1.0 EXECUTIVE SUMMARY

1.1 Brief Description of the Proposed Action

Davies Farm, LLC (the "applicant") proposes to develop a mixed use residential and commercial development on approximately 53.3 acres that straddle the Town of Haverstraw and Town of Ramapo boundary, north of Route 202 and just west of the Palisades Interstate Parkway in Rockland County, New York. The project site is identified on the Town of Haverstraw and Town of Ramapo tax maps as follows:

- Town of Haverstraw: Section 25.18, Block 2, Lots 3 and 4
- Town of Ramapo: Section 33.06, Block 1, Lots 1 and 2

The project proposes up to 254,000 square feet of commercial space within the Town of Haverstraw. In the Town of Ramapo, up to 219 multifamily dwelling units and four (4) commercial pads totaling approximately 16,850 square feet of commercial space are proposed. The mixed use development would require site plan approval for the property located in the Town of Haverstraw. The portion of the project in the Town of Ramapo would require subdivision and site plan approval in accordance with the Mixed Use Highway (MU-2) zoning district.

A conceptual site plan has been prepared for this project and is the subject of this SEIS. Large-scale plans accompany the SEIS document. As the SEQRA process continues, the site plan would be refined and revised based on input from the various agencies having review responsibilities for the proposal.

The project site adjoins the south branch of Minisceongo Creek to the west, Barr Laboratories to the north, Quaker Road and a southbound access ramp to the Palisades Interstate Parkway to the east, and U.S. Route 202 to the south. Primary access to the site would be from Route 202. An emergency access drive would connect to Quaker Road in the Town of Haverstraw. A second emergency access road would connect to Route 202 just east of the primary access boulevard.

A stormwater basin (North Pond and South Pond) would be constructed along the western boundary to handle the increase in the amount of stormwater runoff that may result from construction of the project. The basins would also treat runoff prior to discharging off site in order to protect adjoining NYSDEC regulated freshwater wetlands associated with the south branch of Minisceongo Creek. Post-development stormwater rates would meet "zero net increase in rate of runoff" standards. No disturbances are proposed to the wetlands or the 100-foot wetland buffer, except for installation of a stormwater discharge pipe for the proposed detention pond No. 1 which would extend through the buffer. No federally-regulated wetlands would be disturbed.

It is anticipated that construction would take approximately 36 months from beginning to completion.

The proposed Minisceongo Park development is subject to the regulations implementing the New York State Environmental Quality Review Act ("SEQRA"). The Haverstraw Planning Board is acting as Lead Agency for this proposed action. This SEIS 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. The adopted scoping document for the SEIS is contained in Appendix A of this SEIS.

1.2 Potential Impacts and Proposed Mitigation Measures

1.2.1 Soils and Topography

Potential Impacts

No impacts to bedrock geology are anticipated. According to a geotechnical report included as Appendix C of the DEIS, bedrock was not encountered in any of the borings conducted on the site. Thus, no rock removal or blasting is anticipated.

Impacts to slopes on the property would be minimal. The project site is flat due to previous mining activities conducted on the site.

The majority of the commercial, residential road and parking construction would occur within soils previously disturbed and mapped as "pit, gravel" soils. Suitable fill would be brought to these areas to construct the development. The Carlisle muck soils, indicative of wetlands, would not be disturbed.

Subsurface Improvement Program

As a result of the subsurface investigations conducted for the project site, a subgrade improvement program is necessary to construct the Minisceongo Park development. The existing subsurface conditions include uncontrolled fill and underlying compressible organic soils. Without a subgrade improvement program, construction on the existing soils would result in settlement of structures. Upon completion of the proposed subgrade improvement program, the proposed residential buildings would be constructed on shallow foundations resting in the engineered fill material. While post-settlements may still occur, the magnitude of such settlement is expected to be under two inches and relatively uniform.

A two phase improvement program would occur. The program would consist of a combination of a surcharge program in the area of the western portion of the site which has not been previously surcharged, combined with surface compaction throughout the site. Areas to be surcharged are shown in Figure 3.11-1, Surcharge Plan, in the Construction-Related Effects section of the DEIS.

Surcharge plates have been installed to monitor settlement of the fill; monitoring will occur over a period of approximately 4 months. If all permits and approvals have been secured, there is no overlap between the surcharge phase, and the site work and building construction phase. Acceptable compaction and settlement must be demonstrated in order to proceed to the site work phase.

Soil Erosion during Construction

The potential for soil erosion would be greatest during the initial surcharge and surface compaction phase, and then during site work and grading, when soils are exposed. These construction-related impacts would be temporary and would be mitigated by a Soil Erosion and

Sediment Control Plan (see mitigation section below). As final grades are achieved, disturbed areas would be stabilized, seeded and landscaped.

Cut and Fill

The site would be filled during the construction fill phase. The proposed plan requires clean fill to be brought onto the site. This fill would be imported onto the site during the surcharge phase described in Section 3.11 of the SEIS.

Mitigation Measures

The development would require a NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-08-001) as it proposes to disturb more than one (1) acre of land. In addition, the project must conform to the Soil Erosion and Sediment Control Law of the Town of Haverstraw (Chapter 140 of the Code of the Town of Haverstraw). The Town's law requires that the applicant obtain a land disturbance permit from the Town Engineering Department. These approvals ensure that all potential soil erosion impacts are mitigated through the preparation of an erosion and sediment control plan. The Town of Ramapo does not have a separate local law regulating Soil Erosion and Sediment Control. This is addressed through site plan review and approval.

Soil Erosion and Sediment Control Plan

Erosion and sedimentation would be controlled during the construction period by temporary devices in accordance with the Erosion Control Plan to be developed for this project.

An erosion control plan would be prepared by Atzl, Scatassa, & Zigler, P.C., and Ray Ahmadi, PhD, P.E., to address erosion control and slope stabilization during all construction phases of the project. These plans would be 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-0-08-001). The plans would 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.

Best Management Practices (BMPs)

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

1) divert clean surface water before it reaches the construction area;
2) control erosion at its source with temporary and permanent soil protection measures;
3) capture sediment-laden runoff from areas of disturbance and filter the runoff prior to discharge; and,
4) decelerate and distribute storm water runoff through natural vegetative buffers or structural means before discharge to off-site areas.

These objectives would be achieved by utilizing a collective approach to managing runoff, i.e. Best Management Practices (BMPs).

Divert clean runoff - Diversion of runoff from off-site or stabilized areas would 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 would be phased to limit the area of disturbed soil at any particular time. One phase of construction, for example, would be temporarily stabilized until the preceding phase is substantially complete.

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

Stabilize disturbed areas as soon as possible - In areas where work would not occur for periods longer than 15 days , soil would be stabilized by seeding or mulching. Following completion of grading operations, level areas would 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 would be designed to minimize runoff velocities and to control concentrated flow. Where concentrated (swale) flow from exposed surfaces is expected to be greater than 3 feet per second, haybale or stone check dams would be installed in the swale. The check dams would be placed so that unchecked flow lengths would 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 would be installed wherever runoff is likely to traverse soils. Rough grading for the temporary and permanent swales and ponds would take place. The swales would 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 would 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, would be used wherever land disturbance occurs within 100 feet of the on-site NYSDEC wetlands. A stabilized construction entrance would be installed at the single construction entrance to prevent construction vehicles from tracking soil onto public roads. All temporary erosion control devices would be installed prior to the commencement of construction. The permanent storm water management systems would be installed in conjunction with the residential construction.

Establish a thorough maintenance and repair program - Erosion control measures would 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 Ramapo and Haverstraw officials, the applicant would 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 would be detailed in the project specifications and construction drawings.

With these controls in place, the applicant believes that there would be no significant impacts that result from site disturbances to soils and topography.

1.2.2 Surface Water Resources

Potential Impacts

Direct Impacts to Wetlands and Surface or Ground Waters

The overall increase in impervious coverage would result in increases in the rate and volume of stormwater runoff in the absence of appropriate stormwater controls. Changes to the existing drainage patterns of the site would 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 a stormwater management basin (Pond #1 and Pond #2) that would discharge to the South Branch Minisceongo Creek via outlet control structures that would reduce all post-development peak outflows from the basins and lower the overall site runoff to less than the pre-development runoff from the unconstrained watersheds, thus satisfying the "zero net increase of peak flow" provisions of state stormwater regulations. If appropriate measures are taken, there should be no flooding of adjacent properties, including Barr Labs and local downstream areas. All proposed stormwater facilities would result in flows offsite that would be maintained at or below pre-development levels.

Impacts to surface water resources would be from the indirect effects resulting from changes to stormwater runoff. No roads, buildings or other direct impacts to existing surface water features are proposed. There would be no disturbance to the 100-year floodplain. A pipe would be installed within the 100-foot buffer of the NYSDEC regulated wetland so that flows from the stormwater basin could drain to the Minisceongo Creek.

