacts consisting of the loss of biodiversity and habitat. Approximately 1.5 acres (or 30%) of land will remain undisturbed, including one acre of woodlands along the rear of the property. This area will continue to provide wildlife habitat.

3.5.3 PROPOSED MITIGATION

A. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominate species that occupy the site.

As there are no significant natural communities present on the site, impacts with respect to habitat are not considered significant. Mitigation for the potential loss of habitat will consist of use of clearing limit lines to leave significant portions of the property undisturbed. Therefore, it is anticipated that suitable nesting/breeding, foraging and overwintering habitats exist in the immediate vicinity and will continue to exist on the property after construction is complete.

3.6 Impact on Aesthetic Resources

3.6.1 EXISTING SETTING

A. The proposed action may be visible from publicly accessible vantage points and routine travel by residents.

The New City Condominium complex is a high density residential complex that is southeast of the site and is located in an MF-3 zone. This residential complex has 331 units over 27 acres for a density of 12.2 units per acre. Single family residential houses in an R-15 zone are located northeast of the property.

North Main Street is located along the east property line of the site. The New City Post Office is due south of the site and the Sunrise Assisted Living Center is located south of the Post Office. An undeveloped parcel is located north of the property; no plans for development of this site are under consideration at this time.

3.6.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. The proposed action may be visible from publicly accessible vantage points and routine travel by residents.

A visual resources assessment was conducted to determine whether the proposed action is potentially within the viewshed of a designated aesthetic resource and whether there are potential significant impacts that require measures to eliminate, mitigate or compensate for an adverse visual effect. The visual assessment presented below was conducted in accordance with the New York State Department of Environmental Conservation (NYSDEC) policy and guidance memorandum[1] relating to assessing and mitigating visual impacts of facilities that are located in visual proximity to sensitive land uses.

Potential significant impacts with respect to aesthetic resources can occur when an action results in a stark visual contrast to the surrounding area affecting sensitive land uses. The construction of the single family homes on the east side of the parcel will not result in a stark visual contrast to the surrounding area because they are the same use and density as the adjacent properties to the north and east.

The construction of the senior housing on the parcel is of a similar density and land use to the Sunrise to the south. The potential for impact on aesthetic resources derives from a higher density single structure housing stock nearby single family residential uses.

3.6.3 PROPOSED MITIGATION

A. The proposed action may be visible from publicly accessible vantage points and routine travel by residents.

A cross section through the site was prepared (Drawing 8 of the Site Plans) was prepared to assess the potential significant impact with respect to aesthetic resources for the adjacent properties with respect to the senior housing. The use of buffers and setbacks result in screening of the structure to avoid a stark contrast with surrounding sensitive land uses. The presence of a Sunrise facility south of the property and multi-family condominiums southeast of the site demonstrates that the new building will not be in stark visual contrast with the surrounding area.

3.7 Impact on Open Space and Recreation

3.7.1 EXISTING SETTING

A. Loss of Future Recreational Resource

The property was previously used as a horse farm. During this time, portions of the site were maintained in a meadow state, with the lightly wooded areas located along the west property line and south property line. However, the land was and is privately owned, and any use of the property by the public would be considered trespassing.

B. Elimination of Open Space or Recreational Resource in an Area with Few Such Resources

The existing site is developed and contains impervious areas, woods, meadow, and brush. There is a single residential building on the site along with several barns and meadows. Due to the cessation of the horse farming use, the site may have been occasionally used informally by the community as an open space resource. However, the land was and is privately owned, and any use of the property by the public would be considered trespassing.

Other public open space parcels located within one mile of the site include Kennedy Dells Park and Paramount Country club and golf course. The Long Path is located in proximity to the project site.

The Long Path

The Long Path is a 330± mile trail that extends from the New Jersey side of the George Washington Bridge to John Boyd Thacher State Park, about 15 miles west of Albany. For the first 40 miles it follows the Palisades Escarpment along the Hudson River. The trail then enters Harriman State Park where it intersects the Appalachian Trail. It then travels through Orange County towards Shawangunk Ridge and into the Catskill Forest Preserve.

Within Rockland County, the Long Path travels north from Tallman Mountain State Park to Blauvelt State Park, across I-87/287 at Mountainview Road, behind the Mountainview and Forest Ridge developments, across Christian Herald Road, across Hook Mountain, Nyack Beach and Rockland Lake State Parks, to High Tor State Park and eventually Harriman State Park. The portion of the trail near the project site is maintained by the New York-New Jersey Trail Conference.

In addition, the Town of Clarkstown has over twenty parks to serve the recreational needs of its residents. According to the Annual Report of the Town of Clarkstown Parks Board and Recreation Commission, parkland in the Town of Clarkstown totals approximately 570 acres which equates to approximately 6.9 acres per 1,000 population. Of these 570 acres, approximately 300 are in active parkland and 270 are in passive recreation areas. This is well within the planning standards set forth by the National Parks and Recreation Association which recommends that 5 to 8 acres of parkland be provided per 1,000 population. Table 3.7-1 provides a list of parkland within the Town of Clarkstown and other major parkland in the County.

Table 3.7-1
Parkland in Clarkstown and Rockland County

State Parks in Clarkstown	Acres	Other Major Parkland In County	Acres
Rockland Lake State Park	1,079	Palisades Interstate Park - Harriman Bear Mtn. Section	26,120
Nyack Beach State Park	61	High Tor State Park	564
Hook Mountain	676	Tallman Mountain State Park	687
County Parks in Clarkstown		Blauvelt State Park	590
Buttermilk Falls County Park	72	Kakiat County Park	353
Kennedy-Dells County Park	177	South Mountain County Park	273
Demarest Kill Recreation Area	30	Tackamack Town Park	105
Dutch Gardens	3	Viola Town Park	49
Mountainview Nature Park	73	Cheesecote Mountain Town Park	317
Town Parks in Clarkstown			
Germonds Park	78.3		
Congers Lake Memorial Park	77.9		
Lake Nanuet Park	33.5		
Zukor Park	30.4		
Kings Park	60		
Tennyson Park	9		
Hemlock Park	3.5		
Twin Ponds Park	24.9		

Source: Rockland County Planning Department Databook,
Clarkstown Recreation Commission

3.7.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Loss of Future Recreational Resource

As the property is privately owned, there will be no loss of lawful public recreational opportunities or reductions of public open space resources, thus no mitigation is proposed.

B. Elimination of Open Space or Recreational Resource in an Area with Few Such Resources

There are no potential significant impacts which respect to the loss of open space from development of this parcel with respect to the community as an open space resource because the parcel is privately owned.

Development of the CSH Senior Housing project is expected to increase the population of the Town of Clarkstown by 96 persons. As noted in Table 3.7-1 the Town has approximately 570 acres of parkland available to residents. Even considering the population increase the Town is well within the National Parks and Recreation Association guidelines which recommends that 5 to 8 acres of parkland be provided per 1,000 population.

3.7.3 PROPOSED MITIGATION

A. Loss of Open Space

As the property is privately owned, there will be no loss of lawful public recreational opportunities or reductions of public open space resources, thus no mitigation is proposed.

B. Elimination of Open Space or Recreational Resource in an Area with Few Such Resources

The Town is well within the National Parks and Recreation Association guidelines which recommend that 5 to 8 acres of parkland be provided per 1,000 population, thus no mitigation is proposed.

3.8 Impact on Transportation

3.8.1 EXISTING SETTING

A Traffic Impact Study dated April 7, 2017 was prepared by Harry Baker and Associates to examine existing traffic conditions and evaluate intersections where the level of service with respect to traffic may be impacted by changes in volume as a result of the proposed action.

Existing Road Network

North Main Street is a roadway under the jurisdiction of the Town of Clarkstown. Near the site, the roadway has a north-south orientation. The roadway originates to the north at South Mountain Road at an unsignalized "T"-intersection. From this point, the roadway continues southbound, ending at State Route 304.

In the immediate area of the site, North Main Street consists of one travel lane in each direction, and then widens out at the signalized intersection of North Main Street/Phillips Hill Road north of the site. There is an exclusive left-turn lane on northbound North Main Street. There are other signalized intersections at North Main Street/Heritage Drive/U.S. Post Office Driveway, and North Main Street/Squadron Boulevard. The development along this portion of North Main Street is mixed. Directly across the street is the Buckley Farm Development, a proposed 22 lot subdivision and 195 unit senior living complex. Further to the south is the post office, Sunrise assisted living and memory unit facility, and the Omni Court and New City Condominium developments. In front of the Omni Court development is a condominium office development. Further to the south is the New City Library, New City Gardens apartments, the Gesel Gas Station, and the Stop and Shop shopping center. To the north are single-family homes, the Chabad Center, and a small office building. The Clarkstown recreation center is further north, with soccer fields and ballfields. The posted speed limit on North Main Street is 30 mph.

Phillips Hill Road is an east/west roadway connecting North Main Street to New Hempstead Road. Phillips Hill Road is a one-lane roadway in each direction near the site, widening out at the intersection with North Main Street. The Phillips Hill Road eastbound approach has two lanes with an exclusive right-turn lane and a combination left and through lane. The development along Phillips Hill Road is predominately residential. Woodglen Elementary School is located approximately 3,000 feet to the west of North Main Street. The posted speed limit on Phillips Hill Road is 30 mph.

Old Route 304 is an east/west street connecting North Main Street to South Mountain Road. Old Route 304 has one travel lane in each direction. Development along Old Route 304 is single-family residential homes. The speed limit is 30 mph.

Squadron Boulevard is an east-west street connecting North Main Street to State Route 304. The intersection of North Main Street and Squadron Boulevard is signalized. There are exclusive left-turn lanes on the North Main Street southbound approach and the Squadron Boulevard westbound approach. The New City Library is located on the northeast corner of the intersection. The Omni Court complex driveway is located directly opposite Squadron Boulevard. The development in this area is mixed. There is a housing development (New City Gardens) on the

south side of Squadron Boulevard east of this intersection. The other development adjacent to the intersection is commercial.

