
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS)

River Knoll

**40 CROTON DAM ROAD
TOWN OF OSSINING
WESTCHESTER COUNTY, NY**

VOLUME I

Prepared for: **Hudson Park Group LLC**
100 Brookfield Road
Fleetwood, NY 10552

Lead Agency: **Town of Ossining Planning Board**

Prepared by:



Project 15064

Date: **June 2022**

River Knoll

**40 Croton Dam Road
Town of Ossining, NY 10562
Westchester County, NY
Tax Map Lot 89.08-1-83 (Town of Ossining)**

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

VOLUME I

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SDEIS
Volume I

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Preliminary Site Plan Approval Drawings, which include:

<u>Dwg. No.</u>	<u>Title</u>	<u>Date</u>
C-010	“Existing Conditions Plan”	09/27/2021
C-100	“Layout Plan”	09/27/2021
C-200	“Grading Plan”	09/27/2021
C-300	“Utilities Plan”	09/27/2021
C-011	“Tree Preservation Plan”	09/27/2021
L-100	“Landscape Plan”	01/28/2022

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I. EXECUTIVE SUMMARY

A. Introduction

The Hudson Park Ossining, LLC, (the “Applicant” or “Hudson” or “Project Sponsor”) previously proposed a 188-unit multifamily rental project that was reviewed by the Ossining Planning Board and Town Board during a period spanning from November 2014 to approximately May 2020. Based on direct feedback from the Boards, community, neighbors, and public comment through the public hearing process, Hudson has rethought the project and now proposes to construct the 95-unit residential community also to be known as River Knoll to be developed on the site of the former Stony Lodge Hospital, located at 40 Croton Dam Road in the Town and Village of Ossining, New York (the “Project Site”) (Figure I-1). The Project Site is 17.89 acres and is composed of 16.68 acres within the Town of Ossining and 1.21 acres within the Village of Ossining. The River Knoll project (“Proposed Project” or “River Knoll”) comprises 85 market-rate and 10 affordable for-sale condominium or PUD (Planned Unit Development) townhouse units (“Project”) (Figure I-2). All 95 units will be age-restricted units pursuant to the Housing for Older Persons Act (“HOPA”). Ten affordable units are mandated by Article VI of the Town of Ossining’s Zoning Code. The Proposed Project would provide a new and upscale housing community for residents who wish to remain in Ossining and the Hudson Valley region.

The Proposed Project also includes a petition to rezone the 16.68-acre portion of the Site located in the Town of Ossining from its R-15 single family zoning district designation to the Town’s existing Multifamily Residence (MF) Zoning District. Based on the detailed analysis contained in Chapter III.A, “Land Use, Comprehensive Plan, Zoning and Community Character,” it is the Applicant’s conclusion that the proposed rezoning and amendment (the “Proposed Action”) is consistent with the intended use for the Project Site as identified in the Town’s Comprehensive Plan. No structures or paved areas are proposed within the 1.21 acres of land within the Village of Ossining, currently zoned S-50 single family residential. The portion located within the Village of Ossining will be put into an open space easement to prevent future development on that portion of the

Project Site. With 95 units, the Proposed Project is less dense than the 188-unit Former Project, and its density is similar the immediately adjacent properties situated to the north on Grandview Avenue; to the east on Narragansett, First and Second Avenues; and to the south on Pershing Avenue.

The purpose of this Supplemental Draft Environmental Impact Statement (“SDEIS”) is to assess the potential environmental impacts of the Proposed Project and Proposed Action, as required under SEQRA and its implementing regulations (6 NYCRR Part 617). The Town of Ossining Planning Board (“Planning Board”) is the designated Lead Agency for the SEQRA process. An Environmental Assessment Form (EAF) was submitted to the Planning Board with detailed technical studies in December 2015. The Planning Board reviewed that EAF and declared itself Lead Agency and adopted a Positive Declaration requiring the preparation of an Environmental Impact Statement on May 27, 2016. The Lead Agency adopted the final Scope on June 22, 2016. The Draft #1 of the DEIS was submitted February 2017, Draft #2 was submitted June 2017, Draft #3 was submitted December 2017 and the final Draft #4 was submitted January 2018. The Planning Board accepted the DEIS as “Complete” in March 2018. Subsequently, the draft FEIS was submitted August 2018, and the second draft FEIS was submitted May 2019. In connection with the Proposed Action, the Lead Agency held a public hearing on April 7, 2021 on the proposed SDEIS scope and the Lead Agency adopted the Scope for the SDEIS on April 22, 2021. River Knoll submitted a draft SDEIS to the Planning Board on October 6, 2021.

B. Brief Description of the Proposed Action

River Knoll is proposed as a multifamily residential community that will repurpose the site of the former Stony Lodge Hospital, a children’s psychiatric hospital which closed in 2012. It is the Applicant’s belief that the Proposed Project would make creative and productive use of the former Stony Lodge Hospital’s Site. Since the closing of the hospital in 2012, the buildings on the Site have been minimally maintained, and their visible deterioration has become a concern for nearby residents and Town officials. The existing Site has not generated any significant tax revenues in the intervening years due to the former hospital’s closure, and River Knoll presents the opportunity to yield significant new tax revenues to

the school district, town, and services.

The Project will consist of 95 age-restricted townhouse units including 10 affordable units, in clusters of 2, 3, 4, 5 and 6 attached units (Figure I-2). Eighty-one (81) units will be two-bedroom plus den units (1,575 square feet each), and fourteen (14) units will be three-bedroom units (1,795 square feet each).

The existing hospital buildings on-site will be removed. A significant portion of the existing wooded periphery of the Site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the Site. Photo numbers 5, 6, 8 and 9 on Figures 3.A-3c through 3.A-3e in Section III.A of the SDEIS depict the existing wooded periphery of the Site from various viewpoints looking into the Site. In addition, no trees will be removed within the 100-foot buffer zone of the on-site wetlands. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line and will now have a green buffer. The proposed buildings are designed to be reminiscent of the modern farmhouse architectural vernacular (see Figures 3.A-4a through 3.A-4f in Section III.A for project renderings). The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site) of open space, providing visual and natural resources benefits.

The Project Site is generally bounded by Croton Dam Road, Pershing Avenue, Grandview Avenue, and Narragansett Avenue (Figure I-1). The majority of the 17.89-acre Site lies within the Town of Ossining (16.68 acres or 93 percent); 1.21 acres (7 percent) is within the Village of Ossining (collectively, the “Property”). The Applicant has petitioned the Town Board of the Town of Ossining for a rezoning and referral of the Site Plan application to the Town Planning Board. The Town of Ossining’s 2015 Comprehensive Plan Update specifically recommends that the Stony Lodge Hospital property be analyzed for redevelopment or reuse.

The Project Site is currently zoned R-15, which permits single family homes on 15,000 square foot lots but does not permit multifamily housing. Accordingly, the Town's existing MF zoning district is proposed because multifamily townhouse development is permitted in the MF zoning district. In the Applicant's opinion, while the Stony Lodge Hospital is a permitted use under the R-15 district, townhouse housing is a use that is more compatible with the surrounding residential community.

In the Applicant's opinion, the following are benefits from the Site's proposed change of zoning from the R-15 to the MF zoning district.

- Producing significant fiscal beneficial change to the Premises improving revenue generation for the Town and School District with \$1,125,002 in tax revenues, an increase of \$1,049,374 over existing conditions, and a gain of \$800,094 in net annual surplus revenue factoring in projected service costs;
- The clustering of the townhouse site planning provides is a more efficient use of the Site and allows for more green buffering to neighboring homes;
- Maintaining open space along the frontage of Croton Dam Road;
- Providing a cohesive stormwater management system to enhance water quality and protect neighboring properties;
- Providing an attractive residential development that will be professionally managed and will enhance the property values of its surrounding neighborhoods.

The Proposed Project includes protected open space in the form of landscaped buffers surrounding the perimeter of the Project Site. See full-size Drawing L-100 "Landscape Plan" included with this SDEIS which conceptually depicts the many deciduous and evergreen tree plantings that enhance the buffer screening along the perimeter of the Site adjacent to the residential uses. These green spaces will help buffer the surrounding single-family residential neighborhood from the Proposed Project, thereby helping to mitigate potential visual and noise conflicts, and providing enhanced greenery for the backyards of adjacent property owners.

River Knoll is proposed to be an age-restricted, well-amenitized and upscale townhouse community particularly aimed at empty nesters, who want the simplicity of townhouse condo living that provides professional management of all exterior requirements, yet with a spacious unit that is full of amenities. These amenities will include a landscaped entrance off Croton Dam Road, a Community Building with a fitness center with state-of-the-art exercise equipment, a yoga studio, and a club room providing gathering areas. Outdoor amenities adjacent to the Community Building will include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park via the emergency access drive to Narragansett Avenue. The individual townhouse units will have hardwood floors, stainless steel appliances, and individual washer/dryers, comprehensive security systems, and more. Each affordable unit will have one garage space and one driveway space.

C. Summary of Anticipated Impacts and Proposed Mitigation Measures

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 (1.21 acres) within a residential neighborhood within the Village of Ossining. The Project Site comprises the former Stony Lodge Hospital grounds, formerly used as a psychiatric treatment hospital for adolescents. There are nine abandoned buildings on the property. 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.¹ 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 high-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 a “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 Proposed Project will change the use on the Project Site from an institutional use to a compatible townhouse age-restricted residential use. The former Stony Lodge Hospital provided residential care for 61 children at a time on a two week rotation (600 children annually) with a support staff of approximately 200 in three shifts (morning shift, early evening shift, and midnight shift). In addition to the main hospital building, there were nine out-buildings that were part of hospital operations, treatment, maintenance, and administration.

In the Applicant’s opinion, the change in land use does not make the Project Site incompatible with surrounding land uses or constitute a significant adverse impact. This use is consistent with neighboring residential uses rather than the existing institutional hospital use. The elimination of the ten buildings and the construction of clustered

¹ Dates of building construction provided by K. Czipo, CFO and Administrator of Stony Lodge Hospital.

townhouses on the Project Site would be a change but would not constitute a significant impact on surrounding land uses. Eliminating the existing institutional hospital buildings and constructing the residential townhomes in clusters allows that overall Site Plan to provide 66% green space and buffers to abutting residential homes to the north and east. The routine activities of potential future tenants of River Knoll would be no different from the routine activities of residents of the surrounding neighborhood. Because the Proposed Project will be age-restricted 55+, residents will generally not commute at peak hours because many will be retired or semi-retired, and this cohort frequently works from home. Vehicular circulation will be entirely directed to Croton Dam Road, which previously carried traffic associated with Stony Lodge Hospital. Because of the active seniors (55+) orientation of the Project, the projected traffic generation will be less than the previous traffic generation of the psychiatric hospital.

The visual character of the Project Site will in-keeping with the surrounding homes and will be substantially buffered from surrounding properties by dense existing and proposed vegetation (see full-size Drawing L-100 “Landscape Plan” included with this SDEIS which conceptually depicts the many deciduous and evergreen tree plantings that enhance the buffer screening along the perimeter of the Site adjacent to the residential uses). However, instead of the three-story Main Hospital building being surrounded by eight other large hospital buildings, there will be instead clustered two and a half-story townhouses. The townhouses at the top of the Site, where the current main hospital building is situated, will be much lower in profile with a height of 26 feet/2 ½ stories.

Public Policy

The Town of Ossining has an approved 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 sections of which are applicable to the redevelopment of the Stony Lodge Hospital into a multi-family residence and rezoning to the MF multifamily zoning district. A 2020 Comprehensive Plan draft is to undergo public review starting in September 2021.

Listed below are those principles from the 2015 Comprehensive Plan that are most applicable to the Project Site and the Proposed Project:

- “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 III.A, “Land Use, Public Policy, Zoning, and Community Character.” It is the Applicant’s opinion that the Proposed Project is consistent with local and regional policies that promote redevelopment of older properties in a manner that preserves community character, environmental features, and provides for affordable housing. The Westchester County Planning Department for example was supportive of the Former Project’s affordable housing component, stating that they are supportive of the application

since it would add multi-family housing and increase the Town's supply of affordable AFFH with 11 additional AFFH units.

Zoning

The portion of the Project Site (16.68 acres) within the Town of Ossining is zoned One-Family Residence (R-15). The R-15 District has a minimum 15,000 square foot lot size. A small 1.21 acre portion of the Project Site is located in the Village of Ossining and is zoned S-50 Single-Family Residence district with a 5,000 square foot minimum lot size. 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 seeks to utilize the Town's existing MF Multifamily zoning district to accommodate the proposed use and the Site would be re-mapped from the One-Family Residence (R-15) District to the MF Multifamily District. The Proposed Project does not require adoption of a new district as did the Former Project, and, instead, meets the density requirements of the existing MF (Multifamily) zone (Section 200-16). If required, waivers or variances from certain other dimensional requirements of the MF zone may be requested.

Community Character

The Proposed Project will result in the construction of clustered townhouses on the Project Site, with significant landscaped buffers to the adjoining residential properties. The full-size Drawing L-100 "Landscape Plan" included with this SDEIS conceptually depicts the many deciduous and evergreen tree plantings that are to enhance the buffer screening

along the perimeter of the Site adjacent to the residential uses. The proposed buildings are designed to be reminiscent of the modern farmhouse architectural vernacular (see Figures 3.A-4a through 3.A-4f in Section III.A for project renderings) and will be a significant aesthetic improvement over the existing hospital buildings that are in disrepair. The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site) of open space, providing visual and natural resources benefits.

The site design has been careful to maintain and create vegetated buffered areas to all adjoining and adjacent properties and great care has been given to maintain the natural greenspace at the front of the property alongside Croton Dam Road.

Based on the analysis contained in Chapter III.A, it is the Applicant's opinion that no significant adverse impacts to community character would result from the Proposed Project.

Wetlands

To confirm the presence of on-site wetlands, site inspections were conducted on September 14, 2015, April 21, 2017, and recently on June 11, 2021. The inspections confirmed one small herbaceous wetland of approximately 0.146 acres in size in the northeastern portion of the Project Site. The wetland is located entirely within the Village of Ossining. The wetland buffer in the Town portion of the Site is 0.496 acres in size. 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 will not encroach into the wetland, or the 100 foot buffer regulated by either the Town or Village of Ossining. 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 will 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 III.B, “Wetlands,” it is the Applicant’s conclusion that the 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 feet and descends in elevation to 305 feet 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 14,943 cubic yards (occurring at an approximate rate of 6.5 truckloads per workday during an approximately five-to-six-month initial excavation phase.

Approximately 7.6 acres of slopes in excess of 15 percent will be disturbed by the Proposed Project. A detailed erosion control plan is included in the Stormwater Pollution Prevention Plan (SWPPP) (see SWPPP Appendix, Volume 2) to ensure that all steep slope disturbance (clearing/grading) does not result in the movement of soil in stormwater runoff and avoids erosion/sedimentation. The geotechnical investigation 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).

Based on the detailed analysis contained in Chapter III.C, “Soils and Topography,” it is the Applicant’s conclusion that with the implementation of an approved SWPPP and Erosion and Sediment Control (ESC) Plan, the Proposed Project will avoid any adverse impacts to soils and will not result in any significant adverse impacts to soils or topography on or in the vicinity of the Project Site.

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 an engineered new on-site stormwater system.

A subsurface soil investigation² 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 DEIS Appendix C). Similar to existing conditions, three separate drainage areas were identified in proposed conditions based on the proposed drainage divides at the Site.

The project employs a variety of practices to enhance stormwater quality and reduce peak rates of runoff associated with the proposed improvements. These measures include infiltration basins, a wet extended detention pond and stormwater planters. These improvements will also mitigate runoff volumes from the proposed improvements as runoff volumes will be slightly reduced or maintained in all the analyzed storms.

Based upon the detailed analysis contained in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the Proposed Project (see SWPPP Appendix, Volume 2), 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% rainfall

² 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).

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-0-20-001.

Vegetation and Wildlife

The Project Site was inspected on September 14, 2015, October 17, 2016, and April 21, 2017, for general habitat conditions, to inventory the species of vegetation and habitat cover-types on-site, to conduct a cover-object search for amphibians and to make opportunistic observations of wildlife species that frequent the Site. In addition, information was collected from published sources and databases of plant and animal species occurrence, including the NYS Breeding Bird Atlas Project, “Checklist of Amphibians, Reptiles, Birds and Mammals of New York State,”- New York State Department of Environmental Conservation NYSDEC, U.S. Fish and Wildlife Service (FWS) IPac records, and the NYS Natural Heritage Program (NHP) database (see DEIS Appendix E).

The Proposed Project design is sensitive to the retention of the property’s green space. As such, it will result in the protection and preservation of 40 percent of the mature trees on the Site. A significant portion of the wooded periphery of the Site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the Site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands.

Retention of the wooded areas will help to continue to provide wildlife habitat and add to the Site’s visual appeal.

The Project Site was evaluated for the potential presence of threatened and endangered species. The New York Natural Heritage Program did not identify the potential presence of any State listed species and a site visit conducted by a project team biologist did not identify habitat associated with these species. Therefore, based upon the detailed technical analysis contained in Chapter III.E, “Vegetation and Wildlife,” no significant adverse impacts to threatened or endangered species are anticipated.

Lighting fixtures will comply with dark sky requirements through the use of shielded and directional lighting, to minimize up-lighting and reduce unnatural lighting on nocturnal wildlife. Subsequent to the adoption of the proposed rezoning, an application for Site Plan Approval will be submitted with the specifications for all outdoor lighting along with an illustration and analysis of night-lighting trespass into habitats.

Historical and Archaeological Resources

Archaeological Resources

A Phase IA Archaeological Documentary Study (“Phase IA Study”) of the Project Site was prepared to identify areas of archaeological sensitivity in January 2017 (see DEIS Appendix H).³ The study documented the development history of the proposed Project Site as well as its potential to yield archaeological resources including both pre-contact and historic cultural resources. The Phase IA study was prepared in accordance with the “Phase I Archaeological Report Format Requirements,” as issued by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) in 2005⁴ and the “Standards for Cultural Resources Investigations and the Curation of Archaeological Collections in New York State” as issued by the New York Archaeological Council in 1994 and adopted by OPRHP in 1995.⁵ As part of the Phase IA study, a qualified archaeologist conducted a reconnaissance-level walkover survey of the entire Project Site to identify areas of potential sensitivity for prehistoric and/or historic archaeological resources. Of primary concern was the identification of level, undisturbed, well-drained areas that would have been suitable for habitation and conducive to Site formation and preservation and evidence of historic features.

The Phase IA identified three potential areas of pre-contact archaeological sensitivity: 1) within the rear yard north of the existing Stony Lodge Hospital “Main Building”; 2) in the

³ 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 DEIS Appendix H)

⁴ <http://parks.ny.gov/shpo/environmental-review/documents/PhaseIReportStandards.pdf>

⁵ <http://nyarchaeology.org/wp-content/uploads/2013/12/NYACStandards.pdf>

area in the front lawn (south) of the Main Building; and 3) in the level area adjacent to the wetland near the former stream in the vicinity of the eastern side of the Project Site.

The Phase IA was submitted to OPRHP who concurred that a Phase IB Archaeological Investigation of potential sensitive areas within the limits of disturbance would need to be conducted to confirm the presence or absence of archaeological resources. A Phase IB 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 DEIS Appendix H). The Phase IB report was submitted to OPRHP and is included in Appendix H of the DEIS. Based on correspondence from OPRHP (see DEIS Appendix H), since no significant artifacts were discovered in the archaeological Phase IB testing, no impacts to archaeology would result.

Architectural Resources

This DEIS considered the potential of the Former 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-related 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.

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 Main Building 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 again remodeled in the late 1940s to adapt the building to meet the hospital's needs for use as an acute psychiatric facility.

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.⁶ The buildings on the Project Site are not listed on, nor have they been determined eligible for listing on the S/NR.

As discussed in Chapter III.F, “Historic and Archaeological Resources,” based on correspondence from OPRHP (see DEIS Appendix H), 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 supplies 3.53 million gallons per day (MGD) in the Village and the Town⁷. The Town’s Consulting Engineer had advised that the existing water system had adequate capacity to serve the estimated demand of 30,800 gpd from the Former Project (see DEIS Appendix B). The Proposed Project has less of a demand at an estimated 23,300 gpd., which is 7,500 gpd less than the 30,800 gpd demand of the Former Project and an increase of 9,115 gpd from the previous hospital use, which used 14,185 gpd⁸ when it was in operation.

Based on a meeting with representatives of the Village of Ossining Department of Public Works and Town’s Consulting Engineer in association with the Former Project (see

⁶ Dates of building construction provided by K. Czipo, CFO and Administrator of Stony Lodge Hospital.

⁷ Annual Drinking Water Quality Report for 2020, Village of Ossining Water System.

⁸ New York State Department of Environmental Conservation, Design Standards for Intermediate Sized Wastewater Treatment Works, 2014: Table B-3 – Typical per unit Hydraulic Loading Rates. This report presents an average use of 175 gallons water per day for each hospital bed; 15 gallons of water per day for each staff member; and 30 gallons of water per outpatients. With an average of 61 beds, 230 staff members and 2 outpatients per day (15 to 20 per week), the average daily use is of 14,185 gallons of water per day for the Stony Lodge Hospital.

Appendix B of the DEIS), water system improvements that were being engineered in connection with the Former Project and are being carried through with the Proposed Project will further improve the function and reliability of the Town/ Village water system in the vicinity of the Project Site. These improvements included providing a “looped” system between Croton Dam Road and Narragansett Avenue which includes installing a new 8” water main through the Project Site within the new roadways. The portion of this new 8” water main that falls within the Project Site would be located within a 10’ wide easement, which would be dedicated to the Village of Ossining. Private service lines would be connected to the new 8” water main to serve the proposed buildings.

The Town’s Consulting Engineer has advised that the existing water system has adequate capacity to serve the Proposed Project, and that an upgrade to the Village’s water treatment plant was breaking ground in the Spring of 2022, which would increase supply.

The Applicant is proposing water system improvements that are similar to those previously prepared in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements included providing a “looped” system between Croton Dam Road and Narragansett Avenue which includes installing a new 8” water main through the Project Site within the new roadways. The portion of this new 8” water main that falls within the Project Site would be located within a 10’ wide easement, which would be dedicated to the Village of Ossining. Service lines would be connected to the new 8” water main to serve the proposed buildings. The service connections would be private.

As further described in Chapter III.G, “Infrastructure and Utilities,” since water demands of the Proposed Project are less than those of the Former Project and can be met with or without the proposed improvements, no significant adverse impacts are anticipated to the Ossining Water Department.

Sanitary Sewer

Sewage will be conveyed to the Ossining Wastewater Treatment Plant. The Ossining

Treatment Plant treated an average daily flow during the 2020 calendar year of 4.0 million gallons per day (MGPD), and the SPDES permitted flow for the plant is 7.0 MGPD (see Appendix I-1).

The Proposed Project would install a public sanitary main within the Project Site's roadways. From that sanitary main service, 4-inch domestic sanitary service lines will service the townhomes and clubhouse.

As had been requested by representatives of the Village of Ossining Department of Public Works and Town of Ossining Consulting Engineer in association with the Former Project, 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 9,115 gpd for the Proposed Project (see Appendix I-1) versus the previous hospital use. As further described in Chapter III.G, "Infrastructure and Utilities," it is the Applicant's conclusion that no significant adverse impacts are anticipated to the Ossining Wastewater Treatment Plant as verified by the County (Appendix I-1) or sanitary sewer lines.

Energy and Telephone Service

River Knoll will be designed to meet or exceed the NYS Energy Conservation Code, which requires the use of energy efficient products in all new construction. Although electric and gas demands will increase due to the Proposed Project, the proposed energy conservation measures and designs will conserve and manage energy demands in a state-of-the-art manner and will not pose any significant adverse impacts for energy demand/consumption.

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 buildings in accordance

with New York State Public Service Commission. The Proposed Project will underground all electrical and gas service lines on the Project Site, however utilities along Croton Dam Road will remain in the existing condition.

Although Con Ed currently has a moratorium on new gas service applications until sufficient supply is available to meet new demand, the Project was able to submit an application prior to the moratorium going into effect, and will therefore work with Con Ed to receive gas service.

Verizon Fios and/or Optimum by Altice are expected to serve the Project Site and connect the Site to their fiber optic cable networks.

Traffic

The previously completed Traffic Study for the property has been updated to reflect the currently proposed redevelopment (see Appendix Volume 3). The Proposed Project will have reduced peak hour traffic volumes compared to the Former Project. The updated study includes and continues to analyze the 8 previously studied intersections along Croton Dam Road and the intersection of Dale Avenue & Pine Avenue, as noted below.

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 TS evaluates the potential traffic impacts associated with the Proposed Project using an estimated design year (“Build Year”) of 2025. 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 location on Croton Dam Road.

The TS identifies other planned or proposed developments in the immediate vicinity as part of the future without the Proposed Project (“No Build”). The No Build analysis also a general growth of the existing traffic volumes to the Proposed Project’s design year as well as the trip generation from the former Stony Lodge Hospital operation. The existing peak hour volumes for the studied intersections were counted prior to the pandemic and reflect typical traffic conditions.

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 except for one turning movement during the peak Saturday midday hour. The minor delay increase which results in level of service degradation during the peak Saturday midday hour occurs at the Pershing Avenue approach to its intersection with Croton Dam Road. Projected operations with the Proposed Project are further described and shown in Chapter 3.H, “Traffic and Transportation.”

The currently proposed age-restricted redevelopment is projected to generate approximately 19, 25, and 32 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. When compared to the reoccupied hospital volumes, the Proposed Project results in a reduction of 32, 35, and 28 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. Based on Table I of the Former Project’s traffic study, the Former Project resulted in 32, 43, and 24 net additional trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, compared to the reoccupied hospital volumes. These projected peak hour volumes for the age-restricted housing of the Proposed Project are relatively low compared to other residential uses.

As part of the proposed age-restricted redevelopment, the Applicant proposes to

improve the existing driveway by widening the driveway width as well as relocating the existing decorative wall in the vicinity of the proposed Site driveway. The relocation of the existing decorative wall will accommodate the intersection sight distances for vehicles exiting the Site driveway and turning onto Croton Dam Road.

Community Facilities

With 95 proposed age-restricted dwelling units, the Proposed Project will be expected to have approximately 152 residents. Based on the Census-estimated Town population of 37,702, the increase in 152 residents represents a marginal 0.4% increase in population. Because this is an age-restricted community, no school age children will reside within the community on a long-term basis (children under the age of 18/19 would not be allowed to be permanent residents, residing for a maximum period of approximately 1-4 months), and thus no significant demographic impacts to the school district are anticipated. The residents at River Knoll will be a combination of current Town and Village residents looking to downsize into a well amenitized contemporary age 55+ townhouse community, and residents from the surrounding communities with no similar residential offerings within their area.

The Town's 2015 Comprehensive Plan Update 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.

Schools

Because the Proposed Project is an age-restricted 55+ project, it will generate no school-age children. The Ossining Union Free School District (OUFSD) will have no impacts from additional students and will be benefited by the property taxes generated by the Proposed Project.

As a result, it is the Applicant's conclusion that the Proposed Project will not result in any significant adverse impacts to the OUFSD but rather will provide property taxes that would be a benefit to the district.

Open Space and Recreation

The Project Site's townhouses are private and the Site is not accessible to the public for recreation purposes. The Proposed Project will offer numerous recreational amenities to residents of River Knoll including a fitness center for residents with state-of-the-art exercise equipment, a yoga studio, a club room providing gathering areas and billiards, and both on-site walking paths and connections to surrounding walking trails. Outdoor amenities will include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park. Based upon the number and quality of recreational amenities to be provided, it is the Applicant's opinion that the Proposed Project will provide its residents with ample on-site recreation amenities and meet the demand for recreational needs.

Like the Former Project, the currently proposed age-restricted townhouse community will also provide a multitude of recreational amenities on-site, which are described in detail in Chapter 2 of this SDEIS. Because this is an age-restricted development along with no school children residing within the community on a long-term basis, it is the Applicant's opinion that there would be less demand for public open space and recreation facilities than for a non-age-restricted project, particularly for active recreation and sports fields. As such, no substantial increase in demand for public open space and recreation services is anticipated, and the tax revenue generated by the Proposed Project is expected to offset any additional costs (see Chapter 3.J for more information).

Emergency Services

The 2018 DEIS, in analyzing the Former Project with an estimated impact 1% increase in total population, noted that no increase in manpower or equipment will be required to provide police or fire services. Similarly, the 0.4% increase in population resulting from the Proposed Project is not expected to substantially affect the ratio of police/fire

personnel per residents, or require additional staffing/investment to maintain the current level of services. Further, the Proposed Project will continue to be building and fire code compliant, and remain within the height supported by the fire department's existing equipment.

The 2018 DEIS additionally noted that the Ossining Volunteer Ambulance Corps receives on average 0.1 calls per person per year. The increase in 152 residents from the Proposed Project would thus generate approximately 16 calls per year. It should be noted that the Proposed Project is age-restricted for active adults, who are able to live independently, many of whom are not retired, and are active both physically and socially and, as such, the development is not expected to generate calls at levels higher than a non age-restricted development. As such, the proposed development is not expected to cause any material impact to the Ambulance Corps.

Fiscal

Due to the conversion from an almost vacant lot to a residential use, the Proposed Project will result in an almost 15-fold increase in Taxable Assessed Valuation (or an increase of \$27,375,647). Tax revenue will increase by \$1,049,374) from 2020 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 \$75,628 for these services. Based on the analysis contained in Chapter 3.J, "Fiscal Impacts," it is the Applicant's conclusion that the Proposed Project is not anticipated to have significant impacts on community facilities or require significant capital investments by the public service providers. Further, because the Proposed Project is age-restricted, there are no anticipated impacts to the school district. As such, the service cost per resident under current operating conditions is a reasonable estimate of future per capita service costs for residents of the Proposed Project.

The Proposed Project will result in net positive fiscal impact for all taxing jurisdictions. The total annual net fiscal impact of the Proposed Project is \$875,722. Compared to the existing conditions, the Proposed Project will result in a total increase of approximately \$800,094 in annual net surplus revenue. In short, the Proposed Project will bring substantial fiscal benefits

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,” it is the Applicant’s conclusion that the Proposed Project will have a beneficial fiscal effect on the community.

Construction

Construction projects have the potential to result in impacts related to soil erosion, water quality, traffic, noise, vibrations, and air quality. In order to avoid or minimize soil erosion and potential related effects on water quality during construction of the Proposed Project, a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan would be implemented pursuant to applicable local and state regulations. A Work Zone Traffic Control Plan (WZTCP) would be put in place to direct construction vehicles and foster efficient traffic flow near the Project Site during the construction period. Construction equipment would generate noise and vibrations but would have minimal impacts on surrounding areas due to the short duration of construction activities and the distance of sensitive receptors from the area of proposed development. Further, construction activity would be limited to hours specified in the Village and Town Noise Codes, which are designed to minimize impacts on residences. Air quality would be maintained through use of truck mats, watering of exposed areas during dry periods, and drainage diversion methods to reduce fugitive dust. Construction vehicles would not be permitted to idle when not in use, thereby reducing impacts related to emissions.

Most construction-related trucking will utilize NY 9A from the south, and NY 9 to NY

9A from the north. Trucks will exit NY 9A at its intersection with NY 134 (Croton Dam Road) and proceed along NY 134 to the existing Site entrance, which will continue to be used.

The construction period for the Proposed Project is expected to last approximately 18 to 21 months (months 11-21 of construction cycle will largely focus on work internal to the building with less noise generation). As discussed in Chapter III.K, “Construction,” implementation of an Erosion and Sediment Control Plan, Best Practices, and construction management techniques would minimize any potential temporary construction-related impacts. A Landscape Plan will be implemented after construction of the Proposed Project to return disturbed areas to their previous condition or an improved state. Based on the technical analysis contained in Chapter III.K, “Construction,” it is the Applicant’s conclusion that construction of the Proposed Project will not result in any significant adverse impacts.

Potential for Contamination from On-Site Underground Fuel Tanks

A Phase I Environmental Site Assessment (ESA) was updated in May 2017 (see DEIS Appendix D). According to the ESA, no recognized environmental conditions (REC) nor controlled recognized environmental conditions (CREC) were found during the assessment of the property. Due to the age of the property, there is potential that asbestos containing materials (ACM) are present. An Operations and Maintenance (O&M) Program will be implemented during construction of the proposed project in order to safely manage and remove any suspect ACMs located at the subject property.

Underground Storage Tanks (USTs) and Above-Ground Storage Tanks (ASTs) have existed and currently exist at the Project Property. According to the ESA, one 1,500 gallon, one 2,000 gallon, and one 2,000 gallon #2 fuel oil USTs were closed in place (see documentation of tank closures contained in the Phase I ESA report included as DEIS Appendix D). There are four 275 gallon ASTs, two 300 gallon ASTs, and three 1,800 gallon #2 fuel oil USTs remaining in place, but not in service at the time of the inspection. Underground storage tanks that remain on the Project Site will be removed prior to

beginning construction. Every storage tank (underground and above-ground) identified during the Phase I ESA will be removed prior to construction in compliance with applicable state and federal laws, rules, and regulations.

The Phase I ESA identified one area of solid waste disposal. The area appears to be made up of vegetative debris and may require further investigation prior to commencing any site disturbance. Lead-based paint and asbestos surveys may also need to be performed prior to site disturbance and before demolition of the buildings commences. As is often found in older homes and buildings, any lead-based paint and asbestos found as part of this investigation will be removed in accordance with current regulations.

According to former Executive Director of Stony Lodge Hospital Inc., Kevin Czipo, as a residential facility, Stony Lodge did not generate typical hospital waste (see letter signed by Kevin Czipo in DEIS Appendix B). The hospital did not maintain an emergency room and would not admit patients with medical issues or potential complications. Further, Stony Lodge would handle and dispose of medical waste following applicable regulations using a specialized New York State-licensed company to remove any medical waste. All medical waste from Stony Lodge Hospital's operations was removed by a private carter. Nonetheless, in the unlikely event that areas of medical waste were found during construction or demolition, they will be removed in accordance with current regulations.

D. Summary of Project Alternatives

SEQRA requires consideration of a No Action alternative and a reasonable range of alternatives. As such, the DEIS assesses a range of 5 alternatives to the Proposed Project. The Proposed Project alternatives include the No Action option, four alternative development options (Alternatives A through D). Table I-1 presents a comparison of the environmental impacts between each Alternative. The alternatives considered are as follows:

Alternative A: The Former Project

Alternative B: Conventional Development using R-15 Zoning District

Alternative C: Clustered Development based on R-15 Layout Density

Alternative D: Conventional Layout using R-5 Zoning District

Alternative E: No Build or No Action Alternative

As discussed in Chapter 5, “Alternatives,” the Proposed Project will result in greater preservation of open space, no impact to the wetland buffer, enhancement of stormwater management, preservation of vegetation and habitat, and greater tax revenue benefits to the community when compared to Alternatives B, C, and D (see Table I-1), and with less traffic and no school children compared to all the alternatives except the No Build alternative.

E. List of Involved and Interested Agencies and Required Approvals/Permits

Required approvals for the Proposed Project and a list of Involved and Interested Agencies are listed below in Table I-2.

Table I-2
Required Approvals
and Involved and Interested Agencies

Approval Required	Government Entity
Zoning Map and Text Amendments	Town Board
Steep Slope Permit	Planning Board
Tree Removal Permit	Planning Board
Site Plan Approval	Planning Board
Health Department Subdivision Approval	Westchester County Health Department
New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit	NYSDEC
Water Supply Approval	Village of Ossining
Highway Work Permit	NYS Department of Transportation
Referral Required/Involved/Interested Agencies	
§239-l, m, n 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

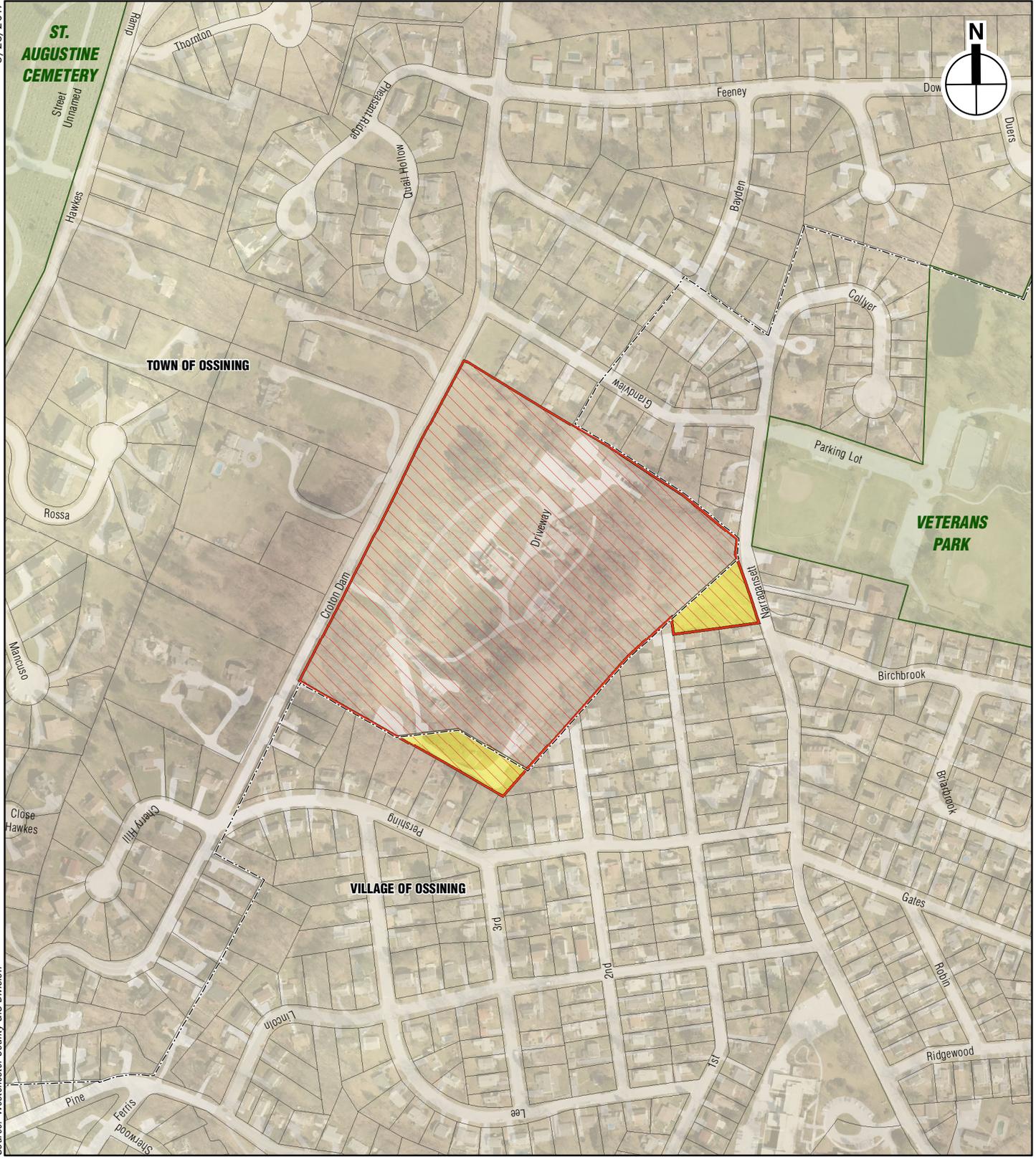
**Table I-1
Comparison of Alternatives**

SDEIS Analysis Area	SDEIS Proposed Project	Alternative A - The Former Project	Alternative B - Conventional Layout with R-15 Zoning	Alternative C - Clustered Development Based on R-15 Layout Density	Alternative D - Conventional Layout with R-5 Layout	Alternative E – No Action Alternative
Project Description	95 age-restricted townhouse units, including 10 affordable units in 19 multifamily buildings	188 multifamily units, including 19 affordable units in one building. 373 residents.	30 single-family lots, including 3 affordable homes. 110 residents.	29 single-family lots, including 3 affordable homes. 128 residents	67 single-family lots, including 7 affordable homes. 246 residents	Existing buildings to remain. No residents anticipated.
Wetlands	Wetland and wetland buffer will not be disturbed	Wetland and wetland buffer will not be disturbed	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and 115 house lots.	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and 35 house lots.	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and house lots.	No new wetland or wetland buffer disturbance.
Soils and Topography	7.6 acres of steep slopes (>15%) disturbance.	5.3 acres of steep slopes (>15%) disturbance.	Significantly greater steep slopes disturbance than Proposed Project.	Significantly greater steep slopes disturbance than Proposed Project.	Significantly greater steep slopes disturbance than Proposed Project.	No steep slopes disturbance.
Site Disturbance*	Approximately 80% percent of the Site will be disturbed by construction.*	Approximately 61 percent of the Site will be disturbed by construction.*	Approximately 87% would be disturbed by construction.*	Approximately 85% would be disturbed by construction.*	Approximately 87% would be disturbed by construction.*	No change from existing conditions.
Stormwater Management	New stormwater management to improve water quality.	New stormwater management to improve water quality.	New stormwater management would improve water quality.	New stormwater management would improve water quality.	New stormwater management would improve water quality.	Stormwater would remain untreated
Vegetation and Wildlife	11.8 ac of green space will be preserved and enhanced. Significant amount of contiguous buffer with habitat value to be maintained. No impact to threatened or endangered species.	13.65 ac of green space will be preserved and enhanced. Significant amount of contiguous buffer with habitat value to be maintained. No impact to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of the Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	No change from existing conditions, existing habitat corridors would remain fragmented. No impacts to threatened or endangered species.
Historic and Archaeological Resources	No impact to historic resources.	No impact to historic resources. SHPO to determine if further assessment of impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No change from existing conditions.
Infrastructure and Utilities	Adequate services available to support Proposed Project.	Adequate services available to support Former Project.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.
Land Use, Zoning, and Public Policy	Rezoning to existing MF zoning district. Proposed use consistent with Comprehensive Plan.	Zoning amendment required. Proposed use consistent with Comprehensive Plan.	Consistent with zoning and not consistent with Comprehensive Plan.	Consistent with zoning and Comprehensive Plan.	Zoning amendment required. Not consistent with Comprehensive Plan.	No change to existing zoning. Not consistent with Comprehensive Plan.

SDEIS Analysis Area	SDEIS Preferred Project	Alternative A - The Former Project	Alternative B - Conventional Layout with R-15 Zoning	Alternative C - Clustered Development Based on R-15 Layout Density	Alternative D - Conventional Layout with R-5 Layout	Alternative E – No Action Alternative
Traffic	19 AM and 25 PM peak trips.	96 AM and 121 PM peak trips.	31 AM and 36 PM peak trips.	34 AM and 41 PM peak trips	57 AM and 73 PM peak trips.	No change from existing conditions
Off-site Road Improvement	None required.	Yes. Improvements To Route 9A and Croton Dam Road. Improvements to the LOS	No improvement to LOS	No improvement to LOS	No improvement to LOS	No improvement to LOS
Community Facilities	No school children.	22-29 school children. \$350,000 community benefits fund	26 school children. No community benefit fund	30 school children. No community benefit fund.	58 school children. No community benefit fund.	No school children generated. No community benefit fund.
Fiscal	Net increase in tax revenues (\$29 million AV).	Net increase in tax revenues (\$26 million AV). School taxes generated will exceed costs associated with the increase in school children to the OUFSD. In addition, \$350,000 community benefits fund proposed.	Net increase in tax revenues (\$16.5 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	Net increase in tax revenues (\$19.3 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	Net increase in tax revenues (\$36.9 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	No change from existing conditions.
Construction	Site excess of 14,943 cubic yards.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	No change from existing conditions.
Adverse Environmental Impacts that Cannot Be Avoided	No significant adverse impacts that cannot be avoided	No significant adverse impacts that cannot be avoided	Adverse impacts to steep slopes and wetlands.	Adverse impacts to steep slopes and wetlands.	Adverse impacts to steep slopes and wetlands.	No change from existing conditions.
Irreversible and Irrecoverable Commitment of Resources	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	No change from existing conditions.
Growth-Inducing Impacts	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No change from existing conditions.
Effects on the Use and Conservation of Energy Resources and Solid Waste Management	New building would be designed with green building technology to reduce energy consumption.	New building would be designed with green building technology to reduce energy consumption.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	No change from existing conditions.

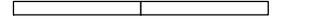
Note: * Calculation of site disturbance to construct the alternative. Such disturbance includes the removal of trees and green habitat, excavation, installation of new roads, infrastructure, storm water systems and the footprint of the proposed alternative structures and parking areas.

[https://jmcpc.sharepoint.com/sites/15064/shared documents/shared documents/sdeis/2022-06-24--sdeis complete for public distribution/sdeis word documents/i. executive summary.docx](https://jmcpc.sharepoint.com/sites/15064/shared%20documents/shared%20documents/sdeis/2022-06-24--sdeis%20complete%20for%20public%20distribution/sdeis%20word%20documents/i.%20executive%20summary.docx)



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

0 500 FEET





II. PROJECT HISTORY AND PROPOSED PROJECT DESCRIPTION

A. Introduction

I. Project History

The Hudson Park Ossining, LLC, (the “Applicant” or “Hudson” or “Project Sponsor”) previously proposed a 188-unit multifamily rental project (the “Former Project”) on the site occupied by the former Stony Lodge Hospital, located at 40 Croton Dam Road in the Town and Village of Ossining, New York (the “Project Site” or “Site”) (Figure 2-1). The Stony Lodge Hospital was a child and adolescent psychiatric center that ceased operations in 2012. The Former Project was reviewed by the Ossining Planning Board and Town Board during a period spanning from November 2014 to approximately May 2020. The Former Project proposed clustering all units into a single building in the approximate location of the vacant Stony Lodge Hospital buildings. The Applicant 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 and to permit the Former Project subject to a Conditional Use permit. The use would be permitted by the Planning Board as a conditional use.

Based on direct feedback from the Boards, community and neighbors, Hudson has re-thought the project and now proposes to construct a 95-unit 55+ age-restricted townhome condominium community on the Project Site, also to be known as River Knoll. The Proposed Project seeks to utilize the Town’s existing MF “Multifamily Residence” zoning district to accommodate the proposed use and the Site would be re-mapped from the One-Family Residence (R-15) District to the MF District. Multifamily housing is a permitted use in the proposed MF district rezoning.

2. Location, Frontage, Access, Acreage, Ownership

The Proposed Project is located at 40 Croton Dam Road in the Town and Village of Ossining, New York. The Project Site is 17.89 acres and is composed of 16.68 acres situated within a residential single-family home portion of the Town of Ossining and

1.21 acres situated within a residential portion of the Village of Ossining. Development is only proposed on the 16.68 acre portion of the Site within the Town of Ossining. The property is occupied by vacant buildings of the former Stony Lodge Hospital use, a child and adolescent psychiatric center that ceased operations in 2012 (Figure 2-2).

The 16.68 acre portion of the Site within the Town is identified as tax lot 89.08-1-83. The 1.21 acre portion of the Site within the Village is comprised of two tax lots which are tax lot 89.12-2-13 and tax lot 90.05-1-27 (Figure 2-3). The Site fronts Croton Dam Road, which also provides access. The property is owned by Stony Lodge Hospital Inc.

The portion of the Site located within the Village of Ossining will be put into an open space easement to prevent future development on that portion of the Project Site.