Future Runoff Conditions

The proposed overall increase in impervious coverage on the project site would result in increases in the rate and volume of stormwater runoff in the absence of appropriate stormwater controls. Changes to the existing drainage patterns of the site would 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 a stormwater management basin (pond) to control and convey stormwater runoff to the South Branch Minisceongo Creek.

The proposed detention pond (referred to as the North and South Pond) would be located along the western boundary, adjacent to the wetland buffer area.

The pond would discharge to the South Branch Minisceongo Creek via an outlet control structure that would reduce all post-development peak outflows from the basins and lower the

overall site peak runoff to equal to or 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.

The hydrology report provides details on the post-development drainage basin resulting from the proposed development of the project site. There would be no flooding of adjacent properties, including Barr Labs and local downstream areas as a result of the proposed project. All proposed stormwater facilities would result in peak flow rates offsite that would be maintained at or below pre-development levels. As indicated by the calculations provided in the stormwater management report, the proposed stormwater facilities would meet those standards.

Water Quality

The stormwater management plan is required to incorporate structures and methods designed to satisfy provisions specified in the most recent (August 2008) version of the NYSDEC Stormwater Management Design Manual that incorporates Phase II stormwater regulations. The NYSDEC Stormwater Management Design Manual presents sizing and performance criteria for developing site-specific stormwater management practices (SMP) that can provide acceptable water quality treatment for stormwater runoff. An acceptable SMP would capture and treat 90 percent of the average annual runoff volume from stormwater and is capable of removing 80 percent of the Total Suspended Solids and 40 percent of the Total Phosphorous in runoff. The sizing and design of the water quality ponds and the conveyance systems were based on the 90 percent average annual runoff volumes.

The use of an approved erosion and sediment control plan would 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 would be designed to require minimal maintenance. The Property Management Company would be responsible for the long-term operation and maintenance of the stormwater pond for this project.

Mitigation Measures

The applicant has submitted plans that conform to the criteria established by the NYSDEC. These plans include the use of erosion controls, phased site development and stormwater management practices (SMPs) that are acceptable to the NYSDEC and described in the Stormwater Management Design Manual (August 2008).

Erosion and sedimentation control measures

Implementation of an erosion control plan would minimize the potential adverse impacts resulting from the proposed clearing, excavation and grading necessary to undertake the

proposed project. Erosion control plans for this project will be included as part of the detailed site plan to be submitted by the applicant.

1.2.3 Ecology and Wetlands

Potential Impacts

Vegetation

The project would not result in the loss of any significant woodlands as this site has been extensively disturbed due to past mining activities. Trees on the project site are generally smaller, second growth deciduous trees existing as successional woodland on embankments along the road corridors bordering the site. Development of Minisceongo Park would result in an overall net reduction in some marginal habitat of successional fields, but would preserve all of the existing riparian habitat associated with the South Branch Minisceongo Creek watercourse.

Most of the previously disturbed, old field habitat on the site would be removed, while all of the 13.4 acres of wetlands and the 100 foot adjacent lands around the wetlands would be protected.

Review of the NHP database search indicates that there are no state protected significant habitat or community types on this property. No state listed rare or endangered plant or animal species have been identified on the site by the NYSDEC[1] or were observed during visits to the site by project consultants.

Sensitive Vegetative Species

Wilddenow's sedge was not observed on the project site. Given the very lengthy period of time (>125 years) since the last recorded sighting in Haverstraw and the fact that the site does not contain habitat associated with this sedge, the species is not expected to be encountered on the project site.

Wildlife

Aerial views of the project site (see Fig. 3.3-1) show that it is isolated from other larger open space areas by existing highway and commercial developments. The old field habitat that predominates on the site is of marginal value to wildlife, as it consists of mined and surcharged areas of poor soils and low plant diversity. The overall diversity of wildlife in the area is expected to be low and dominated by generalist species capable of tolerating human contact.

Sensitive Wildlife Species

The site was surveyed to determine the potential presence of the following species:

Indiana bat (*Myotis sodalis*): An on-site survey was conducted in September 2005 within the areas of the property's successional fields, riparian areas and wetlands and "border" woodland to determine the presence or absence of large- or small-scale habitats that could be used to

[1] Charlene Houle, NYSDEC Natural Heritage Program, letter dated September 9, 2005.

sustain populations of Indiana bats. Indiana bats have not been observed on the Minisceongo Park site.

Bog turtle (*Clemmys muhlenbergii*): Bog turtles have not been observed on the Minisceongo Park site. Based on the indicators observed during field visits to assess the habitats present on the site, none of the three criteria for suitable bog turtle habitat (presence of cool, shallow, slow-moving water, deep soft muck soils, and tussock-forming herbaceous vegetation) are met by the wetlands on or immediately adjacent to the site.

Gray petaltail (*Tachopteryx thoreyi*)*:* Gray petaltail have not been observed on the Minisceongo Park site. Due to prior mining disturbances, the site does not contain the coldwater seeps and Piedmont forested habitat that would be preferred by this species (NYSDEC Comprehensive Wildlife Conservation Strategy (draft), 2005).

Minisceongo Creek

Several physical features act to limit the habitat complexity of this reach of the South Branch Minisceongo Creek including, a sluggish current due to the gentle grade and mostly uniform stream bed. Slow flowing and stagnant water environments tend to have limited oxygen supply, and thus support communities with a low diversity of tolerant fish species. According to the site plan, all trees west of South Branch Minisceongo Creek and those within the wetlands or the wetlands buffer zone along the eastern side of the stream would not be disturbed during the construction of the development. As such, impacts associated with the loss of stream side vegetation, particularly thermal degradation, are not anticipated.

Wetland and Buffer Area Disturbances

Disturbances are not proposed to the on-site regulated NYSDEC freshwater wetland or the 100-foot regulated area except for a stormwater discharge pipe that would be locatedalong the east bank of the creek/wetland complex. The applicant contends that the project would not result in any short-term or long-term modifications to the functions of on-site wetlands. Indirect impacts that could result from the Minisceongo Park development would include potential water quality impacts associated with uncontrolled discharge of stormwater runoff which would be mitigated by implementation of the stormwater pollution prevention plan. Erosion and sedimentation from lands cleared during development can cause indirect impacts to adjacent wetland areas. The proposed development could also increase pollutant loadings found in site stormwater runoff. For a discussion of potential pollutant loading, refer to Section 3.2 which addresses surface water impacts and the proposed Stormwater Pollution Prevention Plan to address said impacts.

Mitigation Measures

As described above, the stormwater management plan incorporates structures and methods designed to satisfy provisions specified in the most recent (August 2008) version of the NYSDEC Stormwater Management Design Manual that incorporates Phase II stormwater regulations. An Erosion and Sediment Control (ESC) plan will be developed and provided with the site plan. All soil erosion and sediment controls would be installed in accordance with Best Management Practices, Rockland County Soil Conservation Service, and the town municipal codes.

Most of the property to be developed consists of sparsely vegetated successional old field habitat. By restricting development to these more marginal areas, no adverse wildlife impacts are expected to occur related to the loss of any significant habitat areas. Clearing limit lines would be established in the field on the site prior to commencing any construction activities to protect wetlands.

Implementation of a Landscape Plan

The project includes lawn and landscape and stormwater basin plantings that would consist of a mixture of native and ornamental species. 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.

1.2.4 Land Use and Zoning

Potential Impacts

Land Use

The overall project is compatible with the pattern of land use and development that has occurred in the vicinity of the Exit 13 interchange of the Palisades Interstate Parkway (PIP) with Route 202. In this vicinity, commercial uses and retail uses serve and are interspersed with the higher residential density neighborhoods that have been constructed in proximity to the PIP, a major regional transportation corridor linking commuters to regional workplaces. In particular, the east side of the PIP demonstrates this mix of uses. The same mix of commercial with residential use is envisioned for the west side of the interchange.

The developed portion of Minisceongo Park would be over 1/3-mile from the nearest residence fronting on Quaker Road, and thus the applicant opines that the project would not have a significant adverse impact on the residential neighborhood located there. To the south, the project adjoins Route 202 and commercial uses are located on the south side of the road. The applicant believes that the project would result in a positive impact, introducing new customers that would likely make purchases and patronize the shops along Route 202.

To the east, the site adjoins the access ramp to the southbound PIP. There are no uses here that would conflict with the proposed commercial uses.

To the north, the project site shares approximately 3,300 feet of its northern boundary with Barr Laboratories. Of this total, approximately 1,500 feet of the project site's boundary adjoins buildings and parking areas, and the remaining 1,800 feet of the site's perimeter adjoins wetland areas located on the Barr property. The two commercial building proposed to within the Town of Haverstraw would be setback 50 feet from the shared property line with Barr Labs.

The applicant believes that no adverse land use impacts would result from construction and occupation of Minisceongo Park. The proposed layout avoids disturbance within 100 feet of regulated wetlands on the western portion of the site, while maintaining compatibility with the project vicinity's land use patterns and residential densities.

