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To: Ching Wah Chin, Chairman and the Town of Ossining Planning Board

From: Charles Utschig, PE – Langan Engineering

Info: Cc: Nelson Pope Voorhis
Valerie Monastra, AICP
Kathy Zalantis, Esq. Town of Planning Board Attorney
John Hamilton, Town of Ossining Building Inspector
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Date: April 28, 2021

Re: SEQR Impact Comparison
Stormytown Road Subdivision
Ossining, New York
Langan Project No.: 190065801

On behalf of the applicant, Chocolate Sky, this memorandum was prepared to compare the impacts of the final subdivision plans titled "Subdivision Approval Drawings for Stormytown Road Subdivision," prepared by Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C., dated March 29, 2021 to the preliminary subdivision approval drawings titled "Rinaldi Property Subdivision," prepared by Fusion Engineering, PC, dated April 22, 2019. The purpose of this comparison is to demonstrate that the final subdivision plans do not exceed any of the environmental thresholds for which the Negative Declaration was issued.

A. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance?

Preliminary: The site is located in the R-20 One-Family Residence District.

Final: The site is located in the R-20 One-Family Residence District.

Impact: No proposed changes to zoning.

B. What is the total acreage to be disturbed?

Preliminary: The preliminary subdivision approval drawings show a limit of disturbance of 4.0 acres.

Final: The final subdivision approval drawings show a limit of disturbance of 4.0 acres.

Impact: No proposed increase in disturbance area.

C. What is the total impervious area?

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Preliminary: The preliminary subdivision approval drawings show

Final: The final subdivision approval drawings show 1.4 acres of impervious area. The increase in impervious area of 0.1 acres compared to the preliminary subdivision approval drawings is attributed to the proposed increase in driveway lengths to set the buildings as high up the slope as possible in order to reduce the amount of disturbance caused by land cutting.

Impact: There is a marginal increase in impervious area of 0.1 acres in order to reduce the overall limit of disturbance.

D. How many trees are proposed to be removed?

Preliminary: The preliminary subdivision approval drawings show 199 trees within the limit of disturbance that are proposed to be removed.

Final: The final subdivision approval drawings show an additional 13 trees to be removed for a total of 212 trees. The additional trees to be removed is attributed to regrading the site and roadway to eliminate the previously proposed retaining walls along the western property line.

Impact: There is a marginal increase in the total number of trees to be removed due to regrading the site. Trees will be replanted in accordance with Chapter 183: Tree Protection of the Town ordinance.

E. What is the total number of lots proposed?

Preliminary: The preliminary subdivision approval drawings show a 10-lot subdivision.

Final: The final subdivision approval drawings show a 9-lot subdivision.

Impact: 10% reduction in density compared to preliminary approval.

F. How do the access locations to Stormytown Road compare to the preliminary approval?

Preliminary: The main entrance to the site was at the Stormytown Road and Rinaldi Road intersection located at the northwest corner of the site. There were also two other private driveways connecting to Stormytown Road. A sight distance analysis was conducted at the three access points to Stormytown Road as shown on the preliminary subdivision drawings.

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Final: The final subdivision drawings show the main entrance and two private driveways at the same locations as the preliminary subdivision drawings. There were no changes to the approved sight distance analysis.

Impact: No proposed increase in impact to Stormytown Road access locations.

G. How does the proposed roadway compare to the preliminary approval?

Preliminary: The preliminary subdivision drawings show a 723 linear foot, 26-foot wide roadway ending in a 100-foot diameter cul-de-sac.

Final: The final subdivision drawings show a nearly identical roadway and cul-de-sac layout as the preliminary drawings with a 721 linear foot, 26-foot wide roadway ending in the same 100-foot diameter cul-de-sac.

Impacts: No significant changes related to roadway layout.

H. What is the total water usage/demand per day?

Preliminary: Assuming 3 bedrooms per lot at 110 gallons per day, the water demand for the 10-lot subdivision would be 3,300 gallons per day. The preliminary drawings included a water main extension off of the existing water main along Stormytown Road. Both the new and existing water mains would have serviced the subdivision.

Final: Following the same assumptions as the preliminary demand, the water demand for the 9-lot subdivision would be 2,970 gallons per day. The final subdivision drawings includes a water main extension generally following the same direction along Rinaldi Road as the preliminary drawings. Both the new and existing water mains will service the subdivision.

Impact: 10% reduction in water demand compared to preliminary approval.

I. What is the total sewer demand per day?

Preliminary: The sewer demand would match the water demand at 3,300 gallons per day for the 10-lot subdivision. The sewer service lines for each lot would connect to the existing 8-inch diameter sewer main that runs through the property flowing from north to south.

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Final: The sewer demand would match the water demand at 2,970 gallons per day for the 9-lot subdivision. The sewer service lines for each lot will connect to the same existing 8-inch diameter sewer main.

Impact: **10% reduction in sewer demand compared to preliminary approval.**

J. What stormwater management practices are used to treat surface runoff?

Preliminary: The preliminary subdivision drawings show a bioretention basin and an underground infiltration chamber to treat the road, while the lots had their own designated underground chamber. However, lots 8, 9, and 10 were missing underground chambers and did not appear to have any form of stormwater management practice to treat the increase in impervious area. It is our opinion that the preliminary stormwater management system was not in compliance with the NYSDEC.

Final: The final subdivision drawings show underground infiltration chambers for lots 1, 2, and 4 and an infiltration basin located along the eastern property line to treat the remaining lots and the new roadway. The underground chambers and infiltration basin were designed in accordance with the NYSDEC requirements

Impact: **Improved stormwater management design in accordance with the latest stormwater regulations.**

CONCLUSION

When compared to the preliminary subdivision drawings, the final subdivision drawings show no changes to the zoning, limit of disturbance, impacts to Stormytown Road, and roadway layout. Furthermore, the final subdivision drawings are an improvement to the preliminary approval by proposing a 10% reduction in density, water and sewer demand, and implementing a stormwater management system that meets the latest local and state regulations. Therefore, we believe that the final subdivision drawings do not exceed any of the environmental thresholds for which the Negative Declaration was issued.