

## **1.0 EXECUTIVE SUMMARY**

### **1.1 Active Adult Residential Background**

The Town of Clarkstown has implemented Active Adult Residential (AAR) zoning that would provide housing to accommodate a range of independent living accommodations for active adults. The Town of Clarkstown recognized that the senior citizen population is largely comprised of individuals with limited or fixed incomes who find it increasingly difficult to acquire and/or maintain a single family home.

The AAR zone is a floating zone, unmapped at initial adoption, and created by amendment to the Town's zoning map through exercise of the Town Board of the procedures set forth in the law. This local law was enacted in accordance with the provisions of §261-b and §272-a of the Town Law of the State of New York.

Implementation of the AAR Zone is intended to address a range of housing needs by encouraging a range of housing types, locations and sizes. The zone is intended for areas of the Town where local services necessary to support active adults are immediately available. It is also intended that clustering be considered when designing complexes so as to minimize the impact on the environment. A proposed active adult community must demonstrate compatibility with the existing scale of development nearby and be consistent with the recommendations of the Housing Advisory Board 2002 report and the recently adopted 2009 Comprehensive Plan.

A Generic Environmental Impact Statement was prepared by the Town of Clarkstown with regard to creation of an Active Adult Floating Zone. The Town Board reviewed a Draft Generic Environmental Impact Statement (GDEIS) entitled Adult Residential Zoning Text Amendment, dated February 13, 2007. A public hearing on the GDEIS was held on March 6, 2007 and public comment was received until March 16, 2007 at which time an FEIS was prepared and reviewed. A statement of Findings was adopted by the Town Board on April 17, 2007, and a amendment to the Clarkstown Zoning Code establishing Section 290-7.1 Active Adult Residence Zone, was enacted. A negative declaration with regard to environmental impacts on the Orchard Ridge AAR zone change was passed on June 17, 2008.

On June 17, 2008, the Clarkstown Town Board, after a public hearing, amended the Zoning Map of the Town to include the proposed Orchard Ridge project site in the AAR district (Resolution No. 364-2008). The district boundary was subsequently amended by the Town Board at its meeting of July 22, 2008.<sup>1</sup>

At the time the GEIS was prepared to assess the impacts of implementation of the AAR zone it was known that each project would be subject to site specific environmental review.

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<sup>1</sup>The amendment was to recognize the acquisition of additional parcels by the applicant/owner to be incorporated into the AAR project and to allow the development of a commercial parcel along Route 303, all at the suggestion of the Town Board and the AAR Committee.

## 1.2 Description of the Proposed Action

The proposed Orchard Ridge development is subject to the regulations implementing the New York State Environmental Quality Review Act ("SEQRA"). The Clarkstown Planning Board, acting as Lead Agency for this proposed action, determined that the development may have a significant impact on the environment. As agreed to by the Applicant at the Planning Board meeting of November 18, 2009, the Town initiated preparation of a site specific Draft Supplemental Environmental Impact Statement ("DSEIS"), for the Orchard Ridge project, consistent with the procedures set forth in the GEIS for creation of the AAR Zone. The action includes assessment of the site specific potential impacts of the Orchard Ridge project as it is developed under the AAR zone designation.

A draft Scoping Document was prepared to outline the specific impacts and mitigation measures to be considered in this DSEIS. The Clarkstown Planning Board, as lead agency, issued a positive declaration with regard to the site specific potential environmental impacts and coordinated the scoping process with the other involved agencies. The draft Scoping Document was the subject of a public scoping session held on June 30, 2010. The Final Scoping Document for this DSEIS, adopted on October 27, 2010, is included in Appendix A of this DSEIS.

This DSEIS has been prepared in accordance with Section 8-0101, et. seq. of the Environmental Conservation Law, and the regulations contained in 6NYCRR Part 617, implementing same.

As shown in Figure 2-1, the proposed Orchard Ridge project is located on the west side of NYS Route 303, east of the CSX Railroad right-of-way, on the south end of Old Orchard Lane, in the Town of Clarkstown. The project includes approximately 29.6 acres on the following parcels for the purpose of constructing a total of 320 Active Adult Residential units. The Hidden Valley multifamily residential development is located to the north and campus type office / industrial development is located to the south and east of the site. To the west of the property is the CSX Railroad right of way, and beyond that is NYSDEC Wetland HS-8. The proposed project includes 9 tax lots as listed below, acres listed are according to the tax assessment rolls of the Town of Clarkstown:

Tax Lot ID number:

- 35.19-2-15            0.2 acres
- 35.19-2-16            0.2 acres
- 35.19-2-17            0.2 acres
- 35.19-2-18            0.2 acres
- 35.19-2-19            1.5 acres
- 35.19-2-20            6.4 acres
- 44.07-2-10            8.6 acres
- 44.07-2-10.1        3.4 acres
- 44.07-2-10.2        8.9 acres

Access to the site is currently available to New York State Route 303 from Meola Road. Access to the regional transportation network is provided by both NYS Route 303 and NYS Route 9W, approximately 1 mile north of the project site. The internal traffic pattern has been configured to provide access to the public highway NYS Route 303. All internal roads shall be privately owned and maintained by a condominium or homeowner's association (HOA). As part of the project

design it is anticipated that a left turn lane into the project site would be constructed on NYS Route 303 at the main entrance location.

In terms of natural resources, most of the upland portion of the project site is heavily wooded with mature trees. A NYSDEC regulated wetland (designated by NYSDEC as Wetland HS-8), of which 5.6 acres are located on site, ultimately drains off the site to the to the Hackensack River. An additional ACOE regulated wetland of 0.02 acres is contained in the 100 foot adjacent area to the NYSDEC wetland.

### **1.3 Site Plan Description**

The Applicant initially proposed the Hemlock Drive Access Plan, shown in Figure 2-2, where the main access to the Orchard Ridge Development was to be located across from Hemlock Drive onto NYS Route 303. It was anticipated that property owners along Hemlock Drive and the adjacent property owners to the south, Kohls Industrial Development, would be making traffic related improvements to NYS Route 303 in the vicinity of Hemlock Drive. The timing and certainty of the anticipated improvements are beyond the control of the applicant, thus the applicant has proposed the Meola Road Access Alternative, shown in Figure 2-2A which appropriately mitigates traffic impacts directly related to the Orchard Ridge project, and which are under the direct control of the applicant. In the Hemlock Drive Access Plan a new access road would be constructed opposite the existing Hemlock Drive. In the Meola Road Access Alternative, the main access will be provided via the existing Meola Road, and an emergency access will be provided in the vicinity of Building 1.

The Meola Road Access Alternative is the Applicant's preferred alternative since it utilizes the existing Meola Road Access and allows for road improvements to NYS Route 303 that will better serve the existing and the future commercial development in the project vicinity. The Meola Road Access Alternative also results in marginally reduced environmental impacts compared to the Hemlock Drive Access Plan and allows for better circulation around the Club House Area.

The DSEIS examines both the Hemlock Drive Access Plan and the Meola Road Access Alternative in each chapter. Additional project alternatives are evaluated in Chapter 5.0 of this DEIS.

As illustrated in Figures 2-2 and 2-2A, Orchard Ridge will provide 320 homes to middle class senior citizens of the Town of Clarkstown on a 29.6 acre site. The homes will be apartment-style units, all on a single floor, in eight multi-family, elevator-served three story buildings. Both indoor and outdoor parking will be available to residents, as will separate garages. Each building will have security and pass-key access and storage space. Each unit will have energy saving features and appliances, and independent heat and air conditioning control. All units will have two bedrooms and will vary in size from 1300 to 1400 square feet.

The Orchard Ridge community will be able to take advantage of an on-site community clubhouse building, which will have room for gatherings and activities, community-wide security services, a swimming pool, bocce courts, and a putting green. There will also be community golf carts for internal transportation needs. Last, the residents will have access to a beautiful wood chip walking trail nearby to the adjacent wetlands, subject to approval by the NYSDEC, which are part of the Orchard Ridge holdings.

The parcel is an aggregate of a number of smaller lots, all within the control of the applicant, Orchard Ridge, LLC. The total lot area is 29.6 acres (gross), or 24.8 acres after deducting for NYSDEC wetlands, wetland adjacent areas, and the bed of Old Orchard Lane. While 322 units

are permitted under the Zoning Code, the applicant is seeking approval for 320 units. 640 parking spaces are required and 645 are provided. The proposal complies with all bulk regulations of the AAR District.<sup>2</sup>

Each of the eight buildings will contain 40 dwelling units and 25 indoor parking spaces, as well as storage, utility and other common areas. Each building will have its own security system, restricting entry to building residents and their guests. In addition, there will be 24 separate garages with a total of 120 parking spaces (5 parking spaces per garage). The current proposal also shows 214 surface (outdoor) parking spaces, and 111 reserve spaces for a total of 645 spaces. This number could change as the Planning Board reviews the project.

The community clubhouse will be located near the Route 303 entrance to the complex. The clubhouse will have about 3,500 square feet of floor area, and will also service the outdoor bocce courts, golf putting green, and outdoor swimming pool. A separate vehicular dropoff/pickup lane is provided for the clubhouse, as is a parking lot with 20 parking spaces<sup>3</sup>.

Sidewalks are provided throughout the complex, allowing for safe pedestrian travel between buildings and to Route 303 for bus service. Golf carts will also be available for internal travel for those who do not wish to walk, or cannot do so.

The complex includes 5.6 acres of wetlands in its northern portion. A 1/2 mile long walking trail is proposed through and adjacent to the wetland area. This additional amenity will provide exercise opportunities in a tranquil, natural setting. Other than the proposed trail, The wetlands will be protected from development by a 100 foot deep adjacent area which will act as a buffer, in accordance with New York State DEC regulations. In order to further protect this area, at the discretion of the Planning Board, the 100 foot adjacent area will be dedicated as a conservation easement.

The project site is located in an area of existing water and sewer service. Public water would be provided by United Water New York. Public sewer service would be provided by the Rockland County Sewer District #1. United Water New York has provided a letter, included in Appendix B, which indicates their willingness to provide water service to the proposed project. The project site is served by Orange and Rockland Utilities which would provide electricity and natural gas to the property.

Integral to the project is a stormwater management plan which includes three (3) pocket ponds, one (1) micro pool, and a grass swale constructed to handle the change in stormwater runoff that would result from construction of the project. The plan has been designed to minimize concentrated flows and to simulate flows found in natural hydrology. The basins would also treat runoff prior to discharging off site in order to protect the NYSDEC-regulated freshwater wetlands HS-8, located on-site. Post-development stormwater rates would meet "zero net increase in rate of runoff" standards. No disturbances, other than the proposed trail, are proposed to the NYSDEC wetlands or the 100-foot area surrounding the wetland, no federally-regulated wetlands would be disturbed.

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<sup>2</sup>The required rear yard in the AAR district is "equal to or more than the height of the building". § 290-20.G.(2)(a)[4]. The nearest proposed buildings to the rear yard are the garages, which are to be approximately 12 feet high, but are 21 feet from the rear lot line. The next nearest buildings are the residences, which will be not more than 45 feet high, and are 74 feet from the rear lot line. Therefore, there is no incursion into the required rear yard. This information is not made clear in the bulk table shown on the Preliminary Subdivision Map last revised 9-30-09. It will be clarified in the next iteration.

<sup>3</sup>These 20 parking spaces are included in the 645 parking space total.

Adjacent to the complex is a 1.54 acre parcel which was re-zoned to LS by the Town Board at the time the AAR District boundary for this parcel was amended. As can be seen in Figures 2-2 and 2-2A, this parcel, just north of the subject site on Route 303, will house a small retail project. The details of the retail center are not yet determined. Just across Meola Road, slightly further north, is an existing shopping center with restaurants and other services. This center is an approximately 500 foot walk along Meola Road from the nearest residential building.

As discussed, the project site has previously received a zone change to the AAR zoning. The project will require site plan and subdivision approval from the Planning Board. The subdivision approval is needed to (a) merge lots to create a larger lots and to provide for separate lots for AAR use and LS use; and (b) create separate lots for each condominium association and for shared common elements (clubhouse, interior roadways, wetlands and walking trail, etc.). Each of the eight buildings will be on its own lot, with the common elements comprising a ninth lot. A master condominium declaration will assign shared responsibilities for, and governance of, common elements shared by the various constituent associations.

The project layout has been designed around the natural site conditions to minimize impacts to sensitive environmental elements, including NYSDEC wetlands. The development design includes a full conceptual landscaping plan intended to provide an attractive, modern living environment in a suburban community.

#### **1.4 Construction Schedule**

The erosion control plan has been prepared by Atzl, Scatassa & Zigler, P.C. and addresses erosion control and slope stabilization during all construction phases of the project. These plans were developed in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-10-001). Construction will include limitations on the area of disturbance and devices to be used to help control soil erosion such as silt fencing, storm inlet protection and a stabilized construction entrance. Figures 2-4 and 2-4A show preliminary Construction Phasing Plans also provided as full scale Drawings as part of the plan set. The Construction Phasing Plan involves 5 to 6 phases, with each phase to be limited to less than five acres of disturbance at any one time, consistent with the NYSDEC General Permit requirements. Should it be necessary for any phase to exceed the five acre limit, that phase would be subject to a NYSDEC waiver.