State Route 304 is a north-south roadway beginning at the signalized intersection of Route 304/Route 9W and continuing south to New Jersey State Line. State Route 304 is under the jurisdiction of the New York State Department of Transportation. Two signalized intersections in the study area are included in the analysis. The first is the intersection of Route 304/Squadron Boulevard. The northbound State Route 304 approach has an exclusive left-turn lane and a combination through/right turn lane. The southbound State Route 304 approach has an exclusive left, through and right turn lanes. The Squadron Boulevard eastbound approach is has a combination left/through lane and an exclusive right turn lane. The Squadron Boulevard westbound approach is a single lane. The development on the west side of the intersection is commercial and on the east side single-family homes. The posted speed limit on State Route 304 is 55 mph in this area. The posted speed limit on Squadron Boulevard is 30 mph.

The second intersection in the study area is State Route 304/Cavalry Drive. This is a signalized "T"-intersection. Northbound State Route 304 is a single lane while the southbound approach has an exclusive left and through lanes. The Calvary Drive eastbound approach has exclusive left and right turn lanes. The development is mixed on the west side of the intersection. There is commercial development in the northwest corner and the New City Apartment complex in the southwest corner.

Existing Traffic Conditions

Manual Traffic Counts

Manual turning movement counts were taken during typical weekday AM and PM peak hours. For the AM peak period, traffic counts were taken between 7:00 AM and 9:00 AM. For the PM peak period, traffic counts were taken between 4:00 PM and 6:00 PM. The manual counts were conducted on Tuesday, November 17, 2015 and Tuesday, September 14, 2016 at the following intersections:

- North Main Street/Squadron Boulevard – signalized
- North Main Street/Heritage Drive/U.S. Post Office Exit Driveway – signalized
- North Main Street/Calvary Drive/Omni Court – signalized
- North Main Street/Stop & Shop Driveway – signalized
- Little Tor Road/Phillips Hill Road – signalized
- State Route 304/Squadron Boulevard – signalized
- State Route 304/Calvary Drive - signalized
- North Main Street /Phillips Hill Road/Walnut Court – signalized
- North Main Street/Old Route 304 – unsignalized
- Old Route 304/Cranford Drive – unsignalized
- Old Route 304/Goebel Road – unsignalized
- Dix Lane/Ridgefield Road - unsignalized

The traffic counts were conducted in 15-minute intervals. The counts were classified by cars, trucks, buses and school buses. Full size school buses were considered as trucks for this count.

The weighted peak hour traffic volumes were calculated by adding the rolling hourly counts for each intersection together and determining which hour had the highest traffic volume. The traffic volumes are shown in Figures 2 and 3 in the Traffic Impact Study.

An Automatic Traffic Recorder (ATR) machine was placed on North Main Street in front of the proposed driveway. The ATR counted the cars and speeds in both directions from September 13, 2106 to September 23, 2016. The count and speed data was recorded in 15-minute intervals.

Capacity Analysis - Existing Conditions

Traffic analysis is performed by calculating the capacity of the intersection to process traffic. In general, the capacity of an intersection is defined as the maximum number of vehicles or pedestrians that can reasonably be expected to traverse a point or section of roadway during a given time period under prevailing roadway, traffic and control conditions. Therefore, capacity analyses are a set of procedures used to estimate the traffic carrying capabilities of facilities over a range of defined operational conditions. They provide tools for the analysis and improvement of existing facilities and for the planning and design of future facilities.

One measure of traffic conditions is a facility's ability to process actual or projected volumes of traffic. The volume-to-capacity (V/C) ratio represents the comparison of the facility's volume to its capacity, with traffic conditions becoming more congested as the ratio nears 1.0. When v/c ratios exceed 1.0, volume is higher than capacity, resulting in congestion and delays.

Traffic conditions are expressed in terms of Levels of Service (LOS). This term is used to describe the quality of traffic flow in a standard manner. Level of Service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, LOS criteria are stated in terms of average stopped delay per vehicles for a 15-minute analysis period. Delay may be measured in the field or estimated using procedures presented later in this section. Delay is a complex measure and is dependent upon a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question. Synchro 8 software was used to calculate the Level of Service for each intersection.

Six Levels of Service are defined for each type of facility for which analysis procedures are available. Letter designations from "A" to "F" represent the range of operating conditions from the best conditions – "free flow" – to the worst – "unacceptable delay."

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Delay per Vehicle (Sec)
A	≤10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	> 80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Delay per Vehicle (Sec)
A	≤10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	> 50

The signal timing and phasing plans for the signalized intersections in the study area were obtained from the Clarkstown Highway Department for North Main Street/Phillips Hill Road. For the signalized intersections along State Route 304, we obtained the traffic signal timing and phasing plans from NYSDOT. For the remainder of the signalized intersections, we manually timed the traffic signals from field operations. Since the intersections are either full or semi-actuated, we left the car on the loop detector to determine the maximum green time allocated to each side street approach. By observing the traffic, we were able to calculate the minimum green times. We also pushed the crosswalk button to determine the walk and flashing don't walk

times. These signal timings were used for the analysis of the existing, no-build and build conditions. The results of the capacity analyses are shown in Table 1 in the Traffic Impact Study.

The results of the capacity analysis are as follows:

- For the North Main Street/Squadron Boulevard/Doctor's Office Driveway intersection, the Squadron Boulevard Westbound combination left and through-lane approach is currently operating at LOS "D" in the evening peak hour.
- For the North Main Street/Phillips Hill Road/Walnut Court intersection. The Phillips Hill Road eastbound combination left and through-lane approach is operating at LOS "D" in morning peak hour.
- For the North Main Street/Calvary Drive/Omni Court intersection, the Cavalry Drive westbound exclusive left-turn lane is operating at LOS "D" in both peak hours.
- For the State Route 304/Squadron Boulevard intersection, the Squadron Boulevard eastbound combination left and through lane is operating at LOS "D" in both peak hours.
- For the State Route 304/Cavalry Drive intersection, the Cavalry Drive eastbound exclusive left-turn lane is operating at LOS "D" in both peak hours.
- For the Little Tor Road/Phillips Hill Road intersection, the Phillips Hill Road westbound approach is operating at LOS "D" in the evening peak hour.
- The remaining approaches at this and the other signalized intersections are currently operating at LOS "C" or better.
- For the unsignalized intersections, the approaches are currently operating at LOS "B" or better.

Future 2020 No-Build Conditions

At the time the preparation of this traffic study for the CSH New City Senior Housing project, it is anticipated that the Buckley Farms project will be fully occupied by 2018 thus, the future No-build / Build year is identified as 2018 for the purpose of this study. A natural background growth rate of 2% annually has been applied to the existing traffic volumes to account for growth including development of the unoccupied stores along North Main Street. The traffic study for the future Jawonio project was reviewed as part of the traffic analysis. Traffic that was distributed north and south on North Main Street was added to the traffic network for the Buckley Farms project. There is a senior housing development pending on Squadron Boulevard, but there is not a clear timetable for development of this project, so it was not included as part of this traffic analysis.

3.8.2 POTENTIAL IMPACTS

The proposed assisted living facility is located on North Main Street, with access via a two-way road located approximately 1,000 feet south of Phillips Hill Road.

2020 Build Conditions

The Buckley Farms proposal is not part of this application but for the purposes of the traffic study the results of Buckley Farms are incorporated into this CSH New City traffic study. The Buckley Farms project involves creating two communities: one containing 22 single family homes and another that contains 195 multifamily apartments for senior citizen housing. The traffic report utilizes 200 units of senior citizen housing, which is the maximum allowable in the

zoning code. The single-family homes will have access from Dix Lane and the senior citizen housing units that will have access to and from North Main Street. The driveway on North Main Street will be located approximately 500 feet north of the Post Office entrance driveway.

To determine the number of vehicular trips generated by this proposed development, the Institute of Transportation Engineers "Trip Generation Manual" 9th Edition, Land Use Code 252 (Senior Adult Housing) and Land Use Code 210 (Single-Family Detached Housing was used. Table 3.13-1 shows the calculations of the peak hour trips for the Senior Citizen Housing and Table 3.13-2 shows the calculations of the peak hour trips for the Single Family Housing.

TABLE 3.8-1: Calculation of Weekday Peak Hour Trips Buckley Farms Senior Citizen Housing – 200 units	
Morning Peak Hour	Afternoon Peak Hour
Total Trips = 0.20 x 200 units = 40 trips	Total Trips = 0.25 x 200 units = 50 trips
Trips Entering = 0.34 x 40 trips = 14 trips	Trips Entering = 0.54 x 50 trips = 27 trips
Trips Exiting = 0.66 x 40 trips = 26 trips	Trips Exiting = 0.46 x 50 trips = 23 trips
CSH New City Senior Housing	
Total Trips = 0.18 x 96 beds = 18 trips	Total Trips = 0.29 x 96 beds = 28 trips
Total Entering = 0.68 x 18 trips = 12 trips	Total Entering = 0.50 x 18 trips = 14 trips
Total Exiting = 0.32 x 18 trips = 6 trips	Total Exiting = 0.50 x 18 trips = 14 trips

The following table provides a summary of levels of service for the intersections studied.