Zoning

Town of Ramapo. The Minisceongo Park development would provide a balance between accommodating additional population growth while preserving the site's existing natural resources, specifically, on-site wetlands. The Ramapo portion of the project site is located in the MU-2, Mixed Use Highway, zoning district. The proposed multiple family dwellings, bank, and restaurants are uses permitted by right in the MU-2 district. A use variance will be requested to develop a restaurant with a drive up window in the Ramapo portion of the site.

The proposed residential and commercial development in Town of Ramapo would conform with the MU-2 bulk and area requirements, with several exceptions. The front yard requirements for the commercial portion and parking requirements for the both the residential and commercial components, will not be met and will necessitate area variances. The parking areas in front of the buildings are not set back the minimum distance of 5 feet to the building - this will also necessitate a variance.

The proposed residential use exceeds the minimum required 50 percent of the proposed development for the property in the Town of Ramapo and the proposed commercial uses would comprise more than five percent of the property as required. The maximum building height proposed within the Town of Ramapo is 3 stories and 40 feet, which is less than the maximum for 4 stories and 45 feet permitted by the Code.

As required, the proposed residential project within the Town of Ramapo would conform to the regulations in § 376-163 *(F), (G), (H), (I), (J), (K), and (L)* of the Zoning Ordinance.

Town of Haverstraw. The proposed retail development in the Town of Haverstraw is permitted in the "C" district, and it would conform to the bulk and area requirements for that District in the Town Zoning Code. The proposed shopping center would have 700 feet of frontage on Quaker Road, with a front yard depth of 330 feet to Building B. The minimum rear yard setback proposed would be 80 feet (for Building B). The maximum building height of 34 proposed, would be less than the 35 feet maximum permitted by the Code.

The project does not conform to the Town's parking requirements in terms of the minimum number of spaces to be provided. An area variance will be required. Within the Town of Haverstraw, 1,693 parking spaces would be required according to the Code, and 967 are proposed. The parking lot design proposed would require several variances: the minimum parking space dimension permitted is 10' by 20'; the parking space dimension proposed is 9' by 18.' A parking aisle width of 24 feet is proposed; the minimum width permitted is 25 feet. Section 3.4 discusses the justification of the smaller parking area and stall dimensions in terms of current research on parking requirements for shopping centers.

The plan proposes vehicular access within 50 feet of a property line (for emergency access). A variance would be required.

Accessory uses would be those permitted by the Towns' zoning laws.

Comprehensive Planning

The Town of Haverstraw comprehensive plan dates to the 1970s and has not been updated. The older version of the comprehensive plan was also not available for review.

Rockland County Comprehensive Plan

The Rockland County Comprehensive Plan recommends that large scale vacant/underutilized parcels be reused and redeveloped in a coordinated manner providing identified housing, recreation open space, institutional and economic development needs for the local community, as well as improved infrastructure that might be necessary to support such reuse and redevelopment. The future use of the project site ensures that the vacant land is redeveloped into a mixed use development that fits into the existing community character.

Highlands Conservation Act

The federal Highlands Conservation Act of 2004 (HCA) is designed to assist the states of Connecticut, New Jersey, New York and Pennsylvania in conserving priority land and natural resources in the Highlands region. Although the project site lies within the Highlands region, the project site has "low to lower" conservation value for purposes of the goals and objectives of the Highlands Act based on a review of the Rockland County Conservation Value Map developed by Rutgers University and the USDA Forest Service, through its Highlands Regional Information System (HiRIS) database (see Figure 3.4-5 of this SEIS). The site has beien previously disturbed and existing vegetation was removed. The portions of the site with conservation value, i.e., freshwater wetlands and the south branch of Minisceongo Creek, would be undisturbed by the development and would remain as open space.

Mitigation Measures

As the proposed project would have no significant impact on land use and zoning, no mitigation measures are proposed.

1.2.5 Transportation

Potential Impacts and Mitigation Measures

A *Traffic Impact Study,* was conducted by John Collins Engineer's, P.C., dated October 29, 2008. This study assesses the traffic impacts associated with the Minisceongo Park development and is included as Appendix D of this SEIS.

The following intersections were analyzed, the locations of which are shown in Figure 3.5-1:

1. Intersection of NYS Route 202 & Route 45
2. Intersection of NYS Route 202 & Thiells-Mount Ivy Road
3. Intersection of NYS Route 202 & Palisades Interstate Parkway Southbound Ramp (Exit 13)
4. Intersection of Route 202 & Camp Hill Road
5. Intersection of Thiells Mount Ivy Rd & Palisades Interstate Parkway Northbound Ramp
6. Intersection of Quaker Rd. & Palisades Interstate Parkway SB Access Ramp
7. Intersection of Route 202 & Shopping Center Driveway /proposed Main Site Access Driveway
8. Intersection of Route 202 & Pacesetter Park - West (Super Stop & Shop)
9. Intersection of Route 202 & Ramapo Plaza/proposed Secondary Site Access Driveway
10. Intersection of Route 202 & Martino Way

11. Intersection of Route 202 & Pacesetter Park - East
12. Intersection of Route 202 and NYS Route 306
13. Intersection of Route 45 and Old Route 202 Park & Ride Access
14. Intersection of Route 202 & Crystal Hill Club/Balsam Road

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

1. U.S. Route 202 and NYS Route 45 NYS Route 45 intersects with U.S. Route 202 opposite Old Country Road at a signalized intersection. Capacity analyses conducted utilizing the Year 2008 existing traffic volumes indicate that the intersection is currently operating at an overall Level of Service "C" during the weekday AM, PM and Saturday peak hour. In the 2011 No-Build condition, with signal timing changes and signal coordination with adjacent traffic signals, the intersection is projected to operate at an overall Level of Service "C" during the peak AM hour and the peak Saturday hour, and at an overall Level of Service "D" during the peak PM hour. For the 2011 Build condition, the intersection would continue to operate at an overall Level of Service "C" during the peak AM hour and at an overall Level of Service "D" during the peak PM and Saturday peak hours.

2. U.S. Route 202 and Thiells - Mt. Ivy Road Thiells - Mt. Ivy Road intersects with U.S. Route 202 opposite an existing Park and Ride facility at a signalized intersection. In the 2008 Existing condition, the intersection is operating at an overall Level of Service "D" during the weekday peak AM hour and at an overall Level of Service "C" during the weekday peak PM hour and the Saturday peak hour.

The NYSDOT plans to improve (P.I.N. 8093.48) this intersection by eliminating the existing park and ride entrance opposite Thiells - Mt. Ivy Road and replacing it with a right turn entry only driveway to the west and a right turn exit only driveway to the east. In addition, the U.S. Route 202 westbound approach would be widened to provide an additional through lane which would tie into the westbound right turn lane at the Palisades Interstate Parkway southbound on/off ramp. As part of this project, the U.S. Route 202 eastbound right turn lane at NYS Route 45 would be extended to the west past the Thiells - Mt. Ivy Road intersection. Implementation of these improvements is currently underway. Upon completion of the improvement measures described above, the 2011 No-Build condition, the intersection is projected to operate at an overall Level of Service "C" or better during the peak AM hour, peak PM peak hour and Saturday peak hour. In the 2011 Build condition, the intersection would continue to operate at an overall Level of Service "C" or better during the peak AM hour, peak PM peak hour and Saturday peak hour.

3. U.S. Route 202 and PIP Southbound On/Off Ramp The Palisades Interstate Parkway Southbound On/Off Ramp intersects with U.S. Route 202 opposite the Mt. Ivy Diner at a signalized intersection. In the 2008 Existing condition, the intersection operates at an overall Level of Service "C" during the weekday peak AM hour and at an overall Level of Service "B" during the weekday peak PM hour and during the Saturday peak hour. In the 2011 No-Build condition, the intersection is projected to operate at an overall Level of Service "C" during the peak AM hour and at an overall Level of Service "B" during the peak PM hour and during the Saturday peak hour.

In the 2011 Build condition, the intersection would continue to operate at an overall Level of Service "C" during the peak AM hour and would operate at an overall Level of Service "E"

during the peak PM hour and the Saturday peak hour. With the construction of the proposed Minisceongo Park development, this segment of Route 202 would be widened and would provide additional storage for the U.S. Route 202 eastbound left turn. This widening, together with the coordination of the traffic signal at the Minisceongo Park development, would improve operating conditions at this location to level of service "C" or better.

4. U.S. Route 202 and Camp Hill Road Camp Hill Road intersects with U.S. Route 202 at a signalized intersection. In the 2008 Existing condition, the intersection operates at an overall Level of Service “B” during the weekday peak AM, weekday peak PM hours and Saturday peak hour. The 2011 No-Build analysis indicates that the intersection is projected to operate at an overall Level of Service “B” during the peak AM, peak PM hour and Saturday peak hours. Some signal timing changes would be required to provide the most efficient operation. Capacity analyses conducted for the 2011 Build condition indicate the intersection would operate at an overall Level of Service “C” or better during the weekday peak AM, peak PM and Saturday peak hours.