For the Meola Road Access Alternative, it is envisioned that the area marked as Phase 6 will act as a stockpile area for fill removed as the various sections are graded. As part of Phase 1, it is anticipated that the main access road will be extended and will cross the site behind Buildings 2 and 3, to be utilized by residents as phases 3, 4, and 5 are constructed. It is also envisioned that a heavy vehicle access road will be constructed along the southern project boundary. This access would be rough graded and utilized by heavy machinery as phases 3, 5 and 5 are constructed. In this manner conflicts with heavy equipment and residents who live at Orchard Ridge while it is under construction can be minimized.

In general for each phase the rough grading would take approximately 3 to 6 months, followed by building construction for 6 to 18 months, and ending in final grading and landscaping which could take 3 to 6 months. Phases may over lap with grading or landscaping taking place on one portion of the site while construction is going on at another location.

For the purpose of this analysis it is anticipated that the project could be completed within 12 to 18 months from the beginning of construction. The projected build out year of the proposed development is 2014. The actual timing of development will be dependent upon market conditions.

## **1.5 Project Purpose and Need and Benefit**

### **1.5.1 Project Purpose and Need**

This project is being proposed to address the identified needs for Active Adult Residential Housing in the Town of Clarkstown and the region. This development would provide more variety to the housing opportunities in the Town of Clarkstown and Rockland County through the construction of 2 BR units in multi-story condominium buildings . The site is well suited for Active Adult Residential development due to it's proximity to neighborhood shopping, major transportation corridors, and the availability of public water, sewer, and other infrastructure.

- The Project directly responds to the community growth goals of providing Active Adult Residential housing which is moderately priced to meet the needs of the community as set forth in the Town of Clarkstown 2009 Comprehensive Plan; *and*
- The Project generates substantial tax revenue for the Town and the Clarkstown Central School District, among others, while providing a diversity of housing. All school taxes generated would result in a net benefit to the school district, as the project will not house school age children.
- As identified in the Housing Advisory Board report, The Town of Clarkstown recognized that the senior citizen population is largely comprised of individuals with limited or fixed incomes who find it increasingly difficult to acquire and/or maintain a single family home.
- Directly responds to the community growth goals for active adult residential housing set forth in the Town of Clarkstown 2009 Comprehensive Plan.

It is the applicant's objective to provide quality moderately priced market-rate multifamily housing for active adult residents in a location that is accessible to community services, water and sewer infrastructure and has access to major transportation routes, including mass transit alternatives, in the region. The intent of the applicant is to provide this housing while minimizing potential impacts to the greatest extent possible.

### **1.5.2 Project Benefits**

The Orchard Ridge development has been designed to meet the planning objectives expressed by the Town of Clarkstown by:

- Providing market-rate moderately priced housing built to accommodate the specific needs of an active adult residential population.
- Utilizing a location near convenient shopping and retail services, in an area well served by transportation corridors, including public transportation access, with existing water and sewer infrastructure transit, within the Town of Clarkstown, near the community's existing hamlet areas.

It is the applicant's intent that the Orchard Ridge Active Adult Residential project, when constructed, will be compatible with the blend of existing nearby commercial, and medium density residential land uses. The future residents of the Orchard Ridge development (estimated 576) will live near existing business and community centers and will thus patronize existing businesses and services along NYS Route 303 and in the Congers and other hamlet areas including joining, volunteering and contributing to community organizations, leagues and churches.

The proposed project will implement transportation access improvements to the NYS Route 303 corridor, including a left turn lane into the site access.

In addition to the fulfillment of the goals stated above, the project would be estimated to increase the assessed value of the subject parcels. At the current tax rates the project would generate annual tax revenue, for the Town (\$865,368), and the Clarks town Central School District (\$1,594,443). By proposing a plan for active adult residential housing which does not generate any school age children, the project will result in an increase in assessed valuation to the school district without an associated increase in cost to the School District, resulting in an annual net benefit to the school district .

A preliminary site plan has been prepared for this project and is the subject of this DSEIS. Large-scale plans accompany the DSEIS document. As the SEQRA process continues, the site plan will be refined and revised based on input from the various agencies having review responsibilities for the proposal. The project plans will be submitted to the Town of Clarkstown Planning Board for their review and recommendation on site plan and subdivision review and approval.

## **1.6 Potential Impacts and Proposed Mitigation Measures**

### **1.6.1 Soils and Topography**

#### **Potential Impacts**

The absence of bedrock outcrops on the site or in the vicinity of the site indicates that rock removal would not be required for project construction. If bedrock were to be encountered during construction, mechanical means (i.e. ripping, chipping) would be employed in lieu of blasting.

The grading and recontouring of soils will be required for project construction. Areas of proposed grading and soil disturbance for the site are shown in the detailed Grading Plan provided with the Site Plan drawings. The total area of grading or site disturbance is estimated to be 18.95 acres of the site. Impacts to slopes would be minimal for the Orchard Ridge development because of the relatively shallow slopes on the site and the limited areas of steep slopes to be disturbed. Only 0.68 acres or 2 percent of the entire site consists of slopes greater than 15 percent. These values are the same for the Hemlock Road Access Plan and the Meola Road Access Alternative.

A preliminary estimate of the project earthwork has been completed by the project engineer. For the Hemlock Drive Access plan, the grading would involve approximately 30,500 cubic yards (cy) of earth cut and 70,000 cy of fill. This results in approximately 39,500 cubic yards of material which would need to be imported onto the site to provide level areas for buildings, parking and driveways.

For the Meola Road Access Preferred Alternative, the grading would involve approximately 30,500 cubic yards (cy) of earth cut but only 69,500 cy of fill. This results in approximately 39,000 cubic yards of material which would need to be imported. This is a reduction of 500 cy of fill compared to the Hemlock Drive Access plan. This reduction occurs as a result of not filling the road bed for the new driveway access from NYS Route 303. Refinements to the Grading Plan, including measures to reduce the amount of cut and fill in an effort to achieve a balanced site, will continue as the project is further developed.

#### **Mitigation Measures**

The erosion control plans for both the Hemlock Drive Access Plan and the Meola Road Access Alternative have been prepared by Atzl, Scatssa and Zigler, P.C. and address erosion control and slope stabilization during all construction phases of the project. These plans were developed in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-10-001). Construction will include limitations on the area of disturbance and devices to be used to help control soil erosion such as silt fencing, storm inlet protection and a stabilized construction entrance. Per NYSDEC regulations no more than five acres will be disturbed at any one time. If any phase is anticipated to disturb more than 5 acres at one time the proper regulating authority will be notified of the intent to disturb more than 5 acres and will wait for written authorization. At such time the site will be subject to increased inspections (two inspections a week by a qualified inspector) as stipulated in the General Permit requirements.

Erosion controls include silt fencing to surround all grading activities as well as the installation of curb inlet sediment traps for the proposed stormwater drains along the access roads. Silt fence is proposed along the entire western property boundary and between proposed disturbance and the 100 foot NYS Freshwater wetland adjacent area, in the northern portion of the development area.

Each of the access plans, the Hemlock Drive Access plan and the Meola Road Access Alternative, propose one (1) stabilized construction entrance which would be stabilized and used for the duration of construction. The stabilized entrance will prevent soil from being carried onto the adjacent and nearby roads. The Hemlock Drive Access Plan stabilized construction entrance is proposed on NYS Route 303, south of Meola Road, across from Hemlock Drive.. The Meola Road Access Alternative plan stabilized construction entrance is proposed at the end of Meola Road, in the northern portion of the property, providing access to NYS Route 303.

The following best management practices are followed in the development of the erosion control plan:

Divert clean runoff - Diversion of runoff from off-site or stabilized areas will be accomplished through surface swales and erosion control barriers in order to keep clean water clean.

Time grading and construction to minimize soil exposure - To the extent practical, the development will be phased to limit the area of disturbed soil at any particular time. One phase of construction, for example, will be temporarily stabilized until the preceding phase is substantially complete.

Retain existing vegetation wherever feasible - Silt fencing will be used to physically define the limits of work. Wooded and wetland areas not to be developed (regraded), other than the proposed trail, will be retained in the existing condition until the developed areas are completed and stabilized. Substantial adjacent areas of existing vegetation also will be provided along the perimeter of the site and near existing wetland areas.

Stabilize disturbed areas as soon as possible - In areas where work will not occur for periods longer than 15 days unless construction will begin within 30 days, soil will be stabilized by seeding or mulching. Following completion of grading operations, level areas will be immediately seeded and mulched. Sloped areas, such as fill slopes may be seeded or stabilized depending upon weather conditions at the time of carrying out the work.

Minimize the length and steepness of slopes - The steepness and length of slopes have been designed to minimize runoff velocities and to control concentrated flow. Where concentrated (swale) flow from exposed surfaces is expected to be greater than 3 feet per second, haybale or stone check dams will be installed in the swale. The check dams will be placed so that unchecked flow lengths will not be greater than 100 feet.

Maintain low runoff velocities - To protect disturbed areas from storm water runoff, haybale diversion berms and/or soil diversion berms and channels will be installed wherever runoff is likely to traverse newly exposed soil. Immediately following the clearing and stripping of topsoil, rough grading for the temporary and permanent swales and ponds will take place. The swales will direct runoff so that it can be checked or impounded.

Trap sediment on-site and prior to reaching critical areas such as wetlands - Silt fences, hay bale check dams, filter strips, ponds, sediment traps (in areas where no ponds are proposed), and catch basin filters will be used to either impound sediment-carrying runoff and or to filter the runoff as it flows through an area. Silt fencing, augmented by haybale barriers installed on the upgradient side of the silt fencing, will be used wherever land disturbance occurs within 100 feet of the on-site NYSDEC wetlands. A stabilized construction entrance will be constructed to prevent construction vehicles from tracking soil onto public roads. All temporary erosion control devices will be installed prior to the commencement of construction. As shown on Figures 2-4 and 2-4A, the permanent storm water management systems will be installed in conjunction with Phases 1 and 2 of the residential construction.

Establish a thorough maintenance and repair program - Erosion control measures will be inspected frequently, particularly prior to and following storms, and repaired as needed to ensure that they function properly. In addition to inspections by Town of Clarkstown Department of Environmental Control officials, the applicant will be responsible for monitoring and maintaining the soil erosion and sediment controls at all times.

Assign responsibility for the maintenance program - The responsibility for the monitoring and maintenance of the Erosion Control Plan will be detailed in the project specifications and construction drawings.

Details of the erosion control measures to be implemented are described in Section 3.1 of the DEIS. With these controls in place, it is anticipated that there will be no significant impacts that result from site disturbances to soils and topography.

## **1.6.2 Surface Water Resources**

### Potential Impacts

#### *Direct Impacts to Wetlands and Surface or Ground Waters*

No roads, buildings or other direct impacts to existing surface water features are proposed. No direct impacts to wetlands, surface water or groundwater are anticipated from either the Hemlock Drive Access plan or the Meola Road Access Alternative.

#### *Future Runoff Conditions*

For the Hemlock Drive Access Plan, the proposed increase in impervious coverage (13.8 acres) on the project site would result in increases in the rate and volume of stormwater runoff in the absence of appropriate stormwater controls. The elimination of the new access road results in a decrease to impervious coverage to 13.5 acres, resulting in an improvement to runoff conditions. Minor changes to the existing drainage patterns of the site will also occur as the land is regraded to construct buildings, parking areas, and roads. If not properly mitigated, these activities could cause stream erosion and flooding due to uncontrolled stormwater increases, and change the hydrology of associated wetlands and floodplains. In order to offset these changes, the design of the development incorporates NYSDEC recommended practices to best provide acceptable water quality treatment prior to the stormwater runoff being discharged from the project site. The project proposes to utilize three (3) pocket ponds, one (1) micro pool, and an approximately 1,175 foot long water quality swale at the southern and western perimeter of the site.

### *Water Quality*

The stormwater management plan is required to incorporate structures and methods designed to satisfy provisions specified in the (2008) version of the NYSDEC Stormwater Design Manual. The stormwater pollution prevention plan for the Orchard Ridge project utilizes a combination of BMPs to best provide water quality treatment prior to discharge.

### Mitigation Measures

The DEIS includes plans that conform to criteria established by the NYSDEC. These plans include the use of erosion controls, phased site development and stormwater quality Best Management Practices (BMP) as presented in the NYSDEC Stormwater Design Manual (2008).

### *Stormwater Management Control*

The proposed stormwater management design will provide channel protection as well as overbank and extreme flood attenuation by moderating runoff flow rates and identifying run-off reduction measures. These proposed pond discharge outlet points, where the collected stormwater runoff will be discharged from the ponds, ultimately flows through the existing on-site wetland and to the single design point for the site, the culvert under the CSX Rail Line, at the western edge of the site.