TABLE 3.8-2 CAPACITY ANALYSIS SUMMARY SIGNALIZED INTERSECTIONS						
	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
North Main Street/Squadron/Doctor Office Drive						
North Main Street						
Northbound Left Turn	A	B	A	B	A	B
Northbound Through and Right Turn	B	B	B	C	B	C
Southbound Left Turn	A	A	A	A	A	B
Southbound Through and Right Turn	A	A	A	A	A	A
Doctor's Office Driveway						
Eastbound Left Through Right	C	A	C	A	C	A
Squadron Boulevard						
Westbound Left Turn and Through	C	D	D	D	D	D
Westbound Right Turn	A	A	A	A	A	A
Overall	A	B	A	B	A	B

TABLE 3.8-2
CAPACITY ANALYSIS SUMMARY
SIGNALIZED INTERSECTIONS

	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
North Main Street/Post Office Driveway/ Heritage Drive Driveway						
North Main Street						
Northbound Through	B	B	B	B	B	B
Southbound Through	B	B	B	B	B	B
Post Office Driveway						
Eastbound Left Turn	C	C	C	C	C	C
Eastbound Right Turn	A	B	A	B	A	B
Heritage Drive Driveway						
Westbound Left Turn	C	C	C	C	C	C
Westbound Right Turn	A	A	A	A	A	A
Overall	B	B	B	B	B	B
North Main Street/Phillips Hill Road/Walnut Court						
North Main Street						
Northbound Left Turn	A	A	A	A	A	A
Northbound Through and Right Turn	A	A	A	A	A	A
Southbound Left Turn	A	A	A	A	A	A
Southbound Through	B	B	B	B	B	B
Southbound Right	A	A	A	A	A	A
Phillips Hill Road						
Eastbound Left Turn and Through	D	C	D	D	D	D
Eastbound Right Turn	A	A	A	A	A	A
Walnut Court						
Westbound Left Through Right	C	C	C	C	C	C
Overall	A	A	B	B	B	B
North Main Street/Calvary Drive/Omni Court						
North Main Street						
Northbound Left Turn	A	A	B	A	B	A
Northbound Through	B	B	B	B	B	B
Northbound Right	A	A	A	A	A	A
Southbound Left	A	A	A	A	A	A

TABLE 3.8-2
CAPACITY ANALYSIS SUMMARY
SIGNALIZED INTERSECTIONS

	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Southbound Through and Right Turn	A	A	A	A	A	A
Omni Court						
Eastbound Left Through Right	C	C	C	C	C	C
Calvary Drive						
Westbound Left Turn	D	D	E	D	E	D
Westbound Through and Right Turn	B	A	B	B	B	B
Overall	B	B	B	B	B	B
North Main Street/Stop and Shop Driveway						
North Main Street						
Northbound Through and Right Turn	A	B	A	B	A	C
Southbound Left Turn	A	A	A	A	A	A
Southbound Through	A	A	A	A	A	A
Stop and Shop Driveway						
Westbound Left Turn	C	C	C	C	C	C
Westbound Right Turn	A	C	A	C	A	C
Overall	A	B	A	B	A	B
Route 304/Squadron Boulevard						
Route 304						
Northbound Left Turn	B	B	B	B	B	B
Northbound Through and Right Turn	C	C	C	D	C	D
Southbound Left Turn	B	B	B	B	B	B
Southbound Through	C	C	D	C	D	C
Southbound Right	A	A	A	A	A	A
Squadron Boulevard						
Eastbound Left Turn and Through	D	D	D	D	D	D
Eastbound Right Turn	B	B	B	B	B	B
Westbound Left Through Right	D	D	D	D	D	D
Overall	C	C	C	C	C	C
Route 304/Calvary Drive						
Route 304						

TABLE 3.8-2
CAPACITY ANALYSIS SUMMARY
SIGNALIZED INTERSECTIONS

	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Northbound Left Turn	A	B	A	B	A	B
Northbound Through	A	A	A	A	A	A
Southbound Through and Right Turn	B	C	B	C	B	C
Route 304/Calvary Drive						
Route 304						
Northbound Left Turn	A	B	A	B	D	D
Northbound Through	A	A	A	A	C	A
Southbound Through and Right	B	C	A	C	B	B
Calvary Drive						
Eastbound Left Turn	D	D	D	D	D	D
Eastbound Right Turn	C	A	C	A	C	A
Overall	B	B	B	B	B	B
Little Tor Road/Phillips Hill Road						
Little Tor Road						
Northbound Left Through Right	A	A	A	B	A	B
Southbound Left Through Right	B	B	C	B	C	B
Phillips Hill Road						
Eastbound Left Through Right	C	C	C	D	C	D
Westbound Left Through Right	C	D	D	F	D	F
Overall	B	C	C	D	C	D

TABLE 3.8-3
LEVEL OF SERVICE SUMMARY
UNSIGNALIZED INTERSECTIONS

	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
North Main Street/Old Route 304						
North Main Street						
Northbound Through and Right Turn	A	A	A	B	A	B
Southbound Left Turn and Through	A	A	A	A	B	A

TABLE 3.8-3
LEVEL OF SERVICE SUMMARY
UNSIGNALIZED INTERSECTIONS

	Existing		2020 No Build		2020 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Old Route 304						
Westbound Left Turn and Right Turn	B	A	B	A	B	A
Old Route 304/Cranford Drive						
Old Route 304						
Westbound Left Turn and Through	A	A	A	A	A	A
Cranford Drive						
Northbound Left Turn and Right Turn	B	A	B	B	B	B
Old Route 304/Goebel Road/Pearl Court						
Old Route 304						
Eastbound Left Through Right	A	A	A	A	A	A
Westbound Left and Right	A	A	A	A	A	A
Goebel Road						
Northbound Left Through Right	B	B	B	B	B	B
Pearl Court						
Southbound Left Through Right	A	A	A	A	B	A
Ridgefield Road/Dix Lane						
Ridgefield Road						
Westbound Left Turn and Right Turn	A	A	A	A	A	A
Dix Lane						
Northbound Left Turn and Right Turn	A	A	A	A	A	A
North Main Street/Assisted Living Driveway						
North Main Street Left and Through					A	
Assisted Living Driveway Left and Right					C	C

The results of the 2020 capacity analysis indicate the following:

- The Cavalry Drive westbound intersection, the Squadron Boulevard westbound combination left and through-lane approach is projected to remain at LOS "D" in both peak hours
- For the Cavalry Drive westbound exclusive left-turn lane is projected to remain at a LOS "E" in the morning peak hour.

- For the Little Tor Road/Phillips Hill Road intersection, the Phillips Hill Road westbound approach is projected to remain at LOS "F" in the evening peak hour.
- The North Main Street/Buckley Farms driveway is projected to operate at a LOS "C" in the morning peak hour and change from LOS "C" to "LOS "D" in the evening peak hour.
- The remaining approaches at this and the other signalized intersections are currently operating at LOS "C" or better. For the proposed assisted living facility driveway, the eastbound approach is expected to operate at LOS "C" in both peak hours.
- The North Main Street/Assisted Living Driveway is expected to operate at LOS "C" for the eastbound exit.
- For the unsignalized intersections, all existing approaches are projected to operate at LOS "C" or better.
- The results of the capacity analysis show that there is no change to Level of Service as a result of the project and changes in the LOS due to future growth will not adversely affect traffic flow on North Main Street.

Speed Study for North Main Street in Front of Proposed Site

The ATR machine not only counted the traffic volumes but also counted the speed of vehicles traveling north and south on North Main Street. Table 5 in the Traffic Impact Study shows the speeds in five-mile increments for both directions for 7 AM to 9 AM, 11 AM to 2 PM, 4 PM to 6 PM, and 7 PM to 9 PM. The posted speed limit on North Main Street is 30 mph. A summary of the results is below.

North Main Street – Northbound Direction

7 AM to 9 AM	88.7% were traveling between 31 and 45 mph
11 AM to 2 PM	90.0% were traveling between 31 and 45 mph
4 PM to 6 PM	90.9% were traveling between 31 and 45 mph
7 PM to 9 PM	90.4% were traveling between 31 and 45 mph

North Main Street – Southbound Direction

7 AM to 9 AM	83.8% were traveling between 31 and 45 mph
11 AM to 2 PM	83.4% were traveling between 31 and 45 mph
4 PM to 6 PM	87.0% were traveling between 31 and 45 mph
7 PM to 9 PM	84.8% were traveling between 31 and 45 mph

Less than six percent of the traffic is traveling at a speed of 30 mph or lower during the four separate periods analyzed. The speeds reflect the operating condition at the North Main Street/Heritage Drive/Post Office Driveway. Traffic on North Main Street is projected to operate at LOS "B" in both peak periods with minimal vehicle delay.

Intersection Site Distance

The intersection sight distance is based on the AASHTO Design Manual "A Policy for Geometric Design of Highways and Streets." Chapter 9 discusses the sight triangle requirements for a stop-controlled intersection and how to calculate the sight distance. Detailed calculations of the intersection sight distance at the site driveway for Buckley Farms is provided in Appendix A. Based upon an 85th percentile speed of 45 mph, the requirement for intersection sight

distance is 508 feet in both directions. The actual site distances are 980 feet looking north and 600 feet looking south.

Accident Analysis
Available accident reports for years 2013 to 2015 for the intersections and roadway corridors in the study area were obtained from the Clarkstown Police Department. Complete accident data is included in the Traffic Impact Study.

Rear-end accidents are more prevalent when there are traffic signals. As can be seen from the accident data, there were 29 (41%) rear-end accidents out of 70 accidents. The next highest total was 26 (37%) right or left-turn accidents. The total number of people injured was 14 (20%).

Parking Demand
The site will have 55 parking spaces and the zoning requires 53 parking spaces. The parking spaces are proposed as 10' x 18' with a 26-foot wide aisle. This results in 310 SF parking area per stall, which exceeds to the Zoning Code requirement of 300 SF of space per stall. Table 12 of the Traffic Study includes an analysis of five similar assisted living facilities in the area. The parking provided for these other facilities is a smaller ratio of spaces per bed. For instance, the nearby Sunrise facility has 94 beds and 37 parking spaces. All facilities substantially meet the exhibited parking demand. The CSH New City Facility exceeds this historic usage.

Snow storage areas are available in the grass areas adjacent to the access road. No snow will be piled in the outside parking spaces.