3. Description of Surrounding Properties

The majority of land uses surrounding the Project Site to the east, south, and northeast within the Village of Ossining consist of small lots within the Village's S-50 zoning district, which permits a minimum lot size of 5,000 s.f. (see Figure 3.A-2 within Section III.A of the SDEIS). Houses typically are set close to the street. (The easternmost portion of Grandview Avenue is within the Village of Ossining).

Four larger-lot residential properties and two residential cul-de-sacs (Cherry Hill and Pheasant Ridge) are situated to the west of Croton Dam Road in the Town of Ossining. 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 a "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.

Additionally, several significant open space areas are nearby the property and include the Veterans Memorial Park directly across Narragansett Avenue on the easternly side of the Property; the Maryknoll Seminary with 230 greenspace acres further to the east; and the Anne Dorner Middle School – Dale Cemetery – Torview Club’s open space areas to the westerly side of the Property.

4. Description of the Former Project Development Program

The Former Project was proposed as a multifamily residential community comprised of a single multifamily building positioned in the center of the Site. The building would consist of 169 market rate rental units and 19 affordable units, for a total of 188 units. Eighty-six (86) of the 169 market rate units would be one-bedroom with an average unit size of 850 square feet; eighty-three (83) units would be two-bedrooms with a unit size of approximately 1,150 square feet. Ten of the affordable rental units would be one-bedroom and nine would be two-bedroom units. A total of 302 spaces are provided for the residents and their guests which exceeds the required 215 spaces by 87 spaces.

The existing hospital buildings onsite would be removed. The new building would be located in the same general location as the original main hospital building. The proposed building was designed to be reminiscent of the Hudson Valley architectural vernacular. The Former Project would create approximately 13.65 acres (or 76 percent of the Project Site) of permanently protected open space, which would provide visual and natural resources benefits in perpetuity.

The Applicant petitioned the Town Board of the Town of Ossining for a rezoning and referral of the site plan application to the Town Planning Board. As is the case currently, the Project Site is zoned R-15, which permitted single family homes on 15,000 square foot lots. There was no zoning district within the Town Code to facilitate the development of the Former Project at its proposed density. Accordingly, a new zoning district was needed to enable the kind of development envisioned for the Project Site. Therefore, the Project Sponsor proposed the adoption of a new

Multifamily Residence 2 (MF 2) zoning district to enable the proposed use. Multifamily housing would be permitted in this new district as a conditional use subject to approval by the Planning Board.

The Former Project included landscaped buffers surrounding the perimeter of the Project Site. In addition, the proposed homes fronting Croton Dam Road would be a minimum of 85 feet distant from the right-of-way. The green spaces would buffer the surrounding single-family residential neighborhood from the Proposed Project.

River Knoll was proposed to be an amenitized multifamily community. Amenities would include a landscaped entrance courtyard with a porte-cochere, a fitness center with state-of-the-art exercise equipment, a yoga studio, and a club room providing gathering areas, billiards, and Wi-Fi equipped library areas. A “Dog Spa” was to also be provided for residents to care for their pets during work hours. Outdoor amenities were to include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park. The individual units were to have hardwood floors, stainless steel appliances, and individual washer/dryers. Each apartment was to have at least one indoor garage parking space allocated to it. In addition, a “jitney” shuttle will provide morning and evening commuter service to residents, either to the Croton and/or Ossining Metro-North rail stations.

B. Description of Proposed Project

I. Site's Existing and Proposed Zoning Designations

The majority of the Project Site (16.68 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 meets the density requirements of the existing MF (Multifamily) zone (Section 200-16). The Proposed Project would require that the Site be re-mapped from the One-Family Residence (R-15) district to the Town’s Multifamily (MF) district.

In the Multifamily (MF) district, multiple dwellings are permitted subject to the following requirements:

- The maximum number of dwelling units in a group of row dwellings is six.
- The minimum distance between principal buildings shall equal two times the height of the highest building, and the minimum distance between a principal and an accessory building shall be 20 feet.
- Any inner court shall have a minimum dimension of 60 feet, and any outer court shall have a minimum dimension of 20 feet and a depth not exceeding its width.
- There shall be provided on the same lot a suitably equipped and landscaped children’s play area with a minimum of 400 ft.² for each dwelling unit.
- At least one third of the net site area shall be devoted to permanent open space and/or for sites suitable for recreation and undeveloped permanent open space shall be provided and guaranteed at a rate of 1500 ft.² per bedroom.
- The Planning Board shall follow the procedures and requirements set forth in Section 200 – 31, entitled “Cluster developments.”

- Construction shall be subject to the New York State Multiple Family Building Code.

In accordance with Section 200-22 of the Town Code, the following applies in the MF district for determining the number of lots permitted on the Site (see Table III.A-1 in Section III.A.2.g for the bulk zoning requirements for the MF district).

The minimum lot area is 20,000 s.f. for both row or attached dwelling and multiple dwellings (row or attached dwellings is what is proposed for the Project). The minimum lot area per dwelling unit is 4,000 s.f. plus 1,500 s.f. per bedroom. The proposed project proposes 75 2-bedroom units and 20 3-bedroom units, for a total of 210 bedrooms. Multiplying this by 1,500 s.f. per bedroom equals 315,000 s.f. of lot area required for the proposed bedrooms. To this is added the 95 units times 4,000 s.f. of lot area required per lot, totaling 380,000 s.f. Adding this to the bedroom lot area requirement yields a total of 695,000 s.f.

This contrasts with the net lot area of the property of 686,186 s.f. as discussed in Section V.B and C of the SDEIS (the gross lot area is 779,179 s.f.). Section 176-18.F of the Town Code specifies that at least 75% of the minimum lot area requirement of a proposed lot is to consist of neither “wetland” nor “extremely steep slope” as these terms are defined in the Code. As noted elsewhere in the SDEIS, there is one wetland on the Project Site, which is situated in the Village of Ossining where no development is proposed. The wetland is 6,360 s.f. in area and is to be deducted from the area of the Site.

The property contains 86,633 s.f. of extremely steep slopes, defined in §167-2 of the Town Code as a slope equal to or greater than 35% and covering a minimal horizontal area of 0.10 of an acre.

The total deductions to the site area are therefore 6,360 plus 86,633 equals 92,993 s.f. or approximately 2.14 acres. The calculation of 779,179 s.f. of total site area

(including the portion within the Village of Ossining) minus 92,993 s.f. equals 686,186 s.f. or approximately 15.75 acres of net lot area for the Project Site.

Taking the net lot area and applying the MF district standards yields a shortage of 8,184 s.f. required for the proposed 95 units as configured. Removing a bedroom from 6 of the 3-bedroom units results in a total of 204 Project bedrooms, reducing the required bedroom open space by 6 times 1,500 s.f. which equals 9,000 s.f. Applying this 9,000 s.f. reduction to the 695,000 s.f. derived above yields 686,000 s.f., which is less than the 686,186 s.f. net lot area provided on the site.

The Project's 95 units are therefore comprised of 81 2-bedroom units and 14 3-bedroom units.

The Proposed Project is being designed to comply with the density requirements of the existing Multifamily (MF) district as discussed above. Although at this stage the plans have not been finalized because changes may occur during the SEQRA review process, it is anticipated the following potential waivers/determinations, and/or variances may be required. .

a. Separation between buildings

Section 200-16.A(4)(b) of the Zoning code notes that as an additional requirement for row and/or attached dwellings in the MF Multifamily District, the Planning Board shall follow the procedures and requirements set forth in §200-31, entitled "Cluster Developments". The general purpose of this section of the Code is to enable and encourage flexibility of design and development of land (§200-31.A). Section 200-31.D(3) states that the Planning Board shall establish, on a case by case basis, the appropriate modifications of building and lot dimension requirements as considered necessary or appropriate. If composed of attached dwelling units, a cluster development is to comply with the bulk regulations contained in §200-22 for the Multifamily Residence District, which are reflected in

Table II.B-I, below. The table does not include a minimum distance between principal buildings requirement, and therefore this distance is subject to appropriate modifications of building and lot dimension requirements by the Planning Board, as discussed above. A variance would not therefore be required.

Table II.B-I
Zoning Table

Description	Proposed Project	MF Multifamily District
		Row and Attached Dwellings
Gross lot area (square feet)	779,179	--
Net lot area (square feet) ¹	686,186 ²	20,000
Net lot area provided per dwelling unit (square feet)	4,002 plus 1,500 per bedroom	4,000 plus 1,500 per bedroom
Lot width (feet)	979.5	20
Lot depth (feet)	665.5	100
Front yard (feet)	30.9	25
One side yard (feet)	50	50*
Both side yard (feet)	100	100*
Rear yard (feet)	40	40
Livable floor area per dwelling unit (square feet)	See below	See below
Studio and efficiency dwellings	N/A	450
One-bedroom dwellings	N/A	675
Two-bedroom dwellings	1,575	750
Three-bedroom dwellings	1,795	1,000
Four-bedroom dwellings	N/A	1,200
Usable open space as % of Net Lot Area	75% ³	33%
Maximum Permitted		
Building Height		
Stories	2 ½	2 ½
Feet	26	35
Building coverage (percent)	18.9%	20%

¹ As discussed in Section II. Project History and Proposed Project Description, subsection B of the SDEIS, Section 176-18.F of the Town Code specifies that at least 75% of the minimum lot area requirement of a proposed lot is to consist of neither “wetland” nor “extremely steep slope” as these terms are defined in the Code. The net lot area for the Site is 686,186 s.f. as calculated in Section II.

² Combined Town and Village portions of the Site.

³ 11.8 acres of open space are provided.

* Note: Applies only between buildings and side lot lines.

- b. Provision of a minimum of 400 s.f. of suitably equipped and landscaped children's play area for each dwelling unit.

As per the above discussion, this provision is not part of the Table II.B-I requirements and therefore is subject to Planning Board modifications. This provision is not considered appropriate for an age-restricted development such as the Proposed Project.

Relevance of "Spot Zoning"

The New York Court of Appeals has defined 'spot zoning' as "the process of singling out a small parcel of land for a use classification totally different from that of the surrounding area, for the benefit of the owner of such property and to the detriment of other owners."⁴ The Rodgers' Court went on to state that:

"...spot zoning is the very antithesis of planned zoning. If, therefore, an ordinance is enacted in accordance with a comprehensive zoning plan, it is not 'spot zoning,' even though it (1) singles out and affects but one small plot or (2) creates in the center of a large zone small areas or districts devoted to a different use."³

The real test for spot zoning is whether the zoning change is other than part of a well-considered and comprehensive plan calculated to serve the general welfare of the community.⁵ Two Appellate Division cases deal specifically with zoning changes to accommodate assisted living facilities. In both cases, the zoning amendments were upheld.

⁴ Rodgers v. Tarrytown, 302 N.Y. 115 (1951); see also, Boyles v. Town Board of the Town of Bethlehem, 278 A.D.2d 688 (3d Dept. 2000). Rodgers v. Tarrytown, 302 N.Y. 115 (1951); see also, Boyles v. Town Board of the Town of Bethlehem, 278 A.D.2d 688 (3d Dept. 2000).

⁵ Collard v. Incorporated Village of Flower Hill, 52 N.Y.2d 594 (1981).

First, in *Boyles v. Town Board of the Town of Bethlehem*, CMI Senior Housing and Health Care petitioned the Town Board to rezone a parcel of land from “residence A” to a “planned commercial district” to allow for the construction of an assisted living residence. The Town Board adopted the proposed zoning change, paving the way for CMI to submit an application for building permit approval for the proposed assisted living facility. An Article 78 proceeding was commenced contending that the rezoning constituted “spot zoning.” The *Boyles* Court defined spot zoning as “the process of singling out a small parcel of land for a use classification totally different from that of the surrounding area for the benefit of the owner of said property to the detriment of other owners.” In evaluating the claim of spot zoning, the *Boyles* court considered numerous factors, including “whether the rezoning is consistent with a comprehensive land use plan, whether it is compatible with surrounding uses, the likelihood of harm to surrounding uses, and suitability of other parcels, and recommendations of professional planning staff.”⁶

Finally, that Court stated that, “Ultimately, however, the inquiry distills to whether the change is other than part of a well-considered and comprehensive plan calculated to serve the general welfare of the community.” In reaching its determination that the rezoning was not spot zoning, the *Boyles* court, utilizing the criteria discussed above, determined that:

- (i) parcel size alone is not determinative;
- (ii) the assisted living use classification was not totally different from the surrounding land uses which included one and two family residences and apartment complexes, the Town Hall and Town Library;
- (iii) the developer modified the plan to minimize its impact on the surrounding properties;

⁶ *Boyles v. Town Board of the Town of Bethlehem*, 278 A.D.2d 688 (3d Dept. 2000).

- (iv) demographic studies and citizen comments demonstrated a need for such a facility in the community;
- (v) that while the rezoning certainly will benefit the developer, it will also benefit the community at large; and
- (vi) most significantly, the Town Board’s decision to rezone is part of, and consistent with, a comprehensive plan to serve the general welfare of the community. *Id.*

Second, in *Scarpato*, Forest City Daly Housing petitioned the Village Board of Trustees of the Village of Lynbrook to rezone a parcel of land from Residence A to Commercial and to allow assisted living residences by special permit. The Village of Lynbrook adopted the proposed zoning amendment and approved the special permit.

Subsequently, neighboring property owners commenced an Article 78 proceeding challenging the rezoning. In reviewing the Village of Lynbrook’s rezoning, the *Scarpato* court followed the long standing principle that “a Village must exercise its zoning power in accordance with a ‘comprehensive plan.’”⁷

The *Scarpato* court went on to cite the seminal case for the proposition that:

“[A] comprehensive plan need not be contained in a single document. Rather, all available and relevant evidence of the municipality’s land use policies need be examined to determine whether a municipality has a comprehensive plan.”⁸

“Furthermore, [z]oning legislation is tested not by whether it defines a comprehensive plan but by whether it accords with a comprehensive plan for the development of the community. When a zoning ordinance is amended, the court decides whether it accords with a comprehensive plan in much the same way, by determining whether

⁷ See *Stone v. Scarpato*, 285 A.D.2d 467 (2d Dept. 2001).

⁸ *Udell v. Haas*, 21 N.Y.2d 463 (1968)

the original plan required amendment because of the community's change and growth and whether the amendment is calculated to benefit the community as a whole as opposed to benefiting individuals or a group of individuals.”⁹

Since there is no requirement to adopt a new zoning district, and no amendment to the Zoning Code with respect to the existing district is being requested, the Town-wide impact of rezoning the Site has been eliminated. Any properties that otherwise meet the requirements of the Multifamily (MF) district can apply to be rezoned notwithstanding the Proposed Project.

2. Environmental Characteristics of the Site

i. Steep Slopes and Elevations

Approximately 53 percent or 9.6 acres of the Site has slopes in excess of 15 percent. Approximately 7.6 acres of slopes in excess of 15 percent will be disturbed by the Proposed Project. A detailed erosion control plan is included in the Stormwater Pollution Prevention Plan (SWPPP) (see Volume 2 Appendix) to ensure that all steep slope disturbance (clearing/grading) does not result in the movement of soil in stormwater runoff and avoids erosion/sedimentation.

The topography of the Project Site has a high point at elevation 414 feet and descends in elevation to 305 feet towards the southeast corner. The existing Stony Lodge Hospital is located at the high point of the property.

ii. Wetlands and wetland buffer areas, watercourse(s) and hydrology.

Inspections by wetland specialists confirmed one small wetland of approximately 0.146 acres in size in the northeastern portion of the Project Site. The wetland is located entirely within the Village of Ossining. The wetland buffer in the Town portion of the Site is 0.496 acres in size. The inspections also confirmed that

⁹ Asian Ams. For Equality v. Koch, 72 NY2d 121 (1989).

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 will not encroach into the wetland or the wetland buffer.

Due to the variety of hydrologic sources on and off site and based on the detailed analysis contained in Chapter III.B, “Wetlands,” it is the Applicant’s conclusion that the Proposed Project is not expected to adversely impact the existing wetland, wetland buffer or the hydrologic levels.

iii. Aesthetic Resources and Scenic Views

The visual character of the Project Site will be in keeping with the surrounding homes and will be substantially buffered from surrounding properties by dense existing and proposed vegetation. However, instead of the three-story Main Hospital building being surrounded by eight other large hospital buildings, there will be instead, clustered two-story townhouses which will be lower in height.

The current buildings on the property—previously occupied by Stony Lodge Hospital—are located at the top of a hill and are partially visible from the west side of the property from Croton Dam Road. Existing buildings are shown in Figure 2-2. The northern boundary of the property has structures along the property edge (non-conforming) that are fully visible from the homes situated on Grandview Avenue, and these buildings will be razed and replaced with dense green buffer. Similarly, the southern boundary has hospital buildings situated near the property edge that can be viewed by the homes on both Second Avenue and Pershing Avenue, and these buildings will also be razed and replaced by dense green buffer. Lastly, the eastern boundary of the property has structures that are partially hidden from the immediate neighborhoods due, in part, to current landscaping. It is noted especially that neither Narragansett Avenue nor Pershing

Avenue, nor the two dead-end streets closest to the Site including First Avenue and Second Avenue, provide views to the upper interior portions of the Site.

The properties adjacent to or near the Project Site to the north, east, west, and south, are developed with single-family residential houses. These residential houses are typically two to three story homes, with a driveway, a garage, a front yard, and a backyard. On the western side of the Project Site is a large property obscured from view by a stone wall and heavy woods. This property faces the Project Site, specifically the large greenspace on the Project Site along Croton Dam Road, and looks up at the former hospital buildings.

The roadways located adjacent to the Project Site range in character and scale. Croton Dam Road is a two-lane collector road connecting Route 9A and the Village of Ossining's downtown. The roads to the north, south, and east are two-lane neighborhood roads with on-street parking. Two residential roads (First Avenue and Second Avenue) dead-end at the limit of the Project Site. The Veterans Memorial Park is located to the east of the Project Site, with a parking lot accessible from Narragansett Avenue. This Park has three baseball fields, a playground, two soccer fields, an outdoor ice hockey rink, and a basketball court.

iv. **Flora and Fauna**

Vegetation

The Project Site consists of ten buildings, driveways, and parking areas interspersed within both maintained and naturally landscaped greenspace and green buffers. As illustrated by Table II.B-2, the largest portion of the Site is covered by early successional woods, periodically mowed fields, and maintained lawns with trees and impervious surfaces.

**Table II.B-2
Existing Habitat Types**

Habitat Type	Area (acres)	Percent of Site
Maintained lawn with trees	4.41	24.65
Oak-Maple woods	2.04	11.40
Periodically mowed field	3.82	21.35
Wetland	0.15	0.84
Early successional woods	4.49	25.10
Impervious surface	2.42	13.53
Building footprint	0.56	3.13
Total	17.89	100.0%
Source: AKRF GIS Data Analysis; JMC		
Note: Numbers may not add due to rounding.		

The Project Site includes several vegetative cover types (habitats). These include developed areas occupied by pavement and buildings; areas of maintained lawn with mature trees and ornamentals; areas of unmaintained field (mowed less frequently) with shrubs; a small herbaceous wetland, infrequently mowed; sloping deciduous hardwood forest; and more mixed deciduous wooded areas within the interior of the Project Site and along the periphery.

According to the Town of Ossining’s Code (Chapter 183 “Tree Protection”), regulated trees include “any living, woody plant with an erect perennial trunk and a definitely formed crown of foliage with a diameter at breast height of six inches or more,” unless otherwise specified.¹⁰

Approximately 701 trees with DBH of 6” and above were survey-located on-site, see Table III.E-2 and Figure 3.E-2 in Section III.E, and full-size Drawing C-011 “Tree Preservation Plan”. The tree survey includes diameter at breast height (DBH) for each tree and species name on the Project Site.

Fauna

According to the NYS Breeding Bird Atlas, there is a potential for 81 migratory bird species to occur on-site. (USFWS IPaC data indicate a potential for 27

¹⁰ Town of Ossining Code, Chapter 183 “Tree Protection”

species). Two of those species: sharp-shinned hawk (*Accipiter striatus*) and Cooper's hawk (*Accipiter cooperii*), are listed as NYS “Special Concern” species and do have the potential to forage on-site periodically, given the diversity of habitats and the availability of open fields. Both sharp-shinned and Cooper’s hawks breed in deep forest, favoring conifers for nesting, but use open habitats and forest edges for hunting small birds and mammals. However, these two species nest in deep woods and therefore would not use this Project Site for nesting. Several bird species are listed in both the BBA and IPaC Trust Resource List. These are the blue winged warbler (*Vermivora pinus*), prairie warbler (*Dendroica discolor*), willow flycatcher (*Empidonax traillii*) and worm-eating warbler (*Helmitheros vermivorum*). These are unlisted species (not threatened, endangered or rare in NYS) that may pass through the Site during migration. While the Project Site contains the field edges and shrubby habitat that blue winged warbler and prairie warbler typically use for nesting, these species more typically nest in agricultural lands and regenerating forest. Willow flycatcher nests in willows near running water and worm-eating warbler nests in mature deciduous woods. Neither habitat is present on the Project Site.

Evidence of white-tailed deer (*Odocoileus virginianus*) and eastern cottontail (*Sylvilagus floridanus*) were noted throughout the Site. The Site provides decent edge habitat for these species. The eastern chipmunk (*Tamias striatus*), eastern grey squirrel (*Sciurus carolinensis*), and domestic housecats (*Felis catus*) were also sighted.

According to the NYSDEC Herp Atlas, nine species of amphibians and five species of reptiles have the possibility of occurring on-site, based on their occurrence in the region. However, the lack of permanent standing water on-site makes it unsuitable for most of these species. Additionally, the Project Site’s history includes grazing area for dairy farming and, during its more-than-a-century-long existence as a hospital, much of the property had expansive manicured lawns. No standing water was present within the on-site wetland

during the October and December Site visits. Depending on the springtime water level in the on-site wetland, it may provide breeding habitat for American toad (*Bufo a. americanus*), Fowler's toad (*Bufo fowleri*), and northern spring peepers (*Pseudacris c. crucifer*). Other species, such as northern brown snake (*Storeria d. dekayi*) and eastern box turtle (*Terrapene c. Carolina*) (NYS Special Concern), and northern red-backed salamander (*Plethodon c. cinereus*) also have the potential to occur on-site, due to the mix of woodland and meadow habitats. No vernal pools are located on the Project Site.

Eastern box turtles prefer moderately moist deciduous forests and mixed forests, old field, meadow, and shrubland habitats (Klemens 1993, Gibbs et al. 2007). Eastern box turtles were not identified on the Project Site during Site inspection; however, the Site does provide some potentially suitable habitat.

Northern red-backed salamander was the only amphibian species confirmed on-site in two separate wooded areas during the field inspection. In addition to species sighted, it can be assumed that the Project Site provides habitat for other habitat generalist wildlife species, typically adapted to developed, suburban landscapes.

Correspondence received from the New York State Natural Heritage Program (NYSHP), dated November 14, 2016 (see Appendix E of the Former Project DEIS), indicated that there are no records of rare or state-listed animals or plants, or significant communities on-site or within the immediate vicinity.

US Fish and Wildlife Service Information for Planning and Consultation Service (USFW's IPaC) report (most recently accessed June 22, 2021) revealed no federally threatened or endangered species as having the potential to occur on-site, and no critical habitats are listed.

v. **Potential for contamination from on-site underground fuel tanks**

A Phase I Environmental Site Assessment (ESA) was updated in May 2017 (see DEIS Appendix D). According to the ESA, no recognized environmental conditions (REC) nor controlled recognized environmental conditions (CREC) were found during the assessment of the property.

Underground Storage Tanks (USTs) and Above-Ground Storage Tanks (ASTs) have existed and currently exist at the Project Property. According to the ESA, one 1,500 gallon, one 2,000 gallon, and one 2,000 gallon #2 fuel oil USTs were closed in place (see documentation of tank closures contained in the Phase I ESA report included as DEIS Appendix D). There are four 275 gallon ASTs, two 300 gallon ASTs, and three 1,800 gallon #2 fuel oil USTs remaining in place, but not in service at the time of the inspection. Underground storage tanks that remain on the Project Site will be removed prior to beginning construction. Every storage tank (underground and above-ground) identified during the Phase I ESA will be removed prior to construction in compliance with applicable state and federal laws, rules, and regulations.

vi. **Potential for contamination from any on-site hazardous waste**

Due to the age of the property, there is potential that asbestos containing materials (ACM) are present. An Operations and Maintenance (O&M) Program will be implemented during construction of the proposed project in order to safely manage and remove any suspect ACMs located at the subject property.

The Phase I ESA identified one area of solid waste disposal. The area appears to be made up of vegetative debris and may require further investigation prior to commencing any Site disturbance. Lead-based paint and asbestos surveys may also need to be performed prior to Site disturbance and before demolition of the buildings commences. As is often found in older homes and buildings, any

lead-based paint and asbestos found as part of this investigation will be removed in accordance with current regulations.

vii. Potential for contamination relating to the previous disposal of hospital and/or medical waste.

According to former Executive Director of Stony Lodge Hospital Inc., Kevin Czipo, as a residential facility, Stony Lodge did not generate typical hospital waste (see letter signed by Kevin Czipo in DEIS Appendix B). The hospital did not maintain an emergency room and would not admit patients with medical issues or potential complications. Further, Stony Lodge would handle and dispose of medical waste following applicable regulations using a specialized New York State-licensed company to remove any medical waste. All medical waste from Stony Lodge Hospital's operations was removed by a private carter. Nonetheless, in the unlikely event that areas of medical waste were found during construction or demolition, they will be removed in accordance with current regulations.

3. Components of the Proposed Project

The River Knoll project comprises 85 market-rate and 10 affordable for-sale condominium or PUD (Planned Unit Development) townhouse units. All 95 units will be age-restricted units pursuant to the Housing for Older Persons Act ("HOPA"). Ten affordable units are mandated by Article VI of the Town of Ossining's Zoning Code. The Proposed Project would provide a new and upscale housing community for residents age 55+ who wish to remain in Ossining and the Hudson Valley region.

The Project townhouse units will be in clusters of 2, 3, 4 and 5 attached units (Figure I-2). Eighty-one (81) units will be two-bedroom plus den units (1,575 square feet each), and fourteen (14) units will be three-bedroom units (1,795 square feet each) for a total of 95 dwelling units.

§200-29.A(1) of the Zoning Code requires for a multifamily use 2 parking spaces per dwelling unit plus 0.5 for each bedroom more than 2 bedrooms. For the above unit breakout, the parking required is 95 units times 2 spaces equals 190 spaces, plus 14 additional bedrooms times 0.5 spaces equals 7 additional spaces, for a grand total of 197 spaces required. 254 spaces are provided (127 garage spaces plus 127 driveway spaces).

As noted above, multiple-family and row and/or attached dwellings require at least 1/3 of the net site area to be devoted to permanent open space and/or for sites suitable for recreation as required by Section 200-16.A(2)(d), that there be provided on the same lot a suitably equipped and landscaped children's play area with a minimum of 400 square feet for each dwelling unit. This is not considered an appropriate recreational use for an age 55+ community such as the Proposed Project. Undeveloped permanent open space is to be provided and guaranteed at the rate of 1,500 square feet per bedroom. With a total of 210 bedrooms, the Proposed Project would therefore require 315,000 square feet of undeveloped permanent open space.

Approximately 11.8 acres (514,850 square feet) of undeveloped permanent open space is provided.

4. Vehicular Access and Circulation

Vehicular access will be provided at the same location as the existing Site driveway via a 26-foot-wide private roadway. Another Site roadway branches off to the north near the clubhouse, and bends around to the east and south to a cul-de-sac. The entry road proceeds to another cul-de-sac on the northeasterly portion of the Site. (see full-sized Site Plan drawings).

An emergency access is proposed between the cul-de-sac and Narragansett Avenue on the northeasterly portion of the Site. The proposed access is 15 feet in width, will be paved, and has a bollard and chain assembly at either end to prevent non-emergency vehicular access. However, pedestrian and bicycle use are anticipated.

A second emergency access with the same specifications is proposed between the westerly site roadway and Croton Dam Road on the northwesterly portion of the Site. Pedestrian and bicycle use are also anticipated. No sidewalks are proposed within the Site because of the low anticipated vehicular volume such that pedestrians may walk along the sides of the roadways.

5. Other components of Proposed Project

i. Vegetated Buffers

The existing hospital buildings on-site will be removed. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line, which will now have a green buffer and, similarly, the southeast portion of the Project Site has a maintenance building and administration building from the hospital that will be removed and benefit from new green buffers. The proposed buildings are designed to be reminiscent of the modern farmhouse architectural vernacular (see Figures 3.A-4a through 3.A-4f in Section III.A for project renderings). The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site) of open space, providing visual and natural resources benefits.

ii. Street Trees

Trees will be planted along the internal roadways of the Proposed Project.

iii. Landscaping

The Proposed Project would have landscaped buffers surrounding the perimeter of the Project Site. See full-size Drawing L-100 “Landscape Plan” included with this SDEIS which conceptually depicts the many deciduous and evergreen tree plantings that enhance the buffer screening along the perimeter of the Site

adjacent to the residential uses. These green spaces will help buffer the surrounding single-family residential neighborhood from the Proposed Project, thereby helping to mitigate potential visual and noise conflicts, and providing enhanced greenery for the backyards of adjacent property owners.

The remainder of the Project Site that is to be disturbed and not contain impervious surfaces will be extensively landscaped.

iv. Lighting

Low intensity and dark-sky compliant lighting will be used for security and wayfinding. Minimal decorative down-lighting will be provided at the entrance to the Site.

Lighting fixtures will comply with dark sky requirements through the use of shielded and directional lighting, to minimize up-lighting and reduce unnatural lighting on nocturnal wildlife. Subsequent to the adoption of the proposed rezoning, an application for Site Plan Approval will be submitted with the specifications for all outdoor lighting along with an illustration and analysis of night-lighting trespass into habitats.

v. Utilities

As with the Former Project, the Proposed Project would create new demand for water that will be supplied to the Project Site by the Ossining Water Department, and wastewater that would be conveyed and treated at the Ossining Wastewater Treatment Plant. There is sufficient capacity in both systems to accommodate the Proposed Project, which has lower water and sanitary demand than the Former Project.

The Applicant is proposing water system improvements that are similar to those previously prepared in connection with the Former Project which would further

improve the function and reliability of the Town/Village water system in the vicinity of the Project Site.

vi. Recreation and Other Amenities

The Project Site's townhouses are private and the Site is not accessible to the public for recreation purposes. The Proposed Project will offer numerous recreational amenities to residents of River Knoll including a fitness center with state-of-the-art exercise equipment, a yoga studio, a club room providing gathering areas and billiards, and both on-site walking paths and connections to surrounding walking trails. Outdoor amenities will include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park. Based upon the number and quality of recreational amenities to be provided, it is the Applicant's opinion that the Proposed Project will provide its residents with ample on-site recreation amenities and meet the demand for recreational needs.

As illustrated in Table III.E-2 within Section III.E of the SDEIS, permanent/passive open space will be provided on the Site with maintained lawn with trees (8.40 acres), Oak-Maple woods (0.66 acres), periodically mowed field (0.94 acres), wetland (0.15 acres), and early successional woods (1.67 acres). This totals 11.8 acres which is approximately 66% of the Site.

6. Maintenance of the Common Elements

Common elements will be owned and maintained by the Homeowner's Association (HOA¹¹) for use by the community. Condominium ownership is proposed, and the ownership, maintenance and preservation of the Project Site will be permanently assured by the filing of appropriate easements, covenants, and restrictions, and

¹¹ The Homeowners or Community Association will likely take the form of a Condominium Association, with each individual condominium owner sharing an interest in the common elements of the Project Site.

through the HOA of all property owners established in accordance with applicable law and pursuant to Section 200-31.H of the Town Zoning Code.

7. Plans and Timeline for ongoing maintenance of all proposed Mitigation for the Proposed Project

The plans and timeline for ongoing maintenance of common elements will be in accordance with the filing of appropriate easements, covenants, and restrictions, and through the HOA of all property owners established in accordance with applicable law and pursuant to Section 200-31.H of the Town Zoning Code.

8. Regulations and requirements of the Site's existing and proposed zoning designations.

The Proposed Project includes a petition to rezone the 16.68-acre portion of the Site located in the Town of Ossining from its R-15 single family zoning district designation to the Town's existing Multifamily Residence (MF) Zoning District. The R-15 zone permits single family homes on 15,000 square foot lots but does not permit multifamily housing. Accordingly, the Town's existing MF zoning district is proposed because multifamily townhouse development is permitted in this 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 seeks to utilize the Town's existing MF Multifamily zoning district to accommodate the proposed use and the Site would be re-mapped from the One-Family Residence (R-15) District to the MF Multifamily District.

9. Project Purpose and Public Need and Benefits

The Proposed Project is designed to appeal to the empty nester segment of the Greater-Ossining population that seeks a more relaxed form of housing. This cohort (typically 55 – 80 years old) seeks to shed the responsibilities in maintaining a larger single-family home in which they raised their family, such as with typical chores like cutting lawns, cleaning gutters, repairing roofs etc. The Proposed Project will be held in a condominium association whereby all exterior maintenance is managed and performed by professional managers and contractors. This also affords more flexibility to the new owners as the managers can monitor their condominium homes should they be away for periods of time such as for traveling, including caring for any pets.

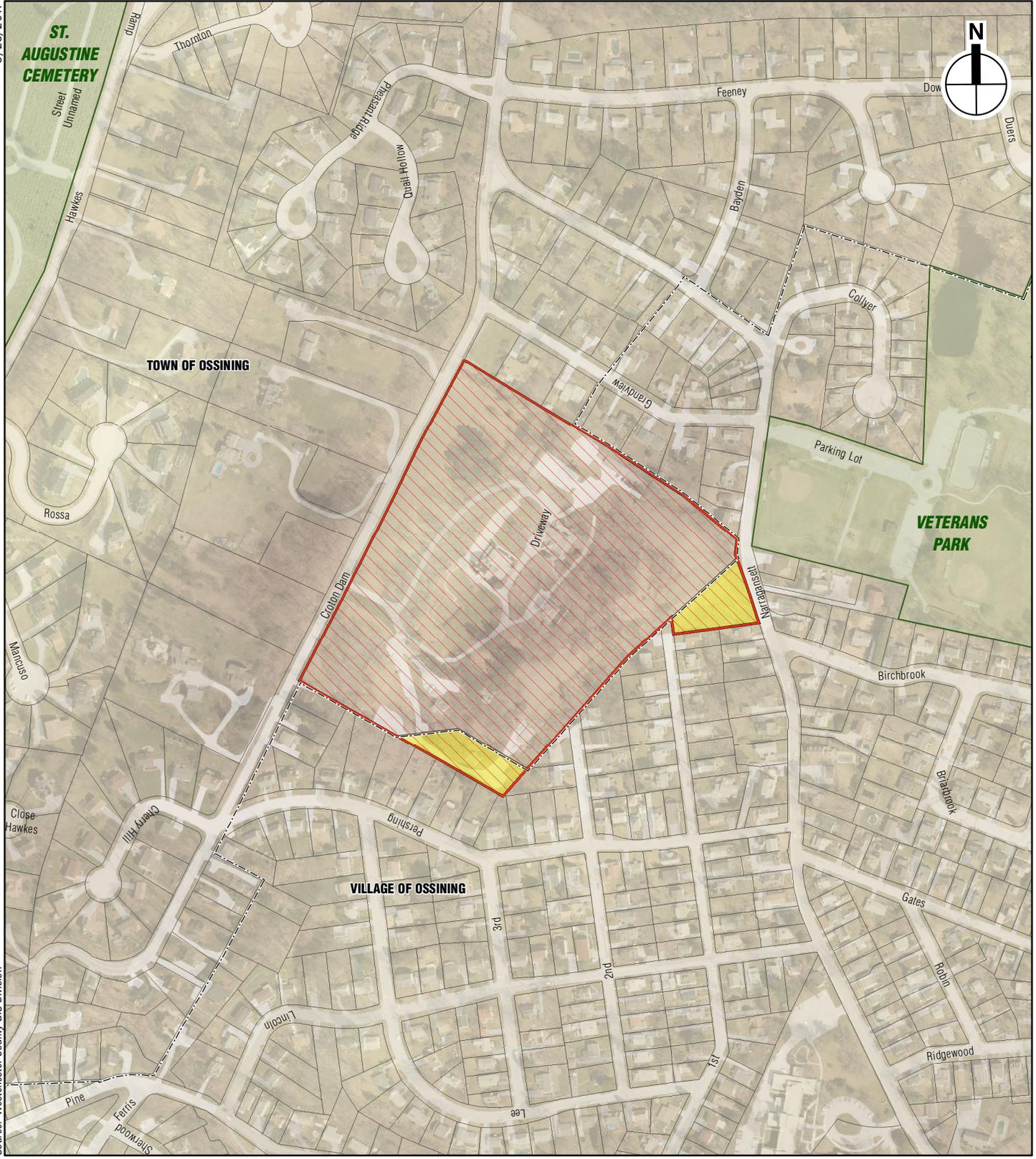
The Proposed Project's design will have the majority of the master bedrooms on the ground floor which is appealing to this cohort as they prefer the ease of living on one floor. The units will however offer the option for the addition of a small elevator to serve the lower and upper floors. The units will all have dens/offices for those who want to work from home – a very much sought-after need during and likely extending after the pandemic. The option will also be provided in many units to add a second office if the owners need two work-from-home spaces.

Additionally, the greater-Ossining real estate marketplace currently offers no residential project that focuses on this large cohort. Other townhouse communities are older and dated. The Proposed Project offers the “freshness” of contemporary design, finishes, amenities, and construction quality. This Proposed Project will fill that void for this demographic.

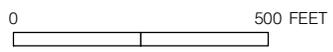
10. Required Approvals

Table II-I
Reviews and Approvals

<u>Approval Required</u>	<u>Government Entity</u>
Zoning Map and Text Amendments	Town Board
Sewer District Extension	Town Board
Subdivision Approval	Planning Board
Steep Slope Permit	Planning Board
Tree Removal Permit	Planning Board
Site Plan Approval	Planning Board
Health Department Subdivision Approval	Westchester County Health Department
New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit	NYSDEC
Water Supply Approval	Village of Ossining
Highway Work Permit	NYS Department of Transportation



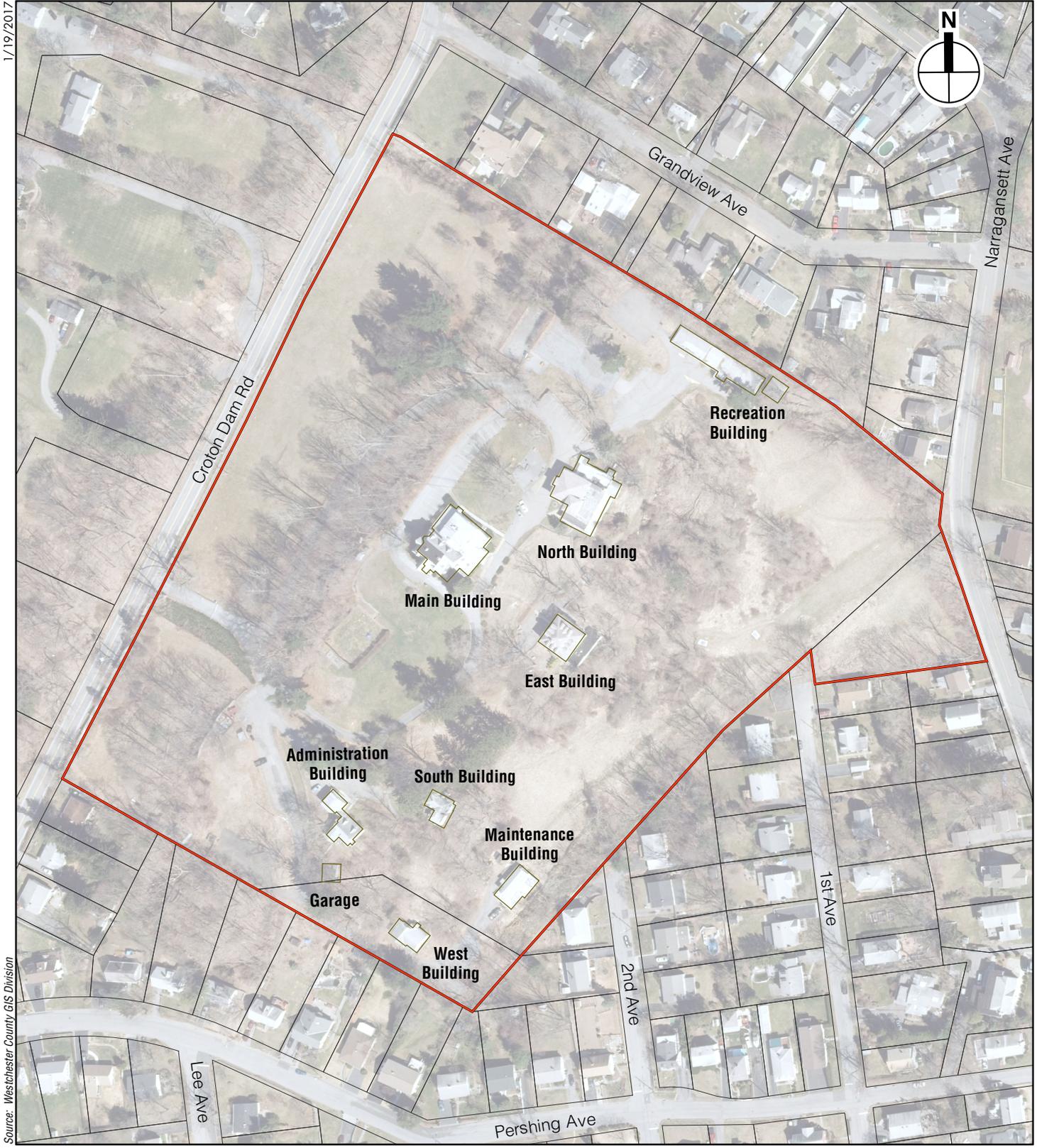
-  Project Site
-  Project Site Within Village Boundary
-  Village/Town Boundary
-  Tax Parcel Boundaries



RIVER KNOLL
Source: AKRF

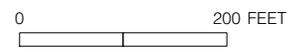
Project Site Location
Figure 2-1

1/19/2017



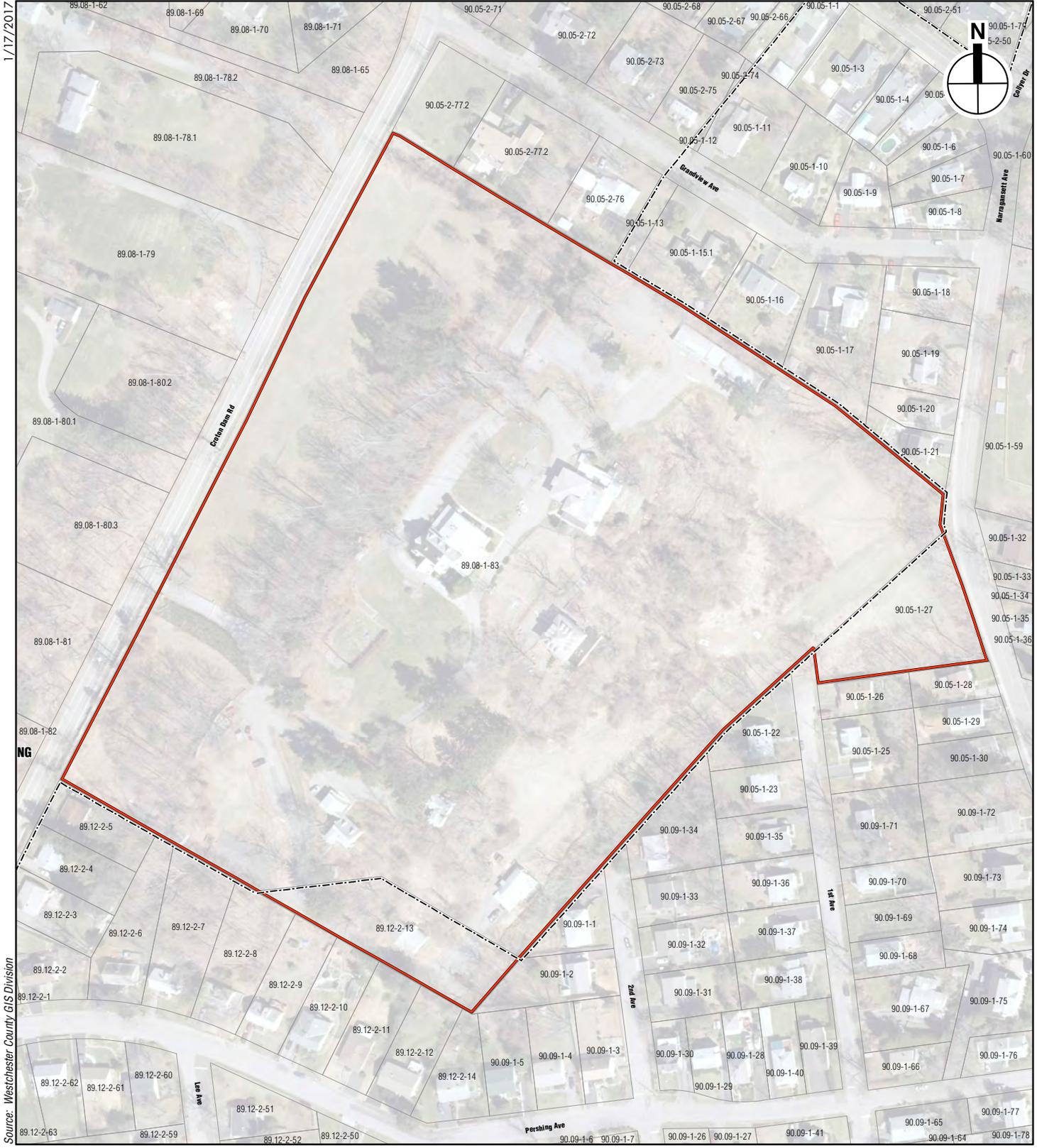
Source: Westchester County GIS Division

- Project Site
- Tax Parcel Boundaries



Current Arrangement of the former Stony Lodge Hospital Buildings
Figure 2-2

1/17/2017



Source: Westchester County GIS Division

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

0 500 FEET

RIVER KNOLL
Source: AKRF

Tax Map
Figure 2-3

III.A Land Use, Comprehensive Plan, Zoning and Community Character

I. Former Project

Land Use

The Project Site contains approximately 17.89 acres, with a 16.68 acre portion of the property situated within a residential single-family home portion of the Town of Ossining and 1.21 acres situated within a residential portion of the Village of Ossining (see Figure 3.A-1). Development is only proposed on the 16.68 acre portion of the Site within the Town of Ossining.

The Former Project proposed a change of use of the site from institutional (the former Stony Lodge Hospital) to multifamily residential. In the Applicant's opinion, the change in land use did not make the Project Site incompatible with surrounding land uses or constitute an adverse impact. The institutional hospital use had resident patients and staff, so there was previously a form of residential occupancy of the Project Site. The elimination of the ten hospital buildings and the construction of one newer 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 Site would be 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.

