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# Chapter 1 : Description of Revised Project

## A. INTRODUCTION

Glenco LLC (the “Applicant”) proposes the development of a multifamily residential building (the “Proposed Project”) at 40 Croton Dam Road in the Town of Ossining at the site of the former Stony Lodge Hospital—a child and adolescent psychiatric center. The Project Site is 17.89 acres and is comprised of 16.65 acres within the Town of Ossining and 1.24 acres within the Village of Ossining (see **Figure 1-1**). The Proposed Project will occur on property within the Town of Ossining only.<sup>1</sup>

To facilitate the Proposed Project, the Applicant is seeking a series of permits and approvals from the Town of Ossining, as well as stormwater management and sewer/water approvals from the New York State Department of Environmental Conservation (NYSDEC) and Westchester County Department of Health (WCDOH). A Highway Work Permit will also be required from New York State Department of Transportation (NYSDOT) to improve the Route 9a and Croton Dam Road intersection, and to connect to the Water and Sewer District in the Village of Ossining. Finally, the Proposed Project will be subject to the passage of an amendment to the Town’s Comprehensive Plan Update (2015).

In response to public comments and concerns raised by Town officials, the Applicant has modified the project to reduce potentially significant environmental impacts and provide a better integration into the primarily single-family residential neighborhood. The modifications include:

- Reducing the number of units from 188 to 174;
- Modifying the mix of units to reduce the number of two-bedroom units from 82-65 units, and Increasing the number of one-bedroom units from 87 to 92, with a net reduction in overall units of 14 or 7.5%;
- Providing a sidewalk extending from the entrance of River Knoll and extend southward along the eastern side of Croton Dam Road to the intersection of Dale Avenue;
- Providing a 110 x 130 sf community garden at one of two locations under review by the Town at either the south-western corner of the Project Site adjacent to the main entrance on Croton Dam Road, or the north-eastern corner of the Project Site adjacent to Narragansett Avenue; and
- Increasing the contribution to the Ossining Union Free School District from \$350,000 to \$425,000.

As revised, the Proposed Project will continue to be a well-amenitized, upscale multifamily community that is being designed to attract empty-nesters and professionals. There will be 157 market rate rental units plus 17 affordable rental units, as required by Article VI of the Town of Ossining’s Zoning Code. The breakdown of units will be 92 market-rate one-bedroom units, 65 market-rate two-bedroom units, 9 affordable one-bedroom units, and 8 affordable two-bedroom units. By clustering the single building in the approximate location of the existing hospital building, the applicant will be able to create a green buffer around the perimeter of the site ranging in width from 185 to 438-feet. The Applicant will work with the Town and Village to place a large portion of the perimeter buffer into a conservation easement to ensure it remains open space and undeveloped in perpetuity.

The applicant has submitted a petition to the Town Board for a new zoning district to be created, MF-2 Multifamily Residence 2, to enable a greater array of housing opportunities in the Town. In addition, the Town Board will need to amend the Town’s Comprehensive Plan to clarify the Town’s preferred reuse of the several larger underutilized sites from institutional uses to clustered multi-family residential uses with large areas of contiguous open space.

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<sup>1</sup> A water and sewer connection permit will be required from the Village of Ossining.

The 1.24 acres of land within the Village of Ossining is currently zoned S-50 single family residential; no structures or paved areas are included as part of the Proposed Project within the Village.

The Revised Proposed Project will have a construction schedule of approximately 18 to 21 months beginning with site preparation, demolition of the nine existing Stony Lodge Hospital buildings, then site excavation and finally building construction. Full build-out of the Proposed Project will occur in a single phase.

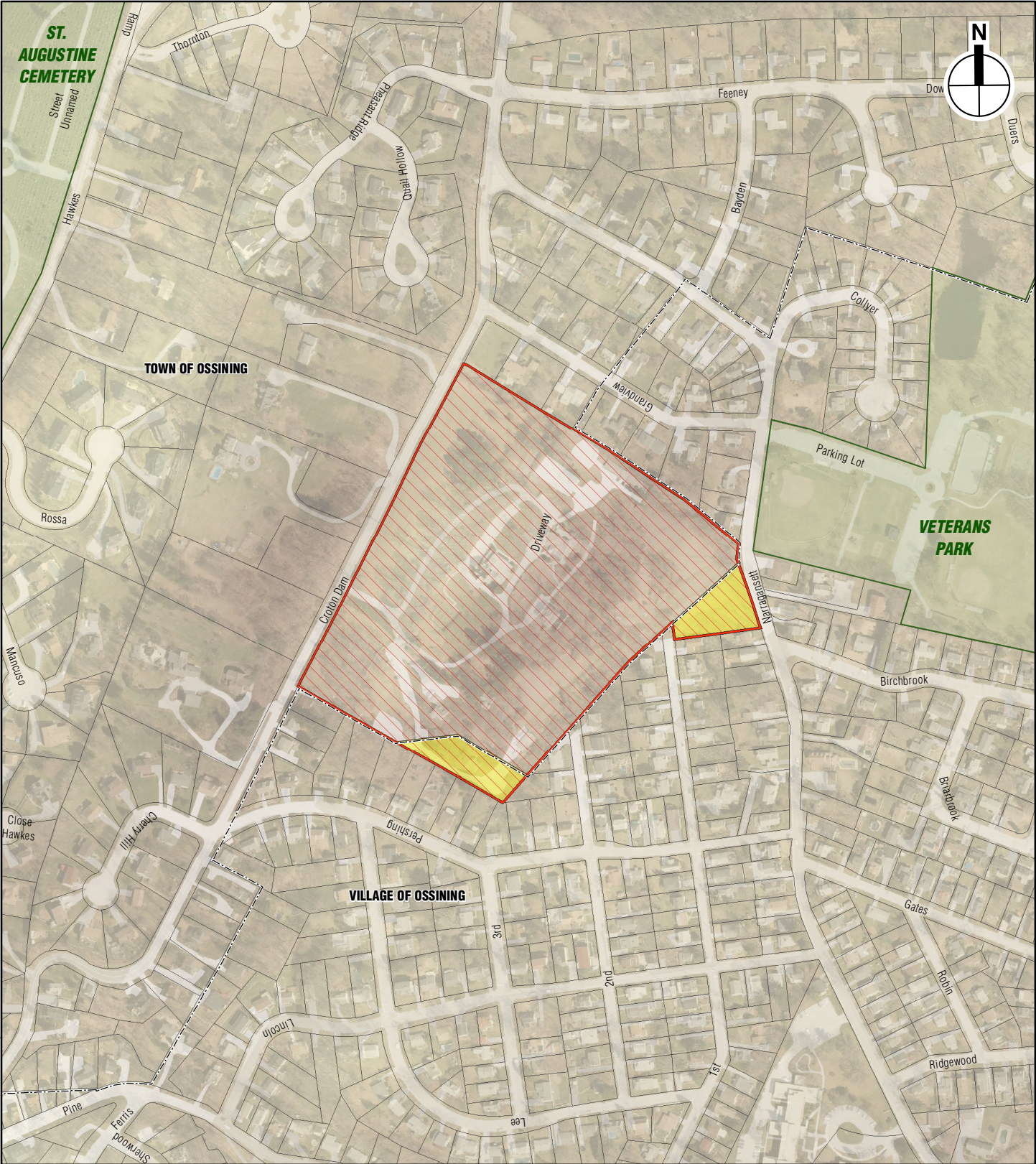
A public hearing on the Draft Environmental Impact Statement (DEIS) was held on April 4, 2018.<sup>2</sup>

This Final Environmental Impact Statement (FEIS) presents the Revised Proposed Project and describes the additional information that is being provided concerning the Proposed Project and presents the supplemental analyses that were conducted in response to comments on the DEIS. The FEIS has been prepared in accordance with 6 NYCRR Part 617: Preparation and content of environmental impact statements of the Environmental Conservation Law of New York State.

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<sup>2</sup> Written comments on the DEIS were received through July 11, 2018.





- Project Site
- Project Site Within Village Boundary
- Village/Town Boundary
- Tax Parcel Boundaries

0 500 FEET



## Project Review History

For purposes of review under the State Environmental Quality Review Act (SEQRA), the Town of Ossining Planning Board is the Lead Agency. In March 2018, a DEIS for the project was accepted as complete by the Town of Ossining Planning Board for purposes of commencing public review. The DEIS was circulated to all involved and interested agencies, posted on the Town's website, and distributed to any other parties requesting a copy. The DEIS is incorporated herein by reference in its entirety. A public hearing was held on April 4, 2018 at the Joseph G. Caputo Community Center, located at 95 Broadway, Ossining, NY, with the public comment period extending until June 21, 2018 for written comments<sup>3</sup>. At the public hearing, oral comments were recorded by a stenographer in a transcript which was provided to the Lead Agency and the Applicant. A copy of the transcript is included herein as **Appendix A**.

Following circulation of the DEIS and in response to DEIS comments, additional details of the Proposed Project are being provided and additional analyses have been prepared. The refinements and additional analyses are presented herein. This FEIS also provides responses to written and verbal comments on the DEIS.

This FEIS is organized as follows:

**Chapter 1, "Description of Revised Project"**, provides a description of the modifications made to River Knoll, additional information and supplemental studies that were made to the project in response to comments provided on the DEIS.

**Chapter 2, "Probable Impacts of the Revised Proposed Project,"** provides an analysis of potential environmental impacts related to the additional analyses should they differ from what was presented in the DEIS.

**Chapter 3, "Comments and Responses"** provides responses to comments (both verbal and written).

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<sup>3</sup> A comment letter from Ray Sanchez, Superintendent of Ossining Union School District, was received on July 11, 2018 and is incorporated herein.

## Permits and Approvals

The following permits and authorizations have been updated:

**Table 1-1: Required Approvals and Referrals**

Approval Required	Government Facility
Comprehensive Plan Amendment, Zoning Map and Text Amendments	Town Board
Sewer District Extension	Town Board
Subdivision Approval	Town Planning Board
Wetland Permit	Town Planning Board
Steep Slope Permit	Town Planning Board
Tree Removal Permit	Town Planning Board
Conditional Use Permit and Site Plan Approval	Town Planning Board
New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit	NYSDEC
Water Supply and Sewer District Approval	Village of Ossining
Highway Work Permit	NYS Department of Transportation
Open Space Easement & Demolition Permit	Town and Village of Ossining
Referral Required	
§239-m Referral	Westchester County Department of Planning
Town Board	Town of Ossining Departments and Boards
Planning Board	Town of Ossining Departments and Boards
Highway Department	Town of Ossining Departments and Boards
Environmental Advisory Board	Town of Ossining Departments and Boards

### Revised Proposed Project

In consideration of comments received, the Applicant has provided additional details of the Revised Proposed Project and conducted additional supplementary studies. Supplementary information pertaining to River Knoll is summarized in **Table 1-2: Supplementary Studies for River Knoll FEIS** below.