Each of the stormwater basins will eventually contribute discharges to the one design point via outlet control structures that will reduce all post-development peak outflows from the basins and lower the overall site peak runoff to less than the pre-development peak runoff of the unconstrained watersheds, thus satisfying the “zero net increase of peak flow” provisions of state stormwater regulations.

### *Erosion and sedimentation control measures*

The use of an approved erosion and sediment control plan will incorporate Best Management Practices to comply with NYS regulations for suspended sediment control in runoff water from construction sites. With proper stormwater management and the use of erosion control BMPs, site development can occur while minimizing or avoiding impacts to downstream receiving waters. The proposed plans are designed to comply with the requirements of the SPDES General Permit for Stormwater Discharges so that such potential impacts are mitigated prior to stormwater discharge into the receiving stream.

### *Maintenance*

The proposed stormwater management system will be designed to require minimal maintenance. The Homeowners Association would be responsible for maintenance of the on-site stormwater management system constructed for this project.

### 1.6.3 Ecology and Wetlands

#### Potential Impacts

##### *Vegetation*

The project related impacts of the Meola Road Access Preferred Alternative are similar to the Hemlock Drive Access Plan with regard to Ecology and Wetlands. No rare or unusual plant species were observed on or reported by the DEC from this site, thus it is not expected that the change in cover type will represent a significant adverse impact to rare or unusual species. The proposed development involves grading and clearing disturbance to approximately 18.95 acres of the project site, all of which is wooded. This will result in the loss of approximately 60 percent of the wooded areas and available habitat on site.

Regionally this is not a significant impact given the lands that are protected in the Rockland Lake State Park as well as nearby lands associated with Deforest Lake and other nearby town and county parks.

As part of the proposed senior housing development, the applicant is proposing to create a wood chip trail through the undeveloped parts of the site including the wetland area. Based on conversations with NYSDEC and ACOE staff, such activities, if conducted without clear cutting of trees or any earth movement, would be exempt from DEC regulations.

#### Proposed Mitigation Measures

To reduce potential impacts to the on-site wetland habitat that would remain undisturbed, as well as to protect off-site undisturbed natural areas, the following mitigation measures are proposed to reduce the potential for soil erosion and sedimentation to these areas. The stormwater management system is designed to ensure that the existing water quality of the stream that flows through the site is not degraded.

- Erosion and sediment controls would be utilized throughout the construction phase of the project until all disturbed area are fully developed or soils have been stabilized through vegetation plantings or other means. These measures are described in Chapter 3.1 of the DEIS and illustrated in the full size Erosion Control Plan in the rear of the DEIS.
- Introduction of a stormwater management system which requires capture and treatment of runoff volume from stormwaters.

##### *Town of Clarkstown Tree Protection Ordinance*

In compliance with Chapter 270 of the Town Code, "Tree Preservation", the applicant has prepared a Tree Preservation Plan. All trees greater than or equal to 12 inches dbh are identified within the areas of site disturbance. Using this survey information, a total number of trees on the site was determined. The following information in Table 5-1 is provided for compliance with Chapter 270.

<b>Table 1-1 Compliance with Town of Clarkstown Tree Preservation Law</b>	
<b>Total site acreage</b>	<b>29.6</b>
Existing trees on site	568 trees (surveyed) + 40 trees/acre * 9 acres = <b>928 trees</b>
Existing trees to remain	75 trees (in disturbance area) + 40 trees/acre* 9 acres = <b>436 trees</b>
Trees required (at 17 trees/acre)	<b>504 trees</b>
Additional trees required	<b>68 trees</b>
Additional trees provided	<b>286 trees</b> (refer to Landscaping Plan Figure 3.8-6A and 3.8-6B)
Total trees on site post-development	<b>722 trees</b>
Source; TMA 2010.	

When completed, the proposed development will have 722 trees, which is significantly in excess of the 504 trees required by the Town of Clarkstown Tree Preservation Plan (17 trees per acre). Although not as valuable as natural undisturbed habitat, the mixture of ornamental and native landscaping plants that are proposed would provide some benefit to wildlife species that can adapt to suburban environments. Many of these plants provide a certain degree of wildlife value such as food and nesting opportunities.

#### *Wildlife*

According to the NYSDEC Natural Heritage Program, there are no rare or endangered wildlife species known to inhabit the site. On-site observations are consistent with this assessment.

The loss of 19 acres of woodlands will also represent a loss of habitat for those animal species that utilize the site. During the site visits, very little wildlife was observed. This site does not represent unique habitat in the area for wildlife species, and considering the developed nature of the existing adjacent lands and the disconnect created from the State Park by Routes 303 and 9W, the loss of some habitat for common suburban wildlife species is not expected to be a significant impact. The site is not known to provide habitat for any wildlife species listed as endangered or threatened by the New York State Department of Environmental Conservation. Therefore, no significant adverse impacts to protected wildlife species are anticipated since the communities reduced by this development are not unique in the area.

In general, as a project is developed, some species will relocate from the disturbed areas to undisturbed portions of the site or to similar habitats on nearby property. As habitat is eliminated, resident populations of some wildlife species will be reduced. In addition, the composition of the wildlife at the property will be altered somewhat following development, with increases in the populations of species with greater tolerance for human activity.

The proposed project would not impact existing parkland or the species located therein as it is not directly adjacent to any designated parkland (Rockland Lake State Park), nor would it impact or disturb open space to the east. The project site, which is vacant, may be serving as a "wildlife corridor" for deer and other mammals, connecting the open space represented by the large wetland to the west with open space to the east of the site. There will still be a limited narrow vegetative corridor which would consist of open space on the north side of the site development.

*Wetland and Adjacent Area Disturbances*

The wetland portions of the site are a part of the 44.1 acre NYSDEC Wetland HS-8, the majority of which is located on the western side of the railroad tracks. On site, 5.6 acres of this wetland is entirely wooded, with second growth trees dominated by red maple, green ash and pin oak. Picking up runoff from the site and adjacent properties, this wetland drains through a culvert under the train tracks and into the larger part of HS-8.

The wetland was delineated in August of 2007 by Robert Torgesen, LA, and confirmed by the DEC in April of 2008. A small area (0.02 acres) was added when the Army Corps of Engineers reviewed the delineation.

It is noted that approximately 5.6 acres of wetland which is located on site is separated from the larger wetland to the west by the narrow railroad right of way. As described above, there are hydrologic connections between the on-site and off-site portions of Wetland HS-8, and these also serve as connections for seed transport and animal movement.

The proposed project would not disturb any on-site regulated NYSDEC freshwater wetlands or the 100-foot area adjacent to the wetlands or any ACOE regulated wetlands, other than the proposed trail. At the Planning Board's discretion, in order to further protect the wetland area, the 5.6 acre wetland and 100 foot adjacent area can be indicated as a conservation easement area, to limit any further development.

Indirect impacts that could result from the development would include potential water quality impacts associated with uncontrolled discharge of stormwater runoff. To address this potential impact, a Storm Water Pollution Prevention Plan SWPPP has been prepared which provides physical and biological controls over the post-development runoff rates and water quality conditions.

Mitigation Measures

Stormwater management facilities incorporate standards presented in the latest New York State Stormwater Management Design Manual (April 2008). Three pocket ponds, one micro pool and a grass swale would be created on the site (refer to Appendix C of the DEIS). An Erosion and Sediment Control (ESC) plan has been developed and provided on the site plan. All soil erosion and sediment controls would be installed in accordance with Best Management Practices, , and the town municipal codes. Clearing limit lines would be established in the field on the site prior to commencing any construction activities to protect wetlands. The applicant shall retain the services of an engineer for scheduled inspections and report preparation as to the implementation of the measures identified in the SWPPP for the proposed project.

*Implementation of a Landscape Plan*

The project includes lawn and landscape and stormwater basin plantings that would include a mixture of native and ornamental species. Native species would be used for landscaping purposes and for revegetating the proposed water quality and stormwater detention basins where possible. This preference is based on native plant adaptability to local climatic conditions, including temperature, precipitation and length of the growing season. While less valuable to some wildlife as the existing old field habitat, the lawns and landscaped areas created by the proposed development would still potentially be used as forage by deer and other herbivores; and many species of trees and shrubs would provide both food and nesting sites for squirrels, songbirds and other avian species.

### **1.6.4 Land Use and Zoning**

The Town of Clarkstown has implemented AAR zoning to provide housing to accommodate a range of independent living accommodations for active adults. The Town of Clarkstown recognized that the senior citizen population is largely comprised of individuals with limited or fixed incomes who find it increasingly difficult to acquire and/or maintain a single family home, however they wish to remain in the community.

The AAR Zone was designed to address a range of housing needs by encouraging a range of housing types, locations and sizes. This zone is intended for areas of the Town where local services necessary to support active adults are immediately available; where supporting infrastructure is already in place, and where transportation access, including public transportation is provided. A proposed active adult community must be compatible with the existing scale of development nearby and must be consistent with the Town's goals with regard to housing. After carefully reviewing all supporting documentation Local Law No.3-2007 was adopted by the Town of Clarkstown Town Board on April 14, 2007, amending the town's zoning code to include the Active Adult Residential Zone.

#### Potential Impacts

Orchard Ridge, LLC, the applicant, proposes to construct age restricted senior housing that would consist of 320 residential market rate townhouse units. The proposed action is an As-of-Right development as the project site was rezoned to Active Adult Residential AAR zoning pursuant to the Town of Clarkstown Resolution No. 364-2008. The proposed project is in full conformance with the requirements of the AAR zoning.

Due to the residential nature of the project and the location of the project site in an existing residential district adjacent to residential uses to the north and campus type office / industrial development south and east, with open space located to the west, the proposed development is not expected to adversely impact adjacent land uses.

Overall, the proposed action would be compatible with the character and community trends of the project's surrounding area. The applicant believes that the property development would blend with the mixture of land uses surrounding the site including multifamily housing and industrial and commercial development, small scale retail, and public lands. The site is appropriately located in a residential district adjacent to residential uses to the north and campus type office / industrial development south and east, with open space located to the west.

The proposed action is designed to conform with the existing mixed use land use pattern of the community while increasing the variety of available housing within the Town of Clarkstown.

#### *Town of Clarkstown Comprehensive Plan*

In 2009, the Town of Clarkstown adopted the Town of Clarkstown Comprehensive Plan, entitled Partnerships and Connections. The 2009 Comprehensive Plan recognizes the interdependence between individuals and society, between built systems and the natural environment. The Plan seeks to safely connect homes to jobs, to schools, to businesses, to hamlet centers, and to Clarkstown's Parks via diverse modes of transportation. The Plan states, "These connections will be accomplished through partnerships, through the formation of relationships between the

residents of the Town and town government, between the Town and the County, the Hudson River Valley, the State of New York and ultimately the rest of the nation. The Comprehensive Plan aims to reconnect Clarkstown to the past while projecting Clarkstown into a better future, a future that builds upon their strengths while recognizing the limitation of their natural resources. It is a plan that reconnects people to one another and to their communities."

According to the Comprehensive Plan, there is a necessity to provide housing which will meet the needs of senior citizens and smaller households. The 2009 Comprehensive Plan states, "As older residents consider new housing for retirement, and Clarkstown's youth begins seeking housing of it's own, the Town's housing stock offers limited affordable housing options." The Plan further states, "As the Town's population expands and ages, new housing types are needed. Older individuals may seek smaller residences, often within housing communities, and may find their options restricted as they rely on fixed incomes" The Active Adult Residential Zoning was enacted specifically to assist in meeting this need.

One of the goals of creation of the AAR floating zone was to allow long time residents of the Town of Clarkstown to remain in their community, in close proximity to family members, in a development which was affordable to persons living on fixed incomes. In this manner families can stay connected to one another and to their community.

It is the purpose and objective of the project sponsor to construct a moderately priced senior housing residential development that would increase the range of housing opportunities in the Town of Clarkstown and the greater Rockland County area.

The proposed Orchard Ridge project directly meets the stated need for more variety of housing choices for older residents. The units will be moderately priced such that they are affordable to seniors who may be living on retirement or fixed incomes.

#### Mitigation Measures

The Orchard Ridge project meets the goals with regard to housing as identified in the Town's recently adopted 2009 Comprehensive Plan. The proposal is compatible with the local area land use patterns. The project is in full conformance with the Active Adult Residential zoning regulations as set forth in the Towns zoning code. The project related impacts of the Meola Road Access Preferred Alternative are similar to the Hemlock Drive Access Plan with regard to Land Use. As the proposed project would have no significant negative impact on land use, zoning, and local policies, no additional mitigation measures are proposed.