On-Site Circulation/Rockland Bus and Transport of Rockland (TOR) System
The site will have sidewalks that connect to the sidewalk along North Main Street. The access roadway around the property is 26 feet. There will be no parking permitted on the access roadway. "No Parking" signs will be installed along the access roadway.

Delivery trucks have access to the facility via a designated loading lane. During the initial move-in of residents, a moving truck may take up more than one space depending on the size of the truck. Since these will be rental units, residents will notify the management of an impending move-in so parking spaces are blocked off for the moving truck to park. Once the initial move-in of residents is completed, the need to reserve parking spaces for deliveries would be minimal.

Bus/Mini-Bus Trips
The I. T. E. Trip generation rate for Senior Adult Housing Land Use 252 includes all vehicles travelling to or from a senior facility. The peak hour of the generator typically does not coincide with the peak hour of adjacent street traffic. The AM peak hour ranges from 8:30 a.m. to 12 noon and the PM peak hour ranges from 1:00p.m. to 6:00 p.m. thereby including any trips made by buses or mini buses transporting residents to senior activity centers, clubs and other destinations.

Emergency Vehicle Access
A plan has been included showing the vehicle path for a fire truck, garbage truck, and ambulance using the Auto-Turn CAD program. The plan shows that that large vehicles can access and circulate within the site safely.

Construction Impacts
It is anticipated that the construction will be done in one phase. Construction trucks will be entering and exiting the property during the construction period for various purposes, including material deliveries and removal of material from the site. These movements would be spread out during the day, and would occur during the allowable times for construction in accordance with the Town noise ordinance. Construction is limited to the hours of 7:00 a.m. to 8:00 p.m. Mondays through Fridays, 8:00 a.m. to 6:00 p.m. Saturdays, and 11:00 a.m. to 5:00 p.m. Sundays. The majority of construction equipment will remain on the site for the duration of construction, thereby minimizing the movement of equipment to and from the site.

3.8.3 PROPOSED MITIGATION

The Traffic Analysis, prepared by Harry Baker Associates and dated April 7, 2017, shows that there will be no adverse impact to traffic flow on North Main Street. A closer review of the traffic signal timing patterns show a 35-second band for northbound North Main Street and a 45-second band for southbound North Main Street because of the exclusive left-turn lane phases at the semi-actuated signalized intersections. The LOS along North Main Street ranges from LOS "C" to "A" depending on which intersections are examined. This is in keeping with the current signal operating conditions. Vehicle queues on North Main Street clear after each cycle so there is no double cycling at any of the intersections along North Main Street.

At the intersection of Little Tor Road/Phillips Hill Road, the Phillips Hill Road is projected to operate at LOS "E" with and without the project in the evening peak hour. Jawonio, which is building a new building at that location, should be responsible for any required mitigation measures at this intersection. The mitigation could be as simple as revising the traffic signal timing. Other options include installing detection on Phillips Hill Road and a new traffic signal controller that would permit the intersection to operate in a semi-actuated mode similar to the intersections along North Main Street. This intersection is allocated on a County road and the Rockland County Highway Department would have to be consulted before any changes are implemented.

The speed analysis shows that north of the post office, the speeds are in excess of the posted 30 mph speed limit. This will not change with the project because vehicles exiting the project driveway on North Main Street will have to wait for a gap in the traffic. The capacity analysis shows that the intersection is projected to operate at LOS "C" in both peak hours. These are acceptable Levels of Service.

Summary

1. The proposed senior citizen section of the development will generate 18 vehicle trips with 12 vehicles entering and 6 vehicle trips exiting during the weekday AM peak hour. During the PM peak hour, the proposed senior citizen section of the development will generate 28 vehicle trips with 14 vehicle trips entering and 14 vehicle trips exiting.
2. The proposed driveway on North Main Street is projected to operate at LOS "C" in the AM and PM peak hour.

3.9 Impact on Energy

3.9.1 EXISTING SETTING

Electric and gas service is provided to the project area by Orange & Rockland (O&R) Utilities, Inc. and the site is located in the Congers Substation service area of O&R. There are existing gas mains on North Main Street. Overhead electric lines are present on North Main Street.

3.9.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

The site plan consists of a single building with a footprint of approximately 27,000 SF and floor area of approximately 72,000 square feet. Potential impacts with respect to energy can occur when there is no existing utility infrastructure in place to serve the new construction or if the existing utility infrastructure cannot meet the expected additional demand.

The building is proposed to be served by the existing utility infrastructure owned by Orange and Rockland Utilities, Inc. Electric service will be provided via new underground electric lines that tie into the existing overhead electric lines on North Main Street. Gas service for the senior housing portion of the project will be provided via new underground gas lines that tie into the existing gas line on North Main Street.

Energy consumption will occur during construction and upon occupancy of the building. During construction, energy will be needed to power construction trailers, power tools, generators, pumps and some construction vehicles. Once the buildings are occupied, energy will be required for heating, cooling, lighting, and household appliances.

Based on information provided by the mechanical engineer for the project, it is anticipated that once construction is complete, the project will demand 251,000 kilowatt hours of electricity per month (3,012 MWhrs a year).

The site is located in the proposed Little Tor substation district, which received a Special Permit from the Town of Clarkstown Zoning Board of Appeals to build a new electrical substation and gas regulator station. As per the February 7, 2012 DEIS submitted to the Town of Clarkstown Planning Board for the substation proposal, the objective for the new substation was not only to meet existing demand for gas and electric service, but rather "to meet growing demand for electrical and gas service in this portion of Rockland County" and that "electric demand will continue to grow in the vicinity" from existing users.

The LEED (Leadership in Energy and Environmental Design) program has a varied list of design elements in which credits are applied to achieve various LEED certifications, this includes building material design and energy usage. In an effort to promote energy conservation, LEED program credits will be incorporated into the architectural and site design where practical; the project is being designed in anticipation of receiving full LEED certification.

3.9.3 PROPOSED MITIGATION

All buildings will comply with the latest New York State Energy Code and will utilize energy conservation building features, such as energy efficient air conditioning equipment, lighting fixtures, etc. No adverse impact is anticipated to the existing utility infrastructure, therefore no mitigation measures are proposed.

3.10 Impact on Noise, Odor, and Light

3.10.1 EXISTING SETTING

A. Lighting
The site is currently unoccupied with no on-site background lighting generated.

South of the property, the New City Post Office utilizes building mounted lighting and overhead, pole mounted lighting for the various parking areas and access drives. The Sunrise of New City Assisted Living Facility utilizes building mounted lighting and overhead, pole mounted lighting for the various parking areas and access drives.

Southeast of the property, there are approximately 331 three-level townhouses in the New City Condominiums Residential complex. Some units have walk-out basements with semi private rear yards. The onsite amenities include a clubhouse, swimming pool, tennis courts, a tot lot, and playgrounds. The parking lot for the upper level of the New City Condominiums Offices has building mounted lights. The parking lot is illuminated by the existing pole lighting of North Main Street. The lower level of the New City Condominiums Offices utilizes building mounted lighting and overhead, pole mounted lighting for the parking areas and access drives.

Single family homes are located northeast of the site. These individual lots are a minimum of 15,000 square feet and contain typical residential accessory structures and uses, including driveways, garages, play structures, swimming pools and sheds. The existing public streets to service these residences are illuminated by overhead utility pole mounted lighting.

Beyond the immediate property boundaries are a variety of commercial and residential uses. Along North Main Street, to the south is the New City Library, New City Gardens apartments, the Gesel Gas Station, and the Stop and Shop shopping center. To the north are single-family homes, the Chabad Center, and a small office building. The Clarkstown recreation center is further north, with soccer fields and ballfields.

Development along Phillips Hill Road is predominately residential. Woodglen Elementary School is located approximately 3,000 feet to the west of North Main Street. Squadron Boulevard is an east-west street connecting North Main Street to State Route 304. The New City Library is located on the northeast corner of the intersection. The Omni Court complex driveway is located directly opposite Squadron Boulevard. There is a housing development (Squadron Gardens) on the south side of Squadron Boulevard east of this intersection. The other development adjacent to the intersection is commercial. All of these uses have lighting that is consistent with their respective needs.

B. Noise
The site is currently vacant, therefore no background noise is being generated from the site. The immediate surrounding properties are residential in nature, and the typical sources of background noise are resident vehicles, sanitation vehicles, delivery vehicles and recreational noise such as music and voices. North Main Street generates background noise from the existing traffic flow.

C. Odor

The site is currently unoccupied; therefore no background odor is generated. The immediate surrounding properties are residential in nature, and the typical sources of background odor are cooking and resident vehicles.

3.10.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

The project is a proposed site plan and special permit to construct an assisted senior citizen housing building with 80 bedrooms. The proposed use is residential in nature and is compatible with the surrounding existing land uses, as described above.

A. Lighting

The access road and parking areas for the site plan will be illuminated with 14 feet tall overhead pole mounted lighting, which will be shielded downward to reduce light pollution. Building mounted lighting will illuminate exterior doorways to all buildings. Lighting Plans with anticipated isolux curves are included in the Site Plans. There will be no lighting spillover outside of the property boundaries from the onsite lighting, which is shown on the isolux plans on the Lighting Plan included in the Site Plan. Existing overhead streetlights on North Main Street will remain. The lighting has been designed in order to promote safety of residents and visitors while reducing light pollution both onto the neighboring properties and in the night sky.