**Table 1-2: Supplementary Studies for River Knoll FEIS**

Supplementary Information	Associated DEIS Chapter
Revised Site Plan	Chapter 2: Project Description
Detailed Landscape Palette	Chapter 2: Project Description
Revised Steep Slopes Disturbance Discussion	Chapter 3.B: Soils, Topography (Steep Slopes), and Geology
Balloon Test	Chapter 3.G: Land Use, Comprehensive Plan, Zoning and Community Character
Additional Traffic Impact Study	Chapter 3.H: Traffic and Transportation
School Age Children Generation Rates	Chapter 3.I: Community Facilities
Municipal Responses to Requests for Information	
Market Study	Chapter 3.J: Fiscal Impacts
Proposed Project Assessed Value	
Additional Alternatives	Chapter 5: Alternatives
Green and “Sustainable” Design Components	Chapter 8: Effects on Use and Conservation of Energy Resources and Solid Waste Management

## B. PROJECT SITE BACKGROUND, PURPOSE, AND NEED

The Project Site, Stony Lodge Hospital, was established as a psychiatric hospital in 1927 for adults. It was later modified to serve inner-city children ages 5 to 17 with mental health issues. The hospital provided psychiatric care for 61 children as patients on an average rolling basis of two weeks, hosting an average of 600 patients per year. The oldest building, the Main Building, was built circa 1868 and sits at the highest elevation of the site. The North Building, South Building, and the East Building were built in the 1930's. Additional buildings were built on the hospital campus in the 1950s, including a garage, the maintenance building (1951), the administration building (1953), and the recreation room in what was a large garage adjacent to residential neighbors (1954). The West Building was built in the 1960s. Currently, all buildings are vacant and display significant deferred maintenance and deterioration.

Stony Lodge Hospital was closed in 2012. As a result, the site displays the need for considerable deferred maintenance and is greatly underutilized. This proposal describes a proposed residential use that will remove the nine vacant buildings and repurpose the property with a single residential building surrounded by a large 14-acre landscaped buffer. Much of the existing surface parking areas will be removed, and the majority of parking will be located out of sight and below the proposed building. A small number of surface parking spaces will be located around the building for visitors. The architecture will be of the Hudson Valley vernacular with rough-hewn timber and stone. The single building will be situated at the approximate location of the former hospital Main Building to maximize the approximately 14 acres (78 percent of the Project Site) green buffer of around the entire site that would protect the view shed of surrounding neighbors. This green buffer will be placed in a Conservation easement to protect the views currently enjoyed by the community in perpetuity.

## C. DESCRIPTION OF REVISED PROPOSED PROJECT

River Knoll has been purposely centered in the middle of the property on land previously improved by the existing psychiatric hospital (**Figure 1-2: Revised Proposed Project Site Plan**) to maximize green buffers and once constructed will provide expansive and beautiful meadows. To facilitate the integration of the site into the neighborhood, a sidewalk along the Croton Dam Road frontage will be provided to improve the linkage of the neighborhood with Veterans Memorial Park.

In addition, a community garden, available to neighborhood residents, will be dedicated in a corner of the site. The community garden will be approximately 110 x 130 feet with 8-foot deer resistant fencing. The community garden will have approximately 60 gardening spaces to include traditional raised beds, in-ground plot, and accessible gardening spaces. The garden will be designed and managed by the Town with the following features:

- Water collection and drainage system;
- Compost system;
- Tool shed; and
- herb garden and pollinator garden.

To create this residential development will require approximately two-thirds of the existing meadow located along Croton Dam Road frontage to be temporarily disturbed by grading to provide adequate access and to install the stormwater management facilities. e

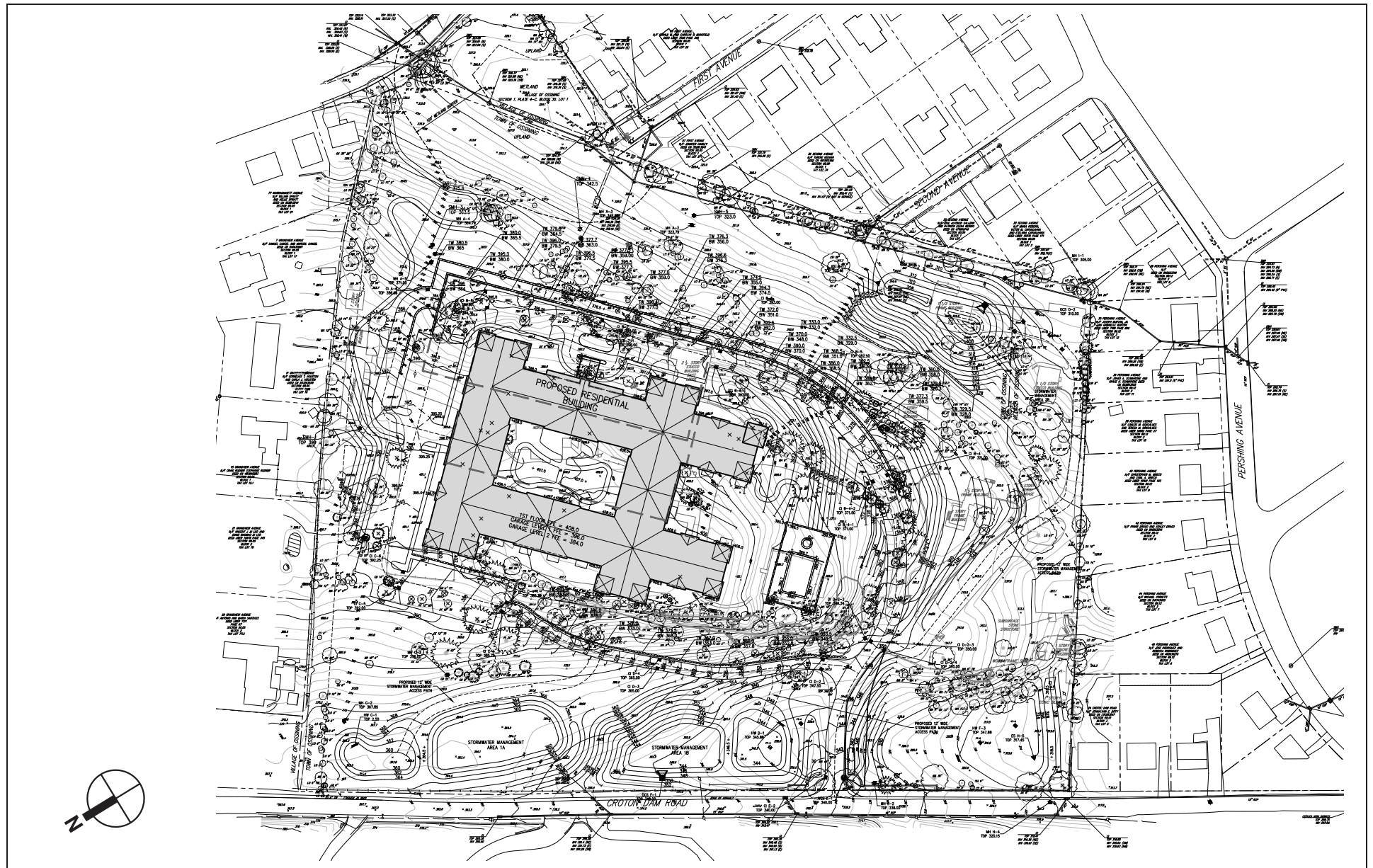
The existing Stony Lodge Hospital is located at the high point of the property, at an elevation of 414-ft above sea level. In comparison, the proposed River Knoll building will be seven feet (7-feet) lower in height.

Approximately 53 percent of the site has slopes in excess of 15 percent. The Proposed Project is designed to avoid steepest slopes to ultimately affect only approximately 30 percent of these slopes relative to the total



acreage of the Project Site. Approximately 56 percent of all steep slopes in excess of 15% will be disturbed. A detailed erosion control plan is included in the Stormwater Pollution Prevention Plan (SWPPP) (see **Appendix F in the DEIS**) to ensure that all steep slope disturbance (clearing/grading) does not result in the movement of soil in stormwater runoff and avoids erosion/sedimentation. Because the Proposed Project contemplates the removal of all the existing hospital buildings, several of the removed buildings will be replaced with new vegetation and green buffer plantings, as discussed in the refined landscaping plant palette that was prepared in response to comments during the public review of the DEIS.

The new building will be clustered in the center of the site where the existing hospital buildings and accessory uses are located. The Proposed Project will increase impervious surfaces, but the impervious services will be centered in the middle of the property, where the existing main hospital building is located, versus the ten existing hospital buildings which are spread out over roughly 50-60% of the site. Further, existing impervious surfaces (buildings/pavement) around the periphery of the 17.89-acre site will be removed and converted to landscaped areas. In this way, the vegetated buffers surrounding the Proposed Project will be expanded, particularly to the east, south, and west, which will create wide vegetated buffer areas of 185 to 438 feet – thus, separating the new building from surrounding property boundaries.



## Revised Project Description – Revised Landscape Palette

In response to concerns regarding the proposed landscaping plant palette to be used, a more detailed landscaping palette has been prepared. The existing and very visible landscape along Croton Dam Road will be maintained and enhanced with an upland wildflower mix (i.e., Creeping Fescue, Goldenrod, False Indigo, New England Aster, Black Eyed Susan, Little Bluestem, and Milkweed). Areas designated for stormwater management will be treated as wet meadows and planted with a combination of wet site tolerant seed mix (i.e., Sedges, Carex, Bulrush, and New England Aster); live herbaceous plants (i.e., Joe Pye Weed, Switchgrass, and Blue Flag); and native shrubs and trees (i.e., Viburnum, Shadblow Serviceberry, Grey Dogwood, and River Birch).

The existing buffer surrounding the property will be temporarily disturbed during construction but will eventually be expanded and revegetated to provide a 14-acre green buffer surrounding the site. Healthy trees have been identified, surveyed, and mapped for protection. Some selective removal and pruning will be required to promote the health and growth of the remaining trees. The landscaping within this buffer will include a mix of shade trees, evergreens, flowering trees and shrubs (i.e., Red Maple, Red Oak, Bicolor Oak, Sweetgum, Spruce, Fir, Great Western Cedar, Viburnum, and Inkberry) as shown on **Figure 1-3: Revised Proposed Project Site Rendering**.

The applicant will work with the Town, Village and Ossining Environmental Advisory Committee (EAC) to place a large portion of the 14-acre green buffer in a Conservation easement with an appropriate third-party entity. The easement would support “context-sensitive” landscaping along roadways and between properties to enhance the appearance of the community, increase vegetation and shade, and supplement the open space resources in Ossining.

Also requested during the public review of the DEIS, additional detail concerning proposed plant materials is being provided. New buffers and plantings will be comprised of locally native non-invasive trees, shrubs and ground covers will replace habitat for foraging animals and will improve the diversity of native plants on the site. The proposed planting palette will have *low watering demands*. As previously noted, existing healthy trees in the existing buffer will be protected and preserved; selective removals and pruning will be needed to help promote the health and growth of the trees to remain, and enhancement of the buffer would occur with the addition of woodland fringe plantings consisting of small trees and shrubs (i.e. Flowering Dogwood, Redbud, Viburnum, Witch Hazel).



**Table 1-3: Detailed Landscape Plan Plantings List** identifies the plants to be used on the Project Site within the limit of disturbance for the project construction work and stormwater treatment area. It should be noted that full-sized copies of the landscaping plan and tree inventory are available at the Town of Ossining Planning Department.