5. Thiells - Mt. Ivy Road and PIP Northbound Off Ramp The Palisades Interstate Parkway Northbound Off Ramp intersects with Thiells - Mt. Ivy Road at an unsignalized intersection. Capacity analyses for the 2008 Existing condition indicate that the PIP Northbound Off Ramp is currently operating at a Level of Service “E” during the weekday peak AM hour, at a Level of Service “F” during the weekday peak PM hour and level of service "E" during the Saturday peak hour. Capacity analyses for the 2011 No-Build and 2008 Build conditions indicate that the PIP Northbound Off Ramp would operate at a Level of Service “F” during the weekday peak AM and PM hours and during the Saturday peak hour. In order to improve the operation of this intersection regardless of the proposed development, a traffic signal would be required. With signalization, this intersection would operate at an overall Level of Service “C” or better during the weekday peak AM, peak PM and Saturday peak hours for the 2011 No-Build and Build conditions.

6. PIP Southbound On/Off Ramp and Quaker Road Quaker Road intersects with the Palisades Interstate Parkway Southbound On/Off Ramp at an unsignalized intersection. Capacity analyses conducted for the 2008 Existing condition indicate that the Quaker Road approach is currently operating at a Level of Service “F” during the weekday peak AM and weekday peak PM hours and at level of service "D" during the Saturday peak hour. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the Quaker Road approach would continue to operate at a Level of Service “F” during the weekday peak AM and PM hours and during the Saturday peak hour. In order to improve the operation of this intersection regardless of the proposed development, a traffic signal would be required as well as a separate left turn lane to Quaker Road. With these improvements, this intersection would operate at an overall Level of Service “C” or better during the weekday peak AM, peak PM and Saturday peak hours for the 2011 No-Build and 2011 Build conditions.

7. U.S. Route 202 and Proposed Site Access Access to the Minisceongo Park is proposed via a full movement access road to U.S. Route 202 to be constructed opposite an existing shopping center driveway. In order to accommodate turning movements to and from the Minisceongo Park site as well as improve the access to the shopping center located on the south side of U.S. Route 202, it is recommended that a separate left turn lane on U.S. Route 202 be constructed in order to accommodate turning movements to and from the site. It is also recommended that a separate right turn lane on U.S. Route 202 for traffic entering the site be constructed. The proposed driveway should be constructed to provide three exiting lanes in the

form of a separate right turn lane, a through left lane and a separate left turn lane. In addition, Route 202 would have to be widened to accommodate the dual left turn exit movement from the Minisceongo Park driveway. A traffic signal would be installed to control the turning movements at this location. This signal would have to be interconnected with adjacent signals. Capacity analyses conducted with these improvements indicate that this intersection would operate at an overall Level of Service "C" or better during the weekday peak AM, peak PM and Saturday peak hours.

8. U.S. Route 202 and Pacesetter Shopping Center The Pacesetter Shopping Center intersects with U.S. Route 202 at a signalized intersection. Capacity analyses for the 2008 Existing condition indicate that the intersection is operating at an overall Level of Service "B" during the weekday peak AM, peak PM and Saturday peak hour. Capacity analyses for the 2011 No-Build condition indicate that the intersection is projected to operate at an overall Level of Service "B" during the weekday peak AM hour and the Saturday peak hour, and is projected to operate at an overall Level of Service "C" during the weekday peak PM hour. Capacity analyses for the 2011 Build condition indicate that the intersection would continue to operate at an overall Level of Service "C" or better during the peak AM, peak PM and Saturday peak hour. The existing traffic signal would have to be interconnected with the adjacent traffic signal at the proposed site access.

9. U.S. Route 202 and Ramapo Plaza Ramapo Plaza intersects with U.S. Route 202 at an unsignalized intersection. In the 2008 Existing condition, the intersection is operating at a Level of Service "F" during the weekday peak AM hour and at a Level of Service "D" during the weekday peak PM and Saturday peak hour. The 2011 No-Build condition indicates that the intersection would operate at Level of Service "F" during the weekday peak AM and peak PM hours and at a Level of Service "E" during the Saturday peak hour. Capacity analyses for the 2011 Build condition indicate that the intersection would operate at Level of Service "F" during the weekday peak AM, peak PM and Saturday peak hour. With the construction of the proposed Minisceongo Park development, this section of U.S. Route 202 would be widened. This widening, together with the coordination of the traffic signal at the Minisceongo Park development, should improve operating conditions at this and other driveways including Ramapo Plaza.

10. U.S. Route 202 and Martino Way Martino Way intersects with U.S. Route 202 at an unsignalized intersection. Capacity analyses for the 2008 Existing condition indicate that the intersection is operating at a Level of Service "B" or better during the weekday peak AM, peak PM and Saturday peak hours. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the intersection would operate at a Level of Service "C" or better during the weekday peak AM, peak PM and Saturday peak hours.

11. U.S. Route 202 and Pacesetter Shopping Center (East) U.S. Route 202 intersects with the east driveway for the Pacesetter Shopping Center at an unsignalized intersection. Capacity analyses for the 2011 Existing condition indicate that the intersection is operating at a Level of Service "C" or better during the weekday peak AM, PM and Saturday peak hours. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the intersection would operate at Level of Service "D" or better during the weekday peak AM, PM and Saturday peak hours.

12 . U.S. Route 202 and NYS Route 306 US Route 202 and NYS Route 306 intersect at a signalized full movement intersection. Capacity analyses for the 2008 Existing condition indicate

that the intersection is operating at a Level of Service "B" during the weekday peak AM, peak PM and Saturday peak hours. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the intersection would operate at Level of Service "C" or better during the weekday peak AM, PM hours and Saturday peak hours.

13. NYS Route 45 & Old Route 202/Park and Ride Old Route 202 intersects with U.S. Route 202 opposite the driveway to the Park and Ride facility. Associated with the NYSDOT improvements in the area a traffic signal is being installed at this intersection. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the intersection would operate at Level of Service "B" or better during the weekday peak AM, PM hours and Saturday peak hours.

14. US Route 202 & Crystal Hill Club/Balsam Road Balsam Road and the Crystal Hill Club driveway intersect with U.S. Route 202 at a signalized intersection. In the 2008 Existing condition, the intersection operates at an overall Level of Service "C" or better during the weekday peak AM, weekday peak PM hours and Saturday peak hour. Capacity analyses for the 2011 No-Build and 2011 Build conditions indicate that the intersection would continue to operate at Level of Service "C" or better during the weekday peak AM, PM hours and Saturday peak hours.

Patrick Farm

In addition to the other developments considered as part of the overall traffic evaluation, Patrick Farm, a 497 unit residential development proposed in the Town of Ramapo, was also considered as part of a separate evaluation since this development is expected to be completed after the Minisceongo Park development. A series of figures and analysis are contained in Appendix C of the SEIS which evaluate the effect of the additional traffic from this potential development.

Access and Internal Circulation

Access to the site is proposed via a multi-lane signalized new driveway access to US Route 202. The main access includes a grass median to provide a boulevard entrance which separates the residential area from commercial pads and gas station located along the Route 202 frontage. A second right turn only driveway entrance, located east of the main access, provides direct access to restaurants and the gas station along the US Route 202 frontage. Internal circulation is provided via a ring road encompassing the large format retail commercial spaces. The ring road also provides a connection to the residential area, located in the western portion of the site, which is generally a "T" shape with a parking and landscaped area located in the center and the multifamily residential buildings surrounding a central landscaped area. Sidewalks are proposed to provide access from the residential area to US Route 202 in the vicinity of a potential bus stop location. Sidewalks are also located along the front of the residential buildings and along the central landscaped area. An emergency access is provided from the eastern end of the commercial area to Quaker Road. A pedestrian crossing at the site intersection with Route 202 would be striped.

Pedestrian Circulation, Parking and Mass Transit

There were no pedestrians observed during the traffic counts external to the project site. Sidewalks are proposed around the community center buildings on site to facilitate pedestrian movement within the Minisceongo Park environment. The applicant would consult with NYS DOT to determine designs that would encourage pedestrian connections between the north and south sides of Route 202 at the main entrance, including but not limited to push button sidewalk crossings and safe haven center islands. In the final design, the development would provide sufficient parking spaces to meet Town codes. The applicant would coordinate with the Rockland County Transit Department to provide an on-site bus stops. The locations and design would be coordinated during the site plan approval process.

Mitigation Measures

According the results of the *Traffic Impact Study* (Appendix D), there are certain existing traffic delays occurring during peak periods. With the completion of the improvements as listed in Table 3.5-6, the traffic to and from Minisceongo Park can be accommodated. Traffic flow and public safety along the frontage of the site would be provided as a result of the proposed road improvements and project mitigation measures which are shown in Figure 3.5-36.