Public Policy

In the Applicant's opinion, the Former Project was consistent with the existing 2002 Town Comprehensive Plan and the update of Town of Ossining's Comprehensive Plan that was adopted on December 15, 2015. The Town of Ossining's 2015 Comprehensive Plan update specifically identifies the Project Site as appropriate for adaptive reuse and/or redevelopment to a use that will be protective of environmental resources and the surrounding residential neighborhoods. The Town of Ossining calls

for an increase in the number of affordable housing units. The Proposed Project provided a minimum of 10 percent of its dwelling units as affordable housing as mandated by Article VI of the Town of Ossining's zoning code.

Community Character

The Former Project would result in the construction of one new building on the upper, central portion of the Project Site with significant landscaped buffers to the adjoining residential properties. The building would be designed in the Hudson Valley architectural vernacular and be an improvement over the existing hospital buildings that are in disrepair.

Zoning

No zoning district in the Town could accommodate the Former Project as envisioned (see Figure 3.A-2 for surrounding zoning). In consultation with the Town, it was determined that the most appropriate zoning mechanism to enable the Former Project to be developed consistent within the Town's overall planning goals of environmental protection of large, underutilized site would be a new zoning district, the Multifamily Residence 2 (MF-2) District.

The Proposed Project required that a new zoning district be adopted to accommodate the use via a zoning code amendment to amend the Town's code to include a multifamily residence district known as the MF-2 zoning district. The amendment would also re-map the Project Site from the One-Family Residence (R-15) District to the MF-2 zoning district.

Multifamily housing would be permitted in this new district as a conditional use subject to approval by the Planning Board.

2. Proposed Project

i. Architectural Features, Intensity and Scale of the Proposed Project, Visual Analysis

The Proposed Project will be a clustered townhouse project that will be situated on areas currently disturbed or improved by the existing hospital buildings, paved areas or other pervious man-made surfaces. The site design has been careful to maintain and create vegetated buffered areas to all adjoining and adjacent properties and great care has been given to maintain the natural greenspace at the front of the property alongside Croton Dam Road (see full-size Drawing L-100 “Landscape Plan”. This area will be improved with stormwater basins to collect rainwater during storm events to provide stormwater management for the project. Appendix H “Visual Analysis” provides views of the Proposed Project.

The eastern shoreline of the Hudson River is situated approximately 1.4 miles to the west of the Proposed Project, adjacent to the west of the MetroNorth railroad tracks. Any views from the Hudson River itself would be more distant, and mitigated by the distance to the Proposed Project.

The roadways within the Proposed Project generally follow the existing roadways of the hospital buildings and maintain the single front access point on Croton Dam Road.

The Proposed Project’s townhouses will be clustered in rows of three, four, five and six units, and situated to best conform to the contours of the Property (see Figures 3.A-4a through 3.A-4f for project renderings). The architectural design of the units/clusters is in a “modern farmhouse” style which is popular today (see Figures 3.A-4g through 3.A-4j for project precedent studies). The exteriors will be clad in cementitious cladding shingle and plank (Hardie Board) materials with battens, stone-faced chimneys, porches with wood posts and top rails, divided-light gray window frames, and various roof sheds over front entries and

garage openings constructed in standing-seam metal roofing material (see Figures 3.A-4k through 3.A-4q for project precedent farmhouse elements).

The color palette of the Proposed Project exteriors will be in white, light and soft grays, with darker gray accents (see Figure 3.A-4r for project materials selection).

Low intensity and dark-sky compliant lighting will be used for security and wayfinding. Minimal decorative down-lighting will be provided at the entrance to the Site. A sign identifying the name of the Project will be placed at the entrance, and the sign will conform with the Town's code requirements.

Lighting fixtures will comply with dark sky requirements through the use of shielded and directional lighting, to minimize up-lighting and reduce unnatural lighting on nocturnal wildlife. Subsequent to the adoption of the proposed rezoning, an application for Site Plan Approval will be submitted with the specifications for all outdoor lighting along with an illustration and analysis of night-lighting trespass into habitats.

Vehicular access will be provided at the same location as the existing Site driveway via a 26-foot-wide private roadway. Another Site roadway branches off to the north near the clubhouse, and bends around to the east and south to a cul-de-sac. The entry road proceeds to another cul-de-sac on the northeasterly portion of the Site. (see full-sized Site Plan drawings).

An emergency access is proposed between the cul-de-sac and Narragansett Avenue on the northeasterly portion of the Site. The proposed access is 15 feet in width, will be paved, and has a bollard and chain assembly at either end to prevent non-emergency vehicular access. However, pedestrian and bicycle use are anticipated, and this provides a connection from the Project to Veterans Memorial Park.

A second emergency access with the same specifications is proposed between the westerly site roadway and Croton Dam Road on the northwesterly portion of the Site. Pedestrian and bicycle use are also anticipated. No sidewalks are proposed within the Site because of the low anticipated vehicular volume such that pedestrians may walk along the sides of the roadways.

ii. **Existing Conditions**

Figures 3.A-3 and 3.A-3a through 3.A-3e depict the existing conditions on the site.

The properties adjacent to or near the Project Site to the north, east, west, and south, are developed with single-family residential houses. These residential houses are typically two to three story homes, with a driveway, a garage, a front yard, and a backyard. On the western side of the Project Site is a large property obscured from view by a stone wall and heavy woods. This property faces the Project Site, specifically the natural greenspace at the front of the property alongside Croton Dam Road and looks up at the former hospital buildings.

In the Applicant's opinion, the visual character of the Project Site will be in keeping with the surrounding homes and will be buffered from surrounding properties by existing and proposed vegetation. However, instead of the three-story Main Hospital building being surrounded by eight other large hospital buildings, there will be instead, clustered two-story townhouses which will be lower in height.

The existing hospital buildings on-site will be removed. A significant portion of the wooded periphery of the site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands and the Proposed Project will avoid disturbance to the

wetland and wetland buffer. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line and will now have a green buffer.

The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site and 75% of net lot area) of open space, providing visual and natural resources benefits.

The current buildings on the property—previously occupied by Stony Lodge Hospital—are located at the top of a hill and are partially visible from the west side of the property from Croton Dam Road. Existing buildings are shown in Figure 2-2. The northern boundary of the property has structures along the property edge (non-conforming) that are fully visible from the homes situated on Grandview Avenue, and these buildings will be razed and replaced with green buffer. Similarly, the southern boundary has hospital buildings situated near the property edge that can be viewed by the homes on both Second Avenue and Pershing Avenue, and these buildings will also be razed and replaced by green buffer. Lastly, the eastern boundary of the property has structures that are partially hidden from the immediate neighborhoods due, in part, to current landscaping. It is noted that neither Narragansett Avenue nor Pershing Avenue, nor the two dead-end streets closest to the site including First Avenue and Second Avenue, provide views to the upper interior portions of the site.

iii. **Affordable Housing Component**

Article VI of the Town of Ossining’s zoning code describes the number of housing options as essential to the long-term health of the community. Furthermore, §200-33 requires new subdivisions or buildings requiring approval to provide 10 percent of the units of the proposed development to be affordable at below-market rate. To achieve this purpose, the code allows for a maximum permitted density bonus of 20 percent on a 10 or more acre property.

The Proposed Project will provide 10 of its 95 dwelling units as affordable housing as mandated by Article VI of the Town of Ossining’s zoning code.

In 2019, Westchester County undertook an Affordable Housing Needs Assessment (the “Study”) to establish a data-based foundation for the creation and preservation of affordable housing in Westchester County. The Assessment looks at the County’s history of housing policies; lays out the methodology for data analysis; provides findings on a wide variety of demographic, housing stock and housing affordability issues; and provides recommendations, including Best Practices from across the country, to help the County move forward in meeting its affordable housing needs.

The Study also provided data pertinent to the individual villages and towns within the County, including the Town of Ossining. Housing affordability was analyzed for both rental housing and owner housing to create an “out of reach” summary, using both market rents and HUD’s Fair market rent values compared with each Ossining’s renters wage rate to determine how “affordable” Ossining is and the gap in affordability. For the Town, this gap in affordability for a 2-bedroom market-rate rental is \$1,598 per month at the Town’s local renter wage of \$17.25/hour (Table 62 of the Study). A renter wage earner would need to work 111.2 hours per week to afford a 2-bedroom full-market value rental. The data show that every municipality in the County has a gap in affordability when looking at market rents.

iv. Recreation

The Project Site is currently vacant and is not accessible to the public for recreation purposes. In the future with the Proposed Project, the site will continue to be closed to the public for recreational purposes, though a goal of the site planning has been to provide on-site walking trails which will connect to adjoining trail systems, the Veterans Memorial Park across the street on

Narragansett Avenue, and also to neighboring streets. The Proposed Project will offer recreational amenities to residents within a community clubhouse which will include state-of-the-art exercise equipment, a yoga studio, a club room providing gathering areas and a coffee klatch. Adjacent outdoor amenities will include a swimming pool for residents, landscaped terraces overlooking the Hudson River, an outdoor kitchen for private entertaining, and quiet landscaped reading pockets. Therefore, it is the Applicant's intent to provide extensive on-site recreational opportunities so, in the Applicant's opinion, there will be little recreational impacts associated with the Proposed Project. Additionally, the demographic profile of the 55+ focus of the Proposed Project will have residents more focused on non-team sports and interested in the walking activities provided by the trails contemplated. Nonetheless, subsequent to the adoption of the proposed zone change, a determination by the Town will need to be made regarding the adequacy of the recreation facilities proposed for the site, and whether a payment in lieu will be required.

v. **Westchester County Planning Board - "Westchester 2025"**

Westchester 2025 is a county-wide planning effort aimed at demonstrating the importance of planning to the county's communities, as well as making planning resources more accessible to those communities and their residents. In addition, the 2025 Context for County and Municipal Planning and Policies to Guide County Planning was adopted by the Westchester County Planning Board in 2008 and amended in 2010. This document replaces and updates the "Assumptions and Policies" section of Patterns with new principles and policies for development in the County.

Listed below are those principles from the 2025 Context that are most applicable to the Project Site and the Proposed Project, as well as a description of how the Proposed Project is compatible with these policies.

Assure interconnected open space—Assure a diverse and interconnected system of open space to shape development, to provide contrast in the texture of the landscape, to separate developed areas, and to provide linkages among open space systems of the region.

The Proposed Project will protect open space with landscape buffers surrounding the site and providing an interconnection with the publicly accessible Veterans Memorial Park. See full-size Drawing L-100 “Landscape Plan” included with this SDEIS which conceptually depicts the many deciduous and evergreen tree plantings that enhance the buffer screening along the perimeter of the Site adjacent to the residential uses. The Sponsor of the Proposed Project will also seek ways to provide trail connections to the nearby Maryknoll Seminary with 230 greenspace acres further to the east, and the nearby Anne Dorner Middle School – Dale Cemetery – Torview Club’s open space areas to the westerly side of the Property.

Nurture economic climate—Nurture the economic climate of the county with use of municipal, county, state, and federal resources to improve infrastructure, housing, and programs that attract and support business enterprise, with consideration of inter-municipal impacts.

The Proposed Project will add housing to the currently vacant Project Site. While the site is not tax exempt, it is not currently a large tax revenue generator in its vacant state. By redeveloping the site with a proposed multifamily project, River Knoll will generate significant tax revenues for the Town of Ossining and will bring new residents to the Town, as well as retain those existing 55+-aged residents who might otherwise move out of Town, which will provide additional economic activity through new demand for commercial services, restaurants, stores, health and medical services, and more.

Preserve natural resources—*Preserve and protect the county’s natural resources and environment, both physical and biotic. Potential impacts on water resources (water bodies, wetlands, coastal zones and groundwater), significant land resources (unique natural areas, steep slopes, ridgelines and prime agricultural land, and biotic resources (critical habitat, plant communities and biotic corridors) require careful consideration as part of land management and development review and approval.*

Natural resources will be preserved as current out-buildings and impervious surfaces are removed, and these locations are re-vegetated as green buffers with informal, pastoral landscaping.

Support development and preservation of permanently affordable housing—*Encourage a range of housing types that are permanently affordable to renters and home buyers, with the County working with each municipality to address its needs for fair and affordable housing, as well as a share of the regional need.*

The Proposed Project will create a range of housing types on the Project Site with 85 market rate townhouse units and 10 permanently affordable housing units. This project will contribute toward an overall County goal of affirmatively furthering fair housing and advance the public interest of the municipalities of the County of Westchester.

Provide recreational opportunities to serve residents—*Enhance use of Westchester’s parks, beaches, and recreation facilities by improving public access and by providing a variety of settings for passive and active use. New recreational opportunities should take into account the recreational needs of higher density population areas and the needs and interests of the county’s changing population.*

While the Project Site is not a Westchester County-owned open space resource and will not be open to the public, the Proposed Project will offer numerous recreational amenities to residents including a fitness center for residents with

state-of-the-art exercise equipment, a yoga studio, a club room providing gathering areas and billiards, and both on-site walking paths and connections to surrounding walking trails. Outdoor amenities will include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park.

Define and Protect Community Character—*Encourage efforts to define the desired character of each municipality and neighborhoods within the broader, diverse palate of Westchester County. Support initiatives to adapt and establish land use policies and regulations that enhance that character through focus on location, setting, aesthetic design, and scale of development, as well as the public context of street life, tree canopy, and utility placement.*

In the Applicant’s opinion, the Proposed Project will define and protect community character because it will remove deteriorated and defunct structures and will eliminate a blighting influence to the community character of the surrounding neighborhoods. Landscaped buffers will separate River Knoll from the surrounding residential neighborhoods. It will eliminate adverse impacts to neighborhood character and also will enhance neighborhood character by the removal of blighted and underused conditions.

Maintain Utility Infrastructure—*Maintain safe and environmentally sound systems and policies for waste removal, collection, and treatment, as well as the treatment and distribution of drinking water consistent with the county’s land use policies. Programs to reduce and recycle the waste stream, protect water quality, control, and treat storm water, and mitigate or reduce the impacts of flooding must be strengthened.*

The Proposed Project will convey runoff to a new on-site state-of-the-art storm water system and eliminate the current site condition under which storm water runoff is discharged untreated directly to the surrounding neighborhoods. The

Proposed Project will provide a net reduction in the peak rates of storm water runoff and will result in reduced water quality impacts to the Town and Village stormwater systems.

Overall, it is the Applicant's opinion that the Proposed Project is consistent with local and regional policies that promote redevelopment of older properties in a manner that preserves community character, environmental features, and provides for affordable housing.

vi. The Comprehensive Plan

2015 Comprehensive Plan

The Town's most recent Comprehensive Plan was adopted in 2015. A 2020 Comprehensive Plan draft is underway. A website search of the Town determined that the 2020 Comprehensive Plan remains a work-in-progress.¹ There is a Draft Objectives & Strategies (D&S) document, dated August 2021, by the Pace Land Use Law Center.² This document notes the need for pedestrian connections between neighborhoods. As noted above, the emergency access proposed between the Project cul-de-sac and Narragansett Avenue on the northeasterly portion of the Site provides a pedestrian connection from the Project to Veterans Memorial Park. In addition, the Project proposes drainage improvements including 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. This is consistent with the D&S documents objective of decreasing stormwater runoff from impervious surfaces by implementing green infrastructure practices.

¹ [SUSTAINABLE OSSINING](#) Accessed 01/19/2022.

² [210831_WXY_OssiningCompPlan_Objectives_Strategies_FINAL_DRAFT.pdf \(squarespace.com\)](#) Accessed 01/19/2022.

In furtherance of the D&S objective of prioritizing infrastructure upgrades necessary to mitigate the effects of development projects on Town municipal infrastructure, the Applicant is proposing water system improvements that are similar to those previously prepared in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site.

An objective of the D&S document is to provide a range of housing that is diverse both in type and affordability. By proposing an age-restricted multifamily development with affordable housing the Project advances this goal.

Listed below are those principles from the 2015 Comprehensive Plan that are most applicable to the Project Site and the Proposed Project:

- “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).

2022 Draft Comprehensive Plan

A Draft Comprehensive Plan, dated 1/27/2022, is available on the Town’s website. The Plan “creates a blueprint for a more sustainable, equitable, and economically sound Town of Ossining”. The Plan’s goals, objectives, and strategies include a number that are relevant to the Proposed Project. These are as follows:

Housing, Development & Preservation

- Leverage development to ensure projects provide amenities beneficial to all members of the Town of Ossining community, including
 - Mitigate impacts to municipal infrastructure and resources, including roads, sewage, and schools, were new development to occur.

The Applicant is proposing water system improvements that are similar to those previously prepared in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements included providing a “looped” system between Croton Dam Road and Narragansett Avenue which includes installing a new 8” water main through the Project Site within the new roadways.

Because the Proposed Project is age-restricted, there will be few if any school children sourcing from the Project. Thus, the Ossining Central School District will benefit from an increase in taxes paid by the property of approximately \$690,000 annually, with no increase in expenditures due to additional school children.

- Provide a range of housing that is diverse both in type and affordability.
 - While a specific strategy is not stated, the Proposed Project provides 10 affordable homes, and separately provides a type of diverse housing type that is not currently present within the Town. That is, an age-restricted community. All 95 units will be age-restricted units pursuant to the Housing for Older Persons Act (“HOPA”). The Proposed Project would provide a new and upscale housing community choice type for residents age 55+ who wish to remain in Ossining and the Hudson Valley region.

Sustainable Infrastructure

- Incentivize the use of green building practices and methods in Unincorporated Ossining.
 - Incentivize green building practices in new development.
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 of the units 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. 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 residential units will utilize energy efficient 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.
- Encourage the use of green infrastructure, including retrofitting existing drainage systems with advanced stormwater filtration capability.

The existing Project Site has no modern stormwater practices. The Proposed Project will be designed with two infiltration basins to treat for water quality and retain stormwater runoff from the site. In addition, the proposed vegetated practices and overland discharges provide multiple opportunities for water quality enhancement and infiltration in addition to the proposed stormwater management practices.

- Promote dark sky initiatives such as reducing nighttime lighting and updating infrastructure with “dark sky approved”, low-pollution nighttime lights.

Low intensity and dark-sky compliant lighting will be used for security and wayfinding. Minimal decorative down-lighting will be provided at the entrance to the Site. Lighting fixtures will comply with dark sky requirements through the use of shielded and directional lighting, to minimize up-lighting and reduce unnatural lighting on nocturnal wildlife.

vii. Potential impact of Proposed MF zoning district and a comparison to the proposed rezoning of the property to a MF2 zoning district of the 2018 DEIS development

The Project Site is currently zoned R-15, which permits single family homes on 15,000 square foot lots and not multifamily uses. Accordingly, the existing MF “Multifamily District” zoning is proposed to enable this development.

Row or attached dwellings are defined in the Code as “a one-family dwelling with two common or party walls separating it from adjacent units on both sides”.

As noted in Section 200-16.A(3) of the Town Zoning Code, row or attached dwellings are permitted subject to the following requirements:

- a. The maximum number of dwelling units in a group of row dwellings is six.
- b. The minimum distance between principal buildings is to equal two times the height of the highest building, and the minimum distance between a principal and an accessory building is 20 feet.
- c. Any inner court is to have a minimum dimension of 60 feet, and any outer court a minimum dimension of 20 feet and a depth not exceeding its width.

- d. There is to be provided on the same lot a suitably equipped and landscaped children's play area with a minimum of 400 square feet for each dwelling unit.
 - At least 1/3 of the net site area is to be devoted to permanent open space and/or for sites suitable for recreation as required by Zoning Code Subsection A(2)(d). Undeveloped permanent open space is to be provided and guaranteed at the rate of 1,500 square feet per bedroom.
 - In considering such residential developments, the Planning Board shall follow the procedures and requirements set forth in § 200-31, entitled "Cluster developments."

Table III.A-1, below, illustrates the differences/similarities between the existing MF zone and the formerly proposed MF-2 zoning district.

**Table III.A-1
Bulk Comparative Zoning Analysis
MF and MF-2 Districts**

Description	Proposed Project	MF Multifamily District		MF-2 Zoning	
		Row and Attached Dwellings	Multiple	Row and Attached Dwellings	Multiple
Gross lot area (square feet)	779,179	--	--	--	--
Net lot area (square feet) ³	686,186 ⁴	20,000	20,000	10 acres	10 acres
Net lot area provided per dwelling unit (square feet)	4,002 plus 1,500 per bedroom	4,000 plus 1,500 per bedroom	4,000 plus 1,500 per bedroom	4,250*	4,250*
Lot width (feet)	979.5	20	100	50	250
Lot depth (feet)	665.5	100	150	250	250
Front yard (feet)	30.9	25	50	200	200
One side yard (feet)	50	50*	50	100	100
Both side yard (feet)	100	100*	100	200	200
Rear yard (feet)	40	40	40	100	100
Livable floor area per dwelling unit (square feet)	See below	See below	See below	850	700 per for 1 or more bedrooms
Studio and efficiency dwellings	N/A	450	450		
One-bedroom dwellings	N/A	675	675		
Two-bedroom dwellings	1,575	750	750		

³ As discussed in Section II. Project History and Proposed Project Description, subsection B of the SDEIS, Section 176-18.F of the Town Code specifies that at least 75% of the minimum lot area requirement of a proposed lot is to consist of neither “wetland” nor “extremely steep slope” as these terms are defined in the Code. The net lot area for the Site is 686,186 s.f. as calculated in Section II.

⁴ Combined Town and Village portions of the Site.

Description	Proposed Project	MF Multifamily District		MF-2 Zoning	
		Row and Attached Dwellings	Multiple	Row and Attached Dwellings	Multiple
Three-bedroom dwellings	1,795	1,000	1,000		
Four-bedroom dwellings	N/A	1,200	1,200		
Usable open space as % of Net Lot Area	75% ⁵	Same as § 200-16A(4)	Same as § 200-16A(4)	50%	50%
Minimum Children Play Area per Unit (S.F.)	--	400	400		
Maximum Permitted					
Building Height					
Stories	2 ½	2 ½	2 ½	3	3
Feet	26	35	35	50	50
Building coverage (percent)	18.9%	20%	20%	12%	12%
Building Length (Feet)	N/A	N/A	150		
Max. Number of Dwelling Units in a Row	6	6	6		
Minimum Distance between Principal Buildings (Feet)	30	2 Times Building Height (52 Feet)	2 Times Building Height (52 Feet)		
Minimum Distance between Principal and Accessory Buildings (Feet)	N/A	20	20		

* MF Note: Applies only between buildings and side lot lines.

⁵ 11.8 acres of open space are provided.

The differences in impacts between the two zoning districts include increased density for the formerly proposed MF-2 district with less lot area required per dwelling unit, and no provision for open space based on the number of bedrooms. The MF-2 zone also provided for increased lot width, depth, and front, side and rear yards. The MF-2 district would permit taller maximum building heights and less maximum permitted building coverage.

**Table III.A-2
Zoning Table**

Description	Proposed Project	MF Multifamily District
		Row and Attached Dwellings
Gross lot area (square feet)	779,179	--
Net lot area (square feet) ⁶	686,186 ⁷	20,000
Net lot area provided per dwelling unit (square feet)	4,002 plus 1,500 per bedroom	4,000 plus 1,500 per bedroom
Lot width (feet)	979.5	20
Lot depth (feet)	665.5	100
Front yard (feet)	30.9	25
One side yard (feet)	50	50*
Both side yard (feet)	100	100*
Rear yard (feet)	40	40
Livable floor area per dwelling unit (square feet)	See below	See below
Studio and efficiency dwellings	N/A	450
One-bedroom dwellings	N/A	675
Two-bedroom dwellings	1,575	750
Three-bedroom dwellings	1,795	1,000
Four-bedroom dwellings	N/A	1,200
Usable open space as % of Net Lot Area	75% ⁸	33%
Maximum Permitted		
Building Height		
Stories	2 ½	2 ½
Feet	26	35
Building coverage (percent)	18.9%	20%

* Note: Applies only between buildings and side lot lines.

viii. Relevance of "Spot Zoning"

Since there is no requirement to adopt a new zoning district, and no amendment to the Zoning Code with respect to the existing district is being requested, the

⁶ As discussed in Section II. Project History and Proposed Project Description, subsection B of the SDEIS, Section 176-18.F of the Town Code specifies that at least 75% of the minimum lot area requirement of a proposed lot is to consist of neither “wetland” nor “extremely steep slope” as these terms are defined in the Code. The net lot area for the Site is 686,186 s.f. as calculated in Section II.

⁷ Combined Town and Village portions of the Site.

⁸ 11.8 acres of open space are provided.

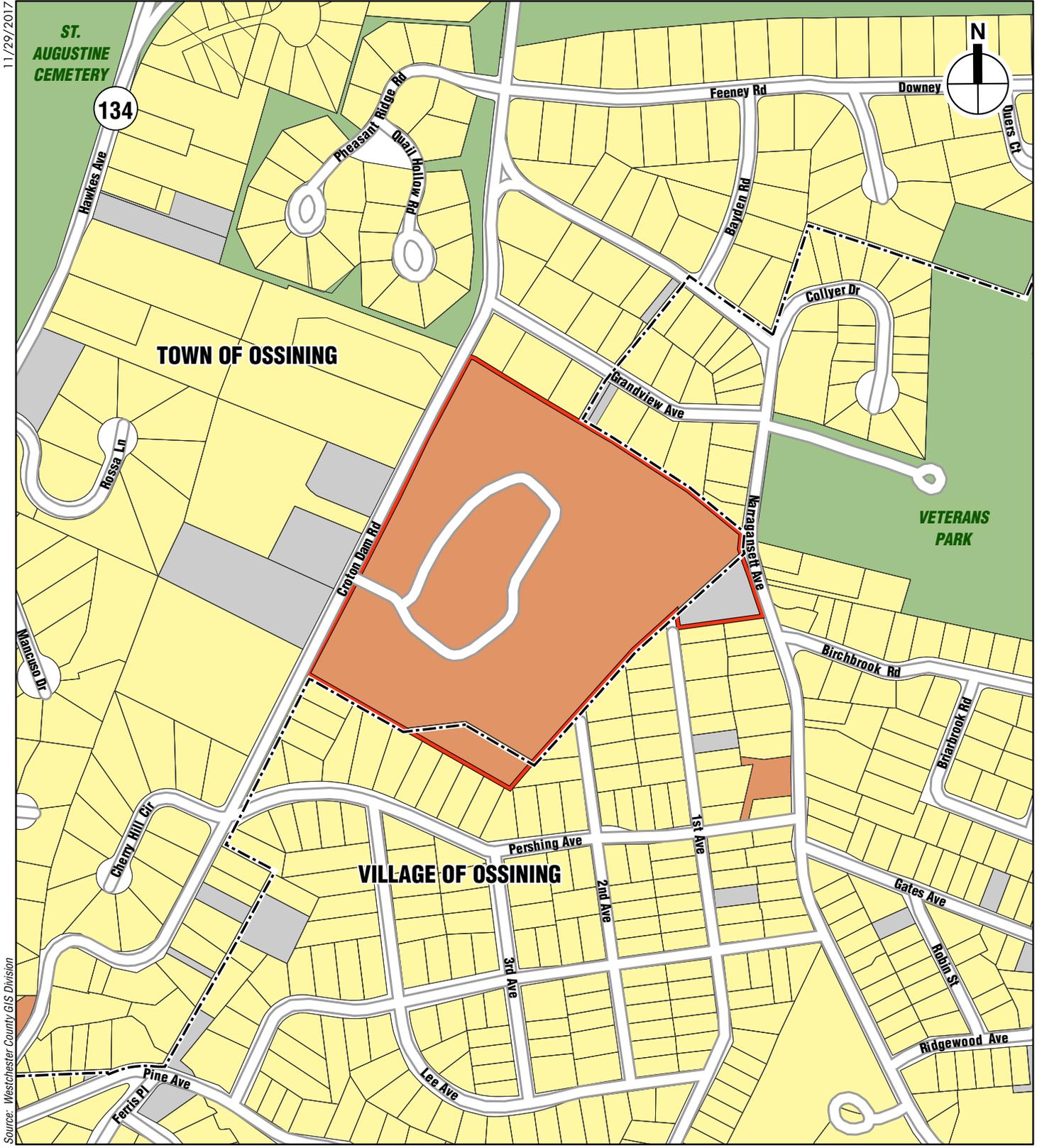
Town-wide impact of rezoning the Site has been eliminated. Any properties that otherwise meet the requirements of the Multifamily (MF) district can apply to be rezoned notwithstanding the Proposed Project. The MF zone is established within the Town Code.

3. Mitigation

Full-size Drawing L-100 “Landscape Plan” included with this SDEIS conceptually depicts the many deciduous and evergreen tree plantings that are to enhance the buffer screening along the perimeter of the Site adjacent to the residential uses.

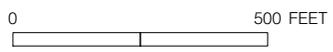
In the Applicant’s opinion, the Proposed Project has been designed to avoid significant adverse impacts on land use, community character, zoning, or public policy. The Applicant has endeavored to create an attractive reuse for residential opportunities on a currently underutilized and blighted site. The green buffers, open space preservation, and landscaping have been strategically designed to minimize land use impacts to the adjacent neighborhood. As previously noted, the Applicant will submit a petition to rezone the site to the MF District to facilitate this project. Therefore, no additional mitigation with regards to land use, zoning, public policy, or community character is required.

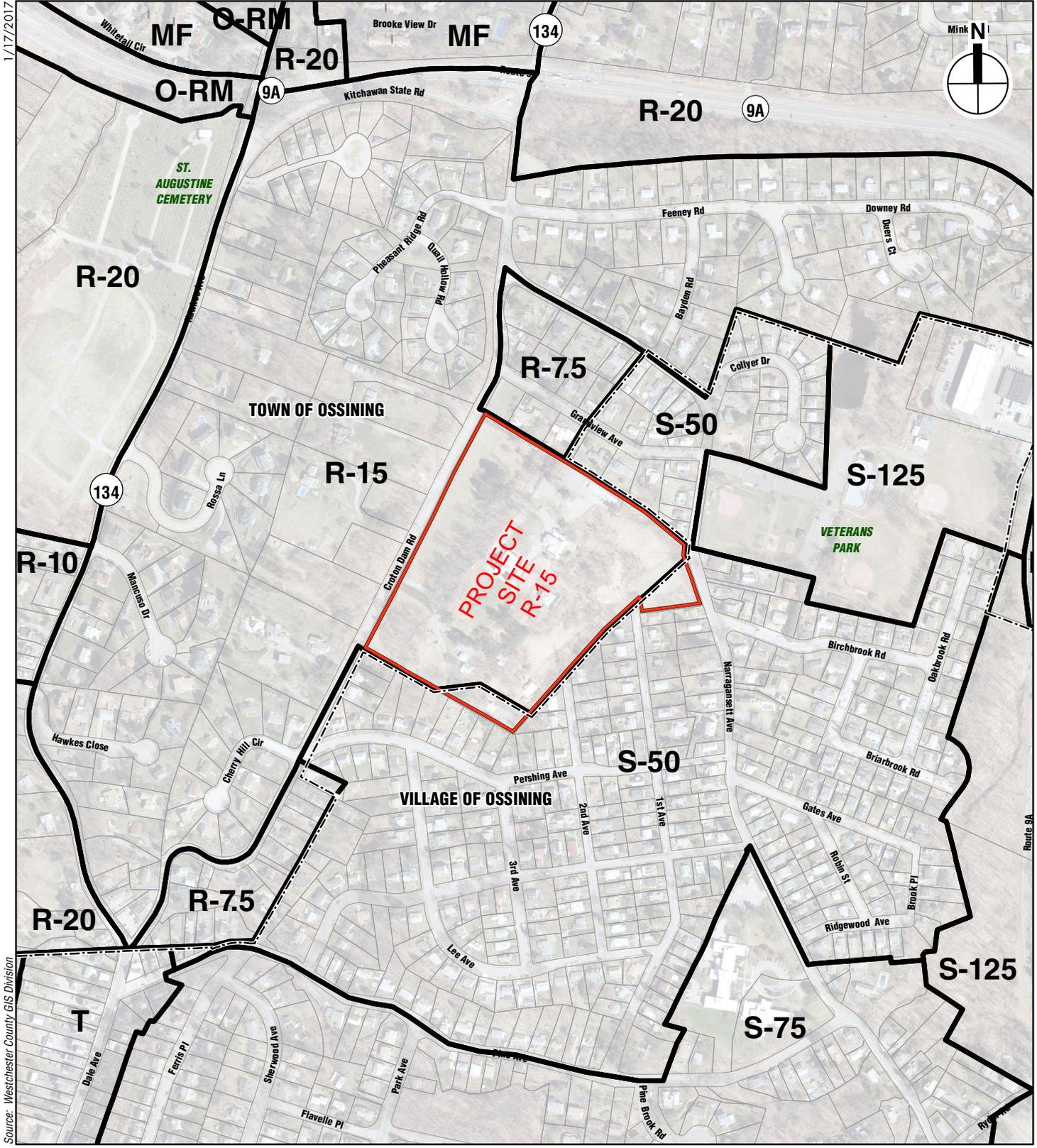
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Source: Westchester County GIS Division

- Project Site
- Village/Town Boundary
- Tax Parcel Boundaries
- Social and Health Services
- Open Space and Recreation
- Residential
- Vacant/Undeveloped





1/17/2017
Source: Westchester County GIS Division

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

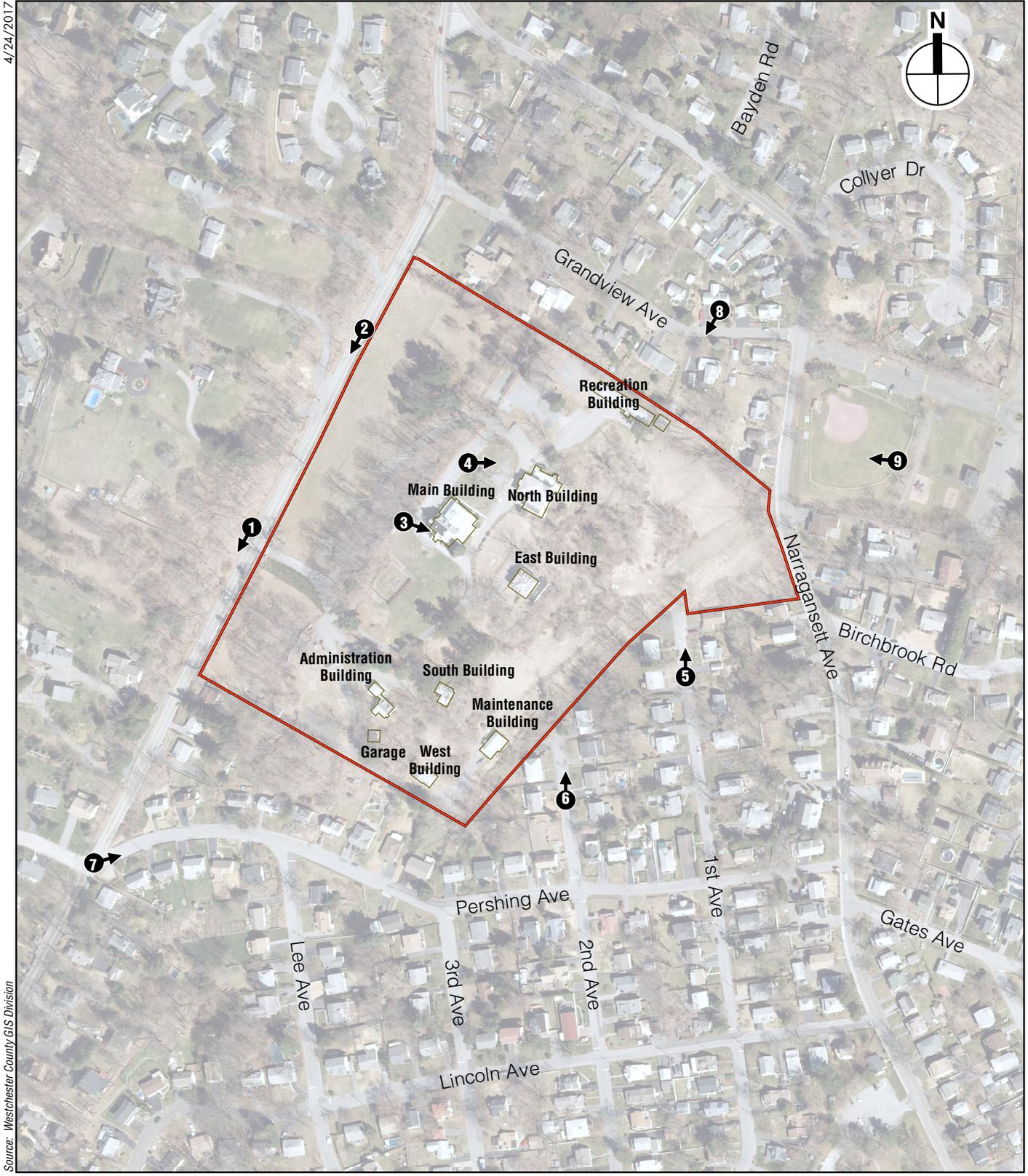
- MF** - Multi-Family
- O-RM** - Office-Research Manufacturing
- R-15** - One-Family Residential
- R-20** - One-Family Residential
- R-7.5** - One-Family Residential
- S-100** - One-Family Residential
- S-125** - One-Family Residential
- S-50** - One-Family Residential
- S-75** - One-Family Residential
- T** - One-Family Residential

0 500 FEET

RIVER KNOLL
Source: AKRF

Surrounding Zoning
Figure 3.A-2

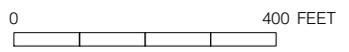
4/24/2017



Source: Westchester County GIS Division

 Project Site

 Photo View Direction and Reference Number



RIVER KNOLL
Source: AKRF

Existing Visual Analysis Photo Location Key

Figure 3.A-3



Entrance to Stony Lodge Hospital 1



Existing On-site Lawn at Entrance off Croton Dam Road 2



View of the Main Building 3



View of South Building and Recreation Building 4



View toward the Project Site from 1st Avenue 5



View toward the Project Site from 2nd Avenue 6



View of the neighborhood along Pershing Avenue 7



View toward the Project Site from Grandview Avenue 8



View toward the Project Site from Veterans Memorial Park 9



Croton Dam Road Entry



Aerial View at Croton Dam Entry



Street View Looking East- Units 93 / 72-74



Street View Looking West - Units 41-37

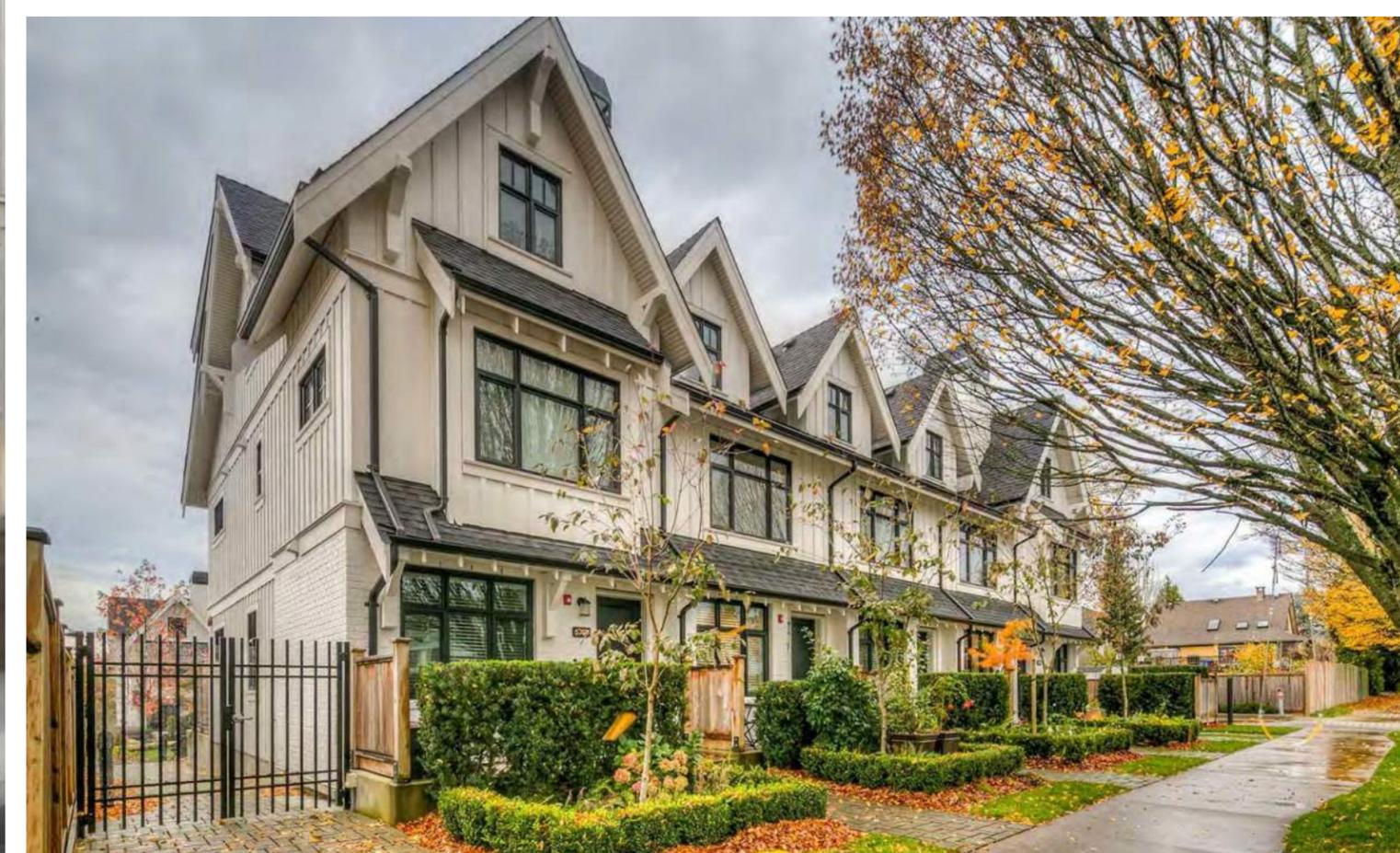


Typical Six Pack of Townhomes

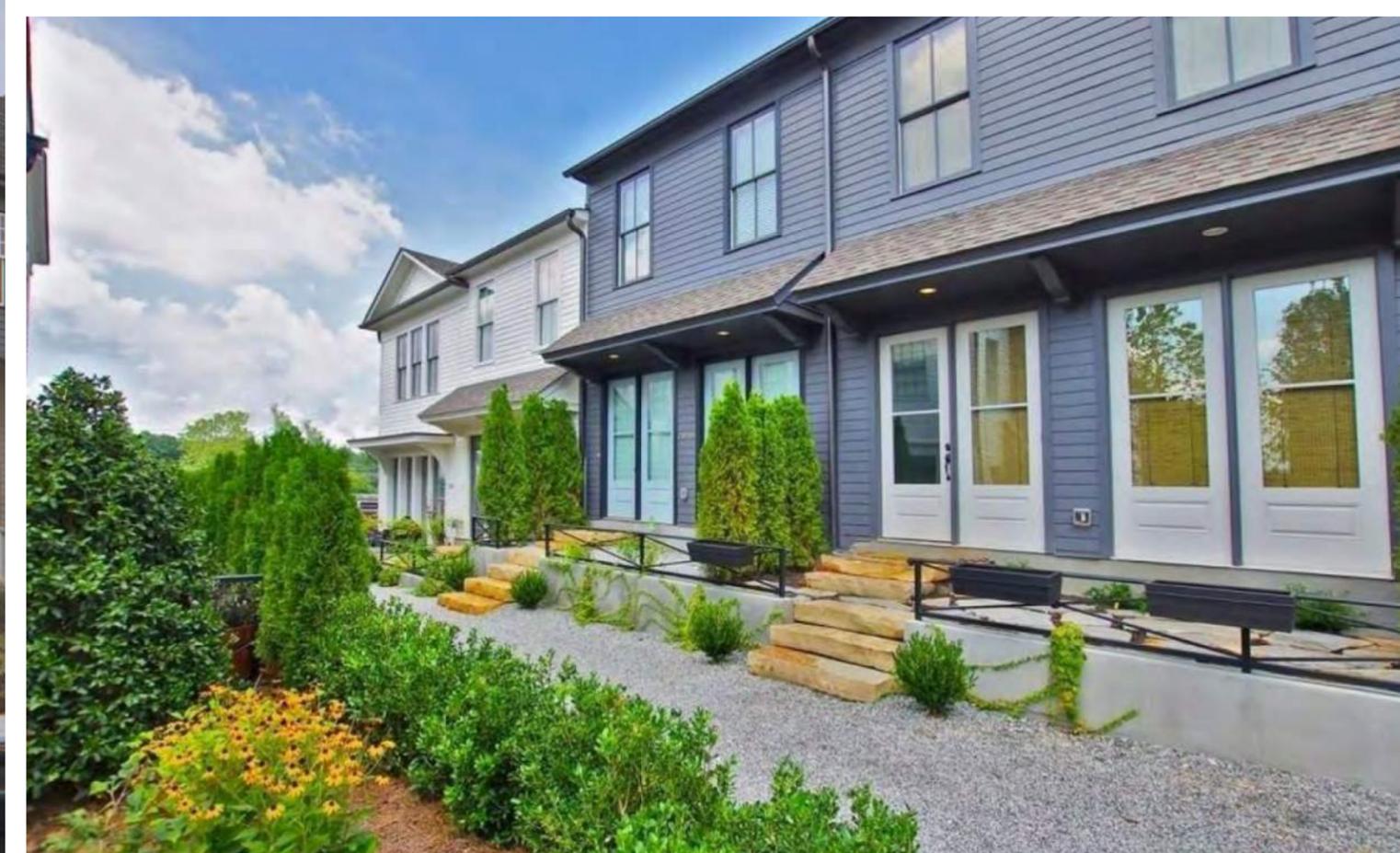
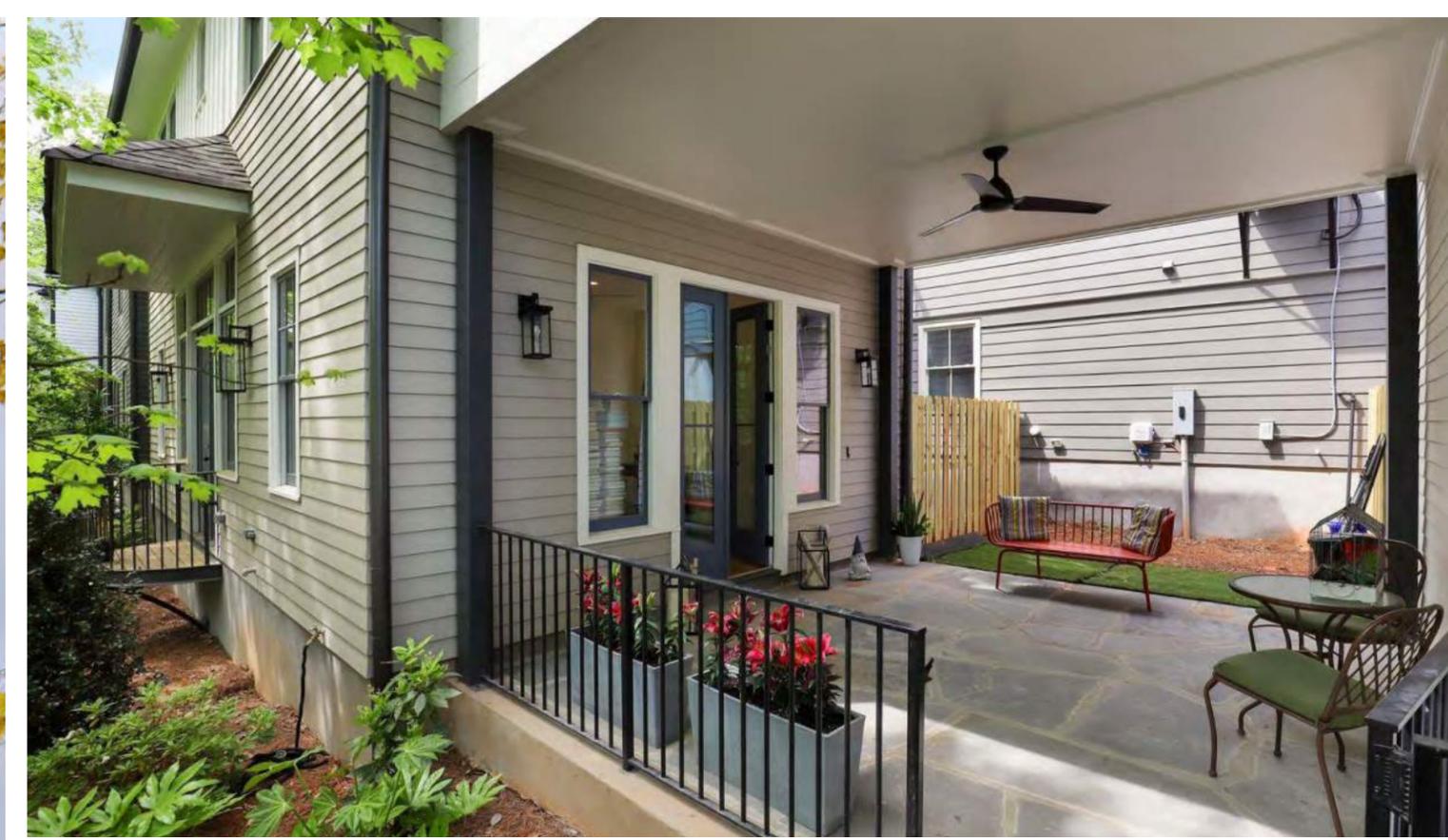


Typical Six Pack of Townhomes





SAINT GEORGE TOWNHOMES | VANCOUVER, BC



SOUTHERLAND | ATLANTA, GA



ROSEWOOD AT SECORD | EDMONTON, AB





FARMHOUSE - GLAZING



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Town of Ossining - Precedent Studies

Early Concept
August 25, 2021

HUDSON PARK

Project Precedent Farmhouse Elements - Figure 3.A-4k



FARMHOUSE - DOORS



FARMHOUSE - ROOFLINES



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Town of Ossining - Precedent Studies
Early Concept
August 25, 2021

HUDSON PARK
Project Precedent Farmhouse Elements - 3.A-4m



FARMHOUSE - RAILINGS



FARMHOUSE - LIGHTING



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Town of Ossining - Precedent Studies
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HUDSON PARK
Project Precedent Farmhouse Elements - 3.A-40



FARMHOUSE - PORCHES



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Town of Ossining - Precedent Studies
Early Concept
August 25, 2021

HUDSON PARK
Project Precedent Farmhouse Elements - 3.A-4p



FARMHOUSE - GARAGE

Town of Ossining - Precedent Studies

Early Concept
August 25, 2021



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HUDSON PARK
Project Precedent Farmhouse Elements - 3.A-4q

WHITE BOARD AND BATTEN SIDING



DARK STANDING SEAM METAL ROOF



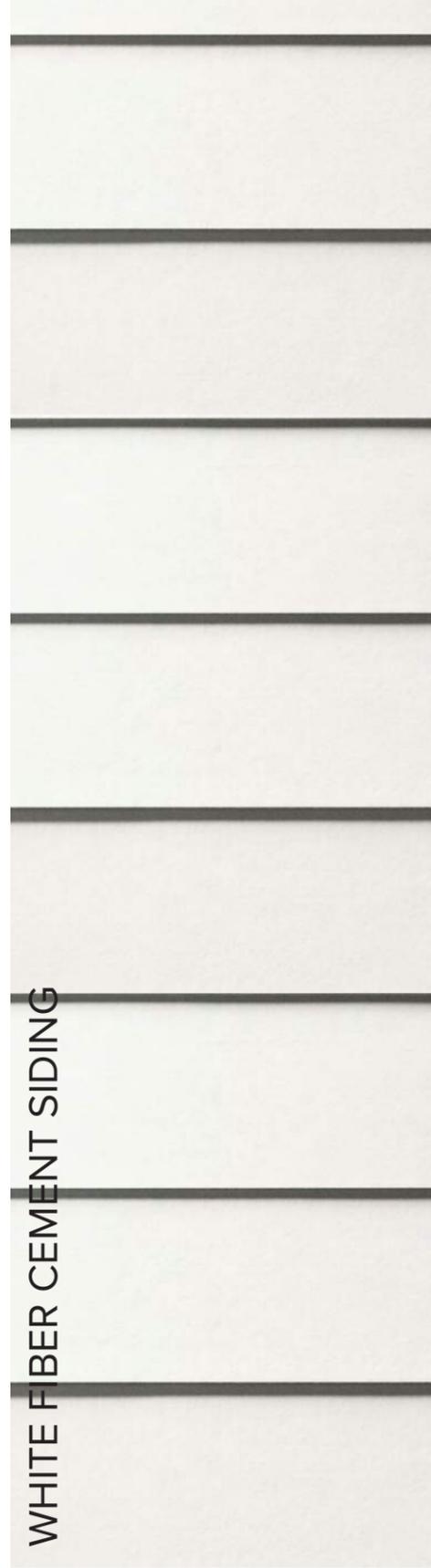
DARK ARCHITECTURAL ASPHALT SHINGLES



WOOD ACCENTS



WHITE FIBER CEMENT SIDING



BLACK METAL FINISH (WINDOW FRAMES)



COPPERTONE METAL FINISH



FEATURE ACCENT SIDING COLOR



III.B Wetlands

I. Former Project

There are no FEMA floodplains or NYSDEC-mapped streams with classification on the site (Figure 3.B-1), nor NWI or NYSDEC wetlands (Figure 3.B-2).