**Table 1-3: Detailed Landscape Plan Plantings List**

<b>Planting Areas and Type</b>	
<i>Stormwater Management</i>	
Wet Site Tolerant Seed Mix	Carex
	Bulrush
	New England Aster
Live Herbaceous Plants – plugs/one-gallon containers	Joe Pye Weed
	Switchgrass
	Blue Flag
Native Shrubs and Trees	Viburnum
	Shadblow Serviceberry
	Grey Dogwood
	River Birch
<i>Upland Meadow along Croton Dam Road</i>	
Upland Wildflower Mix	Creeping Fescue
	Goldenrod
	False Indigo
	New England Aster
	Black Eyed Susan
	Little Bluestem
	Milkweed
<i>Existing Buffers</i>	
Existing Healthy Trees Preserved within Undisturbed Areas – enhanced by addition of woodland fringe plantings consisting of small trees and shrubs	Flowering Dogwood
	Redbud
	Virburnum
	Inkberry
<i>New Buffers</i>	
New Landscape Buffers – created using a mix of shade trees, evergreens, flowering trees and shrubs	Red Maple
	Red Oak
	Bicolor Oak
	Sweetgum
	Spruce
	Fir
	Great Western Cedar
	Viburnum
	Inkberry



- Existing Trees
- Proposed Trees

## D. SUMMARY OF ENVIRONMENTAL ANALYSIS AND MITIGATION MEASURES

### Wetlands

To confirm the presence of on-site wetlands, site inspections were conducted on September 14, 2015, and then again on April 21, 2017. The inspections confirmed one small wetland of approximately 0.277 acres in size in the northeastern portion of the Project Site. The wetland is primarily located within the Village of Ossining (0.273 acres), with a small fraction located within the Town of Ossining (0.004 acres). The inspections also confirmed that there was no vernal pool habitat on the site. The wetland functional assessment found that the wetland primarily serves to modify groundwater discharge and water quality.

The Proposed Project, as revised, will not encroach into the wetland, or the 100-foot buffer regulated by the Town of Ossining. The Village of Ossining does not regulate a buffer around Village regulated wetlands. There are no New York State Department of Environmental Conservation (NYSDEC) regulated wetlands on or within the proximity of the Project Site.

The Proposed Project, as revised, will continue to avoid disturbance to the wetland and wetland buffer. Due to the variety of hydrologic sources on and off site and based on the detailed analysis contained in Chapter 3.A, "Wetlands," of the DEIS, it is the Applicant's conclusion that the Revised Proposed Project is not expected to adversely impact the existing wetland, wetland buffer, or the hydrologic levels.

### Soils and Topography

The Project Site is underlain by Manhattan Formation bedrock, which is metamorphic schist bedrock of Ordovician age.

The topography of the Project Site has a high point at elevation 414-ft and descends in elevation to 305-ft towards the southeast corner. The existing Stony Lodge Hospital is located at the high point of the property. A cut-and-fill analysis to accommodate the Proposed Project shows a net export of approximately 2,500 cubic yards (approximately 125 trucks of soil export) occurring at an average rate of one or two truckloads per work day during an approximately two to three-month initial excavation phase.

A detailed erosion control plan is included in the Stormwater Pollution Prevention Plan (SWPPP) (see **Appendix F** in the DEIS) to ensure that site disturbance (clearing/grading) does not result in the movement of soil in stormwater runoff and avoids erosion/sedimentation. The geotechnical investigation has concluded that some blasting may be required. If so, blasting will be conducted in accordance with applicable local, state and federal regulations, including Town Code Chapter 89, Explosives, and the Town of Ossining regulations on blasting (Town Code §123).

### Steep Slopes

A goal of the Town is to "regulate, preserve, protect and conserve its steep slopes so as to maintain and protect the natural terrain and its vegetative features, preserve wetlands, water bodies and watercourses, prevent flooding, protect important scenic views, preserve areas of wildlife habitat, provide safe building sites, protect the subject property and adjoining properties by preventing erosion and sudden slope erosion." "Steep Slopes" are defined as any "geographical area with a topographical gradient of 15% or greater." The Town discourages the disturbance of steep slopes exceeding 15% and prohibits the disturbance of extremely steep slopes, 35% and greater, unless it can be demonstrated that the "site cannot be reasonably used without disturbance of an extremely steep slope".<sup>4</sup> In accordance with Chapter 167, the Town regulates Steep Slope Disturbance. **Table 1-4: Steep Slope Characterization** lists the three categories of steep slopes and associated characteristics, regulated pursuant to the Town Code.

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<sup>4</sup> Town of Ossining Zoning Code 167-1



**Table 1-4: Steep Slope Characterization**

Steep Slope Characterization	Topographical Gradient (ratio of vertical distance to horizontal distance) (%)	Minimum Horizontal Area
Moderately Steep	15< slope <25	.30 acre/13,068 sf
Very Steep	25< slope <35	.20 acres/8,712 sf
Extremely Steep	slope >= 35	.10 acre/4,356 sf

*Source: Town of Ossining Code § 167-2*

Much of the steep slope disturbance from construction will be in areas already developed as part of the existing hospital structures, roadways and parking areas. Such areas include the widening of the existing entrance road and secondary access road, removing the East Building and adjoining parking areas, removing the North Building and adjoining parking areas, and removing the Maintenance Building and adjoining parking areas. In addition, demolition, removing and subsequent restoration to new greenspace of the South Building, the Administration Building, the Garage and the West Building adds to the calculation of disturbed steep slopes, but creates a larger buffer to neighboring properties.

As part of the public comment period, additional documentation concerning the impact of the proposed project on steep slopes was requested. **Table 1-5: Existing Slopes** presents the square footage and acreage of existing slopes on the proposed River Knoll site. Of the total 17.9 acres that comprise the Project Site, slopes having a topographical gradient of 15% or greater with a minimum horizontal dimension of 10 feet to be considered steep, existing steep slopes account for 9.5 acres of the site.

**Table 1-5: Existing Slopes**

Slope Category	SF	Acres	Percent of Site
0-15%	366,769	8.4	47%
15-25%	218,201	5	28%
25-35%	109,107	2.5	14%
35% or greater	85,105	2	11%
<b>Total</b>	<b>779,182</b>	<b>17.9*</b>	<b>100%</b>

*Notes: Slope categories conform to Town of Ossining Code Chapter 167: Steep Slope Protection.*

*\* 17.9 acres rounded from 17.89 acres.*

**Table 1-6: Steep Slope Disturbance** indicates that Steep Slope Disturbance as a result of the development of the proposed River Knoll project, would impact approximately 3 acres, or 27 percent of the moderately steep slopes present on-site; 1.4 acres, or 13 percent, of the very steep slopes present on-site; and 0.9 acres, or 8 percent, of the extremely steep slopes present on-site. Assessment of the project site indicates that the development of the Proposed Project would result in disturbance to 5.3 acres of steep slopes present on-site.

**Table 1-6: Steel Slope Disturbance**

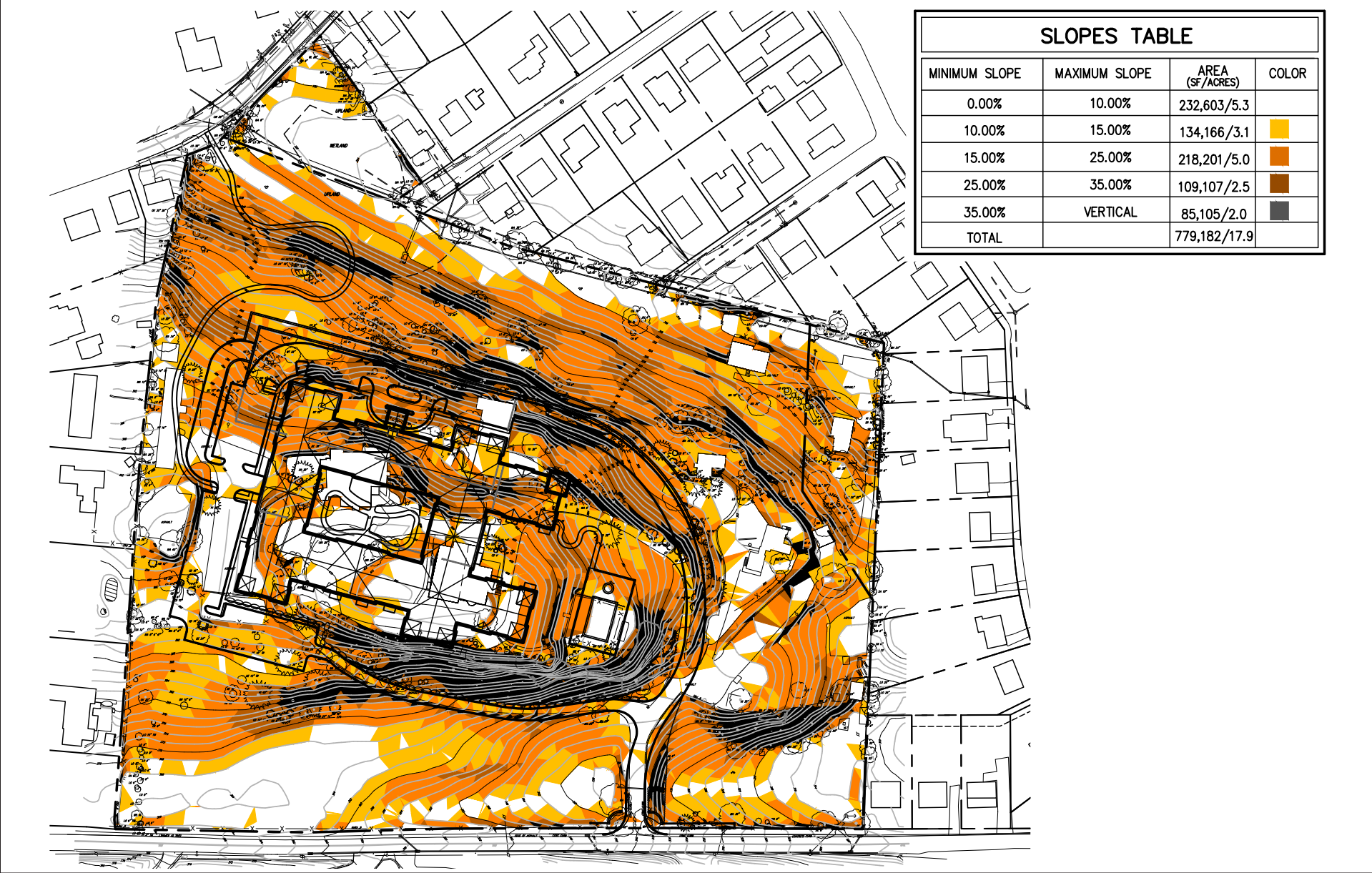
Steep Slope Categorization	Minimum Slope	Maximum Slope	SF	Acres	Percent of Project Site
	0%	10%	160,068	3.7	34%
	10%	15%	88,232	2	18%
Moderately Steep	15%	25%	131,494	3	27%
Very Steep	25%	35%	59,666	1.4	13%
Extremely Steep	35%	Vertical	38,137	0.9	8%
<b>Total</b>			<b>477,597</b>	<b>11</b>	<b>100%</b>

As requested by the EAC during the DEIS comment period, the ratio of steep slope disturbance relative to the total 9.5 acres of steep slope at the Project Site was calculated to be approximately 56 percent, whereas relative to the total acreage of the Project Site, total steep slope disturbance would be 30 percent, as shown in **Table 1-7: Percent Steep Slope Disturbance**.