B. Construction Noise

There will be short-term impacts related to the construction that cannot be avoided, including construction noise and noise from construction-related traffic. Noise levels are expected to be most significant during the site clearing, tree removal, road construction, and utility installation phases, when heavy construction equipment is required. The potential noise impact during the heavy construction activities at the project site would depend on the phase of construction (site clearing, excavation, foundation, and finishing), the type and amount of construction equipment being used, and the percentage of time the equipment operates over the course of a day. The noisiest equipment likely to be employed during the site clearing and excavation phases is earthmoving equipment such as backhoes, excavators, bulldozers, and heavy duty diesel trucks. This equipment generates noise levels that vary in the range of 75 dBA (decibels) to 85 dBA when measured at a distance of 50 feet. For reference, some familiar noise levels include the following:

Lawn mower:	95 dBA	Vacuum cleaner:	85 dBA
Motorcycle at 25 feet:	90 dBA	Telephone ringing:	70 dBA
Food blender:	90 dBA	Normal conversation:	60 dBA

Every increase of 10 decibels represents a doubling of the loudness when measured at an equal distance. For example, an 80 dBA sound is twice as loud as a 70 dBA sound when both are measured at a distance of 50 feet. As a general rule, sound levels will drop by approximately 6 dBa for each doubling of distance from the source. For reference, OSHA regulations allow a maximum exposure time of up to 8 hours at 90 dBA without hearing protection. The nearest residences to the proposed parking lot entrance are approximately 350 feet away on the east side

of North Main Street. As noted, the loudest piece of equipment will generate a noise level of 85 DBA at 50 feet.

The equipment expected to be in use on the site during the heavy construction portion of development includes bulldozers, excavators, and dump trucks. These noises will not be continuous but will vary depending upon the activity taking place. There will also be various delivery vehicles such as flatbed trucks and concrete mixers. The heavy construction phase of the project is expected to be complete within six months. Noise levels will diminish in intensity as the road and site construction activities are completed.

Traffic generated by construction activities would be minimal and is not expected to have a significant effect on local noise levels. Typical construction related traffic will include the delivery of material such as pipe and precast concrete manholes on flatbed trucks; gravel and stone in dump trucks; and concrete in concrete mixing trucks. Heavy equipment such as bulldozers and loaders, will be brought to the site by flatbed trucks during the beginning stages of the project and will likely remain on the site until the completion of all major construction. Land grading activities on the site are expected to be very close to being equally balanced between cutting and filling, and excavated material will be stockpiled and re-used on the site. As a result, it is not expected that there will be large numbers of dump trucks importing or exporting soil from the site. The site-related construction will not require the shutdown of local streets or the diversion of traffic onto other local streets. The traffic generated by construction vehicles will be minimal, and it is not expected to have a significant effect on local noise levels.

No bedrock was encountered in any of the deep test holes that were excavated on the project site, and there is no blasting expected to be required during the construction of the project.

C. Construction Odor

The operation of the heavy construction equipment on the project site will result in the emission of diesel exhaust in quantities that are typical on construction sites. The emissions must be in conformance with the federal standards developed by the Environmental Protection Agency (EPA). Emissions will be minimized by limiting engine idling, use of low-sulfur fuels, and proper equipment maintenance. There are no odor impacts to adjacent residences and properties anticipated as a result of the construction. Construction odor impacts are temporary and not significant.

D. Traffic Noise

It is anticipated that the project will generate 18 more vehicle trips during the morning peak and 28 more vehicle trips during the afternoon peak, in excess of the existing background traffic levels. The additional vehicles will be passenger type vehicles, belonging to the visitors to the residents. Employees of the facility work in three separate shifts with staggered start times to avoid AM and PM peak periods. The average age of the residents is 86 and they rarely own a vehicle. There is no truck traffic or school bus traffic anticipated by the proposed facility. There will be typical residential garbage and recycling pickups, two times per week.

3.10.3 PROPOSED MITIGATION

A. Lighting

The proposed lighting has been designed in such a way as to provide safe lighting levels for the residents and visitors to the site, while retaining the community character and reducing light pollution onto neighboring properties and the night sky. In efforts to reduce sky glow, lighting will be directed downward, and shielded to prevent spillage over the property lines.

B. Construction Noise

Typical noise mitigation measures for this type of construction project include proper maintenance of equipment, restricting work to daytime hours, and use of designated site access points. All construction will be conducted in accordance with the Town of Clarkstown regulations as specified in Chapter 205: Noise of the Town Code. The Town of Clarkstown noise regulations include restrictions, regulations, enforcement policies and penalties that govern numerous noise related activities such as times of construction. In accordance with the Town law, construction will be limited to the hours of 7:00 a.m. to 8:00 p.m. Mondays through Fridays, 8:00 a.m. to 6 p.m. Saturdays, and 11:00 a.m. to 5 p.m. Sundays. All mechanical construction equipment and vehicles used on the project site will be maintained in good working order to minimize noise levels.

The use and operation of construction equipment is a necessary consequence of any new construction project and cannot be avoided. The short term noise impacts are unavoidable and will be mitigated as much as possible by adhering to all of the regulations of the Town of Clarkstown regulations as specified in Chapter 205: Noise of the Town Code related to noise levels and times of construction. There are no long-term, adverse noise impacts associated with the construction of the project.

C. Construction Odor

Construction odor impacts to adjacent residences and properties during construction are minor and temporary, therefore no mitigation measures are proposed.

D. Traffic Noise

The increase of 18 more vehicle trips during the morning peak and 28 more vehicle trips during the afternoon peak, distributed over the immediate road network, is not anticipated to create an adverse noise impact, therefore no mitigation measures are proposed with regard to traffic noise.

3.11 Impact on Human Health

3.11.1 EXISTING SETTING

A. Human Health Facilities

The project site is located within 1500 feet of the Hebrew Academy (a private school), Sunrise of New City Assisted Living Facility, Tutor Time New City Child Care/Learning Center, the Squadron Gardens senior housing facility. These "Human Health Facilities" are shown on Figure 3.16-1, "Vicinity Map – Human Health Facilities". No other schools, hospitals, or nursing homes are located within 1,500 feet of the site.

B. Solid Waste

The existing site is vacant and thus does not currently generate any solid waste.

3.11.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Human Health Facilities

As this site is considered a human health facility, there are no potential impacts to Human Health Facilities as a result of the proposed action.

B. Solid Waste

The project will produce approximately 0.4 tons of solid waste per week, based on an average generation rate of 10 pounds per bedroom per week. (80 bedrooms x 10 pounds per bedroom = 800 pounds x 1 ton/2000 pounds = 0.40 tons).

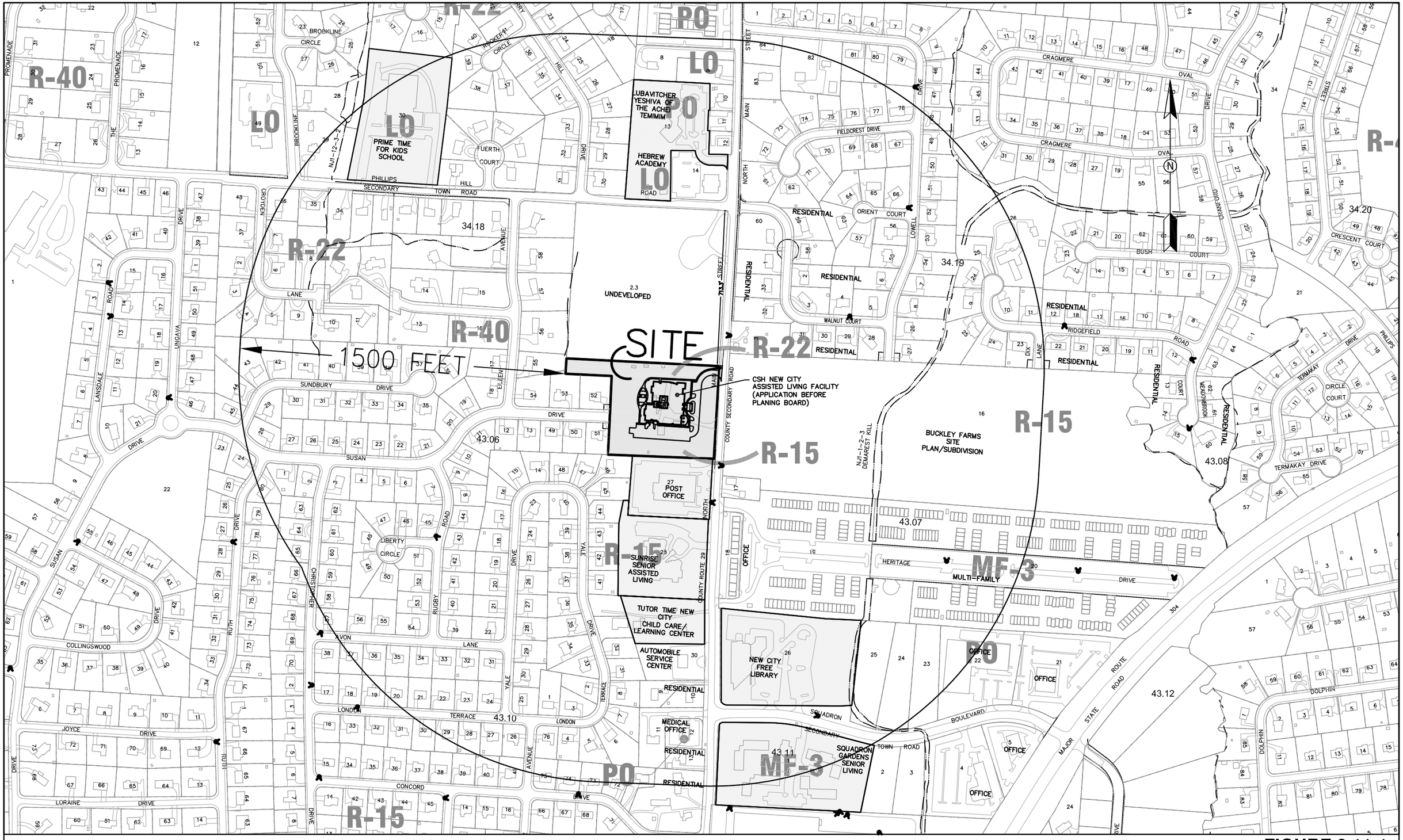


FIGURE 3.11-1
VICINITY MAP
HUMAN HEALTH FACILITIES

No construction or modifications of the existing solid waste management facility is anticipated. The trash and garbage collection for the senior citizen housing development will be contracted through private carters by the owner.