A small herbaceous wetland was delineated on-site on September 14, 2015. This wetland was 0.277 acres in size, of which most, 0.273 acres, was located within the Village of Ossining. A smaller amount, 0.004 acres, was located within the Town of Ossining.

This wetland will not be disturbed as a result of the Former Project. No disturbance (clearing/regrading) was proposed within the 100 foot buffer and it was expected to remain maintained lawn with some woody patches.

The Former Project included a stormwater management plan that would treat all runoff from the Former Project, and stormwater basins that would manage the additional runoff from impervious surfaces. Due to the variety of hydrologic sources both on- and off-site, site development was not expected to adversely impact the existing wetland, or the hydrologic levels. In this way, water quality impacts to the on-site wetland would be avoided. It was the Applicant's conclusion that the Former Project would not adversely impact wetlands within the Project Site during construction and operation.

Habitat impacts of the Former Project are depicted in Table III.B-1.

**Table III.B-1
Habitat Impacts
Former Project**

Habitat Type	Existing (Acres)	Proposed Disturbance (Acres)	Post-Construction Habitats (Acres)
Maintained lawn with trees	4.43	3.98	4.51
Oak-Maple woods	2.04	0.74	1.35
Periodically mowed field	3.71	1.67	3.37
Wetland	0.28	0	0.28
Early successional woods	1.74	1.74	4.4
Impervious surface	2.38	2.28	2.26
Building footprint	0.59	0.59	1.66
Total	17.89	11.00	17.89
Note: Numbers may not add due to rounding.			
Source: AKRF GIS Data Analysis			

2. Proposed Project

i. Describe potential new disturbance to wetlands, wetlands buffers

The wetland and wetland buffer are regulated by both the Town of Ossining and the Village of Ossining’s Wetland Codes.

There are no New York State Department of Environmental Conservation (NYSDEC) regulated wetlands on or within the proximity of the Project Site. There are no watercourses or watercourse buffers on the Site.

To confirm the presence and extent of on-site wetlands, site inspections were conducted on September 14, 2015, April 21, 2017, and recently on June 11, 2021. The inspections confirmed one small herbaceous wetland of approximately 0.146 acres in size in the northeastern portion of the Project Site (see Figure 3.B-3). The wetland is located entirely within the Village of Ossining. The wetland buffer in the Town portion of the site is 0.496 acres in size. 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 will not disturb the wetland or the wetland 100 foot buffer area, and will have no impact on watercourses because there are no watercourses or 50-foot watercourse buffers on the Site.

Due to the variety of hydrologic sources on and off site and based on the detailed analysis contained in the Preliminary SWPPP (SDEIS Appendix Volume 2), it is the Applicant's conclusion that the Proposed Project would not adversely impact the existing wetland, wetland buffer, or the hydrologic levels.

ii. Compliance of the Proposed Project with Town and Village Codes

Because the Proposed Project will not impact wetlands or wetland buffers, it does not fall under the purview of the Town of Ossining nor the Village of Ossining's Wetland Codes.

iii. Analysis of Impacts to Vegetative Cover

A total of 14.2 acres will be disturbed by the Proposed Project, which will impact the vegetative coverage of the Site. As shown in Table III.B-2, some of this disturbance will occur in areas occupied by existing buildings, drives and maintained lawn, not impacting vegetative cover. In addition, there will be no impacts to the vegetative cover associated with the wetland or wetland buffer because no disturbance is proposed to these areas.

**Table III.B-2
Impacts to Vegetative Cover Types
Proposed Project**

Vegetative Cover Type	Existing Vegetative Cover Types (Acres)	Proposed Disturbance to Vegetative Cover Types (Acres)	Post-Construction Vegetative Cover Types (Acres)	<i>Former Project</i> Proposed Vegetative Cover Types Disturbance (Acres)
Maintained lawn with trees	4.41	4.20	8.40	3.98
Oak-Maple woods	2.04	1.38	0.66	0.74
Periodically mowed field	3.82	2.88	0.94	1.67
Wetland	0.15	0	0.15	0
Early successional woods	4.49	2.82	1.67	1.74
Impervious surface	2.42	2.33	2.92	2.28
Building footprint	0.56	0.56	3.15	0.59
Total	17.89	14.6	17.89	11.00
Note: Numbers may not add due to rounding. Source: AKRF GIS Data Analysis; JMC				

The Proposed Project will result in a net increase in impervious surface of approximately 0.5 acres. Existing impervious surfaces (buildings/pavement) on the 17.89 acre site will be removed. In this way, a significant portion of the wooded periphery of the site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line and will now have a green buffer. The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site) of vegetative cover, providing visual and natural resources benefits.

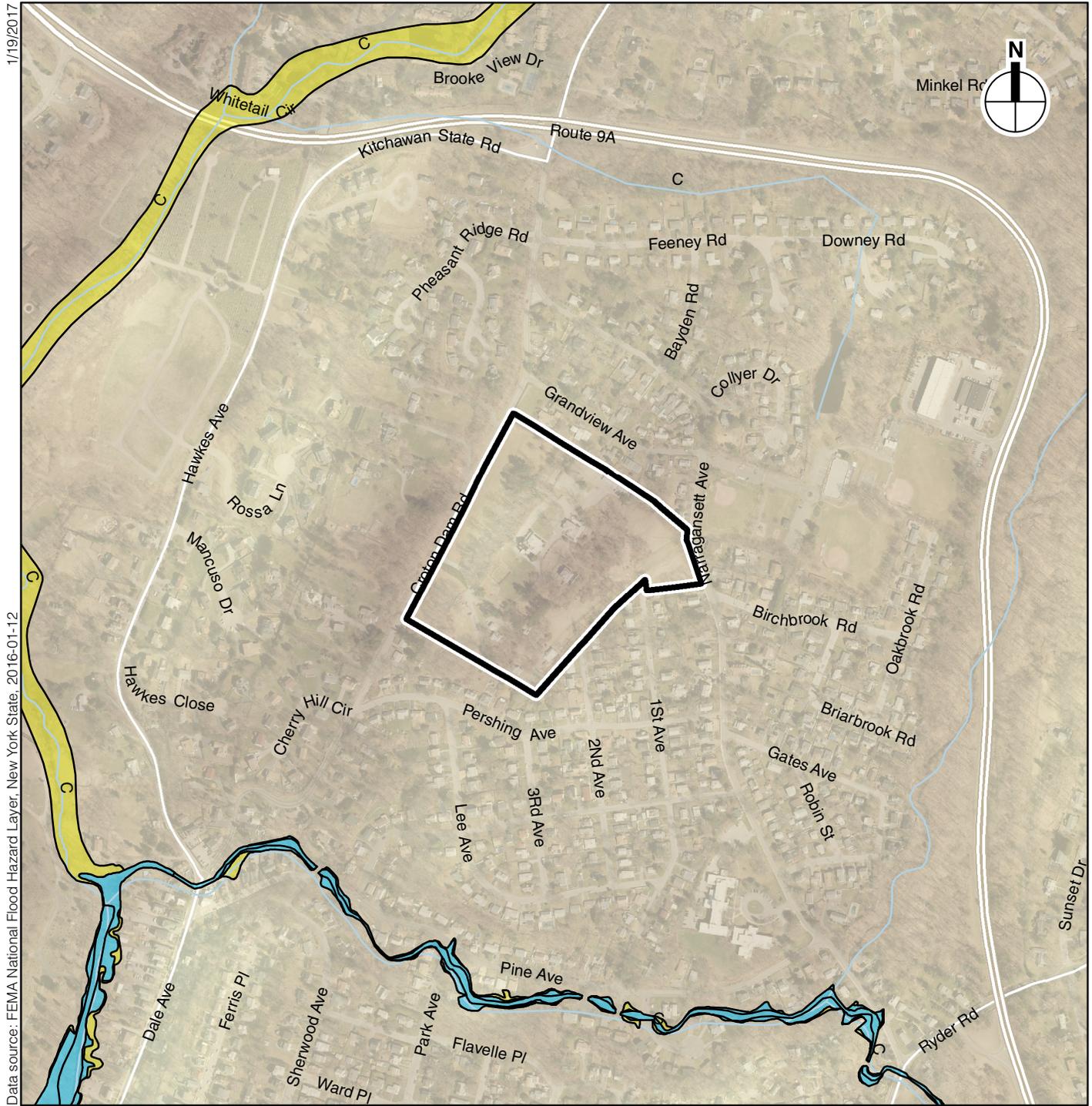
The Former Project had less site disturbance and thus fewer impacts on habitat types than the Proposed Project. The Former Project contained one proposed building, and hence was more compact in nature than the Proposed Project with

its attached dwelling units in 19 multifamily buildings, resulting in the Proposed Project having the greater site disturbance.

3. Mitigation

No mitigation is proposed because no disturbance to wetlands or wetland buffers is proposed, and 66% of the entire Project Site will retain vegetative cover.

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FEMA Floodplains and
 NYSDEC-mapped Streams with Classification
Figure 3.B-1

6/5/2017

Source: Westchester County GIS Division, USFWS



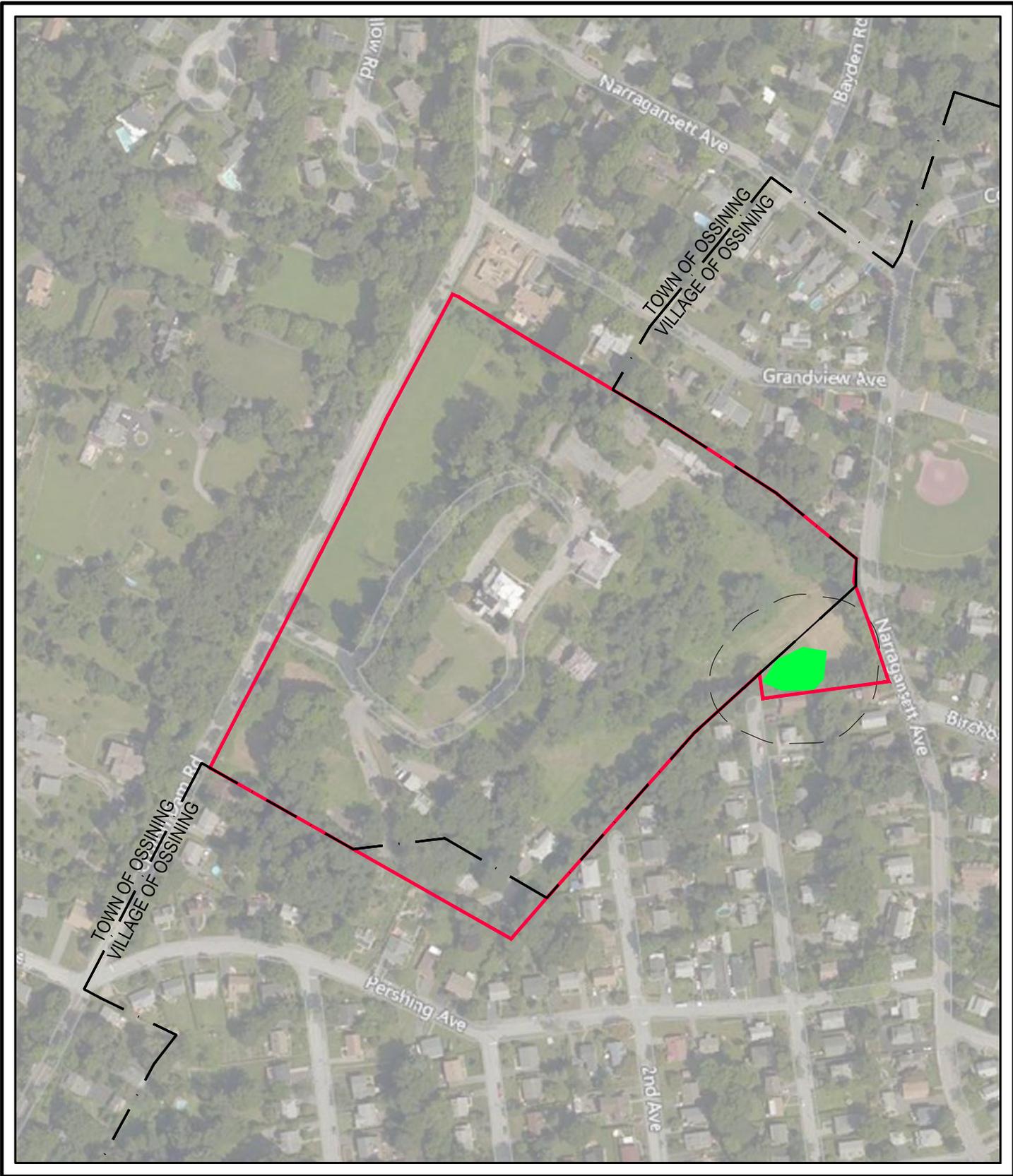
- Project Site
- Village/Town Boundary
- DEC Mapped Wetlands - Westchester County

- NWI - Wetland Type
- Freshwater Forested/Shrub Wetland
 - Freshwater Emergent Wetland
 - Freshwater Pond
 - Riverine

0 1,000 FEET

RIVER KNOLL
Source: AKRF

NWI and NYSDEC-mapped wetlands
Figure 3.B-2



- PROJECT SITE
- VILLAGE/TOWN BOUNDARY
- WETLAND BOUNDARY
- 100 ft WETLAND BUFFER



SCALE: 1" = 250'

RIVER KNOLL

On-site Delineated Wetlands
Figure 3.B-3

III.C Soils, Topography (Steep Slopes) and Geology

I. Former Project

It was determined that depth to bedrock is generally greater than six feet for much of the site, but is less than three feet in the center of the site. The Project Site is underlain by Manhattan Formation bedrock, which is metamorphic schist bedrock of Ordovician age.

The Former Project would be constructed primarily in the upper elevations of the site occupied by the following soil mapping units: HrF (Hollis Rock outcrop complex, very steep); CrC Charleton-Chatfield complex rolling, very rocky); and CsD (Charleton-Chatfield complex, hilly very rocky). The site soil mapping units and topography are depicted on Figure 3.C-1. The main construction/development limitations for these soil types as indicated by the NRCS Soil Survey are these soils' shallow depth to bedrock and their erosion potential on steeper slopes. These soils have erodibility factors (K factors) ranging from 0.24 to 0.32, meaning they are medium textured soils moderately susceptible to detachment and erosion.

The establishment and maintenance of erosion control measures (silt fence, mulch, and temporary sedimentation basins) during construction and the reestablishment of plant cover as soon as possible after construction would be employed to prevent the adverse effects of erosion and sedimentation. In accordance with the NYSDEC's State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002 at the time), a Stormwater Pollution Prevention Plan (SWPPP) was prepared. This included erosion control measures to be used during construction to avoid impacts from erosion/sedimentation.

Figure 3.C-2 depicts the existing slopes on the property.

The Former Project would require a steep slope permit from the Town of Ossining.

Steep Slope Disturbance accounted for approximately 5.3 acres of steep slopes (>15 percent slope), or about 30 percent of the site, which would be regraded during construction of the Former Project. After construction, all constructed slopes would conform to Town Engineering requirements to ensure safety and stability. The alignment of roadways within the Project Site would follow natural topography.

A detailed erosion control plan was included in the SWPPP to ensure that all steep slope disturbance (clearing/grading) did not result in the movement of soil in stormwater runoff and avoided erosion/sedimentation.

The geotechnical investigation (see Appendix C of the DEIS) concluded that some blasting might have been required. If so, blasting would be conducted in accordance with applicable local, state and federal regulations.

It was the Applicant's conclusion that with the implementation of an approved SWPPP and ESC Plan, the Former Project would have avoided any adverse impacts to soils and would not have resulted in any significant adverse impacts to soils or topography on or in the vicinity of the Project Site.

The proposed multifamily residential structure was designed to work with the existing contours of the site and also stay within the already disturbed areas from the prior hospital use to the maximum extent practicable. These measures were to minimize the need for cut/fill and avoid significant changes to the site's topography. Nevertheless, there would have been approximately 2,500 cubic yards of export (approximately 125 trucks). With the excavation and foundation trade work occurring over two to three months, the truck trips would equate to only one or two truck trips per workday during this phase.

Based on recommendations in the Geotechnical Investigation I, some blasting might

¹ "Report on Subsurface Soils and Foundation Investigation, Proposed Development" – River Knoll, 40 Croton Dam Road, Ossining, prepared by Carlin – Simpson & Associates, January 20, 2017.

have been recommended. If so, blasting would have been conducted in accordance with applicable local, state, and federal regulations, including Town Code Section 89, “Explosives,” and the Town of Ossining regulations on blasting (Town Code §123). To ensure compliance, a site-specific blasting plan would have been provided to the Town. This plan would include schedules for blasting (day, hour, night, and duration); safety protocols associated with blasting activities and the handling and transport of blasting materials; and measures to reduce noise-related impacts. Compliance with the blasting plan would minimize potential impacts associated with blasting.

Where the Geotechnical Investigation recommends removing rock, a hydraulic hammer would be used to chip and break the rock apart without the use of blasting wherever practical, however blasting would be utilized in areas where it is the remaining viable option. The impacts of rock ripping and chipping are ground vibrations in the immediate vicinity of the ripping and chipping machinery, and potential fly-off rock fragments in the immediate vicinity of the ripping and chipping operation. While there is little that can be done to mitigate ground vibrations, there are steps that could be taken to mitigate the impacts of fly-off rock fragments.

With the Applicant implementing the measures noted above, it was the Applicant's conclusion that the potential cumulative impacts on the geology, soils, and/or topography on or in the vicinity of the Project Site resulting from the development of the Former Project would not be significant.

2. Proposed Project

Full-sized drawing SP-4 “Grading Plan” and Figure 3.C-4 provide an illustration of the proposed grading of the Site. Based on the topography of the Project Site, and in order to accommodate development in accordance with the proposed plan, the project would result in a net cut of approximately 14,943 cubic yards of excess material (Figure 3.C-5). As illustrated on Figure 3.C-5, the areas in red represent areas of cut and depth of cut. Most of the cut area is on the central high points on the Site, as well as to the west adjacent to Croton Dam Road to accommodate the proposed

stormwater management basins. Fill areas are depicted in blue and are present predominantly on the eastern and southern portions of the Site, and where the proposed clubhouse is to be situated.

Approximately 89 percent of the material to be excavated will be re-used on the Project Site as compacted fill, and the balance of the excavated material would be exported from the site. The excess material would be exported in accordance with all applicable regulations to appropriate location(s).

The Grading Plan depicts the locations, lengths and top and bottom elevations of the proposed retaining walls. It is anticipated the majority of the walls will be segmental block construction.

Figure 3.C-3 depicts the impacts to steep slopes as a result of the Proposed Project. Approximately 7.6 acres of slopes in excess of 15 percent will be disturbed by the Proposed Project.

Chapter 167 of the Town Code, “Steep Slope Protection”, classifies steep slopes as follows.

- MODERATELY STEEP SLOPE
 - A slope equal to or greater than 15% but less than 25% and covering a minimum horizontal area of 3/10 of an acre (13,068 square feet).
- VERY STEEP SLOPE
 - A slope equal to or greater than 25% but less than 35% and covering a minimum horizontal area of 2/10 of an acre (8,712 square feet).
- EXTREMELY STEEP SLOPE
 - A slope equal to or greater than 35% and covering a minimum horizontal area of 1/10 of an acre (4,356 square feet).

The Code requires that the most steeply sloped area that meets the minimum area threshold noted in the above definitions is to determine the approval authority

jurisdiction and review procedures for obtaining a Steep Slope Permit. In the case of the Proposed Project, the Planning Board would be responsible for granting such a permit.

Approximately 29% of the 14.2-acre disturbance area impacts moderately steep slopes, 14% impacts very steep slopes, and 10% extremely steep slopes. Chapter 167 “Steep Slope Protection” of the Town Code regulates disturbance to steep slopes. With regard to disturbance of extremely steep slopes, §167-5.b(2) of the Code states that it is unlawful to create or disturb any extremely steep slope, as defined herein, except that the Planning Board may waive this prohibition with respect to ingress and egress for the property and in other circumstances, subject to the following provisions of this section. In these cases, the applicant is to have the burden of demonstrating that the applicant's circumstances warrant the waiver, including, at a minimum, an analysis of the relative environmental impacts of alternatives and demonstration by the applicant that:

- The site, lot or parcel cannot be reasonably used without the creation or disturbance of an extremely steep slope; or
- A traffic hazard relative to sight distance(s) would result without the creation or disturbance of an extremely steep slope.

In addition, the Planning Board may only permit the creation or disturbance of an extremely steep slope if in doing so adverse environmental impacts can be mitigated to the extent acceptable to said Board.

At this stage the site plans have not been finalized because changes may occur during the SEQRA review process. The Applicant will seek a Steep Slope Permit and a waiver from the Planning Board subject to the conditions of §167-5.b(2) during the site plan approval process following the SEQRA review.

The site has largely been previously disturbed with the former hospital use, and slope disturbance is being mitigated with erosion and sediment control measures as outlined in the SWPPP (Volume 2 Appendix) and in Section 3.D of the SDEIS.

Based on the findings of the geotechnical investigations for the Former Project, 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.”

The licensed blasting specialist will use care and caution to prevent excessive shock waves or stones and other material from flying and endangering life and property. The blasting of material near to any building or other structure will be conducted so as not to cause any damage. All blasting will be under the direct supervision of persons approved and licensed by New York State.

At this stage the site plans have not been finalized because changes may occur during the SEQRA review process. In addition, the condition of the underlying bedrock would need to be evaluated as the excavations proceed to determine specifically if blasting is required at a specific location.

The geotechnical investigation also concluded that rock removal may be required. A hydraulic hammer would be used to chip and break the rock apart, without the use of blasting. The impacts of rock ripping and chipping are ground vibrations in the immediate vicinity of the ripping and chipping machinery, and potential fly-off rock fragments will occur in the immediate vicinity of the ripping and chipping operation. While there is little that can be done to mitigate ground vibrations, there are steps that can be taken to mitigate the impacts of fly-off rock fragments. In the first instance, the impacts of fly-off rock fragments are mitigated by providing the operator of the machinery working within an enclosed cab and/or wearing protective eye gear. Impacts of fly-off rock fragments on other persons and/or off-site will be mitigated by limiting accessibility to the area of the ripping and chipping operation with signage and

fencing to the machine operator and installing controls—such as protective screening—would help ensure that any potential fly-off rock fragments remain on-site.

Airborne dust may be created by the chipping operation, which may be mitigated by wetting of the material being ripped.

An on-site rock crushing process may be established temporarily. There are two main sources of dust at a rock crushing site. One source is the processing equipment that crushes, screens, and conveys the aggregate. The other is associated with stockpiles of pulverized rock where fines can become airborne by wind. Permits would be obtained from WCDOH for crushing and processing the rock on site. The operation will in all cases be no closer than 200 feet from any property line. Rock crushing would only occur during permitted hours of construction as required by Chapter 130 Noise of the Ossining Town Code.

The proposed on-site stormwater runoff from the impervious surfaces including building rooftops, driveway, parking areas and sidewalks will be collected and conveyed by drainage manholes and catch basins to a network of high density polyethylene (HDPE) drain pipe installed underground with discharge to proposed infiltration basins and a micropool extended detention basin.

The proposed drainage improvements include standard and green infrastructure stormwater practices, such as infiltration basins. The vegetated practices and overland discharges provide multiple opportunities for water quality enhancement and infiltration in addition to the proposed stormwater management practices.

3. Mitigation

Blasting mitigation measures

Similar to the Former Project, some blasting might be necessary. If so, blasting would be conducted in accordance with applicable local, state, and federal regulations,

including Town Code Section 89, “Explosives,” and the Town of Ossining regulations on blasting (Town Code §123). To ensure compliance, a site-specific blasting plan is to be provided to the Town. This plan would include schedules for blasting (day, hour, night, and duration); safety protocols associated with blasting activities and the handling and transport of blasting materials; and measures to reduce noise-related impacts. Compliance with the blasting plan would minimize potential impacts associated with blasting.

Where feasible, a hydraulic hammer would be used to chip and break the rock apart without the use of blasting. The impacts of rock ripping and chipping are ground vibrations in the immediate vicinity of the ripping and chipping machinery, and potential fly-off rock fragments in the immediate vicinity of the ripping and chipping operation. While there is little that can be done to mitigate ground vibrations, there are steps that could be taken to mitigate the impacts of fly-off rock fragments, such as by providing the operator of the machinery working within an enclosed cab and/or wearing protective eye gear, by limiting the area of the ripping and chipping operation with signage and fencing to the machine operator, and by installing such controls as protective screening such that any potential fly-off rock fragments remain nearby and on-site. Other impacts, such as airborne dust created by the ripping and chipping operations, will be mitigated by wetting of the material being ripped.

With the Applicant implementing the measures noted above, it is the Applicant's conclusion that the potential cumulative impacts on the geology, soils, and/or topography on or in the vicinity of the Project Site resulting from the development of the Proposed Project would not be significant.

Steep Slope and Erosion and Sediment Control Measures

Erosion and sedimentation control measures will be implemented by the Applicant in accordance with the requirements of NYSDEC SPDES General Permit No. GP-0-20-001 for Stormwater Discharges from Construction Activity, and Chapter 168, “Stormwater Management and Erosion and Sediment Control,” of the Town of

Ossining's Code. In accordance with the prepared SWPPP plan, on-site temporary measures such as silt fences, interceptor swales to be used to direct stormwater runoff to temporary sediment traps for settlement, stabilized construction entrances, temporary seeding, and mulching. In an effort to minimize runoff and prevent runoff into wetlands and wetlands buffer areas, as well as onto neighboring properties, designated soil stockpiling areas and silt fencing will be used. Given the size of the Project Site and its considerable distance from neighboring properties, there are ample opportunities to shield and fence off construction materials and equipment.

There will be no problematic runoff to existing adjacent homes. As discussed in the Preliminary SWPPP (SDEIS Appendix Volume 2), the proposed stormwater facilities have been designed such that the quantity of stormwater runoff during and after construction is not adversely altered or is enhanced when compared to pre-development conditions.

The SWPPP analyzed anticipated drainage conditions taking into account the rate of runoff which will result from the construction of buildings, parking areas and other impervious surfaces associated with the site development.

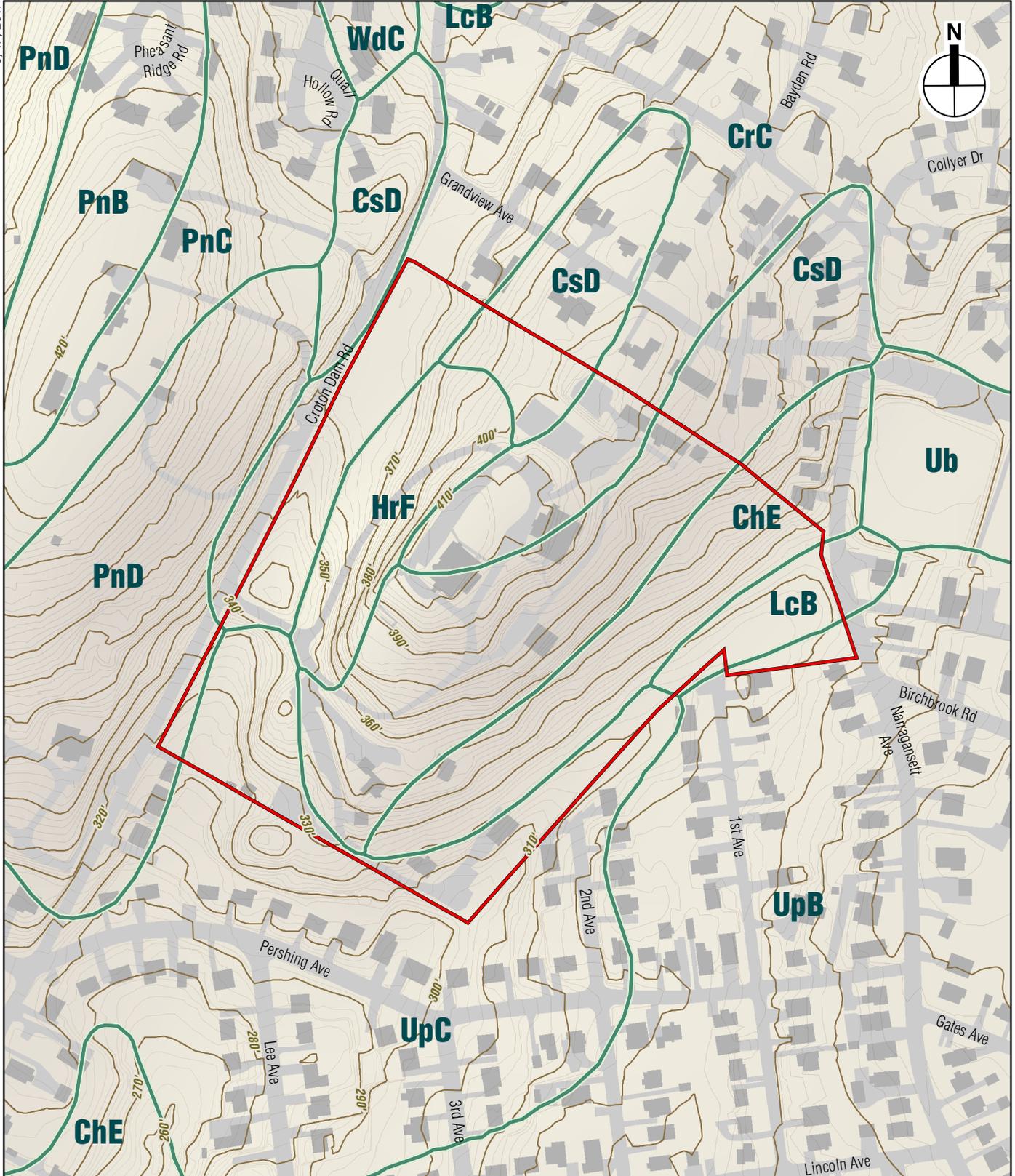
The project employs a variety of practices to reduce peak rates of runoff associated with the proposed improvements. These measures include infiltration basins, a wet extended detention pond and stormwater planters. These improvements will mitigate runoff volumes from the proposed improvements as runoff volumes will be slightly reduced or maintained in all the analyzed storms. The SWPPP concludes that there are not anticipated to be any adverse impacts from the Proposed Project to the site or any surrounding areas.

As noted above, following the conclusion of the SEQRA process the Applicant will seek a Steep Slope Permit and a waiver from the Planning Board, subject to the conditions of §167-5.b(2) of the Town Code as discussed above, during the site plan approval process.

Construction hours are regulated by Chapter 130 “Noise” of the Town Code. §130-6.C limits construction activity that is audible outside a building or structure to Monday through Friday, except holidays, during the hours of 8:00 AM to 8:00 PM, and Saturdays, Sundays and holidays during the hours of 9:00 AM to 5:00 PM.

[https://jmcpc.sharepoint.com/sites/15064/shared documents/shared documents/sdeis/2022-06-24-sdeis complete for public distribution/sdeis word documents/iii.c soils topography \(steep slopes\) and geology.docx](https://jmcpc.sharepoint.com/sites/15064/shared%20documents/shared%20documents/sdeis/2022-06-24-sdeis%20complete%20for%20public%20distribution/sdeis%20word%20documents/iii.c%20soils%20topography%20(steep%20slopes)%20and%20geology.docx)

5/17/2017



- Project Site
- SSURGO Soil Map Unit Boundaries
- 10 Foot Contour Intervals



RIVER KNOLL
 Source: AKRF

Soils and Topography
Figure 3.C-1



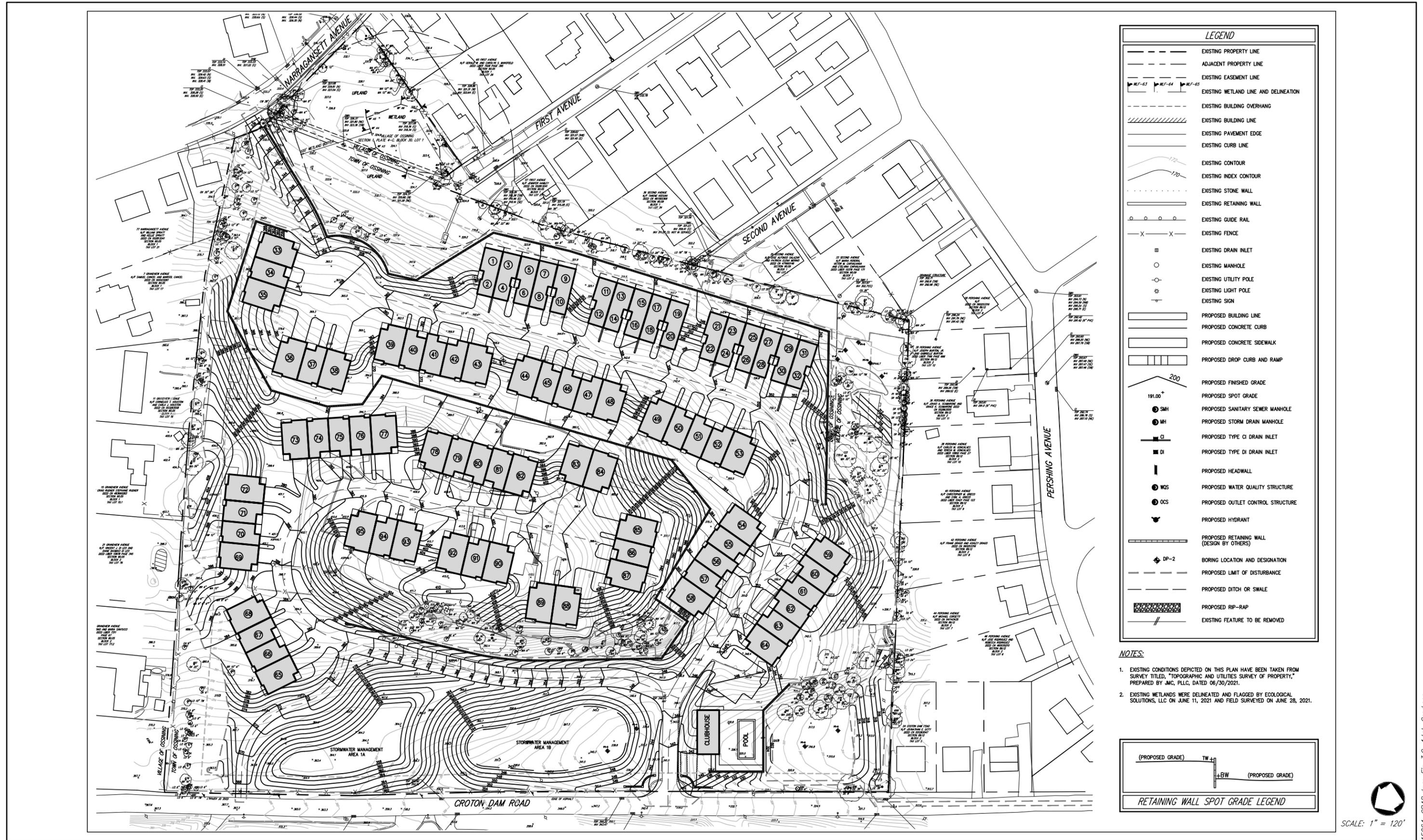
SLOPES TABLE			
MINIMUM SLOPE	MAXIMUM SLOPE	AREA (SF/ACRES)	COLOR
0.00%	15.00%	362,066/8.3	
15.00%	25.00%	220,679/5.1	Yellow
25.00%	35.00%	109,801/2.5	Pink
35.00%	VERTICAL	86,633/2.0	Green
TOTAL		779,179/17.9	

SCALE: 1" = 120'

STEEP SLOPES DISTURBANCE TABLE			
MINIMUM SLOPE	MAXIMUM SLOPE	AREA (SF/ACRES)	COLOR
15.00%	25.00%	180,720/4.1	Yellow
25.00%	35.00%	90,342/2.1	Pink
35.00%	VERTICAL	60,992/1.4	Green
TOTAL	STEEP SLOPES	332,054/7.6	

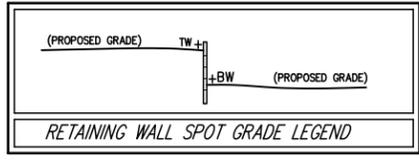


SCALE: 1" = 120'

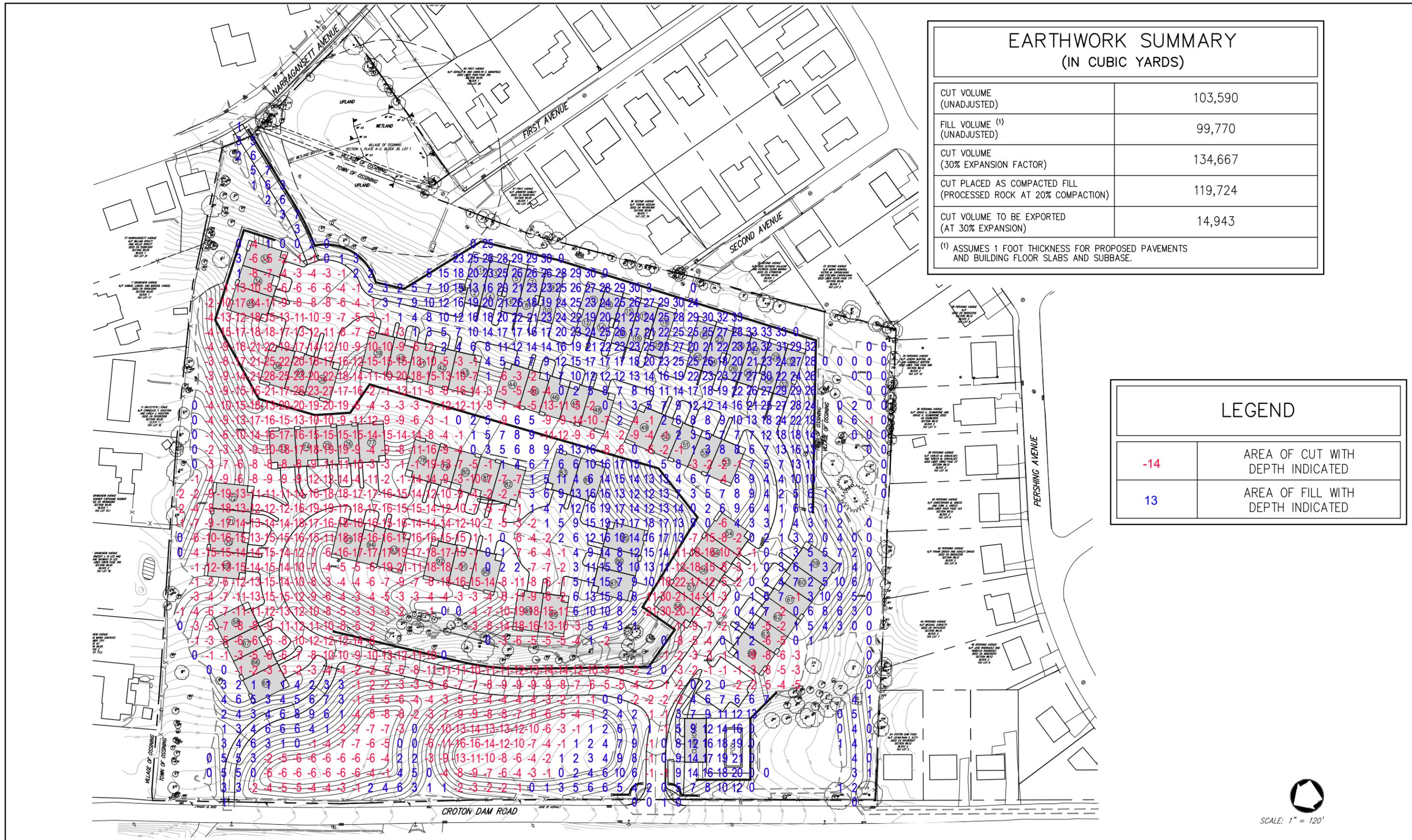


LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED CONCRETE SIDEWALK
	PROPOSED DROP CURB AND RAMP
	PROPOSED FINISHED GRADE
	PROPOSED SPOT GRADE
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED TYPE CI DRAIN INLET
	PROPOSED TYPE DI DRAIN INLET
	PROPOSED HEADWALL
	PROPOSED WATER QUALITY STRUCTURE
	PROPOSED OUTLET CONTROL STRUCTURE
	PROPOSED HYDRANT
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
	BORING LOCATION AND DESIGNATION
	PROPOSED LIMIT OF DISTURBANCE
	PROPOSED DITCH OR SWALE
	PROPOSED RIP-RAP
	EXISTING FEATURE TO BE REMOVED

- NOTES:**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC AND UTILITIES SURVEY OF PROPERTY," PREPARED BY JMC, PLLC, DATED 06/30/2021.
 - EXISTING WETLANDS WERE DELINEATED AND FLAGGED BY ECOLOGICAL SOLUTIONS, LLC ON JUNE 11, 2021 AND FIELD SURVEYED ON JUNE 28, 2021.



SCALE: 1" = 120'



EARTHWORK SUMMARY (IN CUBIC YARDS)

CUT VOLUME (UNADJUSTED)	103,590
FILL VOLUME ⁽¹⁾ (UNADJUSTED)	99,770
CUT VOLUME (30% EXPANSION FACTOR)	134,667
CUT PLACED AS COMPACTED FILL (PROCESSED ROCK AT 20% COMPACTION)	119,724
CUT VOLUME TO BE EXPORTED (AT 30% EXPANSION)	14,943

⁽¹⁾ ASSUMES 1 FOOT THICKNESS FOR PROPOSED PAVEMENTS AND BUILDING FLOOR SLABS AND SUBBASE.