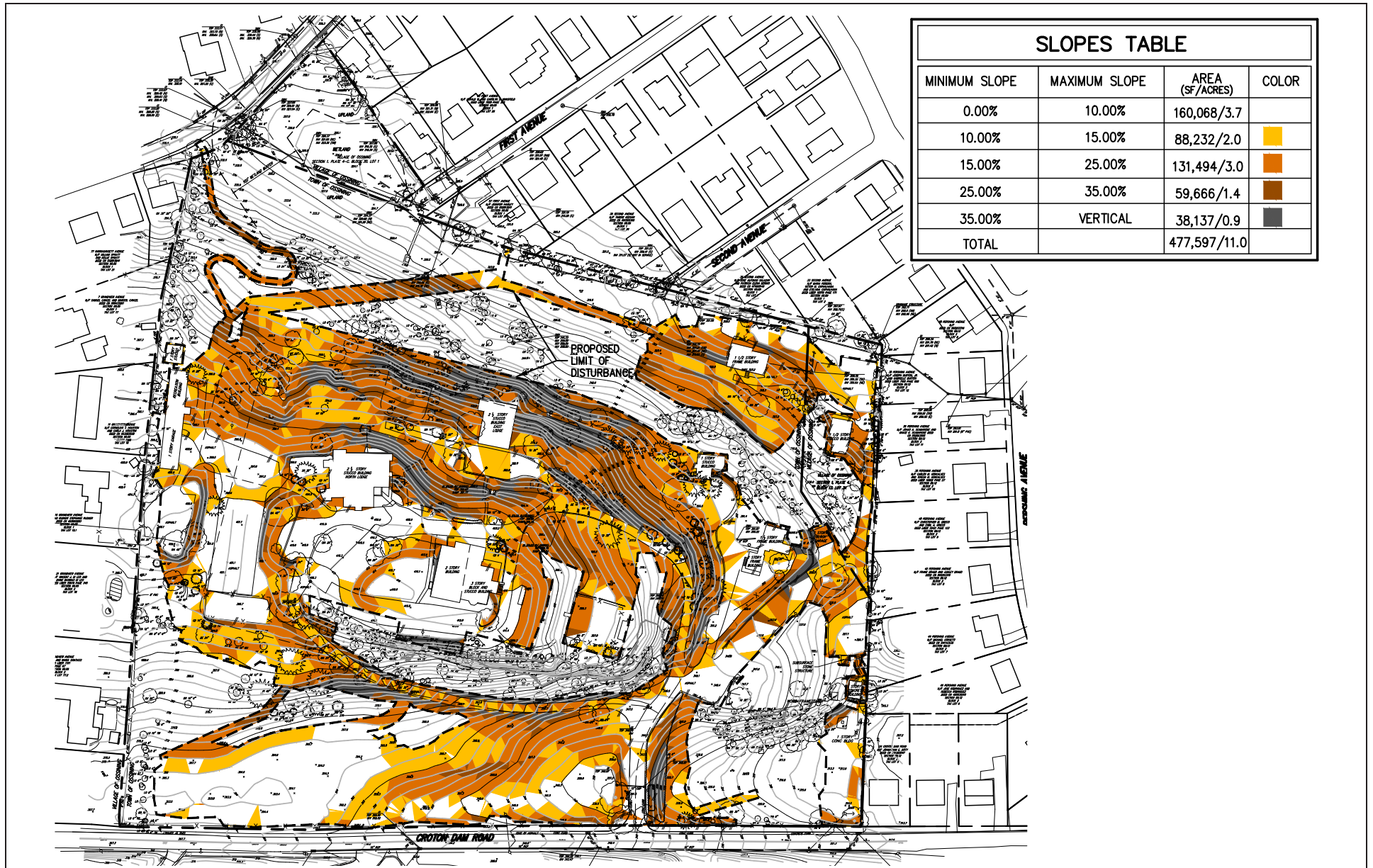
**Table 1-7: Percent Steep Slope Disturbance**

Total Project Site Area (acres)	Total Steep Slope Area (acres)	Total Steep Slope Disturbance (acres)	Percent of Steep Slopes (15%+) to be disturbed	Percent Steep Slope Disturbance Relative to Total Project Site Area
17.9	9.5	5.3	56%	30%

According to the Town of Ossining Zoning Code § 167-7, the approval authority for steep slope permits for any application involving a disturbance in an area of very steep slope or extremely steep slope, the Planning Board shall be the approval authority for the steep slope permit. See **Figure 1-4: Existing Slopes** and **Figure 1-5: Steep Slope Disturbance**.







## Stormwater Management

Currently, there are three separate drainage areas at the site, and there is neither a formal collection system nor organized system to treat stormwater runoff.

Stormwater is discharged untreated directly off-site to the surrounding neighborhoods and streets, particularly along the southern edge of the property. This condition will be alleviated as the Proposed Project will collect and convey runoff into a thoughtfully engineered new onsite stormwater system.

A subsurface soil investigation<sup>5</sup> was performed to determine the depth to the seasonally high-water table or bedrock, and borehole permeability tests were performed to determine the infiltration rate of the soil at each of the proposed stormwater management area locations (see **Appendix C in the DEIS**). The results of the subsurface soil investigation determined that two stormwater management areas were suitable for infiltration basins and one was not. Therefore, two stormwater management areas will be designed for infiltration basins and one will be designed as a micropool extended detention basin.

The proposed drainage improvements include conventional and green infrastructure stormwater practices, such as infiltration basins with forebays and stormwater planters. The vegetated stormwater practices and overland discharges will also provide opportunities to enhance water quality and infiltration practices. Based upon the detailed analysis contained in the stormwater pollution prevention plan (SWPPP) prepared for the Proposed Project (see **Appendix F in the DEIS**), it is the Applicant's conclusion that implementation of the proposed stormwater management plan will significantly improve stormwater management for both stormwater quantity and stormwater quality over existing conditions. The proposed stormwater management improvements will provide runoff reduction, water quality treatment for the 90 percent rainfall event, stream channel protection, and attenuate peak rates of runoff for the 10- and 100-year storms as required by NYSDEC SPDES General Permit No. GP-0-15-002.

## Historical and Archaeological

### *Archaeological Resources*

A Phase 1A Archaeological Documentary Study ("Phase 1A Study") of the Project Site was prepared to identify areas of archaeological sensitivity in January 2017 (see **Appendix H in the DEIS**).<sup>6</sup> A Phase 1B study was conducted in May 2017 and found no archaeological artifacts on the River Knoll project. Based on the results of the shovel tests excavated within the project area boundaries, no additional investigations were deemed warranted for the site (see letter in **Appendix H in the DEIS**). Based on correspondence from OPRHP (see **Appendix H in the DEIS**), since no significant artifacts were discovered in the archaeological Phase 1B testing, no impacts to archaeology would result.

### *Architectural Resources*

The DEIS considered the potential of the Proposed Project to affect architectural historic resources. Known architectural resources include properties listed on the State and National Registers of Historic Places (S/NR) and properties determined eligible for S/NR listing. Potential architectural resources are properties that may meet the criteria of eligibility for S/NR listing. The study area for architectural resources was determined based on the area of potential effect for construction-period impacts, such as ground-borne vibrations, and the area of potential effect for visual or contextual effects, which is usually a larger area. The architectural resources study area for this project contains the properties that are substantially contiguous to the Project Site.

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<sup>5</sup> Carlin Simpson & Associates, January 20, 2017, "Report on Subsurface Soil and Foundation Investigation, Proposed Development, River Knoll, 40 Croton Dam Road, Ossining, NY (CSA Job# 16-207).

<sup>6</sup> AKRF (2017): "River Knoll Project; 40 Croton Dam Road; Ossining, Westchester County, New York: Phase 1A Archaeological Documentary Study." Prepared for: Glenco Ossining, LLC, Bronxville, NY. (see **Appendix H in the DEIS**)

The Project Site contains ten buildings that are part of the former Stony Lodge Hospital. The oldest building, known as the Main Building, was most likely built circa 1868 as it first appears on an 1881 Bromley historic map. The buildings on the Project Site are not listed on, nor have they been determined eligible for listing on the S/NR. As discussed, OPRHP determined that the Proposed Project would have “no adverse effect” on the existing buildings. Thus, there would be no significant impacts to historic resources.

## **Infrastructure and Utilities**

### ***Water***

Potable water for the Project Site is served by the Ossining Water Department. The Ossining Water Department serves some 47,000 customers and supplies 3.8 million gallons per day (MGD) in the Village and the Town. The Town’s Consulting Engineer has advised that the existing water system has adequate capacity to serve the estimated demand of 30,800 gpd from the Proposed Project (see **Appendix B in the DEIS**).

Based on a meeting with representatives of the Village of Ossining Department of Public Works and Town’s Consulting Engineer, water system improvements that are being engineered in connection with the Proposed Project will further improve the function and reliability of the Town/ Village water system in the vicinity of the Project Site.

The Revised Proposed Project will still be connected to a new 8” water main to be installed by the Ossining Water Department as part of the water system improvements. The water main will cross the Project Site in a 10’ wide easement that will be dedicated to the Village of Ossining. A private service line will be connected to the new 8” water main to serve the proposed building.

Based upon consultation with Town representatives, since water demands of the Revised Proposed Project can be met with or without the proposed improvements, no significant adverse impacts are anticipated to the Ossining Water Department.

### ***Sewer***

Sewage will be conveyed to the Ossining Wastewater Treatment Plant. The Ossining Treatment Plant treats an average of approximately 4.1 million gallons of wastewater per day (MGD) and has a permitted flow of 7.0 MGD monthly average. An 8” sanitary sewer line exists along the east property line of the Project Site. A connection is proposed to the existing 8” sewer line at an existing manhole between First and Second Avenues to serve the new building. As requested by representatives of the Village of Ossining Department of Public Works and Town of Ossining Consulting Engineer, a video inspection was performed of the existing 8” sanitary line along the site’s east property line, and the line was cleaned in connection with performing the video.

Westchester County has advised that the existing wastewater treatment plant has adequate capacity to serve the increase of 16,615 gpd from the Proposed Project (see **Appendix B in the DEIS**). As further described in Chapter 3.F, “Infrastructure and Utilities,” it is the Applicant’s conclusion that no significant adverse impacts are anticipated to the Ossining Wastewater Treatment Plant or sanitary sewer lines.

## **Land Use, Public Policy, Zoning, and Community Character**

### ***Land Use***

The Project Site is an approximately 17.89-acre property situated within a residential neighborhood within the Town of Ossining, with a small portion of land (1.24 acres) within a residential neighborhood within the Village of Ossining. The oldest building, also known as the Main Building (circa 1868) stands at the top of the hill and was likely a private residence. Later, in the 20th Century, portions of the building were removed, and the building was altered and then remodeled in the late 1940s to adapt the building to meet the hospital’s needs for use as an acute psychiatric program. The North, East, and South Buildings were built

in the 1930s. Additional buildings were built on the hospital campus in the 1950s, including a garage, the Maintenance Building (1951), the Administration Building (1953), and the Recreation Room (a former garage close to residential neighbors [1954]). The West Building was built in 1960s.<sup>7</sup> These buildings provided residential facilities for up to 60 patients, out-patient therapeutic facilities, recreational uses, administration buildings, maintenance buildings, and entry drive. All of the existing buildings and uses are located within the Town of Ossining.