According to the information provided by the Town Department of Environmental Control, the Town of Clarkstown picked up 56,610 tons of garbage from the residential and commercial users in the Town. An increase of 0.40 tons is not considered a significant increase. Therefore, there are no anticipated impacts to Human Health as a result of the increase in the projected rate of disposal of solid waste from this development.

3.16.3 PROPOSED MITIGATION

There is no mitigation proposed, as no impacts have been identifies to Human Health as it relates to solid waste generation and historical use of herbicides, pesticides and fertilizers.

C. Human Health Facilities

There are no significant impacts to Human Health Facilities anticipated as a result of the proposed action; thus no mitigation is proposed.

D. Solid Waste

There are no anticipated significant impacts to Human Health anticipated as a result of the increase in the projected rate of disposal of solid waste from this development; thus no mitigation is proposed.

3.12 Consistency with Community Plans

3.12.1 EXISTING SETTING

The Comprehensive Plan recommends Senior Housing; a Special Permit was specifically created to meet this need. The conditions of the Special Permit for Senior Housing limit the sites available to construct this particular housing stock identified as being a long term need for the Town of Clarkstown. The Comprehensive Plan looks toward long term growth of the community with economic and social needs identified. This particular site was identified by the Town as well suited to meet the needs of the senior population in terms of transportation access, access to nearby goods and services, and access to mass transit opportunities. The site is large enough to accommodate the assisted living facility and is located near to a similar such facility.

A. Change in Density of Development not Supported by Existing Infrastructure

There are a variety of uses in the immediate vicinity. The New City Condominium complex is southeast of the site and is located in an MF-3 zone. The residential complex has 331 units over 27 acres for a density of 12.2 units per acre. Single family residential houses in an R-15 zone are located northeast of the property. Buckley Farms Senior Housing is located across North Main Street and is currently before the land use boards in the Town of Clarkstown for a 195 unit independent living senior facility.

North Main Street is located along the east property line of the site. The New City Post Office is south of the site. To the north along North Main Street are single family homes, the Chabad Center and a small office building. Single family homes are located west of the site.

The New City Post Office is a one-story concrete building. Visitor parking in located in the front of the property and the employee and postal vehicle parking and loading is located along the building and the side and rear yards. There is no screening landscaping or fencing located along the frontage of North Main Street. A border of woods exists along the side and rear yards.

The Sunrise of New City Assisted Living Facility is a three story building that offers assisted living, medication management, memory care, enhanced senior living and coordination of hospice care. Amenities include an outside patio garden, library, indoor lounges and indoor and outdoor walking paths.

Beyond the immediate property boundaries are a variety of commercial and residential uses. Along North Main Street, to the south is the New City Library, New City Gardens apartments, the Gesel Gas Station, and the Stop and Shop shopping center. To the north are single-family homes, the Chabad Center, and a small office building. The Clarkstown recreation center is further north, with soccer fields and ballfields. The development along Phillips Hill Road is predominately residential. Woodglen Elementary School is located approximately 3,000 feet to the west of North Main Street. Squadron Boulevard is an east-west street connecting North Main Street to State Route 304. The New City Library is located on the northeast corner of the intersection. The Omni Court complex driveway is located directly opposite Squadron Boulevard. The development in this area is mixed. There is a housing development (New City

Gardens) on the south side of Squadron Boulevard east of this intersection. The other development adjacent to the intersection is commercial.

B. Density of Development

The site straddles a mix of developments of varying densities. Southeast is New City Condominiums, which is located in a multifamily zone and has 331 units over 27 acres for a density of 12.2 units per acre. To the north is residential subdivisions of R-15 zoning. Directly north is undeveloped with no plans for development in the near future. South is the New City Post Office and Sunrise Senor Living, which is a similar density and use compared to the proposed development.

3.17.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Change in Density of Development not Supported by Existing Infrastructure

Potential significant impacts with respect to effects on surrounding use patterns could occur when an action results in a use or aesthetic which is in stark visual contrast to the surrounding area. In this instance, the construction of a single structure to support the senior congregate care is not result in a stark visual contrast to the surrounding area because they are the same use and density as the adjacent properties to the east and south.

B. Density of Development

The proposed development is consistent with the density requirements of the Zoning Code, which were determined after extensive review by the Town of Clarkstown and the Citizens Advisory Board for Housing.

3.17.3 PROPOSED MITIGATION

A. Change in Density of Development not Supported by Existing Infrastructure

The density of development is consistent with the provisions of the Special Permit, which limits the density to 16 units per acre, which results in 80 units allowed for this parcel. The project proposes 64 one bedroom units and 16 two bedroom units, which is below the density requirements that allow a maximum of 50% two bedroom units. The project is also well below the maximum zoning thresholds for floor area ratio (50% allowed, 33% proposed), principal building coverage (33% allowed, 12.5% proposed), and development coverage (50% allowed, 28.6% proposed). The development is consistent with the permitted zoning with respect to the number of units and below the permitted zoning with respect to the number of bedrooms; consequently, the anticipated population is below what is allowed by the zoning.

3.13 Consistency with Community Character

3.13.1 EXISTING SETTING

A. Community Services

The property is located in New City, New York, a hamlet and census designated place in the Town of Clarkstown. The Town of Clarkstown is a community of approximately 46.9 square miles, with a population of 84,845. The site is also located within the Clarkstown Central School District.

Municipal services within the Town of Clarkstown are provided in a variety of ways.

Police protection is provided by the Clarkstown Police Department. The Police Headquarters is located at 20 Maple Avenue in New City, approximately 1.1 miles away. The Town of Clarkstown Police Department currently consists of 162 full-time sworn officers and 24 fulltime civilian employees.

Fire Protection is provided by the New City Fire Department (NCFD), a 100% volunteer organization. According to their records officer, the NCFD has more than 150 active volunteers and responds to approximately 500 calls for service annually.

Ambulance service is provided by the New City Volunteer Ambulance Corps, a 100% volunteer organization. The Corps website publishes that the Corps has approximately 75 members and utilizes four ambulances to serve the needs of the community. Their service is supplemented by the Town's contracted and paid paramedic service.

Nyack Hospital is the primary hospital serving the area. Nyack Hospital operates approximately 350 beds including: medical, surgical, intensive care, recovery, maternity, pediatrics, and behavioral health services.

According to Nyack Hospital, its physicians represent all of the medical specialties and offer their patients the latest in medical care supported by nursing, clinical, and technical staff. Nyack Hospital also offers various outreach programs that present preventive medicine and wellness subjects.

There are numerous Town recreational facilities in the area available for use by the residents, including Germonds Park, Lake Nanuet Park, Tennyson Park and Zukor Park. The Rockland County owned recreational facilities in the area include Buttermilk Falls, Demarest Kill Recreation Area, Dutch Gardens, Kennedy Dells and Mountainview Nature Park.

B. Consistency with Existing Natural Landscape

The existing natural landscape of the property includes a sloping hillside from North Main Street, a plateau with an open meadow and a fenced in area along North Main Street for the previous horse farm use, a single family home, and several barns. Light woods exist along the west and south property lines.

3.13.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

It is projected that the project will result in a population increase of 96 persons. This is based on an 80 bedroom facility with 64 one bedroom units and 16 two bedroom units. There will be no increase in school aged children as a result of the development.

A. Community Services

Police

Based on planning standards contained in the Development Impact Assessment Handbook, published by the Urban Land Institute (1994), the recommendations for police protection is two police personnel per 1,000 persons, which further breaks down to 1.5 police for residential uses and 0.5 for non-residential uses. The Buckley Farms project includes a projected population increase of 422 people. The CSH New City project projects a population increase of 96 residents, for a total combined increase of 518 people. Based on this standard of 1.5 police officers per 1000 residents, 518 persons would increase police staffing needs by 0.778 police personnel. The current Town population is estimated to be 85,845 persons, an increase in the population of 518 persons totals 86,363, or a projected ratio of 2.13 police personnel per 1000 residents, which is well within the recommended standard.

Fire Department

Based on planning standards contained in the Development Impact Assessment Handbook, the recommendations for adequate fire protection services is 1.65 fire department personnel per 1,000 population. Based on this standard, 518 persons (422 for Buckley plus 96 for CSH New City) would generate a demand for 0.85 fire department personnel. The Department currently has more than 150 active members thus the ratio of fire personnel to population is within the recommended guidelines (86,363/1,000 x 1.65 = 142). The New City Fire Department is 100% volunteer.

The senior housing building will be equipped with automatic fire suppression systems, designed in accordance with NFPA 13 design regulations and all applicable local codes. The site layout has been designed to accommodate emergency service vehicles. Fire hydrants and building connections will be installed in accordance with Town specifications. Based upon these considerations no significant impact to the New City Fire Department is anticipated.

Ambulance

As discussed earlier, EMS service is provided by the New City Volunteer Ambulance Corps 75 active volunteers. This service is supplemented on an as needed basis by the Town's paid fee for service paramedics. Based on planning standards contained in the Development Impact Assessment Handbook, approximately 36.5 calls per typical 1,000 population are made annually. Senior Citizen populations can have up to twice as many calls for service as a typical population. Based on this increased standard for seniors, the additional 518 persons (422 for Buckley plus 96 for CSH New City) would increase calls to EMS by approximately 38 calls annually on average.

Based on planning standards contained in the Development Impact Assessment Handbook, the recommendations for adequate EMS services is 4.1 personnel per 30,000 population. The Ambulance Corp currently has approximately 75 active members thus the ratio of EMT's to the

future population including the additional population from Buckley Farms is within the recommended guidelines (86,363/30,000 x 4.1 = 11.8). The New Ambulance Corps a volunteer organization.