LEGEND

-14	AREA OF CUT WITH DEPTH INDICATED
13	AREA OF FILL WITH DEPTH INDICATED

SCALE: 1" = 120'

III.D Stormwater Management and Subsurface Water

I. Former Project

The Former Project included sidewalks, a parking lot, driveways, a subsurface parking garage, and landscaped areas, in addition to the proposed residential building. Stormwater runoff would source from the rooftop of the building, the driveway, parking areas, and the sidewalks, and would be collected and conveyed by drainage manholes and catch basins to a network of high-density polyethylene (HDPE) drainpipe installed underground with discharge to proposed infiltration basins and a micropool extended detention basin. There was a total of approximately 3.92 acres of impervious surface on the Project Site.

A Subsurface Soil Investigation was performed by Carlin Simpson & Associates for the Previous Project, and is included in Appendix C of the DEIS. Borings were 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. A summary of the Subsurface Soil Investigation is provided in the Stormwater Pollution Prevention Plan (SWPPP) (See DEIS Appendix F). The results of the Subsurface Soil Investigation determined that stormwater management areas IA and IB were suitable for infiltration basins and that stormwater management area 2B was not. Therefore, stormwater management area 2B was 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.

Implementation of the proposed stormwater management plan will significantly improve stormwater quantity and quality over existing conditions. The proposed

Stormwater Pollution Prevention Plan (SWPPP) will be in compliance with the requirements of NYSDEC SPDES General Permit No. GP-0-15-002 at the time for Stormwater Discharges from Construction Activity and Chapter 168, “Stormwater Management and Erosion and Sediment Control,” of the Code of the Town of Ossining. Erosion control measures employed during construction will conform to the New York Standards and Specifications for Erosion and Sediment Control (August, 2005). The proposed stormwater management improvements will provide runoff reduction, water quality treatment for the 90% 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.

To determine the post-development rates of runoff generated on-site, two Design Points were identified for comparing peak rates of runoff for existing and proposed conditions. Similarly, two Drainage Areas were identified based on the proposed drainage divides at the site. Each Drainage Area corresponded to the Design Point it drains towards.

2. Proposed Project

The Proposed Project will include 19 townhouse buildings, a clubhouse, pool and associated parking area, driveways, sidewalks and landscaped areas (Figure III.D-1 and Figure III.D-2 depict the existing impervious areas on the site and the proposed impervious areas, respectively). Stormwater runoff from the rooftops of the buildings, driveways, parking areas and sidewalks will be collected and conveyed by catch basins and drain manholes via a network of high-density polyethylene (HDPE) drain pipe with discharges to proposed infiltration basins and hydrodynamic structures.

The proposed Stormwater Pollution Prevention Plan (SWPPP) (Appendix B SDEIS Volume 2 Appendix) will be in compliance with the requirements of NYSDEC SPDES General Permit No. GP-0-20-001 for Stormwater Discharges from Construction Activity and Chapter 168, “Stormwater Management and Erosion and Sediment Control,” of the Code of the Town of Ossining. Erosion control measures employed

during construction will conform to the New York Standards and Specifications for Erosion and Sediment Control (November, 2016). The proposed stormwater management improvements will provide runoff reduction, water quality treatment for the 90% 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-0-20-001.

In order to determine the post-development rates of runoff generated on-site, the following drainage areas were analyzed in the post-development conditions. These areas are graphically depicted on Drawing DA-2 "Proposed Drainage Area Map" within the SWPPP (the Existing and Proposed Drainage Area Maps are included within the Appendix B SDEIS Volume 2 Appendix "Preliminary Stormwater Pollution Prevention Plan").

Similar to existing conditions, three separate drainage areas were identified in proposed conditions based on the proposed drainage divides at the site. The numbers included in the name of each drainage area correspond to the Design Point they drain towards.

The following is a description of each of the drainage areas analyzed in the proposed conditions analysis.

Proposed Drainage Area I is the western portion of the site and discharges to Design Point I, which is an existing catch basin located in Pershing Avenue. Proposed Drainage Area I consists of the following sub-drainage areas:

Proposed Drainage Area IA (PDA-IA) is 6.08 acres located at the northwestern portion of the site and consist of the proposed townhouses, driveways, parking areas and landscaping areas. Runoff from PDA-IA will be collected by roof drain leaders and drain inlets and conveyed in pipes to infiltration basin IA. Stormwater runoff will be pretreated prior to discharging into the infiltration basin with the use of a Cascade Separator water quality structure. The pretreated water from the Cascade unit will be routed to the

infiltration basin IA. Multiple infiltration tests were conducted in the footprint of the stormwater basin and revealed infiltration rates ranging from 2-12 inches per hour. To provide a conservative analysis, the average 5 inches per hour was utilized in all infiltration calculations. The outflow from the infiltration basin will be conveyed by the outlet control structure OCS-IA which consist of a 3" orifice at elevation 358.75, a 4' weir at elevation 362.20 and the grate top set at elevation 363.10. A 15" culvert pipe is proposed to route the stormwater runoff to the Design Point I. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 77 and 5 minutes, respectively.

Proposed Drainage Area IB (PDA-IB) is 5.82 acres located at the central western portion of the site and consists of a portion of the proposed townhouses, asphalt parking areas, asphalt drives and adjacent landscape areas. Runoff from PDA-IB will be collected by roof drain leaders and drain inlets and conveyed in pipes to infiltration basin IB. Stormwater runoff will be pretreated prior to discharging into the infiltration basin with the use of a Cascade Separator water quality structure. The treated water from the Cascade unit will be routed to the infiltration basin IB. Multiple infiltration tests were conducted in the footprint of the stormwater basin and revealed an average rate of 4 inches per hour that was utilized in all infiltration calculations. The outflow from the infiltration basin will be controlled by outlet control structure OCS-I which consists of an 8" orifice at elevation 343.60 and the grate top set at elevation 347.10. A 15" pipe is proposed to route the stormwater runoff to the Design Point I. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 79 and 5 minutes, respectively.

Proposed Drainage Area IC (PDA-IC) is 0.65 acres in size and consists southern area of the site remaining undeveloped that will continue to be routed through an existing pipe that extends through the neighboring properties and into the existing catch basin in Pershing Avenue. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 76 and 5 minutes, respectively.

Proposed Drainage Area 1D (PDA-1D) is 1.40 acres and consists of the proposed clubhouse building, off street parking, driveway and adjacent landscape areas. Under proposed conditions the total drainage area and total impervious have been reduced as compared to the existing conditions. Therefore, Water Quality Treatment Options II & III will be utilized. According to Option III of the Redevelopment Standards, alternative or non-standard practices such as manufactured treatment devices are acceptable if they treat 75% of the water quality volume from the disturbed areas as well as any additional runoff directed to the practice. Therefore, the impervious areas will be treated with a Cascade Separator Unit CS-3, which is a NYSDEC approved alternative practice. Runoff from PDA-1D will flow overland to a depression located south of the site driveway. The outflow from the depression will be conveyed to a proposed series of pipes located in Croton Dam Road and then discharge into an existing catch basin in Pershing Avenue. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 80 and 5 minutes, respectively.:

Proposed Drainage Area 2A (PDA-2A) is 3.27 in size and located along the easter portion of the site. the drainage area consists of rear roof areas of three buildings, landscape areas and adjacent undisturbed areas. Under the proposed conditions the total drainage area and total impervious have been reduced as compared to the existing conditions. Therefore, Water Quality Treatment Options II & III will be utilized. According to Option III of the Redevelopment Standards, alternative or non-standard practices such as manufactured treatment devices are acceptable if they treat 75% of the water quality volume from the disturbed areas as well as any additional runoff directed to the practice. Therefore, the impervious areas will be treated with a Cascade Separator Unit CS-3, which is a NYSDEC approved alternative practice. Runoff from PDA-2A flows overland to the wetland in the northeast corner of the site, as in existing conditions. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 70 and 5 minutes, respectively.

Proposed Drainage Area PDA-3A is 0.07 acres and consists of the same portion of the asphalt drive and grass area adjacent to Croton Dam Road as compared to existing

conditions. Runoff from PDA-3A flows overland out to Croton Dam Road. The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 87 and 5 minutes, respectively.

The peak rates of runoff to the design point of each of the analyzed drainage areas for each storm are shown on the table below:

Table III.D-1
Summary of Proposed Peak Rates of Runoff in Proposed Conditions
(Cubic Feet per Second)

Storm Recurrence Interval	DP-1	DP-2	DP-3
1 year	0.57	1.84	0.11
10 year	2.81	7.44	0.26
100 year	17.70	19.30	0.52

The reductions in peak rates of runoff from proposed to existing conditions are shown on the table below:

Table III.D-2
Percent Reductions in Peak Rates of Runoff (Existing vs. Proposed Conditions)
(Cubic Feet per Second)

Design Point	Storm Recurrence Frequency (Years)	Existing Peak Runoff Rate (cfs)	Proposed Peak Runoff Rate (cfs)	Percent Reduction (%)
1	1 year	3.65	0.57	84
	10 year	12.59	2.81	77
	100 year	26.73	17.70	33
2	1 year	3.21	1.84	42
	10 year	15.40	7.44	51
	100 year	42.32	19.30	54
3	1 year	0.21	0.11	47
	10 year	0.39	0.26	33
	100 year	2.28	0.52	77

3. Mitigation

A potential impact of the Proposed Project on soils or slopes will be that of erosion and transport of sediment during construction. An Erosion and Sediment Control Management Program will be established for the Proposed Project, beginning at the start of construction and continue throughout its course, as outlined in the "New York State Standards and Specifications for Erosion and Sediment Control," November 2016. Post construction and throughout the life of the project, a maintenance program will be implemented for the control of sediment transport and erosion control.

There are approximately 2.42 acres of impervious surface on the existing Site, and approximately 2.92 acres following the proposed redevelopment.

As noted previously, the Existing and Proposed Drainage Area Maps (watershed maps) are included within the Appendix B SDEIS Volume 2 Appendix "Preliminary Stormwater Pollution Prevention Plan".

Because of the following requirements, it is not anticipated that the Project would have failed erosion, sedimentation, and stormwater controls during and post-construction. Failures of these design practices is subject to significant fines by the NYSDEC as well as the Town. An assessment of the site by a qualified construction professional will be conducted prior to beginning construction to certify that the appropriate erosion and sediment controls, as shown on the Erosion and Sediment and Control Plans, have been installed to ensure adequate preparedness for construction. In addition, site inspections shall be conducted at least every seven calendar days and at least two site inspections every seven calendar days when greater than five acres of soil is disturbed at any one time.

Prior to beginning any construction, the developer/owner must identify the contractor(s) and subcontractor(s) that will be responsible for installing, constructing,

repairing, replacing, inspecting, and maintaining the erosion and sediment control practices included in the SWPPP, and the contractor(s) and subcontractor(s) that will be responsible for constructing the post-construction stormwater management practices included in the SWPPP. The developer/owner must identify at least one person, known as the trained contractor, who will be responsible for implementation of the SWPPP. The developer/owner must ensure and identify with a signed and certified copy that at least one trained contractor will be on-site on a daily basis when soil disturbance activities are being performed.

Hudson Park Group LLC, and subsequently the HOA, will be responsible for the long-term operation and maintenance of the permanent stormwater management practices. The permanent stormwater management practices are to be maintained in accordance with the Maintenance Inspection Checklists provided in Appendix E of the SWPPP (Appendix B SDEIS Volume 2 Appendix).

Construction Site Chemical Control

As discussed in detail in the SWPPP (Appendix B SDEIS Volume 2 Appendix), the purpose of these management measures is to prevent the generation of nonpoint source pollution from construction sites due to improper handling and usage of nutrients and toxic substances, and to prevent the movement of toxic substances from the construction site.

Many potential pollutants other than sediment are associated with construction activities. These pollutants include pesticides; fertilizers used for vegetative stabilization; petrochemicals; construction chemicals such as concrete products, sealers, and paints; wash water associated with these products; paper; wood; garbage; and sanitary waste.

Disposal of excess pesticides and pesticide-related wastes are to conform to registered label directions for the disposal and storage of pesticides and pesticide containers set forth in applicable Federal, State and local regulations that govern their

usage, handling, storage, and disposal.

Pesticides are to be disposed of through either a licensed waste management firm or a treatment, storage and disposal (TSD) facility. Containers are to be triple-rinsed before disposal, and rinse waters should be reused as product.

Other practices include setting aside a locked storage area, tightly closing lids, storing in a cool, dry place, checking containers periodically for leaks or deterioration, maintaining a list of products in storage, using plastic sheeting to line the storage areas, and notifying neighboring property owners prior to spraying.

[https://jmcpc.sharepoint.com/sites/15064/shared documents/shared documents/sdeis/2022-06-24--sdeis complete for public distribution/sdeis word documents/iii.d stormwater management and subsurface water.docx](https://jmcpc.sharepoint.com/sites/15064/shared%20documents/shared%20documents/sdeis/2022-06-24--sdeis%20complete%20for%20public%20distribution/sdeis%20word%20documents/iii.d%20stormwater%20management%20and%20subsurface%20water.docx)

Source: Minno Wasko Architects and Planners



-  Impervious Area
-  Building Footprint
-  Undisturbed Pervious Area
-  Disturbed Pervious Area



- IMPERVIOUS AREA
- BUILDING FOOTPRINT
- UNDISTURBED PERVIOUS AREA
- DISTURBED PERVIOUS AREA

RIVER KNOLL



**PROPOSED IMPERVIOUS AREA
FIGURE 3.D-2**

III.E Vegetation and Wildlife

I. Former Project

The Project Site was visited to inspect general habitat conditions, to identify the presence of water features and wetlands, to inventory the species of vegetation and habitat cover-types on-site, to conduct a cover-object search for amphibians, and to make opportunistic observations of wildlife species that frequent the site.

The Former Project noted the following invasive species on the Site, all within the open maintained areas and all Tier 4 species, which the NYSDEC recommends focusing on localized management over time to contain, exclude, or suppress to protect high-priority resources like rare species or recreation assets, and be strategic when deciding if/where to control: Japanese knotweed (*Polygonum cuspidatum*), Japanese honeysuckle (*Lonicera japonica*), Asiatic bittersweet (*Celastrus orbiculatus*), and mugwort (*Artemisia vulgaris*).

2. Proposed Project

Vegetation

The Project Site consists of ten buildings, driveways, and parking areas interspersed within both maintained and naturally landscaped greenspace and green buffers. As illustrated by Table III.E-1 and in Figure 3.E-1, the largest portion of the site is covered by early successional woods, periodically mowed fields, and maintained lawns with trees, and impervious surfaces.

**Table III.E-1
Existing Vegative Cover/Habitat Types**

Vegetative Cover/Habitat Type	Area (acres)	Percent of Site
Maintained lawn with trees	4.41	24.65
Oak-Maple woods	2.04	11.40
Periodically mowed field	3.82	21.35
Wetland	0.15	0.84
Early successional woods	4.49	25.10
Impervious surface	2.42	13.53
Building footprint	0.56	3.13
Total	17.89	100.0%
Source: AKRF GIS Data Analysis; JMC		
Note: Numbers may not add due to rounding.		

The Project Site includes several vegetative cover types (habitats). These include developed areas occupied by pavement and buildings; areas of maintained lawn with mature trees and ornamentals; areas of unmaintained field (mowed less frequently) with shrubs; a small herbaceous wetland, infrequently mowed; sloping deciduous hardwood forest; and more mixed deciduous wooded areas within the interior of the Project Site and along the periphery.

Approximately 701 trees with DBH of 6” and above were survey-located on-site (see Figure 3.E-2 and full-sized drawing C-011 “Tree Preservation Plan”).

According to the Town of Ossining’s code (Chapter 183 “Tree Protection”), regulated trees include “any living, woody plant with an erect perennial trunk and a definitely formed crown of foliage with a diameter at breast height of six inches or more,” unless otherwise specified¹. A Tree Permit from the Planning Board is required for the “Removal of any tree with a DBH of six or greater in any common open space (such as but not limited to a tree in a condominium project), buffer area, landscaped screening area or conservation area designated on an approved site plan, special permit or conditional use permit or on an approved final subdivision plat or

¹ Town of Ossining Code, Chapter 183 “Tree Protection”

construction plan.” The Applicant will request such a permit from the Planning Board during Site Plan Approval.

The Applicant will comply with the Town’s Tree Code Chapter 183 by providing the following as part of their request for a Tree Removal Permit, in accordance with Section 183-10.A.

- A. The name and address of the property owner and applicant, if different.
- B. The street address and Tax Map designation of the property.
- C. A statement of authority from the owner of the property for any agent making an application.
- D. The total amount of land area involved in the action.
- E. The number of trees involved.
- F. The purpose of the permit.
- G. A survey of that area of trees or forest to be disturbed showing the location of all trees (to an accuracy of one foot) and indicating those trees to be removed and those trees to be preserved, their species, their diameter (DBH) and their health status.
- H. Specifications for:
 - (a) The protection during development of trees to be preserved;
 - (b) Grade changes or other work within the dripline of trees to be preserved;
 - (c) The disposal of trees to be removed; and
 - (d) The replanting or planting of trees, specifying the location, species, size and completion date for said planting of trees.

(9) A statement that the property owner and applicant shall indemnify and hold the Town and its representatives harmless against any damage or injury in accordance with § 183-17, Inspection and indemnification, of Tree Code.

(10) An application fee and inspection fee in amounts as set forth in a current fee schedule established from time to time by resolution of the Town Board, unless the applicant for the tree removal permit is simultaneously applying for a building permit, in which case the building permit fee(s) shall take the place of the tree removal permit application fee; the inspection fee shall be required in either case.

Full-size Drawing L-100 “Landscape Plan” included with this SDEIS conceptually depicts the many deciduous and evergreen tree plantings that are to enhance the buffer screening along the perimeter of the Site adjacent to the residential uses.

§200-30.B of the Zoning Code prohibits artificial lighting facilities of any kind which cause illumination beyond the property line on which it is located in excess of 0.5 footcandle, or equivalent. The Project will have residential-style down-lighting that conforms with the Town requirements. There are anticipated to be no significant impacts to habits on the Site, of which there are no critical habitats, and the residential nature of the lighting will be in keeping with the neighborhood.

The New York State Natural Heritage Program (NYSHP) states on their website² that if a project site does not fall within an area displayed within the Environmental Resource Mapper’s³ Rare Plants and Rare Animals layer or in the Significant Natural Communities layer, then New York State Natural Heritage has no records to report in the vicinity of a project site. The website goes on the state that “*Submitting a project screening request to NY Natural Heritage is not necessary*”.

² [Request Natural Heritage Information for Project Screening - NYS Dept. of Environmental Conservation](#) -- Accessed 01/24/2022.

³ [Environmental Resource Mapper \(ny.gov\)](#) --Accessed 01/24/2022.

No Rare Plants and Rare Animals or Significant Natural Communities were indicated on the Project Site as of a 01/24/2022 search of the Environmental Resource Mapper, and thus this completes the NYSHP assessment.

US Fish and Wildlife Service Information for Planning and Consultation Service (USFW’s IPaC) report (most recently accessed June 22, 2021) revealed no federally threatened or endangered species as having the potential to occur on-site, and no critical habitats are listed.

3. Proposed Project: Potential Impacts

A total of 14.2 acres will be disturbed by the Proposed Project. As illustrated in Figure 3.E-3 and as shown in Table III.E-2, much of this disturbance will occur in areas of low ecological value occupied by existing buildings, drives and maintained lawn. The wetland will have no impacts.

Table III.E-2
Vegetative Cover/Habitat Impacts

Vegetative Type/Habitat Type	Existing (Acres)	Proposed Disturbance (Acres)	Post-Construction Habitats (Acres)
Maintained lawn with trees	4.41	4.20	8.40
Oak-Maple woods	2.04	1.38	0.66
Periodically mowed field	3.82	2.88	0.94
Wetland	0.15	0	0.15
Early successional woods	4.49	2.82	1.67
Impervious surface	2.42	2.33	2.92
Building footprint	0.56	0.56	3.15
Total	17.89	14.6	17.89
Note: Numbers may not add due to rounding.			
Source: AKRF GIS Data Analysis; JMC			

The Proposed Project will result in a net increase in impervious surface of

approximately 0.5 acres. Existing impervious surfaces (buildings/pavement) on the 17.89 acre site will be removed. In this way, a significant portion of the wooded periphery of the site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line and will now have a green buffer. The Proposed Project will create and preserve approximately 11.8 acres (or 66% of the entire Project Site) of open space, providing visual and natural resources benefits.

Approximately 60% of the site trees with DBH of 6” or more will be removed to construct River Knoll and 40% will remain. A tree removal permit will be required as per Town of Ossining code.⁴ No trees will be removed within the 100-foot buffer zone of the onsite wetland.

Detention basins have been preferentially located in areas currently occupied by lawn to the maximum extent and away from the small on-site wetland (located primarily in the Village), and the wetland buffer (located within the Town).

Lighting fixtures will comply with dark sky requirements through the use of shielded, directional lighting that will minimize uplighting and will reduce unnatural lighting on nocturnal wildlife. Subsequent to the adoption of the proposed rezoning, an application for site plan approval will be submitted with the specifications for all outdoor lighting, and an illustration and analysis of night-lighting trespass into habitats will be provided.

⁴ Town of Ossining Code, Chapter 183 “Tree Protection”

4. Mitigation

As noted above, there were several invasive species noted on the Site, all of which were Tier 4 species. For Tier 4 species, the NYSDEC recommends focusing on localized management over time to contain, exclude, or suppress to protect high-priority resources like rare species or recreation assets, and be strategic when deciding if/where to control. As part of its maintenance of the landscaping, the Project HOA will regularly remove any invasive species that impact the landscaping.

The establishment and maintenance of erosion control measures (silt fence, mulch, and temporary sedimentation basins) during construction and the reestablishment of plant cover as soon as possible after construction would be employed to prevent the adverse effects of erosion and sedimentation. A Stormwater Pollution Prevention Plan (SWPPP) has been prepared in compliance with the requirements of NYSDEC SPDES General Permit No. GP-0-20-001 for Stormwater Discharges from Construction Activity and Chapter 168, “Stormwater Management and Erosion and Sediment Control,” of the Code of the Town of Ossining. Erosion control measures employed during construction will conform to the New York Standards and Specifications for Erosion and Sediment Control (November 2016).

The Operator shall have a qualified professional conduct an assessment of the site prior to the commencement of construction and certify that the appropriate erosion and sediment controls, as shown on the Erosion & Sediment Control Plans, have been adequately installed to ensure overall preparedness of the Site for the commencement of construction. In addition, the Operator shall have a qualified professional conduct one site inspection at least every seven calendar days and at least two site inspections every seven calendar days when greater than five acres of soil is disturbed at any one time. It should be noted that any disturbance at any given time over 5 acres requires a “5-acre waiver” from the Municipal Separate Storm Sewer System (MS4).

A continuing maintenance program will be implemented for the control of sediment

transport and erosion control after construction and throughout the useful life of the project.

Subsequent to the adoption of the proposed rezoning, a tree preservation plan to protect the existing trees to remain, vegetation and habitats during construction will be submitted as part of the application for site plan approval. At a minimum, the tree protection plan will include the following:

General Requirements—The Contractor is to protect, throughout the course of construction, all such trees as are shown on the Drawings or marked by the Owner's Field Representative as agreed to by the Town as "To be Saved" or "To Remain". The Contractor is also to protect throughout the course of construction all landscaping, vegetation and natural features on public and private property. The Contractor is to use every precaution to prevent injury, damage, pollution, erosion or destruction of existing landscaping, vegetation and natural features, including watercourses, drainageways, ponds, lakes, swamps, woods and fields.

Protection for Trees—The Contractor is to install and maintain a properly supported protective fencing around each tree or group of trees that is to be saved. The fence is to be installed at the drip line of the tree(s), which protects the tree roots, or as required by the Owner's Field Representative as agreed to by the Town. Where locations of trees are such that a protective fencing is impractical, as determined by the Owner's Field Representative, the Contractor is to install an approved armor type protection around the trunk of the tree(s) as shown in detail on the Drawings and/or as directed by the Owner's Field Representative. All protection for trees is subject to the approval of the Owner's Field Representative.

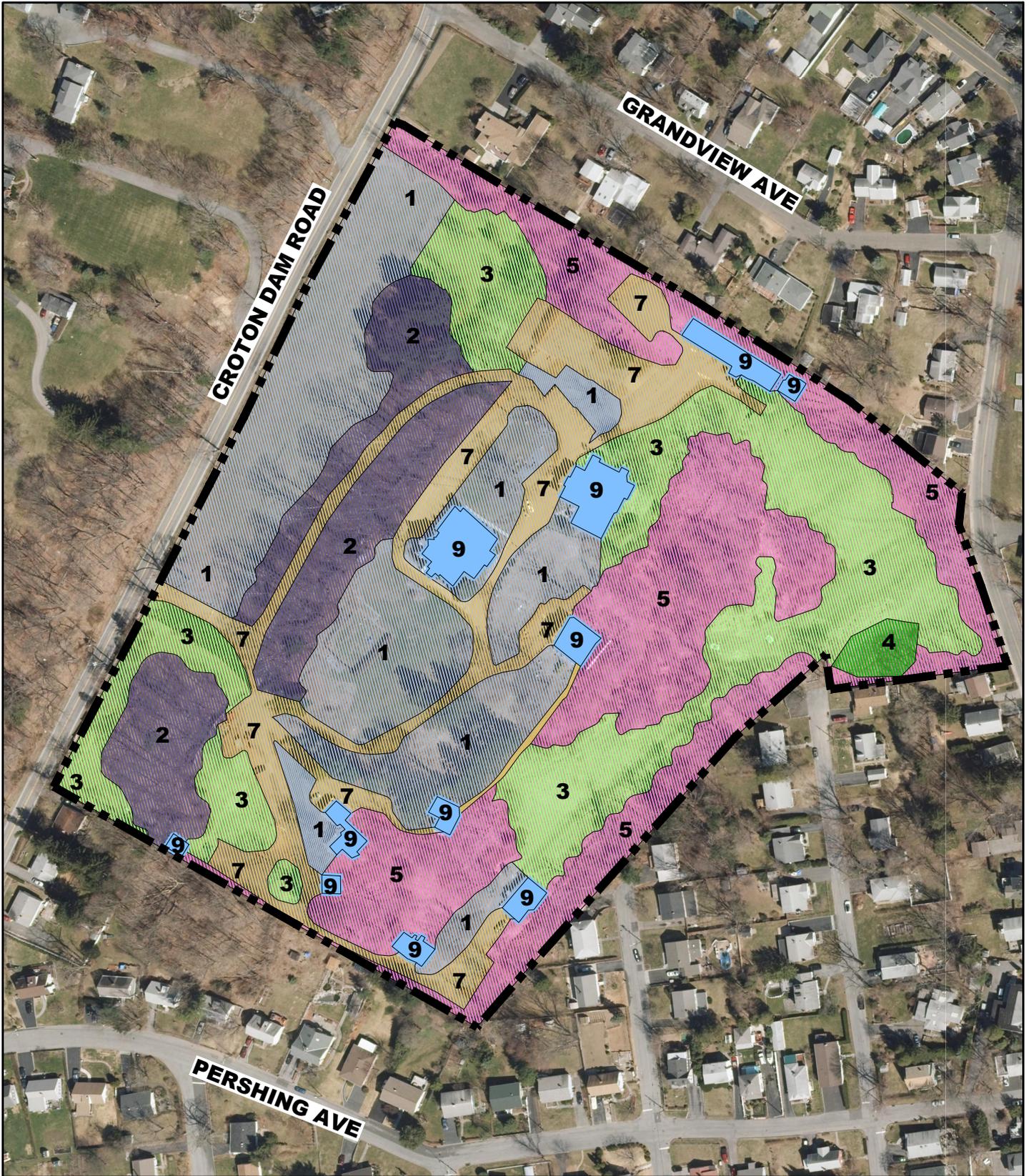
Grading and/or Filling Around Trees—Grading and/or filling operations within the protective fencing or adjacent to armor protected trees is to be carried on with extreme care as approved by the Owner's Field Representative. If the soil over the root area of the trees has been compacted, it is to be restored by the Contractor by

proper cultivation to permit entrance of water and proper aeration of roots.

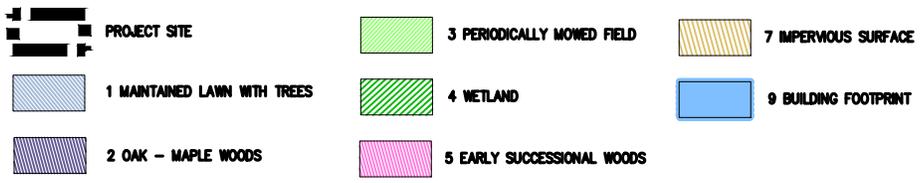
Cutting of Tree Roots and Limbs—Roots and limbs of trees are not to be cut unless authorized by the Owner's Field Representative. Should it become necessary to do so, the Contractor is to treat the remaining exposed portion of roots and/or limbs to prevent damage, loss or injury to the tree. All work is to be done in accordance with accepted horticultural practice and by personnel experienced in that field of work.

Damage—The Contractor is responsible for proper repair and/or restoration of all damage to existing trees, landscaping and natural features caused as a direct or indirect result of his operations.

[https://jmcpc.sharepoint.com/sites/15064/shared documents/shared documents/sdeis/2022-06-24--sdeis complete for public distribution/sdeis word documents/iii.e vegetation and wildlife.docx](https://jmcpc.sharepoint.com/sites/15064/shared%20documents/shared%20documents/sdeis/2022-06-24--sdeis%20complete%20for%20public%20distribution/sdeis%20word%20documents/iii.e%20vegetation%20and%20wildlife.docx)



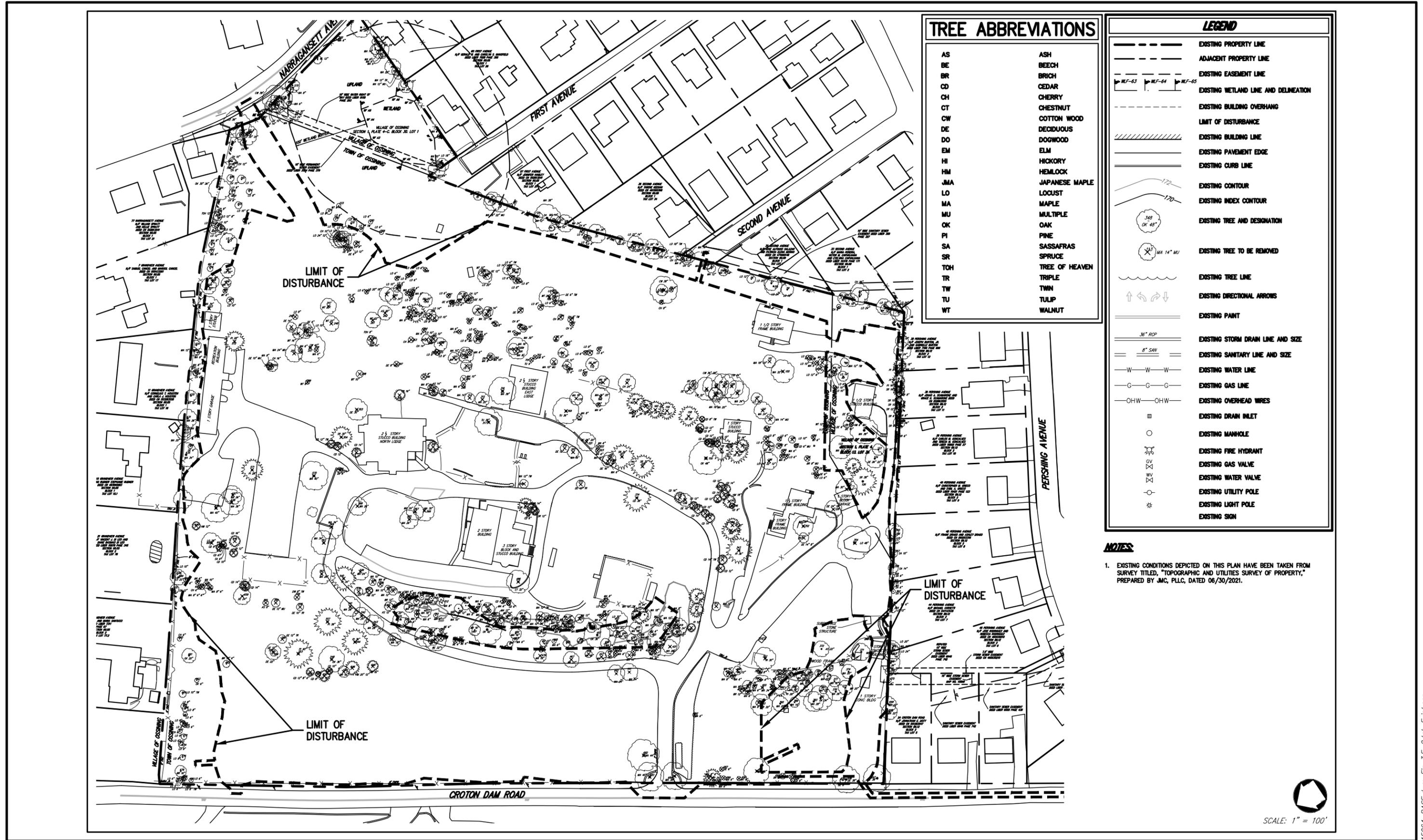
15064-NEW-FIGURES.dwg; VEGETATIVE HABITAT COVERAGE TYPE.tab



EXISTING VEGETATIVE HABITAT COVER TYPES
FIGURE 3.E-1

RIVER KNOLL





TREE ABBREVIATIONS

AS	ASH
BE	BEECH
BR	BRICK
CD	CEDAR
CH	CHERRY
CT	CHESTNUT
CW	COTTON WOOD
DE	DECIDUOUS
DO	DOGWOOD
EM	ELM
HI	HICKORY
HM	HEMLOCK
JMA	JAPANESE MAPLE
LO	LOCUST
MA	MAPLE
MU	MULTIPLE
OK	OAK
PI	PINE
SA	SASSAFRAS
SR	SPRUCE
TOH	TREE OF HEAVEN
TR	TRIPLE
TW	TWIN
TU	TULIP
WT	WALNUT

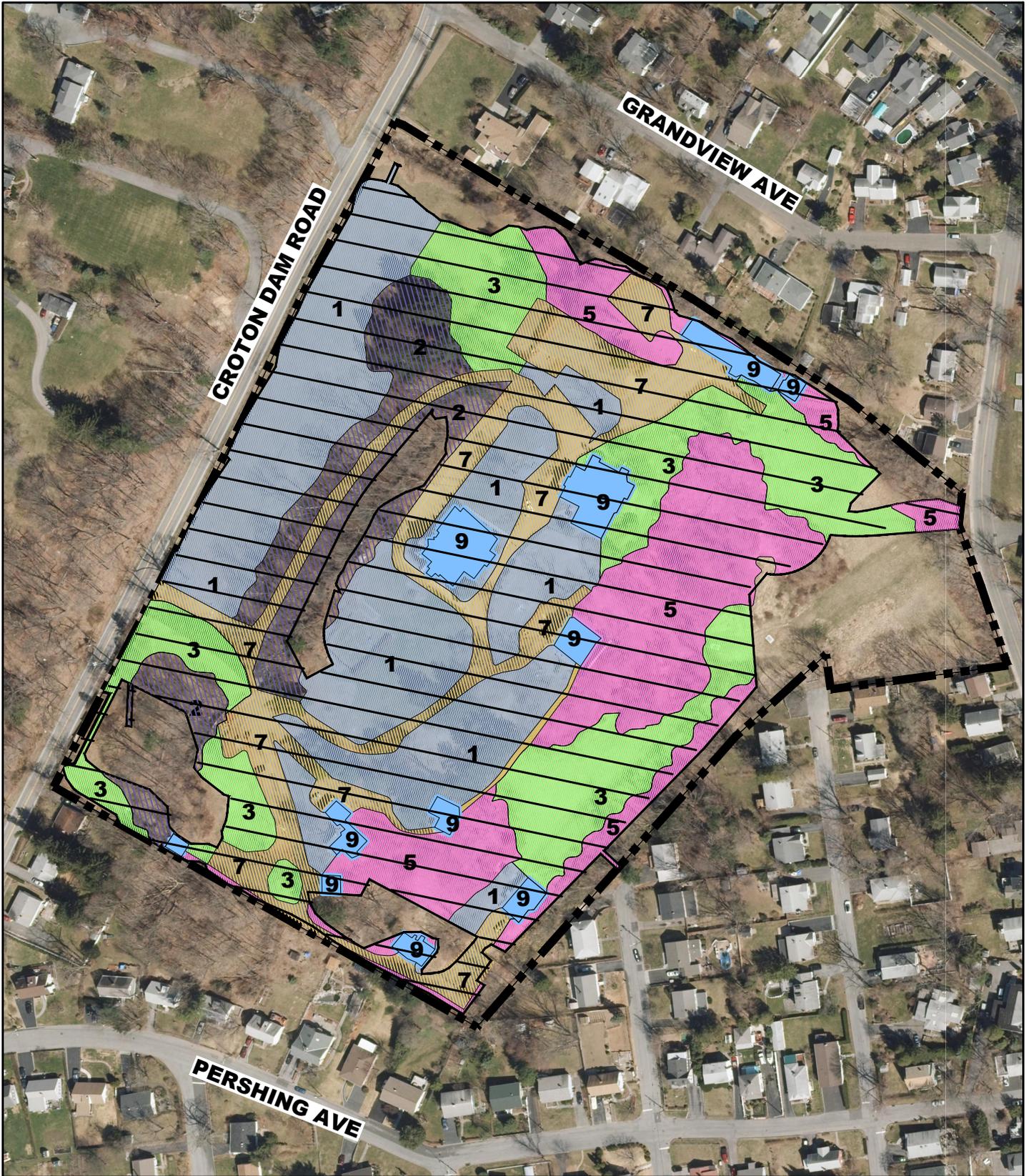
LEGEND

	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	LIMIT OF DISTURBANCE
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING TREE AND DESIGNATION
	EXISTING TREE TO BE REMOVED
	EXISTING TREE LINE
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN

NOTES

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC AND UTILITIES SURVEY OF PROPERTY," PREPARED BY JMC, PLLC, DATED 06/30/2021.

SCALE: 1" = 100'



RIVER KNOLL

VEGETATIVE HABITAT IMPACTS
FIGURE 3.E-3



III.F Historical and Archeological Resources

I. Former Project: Summary of the analysis/impacts

Archeological Resources

In comments transmitted through the New York State Cultural Resource Information System (CRIS) on October 20, 2015, OPRHP requested that a Phase IA Archaeological Documentary Study (“Phase IA Study”) of the Project Site be prepared to identify areas of archaeological sensitivity within the Project Site. AKRF prepared a Phase IA of the Project Site in January 2017¹ and submitted the report to OPRHP. OPRHP reviewed the Phase IA archaeological investigation and concurred with the recommendation that additional testing be conducted on select portions of the property. A Phase IB study was conducted in May 2017 and found no archaeological artifacts.

The areas that the Former Project would disturb generally coincided with the existing disturbed areas of the former hospital.

A total of 45 shovel tests were excavated as part of the Phase IB survey, of which three shovel tests yielded fragments of coal and a single fragment of whiteware. These artifacts were not considered culturally significant.

The Phase IB archaeological investigation of the Former River Knoll project did not identify any subsurface cultural features. Based on the results of the shovel tests excavated within the project area boundaries, no additional investigations were deemed warranted for the Site.²

¹ 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.

² “Phase 1B Archaeological Field Reconnaissance Survey – River Knoll Project, 40 Croton Dam Road” Hudson Valley Cultural Resource Consultants, Ltd, June 2017.

Architectural Resources

The Project Site contains nine buildings and structures that are part of the former Stony Lodge Hospital. The buildings on the Project Site are not listed on, nor have they been determined eligible for listing on the S/NR. However, in a letter dated October 20, 2015, ORPHP requested additional information regarding the history of the Stony Lodge Hospital as well as the 19th century Main Building prior to its association with the hospital. This information was provided to OPRHP for its determination of potential for impact on architectural resources.

Subsequent to an initial submission to OPRHP for a determination whether the Main Building on Stony Lodge Hospital complex Project Site was S/NR eligible, OPRHP requested an additional architectural survey of the other buildings on the site—in addition to the Main Building—to determine potential for impact. Demolition of a S/NR property would constitute an adverse impact and would require that mitigation measures be identified and implemented in consultation with ORPHP. The additional buildings are of more recent construction and include south cottage (c. 1930s), west lodge (c. 1930s), east lodge (c. 1931), north lodge (c. 1931), the administration building (c. 1953), maintenance building (c. 1951), and the recreation building (c. 1960s). Based on correspondence from OPRHP (see Appendix H of the DEIS) OPRHP determined that the Former Project would have “no adverse effect” on the existing buildings. Thus, there would be no significant impacts to historic resources.

2. Proposed Project: Any Potential New Impacts

The Proposed Project has no new impacts upon historical and archaeological resources.

3. Mitigation

No additional mitigation measures are proposed.

III.G Infrastructure and Utilities

I. Former Project

Water and Wastewater Services

The Former Project would have created new demand for water that would be supplied to the Project Site by the Ossining Water Department, and wastewater that would be conveyed and treated at the Ossining Wastewater Treatment Plant. River Knoll would have needed to supply water and wastewater for the residents that would live at River Knoll. It was estimated that the Former Project would generate a domestic demand of 30,800 gpd for water and wastewater services (or an increase of 16,615 gpd from the previous hospital use, which used 14,185 gpd¹ when it was open), as shown on Table III.G-1.

Table III.G-1
Projected Water Demand and Wastewater Flows
Former Project

Project Component	Units	Flow Rate (gpd)	Total Flow (gpd)
Studio/IBR	96	110	10,560
2BR	92	220	20,240
Total	188 Units	--	30,800

Source: New York State Department of Environmental Conservation, Design Standards for Intermediate Sized Wastewater Treatment Works, 2014: Table B-3 – Typical per unit Hydraulic Loading Rates.

Since the anticipated increase in demand for water and wastewater services is only a small portion of the total capacity of the respective systems, no significant adverse impacts were anticipated as a result of the Former Project.

Wastewater generation from the Former Project would have been essentially similar

¹ New York State Department of Environmental Conservation, Design Standards for Intermediate Sized Wastewater Treatment Works, 2014: Table B-3 – Typical per unit Hydraulic Loading Rates. This report presents an average use of 175 gallons water per day for each hospital bed; 15 gallons of water per day for each staff member; and 30 gallons of water per outpatients. With an average of 61 beds, 230 staff members and 2 outpatients per day (15 to 20 per week), the average daily use is of 14,185 gallons of water per day for the Stony Lodge Hospital.

to water consumption. The Former Project is located within the Ossining Sewer District, and wastewater is conveyed to and then treated at the Ossining Wastewater Treatment Plant.

All current on-site water and wastewater connections would have been abandoned and removed as part of the proposed demolition of the hospital. These service connections would be replaced with updated lines and fixtures designed to meet current codes. The proposed on-site water and wastewater delivery system for River Knoll would have been privately owned and maintained by the Project Sponsor and would be built to meet the Town and Village of Ossining and the Westchester County Health Department design standards.

The Town's Consulting Engineer had advised that the existing water system had adequate capacity to serve the Former Project. The Town's Consulting engineer had also noted that an upgrade to the Village's water treatment plant was planned within the next several years, which would increase supply. Based on a meeting with representatives of the Village of Ossining Department of Public Works and Town's Consulting Engineer, the Applicant would be proposing water system improvements that were being engineered in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements included providing a "looped" system between Croton Dam Road and Narragansett Avenue and installing approximately 930 linear feet of new 8" water main along the north edge of the Project Site. One end of the new line would be connected to the existing 12" water main within Narragansett Avenue; the other end would be connected to a new 8" water line to be installed in Croton Dam Road, near the northwest corner of the property. The new 8" water main within Croton Dam Road would be extended 180 feet to the north to connect to an existing 6" water main at the intersection of Croton Dam Road and Grandview Avenue. The portion of this new 8" water main that falls within the project site would be located within a 10' wide easement, which would be dedicated to the Village of Ossining. A service line would be connected to the new 8"

water main to serve the proposed building. The service connections would be private.

Because water demands of the Former Project could be met with or without the proposed improvements, no significant adverse impacts were anticipated to the Ossining Water Department. Additionally, the Applicant would provide performance and maintenance guarantees for the proposed improvements in a form approved by the Town Attorney and Planning Board engineer, as part of the conditions of site plan approval.

Energy and Telephone Services

Electric and gas demands would increase due to the Former Project. Con Edison would 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 would need to be provided to service the proposed building in accordance with New York State Public Service Commission. The Former Project would underground all electrical and gas service lines on the Project Site; however, utilities along Croton Dam Road would remain in the existing condition.

River Knoll was 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 would include thermal insulation and an air barrier to reduce heat loss in the winter and heat gain in the summer. Exterior windows would be double pane insulated glass with low emissivity glazing. The building envelope would be developed using the best practices for energy efficient buildings. Mechanical systems would incorporate economizer cycles for energy conservation. Motion activated light sensors would be utilized to reduce power consumption in less frequented public areas.

Based on the energy conservation measures and designs that would be incorporated in the construction of River Knoll, the Former Project would conserve and manage energy demands in a state-of-the-art manner—significantly in excess of existing

conditions—and would not pose any significant adverse impacts for energy demand/consumption.

The Project Site utilized internet, phone, and cable services, which were provided by Lightpath, a division of Cablevision. These services were provided to the existing hospital via overhead connections with communication lines attached to utility poles located along Croton Dam Road.

Lightpath Communication Services was expected to continue to serve the Project Site and was expected to connect the site to their fiber optic network.

2. Proposed Project

Water and Wastewater Services

As with the Former Project, the Proposed Project would create new demand for water that will be supplied to the Project Site by the Ossining Water Department, and wastewater that would be conveyed and treated at the Ossining Wastewater Treatment Plant. River Knoll would need to supply water and wastewater for the residents that would live at the age-restricted River Knoll. It is estimated that the Proposed Project will generate a domestic demand of 23,300 gpd, which is 7,500 gpd less than the 30,800 gpd demand of the Former Project and an increase of 9,115 gpd from the previous hospital use, which used 14,185 gpd² when it was in operation. Table III.G-2 illustrates the water/wastewater demand for the Proposed Project.

² New York State Department of Environmental Conservation, Design Standards for Intermediate Sized Wastewater Treatment Works, 2014: Table B-3 – Typical per unit Hydraulic Loading Rates. This report presents an average use of 175 gallons water per day for each hospital bed; 15 gallons of water per day for each staff member; and 30 gallons of water per outpatients. With an average of 61 beds, 230 staff members and 2 outpatients per day (15 to 20 per week), the average daily use is of 14,185 gallons of water per day for the Stony Lodge Hospital.

Table III.G-2
Projected Water Demand and Wastewater Flows
Proposed Project

Project Component	Units/Swimmers	Flow Rate (gpd)	Total Flow (gpd)
2BR	75	220	16,500
3BR	20	330	6,600
Total Units	95 Units	--	23,100
Swimming Pool/Bathhouse	20 swimmers/day	20	200
Grand Total	--	--	23,300 gpd
Source: New York State Department of Environmental Conservation, Design Standards for Intermediate Sized Wastewater Treatment Works, 2014: Table B-3 – Typical Hydraulic Loading Rates.			