1.2.6 Historic and Archaeological Resources

Potential Impacts

Historic Resources

There are no buildings eligible or on the state or national registers of historic places, nor historic resources identified by the Rockland County Historical Society, on, adjacent to or within the viewshed of the proposed project. Minisceongo Park would not impact any historic structures. In a letter dated November 1, 2005, the NYS OPRHP has determined that the proposed project would have no adverse impact on properties in or eligible for inclusion in the State and National Registers of Historic Places. The letter was included in Appendix B of the DEIS and is included in Appendix B of this SEIS.

Archaeological Resources

In a letter dated September 2, 2005, the NYS OPRHP determined that the proposed project would have no impact on archaeological resources (see Appendix B). Therefore, no further analyses are warranted.

Mitigation Measures

No mitigation measures are proposed, as no potential impacts to historic or archaeological resources have been identified. Although the project would not impact the Palisades Interstate Parkway, the project site would be extensively landscaped and re-vegetated, including along the periphery of the site which would further screen glimpses of the site from the PIP. Refer to Section 3.10 for a discussion of the proposed landscaping plan.

1.2.7 Community Facilities and Services

Potential Impacts

Demography

The 219 dwelling units are projected to add 412 residents to the Town of Ramapo. Approximately 58 school age children are estimated from the development. All students would attend the East Ramapo Central School District.

The 2007 estimated population of the Town of Ramapo is 113,799. The addition of 412 persons to the Town's 2007 population represents a 0.36 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 Minisceongo Park development is consistent with this anticipated level of growth. No significant population impacts are anticipated as a result of the construction of Minisceongo Park.

Police Protection

The Town of Ramapo Police Department, does not expect that the proposed development would require additional staff, according to Lt. William Gravino.[2] Based on his assessment of the site plans, access appears adequate; however he notes that a security assessment can not be made from a map, considering topography, lighting, line of sight and other matters relating to crime prevention. It should be noted that detailed lighting plans would be developed during the site plan approval process and would conform to all Town standards. Traffic impacts are discussed in detail in Section 3.5 of this SEIS.

Chief Miller of the Haverstraw Police Department believes that the proposed Minisceongo Park development would result in a need for additional manpower and equipment because they are currently operating at capacity.[3]

Based on the anticipated need for 0.8 police personnel as a result of the residential portion of the project and on the analysis of the demand for police services from employees and shoppers at comparable shopping centers nearby, it is anticipated that at the least one additional police personnel would be required as a result of the proposed Minisceongo Park development overall. It should be noted that the project would be served by both the Haverstaw and Ramapo Police Departments.

Since the Ramapo Police would serve the residential portion of the project and the commercial pads in the Town of Ramapo and Haverstraw Police would serve the two large format retail stores in the Haverstraw portion, the applicant believes that the Minisceongo Park development would generate tax revenues sufficient to offset costs resulting from the proposed development. A projected $198,534 in taxes would accrue to the Town of Ramapo Police Department. The Town of Haverstraw Police Department would likely receive a substantial portion of the projected annual $108,481 in tax revenues that would accrue to the Town of Haverstraw General Fund. According to Director of Finance Michael Gamboli,[4] the budget for public safety

[2] Correspondence October 20, 2008.

[3] Chief Charles Miller, correspondence, October 7, 2008.

[4] Telephone interview October 24,2008

represents approximately 59 percent of the total General Fund for the Town of Haverstraw. Therefore, total revenues of approximately $262,537 are projected to be generated for police services by the proposed project. (See Section 3.8 for a discussion of the fiscal effects of the development.)

Moleston Fire District

The project site is located in the Moleston Fire District.The development has been designed to provide multiple entries from Route 202 and Quaker Road in the event of an emergency. Fire access is available to all sides of each commercial building. Parking and driveway aisles allow access to the residential buildings. During the site plan review stage, the plans would be transmitted to the fire district for review to ensure that adequate fire access is provided to the project site. Hydrant locations, emergency service aisles, fire suppression equipment, and other fire protection measures would be incorporated into the layout. The fire district must review this proposal to determine whether the development would result in any significant impact to fire protection. Minisceongo Park would generate property tax revenues to the Moleston Fire District of approximately $49,612 annually. This additional revenue could be used to augment the Department's capabilities as necessary.

Ambulance and Hospital Service

The Haverstraw Ambulance Corps and the Spring Hill Community Ambulance Corps would serve the project site in the Towns of Haverstraw and Ramapo, respectively.

Nyack Hospital and Good Samaritan Hospital are located close to the project site. Both Spring Hill Community Ambulance Corps and Haverstraw Ambulance Corps take emergency calls to Nyack and Good Samaritan Hospitals.

The project as a whole would be expected to generate the need for less than one additional emergency service personnel. The Haverstraw Ambulance Corps would receive $5,066 and the Spring Hill Community Ambulance Corps in Ramapo would receive $17,557 annually in project-generated tax revenues.

East Ramapo Central School District

A total of 31 school-age children are projected to reside within the Minisceongo Park development and the proposed residential project would be projected to generate $499,589 in costs to the East Ramapo Central School District. The applicant believes that these costs to the School District as a result of the projected increase in enrollment associated with the project would be offset by projected annual school tax revenues from the proposed project of $1,044,190 (see Tables 3.8-6 and 3.8-7 in the Fiscal Analysis section of this SEIS).

The proposed access boulevard for the residences would allow easy maneuvering for school buses. A safe and convenient ingress and egress would be provided to pick up and drop off students.

Recreation Facilities

The aggregate area of recreational open space needed to serve the projected 394 residents of Minisceongo Park is estimated to be between 2.5 and 4.2 acres of land. At the time of the DEIS, which proposed a plan with a projected 794 residents, a total of more than 31,863 acres of parkland was available for Rockland County residents and 561 acres in the Town of Ramapo and 751 acres in the Town of Haverstraw. The Town of Ramapo and Haverstraw populations for 2004 was estimated to be 112,547 and 34,664 persons, respectively. This averages to be 11.3 acres of local open space and recreational area per 1,000 persons. It was noted that this did not take into consideration the Rockland County parkland and the East Ramapo Central School District's recreation facilities located in the Town of Haverstraw and Ramapo, within one mile of the project.

Electricity

Residential and commercial electricity and gas for the proposed Minisceongo Park would be provided by Orange and Rockland Utilities from a new underground distribution system that would need to constructed to distribute electricity to the development. All power lines would be placed underground in the proposed development. Based on discussions with O&R personnel, there are no adverse impacts anticipated to existing electrical services as a result of the proposed Minisceongo Park development.

Solid Waste

The total projected solid waste generation for the project would be approximately 1.4 tons per day, or 42 tons per month. According to John Klos, Operations Manager, for the Rockland County Solid Waste Management Authority, the current facilities have adequate capacity to handle waste generated by the proposed Minisceongo Park. The additional generation of 1.4 tons per day, resulting from the proposed development is well within the handling capacity of the existing solid waste system.

Additionally, all properties within the Town of Ramapo and Haverstraw are taxed for solid waste disposal. It is anticipated that the increase in tax revenue from the property after development would be adequate to cover costs incurred by the Towns to dispose of the waste generated.

Dumpsters and solid waste storage areas are proposed for the multifamily residential buildings and the recreational complex. The commercial spaces would also have dumpsters installed. All refuse storage areas would be screened from view of public roads. For the multifamily dwellings, solid waste would be stored within dumpster locations stored in the vicinity of the access drives into the garage portion of each building. As the site plan is advanced, the dumpster locations would be identified, and each location would be screened by a fence and landscaping to screen views of the disposal areas from the major driveways serving the site.

Water Supply

Water from the Valley-Fill Aquifer is the source of all of the Town of Ramapo and Haverstraw potable water via both individual and United Water New York (UWNY) wells. The Valley-Fill aquifer is part of the larger Ramapo River Basin sole source aquifer system, as designated by the Environmental Protection Agency (EPA). The development would be served by United Water New York. Potential water usage would be similar to wastewater as described below.

According to the project engineer, United Water New York has sufficient capacity to serve the project site. Anticipated annual taxes generated by the proposed Minisceongo Park development and payable to the town water districts would be approximately $2,285 and $12,187 in Haverstraw and Ramapo, respectively.

Sewer Services

The proposed project would connect to an 8-inch sewer main located in the right of way of Route 202. The connection would be at the main access point. Sewer lines would be owned and maintained by the Rockland County Sewer District. The Rockland County Department of Health, Joint Regional Sewerage Board, and Rockland County Sewer District, in addition to Town agencies**,** would review the accepted SEIS and Site Plan for all wastewater utilities and comment on the adequacy of the system, including whether upgrades would be necessary. Easements for access to these utilities would be established by the reviewing agencies.