As a senior assisted living facility that offers congregate care, the owner contracts with private ambulance provider to respond to the majority of ambulance calls. Based upon these considerations no significant impact to the New City Volunteer Ambulance is anticipated.

B. Consistency with Existing Natural Landscape

The proposed project has been laid out generally along the existing contours of the land to minimize impacts to the natural landscape and to reduce impacts to the existing drainage patterns on site. The woodline in the rear will be entirely preserved and supplemented with additional screening. Limited excavation is required to construct the building, driving lane, and parking areas. The building is within the allowable building envelope, meets the height requirements, and is well under the coverage allowances. A planting and landscaping plan has been prepared that exceeds the requirements in the Town ordinances.

3.13.3 PROPOSED MITIGATION

A. Community Services

As described in the preceding section, no significant adverse impacts to community services are anticipated, thus no mitigation measures are proposed. For a senior assisted living facility, the biggest impact to community services is typically with respect to ambulance service. The operator will contract with a private ambulance service for non-emergency transports, which will mitigate this potential impact.

B. Consistency with Existing Natural Landscape

The project has been developed to be consistent with the existing natural landscape. The proposed Landscape Plan to be submitted prior to site plan approval will provide attractive landscape features that will enhance the overall natural landscape on the site and improve the aesthetics when compared to the existing use. Corridors of evergreen trees to provide supplemental screening will be planted, replacing the meadow and grassy overgrown areas left over from the previous horse farm use. Deciduous trees and foundation plantings will be included to add to the natural setting. The proposed landscape plantings will mitigate any potential significant adverse impacts with respect to the natural landscape.

3.14 Impact on Utilities

3.14.1 EXISTING SETTING

A. Water Supply

The site is located in the Clarkstown Consolidated Water District WD0011. The water supplier for the project is Suez Water New York, which provides water service for approximately 300,000 customers in the area. Suez Water New York draws about 80 percent of its water supply from wells throughout Rockland County and the remaining 20 percent from the Lake DeForest reservoir, which has a capacity of 5.6 billion gallons. In 2015, the average daily demand was 29.28 million gallons per day (mgpd), the maximum daily demand was 38.85 million gallons per day (mgpd), and the peak hourly demand was 2.20 million gallons per hour (mgph).

There is an existing 12-inch water main on North Main Street that can provide service for the site. An existing water service line exists for the single family home on the site.

B. Wastewater Disposal

The New City sanitary sewer interceptor is located east of the site on the Buckley Farms property and is under the jurisdiction of the Rockland County Sewer District No. 1. Treatment is provided at the Rockland County Sewer District sewage treatment plant in Orangeburg, NY.

C. Solid Waste and Recycling

Solid waste trash collection is performed by the Town of Clarkstown, which utilizes the Clarkstown Transfer Station on Route 303. According to the information provided by the Town Department of Environmental Control, the Town of Clarkstown picked up 56,610 tons of garbage from residential and commercial users within the Town in 2015. According to the Rockland County Solid Waste Authority, approximately 6,700 tons of recyclables were processed from the Town of Clarkstown in 2015.

3.14.2 POTENTIAL FOR IMPACTS FROM THE PROPOSED PROJECT

A. Water Supply

Potential adverse impacts with respect to water supply can occur if there is no readily available public water source or if the water supplier cannot meet the water supply demand of the project. The estimated water demands for the project are as follows:

Table 3.14-1 Water Supply Demand

	Senior Housing
Average Daily Flow (gallons per day)	10,560 gpd
Maximum Daily Flow (gallons per day)	16,896 gpd
Peak hourly flow (gallons per hour)	1,760 gph

In order to provide water for the facility, a new water service line will be constructed that taps in to the existing water main in North Main Street. Separate water lines will be installed for domestic use and fire protection use.

B. Wastewater Disposal

The new sanitary sewer system will tie into the existing sanitary sewer located on the sanitary sewer easement on the south side of the property.

C. Solid Waste and Recycling

Potential impacts with respect to solid waste and recycling can occur if facilities do not exist to process these materials. The proposed project consists of 80 assisted living bedrooms homes and will produce approximately 0.4 tons of solid waste per week (20.8 tons per year), based on an average generation rate of 10 pounds per bedroom per week. This represents an increase of 0.037% of the total solid waste and recycling.

The garbage collection for the facility will be contracted through private carters by the owner. Garbage and recycling will be stored in designated dumpsters located in gated enclosures.

3.14.3 PROPOSED MITIGATION

A. Water Supply

A public water main exists on North Main Street and no extension is required. A Willingness to Serve letter will be obtained from Suez New York verifying there is adequate water supply to provide water service for the project will be obtained during the approval process. The water demand represents 0.037% of the average daily water flow, 0.043% of the maximum daily flow, and 0.008% of the peak hourly flow.

B. Wastewater Disposal

The appropriate connection permits will be obtained from the Rockland County Sewer District No. 1 and the appropriate impact fees will be paid.

C. Solid Waste and Recycling

It is estimated that the yearly increase in garbage and recycling pickup will be 0.088% of the Town's annual garbage and recycling hauls. This is not a significant increase and any increases in processing cost will be covered by the annual fees paid by the senior housing complex. As the project is not significant with respect to the overall garbage processed by the Town, no improvements to the solid waste facility are anticipated as a result of this project and no mitigation with respect to Solid Waste and Recycling is required.

APPENDIX A
EAF Part I

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: CSH New City Senior Housing		
Project Location (describe, and attach a general location map): West side of North Main Street, approximately 1100 feet south of Phillips Hill Road intersection with North Main Street.		
Brief Description of Proposed Action (include purpose or need): Remove existing barn and residence. Construct new three story, 70,000 SF assisted living facility with 80 bedrooms and 96 beds. Construct 55 space parking lot and stormwater management basin. The R-15 / R-22 zoning district line passes through the site, running east/west and generally following Susan Drive. The southern portion of the site is in the R-15 zone and the northern portion of the site is in the R-22 zone. Senior congregate care is allowed by Special Permit of the Planning Board in both the R-15 and R-22 zone.		
Name of Applicant/Sponsor: Capitol Seniors Housing Development, LLC	Telephone: (610) 246-6663 E-Mail: joe.mcelwee@cshpe.com	
Address: 1275 Pennsylvania Avenue NW		
City/PO: Washington DC	State:	Zip Code: 20004
Project Contact (if not same as sponsor; give name and title/role): Kenneth DeGennaro, PE	Telephone: (845) 357-4411x118 E-Mail: kdegennaro@brookerengineering.com	
Address: 74 Lafayette Avenue		
City/PO: Suffern	State: NY	Zip Code: 10901
Property Owner (if not same as sponsor): Apfelbaum Family Limited Partnership	Telephone: (845) 222-4456 E-Mail: 80bigapple@gmail.com	
Address: PO Box 156		
City/PO: New City	State: NY	Zip Code: 10956

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Town of Clarkstown Planning Board Site Plan Approval, Special Permit for Senior Housing	
c. City Council, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Town of Clarkstown Building Permit Town of Clarkstown AHRB	
e. County agencies ☑Yes ☐No	RC Highway Department (Plan Review and work permit), RC Health Department (Mosquito Suppression), RC Planning (GML)	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No		
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☐No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
R15/R22 zone with Senior Housing allowed by Special Permit of the Planning Board (290-17.O)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Clarkstown Central School District

b. What police or other public protection forces serve the project site?
Town of Clarkstown

c. Which fire protection and emergency medical services serve the project site?
New CIty Fire Department and New City Volunteer Ambulance Corps.

d. What parks serve the project site?
Kennedy Dells Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? residential - senior congregate care

b. a. Total acreage of the site of the proposed action? 5.0 acres
b. Total acreage to be physically disturbed? 3.3 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 5.0 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
_____
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				80 units (96 beds)
At completion of all phases				80 units (96 beds)

g. Does the proposed action include new non-residential construction (including expansions)? ☐ Yes ☑ No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

i. Purpose of the impoundment: stormwater management facility

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: Surface water runoff

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: 0.21 million gallons; surface area: 0.23 acres

v. Dimensions of the proposed dam or impounding structure: 6.5' height; 170' length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

excavation to create depression for stormwater management; earthern berm where necessary around perimeter

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? Site preparation, construct utility trenches, excavate stormwater management basin

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): Approximately 2,500 CY
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

Topsoil will be stripped, stockpiled, and reused. Remaining excavation is required to bring building and roads to finish grade and excavation of utility trenches. Maximum cut in area of roads and building is about four feet, but is generally about 1-2 feet of cut.

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☑ No

If yes, describe. _____

v. What is the total area to be dredged or excavated? 2.6 acres

vi. What is the maximum area to be worked at any one time? 2.6 acres

vii. What would be the maximum depth of excavation or dredging? 11 feet at detention basin

viii. Will the excavation require blasting? ☐ Yes ☑ No

ix. Summarize site reclamation goals and plan:

Reuse stripped soil for site restoration. Reuse excavated material as trench backfill and areas of fill.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: 10,560 gallons/day 80x1.2x110 gallons/day/person

ii. Will the proposed action obtain water from an existing public water supply? ☐ Yes ☐ No

If Yes:

- Name of district or service area: Clarkstown Consolidated Water District WD0011
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☑ Yes ☐ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: 14,400 gallons/day 80x1.2x150 gallons/day/person

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

sanitary wastewater

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: Rockland County Sewer District No. 1
- Name of district: Rockland County Sewer District No. 1
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑ Yes ☐ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 1.4 acres (impervious surface)

_____ Square feet or 5.0 acres (parcel size)

ii. Describe types of new point sources. Runoff from roof leaders and piped storm drainage system.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

on site stormwater management basin which outlets via pipe to existing storm drainage system in North Main Street.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☑ Yes ☐ No

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

no

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

no

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing 2 Proposed 55 Net increase/decrease +53

iv. Does the proposed action include any shared use parking? ☐Yes ☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

new access driveway to North Main Street

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☑No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

3,012 MWh (251,000kW hours per month)

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Local utility

iii. Will the proposed action require a new, or an upgrade to, an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: per local ordinance
- Saturday: per local ordinance
- Sunday: none
- Holidays: none

ii. During Operations:

- Monday - Friday: N/A
- Saturday: N/A
- Sunday: N/A
- Holidays: N/A

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Construction equipment during construction. Construction to occur from 8:00 am - 5:00 pm for a period of approximately 18 months.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: No

n.. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Pole mounted fixtures to illuminate parking lot. Bollard lighting for sidewalks. All lighting to be directed on site; 0.0 footcandle at all property lines. Vegatation along west property line to remain undisturbed.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☑ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

construction machinery equipment during site construction.