Appendix I-I contains a letter from the Westchester County Department of Environmental Facilities which states the County’s Ossining Water Resource Recovery Facility (“OWRRF”) has sufficient capacity to accommodate the proposed flow increase. For the 2020 calendar year, the OWRRF had an average daily flow of 4.0 million gallons per day (“MGD”), and the SPDES permitted flow for the plant is 7.0 MGD monthly average. The Project’s proposed increase of 9,115 gpd from the previous hospital use therefore represents a 0.2% increase in the facility’s average daily flow, and is 0.1% of the monthly average permitted daily flow.

The Town’s Consulting Engineer has advised that the existing water system has adequate capacity to serve the Proposed Project, and that an upgrade to the Village’s water treatment plant was breaking ground in the Spring of 2022, which would increase supply.

The Applicant is proposing water system improvements that are similar to those previously prepared in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements included providing a “looped” system between Croton Dam Road and Narragansett Avenue which includes installing a new 8” water

main through the Project Site within the new roadways. One end of the new line would be connected to the existing 12” water main within Narragansett Avenue; the other end would be connected to a new 8” water line to be installed in Croton Dam Road, near the northwest corner of the property. The new 8” water main within Croton Dam Road would be extended 270 feet to the north to connect to an existing 6” water main at the intersection of Croton Dam Road and Grandview Avenue. The portion of this new 8” water main that falls within the project site would be located within a 10’ wide easement, which would be dedicated to the Village of Ossining. Service lines would be connected to the new 8” water main to serve the proposed buildings. The service connections would be private.

The Proposed Project would install a public sanitary main within the Project Site’s roadways. From that sanitary main service, 4-inch domestic sanitary service lines will service the townhomes and clubhouse.

Since the anticipated increase in demand for water and wastewater services is only a small portion of the total capacity of the respective systems, no significant adverse impacts were anticipated as a result of the Former Project, and because the Proposed Project has even less demand, impacts would be less.

Energy and Telephone Services

As with the Former Project, Con Edison would 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 would need to be provided to service the proposed building in accordance with New York State Public Service Commission. The Former Project would underground all electrical and gas service lines on the Project Site; however, utilities along Croton Dam Road would remain in the existing condition.

River Knoll is 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 would include thermal insulation and an air barrier to reduce heat loss in the winter and heat gain in the summer. Exterior windows would be double pane insulated glass with low emissivity glazing. The building envelope would be developed using the best practices for energy efficient buildings. Mechanical systems would incorporate economizer cycles for energy conservation. Motion activated light sensors would be utilized to reduce power consumption in less frequented public areas.

Based on the energy conservation measures and designs that would be incorporated in the construction of River Knoll, the Proposed Project would conserve and manage energy demands in a state-of-the-art manner—significantly in excess of existing conditions—and would not pose any significant adverse impacts for energy demand/consumption.

The Project Site has access to internet, phone, and cable services, which are provided by Verizon Fios and Optimum by Altice. These telecommunication services were provided to the existing hospital via overhead connections with communication lines attached to utility poles located along Croton Dam Road.

Verizon Fios and Optimum by Altice are expected to serve the Project Site and connect the site to their fiber optic cable networks.

3. Mitigation

The Town's Consulting Engineer advised the Former Project that there was enough water capacity to serve the Former Project (see DEIS, Appendix B). Since the anticipated increase in demand for water and wastewater services is only a small portion of the total capacity of the respective systems and since no significant adverse impacts were anticipated as a result of the Former Project, and with the Proposed Project having even less demand, impacts would be even less than the Former Project.

The Applicant is proposing water system improvements that are similar to those

previously prepared in connection with the Former Project which would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements included providing a “looped” system between Croton Dam Road and Narragansett Avenue which includes installing a new 8” water main through the Project Site within the new roadways.

The Proposed Project will follow the NYS Energy Conservation Code, and the Applicant will install the infrastructure necessary to meet these requirements.

Although electric and gas demands will increase due to the Proposed Project, the proposed energy conservation measures and designs will conserve and manage energy demands in a state-of-the-art manner and will not pose any significant adverse impacts for energy demand/consumption.

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 buildings in accordance with New York State Public Service Commission requirements. The Proposed Project will underground all electrical and gas service lines on the Project Site, however utilities along Croton Dam Road will remain in the existing condition.

Although Con Ed currently has a moratorium on new gas service applications until sufficient supply is available to meet new demand, the Project was able to submit an application prior to the moratorium going into effect and will therefore work with Con Ed to receive gas service.

III.H Traffic and Transportation

I. Former Project

The Former Project consisted of demolishing the existing hospital on the property to construct a three-story building with two levels of parking below. The building proposed a total of 188 apartments of which 19 were affordable rental units. The Former Project included amenities for the residents such as a swimming pool, fitness center, yoga studio, and club room.

A traffic study was prepared for the Former Project. Traffic counts were conducted at the nine intersections listed below as part of the traffic study on a weekday between 6:00-10:0 AM and 3:00-7:00 PM as well as on a Saturday between 9:00 AM and 1:00 PM.

- Dale Avenue & Pine Avenue
- Croton Dam Road & Hawkes Avenue
- Croton Dam Road & Pershing Avenue with Cherry Hill Circle
- Croton Dam Road & Site Driveway
- Croton Dam Road & Grandview Avenue
- Croton Dam Road & Narragansett Avenue
- Croton Dam Road & Pheasant Ridge Road with Feeney Road
- Croton Dam Road & Kitchawan State Road
- Croton Dam Road & NY 9A

The traffic counts were analyzed to determine the three peak hours: peak weekday AM hour, peak weekday PM hour, and peak Saturday midday hour. These counted peak hour volumes represented existing traffic volumes. The existing traffic volumes were projected to future conditions with and without the project.

Future conditions without the Former Project also known as No-Build included general growth volumes to the design year of the project, other planned or approved

development volumes and reoccupied volumes associated with the former hospital use. Based on discussions with the Town and Village, the traffic volumes associated with the Parth Knolls, LLC residential development located at 87 Hawkes Avenue, Sunshine Children's Home & Rehabilitation Center in New Castle, Upper Westchester Muslim Society development in New Castle, and Hudson Ridge Wellness Center development in Cortlandt were considered in the traffic study. The No-Build condition also included the traffic volumes associated with the reoccupancy of the former hospital use. These hospital traffic volumes were based on 2006 turning movement count data (the record 2006 hospital traffic volumes are contained in Volume 3).

Future conditions with the Former Project also known as Build resulted from the no-build traffic volumes plus the site generated traffic volumes minus the reoccupied hospital traffic volumes. Traffic volumes for the Former Project were calculated based on data published by the Institute of Transportation Engineers (ITE). The Former Project also proposed to provide a jitney service to transport residents to and from the train station. The Former Project was projected to result in approximately 32, 43, and 24 net additional total volumes during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, compared to the former hospital use.

The Former Project resulted in a few level of service changes during the studied peak hours. During the peak weekday AM hour, the site driveway was projected to increase in delay by 0.5 seconds from a level of service A under no-build conditions to a level of service B under build conditions. At the signalized intersection of NY 9A and Croton Dam Road, the westbound approach was projected to increase in delay by 0.7 seconds from a level of service B under no-build conditions to a level of service C under build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the site driveway was projected to increase in delay by 0.7 seconds from a level of service A under no-build conditions to a level of service B under build conditions. The Grandview Avenue approach to Croton Dam

Road was projected to increase in delay by 0.2 seconds from a level of service A under no-build conditions to a level of service B under build conditions. At the signalized intersection of NY 9A and Croton Dam Road, the eastbound approach was projected to increase in delay by 1.5 seconds from a level of service B under no-build conditions to a level of service C under build conditions during the peak weekday PM hour.

During the peak Saturday midday hour, the Pershing Avenue approach to its intersection with Croton Dam Road was projected to increase in delay by 0.3 seconds from a level of service A under no-build conditions to a level of service B under build conditions. The overall intersection of NY 9A and Croton Dam Road was projected to increase in delay by 16.6 seconds from a level of service C under no-build conditions to a level of service D under build conditions. The westbound left turn lane at the intersection of NY 9A & Croton Dam Road was projected to decrease in delay by 33.9 seconds from a level of service F under no-build conditions to a level of service E under build conditions.

As part of the Former Project, the Applicant proposed improvements at the intersection of NY 9A & Croton Dam Road. The improvements consisted of constructing right turn lanes on both Croton Dam Road approaches to NY 9A. Additionally, it recommended that the existing 150 second traffic signal cycle length be reduced to 110 seconds. This cycle change would reduce the delay experienced by vehicles due to the current long cycle length. With the proposed improvements, the overall intersection delay was projected to decrease under build conditions compared to no-build conditions.

The traffic study also contained a queuing analysis of the studied intersections. 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 lane and northbound approach at the intersection of NY 9A & Croton Dam Road. These particular movements exceed the available queue length under existing

conditions. With the proposed improvements to this intersection, the queue lengths are projected to reduce compared to the no-build condition.

In addition to the traffic study, the Former Project reviewed the accident data within the study area when the former hospital was in operation and when it was closed. The data was tabulated and depicted in tables within the traffic study and compared to statewide averages.

A sight distance analysis was also conducted for the Former Project at the proposed site driveway. The analysis was based on the 85th percentile speed from a speed study that was conducted along the site's frontage along Croton Dam Road. Based on the analysis and relocation of decorative walls along the site's frontage, the desirable intersection sight distances were accommodated for the 85th percentile speed.

The DEIS for the Former Project also discussed the construction impacts as well as the potential impacts on public transportation. Based on the proposed grading plan of the Former Project there would have been approximately 2,500 cubic yards of export (approximately 125 trucks). The majority of the construction truck traffic was anticipated to utilize Route 9A to Croton Dam Road to access the property. There is no available public transportation in the vicinity of the property which also led to the decision to provide a jitney service to and from the train station for the Former Project. There were no existing school bus stops in the vicinity of the property; however, a new bus stop along an existing bus route was to be coordinated with the school district for the Former Project. Based on the traffic counts in the study area, there was not a significant amount of bicycle or pedestrian traffic at the studied intersections.

2. Proposed Project

The Proposed Project will have a reduced peak hour traffic volumes to the Former Project. This chapter discusses the peak hour traffic volumes as well as the potential for adverse impacts that may occur as a result of the construction of the Proposed Project.

i. Updated Traffic Study

The previously completed Traffic Study for the property has been updated to reflect the currently proposed redevelopment (Appendix D SDEIS Volume 3). The study includes and continues to analyze the 8 previously studied intersections along Croton Dam Road and the intersection of Dale Avenue & Pine Avenue.

The existing peak hour volumes for the studied intersections were counted prior to the pandemic and reflect typical traffic conditions. The existing peak hour volumes were increased by an annual growth rate to the design year 2025. The general growth volumes plus the traffic volumes from the Parth Knolls, LLC residential development and the re-occupancy of the former hospital use represent 2025 no-build volumes. The no-build volumes represent future traffic volumes in 2025 without the proposed redevelopment.

Traffic volumes for the proposed redevelopment were projected based on Institute of Transportation Engineers' data. The no-build volumes plus the proposed redevelopment's traffic minus the reoccupied hospital volumes results in 2025 build volumes. The build volumes represent future traffic volumes in 2025 with the completion and occupancy of the proposed redevelopment.

The intersections have been analyzed based on the methodologies of the Highway Capacity Manual 6th Edition for all the studied peak hours during the existing, no-build and build conditions. 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 except for one turning movement during the peak Saturday midday hour. The minor delay increase which results in level of service degradation during the peak Saturday midday hour occurs at the Pershing Avenue approach to its intersection with Croton Dam Road.

When the proposed redevelopment's traffic is compared to the other traffic volumes at the intersection of NY 9A & Croton Dam Road, the proposed redevelopment's traffic represents less than 0.6% of the traffic at the intersection. The proposed redevelopment's traffic represents 0.24%, 0.36%, and 0.58% of the overall intersection volumes at the NY 9A and Croton Dam Road under build conditions during the peak weekday AM, weekday PM, and Saturday midday hours, respectively.

ii. **Former Project and Proposed Project Comparison**

The Former Project was projected to generate approximately 83, 103 and 84 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, including the jitney bus trips. Based on Table I of the former project's traffic study, the redevelopment resulted in 32, 43, and 24 net additional trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, compared to the reoccupied hospital volumes.

The currently proposed age-restricted redevelopment is projected to generate approximately 19, 25, and 32 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. When compared to the reoccupied hospital volumes, the currently proposed project represents a reduction in traffic volumes during the studied peak hours. The proposed project results in a reduction of 32, 35, and 28 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, compared to the reoccupied hospital

volumes. These projected peak hour volumes for the age-restricted housing are relatively low compared to other residential uses.

We have performed capacity analyses for the studied intersections for a 2025 build year with the previously proposed development. The operations with the previously proposed development are depicted in Tables 2 thru 4 in the Traffic Study and also included at the end of this chapter. The previously proposed development generally has a greater impact at the studied intersections compared to the currently proposed development since the age-restricted development is a relatively low traffic generator.

During the peak weekday AM hour, there are two level of service degradations from the build conditions with the currently proposed development to the build conditions with the previously proposed development. The Grandview Avenue approach to Croton Dam Road is projected to operate at a level of service B with the previously proposed development compared to a level of service A with the currently proposed development. At the intersection of Croton Dam Road and NY 9A, the NY 9A westbound approach is projected to operate at a level of service C with the previously proposed development compared to a level of service B with the currently proposed development.

During the peak weekday PM hour, there are three level of service degradations from the build conditions with the currently proposed development to the build conditions with the previously proposed development. The site driveway approach to Croton Dam Road is projected to operate at a level of service B with the previously proposed development compared to a level of service A with the currently proposed development. The Grandview Avenue approach to Croton Dam Road is projected to operate at a level of service B with the previously proposed development compared to a level of service A with the currently proposed development. At the intersection of Croton Dam Road and NY 9A, the NY 9A eastbound approach is projected to operate at a level of

service C with the previously proposed development compared to a level of service B with the currently proposed development.

During the peak Saturday midday hour, there is one level of service degradation from the build conditions with the currently proposed development to the build conditions with the previously proposed development. The NY 9A eastbound left turn onto Croton Dam Road is projected to operate at a level of service E with the previously proposed development compared to a level of service D with the currently proposed development.

iii. Proposed Mitigation and Traffic Signal Warrants

As part of the proposed age-restricted redevelopment, the Applicant proposes to improve the existing driveway by widening the driveway width as well as relocating the existing decorative wall in the vicinity of the proposed site driveway. The relocation of the existing decorative wall will accommodate the intersection sight distances for vehicles exiting the site driveway and turning onto Croton Dam Road.

None of the currently unsignalized intersections in the study area are shown to operate at unacceptable levels of service under build conditions during the studied peak hours. Most of the movements at these intersections are projected to operate at a level of service B or better under build conditions. These levels of service typically would not warrant a review of the intersection being operated by a traffic signal.

iv. Intersection Sight Distance Analysis

Our office performed a sight distance analysis for the proposed vehicular site access along Croton Dam Road. A speed study was conducted for vehicles traveling along Croton Dam Road in the vicinity of the existing site access. The speed study data is included in the updated Traffic Study for the redevelopment.

The speed study collected data from 9/18/2015 to 9/27/2015 for both directions of travel along Croton Dam Road (160 feet north of the existing property access on Croton Dam Road). Based on the speed study, the 85th percentile speed for both directions along Croton Dam Road is 43 mph in the vicinity of the existing site access.

Utilizing the 85th percentile speed, our office calculated the desirable stopping and intersection sight distances based on AASHTO guidelines. The desirable stopping sight distance based on 43 mph is 335 mph in both directions along Croton Dam Road. For vehicles making a left turn (looking right) from the proposed site driveway, the desirable intersection sight distance based on 43 mph is 474 feet. For vehicles making a right turn (looking left) from the proposed site driveway, the desirable intersection sight distance based on 43 mph is 411 feet. The sight distances in plan and profile view are shown on Drawing SD-1 contained within the updated Traffic Study for the redevelopment.

The existing decorative walls adjacent to the existing site access are proposed to be relocated as part of the proposed redevelopment for the proposed site access to outside of the driver's intersection sight line. Based on the sight distance analysis and the relocation of the existing decorative walls outside of the sight line, the intersection sight distances based on 43 mph are accommodated for the proposed site driveway along Croton Dam Road.

v. **Construction Traffic**

The Proposed Project will have a similar timeline for its construction sequence as the former project, 18 to 21 months, and would take place at times conforming to the Town Code, specifically, between 8:00 am and 8:00 pm from Monday through Friday and occasionally between 9:00 am to 5:00 pm on Saturdays, Sundays, and Holidays. See Section III.K “Construction Impacts” for Table III.K-I, “Construction Phasing”, showing the estimated duration of each phase as well as the estimated number of employees by phase.

Construction of the Proposed Project will create construction-related traffic to and from the Project Site, including trips related to workers as well as delivery of materials and equipment. In addition, there will be truck traffic associated with removing construction debris and excavated materials from the Project Site. See Section III.K “Construction Impacts” for tables of total construction vehicle by vehicle type for each phase of construction.

Most construction-related trucking will utilize NY 9A from the south, and NY 9 to NY 9A from the north. Trucks will exit NY 9A at its intersection with NY 134 (Croton Dam Road) and proceed along NY 134 to the existing site entrance, which will continue to be used. Construction related traffic is not anticipated to have a significant impact on public transportation since there are no County Bee-Line routes or stops along the property’s Croton Dam Road frontage. Construction related traffic is not anticipated to have a significant impact on school bus routes or stops since the construction workers would generally arrive and depart of the property outside of the school bus traffic time periods. Construction traffic during the day would be limited to materials being delivered or exported as the construction workers would remain on the property during the daytime.

There is no County Bee-Line Route which travels along Croton Dam Road along the Project’s frontage. Since there are no nearby routes or stops for public transportation, there is not anticipated to be a significant impact from the proposed age-restricted community on public transportation.

Since the Project is proposed to be an age-restricted (55 or over) community, the project would not have school-aged children. Furthermore, there would be no impact or need for a school bus route or stop associated with the Project due to the lack of school-aged children in this community.

vi. **Potential Increase of Capacity at NY 9A and Croton Dam Road Intersection**

A potential way to increase capacity at the intersection of NY 9A & Croton Dam Road is to widen both Croton Dam Road approaches to the intersection and modify the traffic signal timing. These potential improvements were previously analyzed as part of the previous traffic study for the Former Project's market rate apartment development.

As previously mentioned, the projected peak hour volumes for the age-restricted housing are relatively low compared to other residential uses. When you compare the proposed redevelopment's traffic to the other traffic volumes at the intersection of NY 9A & Croton Dam Road, the proposed redevelopment's traffic represents less than 0.6% of the traffic at the intersection. The proposed redevelopment's traffic represents 0.24%, 0.36%, and 0.58% of the overall intersection volumes at the NY 9A and Croton Dam Road under build conditions during the peak weekday AM, weekday PM, and Saturday midday hours, respectively.

The potential improvements to increase capacity at the intersection of NY 9A & Croton Dam Road consist of widening both Croton Dam Road approaches to provide separate right turn lanes on the approaches. These two additional turn lanes would provide additional capacity to the intersection. In addition to the widening, the traffic signal timing would be modified. The existing traffic signal has a cycle length of 150 seconds and the improvement would be to reduce it to 110 seconds. This cycle length change would reduce the delay experienced by vehicles due to the current long cycle length. The combination of these potential improvements would improve traffic flow through the intersection.

As shown in the updated traffic study, there is no level of service degradation at the intersection of NY 9A and Croton Dam Road between the build and no-build conditions, so these potential improvements are not proposed as part of

this age-restricted redevelopment. These potential improvements could be pursued and coordinated between the New York State Department of Transportation (who have jurisdiction of this intersection and approaching roadways) and the Town to be implemented as part of a State improvement project.

Based on comments from the Town's traffic consultant, we have analyzed the intersection of Croton Dam Road and NY 9A with these potential improvements for the build condition with the currently and previously proposed developments. The operations with these potential improvements are shown on Tables 2 thru 4 in the Traffic Study. The currently proposed age-restricted development does not propose any improvements at this intersection and is only shown for reference. In general, the potential improvements provide an improved overall intersection delay and improved overall level of service compared to no-build conditions.

vii. Jitney Service

As part of the Former Project's proposal for the property, the Applicant proposed a jitney service to transport residents of the 188 apartment redevelopment to and from the nearest train station. The proposed shuttle volumes were depicted and included in the traffic volume figures contained in the previous traffic study. The proposed shuttle bus route anticipated that the bus would travel between the proposed redevelopment and the existing Croton-Harmon train station utilizing Route 9A. Based on U.S. Census Bureau data, approximately 20% of the Town's residents utilize public transportation and carpooling as means to travel to and from work which assisted in the Applicant's decision to provide a jitney service to and from the train station.

The currently proposed redevelopment consists of 95 units of age-restricted (55 or older) housing. Since the proposed redevelopment is age-restricted, many residents of these types of communities are retired and no longer work. Since

many residents are anticipated to be retired, there is less of a need to provide a jitney service for residents to and from the train station which is why the Applicant no longer proposes a jitney service with the currently proposed redevelopment. The updated traffic study for the currently proposed redevelopment no longer incorporates the jitney service volumes from the previous redevelopment.

viii. Potential Impact to Pedestrians and Bicyclists

As previously mentioned, the proposed age-restricted development is anticipated to generate 19, 25, and 32 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively, based on ITE data. These projected peak hour volumes are relatively low compared to other residential uses. During the peak weekday AM hour, the projected number of trips equate to one trip every 3 minutes during the peak hour. During the peak weekday PM hour, the projected number of trips equate to one trip every 2.4 minutes during the peak hour. During the peak Saturday midday hour, the projected number of trips equate to one trip every 1.8 minutes during the peak hour.

Based on traffic counts which were performed at the intersections, there is not a significant number of pedestrians or bicyclists at the studied intersections during the studied peak hours. There were no bicyclists counted at the studied intersections during the peak weekday AM, weekday PM, or Saturday midday hours. During the peak weekday AM hour, there were a total of 23 pedestrians counted at the studied intersections with 12 of them counted at the intersection of Croton Dam Road & Hawkes Avenue. During the peak weekday PM hour, there were a total of 18 counted pedestrians at the studied intersections with 12 of them counted at the intersection of Dale Avenue & Pine Avenue. During the peak Saturday midday hour, there were a total of 10 counted pedestrians at the studied intersections with 5 of them counted at the intersection of Dale Avenue & Pine Avenue. There were no pedestrians counted during the studied peak hours at the Croton Dam Road's intersections with Kitchawan State Road

or NY 9A. As mentioned above, the proposed age-restricted development is anticipated to generate a low amount of traffic and is not anticipated to impact the small amount of peak hour pedestrians and bicyclists within the study area.

The Town of Ossining Town Board adopted a Complete Streets Policy Resolution on March 23, 2021. “Complete Streets” is characterized as designing and operating the entire roadway with all users in mind, including for example sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. There is no singular design prescription for Complete Streets. Each one is unique and responds to its community context. The context and needs of users are different in rural, suburban, and urban communities, and streets will look different as a result, even when using a Complete Streets approach.

The Town of Ossining Complete Streets resolution notes that the purpose of the Complete Streets program will be to explore the potential to advance the Town’s adoption of Complete Streets practices by forming complementary recommendations. The Complete Streets program will coordinate the Town staff and boards with local non-profits and civic organizations, such as walking, biking and recreation clubs, local schools, health organizations, business groups, arts organizations, and other interested parties to study and review and update land-use policies and regulations as necessary and appropriate to incorporate Complete Streets. In other words, as expressed in the Resolution, the Town Board intends to achieve Complete Streets over time, project by project.

As such, the Town does not yet have specific policy guidelines for specific projects. Based on general principals, the Proposed Project will provide a bicycle rack at the proposed clubhouse as an amenity for residents of the community. Sidewalk is proposed from the proposed clubhouse to an adjacent proposed

surface parking lot. Because the development is age-restricted, it is anticipated to generate a low amount of traffic, and that as a result pedestrians and bicyclists could share the utilization of the 26 foot wide roads in the private development. The development's roads will provide sufficient lighting for usability via LED street lighting. There are no sidewalks, bike lanes or County Bee-Line bus stops along Croton Dam Road for which the Proposed Project would provide connectivity. However, the Project will provide an emergency access between the cul-de-sac and Narragansett Avenue on the northeasterly portion of the Site and another emergency access between the westerly site roadway and Croton Dam Road on the northwesterly portion of the Site. Both are 15 feet in width will be paved and have a bollard and chain assembly at either end to prevent non-emergency vehicular access. However, pedestrian and bicycle use would be anticipated. The northeasterly emergency access provides access to Veterans Memorial Park in the Village of Ossining.

TABLE 2

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2025 NO BUILD			2025 BUILD			2025 BUILD WITH PREVIOUSLY PROPOSED DEVELOPMENT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Dale Avenue & Pine Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.24	12.5	B	0.28	13.5	B	0.28	13.4	B	0.28	13.5	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.06	8.1	A	0.07	8.2	A	0.07	8.2	A	0.07	8.2	A
2. Croton Dam Road & Hawkes Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.20	11.6	B	0.24	12.3	B	0.23	12.2	B	0.25	12.4	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.01	8.3	A	0.01	8.4	A	0.01	8.4	A	0.01	8.4	A
3. Croton Dam Road & Pershing Avenue /Cherry Hill Circle (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.01	9.3	A	0.01	9.4	A	0.01	9.4	A	0.01	9.6	A
	WESTBOUND	LEFT/THRU /RIGHT	0.04	10.7	B	0.06	10.8	B	0.05	11.1	B	0.05	10.7	B
	NORTHBOUND	LEFT/THRU /RIGHT	0.00	7.5	A	0.00	7.5	A	0.00	7.5	A	0.00	7.5	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.00	8.2	A	0.01	8.2	A	0.01	8.2	A	0.04	8.3	A
4. Croton Dam Road & Site Driveway (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	0.03	9.8	A	0.02	9.8	A	0.04	9.7	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	0.02	7.7	A	0.00	7.6	A	0.01	7.6	A
5. Croton Dam Road & Grandview Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.01	9.8	A	0.01	10.0	B	0.01	9.9	A	0.01	10.1	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.00	8.7	A	0.00	8.8	A	0.00	8.8	A	0.00	8.9	A
6. Croton Dam Road & Narragansett Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.06	9.3	A	0.07	9.5	A	0.07	9.4	A	0.07	9.6	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.10	7.9	A	0.11	8.1	A	0.11	8.0	A	0.12	8.1	A
7. Croton Dam Road & Pheasant Ridge Road /Feeney Road (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.03	11.0	B	0.04	11.6	B	0.03	11.4	B	0.04	11.7	B
	WESTBOUND	LEFT/THRU /RIGHT	0.04	11.6	B	0.05	12.3	B	0.04	12.1	B	0.05	12.5	B
	NORTHBOUND	LEFT/THRU /RIGHT	-	-	A	-	-	A	-	-	A	-	-	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.00	8.0	A	0.00	8.1	A	0.00	8.1	A	0.00	8.2	A
8. Croton Dam Road & Kitchawan State Road (Unsignalized)	EASTBOUND	LEFT/RIGHT	0.18	11.7	B	0.24	13.0	B	0.23	12.7	B	0.24	13.0	B
	NORTHBOUND	LEFT/THRU	0.01	7.7	A	0.02	7.9	A	0.02	7.8	A	0.02	7.8	A
	SOUTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
9. Croton Dam Road & NY 9A (Signalized)	EASTBOUND	LEFT	0.82	67.1	E	0.83	69.0	E	0.83	69.1	E	0.83	69.5	E
		THRU	0.92	25.7	C	0.99	37.8	D	0.99	38.0	D	0.99	39.1	D
		RIGHT	0.11	8.8	A	0.13	8.8	A	0.12	8.7	A	0.12	8.9	A
		COMPOSITE	-	27.1	C	-	37.9	D	-	38.2	D	-	39.2	D
	WESTBOUND	LEFT	0.90	210.9	F	0.94	199.4	F	0.95	195.7	F	0.98	173.1	F
		THRU/RIGHT	0.48	17.3	B	0.52	18.1	B	0.52	18.1	B	0.52	18.0	B
		COMPOSITE	-	18.3	B	-	19.3	B	-	19.5	B	-	20.0	C
	NORTHBOUND	LEFT/THRU /RIGHT	0.77	58.9	E	1.02	111.7	F	0.95	91.3	F	1.08	128.9	F
	SOUTHBOUND	LEFT/THRU /RIGHT	0.89	72.6	E	1.06	119.5	F	1.06	119.2	F	1.06	119.7	F
	INTERSECTION	COMPOSITE	-	30.9	C	-	45.6	D	-	44.2	D	-	48.0	D
9a. Croton Dam Road & NY 9A (Signalized w/ Considered Improvements Which Were Part of the Previously Proposed Development)	EASTBOUND	LEFT							0.81	54.7	D	0.81	55.3	E
		THRU							0.98	30.1	C	0.98	32.5	C
		RIGHT							0.12	6.6	A	0.12	6.9	A
		COMPOSITE							-	30.3	C	-	32.5	C
	WESTBOUND	LEFT		N/A					0.93	172.4	F	0.99	165.1	F
		THRU/RIGHT							0.52	14.1	B	0.52	14.4	B
		COMPOSITE							-	15.3	B	-	16.3	B
	NORTHBOUND	LEFT/THRU							0.70	48.5	D	0.75	51.8	D
		RIGHT							0.34	40.7	D	0.37	41.0	D
		COMPOSITE							-	46.3	D	-	48.7	D
	SOUTHBOUND	LEFT/THRU							0.54	42.9	D	0.54	43.0	D
		RIGHT							0.85	62.5	E	0.82	59.9	E
COMPOSITE								-	53.9	D	-	52.4	D	
INTERSECTION	COMPOSITE							-	29.8	C	-	31.5	C	

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2025 NO BUILD			2025 BUILD			2025 BUILD WITH PREVIOUSLY PROPOSED DEVELOPMENT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Dale Avenue & Pine Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.20	11.3	B	0.23	11.9	B	0.23	11.9	B	0.23	12.0	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.03	7.9	A	0.04	8.0	A	0.04	8.0	A	0.04	8.0	A
2. Croton Dam Road & Hawkes Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.18	11.0	B	0.22	11.6	B	0.21	11.6	B	0.22	11.6	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	-	-	A	-	-	A
3. Croton Dam Road & Pershing Avenue /Cherry Hill Circle (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.01	9.2	A	0.01	9.3	A	0.01	9.3	A	0.01	9.4	A
	WESTBOUND	LEFT/THRU /RIGHT	0.03	10.3	B	0.04	10.4	B	0.03	10.6	B	0.04	10.6	B
	NORTHBOUND	LEFT/THRU /RIGHT	0.00	7.4	A	0.00	7.5	A	0.00	7.5	A	0.00	7.5	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.01	7.5	A	0.01	7.5	A	0.01	7.5	A	0.02	7.6	A
4. Croton Dam Road & Site Driveway (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	0.06	9.5	A	0.02	9.6	A	0.06	10.1	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	-	-	A	0.00	7.5	A	0.01	7.5	A	0.04	7.6	A
5. Croton Dam Road & Grandview Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.01	9.7	A	0.01	10.0	B	0.01	9.9	A	0.01	10.1	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	0.00	7.4	A	0.00	7.5	A	0.00	7.5	A	0.00	7.5	A
6. Croton Dam Road & Narragansett Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.12	9.3	A	0.14	9.6	A	0.13	9.5	A	0.14	9.6	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	0.06	7.6	A	0.07	7.7	A	0.06	7.6	A	0.07	7.7	A
7. Croton Dam Road & Pheasant Ridge Road /Feeney Road (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.02	11.4	B	0.02	12.2	B	0.02	12.0	B	0.03	12.6	B
	WESTBOUND	LEFT/THRU /RIGHT	0.04	11.1	B	0.04	11.8	B	0.04	11.5	B	0.05	11.9	B
	NORTHBOUND	LEFT/THRU /RIGHT	0.00	7.6	A	0.00	7.7	A	0.00	7.7	A	0.00	7.8	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.01	7.9	A	0.01	8.1	A	0.01	8.0	A	0.01	8.0	A
8. Croton Dam Road & Kitchawan State Road (Unsignalized)	EASTBOUND	LEFT/RIGHT	0.11	11.7	B	0.14	12.8	B	0.14	12.6	B	0.15	13.2	B
	NORTHBOUND	LEFT/THRU	0.03	7.8	A	0.03	7.9	A	0.03	8.0	A	0.04	8.1	A
	SOUTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
9. Croton Dam Road & NY 9A (Signalized)	EASTBOUND	LEFT	0.85	80.5	F	0.86	84.1	F	0.86	84.1	F	0.85	84.1	F
		THRU	0.45	10.8	B	0.49	11.2	B	0.50	11.7	B	0.51	13.1	B
		RIGHT	0.13	8.1	A	0.14	8.2	A	0.14	8.5	A	0.15	9.6	A
		COMPOSITE	-	17.9	B	-	18.6	B	-	19.0	B	-	20.2	C
	WESTBOUND	LEFT	0.84	142.2	F	0.84	139.3	F	0.80	111.4	F	0.76	87.1	F
		THRU/RIGHT	1.02	61.4	F	1.13	100.8	F	1.13	100.8	F	1.13	100.8	F
		COMPOSITE	-	61.6	E	-	100.2	F	-	100.1	F	-	99.7	F
	NORTHBOUND	LEFT/THRU /RIGHT	0.81	75.0	E	1.32	232.8	F	1.05	133.6	F	1.15	167.8	F
	SOUTHBOUND	LEFT/THRU /RIGHT	0.83	73.9	E	0.92	90.4	F	0.93	91.9	F	0.95	95.8	F
	INTERSECTION	COMPOSITE	-	75.0	E	-	79.6	E	-	73.4	E	-	76.2	E
9a. Croton Dam Road & NY 9A (Signalized w/ Considered Improvements Which Were Part of the Previously Proposed Development)	EASTBOUND	LEFT							1.10	151.5	F	1.10	151.5	F
		THRU							0.49	8.3	A	0.50	9.3	A
		RIGHT							0.14	6.1	A	0.15	6.8	A
		COMPOSITE							-	23.3	C	-	24.1	C
	WESTBOUND	LEFT		N/A					0.82	99.3	F	0.77	71.7	E
		THRU/RIGHT							1.07	69.1	F	1.07	69.1	F
		COMPOSITE							-	68.8	E	-	68.6	E
	NORTHBOUND	LEFT/THRU							0.78	62.5	E	0.84	70.4	E
		RIGHT							0.28	45.0	D	0.29	45.2	D
		COMPOSITE							-	58.8	E	-	65.0	E
	SOUTHBOUND	LEFT/THRU							0.49	47.1	D	0.52	47.7	D
		RIGHT							0.94	95.0	F	0.94	95.0	F
		COMPOSITE							-	75.4	E	-	75.1	E
INTERSECTION	COMPOSITE							-	53.0	D	-	53.6	D	

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

TABLE 4

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2025 NO BUILD			2025 BUILD			2025 BUILD WITH PREVIOUSLY PROPOSED DEVELOPMENT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Dale Avenue & Pine Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.15	11.0	B	0.18	11.6	B	0.18	11.5	B	0.18	11.6	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	0.03	7.9	A	0.04	8.0	A	0.04	8.0	A	0.04	8.0	A
2. Croton Dam Road & Hawkes Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.16	10.5	B	0.20	10.9	B	0.19	10.9	B	0.20	10.9	B
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	-	-	A	-	-	A
3. Croton Dam Road & Pershing Avenue /Cherry Hill Circle (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.01	9.1	A	0.02	9.2	A	0.02	9.2	A	0.02	9.2	A
	WESTBOUND	LEFT/THRU /RIGHT	0.01	10.3	B	0.02	9.9	A	0.02	10.3	B	0.02	10.3	B
	NORTHBOUND	LEFT/THRU /RIGHT	0.00	8.2	A	0.00	8.2	A	0.00	8.2	A	0.00	8.2	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.00	7.5	A	0.01	7.5	A	0.01	7.5	A	0.02	7.5	A
4. Croton Dam Road & Site Driveway (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	0.05	9.3	A	0.02	9.4	A	0.05	9.7	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	-	-	A	0.00	7.5	A	0.01	7.5	A	0.02	7.5	A
5. Croton Dam Road & Grandview Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.02	9.3	A	0.02	9.5	A	0.02	9.5	A	0.02	9.6	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	0.00	7.4	A	0.00	7.5	A	0.00	7.4	A	0.02	7.5	A
6. Croton Dam Road & Narragansett Avenue (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.10	9.1	A	0.11	9.4	A	0.01	9.2	A	0.11	9.3	A
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	SOUTHBOUND	LEFT/THRU	0.06	7.6	A	0.06	7.7	A	0.06	7.6	A	0.06	7.7	A
7. Croton Dam Road & Pheasant Ridge Road /Feeney Road (Unsignalized)	EASTBOUND	LEFT/THRU /RIGHT	0.02	11.4	B	0.03	12.1	B	0.03	12.0	B	0.03	12.3	B
	WESTBOUND	LEFT/THRU /RIGHT	0.01	9.6	A	0.02	9.9	A	0.02	9.8	A	0.02	9.9	A
	NORTHBOUND	LEFT/THRU /RIGHT	0.00	7.9	A	0.00	8.0	A	0.00	8.0	A	0.00	8.1	A
	SOUTHBOUND	LEFT/THRU /RIGHT	0.01	7.6	A	0.01	7.7	A	0.01	7.6	A	0.01	7.7	A
8. Croton Dam Road & Kitchawan State Road (Unsignalized)	EASTBOUND	LEFT/RIGHT	0.12	11.3	B	0.16	12.2	B	0.16	12.1	B	0.17	12.4	B
	NORTHBOUND	LEFT/THRU	0.02	7.7	A	0.02	7.8	A	0.02	7.8	A	0.02	7.9	A
	SOUTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
9. Croton Dam Road & NY 9A (Signalized)	EASTBOUND	LEFT	0.77	45.8	D	0.80	57.7	E	0.80	54.8	D	0.80	56.2	E
		THRU	0.46	11.2	B	0.49	13.8	B	0.49	13.3	B	0.50	14.2	B
		RIGHT	0.14	8.9	A	0.15	10.8	B	0.15	10.4	B	0.16	11.2	B
		COMPOSITE	-	14.4	B	-	17.8	B	-	17.1	B	-	18.1	B
	WESTBOUND	LEFT	0.76	97.4	F	0.79	113.1	F	0.82	91.8	F	0.79	79.0	E
		THRU/RIGHT	0.82	21.9	C	0.89	33.9	C	0.88	31.0	C	0.89	32.6	C
		COMPOSITE	-	22.4	C	-	34.5	C	-	31.9	C	-	33.5	C
	NORTHBOUND	LEFT/THRU /RIGHT	0.63	33.8	C	0.84	57.2	E	0.76	46.4	D	0.80	51.1	D
	SOUTHBOUND	LEFT/THRU /RIGHT	0.75	36.4	D	0.79	49.1	D	0.82	49.8	D	0.82	50.6	D
	INTERSECTION	COMPOSITE	-	21.6	C	-	31.5	C	-	29.2	C	-	30.8	C
9a. Croton Dam Road & NY 9A (Signalized w/ Considered Improvements Which Were Part of the Previously Proposed Development)	EASTBOUND	LEFT							0.78	44.2	D	0.78	45.0	D
		THRU							0.47	9.3	A	0.48	10.0	A
		RIGHT							0.15	7.3	A	0.15	7.8	A
		COMPOSITE							-	12.6	B	-	13.2	B
	WESTBOUND	LEFT		N/A					0.84	86.1	F	0.81	71.8	E
		THRU/RIGHT							0.84	21.3	C	0.85	22.2	C
		COMPOSITE							-	22.2	C	-	23.1	C
	NORTHBOUND	LEFT/THRU							0.63	36.0	D	0.64	36.5	D
		RIGHT							0.31	32.4	C	0.31	32.5	C
		COMPOSITE							-	35.0	D	-	35.4	D
	SOUTHBOUND	LEFT/THRU							0.52	34.5	C	0.52	34.6	C
		RIGHT							0.70	37.2	D	0.66	36.6	D
		COMPOSITE							-	35.9	D	-	35.6	D
INTERSECTION	COMPOSITE							-	20.9	C	-	21.6	C	

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

III.I Community Facilities

I. Former Project

The 2018 DEIS Chapter 3.I analyzed the impacts of the then-proposed 188-unit rental development to the overall population of Ossining, as well as the potential demand for services to the Ossining school district, public open space and recreation facilities, and emergency services. The analysis utilized demographic multipliers developed by the Rutgers University Center for Urban Policy Research in 2006, as well as those developed using comparable local projects. The analysis estimated that the Former Project would generate 373 new residents, including between 22 to 29 school age children. Based on these population estimates, as well as the extent of amenities offered on-site and the code-compliant building and site design, the DEIS concluded that the project would have minimal impacts to community facilities.

2. Proposed Project

The currently Proposed Project represents a significant reduction in development program compared to the Former Project: instead of 188-unit family rental units, the Applicant currently proposes 95 age-restricted for-sale townhouse units. Because of the reduction in units by almost 50% and the fact that the units will be age-restricted with no school age children, the Proposed Project is expected to have substantially less impact to community facilities than the Former Project.

Age restrictions are to be implemented through the Declaration of Covenants, conditions, and Restrictions for the River Knoll HOA (“Declaration”), which is allowed under the Federal Fair Housing Act. Based on a typical Declaration, each unit can only be occupied by, and shall not be sold, leased, licensed or permitted to be occupied except by, at least one person of at least 55 years of age (the “Minimum Age”). However, individuals 19 or older residing with their spouse who satisfies the Minimum Age; a surviving spouse who is 19 or older who resided in a unit prior to the death of their spouse (provided that the deceased spouse was of the Minimum Age at the time of death); and/or a child or other family member who is 19 or older

residing with a parent or family member who is of the Minimum Age or who otherwise falls into one of the class of persons excepted may reside within a unit. Meanwhile, no person under the age of 19 years shall occupy a unit for more than 120 days per year. The age restriction shall be enforced by the River Knoll HOA.

Demographic Impacts

According to a 2011 study entitled *Housing Trends Update for the 55+ Market: New Insights from the American Housing Survey* by the National Association of Home Builders (NAHB) and MetLife Mature Market Institute (MetLife),¹ the average household size in owner-occupied age-restricted communities is approximately 1.6 persons. Applying this multiplier to the 95 units proposed, the Proposed Project is expected to generate approximately 152 residents. Based on the Census-estimated Town population of 37,702, the increase in 152 residents represents a marginal 0.4% increase in population. Because this is an age-restricted community, no school age children will reside within the community on a long-term basis as discussed in the previous section (children under the age of 19 would not be allowed to be permanent residents, residing for a maximum period of approximately 120 days), and thus no significant demographic impacts to the school district are anticipated. Table III.I-1 summarizes the demographic impacts.

**Table III.I-1
Demographic Impacts of Proposed Project**

	Units	Multiplier	Population
Total Residents	95	1.6	152
Public School Children	95	0	0

Sources: NAHB & MetLife (2011), *Housing Trends Update for the 55+ Market: New Insights from the American Housing Survey*; Analysis by Phillips Preiss.

¹ The study utilized nation-wide data from the American Housing Survey (AHS), which is sponsored by the US Department of Housing and Urban Development (HUD) and conducted by the Census Bureau. This 2011 report is, to our knowledge, the most recent and publicly available study that provides a comprehensive quantitative analysis of age-restricted communities.

Open Space and Recreation

Like the Former Project rental concept, the currently proposed age-restricted townhouse community will also provide a multitude of recreational amenities on-site, which are described in detail in Chapter 2 of this SDEIS. Because this is an age-restricted development with no school age children, there would be even less demand for public open space and recreation facilities, particular for active recreation and sports fields. As such, no substantial increase in demand for public open space and recreation services is anticipated, and the tax revenue generated by the Proposed Project is expected to offset any additional costs (see Chapter 3.J for more information).

Emergency Services

The 2018 DEIS, in analyzing the Former Project with an estimated impact 1% increase in total population, noted that no increase in manpower or equipment will be required to provide police or fire services. Similarly, the 0.4% increase in population resulting from the Proposed Project is not expected to substantially affect the ratio of police/fire personnel per residents, or require additional staffing/investment to maintain the current level of services. Further, the Proposed Project will continue to be building and fire code compliant, and remain within the height supported by the fire department's existing equipment.

The 2018 DEIS additionally noted that the Ossining Volunteer Ambulance Corps receives on average 0.1 calls per person per year. The increase in 152 residents from the Proposed Project would thus generate approximately 16 calls per year. It should be noted that the Proposed Project is age-restricted for active adults, who are able to live independently, many of whom are not retired, and are active both physically and socially and, as such, the development is not expected to generate calls at levels higher than a non age-restricted development. As such, the proposed development is not expected to cause any material impact to the Ambulance Corps.

3. Mitigation

The Proposed Project age-restricted requirement is expected to cause marginal increase in the demand for community services. As such, no mitigation measures are required. Further, as explained in detail in Chapter 3.J, the fiscal benefits of the project would more than offset the costs to provide services for the new residents generated by the project.

Unlike the Former Project, this is an age-restricted community and thus no school age children will reside within the community on a long-term basis (children under the age of 19 would not be allowed to be permanent residents, residing for a maximum period of approximately 120 days), and thus no significant demographic impacts to the school district are anticipated. As such, the Project will pay school taxes as do other residential uses but will create no additional costs for the school district. Therefore, no additional funding mitigation is required for the school district.

III.J Fiscal Impacts

I. Former Project

The 2018 DEIS Chapter 3.J provided a fiscal impact analysis of the Former Project with 169 market-rate rental units and 19 affordable rental units. Based on the 2016 property tax rates at the time of the analysis, the DEIS estimated that the rental project would generate total tax revenues of \$1,019,277 to relevant town, county, and school district taxing jurisdictions (see Table III.J-1). The fiscal analysis additionally noted the potential for additional revenues generated by construction activity and by household spending of new residents at Former Project.

**Table III.J-1
Tax Revenues of Former Project as Provided in 2018 DEIS**

	89.08-1-83	89.12-2-13	90.05-1-27	Total Site
Westchester County	\$87,385	\$131	\$96	\$87,613
Town-wide General	\$18,720	\$28	\$21	\$18,769
Town Unincorporated	\$149,504	N/A	N/A	\$149,504
Ambulance District	\$5,561	\$8	\$6	\$5,576
County Solid Waste	\$7,990	\$12	\$9	\$8,011
County Sewer - Ossining	\$20,954	\$31	\$23	\$21,008
Refuse/Light/Fire	\$37,991	\$57	\$42	\$38,090
Town-wide Water	\$1,358	\$2	\$1	\$1,361
Ossining Central School District	\$660,802	\$991	\$729	\$662,522
Ossining Library	\$26,020	\$39	\$29	\$26,088
Village of Ossining	N/A	\$423	\$311	\$734
Total	\$1,016,285	\$1,723	\$1,268	\$1,019,277

Source: River Knoll Draft Environmental Impact Statement, Table III.J-6, prepared by AKRF, Inc., dated January 26, 2018.