The majority of land uses surrounding the Project Site consist of small-lot single-family residential uses. The areas abutting the Project Site to the north, east, and south are higher-density single-family residential subdivisions in the Village of Ossining with houses set close to the street. (A portion of Grandview Avenue is within the Town of Ossining). The residential properties to the west of Croton Dam Road are on larger properties in the Town of Ossining with houses set further back from the street and on a vegetated hillside. Notable non-residential land uses in the vicinity of the Project Site include the Bethel Nursing and Rehab Center, located at 17 Narragansett Avenue in Ossining, which is shown as “Social and Health Services” land use. The Saint Augustine Cemetery and the Veterans Park are two “Community Facilities and Open Space and Recreation” areas located within a ½ mile radius of the Project Site.

The Revised Proposed Project will change the use on the Project Site from an institutional use to a multifamily residential use. In addition, the proposed sidewalk segment along Croton Dam Road and the proposed community garden in a corner of the site that will be available to neighborhood residents, and the proposed walkway to Narragansett Avenue to provide a connection to Veterans Memorial Park, the site will become much more integrated into the fabric of the neighborhood. In the Applicant’s opinion, the change in land use to a residential use is more consistent with the surrounding residential uses as compared with the prior institutional use. The elimination of the ten buildings scattered throughout the Project Site and the construction of one new building on the central portion of the Project Site would be a change but would not constitute an impact on surrounding land uses as the bulk of the new development would be on the interior of the Project Site, well screened from most views from surrounding areas, including abutting residential homes. The routine activities of potential future tenants of River Knoll would be no different from the routine activities of residents of the surrounding neighborhood. Vehicular circulation would be directed to Croton Dam Road, which previously carried traffic associated with Stony Lodge Hospital.

The visual character of the Project Site will be similar as the proposed building will also be located on the top of the Project Site and would be buffered from surrounding properties by dense existing and proposed vegetation. However, instead of the three-story Main Hospital building being surrounded by eight accessory buildings, there will be only one three-story residential building located at the top of a hill—in the same general area as the former Main Hospital building. The proposed building will be larger than the existing Main Hospital building, but the removal of the nine accessory buildings will allow the area in which these buildings are located to be replaced with a larger permanently landscaped buffer between the proposed residential building and the adjacent residential neighborhood.

### ***Public Policy***

The Town of Ossining has an adopted Comprehensive Plan from 2002 (“2002 Plan”) and, on December 15, 2015, adopted a Comprehensive Plan Update. With the 2015 update, the 2002 Plan has eight sections, three of which are applicable to the redevelopment of the Stony Lodge Hospital into a multi-family residence and new residential multifamily zoning district.

Listed below are those principles from the Comprehensive Plan that are most applicable to the Project Site and the Proposed Project:

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<sup>7</sup> Dates of building construction verbally provided by K. Czipo, CFO and Administrator of Stony Lodge Hospital.

*“Preserve and conserve existing open space, acquire new properties for preservation and recreation, and protect the trees, water supply and watersheds, steep slopes, view-sheds, scenic resources, wildlife habitats, and other significant environmental assets to the community” (Environmental Resources Chapter).*

*“Preserve the quality, character, and stability of neighborhoods within the Town... make a wide range of housing opportunities available to members of the community... and require suitable buffer areas for non-residential uses and properties abutting neighborhoods and residential areas” (Residential Chapter).*

*“Cooperate in efforts to make a wide range of housing opportunities available to members of the community” (Residential Chapter).*

*“Promote development and redevelopment to be consistent with the current scale and historic character of the community... (and) preserve residential neighborhoods, and protect environmental resources” (Future Development and Redevelopment Chapter).*

*“The Town should be open to an analysis of the zoning of the underutilized and non-conforming Stony Lodge Hospital property in order for this property to be adaptively reused or redeveloped in a manner that is feasible and which protects surrounding neighborhoods and environmental resources to the maximum extent practicable.” (Future Development and Redevelopment Chapter).*

Other public policy documents of the Town and Westchester County as well as discussion of the Proposed Project’s consistency with these plans and principles is included in Chapter 3.G, “Land Use, Public Policy, Zoning, and Community Character,” in the DEIS. An amendment to the Town’s Comprehensive Plan will be required by the Town Board.

## **Zoning**

The majority of the Project Site (16.65 acres) is zoned One-Family Residence (R-15) in the Town of Ossining. This district is an R-15 District with a 15,000 square foot minimum lot size. A small 1.2-acre portion of the Project Site is located in the Village of Ossining and is zoned S-50. This is a Single-Family Residence District with a 5,000 square foot minimum lot size. Multifamily uses are not permitted as-of-right in either district. Permitted, conditional, and accessory uses on the Project Site in the R-15 district are consistent with and listed under the zoning regulations pursuant to §200-7: R-40 “One-Family Residence District.” Permitted uses are one-family detached dwellings, not to exceed one dwelling on each lot, in addition to limited agricultural operations and municipal structure uses. The permitted uses by special permit upon approval by the Board of Appeals are places of worship, educational or general medical care institutions, public utility rights-of-way, annual membership clubs, one-story temporary structures for agricultural display, and cemeteries.

The Proposed Project will require a MF-2 (Multifamily Residence 2) zoning district be adopted to accommodate the use and the site would be re-mapped from the One-Family Residence (R-15) District to the proposed MF-2 District. Multifamily housing would be permitted in the-proposed MF-2 district by the Planning Board as a conditional use subject to the following:

- Enabling more undeveloped permanent open space as the proposed, new residential community will be clustered to the center of the Premises;
- Preserving more mature stands of trees;
- Maintaining the scenic meadow along the entire frontage of Croton Dam Road as well as the expansive meadow on the easterly side of the premises;
- Allowing for the addition of sizeable new green buffer areas protecting adjacent homeowners along the northerly and southerly boundaries of the Premises;
- Minimizing internal roadways and extensive infrastructure that will require more impervious surfaces and increased excavation, disrupting the terrain in a manner that also will necessitate tree removal; and



- Producing a fiscally beneficial change to the Premises improving revenue generation for the Town, Village and School District

The potential impact of adopting the proposed MF-2 Zoning District on other areas of the Town will be at the discretion of the Town Board to consider whether or not to entertain rezoning of a candidate site covering 10 acres or more within the Town of Ossining. There are few undeveloped 10-acre sites with the infrastructure required to meet the conditions of the MF-2 District. However, there may be underutilized and tax-exempt religious or institutional uses of 10 acres that may be interested in having their property to be redeveloped as a multifamily housing site. If this were to occur, an applicant would need to petition the Town Board and the Town Board would need to agree to consider the petition to rezone to the proposed MF-2 zoning district.

### ***Community Character***

The Revised Proposed Project will construct one new building on the upper, central portion of the Project Site with significant landscaped buffers to the adjoining residential properties. The building will be designed in the Hudson Valley architectural vernacular and a significant improvement over the existing hospital buildings that are in disrepair. As previously mentioned, the Revised Proposed Project will provide a segment of sidewalk along Croton Dam Road as well as a community garden in a corner of the project site. These two community amenities will better integrate the Proposed Project into the neighborhood.

### ***Balloon Test***

As requested by the Town Board, a balloon test was conducted on June 22, 2018 to simulate the height of the proposed River Knoll building in comparison with the existing Stony Lodge Hospital Main Building. Photographs were taken within the Project Site boundaries. Photographs taken during the Balloon Test simulation were aimed in the direction of the Proposed Project. Balloons were raised to the maximum height of the roof of the Proposed Project next to the Main Building to provide a visual reference. The height of the existing roof peaks of the Main Building range from 415 feet to 457 feet, and the roof peak of the proposed River Knoll building would be at elevation 450 feet – seven feet lower than the existing Main Building. Based on this analysis and visible in the photographs, the proposed River Knoll building would be slightly less visible than the existing Main Building during the winter months, and entirely obscured from surrounding roadways and properties by during the growing seasons.

Figures for the Balloon Test are provided in Chapter 2 indicating the locations of the balloons superimposed on the Proposed Project Grading Site Plan. The complete Balloon Test report is included herein as Appendix F.

### ***Traffic***

A Traffic Impact Study (TIS) was prepared for the Proposed Project (see **Appendix G in the DEIS**). The TIS evaluates the potential traffic impacts associated with the Proposed Project using an estimated design year (“Build Year”) of 2022. The TIS describes proposed off-site improvements to the neighboring road system. Vehicular access for the Proposed Project will continue to be through the current Project Site entrance on Croton Dam Road.

To evaluate the potential impacts of the Project, the following intersections were evaluated:

- Dale Avenue and Pine Avenue
- Croton Dam Road and Hawkes Avenue;
- Croton Dam Road and Pershing Avenue with Cherry Hill Circle;
- Croton Dam Road and Site Driveway;
- Croton Dam Road and Grandview Avenue;
- Croton Dam Road and Narragansett Avenue;

- Croton Dam Road and Pheasant Ridge Road with Feeney Road;
- Croton Dam Road and Kitchawan State Road; and
- Croton Dam Road and NY 9A.

The TIS identifies other planned or proposed development in the immediate vicinity as part of the future without the Proposed Project (“No Build”). That analysis also includes trip generation from the former Stony Lodge Hospital operation.

Intersection capacity analysis computed based on the Build Volumes indicate that the intersections will operate at the same or better levels of service as projected for the No Build Volumes with recommended improvements. Projected operations with the Proposed Project are further described and shown in Chapter 3.H, “Traffic and Transportation” of the DEIS.

A sight distance analysis was conducted for the proposed driveway. The sight distance was based on an 85th percentile speed of 43 mph in both directions along Croton Dam Road. The 85th percentile speed was determined by a speed study. The existing decorative walls would be relocated outside of the intersection sight line. Based on the plan and the relocated decorative walls, the intersection sight distance is accommodated for the proposed driveway.

Public transportation is not available in the project vicinity; the closest bus stop is located at the corner of Croton Avenue and Linden Avenue which would not be considered a walkable distance for a resident of River Knoll. The Proposed Project will accommodate its residents with a jitney shuttle bus to and from the Ossining and/or Croton train station, as well as the downtown Ossining shopping district, in order to alleviate traffic during AM and PM peak. There are no existing school bus stops nearby for the proposed redevelopment, but the Project Sponsor will work with the School District to make whatever modifications are necessary to ensure safe pick and drop-off of students during and post construction via a new school bus stop along an existing bus route. Additionally, a queuing analysis was performed at the studied intersections for the three studied conditions (Existing, No Build, Build). The storage lengths were measured to the nearest intersection of two streets. Based on the queuing analysis, the available storage length can accommodate the projected queue lengths for all approaches at the studied intersections, except for the eastbound left turn and northbound approach at the intersection of NY 9A and Croton Dam Road. These particular movements exceed the available queue length under existing conditions. However, with the proposed improvements to this intersection, discussed below, the queue lengths would be reduced compared to the No Build condition.