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

Fertilizers and herbicides for maintenance of landscaping. Application will be as per County standards and regulations.

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Post Office, open space (undeveleopled)

ii. If mix of uses, generally describe:

R22 housing to the west, Undeveloped parcel to the north, school to the north, R22 and R15 residential to the east, undeveloped parcel to be developed as senior independent living to the east, multi family housing to the east, post office, senior congregate care (Sunrise), office and commercial to the south

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.326	1.479	+1.153
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	4.666	3.513	-1.153
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____	0	0	0

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Sunrise Senior Congregate Care facility, Day Care Center to the south, Squadron Gardens Senior Housing to the south east, Hebrew Academy to the north.

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? >6.7 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

Alden silt loam (Ad)	0.9 %
Cheshire gravely fine sandy loam (CrB)	52.1 %
Cheshire gravely fine sandy loam (CrC)	17.4 %
Cheshire-Urban Land Complex (CuC)	29.6%

d. What is the average depth to the water table on the project site? Average: >6.7 feet

e. Drainage status of project site soils:
☐ Well Drained: 99.1 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained 0.9 % of site

f. Approximate proportion of proposed action site with slopes:
☐ 0-10%: 80 % of site
☐ 10-15%: 15 % of site
☑ 15% or greater: 5 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Demarest Kill (approx. 700 feet east on adjacent parcel) Classification A
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100 year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500 year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:

migrating bird species | grey squirrel | opossum
white tailed deer | skunk |

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Long Path

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): state historic trail

iii. Distance between project and resource: 2.2 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

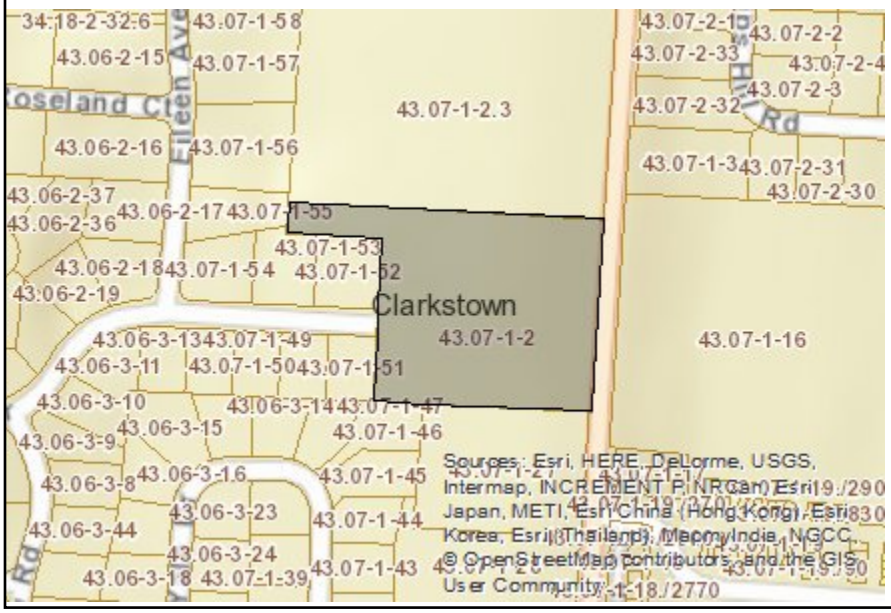
Applicant/Sponsor Name Kenneth DeGennaro, PE Date 08/04/2017

Signature  Title Project Engineer

PRINT FORM

EAF Mapper Summary Report

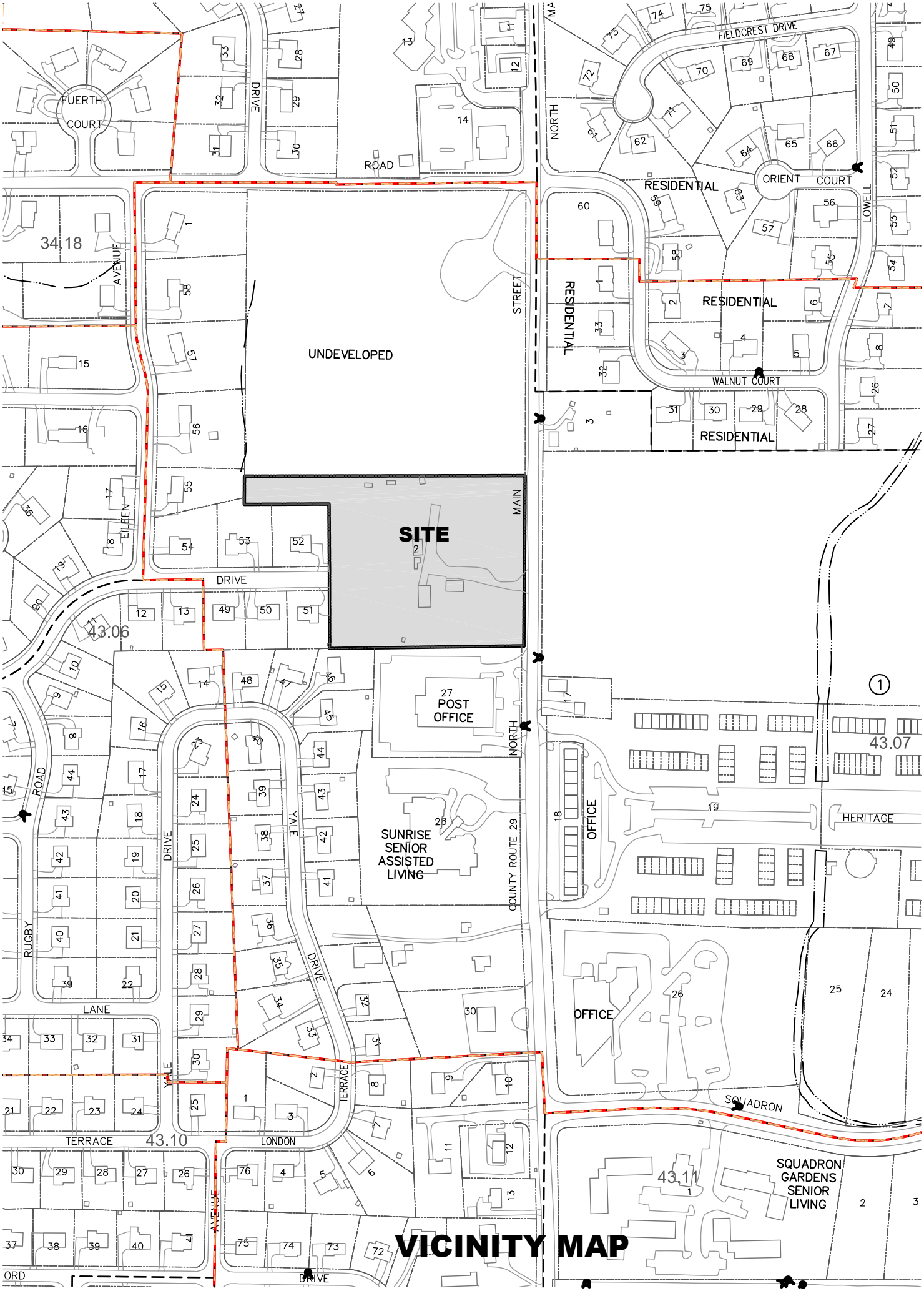
Wednesday, February 15, 2017 10:49 AM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No

E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No



VICINITY MAP

APPENDIX B
EAF Part II

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes**" to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No**" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) ☐NO ☑YES
If "Yes", answer questions a - j. If "No", move on to Section 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☑	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☑
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☑
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☐ NO ☑ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☑	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☑	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☑	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☑	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☑
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☑	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☑
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☑
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☑
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☑	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☑	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☐	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☐NO ☑YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☑	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☑	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☑	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☑	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☑
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☑	☐

g. Other impacts: _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☐NO ☑YES
(See Part 1. D.2.f., D,2,h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: Construction Equipment Emissions		☐	☑

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐NO ☑YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☑	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☑	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☑	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☑	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☑	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☑	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☑
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☑	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☑	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources
The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
☐ NO ☑ YES
If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☑	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☑	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☐ ☐	 ☐ ☑
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☐ ☑	 ☑ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☑	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile Sunrise ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☑	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources
The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
☑ NO ☐ YES
If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____		☐	☐
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☑	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☑
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☑
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☑	☐
e. Other impacts: _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____		☐	☐

13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - g. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☑	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☑	☐
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: increased trip generation		☐	☑

14. Impact on Energy
The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☑	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☑
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts:		☐	☐

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☑
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: Construction Noise and Odor		☐	☑

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☑ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☑
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☑	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☑	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☑	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☑	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☑	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☑	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☑	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☑
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☑	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☑	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☑	☐
m. Other impacts:		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☐ NO ☑ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☑	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☑	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☑	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☑	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	☐	☑
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☑	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☑	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☐ NO ☑ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☑	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☑
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☑	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☑	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☑	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☑
g. Other impacts: _____ _____		☐	☐

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