On the cost side, the 2018 DEIS estimated demographic impacts of 373 new residents generated by the Former Project, including between 22 to 29 school age children. As noted in Chapter 3.I “Community Facilities” and Chapter 3.F “Infrastructure and Utilities,” the increase in the residential and school children population were found to have marginal increase in demand for services.

Although school taxes generated by the Previous Project more than covered the average cost of the 22-29 students to be generated, in acknowledgment of programming and space challenges facing the OUFSD, the Applicant and school administration and school board agreed to a voluntary payment of \$350,000 to be used for school capital improvements.

The 2018 DEIS concluded that the tax revenues would more than offset the costs generated by the Former Project, and that the Former Project would have a beneficial fiscal effect on the community. Therefore, no mitigations were required.

2. Proposed Project

Current Taxes Generated by the Site

The Proposed Project will continue to utilize the same three parcels as the Former Project. The three parcels and their current assessments as of the 2020 Assessment Roll are summarized below:

- Tax Lot 89.08-1-83: 16.2 acres; \$1,900,000 in taxable value; located within the unincorporated portion of the Town of Ossining.
- Tax Lot 89.12-2-13: 0.64 acres; \$39,500 in taxable value; located within the Village of Ossining.
- Tax Lot 90.05-1-27: 0.6 acres; \$28,700 in taxable value; located within the Village of Ossining.

2020 tax rates for all affected taxing jurisdictions are summarized in Table III.J-2 and the resulting tax revenues generated under current conditions are summarized in Table III.J-3. Under the existing conditions, the Project Site current generates revenues totaling \$75,628. This includes \$6,076 to Westchester County, \$11,838 to the Town of Ossining, \$49,568 to the Ossining Central School District, \$740 to the Village of Ossining, and \$7,406 to various special districts.

**Table III.J-2
Current Tax Rates, 2020**

	Town of Ossining (Unincorporated)	Village of Ossining
Westchester County	3.087031	3.087031
Town-wide General	0.759922	0.759922
Town Unincorporated	5.442916	N/A
Ambulance District	0.210429	0.210429
County Solid Waste	0.258273	0.258273
County Sewer - Ossining	0.730160	0.730160
Refuse/Light/Fire	1.518174	1.518174
Town-wide Water	0.031102	0.031102
Ossining Central School District	25.184193	25.184193
Ossining Library	1.014945	1.014945
Village of Ossining	N/A	10.849200
Total Applicable Tax Rates	38.237145	43.643429

Source: Westchester County Tax Commission, 2020 Property Tax Rates.

**Table III.J-3
Current Tax Revenues Generated by Site, 2020**

	89.08-1-83	89.12-2-13	90.05-1-27	Total Site
Total Taxable Value	\$1,900,000	\$39,500	\$28,700	\$1,968,200
Westchester County	\$5,865	\$122	\$89	\$6,076
Town-wide General	\$1,444	\$30	\$22	\$1,496
Town Unincorporated	\$10,342	N/A	N/A	\$10,342
Ambulance District	\$400	\$8	\$6	\$414
County Solid Waste	\$491	\$10	\$7	\$508
County Sewer - Ossining	\$1,387	\$29	\$21	\$1,437
Refuse/Light/Fire	\$2,885	\$60	\$44	\$2,989
Town-wide Water	\$59	\$1	\$1	\$61
Ossining Central School District	\$47,850	\$995	\$723	\$49,568
Ossining Library	\$1,928	\$40	\$29	\$1,997
Village of Ossining	N/A	\$429	\$311	\$740
Total Property Taxes	\$72,651	\$1,724	\$1,253	\$75,628

Source: Town of Ossining 2020 Final Assessment Roll; Westchester County Tax Commission, 2020 Property Tax Rates; Analysis by Phillips Preiss.

Economic Impacts during Construction

Economic impacts of the construction activity of the Proposed Project were estimated using the 2019 RIMS-II multipliers (most recent available) for Westchester County developed by the US Bureau of Economic Analysis. During the construction phase of the Project, there are three types of economic impacts: direct impacts to the construction sector; indirect impacts to sectors that provide goods and services to the construction sector (e.g., design and engineering, wholesale, transportation, real estate and financial services, etc.); and induced impacts to other sectors as a result of the increase in household spending by workers (e.g., retail, food and beverage services, etc.). It should be noted, however, because construction is not an ongoing economic activity, the impacts generated during the construction phase are temporary and limited to the construction stage. It should be further noted that, because the RIMS-II multipliers were developed in 2019 dollars, all inputs for calculating employment impacts were deflated from 2021 to 2019 dollars (with a deflator ratio of 1.051) based on the Consumer Price Index.

According to the Applicant, the estimated total construction cost (not including land acquisition) for the Project is \$50,825,000 (\$48,358,706 in 2019 dollars). Because the construction budget encompasses all commodities and services purchased in relation to the construction activity, the total construction budget represents the total value of industry sales in the construction sector generated as a result of the Project. Based on the RIMS-II multipliers for the residential construction sector, it is estimated that this increase in industry sales (i.e., the final demand) will generate approximately 206 direct jobs in the construction sector. The construction will additionally generate 51 indirect jobs in related sectors that support construction, and 63 induced jobs as result of increase in household spending (see Table III.J-4).

Table III.J-4
Construction Phase Employment Impacts of Proposed Project to
Westchester County

	Multiplier (per \$1M of Final Demand)*	Final Demand (2019 Dollars)	Employment Impact
Direct Impact (to Construction Sector)	4.2592	\$48,358,706	206
Indirect Impact (to Sectors that Support Construction)	1.0549	\$48,358,706	51
Induced Impact (From Household Spending)	1.3128	\$48,358,706	63
Total			320

* The breakdown of direct, indirect, and induced impact multipliers were derived using “final demand” and “direct effect” multipliers from both Type I and Type II models in RIMS-II. Sources: US Bureau of Economic Analysis, 2019 RIMS-II Multipliers for Westchester County; Analysis by Phillips Preiss LLC.

The construction activity will also generate economic output and labor income to the region. As mentioned previously, the total industry sale during the construction phase is \$50,825,000, which represents the direct economic output impacts of the construction phase of the proposed Project. Based on the RIMS-II multipliers for the construction sector, it is estimated that this increase in industry sales in the residential construction sector (i.e., the final demand) will additionally generate approximately \$15,420,305 in indirect economic output in related sectors that provide goods and services for construction, as well as \$15,186,510 in induced economic output in other sectors as result of increase in household spending. In terms of increase in labor income, the new jobs generated as result of the construction activity will amount to approximately \$14,591,858 in direct impact, \$2,851,283 in indirect impact, and \$2,978,345 in induced impact (see Table III.J-5).

**Table III.J-5
Construction Phase Economic Impacts of Proposed Project to
Westchester County**

	Economic Output Multipliers*	Economic Output Impacts	Labor Income Multipliers*	Labor Income Impacts
Direct Impact (to Construction Sector)	1.0000	\$50,825,000	0.2871	\$14,591,858
Indirect Impact (to Sectors that Support Construction)	0.3034	\$15,420,305	0.0561	\$2,851,283
Induced Impact (From Household Spending)	0.2988	\$15,186,510	0.0586	\$2,978,345
Total		\$81,431,815		\$20,421,485

* The breakdown of direct, indirect, and induced impact multipliers were derived using “final demand” and “direct effect” multipliers from both Type I and Type II models in RIMS-II.

Sources: US Bureau of Economic Analysis, 2019 RIMS-II Multipliers for Westchester County; Analysis by Phillips Preiss LLC.

In summary, the proposed Project during construction stage would generate significant economic benefits to Westchester County, including new economic output totaling over \$81 million, 320 new jobs, and over \$20 million in labor income growth.

Fiscal Benefits at Full-Buildout

The Town of Ossining assesses properties held in condominium ownership as income-producing property. In accordance with this practice, the value of the proposed development was estimated using the Income Capitalization Approach, and the project is treated as a rental product for purposes of this analysis. Based on the average monthly rents estimated by the Applicant, and further assuming a vacancy/collection loss factor of 5%, operating expenses of 18% (excluding real estate taxes), an equalized capitalization rate¹ of 10.32%, and the 2020 Town of Greenburgh

¹ Real estate taxes are excluded from the operating expenses. In order to account for the equitable burden of

equalization ratio of 100%, the portion of the project on Tax Lot 89.08-1-83 is estimated to have total assessed value of \$29,343,847 (see Table III.J-6). Because no improvements are proposed on Tax Lots 89.12-2-13 & 90.05-1-27 in the Village of Ossining, it is assumed that they will retain the current assessment value.

Table III.J-6
Assessed Value of the Proposed Project (Tax Lot 89.08-1-83), 2020

Tax Lot 89.08-1-83	Units	Monthly Rent	Annual Income
Market Rate			
2BR	67	\$3,450	\$2,773,800
3BR	18	\$4,250	\$918,000
Affordable			
2BR	8	\$1,550	\$148,800
3BR	2	\$1,950	\$46,800
Gross Income			\$3,887,400
Vacancy/Collection Loss (5%)			\$194,370
Effective Income			\$3,693,030
Expenses w/o Taxes (18%)			\$664,745
Net Operating Income			\$3,028,285
Base Capitalization Rate			6.50%
Town of Greenburgh Effective Tax Rate (Unincorporated)			3.82%
Equalized Capitalization Rate			10.32%
Estimated Market Value			\$29,343,847
2020 Town of Greenburgh Equalization Ratio			100%
Estimated Assessed Value			\$29,343,847

Source: Hudson Park Group, LLC; Westchester County Tax Commission, 2020 Property Tax Rates; Analysis by Phillips Preiss.

Based on the 2020 property tax rates for each of the affected taxing jurisdictions as detailed in Table III.J-2, this increase in the ratable base from the Project will generate aggregate tax revenues of \$1,125,002 across the three parcels (see Table III.J-7).

taxes for the project at completion, the effective tax rate is added to the base capitalization rate as a “load factor” to derive the equalized capitalization rate. This method is alternatively referred to as the “assessor’s formula” and is a common method of valuation for real estate tax certiorari proceedings in NY State. The effective tax rate is the total municipal tax rate multiplied by the state equalization ratio.

Table III.J-7
Estimated Tax Revenue of Proposed Project by Taxing Jurisdiction, 2020

	89.08-1-83	89.12-2-13	90.05-1-27	Combined
Total Taxable Value	\$29,343,847	\$39,500	\$28,700	\$29,412,047
Westchester County	\$90,585	\$122	\$89	\$90,796
Town-wide General	\$22,299	\$30	\$22	\$22,351
Town Unincorporated	\$159,716	N/A	N/A	\$159,716
Ambulance District	\$6,175	\$8	\$6	\$6,189
County Solid Waste	\$7,579	\$10	\$7	\$7,596
County Sewer - Ossining	\$21,426	\$29	\$21	\$21,476
Refuse/Light/Fire	\$44,549	\$60	\$44	\$44,653
Town-wide Water	\$913	\$1	\$1	\$915
Ossining Central School District	\$739,001	\$995	\$723	\$740,719
Ossining Library	\$29,782	\$40	\$29	\$29,851
Village of Ossining	N/A	\$429	\$311	\$740
Total Property Taxes	\$1,122,025	\$1,724	\$1,253	\$1,125,002

Source: Westchester County Tax Commission, 2020 Property Tax Rates; Analysis by Phillips Preiss.

On the cost side, as noted in Chapter 3.I “Community Facilities,” the Proposed Project is not anticipated to have significant impacts on community facilities or require significant capital investments by the public service providers. Further, because the Proposed Project is age-restricted, there are no anticipated impacts to the school district. To confirm this, the Applicant looked at the number of school children sourcing from similar projects in northern Westchester. These projects include:

- Glassbury Court at Hunterbrook, Yorktown: Active Adult luxury townhome condominium community. No school children.
- Glassbury Court at Cold Spring: Semi-attached homes for Active Adults. No school children.
- Woodcrest Village, Mount Kisco: Senior condominium community. No school children.

None of these Active Adult communities produce school children.

The service cost per resident under current operating conditions is a reasonable estimate of future per capita service costs for residents of the Proposed Project.

Per capita costs (see Table III.J-8) were estimated using the “proportional valuation” method, which assumes that the allocation of service costs is roughly proportional to the share of the total tax base represented by residential and non-residential uses within a service area. The percentage of the tax base attributable to residential uses (including apartments) within each taxing jurisdiction was estimated by averaging the percentage of total tax parcels and the percentage of total assessed valuation attributable to residential uses. The percentage of tax base attributable to residential uses was then applied to the tax levy to derive the total service costs for residential uses supported by property taxes within each taxing jurisdiction. Finally, the property tax supported residential costs were divided by the total serviced residential population to derive the per capita cost. Because no impacts are anticipated to the school district or to the Village of Ossining, costs for these taxing jurisdictions were not considered for this analysis.

Table III.J-8
Estimated Per Capita Service Cost by Taxing Jurisdiction, 2020

	Local Tax Levy	% Residential Tax Base	Serviced Residents	Per Capita Cost
Westchester County	\$15,360,032	78.33%	37,702	\$319
Town-wide General	\$3,800,357	78.33%	37,702	\$79
Town Unincorporated	\$5,244,814	71.83%	4,796	\$786
Ambulance District	\$668,363	74.71%	20,016	\$25
County Solid Waste	\$1,315,452	78.33%	37,702	\$27
County Sewer - Ossining	\$3,996,271	76.71%	39,757	\$77
Refuse/Light/Fire	\$1,477,550	74.71%	4,796	\$230
Town-wide Water	\$33,486	74.71%	4,796	\$5
Ossining Library	\$4,163,175	75.73%	34,230	\$92

Sources: Westchester County GIS Boundary & District Data; New York State Office of Real Property Tax Services, Westchester County Parcel GIS data; US Census American Community Survey 2015-2019 Five-Year Estimates; Analysis by Phillips Preiss LLC.

As shown in Table III.J-9, the Proposed Project at full build-out is expected to generate

a combined public service cost of \$249,280 across all affected jurisdictions.

Table III.J-9
Estimated Service Costs of Project by Taxing Jurisdiction, 2020

	Per Capita Cost	Project Residents	Total Cost
Westchester County	\$319	152	\$48,488
Town-wide General	\$79	152	\$12,008
Town Unincorporated	\$786	152	\$119,472
Ambulance District	\$25	152	\$3,800
County Solid Waste	\$27	152	\$4,104
County Sewer - Ossining	\$77	152	\$11,704
Refuse/Light/Fire	\$230	152	\$34,960
Town-wide Water	\$5	152	\$760
Ossining Library	\$92	152	\$13,984
Combined			\$249,280

Sources: Westchester County GIS Boundary & District Data; New York State Office of Real Property Tax Services, Westchester County Parcel GIS data; US Census American Community Survey 2015-2019 Five-Year Estimates; Analysis by Phillips Preiss LLC.

It should be noted, however, that these costs represent a highly conservative estimate. In reality, certain costs associated with general government staffing and other fixed-cost, budgeted items like employee benefits and debt service are unlikely to be impacted by the proposed Project. Additionally, services such as snow removal and road maintenance within the project site will be privately handled. Thus, it is likely that the actual service demands generated by the new residents will be lower than the estimate utilized in this analysis.

The cost-revenue comparison and net fiscal impact for each taxing jurisdiction is summarized in Table III.J-10. The Proposed Project will result in net positive fiscal impact for all taxing jurisdictions. The total annual net fiscal impact of the Proposed Project is \$875,722. Compared to the existing conditions, the Proposed Project will result in a total increase of approximately \$800,094 in annual net surplus revenue. In

short, the Proposed Project will bring substantial fiscal benefits (see Table III.J-11).

Table III.J-10
Net Fiscal Impact of Proposed Project by Taxing Jurisdiction, 2020

	Tax Revenues	Service Costs	Net Fiscal Impacts
Westchester County	\$90,796	\$48,488	\$42,308
Town-wide General	\$22,351	\$12,008	\$10,343
Town Unincorporated	\$159,716	\$119,472	\$40,244
Ambulance District	\$6,189	\$3,800	\$2,389
County Solid Waste	\$7,596	\$4,104	\$3,492
County Sewer - Ossining	\$21,476	\$11,704	\$9,772
Refuse/Light/Fire	\$44,653	\$34,960	\$9,693
Town-wide Water	\$915	\$760	\$155
Ossining Central School District	\$740,719	\$0	\$740,719
Ossining Library	\$29,851	\$13,984	\$15,867
Village of Ossining	\$740	\$0	\$740
Total	\$1,125,002	\$249,280	\$875,722

Source: Analysis by Phillips Preiss LLC.

Table III.J-11
Net Fiscal Impact of Proposed Project vs Existing Conditions

	Proposed Project	Existing Conditions	Net Increase in Surplus Revenue
Westchester County	\$42,308	\$6,076	\$36,232
Town-wide General	\$10,343	\$1,496	\$8,847
Town Unincorporated	\$40,244	\$10,342	\$29,902
Ambulance District	\$2,389	\$414	\$1,975
County Solid Waste	\$3,492	\$508	\$2,984
County Sewer - Ossining	\$9,772	\$1,437	\$8,335
Refuse/Light/Fire	\$9,693	\$2,989	\$6,704
Town-wide Water	\$155	\$61	\$94
Ossining Central School District	\$740,719	\$49,568	\$691,151
Ossining Library	\$15,867	\$1,997	\$13,870
Village of Ossining	\$740	\$740	\$0
Total	\$875,722	\$75,628	\$800,094

Source: Analysis by Phillips Preiss LLC.

Comparison of Fiscal Impacts of the Proposed Project with Former Project

As Table III.J-12 shows, compared to the former project, the Proposed Project would generate \$105,725 more in combined property taxes across all taxing jurisdictions. It should be noted, however, that the DEIS for the Former Project mainly considered the property tax revenues generated by the former project, but did not conduct a detailed analysis of the net fiscal impacts for each taxing jurisdiction as in this SDEIS. However, the DEIS noted that the Former Project was estimated to add 373 residents, whereas the Proposed Project would generate only 152 residents. As such, the public service costs for the Former Project would likely have been more than 2 times that of the Proposed Project. Additionally, the Former Project would generate between 22 and 29 school aged children, requiring costs ranging from \$426,184 to \$561,788 annually. In contrast, the Proposed Project with age-restricted units will generate no such costs, allowing the school district to retain the full amount of property taxes generated by the project. As such, the currently Proposed Project represents a significant increase in not only property taxes, but also net fiscal benefits, compared to the Former Project.

Table III.J-12
Property Taxes of Proposed Project vs Former Project

	Proposed Project	Former Project	Net Difference in Property Taxes
Westchester County	\$90,796	\$87,613	\$3,183
Town-wide General	\$22,351	\$18,769	\$3,582
Town Unincorporated	\$159,716	\$149,504	\$10,212
Ambulance District	\$6,189	\$5,576	\$613
County Solid Waste	\$7,596	\$8,011	-\$415
County Sewer - Ossining	\$21,476	\$21,008	\$468
Refuse/Light/Fire	\$44,653	\$38,090	\$6,563
Town-wide Water	\$915	\$1,361	-\$446
Ossining Central School District	\$740,719	\$662,522	\$78,197
Ossining Library	\$29,851	\$26,088	\$3,763
Village of Ossining	\$740	\$734	\$6
Total	\$1,125,002	\$1,019,277	\$105,725

Source: Analysis by Phillips Preiss LLC.

3. Mitigation

As noted above, the Proposed Project is expected to result in fiscal benefits to local taxing jurisdictions. The Town of Ossining, the Ossining School District, and various special districts would all receive surplus revenues from the Proposed Project. Because the service costs required to support the new residents are more than offset by the tax revenues, no adverse fiscal impacts are expected. Therefore, no mitigation measures are necessary and proposed at this time.

As noted above, the Previous Project anticipated generating between 22 to 29 school age children, in contrast to none for the Proposed Project. Because of this difference in the Proposed Project versus the Previous Project, the voluntary payment of \$350,000 to be used for school capital improvements agreed to by the Previous Project is no longer valid and pertinent. The Proposed Project will not impact the School District other than paying an additional approximately \$691,151 in school taxes in excess of the approximately \$49,568 paid by the existing Site. There are no costs to the School District as a result of the Proposed Project.

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III.K Construction Impacts

I. Former Project

The Former Project had a construction schedule of approximately 18 to 21 months, starting with site preparation, and then followed by the demolition of the existing Stony Lodge Hospital buildings. Full build-out of the Former Project was to occur over a single phase. The majority of the construction for the Former Project was to take place in the upper elevations of the property, on the southern and eastern portions of the site. Subsequently, the building superstructure, mechanicals, interiors, and finishes were to follow. Subsequent to the adoption of the Proposed Zoning, the Former Project included a detailed Construction Management Plan that was prepared to Town specifications as part of the site plan review process.

Consistent with the Town Code, construction would only take place between the hours of 8:00 am and 8:00 pm Monday through Friday and occasionally between 9:00 am and 5:00 pm on Saturdays, Sundays, and Holidays. Construction access to the site would have been via the existing site driveway off Croton Dam Road.

2. Proposed Project

The Proposed Project will have a similar construction timeline to the Former Project. This chapter discusses the proposed construction sequence as well as the potential for adverse impacts that may occur as a result of the construction of the Proposed Project. As for any construction project, there is the potential for environmental impacts, such as those associated with soil erosion, traffic, noise, vibrations, and dust. This chapter documents the various activities that would be involved in construction sequence of the Proposed Project.

i. Construction Sequence

The Proposed Project will have a similar timeline for its construction sequence as the former project, 18 to 21 months, and would take place at times conforming to the Town Code, specifically, between 8:00 am and 8:00 pm from

Monday through Friday and occasionally between 9:00 am to 5:00 pm on Saturdays, Sundays, and Holidays. Construction impacts are similar to the Former Project.

Construction phases, their estimated duration and number of employees are depicted in Table III.K-1, below.

Table III.K-1
Construction Phasing

Construction Phase	Duration	No. of Employees
Mobilization and Site Clearing	2-3 months	20
Excavation	5-6 months	15
Foundations	3-4 months	28
Superstructure	3-4 months	30
Mechanicals	3-4 months	30
Interior and Finishes	3-4 months	24
Cleaning and Final Fitting and Installation	2-3 months	24
Notes: Number of months are weather dependent		
Source: Glenco LLC		

The construction sequence will incorporate the following tasks:

- Pre-construction meeting(s) with the Town officials
- Installation of erosion and sediment control measures
- Demolition of all nine of the existing buildings on the property
- Clear vegetation on portions of the property to be developed
- Strip and stockpile topsoil
- Begin rough grading and construction of building and parking lot
- Install storm drain and sanitary sewer system complete (immediately install erosion & sediment control protection on all inlets)
- Install utilities (gas, electric and telephone)
- Install concrete and asphalt concrete pavement complete

- Finish grading, redistribute topsoil and establish vegetation and/or landscaping
- Clean pavements and storm drain system of all accumulated sediment in conjunction with the removal of all temporary sediment and erosion control devices.
- Complete site and building construction.

ii. Construction Truck Routes and Truck Traffic Volumes

Construction of the Proposed Project will create construction-related traffic to and from the Project Site, including trips related to workers as well as delivery of materials and equipment. In addition, there will be truck traffic associated with removing construction debris and excavated materials from the Project Site.

Based on the topography of the Project Site, and in order to accommodate development in accordance with the proposed plan, the project would result in a net cut of approximately 14,943 cubic yards of excess material (Figure 3.C-5). Approximately 89 percent of the material to be excavated will be re-used on the Project Site as compacted fill, and the balance of the excavated material would be exported from the site. The excess material would be exported in accordance with all applicable regulations to appropriate location(s). These trips would be spread over 5 to 6 months during the earthwork period, such that the number of truck trips during a single day would be roughly 6.5 truck trips per work day, which equates to less than one trip per hour.

Tables III.K-2 and III.K-3 provide summaries of truck traffic by construction phase for infrastructure development and site grading, and building construction, respectively. The infrastructure development and site grading are anticipated to take approximately 6 to 8 months, and the building construction is anticipated to take approximately 10 to 11 months.

Table III.K-2
General Construction Truck Traffic for Site
Grading and Infrastructure Development

	Truck Totals
Lowbed	30
Concrete Truck	28
Material Delivery	242
Trailer Load	158
Dumpsters	40
10 Wheel Dump Truck	747
Haul Truck	100
Miscellaneous	10

Table III.K-3
General Construction Truck Traffic for
Building Demolition and Construction

	Truck Totals
Lowbed	24
Concrete Truck	281
Material Delivery	303
Trailer Load	263
Dumpsters	115

Most construction-related trucking will utilize NY 9A from the south, and NY 9 to NY 9A from the north. Trucks will exit NY 9A at its intersection with NY 134 (Croton Dam Road) and proceed along NY 134 to the existing site entrance, which will continue to be used. The Applicant does not believe that the construction traffic traveling to and from the Project Site will increase significantly over existing conditions because NY Routes 9 and 9A are major roadways and existing truck routes.

iii. Construction Noise

Construction of the Proposed Project will generate noise and vibration from construction equipment, construction vehicles, worker traffic, and delivery vehicles traveling to and from the Project Site. Noise levels caused by

construction activities will vary, depending on the phase of construction—demolition, excavation, foundation, building construction, etc.—and the specific task being undertaken. All construction activities will be conducted in compliance with existing regulations, including local day and hour construction limitations. As noted above, consistent with the Ossining Town Code, construction activity will only take place between the hours of 8:00 am and 8:00 pm Monday through Friday and occasionally between 9:00 am and 5:00 pm on Saturdays, Sundays and holidays.

Thus, construction equipment will meet specific noise emission standards. Usually, noise levels associated with construction and equipment are identified for a reference distance of 50 feet (see Table III.K-4).

Significant noise levels typically occur nearest the construction activities, and may reach as high as 90 A-weighted decibels (dBA) under worst-case conditions. The level of noise impacts at local receptors will depend on the noise characteristics of the equipment and activities involved, the hours of operation, and the location of sensitive noise receptors. Noise levels will decrease with distance from the construction site. These distances help to mitigate construction noise impacts. Increased noise levels due to construction activity may be most significant during the early construction phases such as clearing, demolition, and excavation, which will be relatively short in duration (approximately two to three months) and intermittent based on the equipment in use and the work being done.

Construction operations, for some limited time periods, will result in temporary increased noise levels. Therefore, these noise effects will be temporary in nature and will occur during noise-regulated hours. Therefore, no significant adverse noise impacts will be expected to occur.

Based on the findings of the geotechnical investigations, 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.”

Chapter 89 requires that no person is to manufacture, sell, possess, store, use or detonate explosives within the Town unless a permit has been issued by the Building Inspector. Conditions of the permit include:

Inspection. Because of the compelling and overriding public safety issues involved in the handling and use of explosives, the Building Inspector, the Chief of Police, or their designee, may inspect any vehicle, structure, dwelling, construction site, workplace or other area where explosives are manufactured, sold, possessed, stored or used within the Town for the limited purpose of ascertaining and verifying compliance with Chapter 89.

Permit revocation. The Building Inspector may revoke or modify a permit issued pursuant to the procedures and standards set forth by the Building Inspector where it appears that the permit holder has violated any local, state or federal rule, safety standard or regulation, including any regulation promulgated by the Building Inspector, or where such permit holder has made a false statement or representation on the application for a blasting permit or where the Building Inspector determines that public safety has been compromised. The Building Inspector may modify or revoke a permit.

The licensed blasting specialist will use care and caution to prevent excessive shock waves or stones and other material from flying off. The blasting of material near to any building or other structure will be conducted so as to prevent any damage. All blasting will be under the direct supervision of persons approved and licensed by New York State.

Blasting may be conducted when authorized by permit Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m. Blasting is prohibited Saturdays, Sundays and legal holidays.

§89-9 states that the Building Inspector is to promulgate explosive and blasting regulations and standards deemed necessary or desirable to protect public health, safety and welfare. A copy of all such regulations and standards promulgated under this section are to be provided with each application for a permit.

**Table III.K-4
Typical Noise Emission Levels For Construction Equipment**

Equipment Item	Noise Level at 50 Feet (dBA)
Air Compressor	81
Asphalt Spreader (paver)	89
Asphalt Truck	88
Backhoe	85
Bulldozer	87
Compactor	80
Concrete Plant	83 ⁽¹⁾
Concrete Spreader	89
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	76
Delivery Truck	88
Diamond Saw	90 ⁽²⁾
Dredge	88
Dump Truck	88
Front End Loader	84
Gas-driven Vibro-compactor	76
Hoist	76
Jack Hammer (Paving Breaker)	88
Line Drill	98
Motor Crane	93
Pile Driver/Extractor	101
Pump	76
Roller	80
Shovel	82
Truck	88
Vibratory Pile Driver/Extractor	89 ⁽³⁾
Notes:	
¹ Wood, E.W., and A.R. Thompson, Sound Level Survey, Concrete Batch Plant; Limerick Generating Station, Bolt Beranek and Newman Inc., Report 2825, Cambridge, MA, May 1974.	
² New York State Department of Environmental Conservation, <i>Construction Noise Survey, Report No. NC-P2</i> , Albany, NY, April 1974.	

³ F.B. Foster Company, Foster *Vibro Driver/Extractors, Electric Series Brochure*, W-925-10-75-5M.
Sources: Patterson, W.N., R.A. Ely, And S.M. Swanson, *Regulation of Construction Activity Noise*, Bolt Beranek and Newman, Inc., Report 2887, for the Environmental Protection Agency, Washington, D.C., November 1974, except for notated items.

The geotechnical investigation also concluded that rock chipping may be used where appropriate as an alternative to blasting. A hydraulic hammer would be used to chip and break the rock apart, without the use of blasting. The impacts of rock ripping and chipping are ground vibrations in the immediate vicinity of the ripping and chipping machinery, and potential fly-off rock fragments occurring in the immediate vicinity of the ripping and chipping operation. While there is little that can be done to mitigate ground vibrations, there are steps that can be taken to mitigate the impacts of fly-off rock fragments. In the first instance, the impacts of fly-off rock fragments are mitigated by providing the operator of the machinery working within an enclosed cab and/or wearing protective eye gear. Impacts of fly-off rock fragments on other persons and/or off-site will be mitigated by limiting accessibility to the area of the ripping and chipping operation with signage and fencing, and installing controls—such as protective screening—would help ensure that any potential fly-off rock fragments remain in the immediate vicinity on-site.

Lead-based paint and asbestos surveys may need to be performed before demolition of the buildings commences. As is often found in older homes and buildings, any lead-based paint and asbestos found as part of this investigation will be removed in accordance with current regulations. Demolition will then proceed by disconnecting utility connections from the existing buildings and removing appurtenances. This will include removing existing buildings and structures, light fixtures and conduits, walkways, oil tanks, and sanitary sewage systems. The type of construction equipment will include track mounted demolition equipment, hammers, buckets, and grapplers. Material will be loaded into containers and removed from the site on a regular basis. Building debris will

be removed from the site to licensed disposal facilities. Dust control and erosion control measures will be implemented as needed.

Airborne dust may be created by the chipping and demolition operations, which may be mitigated by wetting of the material being ripped or demolished.

The potential impacts associated with construction include sediment deposition and erosion, and the potential for causing turbidity within receiving water bodies. To prevent the potential negative effects of soil erosion, the Proposed Project will conform to the requirements of NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activity Permit No. GP-0-20-001, and the “New York State Standards and Specifications for Erosion and Sediment Control”, November 2016. This permit requires that projects disturbing more than one acre of land must develop a Stormwater Pollution Prevention Plan (SWPPP) (see Volume 2 Appendix), containing both temporary erosion control measures during construction and post-construction stormwater management practices to avoid flooding and water quality impacts in the long-term (see Appendix Volume 2).

The following practices will be used throughout construction to minimize the potential erosion and sedimentation impacts associated with the disturbance, and will be coordinated with the final SWPPP.

Stabilized Construction Entrance/Exit (SCE) – The construction entrance/exit will have a stabilized aggregate pad underlain with filter cloth to prevent construction vehicles from tracking sediment off-site. Stabilized construction entrances will be located at specific transition areas between concrete/asphalt to exposed earth.

Silt Fence – Silt fencing will be installed on the down-gradient edge of disturbed areas parallel to existing or proposed contours or along the property line as perimeter control. Silt fencing will be used where stakes can be driven into the ground as per the Silt Fence detail in the New York State Standards and Specifications for Erosion and Sediment Control (ECS) and as shown on the Drawings attached to this DEIS. Silt fencing controls sediment runoff where the soil has been disturbed by slowing the flow of water and encouraging the deposition of sediment before the water passes through the straw bale or silt fence. Built-up sediment will be removed from silt fencing when it has reached one-third the height of the bale/fence and properly disposed.

Storm Drain Inlet Protection – Inlet protection will be installed at all inlets where the surrounding area has been disturbed. The inlet protection will be constructed in accordance with NYSDEC Standards and Specifications for Erosion and Sediment Control. Typically, they will be constructed to pass stormwater through, but prevent silt and sediment from entering the drainage system.

Stockpile Detail – Stockpiled soil will be protected, stabilized, and sited in accordance with the Soil Stockpile Detail, as shown on the detail sheets. Soil stockpiles and exposed soil will be stabilized by seed, mulch, or other appropriate measures, when activities temporarily cease during construction for seven days or more in accordance with NYSDEC requirements.

Dust Control – During the demolition and construction process, debris and any disturbed earth will be wet down with water, if necessary, to control dust. After demolition and construction activities, all disturbed areas will be covered and/or vegetated to provide for dust control on the site.

Temporary Seeding and Stabilization – In areas where demolition and construction activities, clearing, and grubbing have ceased, temporary seeding or

permanent landscaping will be performed to control sediment-laden runoff and provide stabilization to control erosion during storm events. This temporary seeding/stabilization or permanent landscaping will be in place no later than 14 days after demolition and construction activity have ceased.

Sump Pit – Depending on the results of the geotechnical investigations, a temporary pit may be necessary to trap and filter water for pumping to a suitable discharge area. The purpose will be to remove excessive water from excavations. Sump pits will be constructed when water collects during the excavation phase of construction.

Dewatering – Depending on the results of the geotechnical investigations, there may be areas of construction where the groundwater table will be intercepted and dewatering activities would take place. Site-specific practices and appropriate filtering devices will be employed by the contractor so as to avoid discharging turbid water to the surface waters of the State of New York.

Temporary Sediment Trap – The purpose of a sediment trap is to intercept sediment-laden runoff and filter the sediment laden stormwater runoff leaving the disturbed area to protect drainage ways, properties, and rights-of-way below the sediment trap. The trap will be installed down gradient of construction operations which expose critical areas to soil erosion. The trap will be maintained until the disturbed area is protected against erosion by permanent stabilization.

Materials Handling – The Contractor will store construction and waste materials as far as practical from any environmentally sensitive areas. Where possible, materials will be stored in a covered area to minimize any potential runoff. The Contractor will incorporate storage practices to minimize exposure of the materials to stormwater, and spill prevention and response where practicable. Prior to commencing any construction activities, the contractor will obtain

necessary permits or verify that all permits have been obtained.

A continuing maintenance program will be implemented for the control of sediment transport and erosion control after construction and throughout the useful life of the project.

iv. Mitigation Measures

The practices discussed above including implementation of the Erosion and Sediment Control Plan, Best Practices, and construction management techniques will reduce potential temporary conditions related to erosion and sedimentation. Since a landscape plan will be implemented, all temporary site disturbances would ultimately be restored and landscaped.

The proposed Developer/Contractor will have a qualified professional conduct an assessment of the site prior to the commencement of demolition/construction and certify that the appropriate erosion and sediment controls, as shown on the Sediment and Erosion Control Plans, have been adequately installed to ensure overall preparedness of the site to begin demolition/construction. In addition, the Developer/Contractor will have a qualified professional conduct one site inspection at least every seven calendar days and at least two site inspections every seven calendar days when greater than five acres of soil is disturbed at any one time. It should be noted that any disturbance at any given time over 5 acres requires a “5-acre waiver” from the Municipal Separate Storm Sewer System (MS4).

The Contractor will take every precaution to minimize and control all odors, smoke, noise, dust, nuisance, vibration or disturbances caused by machinery, pumping, compressing, blasting, trucking or by any of the Contractor's or subcontractors' operations, and the Contractor will be liable for all damage therefore or for violations of any and all present and future laws, ordinances or regulations relating to same until completion of the work.

The Contractor will schedule and conduct operations to minimize erosion of soil and to prevent muddying of streams, rivers, impoundments and lands adjacent to or affected by the work. Construction of drainage facilities and other work which will contribute to the control of erosion and sedimentation is to be carried out in conjunction with earthwork operations or as soon thereafter as practicable so that the area of bare soil exposed at any one time by construction operations will be kept to a minimum. The conduct of all work to be performed is to be carried out in accordance with all laws, ordinances and regulations relating to soil erosion and water pollution control, and the Contractor will be held liable for violation of any and all such laws, ordinances and regulations.

The Town of Ossining has the authority to enforce compliance with the approved SWPPP. Should compliance not be maintained, the Town can place a stop work order on the project and/or fine the parties found responsible for violations.

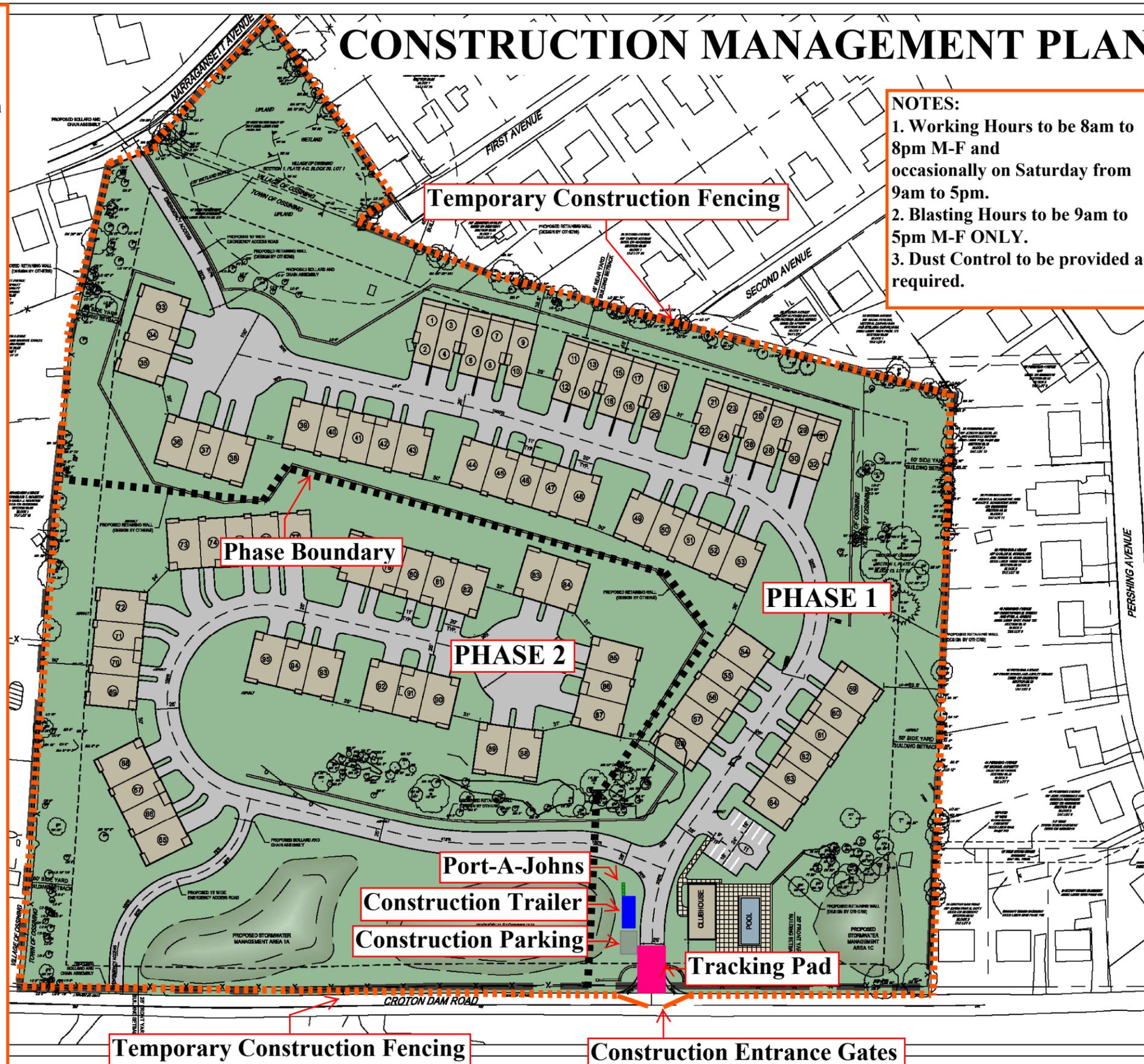
To ensure that construction takes place as efficiently as possible, the Applicant has prepared a Construction Management Plan as illustrated at the end of this section and within Appendix E.

Based on the foregoing technical analysis, it is the Applicant's conclusion that construction of the Proposed Project will not result in any significant adverse impacts.

CONSTRUCTION MANAGEMENT PLAN

Construction Sequence to be as follows:

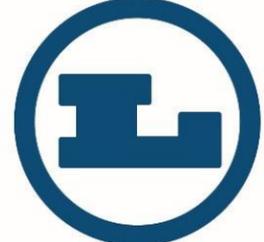
- Pre-construction meeting(s) with Town officials
- Installation of erosion and sediment control measures.
- Demolition of existing buildings.
- Clear vegetation on portions of the property to be developed.
- Strip & stockpile topsoil
- Begin rough grading and construction of roads and buildings.
- Install complete storm and sanitary sewer systems.
- Immediately install erosion and sedimentation controls.
- Install utilities (water, gas, electric & tel/data).
- Install concrete and asphalt pavements complete.
- Finish grade, topsoil and establish vegetation and/or landscaping.
- Clean pavements and storm drain system of all accumulated sediment in conjunction with the removal of all temporary sediment and erosion control devices.
- Complete site and building



NOTES:
 1. Working Hours to be 8am to 8pm M-F and occasionally on Saturday from 9am to 5pm.
 2. Blasting Hours to be 9am to 5pm M-F ONLY.
 3. Dust Control to be provided as required.

LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING SETBACK LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVER-HANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING ROCK LEDGE
	EXISTING PEDESTRIAN CROSSING
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED STORMWATER AREA
	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED CONCRETE SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

- NOTES:**
1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC AND UTILITIES SURVEY OF PROPERTY," PREPARED BY JMC, PLLC, DATED 06/30/2021.
 2. EXISTING WETLANDS WERE DELINEATED AND FLAGGED BY ECOLOGICAL SOLUTIONS, LLC ON JUNE 11, 2021 AND FIELD SURVEYED ON JUNE 28, 2021.



LASBERG CONSTRUCTION ASSOCIATES, INC.

February 1, 2022



SCALE: 1" = 120'

River Knoll - 40 Croton Dam Road - Ossining, New York

IV. ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

The technical analyses presented in this Supplemental Draft Environmental Impact Statement (SDEIS) examined the potential for significant adverse impacts resulting from the newly Proposed Project.

As discussed in each of the technical chapters in this SDEIS, this newly Proposed Project, as did the previous proposals for this site in the Town, will create a number of physical changes to the site. However, as noted in each of the technical chapters, this new Proposal has been designed to avoid, minimize, and mitigate potential impacts to the maximum extent practicable.

As did the previous proposal for the project site, there are several environmental impacts that will result of this proposal that cannot be avoided. The Proposed Project will result in the demolition and removal of the existing hospital building and the subsequent grading of this area which will be approximately 14.6 acres, much of which comprises the existing location of the eight buildings and paved areas of the former hospital, and the removal of 423 of the site's 701 trees with 40% to remain (278 trees). The loss of vegetation, habitat, and trees within the area of disturbance is considered an unavoidable adverse impact. However, much of the area that is proposed to be disturbed was previously occupied by impervious uses associated with the former hospital. Additionally, the Proposed Project will keep approximately 11.8 acres of the site as open space (66%). Therefore, the impact is not considered to be significant.

The Proposed Project will result in a net increase of approximately 0.5 acres of impervious surface or approximately a 3 percent increase over the entire site (see Chapter 3.E, "Vegetation and Wildlife"). To mitigate this increase, a Stormwater Pollution Prevention Plan (SWPPP) will be implemented to ensure proper management of stormwater runoff including both water quality and quantity. As a result, stormwater runoff will now be captured, treated, and conveyed to stormwater facilities, thus controlling the quantity and velocity of stormwater moving off-site during rain events, and improving the quality of stormwater runoff. The existing hospital buildings on-site will be removed. A significant

portion of the wooded periphery of the site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands.

The Proposed Project will generate additional vehicle trips to and from the Project Site. The currently proposed age-restricted redevelopment is projected to generate approximately 19, 25, and 32 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. When compared to the reoccupied hospital volumes, the Proposed Project results in a reduction of 32, 35, and 28 trips during the peak weekday AM, weekday PM, and Saturday midday hours, respectively. While these trips are considered unavoidable. Emissions from vehicles generated by the Proposed Project will be unavoidable, but are not considered adverse impacts, as none of the screening locations for mobile source emissions exceed the volume threshold criteria for either carbon monoxide or particulate matter established by NYSDOT.

Once constructed and occupied, River Knoll will have an increase in use of energy, potable water demand, increase in sewage generation, and increase in solid waste generation. As previously noted, none of these impacts are considered significant because River Knoll will include state-of-the-art energy saving devices and programs that were not used by the former hospital.

Short term impacts will include construction activities and grading. A cut-and-fill analysis to accommodate the Proposed Project shows a net export of approximately 14,943 cubic yards (occurring at an approximate rate of 6.5 truckloads per workday during an approximately five-to-six-month initial excavation phase.

Based on the findings of the geotechnical investigations, a limited amount of 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.” The licensed blasting specialist will use care and caution to prevent excessive shock waves or stones and other

material from flying and endangering life and property. The blasting of material near to any building or other structure will be conducted so as not to cause any damage. All blasting will be under the direct supervision of persons approved and licensed by New York State.

p:\2015\15064\admin\sdeis\sdeis format\iv adverse environmental impacts that cannot be avoided sdeis.docx

V. ALTERNATIVES

A. Alternative A: The Former Project

The Former Project proposed to construct a 188 unit residential community housing development (“River Knoll”) on the site of the former Stony Lodge Hospital at 40 Croton Dam Road in the Town and Village of Ossining, New York (the “Project Site”). The River Knoll project) comprised 169 market-rate and 19 affordable rental units, as mandated by Article VI of the Town of Ossining’s Zoning Code (see Figure 5-1). The Former Project was intended to provide a new and upscale housing product for the community for residents who wish to remain in Ossining and the Hudson Valley region.

The Former Project also included a petition to rezone the 16.65 acre portion of the site located in the Town of Ossining from the R-15 single family zoning district to a new Multifamily Residence 2 (MF 2) Zoning District. No structures or paved areas were proposed within the 1.24 acres of land within the Village of Ossining, currently zoned S-50 single family residential. The portion located within the Village of Ossining was to be put into an open space easement to prevent future development on that portion of the Project Site.

Wetlands

The Former Project did not encroach into the 0.004 acre wetland or the 100 foot buffer regulated by the Town of Ossining. The Village of Ossining does not regulate a buffer around the 0.277 acres of 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 Former Project avoided disturbance to the wetland and wetland buffer. The Former Project was not expected to adversely impact the existing wetland or wetland buffer.