#### **1.6.5 Transportation**

As has been discussed, the Applicant initially proposed the Hemlock Drive Access Plan, where the main access to the Orchard Ridge Development was proposed across from Hemlock Drive onto NYS Route 303. It was anticipated that property owners along Hemlock Drive and the adjacent property owners to the south, Kohl's Industrial Development, would be making traffic related improvements to NYS Route 303 in the vicinity of Hemlock Drive. The timing and certainty of those anticipated improvements are beyond the control of the applicant, thus the applicant has proposed the Meola Road Access Preferred Alternative which appropriately mitigates traffic impacts directly related to the Orchard Ridge project, and which are under the control of the applicant. In the Hemlock Drive Access Plan a new access road was to be constructed opposite the existing Hemlock Drive. In the Meola Road Access Preferred

Alternative, the main access will be provided via the existing Meola Road, and an emergency access will be provided in the vicinity of Building 1.

The Meola Road Access Alternative is the Applicant's preferred alternative since it utilizes the existing Meola Road Access and allows for road improvements to NYS Route 303 that will better serve the existing and the future commercial development in the project vicinity. The Meola Road Access Alternative also results in marginally reduced environmental impacts compared to the Hemlock Drive Access Plan and allows for better circulation around the Club House Area.

To assess the traffic impacts of both of these plans, Separate Traffic Impact Studies, (TIS) were conducted by John Collins Engineer's, P.C. for each alternative. The TIS for the Hemlock Drive Access Plan, most recently revised July 28, 2010 assesses the traffic impacts associated with the Orchard Ridge development including construction of a new access road opposite Hemlock Drive. The TIS for the Meola Road Access Preferred Alternative, most recently revised December 19, 2011, assesses the traffic impacts associated with the Orchard Ridge development utilizing the existing Meola Road as the main access.

Since the Meola Road Access Alternative is the Applicant's preferred alternative; and since trip generation is identical for both alternatives; and since the traffic operation levels of service are similar between the two alternatives, the only difference being the location of the main site access; the DSEIS primarily discusses the traffic impacts of the Meola Road Access Alternative. Both Traffic Impact Studies are included in their entirety in Appendix E of this DEIS. A comparison of traffic operating levels of service at the main access location of Hemlock Drive and Meola Road respectively is included in Section 3.5.

The Traffic Impact Study - Meola Road Access Alternative evaluates existing and future traffic conditions at six intersections which are proximate to the Orchard Ridge property, and which were identified in the project scope adopted June 30, 2010. The following intersections were analyzed, the locations of which are shown in Figure 3.5-1:

1. Intersection of NYS Route 9W & NYS Route 303
2. Intersection of NYS Route 303 & Hemlock Drive
3. Intersection of NYS Route 303 & Brenner Drive
4. Intersection of NYS Route 303 & Lake Road (CR 80)
5. Intersection of NYS Route 303 & Meola Road (Site Access)
6. Intersection of NYS Route 303 & Randi Lane/Hilltop Road

The Orchard Ridge project site is located on the west side of NYS Route 303 between Brenner Drive and US Route 9W, immediately opposite Hemlock Lane. Regional transportation access is provided via I-287/I-87 (the New York State Thruway) approximately 5 miles to the south via NYS Route 303. US Route 9W is the primary north south arterial corridor in the area.

The Traffic Impact Study identifies the weekday morning peak hour period to be 7:30 AM to 8:30 AM and the weekday evening peak hour was identified as 4:30 PM to 5:30 PM.

## Potential Impacts

### *No Build Traffic Conditions*

In order to identify No-Build traffic conditions, the Existing traffic volumes were projected to a 2014 design year utilizing a growth rate of 2% per year to account for background traffic growth in the area. Other specific planned area development traffic volumes were also added to the roadway network, which included traffic from the Kohl Industrial Development and development anticipated on Hemlock Drive.

### *Build Traffic Conditions*

In order to estimate the anticipated amount of traffic to be generated by the Orchard Ridge development during peak hours, information published by the Institute of Transportation Engineers (ITE) as contained in their publication entitled, "Trip Generation", 8th Edition, November 2008, was utilized.

The Active Adult nature of the proposed project is somewhat of a hybrid between Senior Housing which has very limited trip generation characteristics and non-age restricted Townhouse residences. In order to provide a conservative analysis, the trip generation of the non-age restricted Townhouses was used to conservatively overestimate project impacts. The project would generate up to approximately 131 vehicular trips in the weekday a.m. peak hour, and up to approximately 156 vehicular trips in the weekday p.m. peak hour.

The following is a brief description of each of the intersections analyzed, the results of the capacity analyses and any corresponding recommended improvements.

1. NYS Route 303 and U.S. Route 9W

U.S. Route 9W intersects with NYS Route 303 at a signalized full movement intersection. The northbound approach consists of separate left and a through/right turn lane (with the right turn channelized) while the southbound approach consists of a separate left and a through/right turn lane. The Route 9W westbound approach consists of a left/through and separate right turn lane and the eastbound approach consists of one lane exiting the residential access drive.

Capacity analysis conducted at this intersection indicates that the intersection currently experiences an overall Level of Service "C" or better under existing conditions.

This intersection was re-analyzed under future No-Build and Build conditions. A review of the analysis indicates that an overall Level of Service "C" will be maintained at the intersection during peak periods.

2. NYS Route 303 and Hemlock Drive

Hemlock Drive intersects with NYS Route 303 at a "T" intersection. All approaches to the intersection consist of one lane.

Capacity analysis conducted at this intersection indicates that on the Hemlock Drive approach, a Level of Service "C" is experienced for exiting traffic during the AM and PM Peak Hours. These Levels of Service under the No-Build and Build conditions are "D".

3. NYS Route 303 and Meola Road

Orchard Ridge will be provided access via Meola Road. Meola Road is also an access to Congers Colonial Plaza. Meola Road intersects with NYS Route 303 at a "T" intersection. All approaches to the intersection consist of one lane.

The capacity analysis for the existing traffic conditions during the AM and PM Peak Hours for the Meola Road approach indicates a Level of Service "B."

It is recommended that Meola Road be widened to provide additional width including two exiting lanes at Route 303. In addition, NYS Route 303 should be widened to provide a separate left turn lane northbound. This will serve the traffic destined to the existing shopping plaza as well as Orchard Ridge.

The capacity analysis conducted at this intersection utilizing the future No-Build and Build Traffic Volumes indicates that Levels of Service "C" or better will be obtained at Meola Road.

4. NYS Route 303 and Brenner Drive/Intercos Drive

This intersection is a four-way intersection which includes Brenner Drive on the eastbound approach and Intercos Drive on the westbound approach. All approaches consist of one lane and traffic is controlled by "stop" signs on the side road approaches.

Capacity analysis conducted at this intersection indicates that Levels of Service "C" or better are currently experienced at this intersection.

The capacity analysis was re-computed utilizing the 2014 No-Build and 2014 Build Traffic Volumes. A review of this analysis indicates Level of Service "D" or better will be experienced on the side road approaches.

5. NYS Route 303 and Lake Road (CR 80)

Lake Road intersects with NYS Route 303 at a signalized four-way intersection. The Lake Road eastbound approach widens at the intersection to provide a right turn lane. Also, on the NYS Route 303 northbound approach, there is a wide shoulder lane which is used as a bypass lane. The intersection currently operates at an overall Level of Service "C" or better during peak periods.

The analysis was re-computed for future No-Build and Build conditions. The analysis indicated that some signal timing modifications will be required to accommodate future traffic volumes with or without the proposed development. With these signal modifications, an overall Level of Service "C" will be experienced during both the AM and PM Peak Hours for both the No-Build and Build conditions.

6. NYS Route 303 and Randi Lane/Hilltop Road

Randi Lane/Hilltop Road intersect with NYS Route 303 at an unsignalized four-way intersection. Hilltop Road is located on the west approach of NYS Route 303 and Randi Lane on the east approach. All approaches consist of one lane and traffic is controlled by "stop" signs on the side road approaches. The exiting capacity analysis conducted at this intersection indicates that Levels of Service "D" or better are experienced. The capacity analysis was computed utilizing the 2014 No-Build and 2014 Build Traffic Volumes. A review of this analysis indicates a Level of Service "E" will be experienced on the side road approaches.

*Consideration of Potential Commercial Parcel*

Immediately south of Meola Road, there is a separate parcel which is zoned for commercial development. While there are no current plans for the development of this parcel, a separate evaluation of the potential traffic impacts of this development as an approximately 14,000 s.f. retail development was completed and is contained in Appendix "E". The analysis concludes, with the completion of the improvements planned for this residential portion of the project, similar Levels of Service will be experienced at the intersections analyzed.

*Sight Distance - Meola Road Site Access at NYS Route 303*

Stopping sight distance is the distance a vehicle would require to be able to stop on wet pavement to avoid a collision with a vehicle entering the traffic stream. Intersection sight distance provides an additional margin of safety above stopping sight distance.

The speed limit on NYS Route 303 is 45 miles per hour in the vicinity of the proposed Meola Road site access. As shown on Figure 3.5-16 the sight distance that will be provided at the Meola Road entrance driveway on NYS Route 303 is greater than 1,000 feet looking both to the north and the south. Based upon the American Association of State Highway and Transportation Officials (AASHTO) recommendations on sight distance, the available sight distance would meet the guidelines for intersection sight distance for vehicles traveling more than 60 miles per hour, thus sight distance limitations are not considered critical to this analysis.

*Traffic from Construction Activity*

The greatest volume of construction traffic is expected to occur at the beginning of the construction when rough grading is conducted, and when asphalt and building materials are transported to the site. Since grading is both time consuming and costly, cut and fill has been minimized. The Applicant will continue to refine the grading plan in an effort to achieve an earthwork balance for the project as far as practical.

It is anticipated that most construction trips would travel to and from the site via US Route 9W and /or NYS Route 303. All construction vehicles will use the proposed main access for ingress and egress. Construction vehicles and employees will park on-site at all times. Materials and equipment will be stored on site to minimize vehicle trips.

*Pedestrian Access*

As shown in Figure 2-2 Preliminary Site Plan, the project has been designed in a pedestrian friendly manner. Sidewalks are proposed at the fronts of all eight residential buildings. A continuous network of sidewalks will be provided along Road "A" which provides access from NYS Route 303 to the rear or west side of the property. All residential buildings will be connected via sidewalks to the clubhouse and recreation building located near the project entrance and Route 303. The sidewalks will encourage residents to walk to the community clubhouse for recreation and social events. A sidewalk will also be provided on Road "J" which connects to existing Meola Road and an existing sidewalk on that street. A natural one-half mile looped walkway consisting of wood chips will be provided through and at the edges of the on-site wetland and wetland buffer. The walkway will provide a pleasant and scenic pedestrian amenity to encourage walking.

### *Mass Transit Access*

Rockland County has an extensive public transportation network which includes buses, and train service, providing service and connections within Rockland County, as well as surrounding destinations including northern New Jersey, Westchester County and New York City. The project site will be served by an existing Transport of Rockland (TOR) bus route, Route 97. This route travels north-south from Stoney Point and Haverstraw on Route 9W, and then on Route 303, through Congers to Nyack, Orangeburg and Tappan in the south. Connections are available in Nyack to the Tappan Zee express bus route, providing access to Metro North train service at Tarrytown or White Plains stations. The existing bus service would also provide access to shopping opportunities at the Palisades Center mall.

The availability of existing mass transit routes for the project would enable residents to readily access mass transit thus reducing dependence on private vehicle trips and would make shopping at the Palisades Center accessible without using a private auto. As stipulated in the AAR zone change approval resolution, a bus shelter will be installed in the vicinity of the main access drive to facilitate residents access to mass transportation. These efforts will be further coordinated during the site plan approval process.

### Mitigation - Meola Road Access Alternative

The Meola Road Access Alternative will not create any new curb cuts on NYS Route 303, but will utilize the existing Meola Road to provide access to the Orchard Ridge Project. This existing intersection is an unsignalized three way, T shaped intersection. As shown in Table 3.5-6 all movements at this intersection will operate at level of service C or better. Under this scenario there will be no changes made to the geometric configuration of Hemlock Drive with NYS Route 303. There is no change in operating level of service at the Meola Road access location nor at the intersection of Hemlock Drive with NYS Route 303.

As identified above, under the Build scenario, the intersection will benefit from a separate left turn lane on Route 303 at the Meola Road access. The project will also require dedicated left and right turn lanes from Meola Road onto NYS Route 303. The Applicant has included construction of the recommended roadway changes as part of the proposed project.

According to the results of the Traffic Impact Study - Meola Road Access Alternative, the additional traffic generated by the Orchard Ridge Site will not result in a significant negative impact on the surrounding intersections assuming that the identified improvements are implemented. The Meola Road Access Alternative includes construction of a northbound dedicated left turn lane to improve traffic operating conditions on NYS Route 303. The details of this construction are shown in Figure 3.5-16 NYSDOT Details. The final design of the access will be reviewed with NYSDOT as part of the Highway Work Permit Process.