The anticipated wastewater and water usage is 113,550 gallons per person per day, according to the project engineer. The Wastewater Treatment Plant (WWTP) has a flow capacity of 8 million gallons per day (mgd) and is using approximately 5.5-6 mgd of this capacity. The WWTP uses an aeration/activated sludge process to treat wastewater. A flow capacity study was prepared and finalized in January 2005 (Stearns and Wheeler) which examines the WWTPs capabilities to handle additional flow that results from development growth within the WWTP's service area. The study includes an analysis of flows from the Harbors and Letchworth Village projects in Stony Point as well as the Minisceongo Park project. The study concludes that there is adequate flow capacity to handle these additional flows. However, the WWTP must be improved and expanded to provide adequate treatment capacity.[5]

Projected annual taxes generated to the sewer district serving the project are $20,066 for the Town of Haverstraw. The sewer district tax revenues for the Town of Ramapo based on assessed value have been projected to be $ 45,120; the additional tax revenues based on per unit costs have not been calculated, since the per unit cost and unit calculation were not available from the Town.

Mitigation Measures

No significant adverse impacts to community services were identified. The applicant believes that the projected tax revenues from the project will offset additional costs created by the demand placed on police and ambulance service providers. No other mitigation measures are proposed.

1.2.8 Fiscal Analysis

Potential Impacts

The Minisceongo Park development would result in the conversion of vacant land and an automotive repair garage to a mixed use residential and commercial development. The increased market value of the project site, with these improvements, would result in an increase in property tax revenues.

[5] Patrick Brady, Executive Director, Joint Regional Sewerage Board, interview with Project Engineer, October 17, 2008.

The tax revenues to be generated by the residential portion of Minisceongo Park were determined using an average sales price (market value) of $349,000 per multifamily unit. The market value of the commercial buildings A and B to be located in the Town of Haverstraw were estimated to be $1,740,000 and $12,992,000 respectively, based on a market value of $58.00 per square foot. The market value of the commercial pads C, E, and F, proposed for restaurant uses in the Town of Ramapo were estimated to be $2,250,000, $502,500, and $1,200,000, respectively, based on a per square foot market value of $150. Commercial pad D, proposed for bank use, was estimated to have a market value of $ 815,676, based on a per square foot market value of $204. The market value of the project as a whole is estimated to be $93,906,176.

Town of Haverstraw

After development of Minisceongo Park, the Town of Haverstraw General Fund, which includes the taxes for the Haverstraw Police Department among other services, would receive $108,481 annually in tax revenues. The Haverstraw Highway Department is anticipated to receive an estimated $13,025 in taxes from the proposed development. The property would generate $8,150 to the “part town” budget.

Projected tax revenues to be paid to the Water District would total $2,285 annually. The property after development would pay taxes to Sewer District #1. Based on a unit charge of $158 the property would be anticipated to generate $20,066 in taxes to the Sewer District based on the rate of 127 units, obtained by the method of calculation set forth in Section 137-3, Schedule of units of use, in the Town Code.

Town of Ramapo

Jurisdictions with the Town of Ramapo would receive property tax revenues of $568,378 annually that would accrue to the Town General Fund, Part Town, and the Ramapo Police Department, utilities and other special districts. The various utility districts and service providers would receive tax revenues to pay for solid waste, sewer, and water services provided to the development. The Town of Ramapo charges sewer and compost disposal fees on a per unit basis. As informed by the Tax Receiver's Office of the Town of Ramapo, the unit charge is based on the number of employees on the commercial development of the property or the number of residences in the residential portion of the development. Once the number of residents and employees is determined, the Town of Ramapo would receive additional fees for sewer and water service.

Rockland County

Rockland County would receive $120,819 annually in property tax revenues from the project. Additional revenues would accrue to Rockland County Sewer District #1.

East Ramapo Central School District

Minisceongo Park would generate annual property tax revenues of $1,210,036 to the East Ramapo Central School District. Costs associated with the school district are based on school district data summarized in Section 3.7 of this SEIS, and it is estimated that the additional 58 student introduced to the East Ramapo Central School District would increase the total costs to

the District by $934,902 annually. Based on the fiscal analysis, a surplus of $275,134 would be generated to the school district.
Minisceongo Park would also generate $8,992 annually in revenues to the Haverstraw King's Daughters Library and $48,326 to the Finkelstein Memorial Library.

Other Special Districts

The total annual tax revenues to the Moleston Fire District would be $49,612. The Haverstraw Ambulance Corps would receive approximately $5,066 and the Spring Hill Community Ambulance Corps in Ramapo would receive approximately $17,557 annually in project-generated tax revenues.

Costs

Various service providers were interviewed to determine what demand, if any, would be created by the new development. Based on the these interviews, summarized in Section 3.7 of the SEIS, there should be no significant demand created by the development that would require a major expansion of service capacity, or major capital investment. Thus, costs to serve the project are anticipated to be minimal, and the applicant believes that the property tax revenues generated by the project would be adequate to address service demand.

Mitigation Measures

As Minisceongo Park is not anticipated to have a significant fiscal impact on the Towns or other service agencies, no mitigation measures are proposed.

1.2.9 Noise and Air Resources

Potential Impacts

Noise

Short Term Effects. Local daytime ambient noise levels would increase both on and off of the project site during construction of the proposed Minisceongo Park. 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 would cease upon completion of the project. The following table shows representative maximum sound levels for diesel powered equipment and activities at a range of receptor distances.

Noise levels of trucks loading and moving fill would depend on the distance from any receptor. The area to be surcharged is at least 500 feet from the nearest corner of the Barr Labs building. Generally, noise from trucks operating at this distance would be in the 60-70 dBA range. This is a comparable range to existing ambient noise levels along the northern property line.

During the building construction phase, noise levels would be greatest during construction of Buildings 25 through 29 which are located within 200 feet of the Barr Labs building, as well as construction of the detention pond along the northerly property line. The area of the project site within 200 feet of the Barr Labs building constitutes only about 2.4 acres of the overall

approximately 53 acre site. Beyond this 200-foot limit, noise would drop off to existing ambient noise levels which are in the mid-60 dBA range, decreasing with distance from the northerly property line.

Noise levels generated by compaction and construction activities elsewhere on the site, beyond the 200-foot range, would drop off with increasing distance and would not be readily noticeable to Barr Labs given the existing ambient noise levels at the property line. Activities within the 200-foot are limited in scale and are not anticipated to have a significant impact.

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 would 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. Since the nearest residence is approximately 500 feet from the portions of the project site to be disturbed, it is anticipated that no short-term construction related noise impacts would result.

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 and rock removal are not anticipated for the project.

Long-Term Noise Effects. Minisceongo Park is a development that would generate noises typical of commercial and residential developments. For the commercial component, noise sources would include operating vehicles accessing the commercial buildings, loading and unloading of merchandise, waste collection, and the operation of rooftop HVAC equipment. For the residential development, located along Route 202, residents driving to and from the development and common area maintenance activities (e.g., lawnmowing) would be the prevalent sources of noise.

The introduction of a mixed use development would introduce noise sources to the project site. Residential uses are in and of themselves sensitive receptors and would not be expected to have a significant impact on ambient noise levels.

A significant commercial component has been introduced to the Haverstraw portion of the project site which would be compatible in character to the adjoining Barr Labs facility. Since the project site was zoned for commercial uses in 1977, the standards applicable to the maximum acceptable noise levels for Barr Lab operations would not change as a result of the Minisceongo Park project.

Air Resources

There are no proposed stationary air emission sources that would be introduced by this project. Air quality impacts from construction activities were assessed along with a determination of impacts from project induced traffic.

Short-term Construction Air Impacts

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 Minisceongo Park development would 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 would result from the use of diesel fuel as a source of energy for construction vehicles and equipment. Mitigation measures are proposed as a part of the project during construction to limit dispersal of particulate matter. Such increases in construction-related dust would be temporary.

Following project construction, unvegetated areas on the site currently exposed to wind would be either developed or landscaped, thereby reducing the potential for dust generation from the project area long-term.

Long-Term Air Quality Impacts

The potential impact from the project-generated traffic was evaluated using the New York State Department of Transportation (NYSDOT) Environmental Procedures Manual (EPM) Chapter 1, Section 9, Projects Needing Air Quality Analysis (January, 2001). Carbon monoxide (CO) is the primary pollutant of concern for traffic generated air emissions and is used by the NYSDOT as a screening tool since CO generally has local impacts and higher concentrations of CO are limited within a short distance of heavily traveled roadways.

According to the NYSDOT EPM, intersections with level of service (LOS) C or better do not require air quality analysis. Eight (8) signalized intersections were examined near the project site as part of the traffic analysis, as listed below:

- U.S. Route 202 and NYS Route 45
- U.S. Route 202 and Thiells Mount Ivy Road
- U.S. Route 202 and PIP Southbound On/Off Ramp
- U.S. Route 202 and Camp Hill Road
- U.S. Route 202 and Pacesetter Shopping Center
- U.S. Route 202 and Martino Way
- US Route 202 and NYS Route 306
- U.S. Route 202 and Crystal Hill Club and Balsam Road

Two intersections, U.S. Route 202 and NYS Route 45 and US Route 202 and the Pacesetter Shopping Center entrance, have a LOS D for the build condition either during weekday PM and/or Saturday peak periods. The U.S. Route 202 and the Pacesetter Shopping Center intersection has a LOS D for the Saturday peak hour. These intersections were evaluated further to determine the need for a microscale air quality analysis.