### ***Additional Traffic Study***

As requested during the public review of the DEIS, an additional Traffic Impact Study (TIS) was conducted at the following intersections:

- Intersection of Pershing Avenue and Narragansett Avenue
- Intersections of Pershing Avenue and smaller offshoot roads – specifically, First Avenue and Second Avenue
- Intersection of Pine Avenue and Narragansett Avenue  
Intersection of Dale Avenue where Routes 133 and 134 merge – the Washington School area

The results and findings from the TIS are presented herein, with the full report included in Appendix C of this FEIS. Intersection capacity analyses were computed for the existing intersections utilizing Synchro software developed based on the methodologies of the Highway Capacity Manual, 6<sup>th</sup> Edition.

### **Existing Conditions**

Existing traffic conditions in the vicinity of the Project Site were assessed to consist of conducting an intersection analysis at the Croton Avenue and Dale Avenue intersection, the Pine Avenue and Narragansett intersection, as well as Pershing Avenue intersection with First Avenue, Second Avenue, and Narragansett Avenue. Weekday traffic counts were conducted on Thursday, June 21, 2018 from 6:00 –

10:00 AM and 3:00 – 7:00 PM. The intersections of Narragansett Avenue and Pershing Avenue were counted on Saturday, June 16, 2018, while the Narragansett Avenue and Pine Avenue intersection, as well as the Pershing Avenue/First Avenue intersection and Pershing Avenue/Second Avenue, were counted on Saturday, June 23, 2018. The Saturday counts were conducted from 9:00 AM – 1:00 PM. The counted volumes were reviewed to determine the peak weekday morning, weekday afternoon, and Saturday hours. The traffic count identified that the peak weekday AM hour occurred from 7:00 – 8:00 AM, the peak weekday PM hour occurred from 5:00 – 6:00 PM, and the peak Saturday midday hour occurred from 12:00 – 1:00 PM. In discussions with the Town's traffic consultant, the existing volumes were increased by 5% to account for end of the school year traffic. The existing peak hour volumes with the 5% increase are available in the full TIS provided in Appendix C.

The Existing Conditions analysis indicated that the intersection of Croton Avenue and Dale Avenue with Todd Place operates at a level of service (LOS) D during the peak weekday AM hour and a LOS C during the peak weekday PM and Saturday midday hours. The Dale Avenue approach to its intersection with Croton Avenue operates at a LOS F, C, and E during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. The Croton Avenue westbound approach to its intersection with Dale Avenue operates at a LOS C during the peak weekday AM and a LOS D during the peak weekday PM and Saturday midday hours. All other movements at the studied intersections operate at a LOS B or better during the studied peak hours.

### No-Build Conditions

No-Build Conditions analysis was conducted by increasing existing volumes by a general growth rate of 1% per year compounded annually to the 2022 design year for completion and occupancy of the proposed River Knoll development. This analysis incorporates traffic volumes associated with the proposed Parth Knoll, LLC residential development. The traffic volumes associated with known no-build development projects in the area, such as the proposed Sunshine Children's Home & Rehabilitation Center in New Castle, the proposed Upper Westchester Muslim Society development in New Castle and the proposed Hudson Ridge Wellness Center development in Cortlandt, will not generate substantial traffic volumes in the study area and have been considered as part of the general growth volumes. The other development volumes and the re-occupancy of the previous hospital use were added to the general growth volumes to project the 2022 No-Build Volumes.

The capacity analyses indicate that the Dale Avenue approach at its intersection with Croton Avenue is projected to increase in delay from a LOS C under Existing Conditions to operate at a LOS D under the No-Build Condition during the peak weekday PM hour. During the peak Saturday midday hour, the Dale Avenue approach is projected to increase in delay from a LOS E under Existing Conditions to operate at a LOS F under the No-Build Condition. The overall intersection of Dale Avenue and Croton Avenue is projected to increase in delay from a LOS C under Existing Conditions to operate at a LOS D under No-Build Conditions during the peak Saturday midday hour. All other turning movements at the studied intersections under the No-Build Condition are projected to operate at the same levels of service as experienced under Existing Conditions during the studied peak hours.

### With-Action/Build Conditions

The With-Action/Build Condition analysis consisted of collecting traffic volumes generated by 188<sup>8</sup> apartment units as part of the proposed River Knoll project. Traffic volumes were computed based on information published by the Institute of Transportation Engineers in its publication "Trip Generation Manual, 9th Edition". As included in the full TIS report, the proposed River Knoll project is projected to result in approximately 32, 43, and 24 net additional total trips during the peak weekday AM, weekday PM and Saturday midday hours. The projected Project Site generated traffic was superimposed on the area intersections, based on traffic volume data and consideration of the area roadways. Adding the redevelopment related traffic minus the re-occupancy of the previous hospital use results in 2022 Build Volumes which reflect project volumes after the completion of the redevelopment. In summary, there is no

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<sup>8</sup> The Traffic Impact Study was prepared with the original unit count. With the reduction of the proposed unit count, from 188 units to 174 units, the findings would not substantially change.

change in LOS between the future without the proposed River Knoll project and the future with the proposed River Knoll project. It is recommended that the Town implement traffic signal timing modifications to involve reallocating 5 seconds of green time from the common Croton Avenue phase to the Dale Avenue phase during the peak weekday morning hour and peak Saturday midday hour. The traffic signal timing modification improves the overall intersection and Dale Avenue approach operations during the studied peak hours. It is the opinion of the Applicant that timing modifications should be implemented at the intersection regardless of the proposed River Knoll project.

## **Community Facilities**

In 2000, the Town of Ossining had a population of 36,534,<sup>9</sup> which increased to 38,136 in 2015,<sup>10</sup> for an overall 4.4 percent increase. In 2000, the Village of Ossining had a population of 24,010,<sup>11</sup> which increased to 25,311 in 2015,<sup>12</sup> for an overall 5.4 percent increase. It is anticipated that the population in both the Town and the Village of Ossining will continue to have moderate growth. With 174 proposed dwelling units, the Proposed Project will be expected to have approximately 335 residents. The residents at River Knoll will be a combination of current Town and Village residents looking to downsize into a well amenitized apartment community, and residents from the surrounding communities with no similar residential offering within their area.

The Town's recently adopted Comprehensive Plan Update (2015) recommends the Town promote development and redevelopment within the community as long as community facilities can be provided efficiently, including providing a range of recreational programs, services and facilities to address the needs and interests of the current and future population of the Town and Village.

## **School Age Children Generation Rates**

As requested during the public review of the DEIS, the Applicant is providing more detail concerning school generation rates. Initially within the DEIS the likely generation of school age children was estimated to be 22-29, based on two different methodologies for estimating the number of school-age children that would be generated from projects similar to River Knoll. The two methodologies were the Rutgers University Center for Urban Policy Research (CUPR) and Local Case Studies.

However, it was requested during the review of the DEIS that additional comparable developments within the Town and Westchester County be surveyed to provide a broader picture of projects comparable to River Knoll. Comparable developments were defined as high-end, multi-family rental projects targeted to young professionals and empty-nesters in both the vicinity of the Project Site and within the larger geographical area. Residential developments that were townhomes, 3+-bedrooms, marketed to seniors, or those in fee ownership were not included in the survey. **Table 1-8: Comparable Developments** lists the 24 comparable developments used for the purposes of this analysis, and the blended ratio was calculated for the likely number of school age children to reside at River Knoll. Please note some townhome developments were included for comparison.

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<sup>9</sup> U.S. Census Data 2000

<sup>10</sup> American Community Survey (ACS) Data 2011-2015

<sup>11</sup> U.S. Census Data 2000

<sup>12</sup> American Community Survey (ACS) Data 2011-2015

**Table 1-8: Comparable Developments**

No.	Development	Location	Unit Mix	Total Units	No. of School Children	Number of Children to Dwelling Unit Ratio
1	La Rochelle	255 Huguenot Street, New Rochelle, NY	Studio, 1-br, 2-br, 3-br	1000	125	0.125
2	The Avalon	125 Parkway Road, Bronxville, NY	1-br, 2-br, 3-br	110	12	0.109
3	Avalon Willow/Mamaroneck	746 Mamaroneck Avenue, Mamaroneck, NY	1-br, 2-br	227	20	0.088
4	Avalon Green	500 Town Green Drive, Elmsford, NY	1-br, 2-br, 3-br	105	12	0.114
5	Avalon Ossining	217 N Highland Avenue, Ossining, NY	1-br, 2-br, 3-br	168	25	0.149
6	Harbor Square	1 Harbor Square, Ossining, NY	1-br, 2-br, 3-br	188	20	0.106
7	Bank Street Commons	15 Bank Street, Suite 100, White Plains, NY	1-br, 2-br	502	10	0.020
8	Avalon White Plains	27 Barker, White Plains, NY	Studio, 1-br, 2-br, 3-br	407	15	0.037
9	One City Place	One City Place, White Plains, NY	1-br, 2-br, 3-br	311	14	0.045
10	Avalon at Greyrock	50 Forest Street, Stamford, CT	1-br, 2-br, 3-br	306	11	0.036
11	Avalon at Stamford/Eaves by Avalon	66 Glenbrook Road, Stamford, CT	Studio, 1-br, 2-br, 3-br	328	8	0.024
12	The Boulevard	1201 Washington Boulevard, Stamford, CT	1-br, 2-br	94	1	0.011
13	Grand Street Lofts	690 Mamaroneck Avenue	1-br, 2-br	21	2	0.095
14	(Townhouses)	620 Boston Post Road		6	1	0.167
15	Sheldrake Lofts	270 Waverly Avenue		96	10	0.104
16	Marina Court	422 East Boston Post Road	1-br, 2-br, 3-br	13	1	0.077
17	(Townhouses)	532 West Boston Post Road		7	1	0.143
18	Avalon (Rentals)			225	25	0.11
19	Fairway Green (Townhouse)			53	5	0.09
20	Sweetwater Condo			90	4	0.04
21	Parkview Station			50	4	0.08
22	Condos (Combined)			140	8	0.06
23	Hudson Park	1 Alexander St, Yonkers		560	58	0.10
24	Quarry Place	64 Midland Pl, Tuckahoe		110	8	0.07
Average						0.084
River Knoll				Ossining, NY	174	14.6



For this assessment, public school enrollment data was obtained from information, gathered in the Full Environmental Assessment Form (EAF) prepared by BFJ Planning in November 2017 for 101 Wolfs Lane in the Village of Pelham, NY. The EAF also includes data from a cumulative impact study of new school district enrollments resulting from multifamily developments in the Village of Mamaroneck, titled *Development Impacts on Village of Mamaroneck School Enrollment, Cumulative Impact Study*, prepared by the Village of Mamaroneck Planning Department, and the *New Rochelle School Capacity Study*, prepared by WXY Studio, 2015.

The fiscal impacts as compared with the generated revenue from the Proposed Project for the Ossining Union Free School District (OUFSD) are discussed further in Chapter 2, “Probable Impacts of Revised Project”. As noted in Chapter 2, based on the number of SAC generated by the Proposed Project, the revenue generated by the Proposed Project may lower property taxes of the taxpayers in the district, but may not increase the School District’s budget in a direct way due the New York State budgeting process that is subject to voter approval. It will be this process that will determine how best to apply the revenue generated by the project. Nonetheless, in response to the concerns raised by the community regarding enrollment growth and space constraints, the Applicant has agreed to increase the contribution from \$350,000 to \$425,000 – over and above what will be paid in school taxes – for the district to use towards enhancing school programs and facilities. Municipal Agency Responses to Requests for Information.