### Mitigation - Hemlock Drive Access Plan

The Hemlock Drive Access Plan would construct a new leg at the Hemlock Drive / Route 303 intersection, making the current three way T intersection into a four way intersection. As shown in Table 3.5-5, traffic improvements, specifically a southbound left turn lane from NYS Route 303 to Hemlock Road, would be required under No-build conditions to maintain existing levels of service due to background growth and development of the surrounding properties.

As shown in Table 3.5-5, construction of the Orchard Ridge access at Hemlock Drive would require additional improvements, specifically a northbound left turn lane, to achieve acceptable levels of service. This is due to the increase in the volume of turning movements as a result of the Orchard Ridge Development.

It was anticipated that property owners along Hemlock Drive and the adjacent property owners to the south, Kohl's Industrial Development, would be making traffic related improvements to NYS Route 303 in the vicinity of Hemlock Drive. The timing and certainty of those anticipated improvements are beyond the control of the applicant, and the provision of traffic mitigation necessitated as a result of either the Kohl's project or development along Hemlock Drive is beyond the scope of the Orchard Ridge project. Thus the Applicant cannot commit to all the necessary traffic mitigation for the Hemlock Drive Access Plan.

### **1.6.6 Community Facilities and Services**

#### Demography

The 320 dwelling units are projected to add 576 senior residents to the Town of Clarkstown. Due to the active adult age restriction of this project there will be no school age children living at Orchard Ridge. Preference will be given to existing Clarkstown Residents and their families per the stipulation in the AAR Zoning regulations, however, the new housing at Orchard Ridge cannot be restricted to exclusively Clarkstown residents, thus the maximum impact scenario would be the addition of 576 new residents. With or without the Orchard Ridge AAR development, senior households in Clarkstown will make the decision to sell their homes when they are no longer willing or able to keep up with the demands (financial and otherwise) of owning a single family home. Orchard Ridge is contributing to the community by providing an alternative for these seniors to stay in their community and to continue to significantly contribute to the tax base. Increases in demands on the school district will or will not occur regardless of whether Orchard Ridge is built. The sale of single family homes currently occupied by seniors to families is within the normal cycle of real estate transactions and does not constitute a basis for secondary growth.

Based upon the 2010 US Census the current population for the Town of Clarkstown is estimated to be 84,187 persons. The addition of 576 persons to this population represents less than a one percent increase. The Rockland County Comprehensive Plan projects continued population growth within the County, with an additional 17 percent population increase anticipated over a 10-year period. The level of growth associated with the Orchard Ridge development will contribute to this anticipated level of growth. The project related impacts of the Meola Road Access Preferred Alternative are the same as the Hemlock Drive Access Plan with regard to Demographics and Community Services.

#### Police Protection

Based on standards contained in the Development Impact Assessment Handbook (Urban Land Institute,), two police officers and 0.6 police vehicles are required per 1,000 population. The increase in population of 576 persons in the Town of Clarkstown would increase police staffing needs by less than one person which is not likely to have a significant impact on the Town's police personnel ratio of 2.18 personnel per 1,000 residents.

It is noted that the increased demand placed on the Police Department from the Orchard Ridge development would represent an incremental increase in demand on existing services, rather than demand for new services in this area which the ULI rates assess.

The Town of Clarkstown Police Department has indicated that, no significant demands would be placed on police services as a result of the proposed project. There are two access points from the proposed project under either the Hemlock Drive Access Plan or the Meola Road Access Alternative, It is anticipated that under either scenario the Main Access will be stop sign controlled at the intersection with NYS Route 303. Additionally, the project would generate tax revenues estimated to be \$865,368 annually to the Town of Clarkstown General Fund. Based on the foregoing, no mitigation measures with regard to Police Services are proposed.

#### Fire Protection

Based on planning standards published in the Development Impact Assessment Handbook, approximately 1.65 fire department personnel per 1,000 population is recommended to provide adequate fire protection service. Up to 576 new residents would generate demand for less than one additional fire department personnel. The project would generate \$77,804 in annual property tax revenues to the fire district to offset the additional demand. The proposed roads within the project will be designed in accordance with Town specifications and can adequately accommodate emergency service vehicles. Fire hydrants will be installed according to Town standards.

Town of Clarkstown Fire Inspector Mr. Vince Narciso stated that this project would not require the Congers Fire Department to expand its staffing, facilities, and/or equipment and that construction of the proposed development would not impact the Congers Fire Department.

#### Ambulance Services

Based on planning standards contained in the Development Impact Assessment Handbook, approximately 36.5 calls per 1,000 population are made annually. Based on this standard, the additional 576 residents would increase EMS calls by approximately 21 calls annually on average. The project would generate \$9,704 in annual property tax revenues to the ambulance corp. to offset the additional demand.

Congers-Valley Cottage Volunteer Ambulance Corps Captain Panov indicated the Corps facilities are equipped to handle the new project, thus the project would not have a significant impact on emergency medical services.

#### Water Services

The Orchard Ridge development proposes 320 units. The project engineer has provided that the average daily demand for water would be approximately 73,300 gallons per day (gpd), including water for irrigation and use of the club house facilities. This calculation is based upon an estimated 125 gpd usage per person, for a total population of 576 persons, plus 1,300 gpd for irrigation and use of the club house facilities. These calculations are consistent with Rockland County Department of Health Standards for estimating water demand.

United Water New York has adequate resources to serve the project. According to a Willingness to Serve Letter received from a representative of United Water New York, included

in Appendix B, service could be made available to the proposed project but would be subject to the following conditions:

- Prior to installation of any services or the extension of any mains, hydraulic data pertinent to the project must be provided to UWNY, for review by their engineering department review and approval;
- If, as a result of such review, it is decided that any extension of mains or pipes or modification of other facilities is required in order to meet the hydraulic needs of the project, those mains or facilities will be installed or extended by the applicant in accordance to the terms and conditions of Rockland County's standard agreements for extensions;
- Service will be provided in accordance with the terms and conditions set forth in the United Water Company's filed Tariff, as amended or modified time to time;
- Water mains shall be laid in accordance with the Recommended Standards for Water Works (a.k.a Ten State Standards).

#### Sewer Services

Sanitary sewer flow generated from Orchard Ridge is estimated at 73,300 gallons per day, based on information provided by the project engineer. As stated in a June 22, 2010 letter from Rockland County Sewer District, a flow and capacity analysis of the sewer system will be required prior to approval of the Orchard Ridge development's connection to the sewage system. The applicant may be required to pay additional fees, above the minimum impact fee, to improve the District's infrastructure. Annual taxes generated to the Sewer District are projected to be \$47,995.

#### Solid Waste Disposal

The per household rate for solid waste generation according to the Urban Land Institute's Development Impact Handbook, is .00175 tons per person per day. The proposed development projects an increase in population by 576 persons, resulting in an estimated solid waste generation of 1.01 tons per day.

Dumpsters and solid waste storage areas are proposed for the multifamily residential buildings and the recreational complex. All refuse storage areas would be screened from view of public roads. Solid waste will be collected according to the schedules applicable to the private contractor. Since the Town of Clarkstown does not supply solid waste pickup within multifamily developments, thus the development will not have an impact on the Town's solid waste facilities.

#### **1.6.7 Fiscal Resources**

The Orchard Ridge community is to be developed as market rate units. The project will provide diversity in the housing stock and will be relatively affordable compared to the price of a single family house in the area. According to the US Census the 2008 median housing price was \$531,900 with many single family homes in the \$800,000 price range and beyond. In contrast the selling price of the proposed AAR housing units is projected to be \$350,000.

Potential Impacts

The Orchard Ridge development would result in the conversion of predominantly vacant land to an active adult residential project. The increased market value of the project site, with these improvements, would result in an increase in the assessed value of the subject site and at the current tax rates would result in an increase property tax revenues.

The Project Sponsor proposes to construct 320 units of multifamily housing in eight three story buildings. The units are proposed as two bedroom units. The units will be market rate "for sale" condominiums restricted to persons 55 and older. The units are projected to sell for approximately \$350,000 for a two bedroom unit.

The Town of Clarkstown has opted to establish two separate property tax rates: a lower tax rate for residential property owners (homestead tax), and a higher rate for all other property owners (non-homestead tax).

The project would be taxed at the homestead tax rate by the respective taxing jurisdictions. According to the New York State Real Property Service, one-, two-, and three-family residential units, farm homes; mobile homes that are owner-occupied and separately assessed, and condominiums that were built as condominiums and not converted from some other form, such as rental apartments, qualify as residential property subject to the homestead tax rates.

Based upon the projected sales price of approximately \$350,000 per unit, the total market value of the proposed project is estimated to be \$112,000,000. Using the Town's current 2010 equalization rate of 30.50 percent, the total Assessed Value of the proposed project used for this analysis is \$34,160,000.

Table 1-2 compares the taxes generated presently by the property to the taxes to be generated by the Orchard Ridge Active Adult project. Tax revenues are based on 2010 tax rates (2010-2011 tax rate for the Clarkstown Central School District).

As presented in Table 1-2, upon project completion, at the existing tax rates, the annual tax revenues to the Town of Clarkstown would be approximately \$865,368. The total increase in tax revenues generated by the site as a result of the increased assessed valuation and paid to the Town would be approximately \$808,155 annually. According to the Town of Clarkstown, Receiver of Taxes, the Town's tax rate includes town governmental services, highway maintenance, public parking, lighting and special assessments for water and sewer districts; the taxes to the Congers Fire District and the Congers/Valley Cottage Ambulance Districts are also included.

<b>Table 1-2 Current &amp; Projected Taxes Generated by Project Site</b>			
Taxing Authority	Current Taxes (\$)	Projected Taxes - Total (\$)	Difference Between Current & Projected Taxes (\$)
<b>Rockland County</b>	<b>\$11,621</b>	<b>\$179,940</b>	<b>\$168,319</b>
Town of Clarkstown	\$43,752	\$668,584	\$624,832
Open Space	\$394	\$6,031	\$5,637
Congers/Valley Cottage Ambulance District	\$3,069	\$9,704	\$6,635
Congers Fire	\$4,053	\$77,804	\$73,751
Consolidated Lighting District	\$577	\$7,426	\$6,849
Rockland Sewer No. 1	\$2,750	\$47,995	\$45,245
Refuse /Garbage District**	\$1,390	\$43,200	\$41,810
County Solid Waste**	\$1,228	\$4,624	\$3,396
<b>Total Town of Clarkstown</b>	<b>\$57,213</b>	<b>\$865,368</b>	<b>\$808,155</b>
<b>Total Town &amp; County</b>	<b>\$68,834</b>		
<b>Clarkstown School Tax Total</b>	<b>\$107,337</b>	<b>\$1,594,443</b>	<b>\$1,487,106</b>
<b>TOTAL</b>	<b>\$176,170</b>	<b>\$2,639,750</b>	<b>\$2,463,580</b>
<small>Notes: <sup>(1)</sup> Tax Rate per \$1,000 of Assessed Valuation.            **Assessment is per unit.            †Municipal taxes are based upon Town of Clarkstown 2010 Homestead Tax Rates.            †Clarkstown Central School Tax Rates are for the 2010-2011 school year.</small>			

The project-generated annual tax revenues to Rockland County would be approximately \$179,940 annually.

At the existing tax rates annual tax revenues to the Clarkstown Central School District would be approximately \$1,594,443. The project would be estimated to increase the assessed value of the subject parcels. By proposing a plan for active adult residential housing which does not generate any school age children, the project will result in an increase in assessed valuation to the school district without an associated increase in cost to the School District, resulting in an annual net benefit to the school district.

*Costs Associated with the Proposed Project*

An approximate estimate of costs to the Town of Clarkstown associated with the proposed residential development may be determined by obtaining a reasonable composite of current costs on a per capita basis and multiplying this amount by the anticipated population of the proposed project.

Through a review of the Town's operating budget, the amount of expenditures can be derived and, by dividing the population into the amount of expenditures, the per capita cost can be determined. To estimate the portion of the per capita cost which is paid for by property tax revenues (as opposed to other forms of income to the Town), the per capita cost is multiplied by the proportion that property tax revenue comprises of the overall income stream.

As described earlier, the proposed project would generate 576 persons. As detailed in Section 3.7, based on a per capita cost of \$1,275, the additional costs to the Town of Clarkstown are projected to be approximately \$734,400.

As presented in Table 2, at the existing tax rates, the revenues to the Town from the proposed Orchard Ridge Development would amount to a total of \$865,368, compared to a cost of \$734,400. Thus, the impact to the Town of Clarkstown budget is anticipated to be positive. In addition to the tax revenues generated to the respective emergency service districts, a portion of this surplus would be used by the Congers Ambulance and the Congers Fire District.

At existing tax rates, the proposed Orchard Ridge development will generate a total of \$1,594,443 in annual property tax revenues to the school district. The increase in assessed valuation will occur without any increase in expenses to the School District, as no school age children will be living at Orchard Ridge, thus the project will result in net revenue to the school district. Table 1-3 presents a summary of the anticipated revenue and cost of the proposed Orchard Ridge project.