Both of the intersections in question exceed the 10 percent or more increase in traffic volumes on affected roadways between the No Build and the Build scenarios using traffic counts with and without other proposed developments in the area. Therefore a volume threshold screening analysis needs to be conducted to determine if the intersections require a microscale air quality

analysis. For both intersections, Table 3c "Peak Hour Traffic Volume Thresholds at any Approach for Signalized Intersections" of the EPM was used to determine if a microscale analysis is warranted along with the Vehicle Distrubution by NYSDOT Region 8 Table and the MOBILE6 Emission Factor Table, both found in the NYSDOT, Mobile 6.2 CO Emission Factors for Project-Level Microscale Analysis, April 2008 document. Based on the analyses conducted and explained in Section 3.9, microscale analyses are not required for either intersection and no significant impacts to air quality are anticipated.

The primary generators of air emissions from the development include passenger vehicles, gas-powered equipment, and heating systems. Given the proposed density of the project, the projected volume of traffic, the installation of new and efficient heating systems, and proposed landscaping, the applicant believes that no significant adverse long-term air quality impacts are expected to result from the proposed Minisceongo Park development.

Mitigation Measures

Noise

Construction activities must comply with the Towns' noise ordinances. To mitigate against potential noise impacts, construction would be limited as follows:

- In the Town of Haverstraw, construction activities would occur only between the hours of 7 AM to 7 PM on weekdays and from 8 AM to 5 PM on Saturdays. No work would be conducted on Sundays and legal holidays.
- In the Town of Ramapo, construction would not occur between the hours of 10:00 PM and 8:00 AM on weekdays, or at any time on Sundays or legal holidays.

The applicant may request waivers from the applicable jurisdiction to commence construction at 7 AM and discontinue activities at 9 PM.

Once constructed, residents and commercial users would be expected to comply with the noise codes applicable to each town jurisdiction as described previously.

Air Resources

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. No significant impacts to nearby residences on Quaker Road or Theills Mount Ivy Road are expected to result from the construction-related dust emissions due to distance, over 1/3-mile, from the nearest residence.
Methods to control dust would 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.

Based on air quality analysis described above, the applicant believes that no significant air quality impacts to local sensitivreceptors are anticipated to result from the proposed project.

1.2.10 Visual Resources

Potential Impacts

Construction of Minisceongo Park would convert the site from a primarily disturbed, vacant property to a mixed use residential and commercial development introducing integrated site design, architecture, and landscaping on a property currently lacking visual cohesiveness.

Proposed Buildings and Landscaping

Architecture. The proposed multifamily dwellings would not exceed 45 feet, which is the building height allowed in the MU-2 district in the Town of Ramapo. The proposed commercial buildings on the pads along NYS Route 202 would not exceed 2 stories in building height. The large retail buildings at the rear of the property would not exceed 35 feet.

The design of this project is expected to help to establish an architectural character for this segment of Route 202, which currently lacks a coherent blend of styles.

The proposed residential architecture would draw on traditional colonial and Victorian styles in the overall lines of the structures and in their individual decorative features. Brick stone, and clapboard would be used, and the facades would be designed with a pattern of set back entrances, various roof line details, and window sizings and treatments to avoid a monolithic presentation and create the impression of a town streetscape.

The building elevations and architecture would be reviewed by the Town of Ramapo and Haverstraw as part of the SEQRA review of the SEIS, and the applicant would work with the Towns to come up with an appropriate, attractive architectural theme. In Haverstraw, ARB review is required. While the specific architecture of the commercial component has yet to be determined and would be tenant driven to some extent, the commercial buildings would be required to utilize similar materials and colors so that the development appears as an integrated whole.

Landscaping. The conceptual landscaping plan includes street trees*,* ornamental trees, shrubs and stormwater basin plantings as shown in Figure 3.10-8. The street plantings would create a tree canopy and shade and create an attractive neighborhood setting.

Views from Route 202

The main view of the development would be from NYS Route 202, with the large retail establishment set in the rear of the property, small retailers, banks and restaurants arrayed along the site frontage, and residential development located on the western portion of the site, adjacent to the wetland buffer. The central portion of the property would be devoted to a landscaped parking lot. Landscaped stormwater management areas would be located on the west side of the main parking lot at the entrance to the residential portion of the development.

The site frontage, entry drive and parking areas would be landscaped with street trees, and the landscaping around the residences would include evergreen and shade trees, and shrubs. Views of the westerly portion of the project would remain the same as the existing freshwater wetlands, 100-foot buffer and meadow would remain undisturbed.

Views from Quaker Road

Post development views from Quaker Road would continue to be limited by intervening vegetation and buildings at the Barr Laboratories complex, changes in topography with the exception of the where it meets the proposed emergency access road and the southbound ramp of the PIP. At this location, the commercial development would be visible 10 to 20 feet below the level of Quaker Road, and as a result, the visual impact of the building height would be diminished.

Views from Palisades Interstate Parkway/Long Path

The development would be visible from the ramps for Exit 13. The off ramp, which follows the easterly property line of the Minisceongo Park site would be separated from the proposed emergency access road by a minimum 50 foot buffer strip, landscaped street trees. The buffer would be beyond a guardrail set back 10 feet from the road. At this location the roadway would be elevated approximately between 10 and 20 feet above the proposed development allowing clear views of the commercial developments and project signage.

Views from the Long Path would be the similar to those from the southbound access ramp. since the path is approximately 100 feet from the easterly property line. The proposed project is not anticipated to have a significant impact on views visible from the Long Path in this suburbanized area, where it passes behind single-family homes and parallels highways, including the commercialized portions of Route 202 and Route 45.

Views from Gurnee Park

Minisceongo Park would be fully visible from one viewpoint along the walking trail (the Long Path) within the park during off leaf conditions and partially obscured when the trees are in leaf. The development would be seen in the distance in a broad view of the landscape that would include commercial development in the foreground and an unobstructed view of the Ramapo Mountains at the horizon. It is anticipated that over time the landscaping around the buildings, within the parking islands, and within the roadway setbacks would soften the view of the development and integrate it into the broad view of the landscape at this location.

Mitigation Measures

Overall, views of the new development are not anticipated to have a significant impact on aesthetic resources, as this area is suburbanized and presently strip commercial in character. The proposed project would introduce an attractive residential and commercial development designed with generous landscaping, and would preserve open space .

1.2.11 Construction-related Effects

Construction-related effects are described in the various sections of the SEIS, and summarized in this section for ease of review.

Potential Impacts

Soil Erosion and Sedimentation

The potential for soil erosion exists as a result of the fill activities taking place on the site during the surcharge phase, and the grading activities that would occur during the site work phase which would also require importation of fill. The applicant believes that these impacts can be avoided by implementing the Soil Erosion Control Plan described below.

Construction-Related Traffic

The increase in construction-related vehicular trips would be a temporary and unavoidable effect of building construction. To limit impacts to the roadway levels of service in the project vicinity, deliveries would be scheduled to avoid peak hour traffic periods.

Noise Levels

Local daytime ambient noise levels would increase both on and off of the project site during construction. Construction activities and the operation of construction equipment are an expected and required consequence of any new construction project and cannot be avoided. Noise resulting from construction activities is a temporary impact, and would cease upon completion of the project. Since the nearest residence to the north and west is approximately 500 feet from the portions of the project site to be disturbed, no significant construction-related noise impacts are anticipated by the applicant. There would be no blasting or rock removal and thus no noise impacts from these activities.

Air Quality

Potential short-term adverse air quality impacts that may result from the proposed project include fugitive dust and particulate matter from the project site, and emissions from construction equipment and vehicles. The construction of the proposed Minisceongo Park development would involve grading activities that may result in the release of fugitive dust and particulate matter from the project site. Such increases in construction-related dust would be temporary.

Following project construction, unvegetated areas on the site currently exposed to wind would be either developed or landscaped, thereby reducing the potential for dust generation from the project area long-term.

Settlement

The Surcharge Program would address the compressible organic soils found in the western portion of the project site. Generally, a surcharge program places extreme weight on the existing soils for a determined amount of time, thus compressing the subsurface materials and causing the anticipated settlement that would occur under the proposed building loads before

construction begins. The specific duration of the program would be determined based on actual settlement measurements obtained throughout the process by monitoring settlement plates.

Mitigation Measures

The DEIS incorporates various mitigation measures, as described in other chapters of the document, to address construction-related impacts. The following provides an overview of these mitigation measures.

Soil Erosion Control

Erosion and sedimentation would be controlled during the construction period by temporary devices in accordance with the Erosion Control Plan developed specifically for this project site and shown on the site plan drawings. The erosion control plan 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-0-08-001). The plans include limitations on the area of disturbance and devices to be used to help control soil erosion such as silt fencing, storm inlet protection sediment ponds, and a stabilized construction entrance. NYSDEC best management practices would be followed.