The Proposed Project will include 174 residential units. Demand for community services will be comparable to similar residential developments elsewhere in the community. In contrast, the former Stony Lodge Hospital was a frequent and disproportionate user of emergency services. As presented in the DEIS, the Project Site is served by the Ossining Police Department (OPD), the Ossining Fire Department (OFD), the Town of the Ossining Volunteer Ambulance Corp (OVAC), and the Recreation and Parks Department. As requested, the applicant requested updated input from municipal agencies within the Town and Village of Ossining. Requests for updated information were submitted to the agencies on June 19, 2018 and then again in January 2019 via email to the Town Clerk as well as in the form of a letter to the attention of the designated department head. All Agency Correspondence requesting information and their respective responses are included herein as Appendix B.

The Ossining Police Department responded on July 6, 2018, that the department is currently budgeted for 61 sworn officers. The jurisdiction-wide average response time of the OPD is approximately 3 minutes, with variations depending on time of day, location, and call volume. The total number of calls for services from January 1, 2016 through July 10, 2018 was 88,413 calls. When a response from the OPD is received, it will be provided to the Planning Board.

The Ossining Volunteer Ambulance Corp (OVAC) responded that the OVAC is a contracted agency by the Town of Ossining, staffed with 40 volunteers and 70 career members to comprise a fully-staffed agency, or “combination unit”. The OVAC maintains three dispatch units to consist of an A-unit employed 24/7, a B-unit employed from 8:00 am through 12:00 am, and a fly car housed 24/7 at the agency. The OVAC serves both the Town and Village of Ossining, as well as the west end of West Castle, NY. Quarterly reports are sent to the Town of Ossining detailing services levels, call volume, and call dispositions. According to Captain Nick Franzoso, OVAC response time to the proposed River Knoll site would be approximately 4 minutes and the Proposed Project would add approximately 60 additional calls for services to the agency as a result of the additional residential units, estimated from comparable developments in the area.<sup>13</sup> The latest OVAC report including call dispositions from January 2015 through May 2018, as well as call volumes from 2007 through June 2018, are included herein as Appendix D in the DEIS. When a response from the OVAC is received concerning potential impacts from the project, the response will be provided to the Planning Board.

According to the Ossining Fire Department (OFD) website, the Ossining Fire Police & Emergency Squad (also known as Rescue 14) has 25 active members responsible for operating a custom-built E-One rescue

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<sup>13</sup> Phone call with Captain Nick Franzoso, OVAC, received on June 26, 2018

apparatus which carries a wide range of firefighting, rescue, and first-aid equipment, as well as a built-in generator for use in lighting a fire scene or providing electric power. It is the responsibility of the members to maintain proficiency in extrication, basic first aid, and some members choose to train in more advanced emergency treatment.<sup>14</sup> When a response from the OFD is received concerning potential impacts from the project, the response will be provided to the Planning Board.

As of the date of this FEIS, the Ossining Recreation and Parks Department has not provided a response to the request for updated information submitted to the Town Clerk and Superintendent of Recreation. When a response from the Ossining Recreation and Parks Department is received concerning potential impacts from the project, the response will be provided to the Planning Board.

## **Fiscal**

Due to the conversion from an almost vacant lot to a residential use, the Revised Proposed Project will result in a 90.5 percent increase in Full Market Valuation (or an increase of \$23,834,291), and 94.4 percent increase in Taxable Assessed Valuation (or an increase of \$1,331,970). Tax revenue will increase by 90.4 percent (or an increase of \$921,486) from 2016 conditions. (See the detailed technical analysis contained in Chapter 3.J, "Fiscal Impacts").

Taxes collected for municipal demands include Townwide, unincorporated Town, Ambulance District, refuse, light, fire, Townwide Water District, Ossining school, and library taxes. Currently, the Project Site generates a total of \$85,903 for these services. Based on the analysis contained in Chapter 3.J, "Fiscal Impacts," of the DEIS, it is the Applicant's conclusion that the property enhanced by the Proposed Project will generate \$901,910 or a 90.4 percent increase; more than the costs for the additional population from the Proposed Project.

The Proposed Project is anticipated to generate approximately 335 residents, of which approximately 14-15 will be students enrolled in the OUFSD. This would represent an approximate 0.6 percent increase in the student population.

The additional school taxes that will be levied on the project may offset the local tax burden on taxpayers, but may not be directly added to the school tax revenues. School districts such as the OUFSD determine their budgets on a yearly basis based on state law and are subject to voter approval. It will be this process that will determine how best to apply the revenue generated by the project. Municipalities like Ossining need to continue their efforts to advocate to the state government to modify the manner in which education is funded in the state to address the well-documented inequalities.

While it is the opinion of the Applicant that the property taxes that will be generated from the Proposed Project will be sufficient to cover the per student educational costs, the Applicant has agreed to increase a voluntary payment to \$425,000 (from \$350,000) that can be used by the District to address capital and/or programming needs. The District will have sole determination on how these funds are used.

Redevelopment of this former institutional property will bring new residents to the Town who will provide additional economic activity through new demand for commercial services, restaurants, and stores. Based on the technical analysis contained in Chapter 3.J, "Fiscal Impacts," of the DEIS, it is the Applicant's conclusion that the Proposed Project will have a beneficial fiscal effect on the community.

### ***Proposed Project Assessed Value***

As requested during the public review of the DEIS, additional detail is provided concerning the current tax obligation for the property. The applicant met with the Town Assessor to discuss the data and conclusions in the fiscal analysis. It was the opinion of the Town's Assessor that the original \$26 million market value of River Knoll that was the basis for the fiscal impact analysis in the DEIS should be increased. In addition, since the publication of the DEIS, the Town revised their basis for assessing property and school taxes to full market valuation. In an email, the Town Assessor estimated the assessed valuation of River Knoll would

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<sup>14</sup> Source: <http://www.ossiningfire.org/history.php>

be \$27-29 million (See Appendix B for a copy of the email). Consequently, the applicant increased the market value of River Knoll to \$27.5 million<sup>15</sup> and updated the expected tax obligation using current tax rates<sup>16</sup>. **Table 1-9: 2018 Property Tax Rates** summarizes the taxes that will be paid to the Town, Village, County, and School District.

**Table 1-9: 2018 Property Tax Rates**

<b>Tax Jurisdiction</b>	<b>Tax Rate per \$1,000 Assessed Value (Millage Rate)</b>
<b>Town/County Tax Bill</b>	
County Tax	3.21958
Town-wide	0.75371
Unincorporated Town	5.41966
Ambulance District	0.2098
County Solid Waste	0.28281
County Sewer Ossining	0.84706
Refuse, Light, Fire	1.49977
Town-wide Water District	0.05486
<b>School/Library Tax Bill</b>	
Ossining School Tax (2017-2018)	24.83067
Library Tax (2017-2018)	1.00044
<b>Village Tax Bill</b>	
Village Tax	10.8492

**Notes:** Tax rates are rounded.

**Sources:** Town of Ossining Tax Rates for 2018; Town of Ossining School Tax Rates, FY 2017-2018; Village of Ossining FY 2018 Adopted Budget

According to 2018 Property Tax Rates, the full market value and the taxable assessed value of the three tax lots that comprise the Project Site is approximately \$2.49 million as a result of the 100 percent assessment revaluation in 2016, as provided in **Table 1-10: Tax Revenues Generated by the Proposed Project**. As such, the annual tax revenues that are generated based on the 2018 millage rates are included below to show that the Project Site generates a total of approximately \$95,418 annually to various tax jurisdictions. Approximately 65 percent, or \$61,915 is allocated to the OUFSD which represents the largest share of tax revenue generated by the Project Site.

<sup>15</sup> The reduction in the number of units from 188 to 174 would still be within the range of assessed value as estimated by the Town Assessor. Therefore, no change in the calculation of taxes has been made.

<sup>16</sup> The Town's methodology for calculating taxes was changed in 2018 to full market value.

**Table 1-10: Tax Revenues Generated by the Project Site (2018)**

Tax Lots		89.08-1-83 (Town Lot)	89.12-2-13 (Village Lot)	90.05-1-27 (Village Lot)	Total Site
Full Market Valuation		\$2,425,300	\$39,500	\$28,700	<b>\$2,493,500</b>
Taxable Assessed Valuation		\$2,425,300	\$39,500	\$28,700	<b>\$2,493,500</b>
	Mill Rate <sup>1</sup>				
County Tax	3.21958	\$7,808	\$127	\$92	<b>\$8,028</b>
Town-wide	0.75371	\$1,828	\$30	\$22	<b>\$1,879</b>
Unincorporated Town	5.41966	\$13,144	NA	NA	<b>\$13,144</b>
Ambulance District	0.2098	\$509	\$8	\$6	<b>\$523</b>
County Solid Waste	0.28281	\$686	\$11	\$8	<b>\$705</b>
County Sewer Ossining	0.84706	\$2,054	\$33	\$24	<b>\$2,112</b>
Refuse, Light, Fire	1.49977	\$3,637	\$59	\$43	<b>\$3,740</b>
Town-wide Water District	0.05486	\$133	\$2	\$2	<b>\$137</b>
Ossining School Tax	24.83067	\$60,222	\$981	\$713	<b>\$61,915</b>
Library Tax	1.00044	\$2,426	\$40	\$29	<b>\$2,495</b>
Village Tax	10.8492	NA	\$429	\$311	<b>\$740</b>
<b>Total</b>		<b>\$92,448</b>	<b>\$1,720</b>	<b>\$1,250</b>	<b>\$95,418</b>

**Notes:** Values are rounded to the nearest dollar and may not sum to total.

<sup>1</sup> Mill Rate is provided in dollars per \$1,000 of assessed value.

**Sources:** School District Tax Bills for 2017-2018, Town of Ossining Town/County Tax Bills for 2018, and Village of Ossining Tax Bills for 2016.

**Table 1-11: Tax Revenues Generated by the Proposed River Knoll Project** presents the projected annual tax revenues that would be generated by River Knoll. As shown in **Table 1-11**, the Proposed Project (including lots within the Town and the Village) is projected to generate approximately \$1.05 million annually in property tax revenues to the Town, special districts, OUFSD, and Ossining Public Library. Village taxes would be \$427 annually.