The project related impacts of the Meola Road Access Preferred Alternative are the same as the Hemlock Drive Access Plan with regard to Fiscal Resources.

<b>Table 1-3 Revenue &amp; Cost Summary: Orchard Ridge</b>			
<b>Jurisdiction</b>	<b>Projected Increased Taxes (\$)</b>	<b>Projected Costs (\$)</b>	<b>Effect on Budget</b>
<i>Town of Clarkstown</i>	\$865,368	(\$734,400)	\$130,968
<i>Clarkstown Central</i>	\$1,594,443	\$0	\$1,594,443
Source: Tim Miller Associates, Inc., 2010			

**1.6.8 Aesthetic Resources**

A visual analysis of the proposed project was conducted as part of the environmental review. Figure 3.8-1 shows the Visual Study Area, and Figures 3.8-2 and 3.8-3 illustrate the visual sight lines which can be seen from the surrounding area.

Potential Impacts

The proposed project will convert currently undeveloped woods to a residential development and thus change the natural character of the site. Clearing of trees, grading for roads and building pads, and the addition of multiple-story buildings will create views of the proposed development from area vantage points. An Architectural model of the proposed project has been constructed for review. Photos of this model are shown in Figure 3.8-4. Architectural Renderings of the Proposed project are shown in Figure 3.8-5.

- *From US Route 9W*

From approximately one-half mile away, development on the site will not be visible during most of the year from Route 9W when leaves are on the trees, and will be barely discernible during the winter months from a very short section of Route 9W between its intersections with Routes 304 and 303. Given the limited exposure of the view (between nearby trees and buildings), the limited number of potential viewers (passengers looking out their side window from a moving

vehicle), and the one season of exposure, the visual impact of the proposed site development will not be significant from this vantage point. Profile BB illustrating the relationship of this portion of Route 9W to the project site is shown in Figure 3.8-2. A potential line-of-sight toward the proposed development from this vantage point is obstructed by the intervening vegetation both on and off the site.

- *From NYS Route 303*

The proposed development will create a visual change to the character of the project site as viewed from the vicinity of the Route 303 frontage. Not unlike other development in the local area, the proposed project will introduce two buildings near the roadway (clubhouse and a commercial pad building) along with associated parking and driveways. A lawn and recreation area is proposed in front of the clubhouse (on the Route 303 side) along with landscape buffer plantings so that the buildings will be set back some 148 feet from the roadway pavement. In addition the commercial pad site (although not designed at this time) is laid out similarly to the adjacent existing shopping center, with parking in front and truck circulation in the rear.

The closest residential building is proposed to be set back approximately 450 feet from NYS Route 303 and positioned at an elevation such that it will appear as high as a one-story building from the State road (3rd floor about 236 elev. and roof peak about 252 elev. as viewed from Route 303 at about 238 elev.). Other buildings will be further away and stepped down on the site.

The small area of road frontage that limits the visibility of this project to two buildings along NYS Route 303 will limit visibility of the bulk of the project from this vantage point. The size of the existing buildings on adjacent lots in front will block most of the view of the proposed buildings in this development.

The project related impacts of the Meola Road Access Preferred Alternative are generally similar to the Hemlock Drive Access Plan with regard to Aesthetic Resources, however, there are some differences. The project site will be slightly less visible as a result of the Meola Road Access Preferred Alternative since no view from NYS Route 303 to the internal portion of the project site will exist via a new access road. The orientation of the Orchard Ridge Club House is turned in the Meola Road Access Plan, allowing for increased landscaping opportunities along NYS Route 303 at the rear of the Club House building under the preferred Alternative. There will also be a reduction in the disturbance along the project frontage adjacent to NYS Route 303 as a result of the Meola Road Preferred Alternative.

- *From Old Haverstraw Road and nearby cul-de-sac streets*

Old Haverstraw Road is situated in the landscape such that no direct view of the proposed project is anticipated. From the five cul-de-sac streets along the east side of Old Haverstraw Road that are oriented toward the project site (Hazen Lane, Della Court, Berry Court, Alpine Court and Glen Court), direct views are possible of the proposed project stepping down the opposite slope. From this vantage point the four-story facades of the proposed buildings will be visible, broken up somewhat by the small, one-story garage buildings and street tree landscaping along the roadways. These views will be experienced by a relatively small number of viewers, from their homes and the cul-de-sac streets, with greatest exposure during the winter months, while being buffered somewhat by intervening vegetation on and around the Celery Farm property during the rest of the year. Profile AA illustrating the topographic relationship of Old Haverstraw Road to the project site is shown in Figure 3.8-3. A potential

line-of-sight toward the proposed development from this vantage point is through intervening vegetation on and around the Celery Farm site.

- *From Grant Avenue North and nearby local streets*

Potential views of the project site from Grant Avenue North and Harrison Avenue North are screened by dense existing vegetation and the proposed project is not anticipated to create a visual impact at any time of year.

- *Hook Mountain State Park*

As described above, there could be potential views toward the site from the Long Path trail on Hook Mountain, however the dense vegetative cover on the mountain generally obscures most views down to nearby locations, while allowing for more distant views out toward the horizon. If visible, new development on the project site will appear in a relatively small area of the mid ground of an expansive, panoramic view of the region westward to the horizon, which includes visible development and agricultural field clearings in numerous areas beyond the site itself. Such visibility would not create a significant change to the regional landscape scene, as there is already substantial residential and commercial development in the immediate vicinity of the project site. It is also noted that use of the trail is greatest during the warmer months when leaves are on the trees and the potential for view of the site is most obscured. Profile AA illustrating the topographic relationship of the Palisades ridgeline to the project site is shown in Figure 3.8-3. A potential line-of-sight toward the proposed development from this vantage point is obstructed by intervening vegetation on the ridgeline.

#### Mitigation

##### *Site Design & Landscaping*

The site design for the proposed development will locate the residential buildings on terraces that step down the slope to follow the natural topography. The project is consolidated in a compact rectangular pattern toward the south end of the property to allow for the preservation of a large portion of the property that encompasses wetland and adjacent upland buffer to the north, which will remain undeveloped and its natural vegetative cover will remain undisturbed. As described above, the small amount of available road frontage limits the visibility of the Orchard Ridge project to two buildings along NYS Route 303, which working with the topography will limit visibility of the bulk of the project from the road. The entrance design provides a landscaped driveway into the project which is anticipated to include a decorative wall or fence with an entrance sign.

Provisions for street trees are included throughout the project and modest buffer plantings are proposed where appropriate around the perimeter of the project between differing uses. Final approval of the Landscape and Lighting Plan, including a determination as to sufficient screening of the project, shall be made by the Architectural Landscape Commission prior to final site plan approval.

*Architecture*

Architectural treatments are proposed to include limestone and clapboard facades, with architectural details such as painted metal railings on balconies, gable and hip roofs with dormers and some decorative metal roof accents. Roof color is envisioned to be a weathered wood color (warm charcoal gray). Colors and materials would be chosen to integrate the buildings with the natural landscape and the character of the locale.

Figures 3.8-4 and 3.8-5 illustrate the proposed architecture and provide an architectural rendering of the front and side of the proposed buildings. Figures 3.8-6A and 3.8-6B show the proposed Landscape and Lighting Plan for the Orchard Ridge project.

**1.6.9 Noise Resources**

Noise - Potential Impacts

*Short Term Construction Impacts*

Local daytime ambient noise levels will increase both on and off of the project site during construction of the proposed Orchard Ridge development. Construction activities and the operation of construction equipment are an expected and required consequence of any new construction project and cannot be avoided. Thus, some noise impacts would be expected. It is important to note that noise resulting from construction activities is a temporary impact, and will cease upon completion of the project.

The project related impacts of the Meola Road Access Preferred Alternative are similar to the Hemlock Drive Access Plan with regard to construction related noise impacts, with the exception of construction an emergency access across from Hemlock Drive instead of a the main entrance.

Throughout construction of the project, the grading would involve approximately 30,500 cubic yards (cy) of earth cut and 70,000 cy of fill. This results in approximately 39,500 cubic yards of material which will need to be imported onto the site to provide level areas for buildings, parking and driveways. As indicated, the Applicant will continue to refine the grading plan in an effort to achieve an earthwork balance for the project as far as practical, and noise levels associated with the loading and moving of fill will depend on the distance from any receptor.

For sensitive receptors such as residences, the level of impact from construction noise sources depends upon the type and number of pieces of construction equipment being operated, the duration of the construction activities, as well as the distance of the receptor from the construction sites. The noisiest period of construction will occur during site clearing and grading activities, when sections of the site are prepared for the building; although all construction activities at the site are likely to produce increased noise levels. During site visits the closest sensitive receptors are located 600 feet west of the site, across the CSX Railroad Tracks.

Elevated noise occurrences are typically sporadic during the construction period. Noise levels actually experienced on a nearby property would be expected to be lower, accounting for distance from the noise source and other attenuating factors.

Blasting is not anticipated on this site so noise associated with blasting is not an impact.

### *Long-Term Noise Effects*

The Orchard Ridge development will generate noises typical of residential neighborhoods. Sources of noise would include operating vehicles driving through the development, residents involved in recreational activities, and common area maintenance activities (e.g., lawnmowers).

The introduction of a residential neighborhood will introduce a noise source to the project site. Residential uses are sensitive receptors and would not be expected to have a significant effect on noise levels.

### *CSX Railroad Noise*

Although the proposed project is not expected to generate significant noise, the proximity of the proposed residences to the CSX rail line, as close as 200', is a consideration. As indicated above, the CSX rail road operates an average of approximately one train per hour during both daytime and nighttime hours. The impact of the operation of the train is an increase in ambient noise levels ranging from 1.48 dBA to 14.66 dBA depending upon location and time of day. A Noise Assessment was conducted to evaluate existing noise from the CSX Rail operation and to evaluate potential future noise conditions.

### Mitigation

Several mitigation measures are proposed to reduce noise to on site residents. These mitigation measures include planning and operational measures, building design measures to reduce the impact of train noise on future residents, as well as the construction of physical noise barriers, in conjunction with the project development and construction.

### *Construction Noise Mitigation*

Construction activity will not occur between the hours of 8:00 PM and 7:00 AM on weekdays, or at any time on Sundays or legal holidays in accordance with the Town of Clarkstown Noise Code. Typically, construction activities would be expected to cease prior to 6:00 p.m. All construction vehicles and equipment would be expected to be well maintained and operated in an efficient manner.

### *CSX Railroad Noise Mitigation*

The projected noise levels are for the exterior of the residential buildings within 150 and 450 feet from the railroad. According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, US Dept. Of Transportation (1995), interior noise levels are generally reduced by 10 dBA, with open windows and 20 dBA with closed ordinary sash windows. Storm windows provide up to 25 dBA sound reduction. The Noise Guidebook published by the US Department of Housing and Urban Development establishes acceptable noise levels at 65 dB DNL (Day-Night Average sound level).

Due to the proximity of the CSX Railroad tracks, noise attenuation measures including sound proof insulation and other sound proof building techniques will be incorporated into the project design. In addition to specific construction materials used to reduce noise in residential buildings, the proposed plan shows a row of garages, non-residential structures, which will line the property boundary directly adjacent to the CSX Rail line. This row of buildings will act as a

barrier to the residential buildings and will serve to further reduce the outdoor ambient noise level associated with the CSX Railroad noise. Upon completion the DNL is projected to be 60.5 dB, well within the acceptable HUD limits.

### **1.6.10 Air Quality**

#### Air Quality - Potential Impacts

##### *Short Term Effects*

Potential short-term adverse air quality impacts that may result from the proposed project include fugitive dust and particulate matter from the project sites, and emissions from construction equipment and vehicles.

The construction of the proposed development will involve grading activities that may result in the release of fugitive dust and particulate matter from the project site. During this period, dust and particulate matter from the project site may be released into the air and carried off-site by wind. Construction-related air emissions will result from the use of diesel fuel as a source of energy for construction vehicles and equipment. Such increases in construction-related dust will be temporary.

The project related impacts of the Meola Road Access Preferred Alternative are the same as the Hemlock Drive Access Plan with regard to Air Quality.

#### Air Quality - Mitigation

##### *Short-term Fugitive Dust Emissions*

Construction activities on the project site may generate airborne or fugitive dust during ground clearing and excavation activities. Throughout the construction period, passage of delivery trucks and other vehicles over temporary dirt roads and other exposed soil surfaces could also generate fugitive dust. The anticipated duration of the construction period is approximately 18 months. Construction activity will be limited to the hours set forth in the Town of Clarkstown Code. On-site mitigation measures are proposed as part of the project during construction to limit the dispersal of particulate matter. No significant impacts to nearby residences are expected to result from the construction-related dust emissions.