Construction-Related Traffic

The increase in construction-related vehicular trips would be a temporary and unavoidable effect of building construction. To limit impacts to the roadway levels of service in the project vicinity, deliveries would be scheduled to avoid peak hour traffic periods.

Noise

Noise levels generated by construction activities would be mitigated by limiting the hours of construction operation as described previously. The applicant may request waivers from these standards during particular phases of building construction.

Air Resources

Methods to control dust would 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.

Settlement

Settlement plates have been installed and will be monitored by the Geotechnical Engineer to ensure that the majority of the settlement has occurred prior to commencement of the site work

phase. Monitoring of this process will be coordinated with the Town of Ramapo and Town of Haverstraw code compliance officers and the town engineering consultants to ensure that the Towns are satisfied with the results of the surcharge program and settlement results.

1.3 Summary of Project Alternatives

The DEIS examines two alternatives as follows:

1) No Action Alternative
2) DEIS Plan Alternative

1.3.1 No Action Alternative

In accordance with SEQRA regulations, the No Action alternative must evaluate the adverse or beneficial site changes that are likely to occur in the reasonably foreseeable future in the absence of the proposed action. In this instance, the No Action alternative would result in the project site remaining primarily vacant except for the continued operation of an automotive repair establishment. There would thus be no demand placed on community services and facilities; no increase in traffic levels; no reclamation of the disturbed site; no additional property tax revenues. The No Action alternative is inconsistent with the objectives of the applicant/property owner. In order for the entire site to remain in its current state or as open space, the Towns' or a land conservation organization would need to acquire the property for open space purposes and compensate the property owner accordingly.

1.3.2 DEIS Plan Alternative

This alternative would consist of 279 multifamily and one-family attached (i.e., townhome) dwellings, and two commercial building sites with frontage on Route 202 in the Town of Ramapo see Figure 5-1). Of the total dwelling units, 115 dwellings would be located in Ramapo and 164 units would be located in Haverstraw. Only townhomes would be constructed in Haverstraw. In Ramapo, a mix of 96-multifamily dwellings and 19 townhome dwellings would be constructed.

The easterly commercial building would be 10,000 sf and the westerly building would be 4,200 sf. Both would have ancillary parking and would obtain access from the internal boulevard road, not Route 202. An on-site recreational complex would be located almost entirely in the Haverstraw portion of the site.

Soils and Topography: Grading and disturbance impacts would be similar in the proposed plan and the DEIS plan. There would be 35.6 acres of the site disturbed and reclamation of this formerly mined site with both plans.

Surface Water Resources: In the DEIS Alternative, no roads, buildings or other direct impacts to existing surface water features are proposed. There would be no disturbance to the 100-year floodplain. A pipe would be installed within the 100-foot buffer of the NYSDEC-regulated wetland so that flows from Pond #1 could drain to the Minisceongo Creek. The proposed overall increase in impervious coverage and changes to the existing drainage patterns of the site would be offset by the design of a stormwater management system including three stormwater management basins (ponds) and associated dry swales.

Post-development peak outflows from the basins and lower the overall site peak runoff would be reduced to less than the pre-development peak runoff of the unconstrained watersheds.

*Ecology and Wetland*s: The site has been heavily disturbed by soil mining and existing vegetation has been removed, thus, the DEIS Alternative, like the SEIS plan would have little impact to natural resources.

Land Use and Zoning: The DEIS Alternative would require rezoning the project site in the Town of Haverstraw from "C" to the "RG" District. In addition, text amendments would be required to allow the construction of single-family attached dwellings exclusively on the Haverstraw portion of the project site.

Transportation: The traffic analysis DEIS Alternative indicates that that proposal would generate 195 AM peak hour trips and 369 PM peak hour trips. Impacts to intersections would be similar to the impacts in the proposed plan, including the widening of a section of U.S. Route 202 at Ramapo Plaza and the coordination of the traffic signal at the Minisceongo Park Development.

Historic and Archaeological Resources: No historic or archaeological resources are present on the formerly disturbed portion of the project site. Thus, no impacts to historic or archaeological resources would result under the DEIS alternative or the proposed action.

Community Facilities and Utilities: The DEIS Alternative proposed 279 units that would be projected to increase the population of the Haverstraw and Ramapo by 794 persons -- 493 for the Town of Haverstraw and 301 for the Town of Ramapo This would include 103 school age children in the East Ramapo Central School District. No adverse impacts to school, police, fire, or other emergency services would be anticipated as a result of this Alternative. Adequate recreational facilities would be available in the Towns and County for the additional population.

There is adequate capacity in the existing sewer treatment system estimated 60,970 gallons of wastewater daily effluent that the DEIS Alternative would generate. The total water usage would be approximately 59,550 gallons per day. The commercial uses would generate approximately 1,420 gallons per day. The development would be served by United Water New York. According to the project engineer, United Water New York has sufficient capacity to serve the project site.

Taxes generated by the DEIS Alternative would be anticipated to offset the costs of additional services required.

Fiscal Impacts:

Annual property tax revenues would be expected to increase under the DEIS Alternative.
The taxes generated for jurisdictions in the Town of Haverstraw would be approximately $500,555 and for the jurisdictions within the Town of Ramapo $308,926. For the East Ramapo Schools, the taxes generated by the project would be projected to be $1,927,065, of which $1,219737 would be from the Haverstraw portion of the development, and $707,328 from the Ramapo portion. For Rockland County $172,673 in taxes from the project would be projected, $106,587 from the parcels in Haverstraw and $66,086 from those in Ramapo. Taxes generated by the DEIS Alternative would be anticipated to offset the costs of additional services required.

Noise and Air Resources: The DEIS Alternative would be expected to have short term impacts associated with construction, including dust and pollutants from construction traffic and construction-generated noise. After construction the project would 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 two commercial pads oriented to the south and adjacent to Route 202 would be primarily related to operating vehicles.

Visual Resources: There would be a change to the visual environment as a result of this alternative. The vacant lot and automotive repair garage would be replaced by a residential development with associated parking and landscaping. Since the site is mostly visible from Route 202, the impact of on visual resources would be most notable from this location. The proposed commercial buildings would front to Route 202 and be setback from it in accordance with MU-2 zoning district requirements. Parking areas to be installed within the front yard would be screened from view with hedges and shrubs.

Construction Related Effects: In the DEIS Alternative additional clean fill would be brought to the site in the amount of 444,900 cubic yards. The site would be surcharged and compacted to make it beneficial as a developable site. There would be short-term changes in ambient noise levels. There would be positive economic benefits from construction expenditures and employment.

1.4 Permits and Approvals

As the Lead Agency, the Town of Haverstraw Planning Board has primary responsibility for review of this application and for determining its conformity with the Town's zoning and subdivision regulations. The proposed action would require the following approvals or referrals:

Federal

U.S. Army Corps of Engineers
- Nationwide Permit (stormwater discharge point)

New York State

New York State Department of Environmental Conservation
- SPDES General Permit for Stormwater Discharges from Construction Activities
- Water Quality Certification
- Permit to Disturb 100-foot Wetland Buffer (discharge point for stormwater basin)

New York State Department of Transportation
- Highway Work Permit

New York State Department of Health
- Extension of Public Sewer and Water Service

Rockland County

Rockland County Health Department
- Extension of Public Sewer and Public Water Service

Rockland County Sewer District 1
- Extension of Sewer Service (Ramapo portion)

Rockland County Drainage Agency
- Permit to Discharge to County-regulated stream

Rockland County Planning Department
- 239 GML Review

Municipal

Town of Haverstraw Planning Board
- Site Plan Approval

Town of Haverstraw Architectural Review Board
- Architectural Approval of Building Elevations

Town of Haverstraw Zoning Board of Appeals
- Variance for Parking Space Dimensions, Number of Parking Spaces, Distance of Emergency Access Road to Lot Line

Town of Haverstraw Shade Tree Commission
- Approval of new tree plantings

Town of Ramapo Planning Board
- Site Plan Review and Approval

Town of Ramapo Zoning Board of Appeals
- Use Variance for Restaurant with Drive-through Window
- Area Variance for Minimum Front Yard, Minimum Front Setback
- Area Variance from MU-2 provisions for Parking Proximate to Building
- Area Variance for Number of Parking Spaces

1.5 Involved and Interested Agencies

As set forth in the adopted scoping outline for this SEIS, this section lists involved and interested agencies.

Involved Agencies

Federal

U.S. Army Corps of Engineers

New York State

New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Department of Health

Rockland County

Rockland County Sewer District #1
Rockland County Health Department
Rockland County Drainage Agency
Rockland County Planning Department

Town of Haverstraw

Town of Haverstraw Planning Board
Town of Haverstraw Town Board
Town of Haverstraw Sewer District #2

Town of Ramapo

Town of Ramapo Planning Board

Interested Agencies

New York State

NYS Office of Parks, Recreation and Historic Preservation

Rockland County

Rockland County Department of Highways

Other

Palisades Interstate Park Commission
East Ramapo Central School District
United Water of New York
Moleston Fire District
Village of Pomona Board of Trustees