**Table 1-11: Tax Revenues Generated by the Proposed River Knoll Project (2018)**

Tax Lots		89.08-1-83 (Town Lot)	89.12-2-13 (Village Lot)	90.05-1-27 (Village Lot)	Total Site
Full Market Valuation		\$27,460,658	\$15,870	\$23,472	<b>\$27,500,000</b>
Taxable Assessed Valuation		\$27,460,658	\$15,870	\$23,472	<b>\$27,500,000</b>
	Mill Rate <sup>1</sup>				
County Tax	3.21958	\$88,412	\$51	\$76	<b>\$88,538</b>
Town-wide	0.75371	\$20,697	\$12	\$18	<b>\$20,727</b>
Unincorporated Town	5.41966	\$148,827	NA	NA	<b>\$148,827</b>
Ambulance District	0.2098	\$5,761	\$3	\$5	<b>\$5,770</b>
County Solid Waste	0.28281	\$7,766	\$4	\$7	<b>\$7,777</b>
County Sewer Ossining	0.84706	\$23,261	\$13	\$20	<b>\$23,294</b>
Refuse, Light, Fire	1.49977	\$41,185	\$24	\$35	<b>\$41,244</b>
Town-wide Water District	0.05486	\$1,506	\$1	\$1	<b>\$1,509</b>
Ossining School Tax	24.83067	\$681,867	\$394	\$583	<b>\$682,843</b>
Library Tax	1.00044	\$27,473	\$16	\$23	<b>\$27,512</b>
Village Tax	10.8492	NA	\$172	\$255	<b>\$427</b>
<b>Total</b>		<b>\$1,046,755.26</b>	<b>\$691</b>	<b>\$1,022</b>	<b>\$1,048,469</b>

**Notes:** Values are rounded to the nearest dollar and may not sum to total.

<sup>1</sup> Mill Rate is provided in dollars per \$1,000 of assessed value.

**Sources:** School District Tax Bills for 2017-2018, Town of Ossining Town/County Tax Bills for 2018, and Village of Ossining Tax Bills for 2018.

Of the \$1.05 million estimated total, approximately 65 percent (\$682,843) is estimated to be generated annually for the OUFSD.

The conversion of an underutilized, nearly vacant lot to residential use as a result of the Proposed Project, will lead to a significant increase in taxes. The Proposed Project would result in a 90.9 percent increase in Full Market Valuation, and consequently Taxable Assessed Valuation (or an increase of \$25,006,500) as compared with tax revenues generated by the existing Project Site. Furthermore, the Proposed Project results in an increase in tax revenues generated by the Project Site by approximately 90.9 percent (or an increase of \$953,050). When compared with 2016 conditions, as presented in the DEIS, the Taxable Assessed Valuation for the Proposed Project increased by 94.6 percent (or an increase of \$26,027,175), to result in an increase in tax revenues generated by the Proposed Project by 2.8 percent (or an increase of \$29,191).

### ***Market Study***

As requested during the public review of the DEIS, a market study was prepared to support the demographic demands in the area for this kind of housing. The market study concluded that there was sufficient short- and long-term demand for the Proposed Project.

The Market Assessment, conducted by RCLCO Real Estate Advisors on June 26, 2018 and included herein as Appendix D, found a healthy occupancy rate paired with a strong rental rate growth. This is evidence of a pent-up demand for rental residential uses that is being experienced by similar communities following the 2010 recession. According to the supply-demand analysis for the Primary Market Area (PMA), the demand for new market-rate multifamily apartment units will outpace the supply, given the current 5-year housing pipeline and demand projections. The PMA is defined as the area from which a majority of renters at River Knoll are likely to come from the northwestern portion of Westchester County, bounded by I-684 to the east, and just cutting north of Tarrytown to the south. Therefore, strong occupancy rates will be sustained by sufficient market demand.

Demographically, the Project Site is proximate to a number of high-growth employment areas in addition to residents employed within NYC. The RCLCO report also concluded more than 54% of the PMA earn more than \$100,000 per annum. The Market Assessment determined that audience groups ranging from young professionals to empty nesters would be the target audience for River Knoll.

### ***Alternatives***

The DEIS presented the following 11 alternatives to the Proposed Project:

- Alternative A: Conventional Development using R-15 Zoning District
- Alternative B: Clustered Development based on R-15 Layout Density
- Alternative C: Conventional Layout using R-5 Zoning District
- Alternative D: Clustered Layout using R-5 Zoning District
- Alternative E: Townhouse and Multiple Dwelling Developments based upon Existing Multifamily Zone
  - Alternative Ea: Multifamily dwellings in one building
  - Alternative Eb: Townhouse dwellings in multiple buildings
- Alternative F: Townhouse and Multiple Dwelling Developments at Eight Dwelling Units per Acre
  - Alternative Fa: Multifamily dwellings in one building
  - Alternative Fb: Townhouse dwellings in multiple buildings
- Alternative G: Continued Institutional Use
- Alternative H: Adaptive Re-Use of Existing Buildings for Residential and Other Non-Residential Uses
- Alternative I: Adaptive Re-Use of Smaller Existing Buildings in the Southeasterly Part of the Site



- Alternative J: Alternative Development with Less Trucking of Rock and Earth Off-Site
- Alternative K: No Build or No Action Alternative

Each alternative was shown in a comparative Table (see Table 1-2 in the DEIS) and analyzed in Chapter 5 in the DEIS, “Alternatives”.

As requested by the Planning Board and Town Board, eight (8) additional alternatives were produced using the lot and dimensional regulations for the R-5 and R-15 zoning districts, but making the layouts more compact to preserve the front meadow and other wide swaths of open space on the site. The additional alternatives are both single family, townhomes, and multi-family units located in the area of the proposed 188-unit building. The eight additional alternatives are:

- Alternative A: Single-family Cluster Development using R-15 Zoning District – 30 homes
- Alternative B: Townhome Clustered Development using R-15 Zoning District - Layout Density – 30 residential units
- Alternative C: Single Family Conventional using R-5 Zoning District – 67 single family homes
- Alternative D: Cluster townhomes using R-5 Zoning District – 67 residential units)
- Alternative Ea: Multi-family Developments based upon Existing Multifamily Zone – 150 residential units (125 market rate units + 20% density bonus = 25 units (15 below market rate + 10 market rate))
- Alternative Eb: Townhouse Development based upon Existing Multifamily Zone – 132 residential units
- Alternative Fa: Multifamily Dwelling Developments at Eight Dwelling Units per Acre – 160 residential units (133 market rate units + 20% density bonus = 27 units (16 below market rate + 11 market rate))
- Alternative Fb: Townhouse Development at Eight Dwelling Units per Acre - 160 residential units

The above alternative layouts are shown in Chapter 2, **Figure 2-5: Additional Alternatives**, and their respective impacts are discussed. As described in Chapter 2, the Proposed Project will result in equal to or greater preservation of open space, enhancement of stormwater management, preservation of vegetation and habitat, and greater tax revenue benefits to the community when compared to the additional alternatives.

### ***Proposed ‘Green’/ ‘Sustainable’ Design Components***

In response to comments, the Applicant is providing more detail concerning the building program such that the project will incorporate additional sustainability components and will be designed to achieve LEED certification or the equivalent thereof. A number of construction techniques, materials, and operational practices will be utilized to ensure that River Knoll is a ‘green and sustainable’ project —both during construction and operation. To the extent that these methods or techniques reduce River Knoll’s consumption of energy during operation, they may be eligible for points under the United States Green Building Council Leadership in Energy and Environmental Design (LEED) standards. While the Applicant cannot commit to receiving LEED certification, LEED-based energy conservation measures will be incorporated into the design, construction and operation. It should be noted that LEED is a national rating system that integrates the principles of smart growth, urbanism and green building into a national system for neighborhood design. LEED certification provides an independent third-party verification that a development’s location and design meet accepted high levels of environmentally responsible and sustainable development by:

- Concrete reinforced timber, bamboo or natural fibers
- Geo-textiles and other products made from crops
- Materials that are accredited as being responsibly sourced
- Electric charging stations
- Solar panels
- Bike facilities

River Knoll will be designed to meet or exceed the NYS Energy Conservation Code (ECC), which requires the use of energy efficient products in all new construction. The exterior walls and rooftop will include thermal insulation and an air barrier to reduce heat loss in the winter and heat gain in the summer. Exterior windows will be double-paned insulated glass with low emissivity glazing. The building envelope will be developed using the best practices for energy efficient buildings. Mechanical systems will incorporate economizer cycles for energy conservation. Motion activated light sensors will be utilized to reduce power consumption in less frequented public areas.

The building and residential units will utilize energy thoughtful technologies including:

- White membrane heat-reflective roof lowering surface temperatures by up to 50% at peak times;
- Energy Star energy-efficient appliances specified for each unit;
- Heating-ventilation-air conditioning controls to efficiently zone heating and cooling demands throughout the building and within each unit;
- Smart thermostats incorporated into each residential unit;
- LED lighting utilized throughout the building, thereby significantly lowering electric demand and minimizing replacement cost;
- Integrated lighting system (e.g. Siemens Gamma Lighting) allowing for lighting control in common areas that are not in use, most particularly in the garage areas; and
- Windows and doors that will be Energy Star-rated double-paned insulated glass.

As shown in a 2007 study prepared by the Energy Programs Consortium<sup>17</sup>, multi-family residences with five or more residences have an annual energy use of 85 million British Thermal Units (Btu) per household for electricity and 28.4 million Btu per household for natural gas. These values should be compared against annual energy consumption of single-family houses, which are 163 million Btu per household for electricity use and 82 million Btu per household for natural gas. Additionally, based on the energy conservation measures and designs that will be incorporated in the construction of River Knoll, the Proposed Project will conserve and manage energy demands in a state-of-the-art manner—significantly in excess of existing conditions—and will not pose any significant adverse impacts for energy demand/consumption.

As discussed in the DEIS, Con Edison will be able to adequately service the increase in demand by providing upgrades to existing services to the Project Site as needed. Extension of existing on-site service lines will need to be provided to service the proposed building in accordance with New York State Public Service Commission. The Proposed Project will place underground all electrical and gas service lines on the Project Site, however utilities along Croton Dam Road will remain in the existing condition.

### **Solid Waste**

The former Stony Lodge Hospital generated approximately 178 tons per year during its operations based on industry-reported solid waste generation rates for hospitals.<sup>18</sup> The Proposed Project will generate approximately 137 tons of solid waste per year.<sup>19</sup> The decrease in waste generation with the Proposed Project of 41 tons, is due mainly to the switch from an institutional use (hospital) to a multifamily residential use. The solid waste will be hauled by a private entity, as it was previously done for the hospital. It is anticipated that the private hauler would use the Westchester County Charles Point Resource Recovery Facility in Peekskill. That facility has a capacity of 710,000 tons per year and currently accepts approximately 585,000 tons per year.<sup>20</sup> Since the facility is below capacity and waste generation will be reduced, no significant impacts on solid waste generation are anticipated. \*

<sup>17</sup> [aceee.org/files/pdf/resource/brown\\_and\\_wolfe\\_energy\\_efficiency\\_in\\_multifamily\\_housing\\_2007.pdf](http://aceee.org/files/pdf/resource/brown_and_wolfe_energy_efficiency_in_multifamily_housing_2007.pdf), last accessed 12.01.17

<sup>18</sup> According to the state of California, hospitals generate 16 lbs. of waste per bed per day. Since the hospital had 61 beds, this makes 976 lbs. per day, or 356,240 lbs. or 178 tons per year. (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Institution.htm> last accessed 10.15.15).

<sup>19</sup> According to the state of California, the average apartment unit waste generation is of 4 lbs a day, or 1460 lbs. per year. Since the project involves 174 apartments, the total waste generation would be approximately of 274,480 lbs., or 137 tons, per year. (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm> last accessed 10.15.15)

<sup>20</sup> <http://environment.westchestergov.com/facilities/solid-waste-and-recycling-facilities>. (Last accessed 12.01.17)