Methods to control dust will include:

- minimizing the area of grading at any one time and stabilizing exposed areas with mulch and seed as soon as practicable;
- minimizing vehicle movement over areas of exposed soil, and covering all trucks transporting soil;
- unpaved areas subject to traffic would be sprayed with water to reduce dust generation;
- truck vehicle washing pads would be constructed at all construction entrances to avoid the tracking of soil onto paved surfaces.

During dry weather conditions spraying water on unpaved areas subject to heavy construction vehicle traffic will help control dust. Paved areas will also be kept clear of loose dirt that can be re-entrained into the air during vehicle passage. The use of stone tracking pads at access points to the site or washing of vehicle tires will greatly lessen the tracking of soil onto adjacent roadways.

### **1.6.11 Cultural Resources**

The Phase IA Literature Review and Sensitivity Analysis was conducted on the project parcel in May 2011, by CityScope: Cultural Resource Consultants. The Cultural resource study is identical for the Hemlock Road Access Plan and the Meola Road Access Alternative.

#### Project Site

The Orchard Ridge site is an irregular shaped parcel of land that lies on the western side of NYS Route 303, south of Meola Road. The site is bounded to the west by the Conrail rail line, and to the north and south by commercial development. Colonial Plaza, a mix of shopping and commercial structures is located on the northern side of the intersection of Meola Road and NYS 303. Across from the project area on the east side NYS Route 303 is a mix of residential and commercial development. Two residential structures along the east side of Meola Road, within the project area are slated for removal. These residences are contemporary in architectural style and date to the late 20th Century. The current acreage of the Orchard Ridge Development site is  $\pm$  30.31 acres, the proposed Area of Potential Effect (APE) will impact  $\pm$  25.44 acres, excluding wetland and wetland buffer areas on the property. Primarily the project area is re-forested woodlands and a large ( $\pm$ 5.2 acre) wetland, located in the northwestern portion of the site.

A small stream drains the wetland located in the northwestern portion of the site. ATV trails and dirt roads traverse the wetland and provide access to the interior of the site. A stone wall bisects the southern portion of the project area, indicating the sites former use as pasture and farmland. The site is characterized by wooded areas with secondary growth or old field succession. The ground surface is mostly clear of understory, but vegetation indicative of "old field succession" is present. Portions of the site exhibit evidence of ground disturbance with dirt hummocks and large boulders marking the surface. A large earthen berm borders the small stream south of Meola Road.

The overall topography does not vary significantly within the site. The ground slopes up to the east with a high point of 230 feet above mean sea level (AMSL) along NYS Route 303, and a low point of 170 feet AMSL in the western portion of the site. A wetland is located in the northwestern portion off the site. This wetland drains through the site to the south and south east.

#### Research Undertaken

As part of the research for the Orchard Ridge site, surveys completed for sites in the general area were consulted. Two surveys have been completed in the general vicinity of the project area. The closest survey is located one quarter mile north of the project area. This survey tested the intersection of Route 9W and Route 303 and a 225,000 sq. ft. parcel of land at this intersection. The area was scheduled for alterations by the NYS Department of Transportation. The survey was undertaken by Leonard Eisenberg on behalf of the New York State Museum in 1981. The shovel tests, excavated at 100' intervals documented significant subsurface disturbance. No materials were recovered and no further work was recommended. Approximately three quarters of a mile south east of the project Jay Cohen excavated a Cultural Resource Investigation for the proposed residential development at Swans Landing, located on

the northern edge of Swartwout Lake (Cohen 1998). The survey identified fourteen cottages and two stucco structures all built around 1940, but did not identify any historic or prehistoric cultural resources. No historic or prehistoric sites were identified as a result of these surveys. These reports have been referenced fully in the bibliography of the full study included in Appendix H.

#### Prehistoric Site Sensitivity

Although several professional surveys have taken place in the vicinity of the project area, little in the way of prehistoric sites has been identified. The reasons for this are unclear, since environmentally the area would appear favorable, with ample sources of fresh water and elevated knolls overlooking wetlands and stream corridors. The proximity to the Hudson River, and the wetlands located nearby would have presented an ideal location for prehistoric peoples. Based on environmental conditions on the site, including the small stream corridor and adjacent wetland areas, the potential of the project area to contain prehistoric resources is considered moderate to high.

#### Historic Site Sensitivity

With respect to the project area's historic sensitivity, historic maps show that the project area was not occupied by any structures or dwellings. Based on the Phase 1A research and observations in the field, the project area was located within interior farm land. The likelihood of finding historical surficial features such as middens, or foundations is considered low.

#### Overall Conclusions and Recommendations

Based on the model used by OPRHP and the New York State Museum, and reported resources in the immediate area, it was determined that the Orchard Ridge site may have a moderate to high potential to contain prehistoric cultural material, and a low probability to contain historic cultural material. It was therefore recommended that a Phase 1B Archaeological Field Reconnaissance Survey be undertaken to rule out the presence of prehistoric and/or historic cultural resources within the project area.

In May 2011, CITY/SCAPE: Cultural Resource Consultants completed a Phase 1B field reconnaissance inspection of the Orchard Ridge Development Site in the Town of Clarkstown, Rockland County, New York. Wetland areas were eliminated from testing. Sensitive areas within the APE were identified and subjected to comprehensive subsurface testing.

A total of 86 shovel tests were excavated along 15 transects within the undisturbed portions of the Orchard Ridge Development Site. No cultural material of any kind was identified. Based on these results, no further archaeological investigation is recommended for the Orchard Ridge Development Site.

### 1.7 Summary of Project Alternatives

Section 617.9(b)(5) of the regulations implementing SEQRA requires that a draft environmental impact statement include a description and evaluation of a range of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. The range of alternatives must include the “No Action” alternative.

The DEIS evaluates the following alternatives;

- No Action.
- Previous LIO Zoning
- Meola Road Access Alternative

A summary matrix of the quantifiable impacts associated with each alternative is provided as Table 4 at the end of this section. It should be noted that with either of the proposed development plans, and with the LIO alternative presented below, the existing wetlands would not be disturbed.

#### *No Action Alternative*

The No Action Alternative is the scenario that would occur if the site were to remain substantially undeveloped except for the existing two single family homes, which would continue to be occupied. The No Action Alternative would allow for the preservation of the Orchard Ridge site in its present condition, but would do nothing to meet the need for active adult housing in this area. Under the No-Action alternative, none of the impacts identified in this report, whether adverse or beneficial, would occur.

Existing traffic conditions would remain the same. There would be no construction of left turn lanes on NYS Route 303 to improve traffic flows along these corridors.

There would be no increase in market value or property taxes as a result of this alternative. Annual property tax revenues would continue to accrue to various taxing jurisdictions serving the project site but the overall increase in property taxes projected for the proposed project would not occur.

No demand would be placed on community services or utilities under the No Action Alternative. There would be no additional calls to police, fire, and emergency service providers under the No Action Alternative. There would also be no increase in municipal property tax revenues generated by the project site to fund community services as compared to the increase projected from the proposed Orchard Ridge development.

#### *Previous LIO Zoning Alternative*

The scoping document for this DSEIS identifies an alternative for the project site compliant with the previous zoning on the property, which was LIO, to be analyzed. When the property was zoned LIO it was part of the NYS Empire Zone but continued to remain vacant for more than five years. As part of the petition to rezone the parcel to AAR and the NYS Empire Zone was designated to a site south of the property so that the acreage of the NYS Empire Zone was not reduced within the Town of Clarkstown.

Under this alternative a development consistent with the previous zoning of the property, LIO Development, depicted in Figure 5-1, shows how the site could be developed with six warehouse buildings totaling 181,950 square feet of warehouse space.

The area of disturbance for this Alternative, 8.2 acres would be similar to the proposed Orchard Ridge project. However, the impervious area would be increased from 13.8 to 15.2 acres based upon an increase in parking and circulation areas.

In this alternative, the development would result in a total of 15.2 acres of impervious coverage over the entire project site, compared with 13.8 for the proposed plan. This increased area of impervious area would result in an increase in storm water run-off generated by the site.

This alternative is not consistent with the current AAR zoning on the site and would not serve to meet the goals of the Town in providing an increase in diversity of housing to meet the needs of its senior population.

This alternative would result in an increase of 220 peak hour trips due to higher trip generation characteristics of industrial development compared to senior residential use. No commitment was made to construct the proposed left turn lanes on NYS Route 303, designed to improve traffic flow on this roadway.

The LIO Zoning Alternative would be expected to generate lower municipal tax revenue. Tax revenue estimates for the LIO alternative are projected to be \$333,200 annually compared to \$2,639,750 for the proposed alternative. Demands for water and wastewater generation would be 18,195 gallons compared to 73,300 gallons for the proposed action.

#### *Meola Road Access Alternative*

As described earlier and throughout the discussion of the various potential impact categories, the Applicant's preferred Alternative is the Meola Road Access Alternative.

The timing and certainty of the anticipated traffic related improvements by nearby and adjacent property owners are beyond the control of the applicant, thus the applicant has proposed the Meola Road Access Alternative. This Alternative provides appropriate mitigation for those traffic impacts directly related to the Orchard Ridge project, and which are under the direct control of the applicant. In the Meola Road Access Alternative, the main access will be provided via the existing Meola Road, and an emergency access will be provided in the vicinity of Building 1.

The Meola Road Access Alternative is the Applicant's preferred alternative since it utilizes the existing Meola Road Access, thereby reducing curb cuts to NYS Route 303 and allows for road improvements to NYS Route 303 that are directly related to the Orchard Ridge project and which will better serve the existing and the future commercial development in the project vicinity. The Meola Road Access Alternative also results in marginally reduced environmental impacts compared to the Hemlock Drive Access Plan and allows for better circulation around the Club House Area.

Similar to the Hemlock Drive Access Plan, the preferred Meola Road Access Alternative, depicted in Figure 5-3, would be developed with eight multi family condominium buildings housing a total of 320 market rate active adult residential dwelling units.

The area of disturbance for this Alternative, 8.2 acres would be similar to the Hemlock Drive Access Plan, however, the impervious area would be decreased from 13.8 to 13.5 acres as a result of eliminating a new proposed full size access road.

In this alternative, the development would result in a 0.3 acres decrease in impervious coverage over the entire project site, compared with the Hemlock Drive Access Plan. This decrease would result in a decrease in storm water run-off generated by the site.

Other than the location of the main access drive, the Meola Road Access Alternative is the same as the Hemlock Drive Access Plan in all other respects. Thus the impacts of these two alternatives with respect to Land Use, Trip Generation, Community Services, Fiscal resources, Aesthetic resources, Noise resources and Air Quality are the same.

*Impact Comparisons*

Table 1-4 below summarizes the quantitative impacts associated with the No Action, the LIO Zoning and the Meola Road Access Alternatives.

**Table 1-4**  
**Alternative Impact Comparisons**

Area of Concern	<i>Hemlock Drive Access Plan Active Adult Residential Townhomes</i>	<i>No Action</i>	<i>Alternative A No Zone Change Limited Light Industrial Office</i>	<i>Meola Road Access Alternative Active Adult Residential Townhomes</i>
<b>Residential Units</b>				
Total Units (Active Adult Residential)	320	0	0	320
<b>Business Park</b>				
Total Square Feet	0	0	181,950	0
<b>Developed Area</b>				
Impervious Surfaces (acres)	13.8	0	15.2	13.5
Lawn/Stormwater management (acres)	4.37	0	2.97	4.37
<b>Natural Resources</b>				
Total Site Area	29.65	29.65	29.65	29.65
Total Construction Disturbance (acres)	18.95	0	18.17	18.95
Total Undisturbed area	10.7	26.65	11.48	10.7
Woodland Disturbance	18.95	0	18.17	18.95
Wetland Disturbance (acres)	0	0	0	0
Steep Slope Disturbance (>30%) (acres)	0	0	0	0
<b>Community Resources</b>				
Population	576	0	0	576
<b>Projected Taxes</b>				
	\$2,639,750	\$176,170	333,200 <sup>3</sup>	\$2,639,750
<b>Utility Demand</b>				
Sewer/Water Demand (gpd)	73,300 gpd 125 gpd x 576 persons plus 1,300 gpd for irrigation and club house use.	0	18,195 gpd (0.1 gal/sq ft/day)	73,300 gpd 125 gpd x 576 persons plus 1,300 gpd for irrigation and club house use.
<b>Traffic</b>				
Traffic Generation (Total AM and PM Peak Hour Trips)	287	0	508	287
Source: Atzl, Scatassa, & Zigler, Tim Miller Associates, 2011.				

<sup>3</sup> Estimate provided by Cathy Conklin, Town of Clarkstown Tax Assessor 2011.

### **1.8 Unavoidable Impacts**

Development of the proposed project would result in several adverse environmental impacts that cannot be avoided regardless of the mitigation measures considered in Section 3.0 of the DEIS. Most of these impacts are temporary in nature and associated with the construction phase of the project. Several are associated with the long-term occupancy of the Orchard Ridge project.

#### **Short-term Effects**

- The presence of construction and delivery vehicles on the site and on surrounding roads as a result of surcharge, site work, and building construction activities;
- The localized increase in noise levels due to operation of construction vehicles and equipment; and
- The increased susceptibility to erosion as vegetation is removed. A description of the potential erosion and the proposed erosion control plan is provided in Section 3.1 of this DEIS.

#### **Long-Term Effects**

- An increase in the permanent resident population of 576 persons and associated demand placed on community services, local roads and utilities, although not considered adverse, is a permanent effect; and
- The alteration of approximately 19 acres of existing topography to accommodate roads, buildings, driveways and development areas.

Construction of Active Adult Residential Housing will increase the diversity of housing options, by providing moderately priced market rate Townhouses for Active Adult Residential use to meet the needs of this under served segment of the Town's population.

### **1.9 Commitment of Resources**

Development of the Orchard Ridge project site will commit the site to residential use. Once committed to this use, the site will be unavailable for other uses for the foreseeable future. The impacts to the commitment of resources are similar in the Meola Road Access Alternative as compared to the Hemlock Drive Access Plan.

Development of the project will result in the loss of existing upland wildlife habitat. The 11.4 acres, or some 38.5 percent of the site that are not disturbed, including the on-site wetlands, and areas contained within the 100-foot protection area, would continue to function as wildlife habitat. Proposed landscape plantings will enhance the project site, and would provide forage and cover for wildlife species that are adaptable to living in suburban environments.

The finite resources that will be irretrievably committed by development of the project are the materials and energy required for construction and for operation and maintenance of the development once completed. Construction will involve the consumption of a variety of materials, including but not limited to: fill, concrete, asphalt, steel, lumber, paint products, and other building materials. The operation of construction equipment will result in consumption of fossil fuels and other energy resources.

When completed, the new residences and commercial space will consume fossil fuels and electricity to meet heating, cooling, lighting and other energy needs.

The proposed residences are projected to have a total market value of approximately \$112,000,000 million. Based on this value, the project would require a commitment of approximately 196 full-time equivalent construction jobs.<sup>4</sup> Construction of the project will require a commitment of person hours of labor, which can be viewed as beneficial to the community, the local economy, and the construction industry. It is anticipated that a portion of the construction-related workers at the site will come from the Town of Clarkstown and the greater Rockland County region. The majority of construction workers are likely to come from areas throughout Rockland County and nearby counties. These workers are expected to have a positive impact on existing local businesses providing such services as food convenience shopping, gasoline, etc.

Other manpower commitments, which would be incidental and required only in an emergency, would include the services of the police departments, fire departments, and/or ambulance corps.

### **1.10 Growth Inducing Aspects**

As indicated in previous sections of the document, the proposed project will add a projected 576 persons to the population of the Town of Clarkstown. The impacts to growth inducing aspects are similar in the Meola Road Access Alternative as compared to the Hemlock Drive Access Plan.

The project site's environs are served by public water and sewer service. Thus, the project is not expected to result in the creation of infrastructure that could induce future growth since the surrounding area is presently developed and already served by these utilities.

The project will induce construction employment in the short term. In the long-term, the new resident population would introduce consumer demand for the retail and service establishments located along NYS Route 303 within the project vicinity, as well as the larger commercial area within the region.

The construction value of the proposed project would total approximately \$36.7 million. Construction of the project would require a commitment of person hours of labor, which can be viewed as beneficial to the community, the local economy, and the construction industry with respect to the generation of jobs. Based on labor hour estimates published by the Urban Land Institute, and accounting for secondary employment resulting from the construction, this project would generate approximately 196 full time equivalent jobs in the various construction trades associated with this project.

It is anticipated that a number of construction workers would come from Rockland County and nearby counties in the Hudson River valley. These workers are expected to have a positive impact on existing local businesses that provide such services as food convenience shopping, gasoline, etc.

Future residents would utilize retail, personal service, and other commercial uses located in the project vicinity. Businesses within the project vicinity, especially those located along Route 303,

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<sup>4</sup> *Urban Land Institute Development Impact Assessment Handbook.*

would benefit from new resident expenditures. Approximately 30 percent of typical household income is spent on retail goods and services. A household income of approximately \$100,000 annually would be required to support the average value, \$350,000, of the proposed active adult residences. Based upon the unique demographic of active adult populations, the potential buyer may have a substantial down payment available, which would reduce the income requirements. Based on a projection that these active adult households would conservatively spend 15 percent of their income on goods and services, it is estimated that 320 households would spend on average \$4.8 million annually. A substantial portion of these expenditures would be made at supermarkets, local convenience stores, apparel stores, restaurants and service businesses such as gas stations and hair salons.

### **1.11 Energy Resources**

Energy consumption will occur during construction and occupancy of the proposed residences and commercial space. During construction, energy will be used to power equipment and construction vehicles. The residences will consume energy for space heating, air conditioning, lighting, household appliances and other electrical devices once occupied. The impacts to energy resources are similar in the Meola Road Access Alternative as compared to the Hemlock Drive Access Plan.

Electricity and gas for the Orchard Ridge development will be provided by Orange and Rockland Utilities from a new underground distribution system that will be constructed to distribute electricity to the development. Actual electrical and gas demands may vary considerably based upon the lifestyles and habits of the residential occupants.

The 320 dwelling units would be inhabited by households that would place demand on various energy sources. In a residential dwelling, energy is consumed for space heating, air-conditioning, water heating, refrigerators, appliances and lighting. According to data published in the 1997 Residential Energy Consumption Survey (Source: US Department of Energy), approximately 123 million BTUs are consumed per household annually in New York State. It is expected that 320 households would consume 39.36 billion BTU<sup>5</sup> of energy annually.

Energy conservation is regulated at the state level. The design and plans for residential buildings must comply with the New York State Energy Conservation Construction Code.

The code specifies basic requirements that are mandatory for all residential buildings. Requirements apply to heating and cooling systems, the hot water system, electrical system, material and equipment specifications and, sealing the building envelope.

With regard to the design of building envelopes, the NYS Energy code requires that:

- insulation R-values and glazing and door U-factors be certified by the National Fenestration Rating Council (NFRC) or by using default values found in tables published in the Code.
- vapor retarders be installed in nonvented framed ceiling, wall, and floor areas.
- insulation levels for walls, roofs, and below-grade walls and glazing areas, and U-factors for windows and skylights meet or exceed minimum efficiency levels.
- air leakage be limited through the building envelope.

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<sup>5</sup>BTU, or British Thermal Unit, is a unit of heat equal to the amount of heat required to raise one pound of water one degree Fahrenheit at one atmosphere pressure; equivalent to 251.997 calories.

The NYS Energy Code also requires that water and air cooling and heating mechanical systems and equipment comply with code, and compliance is dependent on the type of mechanical equipment proposed.

In terms of lighting standards, the NYS Energy Code requires:

- manual or automatic controls or switches that allow occupants to dim lights and turn them on or off when appropriate. The Code identifies control, switching, and wiring requirements that apply to all buildings.
- total connected loads for indoor lighting systems that do not exceed power allowances for a building. The Code demonstrates how to comply with interior-lighting power limits.
- energy-efficient exterior lighting. The Code specifies criteria for complying with exterior-lighting requirements.

The Orchard Ridge residential project will exceed the requirements of the NYS Energy Conservation Construction Code through the installation of high efficiency lighting fixtures.

#### Pedestrian Access

As shown in Figure 2-2 Preliminary Site Plan, the project has been designed in a pedestrian friendly manner. Sidewalks are proposed at the fronts of all eight residential buildings. A continuous network of sidewalks will be provided along Road "A" which provides access from NYS Route 303 to the rear or west side of the property. All residential buildings will be connected via sidewalks to the clubhouse and recreation building located near the project entrance and Route 303. The sidewalks will encourage residents to walk to the community clubhouse for recreation and social events. A sidewalk will also be provided on Road "J" which connects to existing Meola Road and an existing sidewalk on that street. A natural one-half mile looped walkway consisting of wood chips will be provided through and at the edges of the on-site wetland and wetland buffer. The walkway will provide a pleasant and scenic pedestrian amenity to encourage walking.

#### Mass Transit Access

Rockland County has an extensive public transportation network which includes buses, and train service, providing service and connections within Rockland County, as well as surrounding destinations including northern New Jersey, Westchester County and New York City. The project site will be served by an existing Transport of Rockland (TOR) bus route, Route 97. This route travels north-south from Stoney Point and Haverstraw on Route 9W, and then on Route 303, through Congers to Nyack, Orangeburg and Tappan in the south. Connections are available in Nyack to the Tappan Zee express bus route, providing access to Metro North train service at Tarrytown or White Plains stations. The existing bus service would also provide access to shopping opportunities at the Palisades Center mall.

The availability of existing mass transit routes for the project would enable residents to readily access mass transit thus reducing dependence on private vehicle trips and would make shopping at the Palisades Center accessible without using a private auto. These efforts will be coordinated during the site plan approval process.

Employment Practices

The applicant will employ construction workers and purchase construction materials from local sources. In addition to stimulating the local economy, this practice will save in fuel by reducing the distance workers and materials have to travel to the project site.

**1.12 Approvals, Reviews and Permits**

The following reviews, permits and approvals would be necessary to implement the action:

Lead Agency

Shirley Thormann, Chairperson  
Town of Clarkstown Planning Board  
Clarkstown Town Hall,  
10 Maple Avenue  
New City, NY 10956

Involved Agencies

*Federal*

Brian Orzel  
United States Army Corps of Engineers  
Jacob Javits Federal Building  
26 Federal Plaza  
New York, NY 10278-0090

*New York State*

Commissioner  
NYS Department of Environmental Conservation  
625 Broadway  
Albany, NY 12233

Regional Permit Administrator  
NYS Department of Environmental Conservation  
Region 3  
21 South Putt Corners Road  
New Paltz, NY 12561

Commissioner  
NYS Department of Transportation  
Region 8, SEQR Unit  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Mary Jo Russo P.E., Rockland County Permit Engineer  
NYSDOT Regional Office  
275 Ridge Road  
New City, NY 10956

*Rockland County*

Thomas Vanderbeek, P.E., Commissioner  
Rockland County Planning Department  
239 GML Referral  
Robert L. Yeager Health Center  
Building T, 50 Sanatorium Road,  
Pomona, NY 10970

Joan Facelle, M. D., Commissioner of Health  
Rockland County Department of Health  
Robert L. Yeager Health Center  
Building D, 50 Sanatorium Road  
Pomona, NY 10970

Diane Phillips P.E., Executive Director  
Rockland County Sewer District No. 1  
4 Route 340  
Orangeburg, NY 10962

*Town of Clarkstown*

Shirley Thormann, Chairperson  
Clarkstown Planning Board - Subdivision and Site Plan Approval  
10 Maple Avenue  
New City, New York 10956

Dennis Letson P.E.  
Clarkstown Department of Environmental Control - Sewer Permit, Review of the SWPPP  
10 Maple Avenue  
New City, New York 10956

Edward Lettre  
Clarkstown Architectural and Landscape Commission  
10 Maple Avenue  
New City, New York 10956

Interested Agencies

Alex J. Gromack, Supervisor  
Clarkstown Town Board  
10 Maple Avenue  
New City, New York 10956

Justin Sweet , Town Clerk  
Town of Clarkstown  
10 Maple Avenue  
New City, New York 10956

Amy Mele, Esq.  
Clarkstown Town Attorney  
10 Maple Avenue  
New City, New York 10956

Charles Maneri  
Clarkstown Building Department  
10 Maple Avenue  
New City, New York 10956

Michael R. Sullivan, Chief  
Clarkstown Police Department  
20 Maple Avenue  
New City, NY 10956

Frank Heinemann, Chief  
Congers Fire District #13  
64 Lake Road  
Congers, NY 10920

Chief  
Congers-Valley Cottage Volunteer Ambulance  
84 N Route 9W  
Congers, NY 10920

Dr. Margaret Keller-Cogan  
Clarkstown Central School District  
62 Old Middletown Road  
New City, NY 10956

Charles Vezzetti  
Rockland County Department of Highways  
23 New Hempstead Road  
New City, New York 10956

Ruth Pierpont  
NYS Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau,  
Peebles Island, PO Box 189  
Waterford, NY 12188-0189

Commissioner  
NYS Department of Health  
Corning Tower, Empire State Plaza  
Albany, NY 12237

Project Applicant

Orchard Ridge, LLC.  
C/o Pomona Golf, 6 Station Road, Pomona NY 10970

Project Attorney

Ira Emanuel, Esq.  
C/o Freeman Loftus and Manley, 4 Laurel Road, New City NY 10956

EIS Preparer

TIM MILLER ASSOCIATES, INC.  
10 North Street, Cold Spring, NY 10516

Land Surveyor

ATZL, SCATASSA & ZIGLER, PC  
234 North Main Street, New City, NY 10956

Stormwater Management Engineer

ATZL, SCATASSA & ZIGLER, PC  
234 North Main Street, New City, NY 10956