Soils and Topography

A cut-and-fill analysis to accommodate the Former Project showed 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 workday during an approximately two to three month initial excavation phase.

The Former Project was designed to avoid most steep slopes and affected approximately 25 percent of the 53% of the slopes over 15% on the Site. The geotechnical investigation concluded that some blasting may have been required.

It was the Applicant's conclusion that with the implementation of an approved SWPPP and ESC Plan, the Former Project would avoid any adverse impacts to soils and would not result in any significant adverse impacts to soils or topography on or in the vicinity of the Project Site.

Stormwater Management and Subsurface Surface Water

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 currently discharged untreated directly off-site to the surrounding neighborhoods and streets, particularly along the southern edge of the property. This condition was to be alleviated by the Former Project which would collect and convey runoff into an engineered new onsite stormwater management system.

The proposed drainage improvements included conventional and green infrastructure stormwater practices, such as infiltration basins with forebays and stormwater planters. The vegetated stormwater practices and overland discharges would 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 Former Project, the Applicant's conclusion was that implementation

of the proposed stormwater management plan would significantly improve stormwater management for both stormwater quantity and stormwater quality over existing conditions. The proposed stormwater management improvements would 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 in effect at the time.

Vegetation and Wildlife

The Former Project Site design specifically focused on the retention and maximization of the property's green space resulting in the protection and preservation of 70 percent of the mature trees on the site. Most of the wooded periphery of the site and the majority of wooded/shrub areas scattered throughout the site would remain undisturbed; including the majority of the area of steeply sloped oak and maple woods located west of the proposed building. In addition, no trees would be removed within the 100-foot buffer zone of the onsite wetlands.

Retention of these wooded areas would continue to provide wildlife habitat and add to the site's visual appeal. Because new pavement and buildings would be clustered in the center of the site (where the existing hospital buildings and accessory uses are located) the vegetated buffers surrounding the Project Site would be expanded particularly to the north, east, and west. In addition, existing impervious surfaces (buildings/pavement) around the periphery of the site would be removed and converted to landscaped areas. In this way, the vegetated buffers would be up to 260 feet separating the new building from surrounding properties.

The Project Site was evaluated for the potential presence of threatened and endangered species. Thus, no significant adverse impacts to threatened or endangered species were anticipated.

Lighting fixtures would comply with dark sky requirements through the use of shielded

and directional lighting, minimizing up-lighting and reducing unnatural lighting on nocturnal wildlife.

Historical and Archeological Resources

The Phase IA was submitted to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) who concurred that a Phase IB Archaeological Investigation of potential sensitive areas within the limits of disturbance would need to be conducted to confirm the presence or absence of archaeological resources. A Phase IB study was conducted in May 2017 and found no archaeological artifacts on the River Knoll project.

Based on correspondence from OPRHP (see DEIS Appendix H), since no significant artifacts were discovered in the archaeological Phase IB testing, no impacts to archaeology would result.

Infrastructure and Utilities

Water

Water system improvements that were engineered in connection with the Former Project would further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site.

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

Based upon consultation with Town representatives, since water demands of the Former Project could be met with or without the proposed improvements, no significant adverse impacts would be anticipated to the Ossining Water

Department.

Sanitary Sewer

Sewage would be conveyed to the Ossining Wastewater Treatment Plant. A connection was proposed to the existing 8” sewer line at an existing manhole between First and Second Avenues to serve the new building. 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 had advised that the existing wastewater treatment plant had adequate capacity to serve the anticipated volume from the Former Project. It was the Applicant’s conclusion that no significant adverse impacts were anticipated to the Ossining Wastewater Treatment Plant or sanitary sewer lines.

Land Use, Public Policy, Zoning and Community Character

Land Use

The Former Project would change the use on the Project Site from an institutional use to a multifamily residential use. The former Stony Lodge Hospital provided residential care for 61 children at a time on a two week rotation (600 children annually) with a support staff of approximately 200 in three shifts (morning shift, early evening shift, and midnight shift).

In the Applicant’s opinion, the change in land use did not make the Project Site incompatible with surrounding land uses or constitute an adverse impact. The Former Project was in the Applicant’s opinion more consistent with neighboring residential uses than was the existing institutional hospital use, though the hospital did have resident patients and staff, so there was previously a form of residential occupancy of the Project Site. The elimination of the ten buildings and the construction of one newer 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 would 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 would 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 would be larger than the existing Main Hospital building, but the removal of the nine accessory buildings would 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 Former Project was in the Applicant's opinion in conformance with a number of the principles from the 2015 Comprehensive Plan update.

It was the Applicant's opinion that the Former Project was consistent with local and regional policies that promoted redevelopment of older properties in a manner that preserves community character, environmental features, and provides for affordable housing.

Zoning

The Former Project required 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.

Community Character

The Former Project would have resulted in the construction of one new building on the upper, central portion of the Project Site with significant landscaped buffers to the adjoining residential properties. The building would be designed in the Hudson Valley architectural vernacular and was considered a significant improvement over the existing hospital buildings that are in disrepair.

It was the Applicant's opinion that no significant adverse impacts to community character would result from the Former Project. While the proposed building would be partially visible from select locations in the study area, most of those views would be shielded by existing or proposed vegetation. During winter months, views of the proposed building would be greater, but distance and angles of view would limit most views. Furthermore, reuse of the existing hospital property into a multifamily property is consistent with the Town's Comprehensive Plan and would represent a similar land use to the existing hospital.

Traffic and Transportation

The original Traffic Impact Study (TIS) identified signal timing improvements to manage the additional trips that would be generated from the Former Project to mitigate the Former Project's traffic impacts. However, to improve local traffic conditions, and in talks with neighbors, the Project Sponsor independently investigated the possibility of improvements to the intersection of NY 9A and Croton Dam Road. The Project Sponsor submitted preliminary plans to NYSDOT for a right turn lane on both Croton Dam Road approaches and recommended reducing the existing 150 second cycle length to 110 seconds. This cycle change would improve the delay experienced by

vehicles due to the long cycle length. The review of this improvement by NYSDOT was positively received and was to continue concurrent with the SEQRA process. The proposed improvements at the intersection of NY 9A and Croton Dam Road would be a benefit to the community to improve an existing condition.

In contrast, the currently proposed age-restricted development does not propose any improvements at this intersection and will have fewer traffic impacts than the Former Project. For example, during the peak weekday AM hour for the intersection of Croton Dam Road and NY 9A, the NY 9A westbound approach is projected to operate at a level of service C with the previously proposed development compared to a level of service B with the currently proposed development. During the peak weekday PM hour, at the intersection of Croton Dam Road and NY 9A, the NY 9A eastbound approach is projected to operate at a level of service C with the previously proposed development compared to a level of service B with the currently proposed development. During the peak Saturday midday hour, the NY 9A eastbound left turn onto Croton Dam Road is projected to operate at a level of service E with the previously proposed development compared to a level of service D with the currently proposed development.

When the proposed redevelopment's traffic is compared to the other traffic volumes at the intersection of NY 9A & Croton Dam Road, the proposed redevelopment's traffic represents less than 0.6% of the traffic at the intersection. The proposed redevelopment's traffic represents 0.24%, 0.36%, and 0.58% of the overall intersection volumes at the NY 9A and Croton Dam Road under build conditions during the peak weekday AM, weekday PM, and Saturday midday hours, respectively.

Community Facilities

With 188 proposed dwelling units, the Former Project was expected to have 373 residents. The residents at River Knoll would 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.

As such, impacts to community facilities were not anticipated to increase greatly.

Schools

The Former Project was to add 22 to 29 students within the Ossining Union Free School District (OUFSD). It was the Applicant's conclusion that the school property taxes that would be generated from the Former Project would be sufficient to cover the per student educational costs and provide surplus tax revenues. The Project Sponsor additionally agreed to a community benefit fund of \$350,000 to contribute towards enhancing school programs and facilities. It was the Applicant's conclusion that the Former Project would not result in any significant adverse impacts to the OUFSD.

Open Space and Recreation

The Former Project would offer recreational amenities to residents of River Knoll including a fitness center for residents with state-of-the-art exercise equipment, a yoga studio, a club room providing gathering areas and billiards and a Wi-Fi equipped library, and a "dog spa" providing a range of pet care, walking and sitting services. Outdoor amenities would include a swimming pool for residents, an outdoor kitchen for private entertaining, extensive landscaping, a dedicated dog walk, and a walkway to Veterans Memorial Park. Based upon the number and quality of recreational amenities to be provided, it was the Applicant's opinion that the Former Project would provide its residents with ample on-site recreation amenities, and meet the demand for recreational needs.

River Knoll residents would likely participate in Town recreation programs and leagues as well as the many recreation facilities that were to be provided on-site. In addition, River Knoll residents would enjoy the passive use of the open space and trails and walkways that would be part of the site programming. It was the

Applicant's conclusion that the taxes projected to be generated by the Former Project would be sufficient to cover the additional costs.

Emergency Services

Demand for emergency services would 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. It was the Applicant's conclusion that no significant adverse impacts to emergency services were anticipated.

Fiscal Impacts

Due to the conversion from an almost vacant lot to a residential use, the Former Project would 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 would increase by 90.4 percent (or an increase of \$921,486) from 2016 conditions.

The Former Project was anticipated to generate approximately 373 residents, of which approximately 22 to 29 would be students enrolled in the OUFSD. Projected net tax revenue growth to the Town of Ossining, Village of Ossining, and Ossining Union Free School District would be positive, and would offset additional costs for providing emergency services and educating new school-age children that may reside at River Knoll. While it was the conclusion of the Applicant that the property taxes that would be generated from the Former Project would be sufficient to cover the per student educational costs, the Applicant agreed to a voluntary payment of \$350,000 that would be used by the District to address capital needs.

It was the Applicant's conclusion that the Former Project would have a beneficial fiscal effect on the community.

Construction

In order to avoid or minimize soil erosion and potential related effects on water quality during construction of the Former Project, a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan was to be implemented pursuant to applicable local and state regulations. A Work Zone Traffic Control Plan (WZTCP) would be put in place to direct construction vehicles and foster efficient traffic flow near the Project Site during the construction period. Construction activity would be limited to hours specified in the Village and Town Codes, which are designed to minimize impacts on residences. Air quality would be maintained through use of truck mats, watering of exposed areas during dry periods, and drainage diversion methods to reduce fugitive dust. Construction vehicles would not be permitted to idle when not in use, thereby reducing impacts related to emissions.

The construction period for the Former Project was expected to last approximately 18 months (months 11-18 of construction cycle would largely focus on work internal to the building with less noise generation). A Landscape Plan would be implemented after construction of the Former Project to return disturbed areas to their previous condition or an improved state. It was the Applicant's conclusion that construction of the Former Project would not result in any significant adverse impacts.

B. Alternative B: Conventional layout Using R-15 Zoning District

Alternative B is a conventional subdivision that could be developed under the existing R-15 zoning in the Town of Ossining. The R-15 Zoning District is a single-family residential district with a minimum lot size of 15,000 square feet. Section 176-18.F(1) specifies that with respect to a conventional subdivision layout, at least 75% of the minimum lot area requirement of a proposed lot is to consist of neither "wetland" nor "extremely steep slope" as these terms are defined in the Code. As noted elsewhere in the SDEIS, there is one wetland on the project site, which is situated in the Village of Ossining where no development is proposed. The wetland is 6,360 s.f. in area and is to be deducted from the area of the site.

The property contains 86,633 s.f. of extremely steep slopes, defined in §167-2 of the Town Code as a slope equal to or greater than 35% and covering a minimal horizontal area of 0.10 of an acre.

The total deductions to the site area are therefore 6,360 plus 86,633 equals 92,993 s.f. or approximately 2.14 acres. Deducting this from the site area of 779,179 s.f. (which includes the portion within the Village of Ossining) yields 779,179 s.f. minus 92,993 s.f. equals 686,186 s.f. or approximately 15.75 acres of net lot area.

Taking the net lot area and dividing it by 15,000 s.f., the minimum lot area for the R-15,000 district, yields 45 lots. The Alternative B depicted in Figure 5-2 depicts 30 lots, which is 15 fewer lots than the maximum permitted for the site.

Alternative B would be required to designate 10 percent of its dwelling units, or 3 single-family homes as affordable housing as mandated by Article VI of the Town of Ossining's zoning code. The R-15 Zoning District permits single-family detached dwellings (no more than one per lot); limited commercial agricultural operations; and structures and uses owned or operated by the Town of Ossining. In addition, the R-15 Zoning District permits Special Permit Uses consistent with the R-40 Zoning District.¹ Pursuant to §200-21 of the Zoning Code, the maximum amount of impervious surface for each lot would be 4,520 square feet per lot, or 135,600 square feet for 30 lots. This does not include impervious surfaces associated with new roadways.

This alternative would use virtually all upland areas on the Project Site and would eliminate most of the existing stands of trees on the Project Site. The opportunity to provide/maintain a green buffer adjacent to Croton Dam Road would be eliminated.

¹ Uses permitted by special permit granted by the Board of Appeals are identical to that of the R-40 zoning district and include places of worship, schools and educational facilities, public utility rights-of-ways, annual membership organizations, temporary structures for retail sales of agricultural and nursery products, and cemeteries.

Overall, unlike the Proposed Project, there would be no green space adjacent to Croton Dam Road. Furthermore, construction of this Alternative would disturb nearly the entire Project Site. Existing trees and vegetation would consequently be removed, steep slopes would be affected, the wetland and wetland buffer would be disturbed, and extensive internal utility and stormwater management systems would be required.

Wetlands

This alternative would require permanent disturbance to the small wetland in the northeastern portion of the site (within the Town and Village of Ossining) to create a stormwater basin. The stormwater basin would be re-vegetated with hydrophytic vegetation to replace wetland functions. This alternative would also require permanent disturbance to the 100-foot Town-regulated wetland buffer.

Soils and Topography

Under Alternative B, the existing topography would be altered to accommodate a 30 lot subdivision and associated roadway and utility infrastructure. As such, this alternative would disturb nearly 100 percent of the Project Site, compared to 80 percent site disturbance for the Proposed Project. This alternative would also irretrievably alter the campus-like appearance of the property attributed to the mature landscaping and bucolic lawn area along Croton Dam Road, as it would be removed to accommodate this alternative.

The concept layout for this alternative recognizes areas of steep slope and is adjusted per the Town's steep slopes regulations to ensure each lot has sufficient buildable area and minimizes impacts to slopes to the maximum extent practicable. As discussed in Section III.C.2 for the Proposed Project, for this Alternative as well the Applicant would seek a Steep Slope Permit and a waiver from the Planning Board, subject to the conditions of §167-5.b(2) of the Town Code as discussed in

Section III.C.2, during the site plan approval process.

Stormwater Management and Subsurface Water

In comparison with the Proposed Project, Alternative B would likely result in more impervious surfaces and would be expected to generate slightly more stormwater runoff. Similar to the Proposed Project, a stormwater management plan would be developed for this layout that would significantly improve the quality and quantity of stormwater runoff from existing conditions.

Vegetation and Wildlife

Alternative B would disturb existing vegetation and wildlife habitat on the Project Site to create new roadways, utility extensions, and building lots. Unlike the Proposed Project, Alternative B would neither maintain the landscaped buffer nor include a comprehensive landscaping plan. The landscaping for the residential subdivision would be primarily the responsibility of individual lot owners. As a result, this alternative would result in greater alteration of existing habitat areas. Further, this alternative would fragment existing habitat areas, thereby disrupting wildlife movements. Therefore, the subdivision of the Project Site into 30 individual house lots would result in greater impacts to vegetation, habitat, and wildlife.

Historical and Archaeological Resources

Like the Proposed Project, Alternative B would result in removal of all existing buildings on the Project Site. Based on correspondence from SHPO (see DEIS Appendix H), since no significant artifacts were discovered in the archaeological Phase IB testing, no impacts to archaeology would result. Based upon concurrence from OPRHP (see DEIS Appendix H), since the existing buildings on the Project Site are not currently determined eligible for listing (and are not listed) on the State/National Register of Historic Places, no impacts to historic resources would result.

Infrastructure and Utilities

Since this alternative would have fewer residents than the Proposed Project, this alternative would be expected to result in less water consumption and less wastewater generation.

Land Use, Public Policy, Zoning, and Community Character

This alternative would not advance the goal of the Town's Comprehensive Plan that encourages a diversity of housing types, and contrary to the policy in the 2015 Update:

“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.”

Further, the Comprehensive Plan Update as well as the 2002 Comprehensive Plan stress the importance of protecting and conserving the Town's environmental resources including open space, landscaped buffers, trees, steep slopes, viewsheds, scenic resources, wildlife habitats, and other important environmental assets of the community. Developing the Project Site in conformance with the R-15 zoning district would mean that the entire Project Site would be disturbed and uniformly developed with single-family homes. This type of development would disturb the existing green perimeter and require the removal of significant specimen trees on the Project Site. In addition, Alternative B would likely have a greater visual impact than the Proposed Project.

Traffic And Transportation

The 30 single-family housing units associated with Alternative B would generate greater vehicle trips on area roadways than would the Proposed Project. Applying

standard trip generation rates from the Institute of Traffic Engineers, Alternative B would generate an estimated 31 trips in the AM peak hour and 36 trips during the PM peak hour. Therefore, Alternative B would generate more peak traffic than the Proposed Project.

Community Facilities

Alternative B would generate a population of approximately 110 residents². Using the same methodology as in Chapter 3.I, “Community Facilities,” but based on multipliers for single-family homes, there would be approximately 26 school-age children³ that would be eligible to enroll in the Ossining Union Free School District (OUFSD) (compared to no students for the Proposed Project). Alternative B would have a smaller residential population than the Proposed Project (110 versus 152 residents for the Proposed Project) so would have less of an impact to police, fire, and emergency services. However, with school-age children there would be increased stress on the OUFSD. With a lack of on-site recreational amenities and school-age children there would also be greater impacts to parks and recreation services.

Fiscal Impacts

Under this alternative, the Project Site would be improved with the construction of 30 single-family homes. As discussed in Chapter 3.I, “Fiscal Impacts,” the estimated assessed value of future residential development can be based upon the estimated total sales price realized. According to local sources, the median sales price of single-family homes in the Town of Ossining is approximately \$550,000 or \$229/square foot. Applying this median value to this alternative, the assessed value of the development would be approximately \$16.5 million. The assessed

² Rutgers University Center for Urban Policy Research, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing” (June 2006). Single family home with 4 bedroom has a multiplier of 3.67 residents per dwelling unit.

³ Rutgers University Center for Urban Policy Research, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing” (June 2006). Single-family home with 4 bedrooms has a multiplier of 0.87 public school age children per dwelling unit.

value per lot has been assigned proportionally to the size of each lot. As shown in Table V-1, the estimated total taxes generated by this alternative would be approximately \$668,213, which is less than the taxes that would be expected to be generated by the Proposed Project (approximately \$1,125,002).

Overall, this alternative would generate fewer taxes than the Proposed Project for the Town, but slightly more property taxes for the Village of Ossining. In addition, Alternative B would generate school children (approximately 27 compared to none for the Proposed Project). Unlike the Proposed Project, which is net tax positive, the costs associated with the number of school children would exceed the tax generation for the OUFSD. As of 2016, the school district cost per child was of \$19,372, or \$523,584 under this alternative. Since the taxes generated by this alternative would not cover costs, it would be tax negative to the OUFSD.

Construction

This alternative would result in significantly more disturbance than the Proposed Project. This alternative would likely be built in phases and homes would be constructed as lots are sold. As a result, the construction period would be unknown and possibly longer than the Proposed Project. A longer construction period could potentially be protracted and result in longer periods of construction traffic, noise, and air quality-related construction equipment and workers involved in the extended project build-out.

C. Clustered development based upon R-15 conventional layout density.

Section 176-18.F(2) specifies that with respect to a clustered development layout, the Planning Board is to strive to achieve the 75% standard as discussed above, but the Board is to have latitude with respect to the degree to which building sites and lots may contain “wetland” and/or “extremely steep slopes” in the furtherance of fulfilling one or more of the purposes of cluster development, that is, to enable and encourage flexibility of design and development of land in such a manner as to promote the most

appropriate use of land, to facilitate the adequate and economical provision of streets and utilities, to preserve the natural and scenic qualities of open lands, to protect areas of meaningful ecological value and to reserve suitable lands for park and recreation purposes.

Using the same calculations as for Alternative B, the net lot area of approximately 15.75 acres yields 45 lots. The Alternative C depicted in Figure 5-3 depicts 35 lots, which is 10 fewer lots than the maximum permitted for the site.

Alternative C would be required to designate 10 percent of its dwelling units, or 3 single-family homes as affordable housing as mandated by Article VI of the Town of Ossining's zoning code. Under the Town's Zoning code, the clustering of lots would not reduce the amount of disturbed land when compared to the conventional subdivision layout described above in Alternative B. Impervious surface coverage would be greater than the Proposed Project.

As a cluster subdivision, per §200-31 the bulk regulations of the R-5 Zoning District would apply. Therefore, the maximum building coverage per lot would be 30 percent of the lot area. Pursuant to §200-21 of the Zoning Code, the maximum amount of impervious surface for each lot would be 4,520 square feet per lot, or 158,200 square feet for 35 lots. This does not include impervious surfaces associated with new roadways.

Compared to the Proposed Project, the internal roadway system of this alternative would involve more disturbance and remove more trees than the Proposed Project and would eliminate the front meadow alongside Croton Dam Road. In addition, new residential lots would abut existing homes on First and Second Avenues. Finally, the existing wetland and wetland buffer would be disturbed to construct a stormwater basin.

Wetlands

This alternative would require permanent disturbance to the small wetland in the northeastern portion of the site (within the Town and Village of Ossining) for the construction of a stormwater basin. The stormwater basin would be re-vegetated with hydrophytic vegetation to replace wetland functions. This alternative would also require permanent disturbance to the 100-foot Town wetland buffer.

Soils, Topography (Steep Slopes), And Geology

This alternative would result in substantial disturbance to steep slopes (above 25 percent). Therefore, like Alternative B, this alternative would result in more impacts to soils, topography, and steep slopes when compared to the Proposed Project.

The concept layout for this alternative recognizes areas of steep slope and is adjusted per the Town's steep slopes regulations to ensure each lot has sufficient buildable area and minimizes impacts to slopes to the maximum extent practicable. As discussed in Section III.C.2 for the Proposed Project, for this Alternative as well the Applicant would seek a Steep Slope Permit and a waiver from the Planning Board, subject to the conditions of §167-5.b(2) of the Town Code as discussed in Section III.C.2, during the site plan approval process.

Stormwater Management and Subsurface Water

In comparison with the Proposed Project, Alternative C would likely result in more impervious surface and would be expected to generate slightly more stormwater runoff. Similar to the Proposed Project, a stormwater management plan would be developed for this layout that would significantly improve the quality and quantity of stormwater runoff from existing conditions.

Vegetation and Wildlife

The configuration of Alternative C would increase potential impacts to vegetation and wildlife. The beautiful meadow running the length of Croton Dam Road would be

eliminated.

Historical and Archeological Resources

Like the Proposed Project, Alternative C would result in removal of all existing buildings on the Project Site. Based on correspondence from SHPO (see DEIS Appendix H), since no significant artifacts were discovered in the archaeological Phase IB testing, no impacts to archaeology would result. Based upon concurrence from OPRHP (see DEIS Appendix H), since the existing buildings on the Project Site are not currently determined eligible for listing (and are not listed) on the State/National Register of Historic Places, no impacts to historic resources would result.

Land Use, Public Policy, Zoning, And Community Character

This alternative would not further the Town's Comprehensive Plan that encourages a diversity of housing types, and contrary to the policy in the 2015 Update that says:

“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.”

This alternative would not be consistent with policies in the Town's Comprehensive Plan Update that stress the importance of protecting and conserving the Town's environmental resources including open space, landscaped buffers, trees, steep slopes, viewsheds, scenic resources, wildlife habitats, and other important environmental assets of the community. This cluster concept would significantly impact all of these stated resources. In addition, Alternative C in the Applicant's opinion would have a greater visual impact than the Proposed Project.

Traffic And Transportation

The 35 single-family housing units associated with Alternative C would more vehicle

trips on area roadways than would the Proposed Project. Applying standard trip generation rates from the Institute of Traffic Engineers, Alternative C would generate an estimated 34 trips in the AM peak hour and 41 trips during the PM peak hour. Therefore, Alternative B would generate more peak traffic than the Proposed Project.

Community Facilities

Alternative C would generate a population of approximately 128 residents⁴. Using the same methodology as in Chapter 3.I, “Community Facilities,” but based on multipliers for single-family homes, there would be approximately 30 school-age children that would be eligible to enroll in the Ossining Union Free School District (OUFSD)⁵ (compared to no students for the Proposed Project). Alternative C would have a smaller residential population than the Proposed Project (128 versus 152 residents for the Proposed Project) so would have less of an impact to police, fire, and emergency services. However, with school-age children there would be increased stress on OUFSD. With a lack of on-site recreational amenities and school-age children there would also be greater impacts to parks and recreation services.

Fiscal Impacts

This alternative would be “tax negative” to the OUFSD as it would generate school-age children less net school tax revenue when compared to the Proposed Project which has no school children because of the age-restriction. Under this alternative, the Project Site would be improved with the construction of 35 single-family homes. Applying this median value to this alternative, the assessed value of the development would be approximately \$19.3 million. As shown in Table V-1, the estimated total taxes generated by this alternative would be approximately \$760,000, which is approximately \$365,002 less than the taxes that would be expected to be generated

⁴ Rutgers University Center for Urban Policy Research, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing” (June 2006). Single family home with 4 bedroom has a multiplier of 3.67 residents per dwelling unit.

⁵ Rutgers University Center for Urban Policy Research, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing” (June 2006). Single-family home with 4 bedrooms has a multiplier of 0.87 public school age children per dwelling unit.

by the Proposed Project (\$1,125,002).

Overall, this alternative would generate fewer taxes than the Proposed Project for the Town, but slightly more property taxes for the Village of Ossining compared to existing conditions. In addition, Alternative C would generate school children (approximately 30 compared to none for the Proposed Project), resulting in less net school taxes than the Proposed Project which is therefore net tax positive.

Construction Impacts

This alternative would result in more disturbance than the Proposed Project. This alternative would likely be built in phases and homes would be constructed as lots are sold. As a result, the construction period would be unknown and possibly longer than the Proposed Project. A longer construction period could potentially be protracted and result in longer periods of construction traffic, noise, and air quality-related construction equipment and workers involved in the extended project build-out. Unlike the Proposed Project, it would not be possible to manage construction workers equipment and staging efficiently during the construction of the various buildings on-site.

D. Conventional layout which meets all of the requirements of the R-5 zoning district, the balance of the Zoning Law, and the various chapters of the Town Code, and which respects the site's environmental constraints.

Using the same calculations as for Alternative B, the net lot area of approximately 15.75 acres yields 137 lots. The Alternative D depicted in Figure 5-4 depicts 67 lots, which is 70 fewer lots than the maximum permitted for the site.

This Alternative does not take into account on a lot-by-lot basis deductions for extremely steep slopes or for wetland and wetland buffers. This conventional layout would require a site-wide grading plan which incorporates roadways, storm-water control, utility installations, landscaping and, of course, individual sites for each home. Varying amounts of steep slope interference is required to accomplish this – as is

required by most subdivision and townhouse plans. The plan seeks to minimize any interference with any steep slope. But, beneficially, some amount of interference is required to maximize setbacks to adjoining properties and to maximize green buffers.

Alternative D is a conventional subdivision that could be developed under the R-5 Zoning District in the Town of Ossining. The R-5 Zoning District is a single-family residential district with a minimum lot size of 5,000 square feet. Under this alternative, approximately 67 dwelling units would be built with an average lot size of 5,600 square feet and a maximum building coverage of 30 percent (see Figure 5-4). Alternative D would be required to designate 10 percent of its dwelling units, or 7 single-family homes as affordable housing as mandated by Article VI of the Town of Ossining's zoning code. A conventional R-5 layout would have smaller lots that would be spread over a larger area. Pursuant to §200-21 of the Zoning Code, the maximum amount of impervious surface for each lot would be 2,200 square feet per lot, or 147,400 square feet for 67 lots. This does not include impervious surfaces associated with new roadways.

Similar to Alternatives B and C, this alternative would result in more disturbance than the Proposed Project as the lots would be dispersed throughout the property. Since this alternative would disturb virtually the entire site, it would result in the removal of existing trees and other existing vegetation. The green buffer area would be significantly less than the Proposed Project. It would also result in more impervious surfaces than the Proposed Project.

In comparison with the Proposed Project, this alternative would disturb more of the Project Site, eliminate existing stands of trees and eliminate the front meadow fronting on Croton Dam Road. Finally, the proposed home sites would abut the existing homes on First and Second Avenues and would disturb the wetland and wetland buffer in order to construct a stormwater basin.

Wetlands

This alternative would require permanent disturbance to the small wetland in the northeastern portion of the site (within the Town and Village of Ossining), for the creation of a stormwater basin. The stormwater basin would be planted with hydrophytic vegetation to replace wetland functions to the extent feasible. However, the significantly increased density and development coverage of this alternative—with 67 individual lots, driveways, and a new roadway system—can be expected to require more stormwater treatment. It would also likely require a larger extended detention basin, which would not replace the ecological functions of the on-site herbaceous wetland to the same degree as a less dense development plan. This alternative would also disturb the wetland buffer that lies within the Town of Ossining for the construction of grading of house lots.

Soils, Topography (Steep Slopes), and Geology

Due to the larger number of dwelling units, and the more extensive amount of site development, this alternative would impact all steep slopes, including those that exceed 25 percent—which is significantly greater than the Proposed Project.

The concept layout for this alternative recognizes areas of steep slope and is adjusted per the Town's steep slopes regulations to ensure each lot has sufficient buildable area and minimizes impacts to slopes to the maximum extent practicable. As discussed in Section III.C.2 for the Proposed Project, for this Alternative as well the Applicant would seek a Steep Slope Permit and a waiver from the Planning Board, subject to the conditions of §167-5.b(2) of the Town Code as discussed in Section III.C.2, during the site plan approval process.

Stormwater Management and Subsurface Water

In comparison with the Proposed Project, Alternative D would result in substantially more impervious surface and would be expected to generate more stormwater runoff. As described above, given the extent of the stormwater management system

required, it would not have the same wetland function benefits as a stormwater management system for a smaller development. However, similar to the Proposed Project, a stormwater management plan would be developed for this layout that would significantly improve the quality and quantity of stormwater runoff from existing conditions.

Vegetation and Wildlife

Due to the maximization of development, impacts to vegetation and wildlife would also be higher than other alternatives. Both perimeter and interior habitats would be impacted under this alternative, as all habitats that currently exist on the Project Site would be disturbed.

Historical and Archeological Resources

Like the Proposed Project, Alternative D would result in removal of all existing buildings on the Project Site. Based on correspondence from SHPO (see DEIS Appendix H), since no significant artifacts were discovered in the archaeological Phase IB testing, no impacts to archaeology would result. Based upon concurrence from OPRHP (see DEIS Appendix H), since the existing buildings on the Project Site are not currently determined eligible for listing (and are not listed) on the State/National Register of Historic Places, no impacts to historic resources would result.

Land Use, Public Policy, Zoning, and Community Character

This alternative would not further the Town's Comprehensive Plan that encourages a diversity of housing types, and contrary to the policy in the 2015 Update that says:

“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.”

Developing the Project Site utilizing the R-5 zoning district would disturb virtually the entire Project Site and uniformly develop it with single-family homes. As such, it would be inconsistent with the Comprehensive Plan Update as well as the 2002 Comprehensive Plan which stresses the importance of protecting and conserving the Town's environmental resources including open space, landscaped buffers, trees, steep slopes, viewsheds, scenic resources, wildlife habitats, and other important environmental assets of the community. This type of development would disturb the existing green perimeter and require the removal of significant specimen trees on the Project Site.

Traffic and Transportation

The 67 single-family housing units associated with Alternative D would generate more vehicle trips on area roadways than would the Proposed Project. Applying standard trip generation rates from the Institute of Traffic Engineers, Alternative D would generate an estimated 57 trips in the AM peak hour and 73 trips during the PM peak hour, which would be more than traffic generated by the Proposed Project.

Community Facilities

Alternative D would generate a population of approximately 246 residents⁶. Using the same methodology as in Chapter 3.I, "Community Facilities," but based on multipliers for single-family homes, there would be approximately 58 school-age children⁷ that would be eligible to enroll in the Ossining Union Free School District (OUFSD) (compared to none for the Proposed Project). Alternative D would have a larger residential population than the Proposed Project (246 versus 152 residents for the Proposed Project) so would have more of an impact to police, fire, and emergency services. Moreover, with school-age children there would be increased stress on

⁶ Rutgers University Center for Urban Policy Research, "Residential Demographic Multipliers: Estimates of the Occupants of New Housing" (June 2006). Single family home with 4 bedroom has a multiplier of 3.67 residents per dwelling unit.

⁷ Rutgers University Center for Urban Policy Research, "Residential Demographic Multipliers: Estimates of the Occupants of New Housing" (June 2006). Single-family home with 4 bedrooms has a multiplier of 0.87 public school age children per dwelling unit.

OUFSD. With a lack of on-site recreational amenities and school-age children there would also be greater impacts to parks and recreation services.

Fiscal Impacts

This alternative would be “tax negative” to the OUFSD as it would generate 58 school-aged children but would not generate an equivalent school tax. Applying this median value to this alternative, the assessed value of the development would be approximately \$36.8 million. The estimated total taxes generated by this alternative would be approximately \$1.4 million, yet the net gain in taxes (new taxes less associated municipal and school costs) would be less than the Proposed Project.

Although this alternative would have a higher assessed valuation and would thus generate more taxes than the Proposed Project, it would generate school-aged children (approximately 58 compared to none for the Proposed Project). As such, the school taxes (approximately \$930,000) would not be adequate to cover the cost per child of \$19,372 (or \$1.1 million for 58 children).

Construction Impacts

This alternative would result in more disturbance to the Project Site than the Proposed Project. This alternative would likely be built in phases, and individual homes would likely be constructed as lots were sold. As a result, the construction period would likely be more protracted than the Proposed Project. A longer construction period could potentially result in extended construction traffic, noise, and air quality-related construction impacts.

E. No Action alternative. The No Action alternative discussion should evaluate the adverse or beneficial site changes that are likely to occur in the reasonably foreseeable future, in the absence of the Proposed Action.

Under the No Action Alternative, the Project Site would not be redeveloped and the existing conditions would remain. There would be no change to development coverage, impervious surface coverage, open space, or stormwater management. The

property would remain in its current state, and none of the benefits associated with the Proposed Project would occur. The No Action Alternative would not align with the goals or objectives that were set forth in the 2015 update to the Comprehensive Plan of the Town of Ossining. This scenario would not enable the community of Ossining to achieve their objective of increasing the number of affordable housing units or the adaptive reuse and redevelopment of the former Stony Lodge Hospital property.

Wetlands

Since no construction or development activities would occur under this alternative, there would be no disturbance to the wetland and wetland buffer areas on the site.

Soils, Topography (Steep Slopes), and Geology

Since no construction or development activities would occur under this alternative, there would be no disturbance to existing soils, steep slopes or other important geological features.

Stormwater Management and Subsurface Water

The No Action Alternative would not result in landscaping enhancements around the perimeter of the site, nor the stormwater management plan that is a feature of the Proposed Project. The Project Site would remain dominated by surface parking and underutilized deteriorating institutional buildings, and would not benefit from the drainage improvements that are included with the Proposed Project.

Vegetation and Wildlife

Since no construction or development activities would occur under this alternative, there would be no disturbance to existing vegetation, mature trees, or wildlife. Unmaintained field habitat would eventually shift towards more woody species, which would alter the habitat dynamic and attract fewer meadow specific plant and wildlife species.

Historical and Archeological Resources

Since no construction or development activities would occur under this alternative, there would be no potential impacts to historic or archeological resources.

Infrastructure and Utilities

Under the No Action Alternative, water, sewer, and energy usage would remain as it is today.

Land Use, Public Policy, Zoning, and Community Character

Under the No Action Alternative, the Project Site structures and facilities would continue to remain vacant. This is inconsistent with the Town of Ossining Comprehensive Plan Update which promotes the adaptive reuse or redevelopment of the property, as well as the creation of affordable housing. In addition, the continued disuse of the buildings and structures would further their decline and would result in a blighted condition in the neighborhood.

Traffic and Transportation

Since the Project Site would remain unoccupied under the No Action Alternative, no traffic would be associated with this alternative. Therefore, traffic would remain unchanged from existing conditions. In addition, the No Action Alternative would not result in any improvements to the intersection of NYS 9A and Croton Dam Road.

Community Facilities

Under the No Action Alternative, the property would remain unoccupied. Therefore, demand for Town of Ossining for municipal, school, police, fire, and emergency services would be the same as existing conditions.

Fiscal Impacts

Under the No Action Alternative existing tax revenues would be expected to continue at their present rate, which is an underutilization of the property. No additional property tax revenue or tax revenue from construction activity would be realized. In addition, there would be no increase in employment opportunities under this alternative.

Construction Impacts

There would be no construction or development activities under this alternative. Therefore, there would be no off-site export of materials, or any other construction related impacts under this alternative.

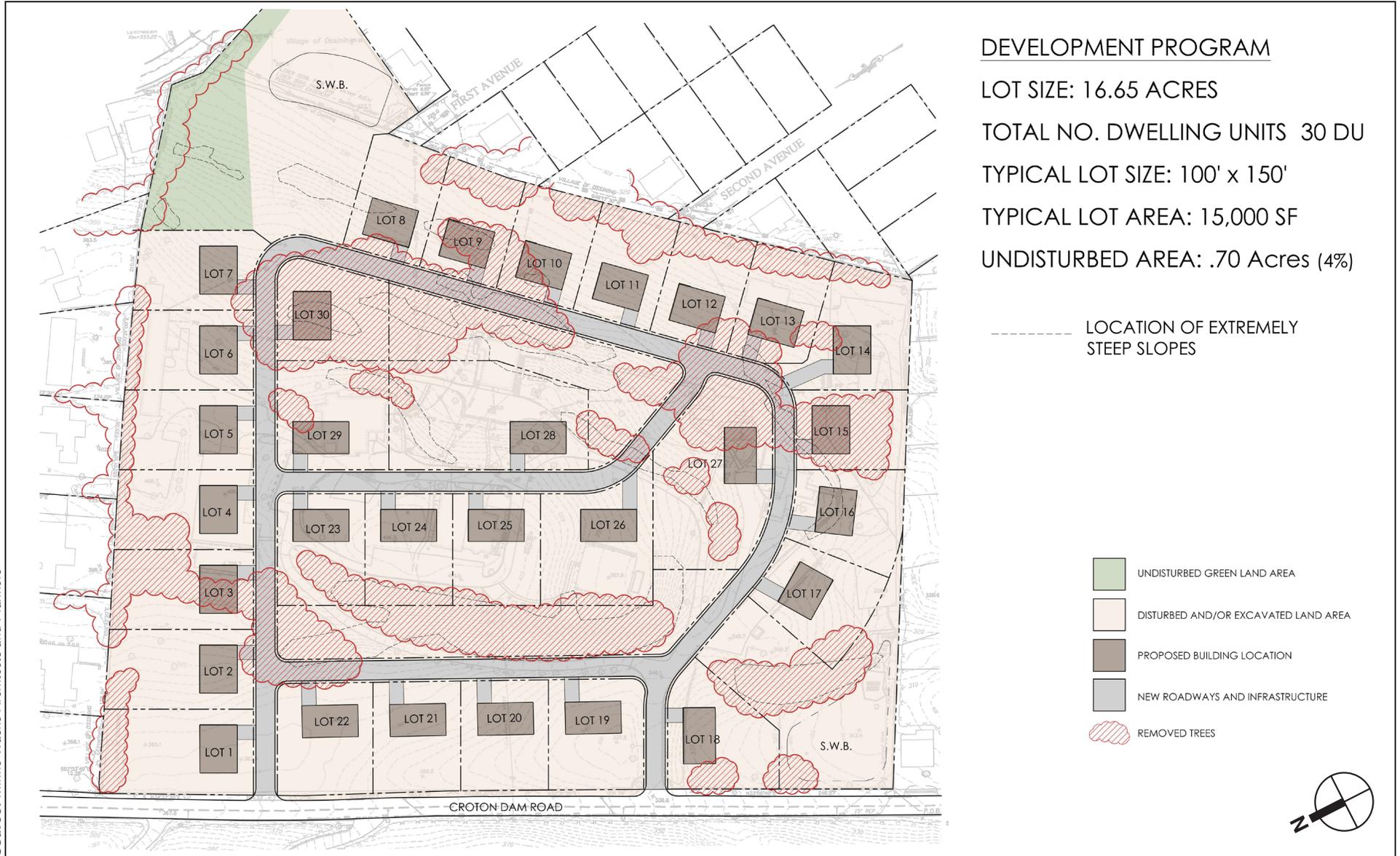
**Table V-1
Comparison of Alternatives**

SDEIS Analysis Area	SDEIS Proposed Project	Alternative A - The Former Project	Alternative B - Conventional Layout with R-15 Zoning	Alternative C - Clustered Development Based on R-15 Layout Density	Alternative D - Conventional Layout with R-5 Layout	Alternative E – No Action Alternative
Project Description	95 age-restricted townhouse units, including 10 affordable units in 19 multifamily buildings	188 multifamily units, including 19 affordable units in one building. 373 residents.	30 single-family lots, including 3 affordable homes. 110 residents.	29 single-family lots, including 3 affordable homes. 128 residents	67 single-family lots, including 7 affordable homes. 246 residents	Existing buildings to remain. No residents anticipated.
Wetlands	Wetland and wetland buffer will not be disturbed	Wetland and wetland buffer will not be disturbed	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and 115 house lots.	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and 35 house lots.	Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and house lots.	No new wetland or wetland buffer disturbance.
Soils and Topography	7.6 acres of steep slopes (>15%) disturbance.	5.3 acres of steep slopes (>15%) disturbance.	Significantly greater steep slopes disturbance than Proposed Project.	Significantly greater steep slopes disturbance than Proposed Project.	Significantly greater steep slopes disturbance than Proposed Project.	No steep slopes disturbance.
Site Disturbance*	Approximately 80% percent of the site will be disturbed by construction. *	Approximately 61 percent of the site will be disturbed by construction. *	Approximately 87% would be disturbed by construction.*	Approximately 85% would be disturbed by construction.*	Approximately 87% would be disturbed by construction.*	No change from existing conditions.
Stormwater Management	New stormwater management to improve water quality.	New stormwater management to improve water quality.	New stormwater management would improve water quality.	New stormwater management would improve water quality.	New stormwater management would improve water quality.	Stormwater would remain untreated
Vegetation and Wildlife	11.8 ac of green space will be preserved and enhanced. Significant amount of contiguous buffer with habitat value to be maintained. No impact to threatened or endangered species.	13.65 ac of green space will be preserved and enhanced. Significant amount of contiguous buffer with habitat value to be maintained. No impact to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of the Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	Significantly more site disturbance than Proposed Project. Majority of Project Site would need to be revegetated. Lawn and green space would not be contiguous, and would have less habitat value. No impacts to threatened or endangered species.	No change from existing conditions, existing habitat corridors would remain fragmented. No impacts to threatened or endangered species.
Historic and Archaeological Resources	No impact to historic resources.	No impact to historic resources. SHPO to determine if further assessment of impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No impact to historic resources. SHPO to determine if further assessment of potential impacts to archeological resources is needed.	No change from existing conditions.
Infrastructure and Utilities	Adequate services available to support Proposed Project.	Adequate services available to support Former Project.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.	Adequate services available to support this Alternative.

SDEIS Analysis Area	SDEIS Preferred Project	Alternative A - The Former Project	Alternative B - Conventional Layout with R-15 Zoning	Alternative C - Clustered Development Based on R-15 Layout Density	Alternative D - Conventional Layout with R-5 Layout	Alternative E – No Action Alternative
Land Use, Zoning, and Public Policy	Rezoning to existing MF zoning district. Proposed use consistent with Comprehensive Plan.	Zoning amendment required. Proposed use consistent with Comprehensive Plan.	Consistent with zoning and not consistent with Comprehensive Plan.	Consistent with zoning and Comprehensive Plan.	Zoning amendment required. Not consistent with Comprehensive Plan.	No change to existing zoning. Not consistent with Comprehensive Plan.
Traffic	19 AM and 25 PM peak trips.	96 AM and 121 PM peak trips.	31 AM and 36 PM peak trips.	34 AM and 41 PM peak trips	57 AM and 73 PM peak trips.	No change from existing conditions
Off-site Road Improvement	None required.	Yes. Improvements To Route 9A and Croton Dam Road. Improvements to the LOS	No improvement to LOS	No improvement to LOS	No improvement to LOS	No improvement to LOS
Community Facilities	No school children.	22-29 school children. \$350,000 community benefits fund	26 school children. No community benefit fund	30 school children. No community benefit fund.	58 school children. No community benefit fund.	No school children generated. No community benefit fund.
Fiscal	Net increase in tax revenues (\$29 million AV).	Net increase in tax revenues (\$26 million AV). School taxes generated will exceed costs associated with the increase in school children to the OUFSD. In addition, \$350,000 community benefits fund proposed.	Net increase in tax revenues (\$16.5 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	Net increase in tax revenues (\$19.3 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	Net increase in tax revenues (\$36.9 million AV). However, school taxes generated would not cover costs associated with the increase in school children to the OUFSD. No community benefit fund.	No change from existing conditions.
Construction	Site excess of 14,943 cubic yards.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	Site cut-and-fill would balance.	No change from existing conditions.
Adverse Environmental Impacts that Cannot Be Avoided	No significant adverse impacts that cannot be avoided	No significant adverse impacts that cannot be avoided	Adverse impacts to steep slopes and wetlands.	Adverse impacts to steep slopes and wetlands.	Adverse impacts to steep slopes and wetlands.	No change from existing conditions.
Irreversible and Irrecoverable Commitment of Resources	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	Land and building materials would be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated.	No change from existing conditions.
Growth-Inducing Impacts	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No significant adverse growth inducing impacts anticipated.	No change from existing conditions.
Effects on the Use and Conservation of Energy Resources and Solid Waste Management	New building would be designed with green building technology to reduce energy consumption.	New building would be designed with green building technology to reduce energy consumption.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	New single-family homes would not be as energy efficient as the design considered for the Proposed Project Site.	No change from existing conditions.
Note: * Calculation of site disturbance to construct the alternative. Such disturbance includes the removal of trees and green habitat, excavation, installation of new roads, infrastructure, storm water systems and the footprint of the proposed alternative structures and parking areas.						



- Existing Trees
- Proposed Trees



DEVELOPMENT PROGRAM

LOT SIZE: 16.65 ACRES

TOTAL NO. DWELLING UNITS 30 DU

TYPICAL LOT SIZE: 100' x 150'

TYPICAL LOT AREA: 15,000 SF

UNDISTURBED AREA: .70 Acres (4%)

----- LOCATION OF EXTREMELY STEEP SLOPES

- UNDISTURBED GREEN LAND AREA
- DISTURBED AND/OR EXCAVATED LAND AREA
- PROPOSED BUILDING LOCATION
- NEW ROADWAYS AND INFRASTRUCTURE
- REMOVED TREES



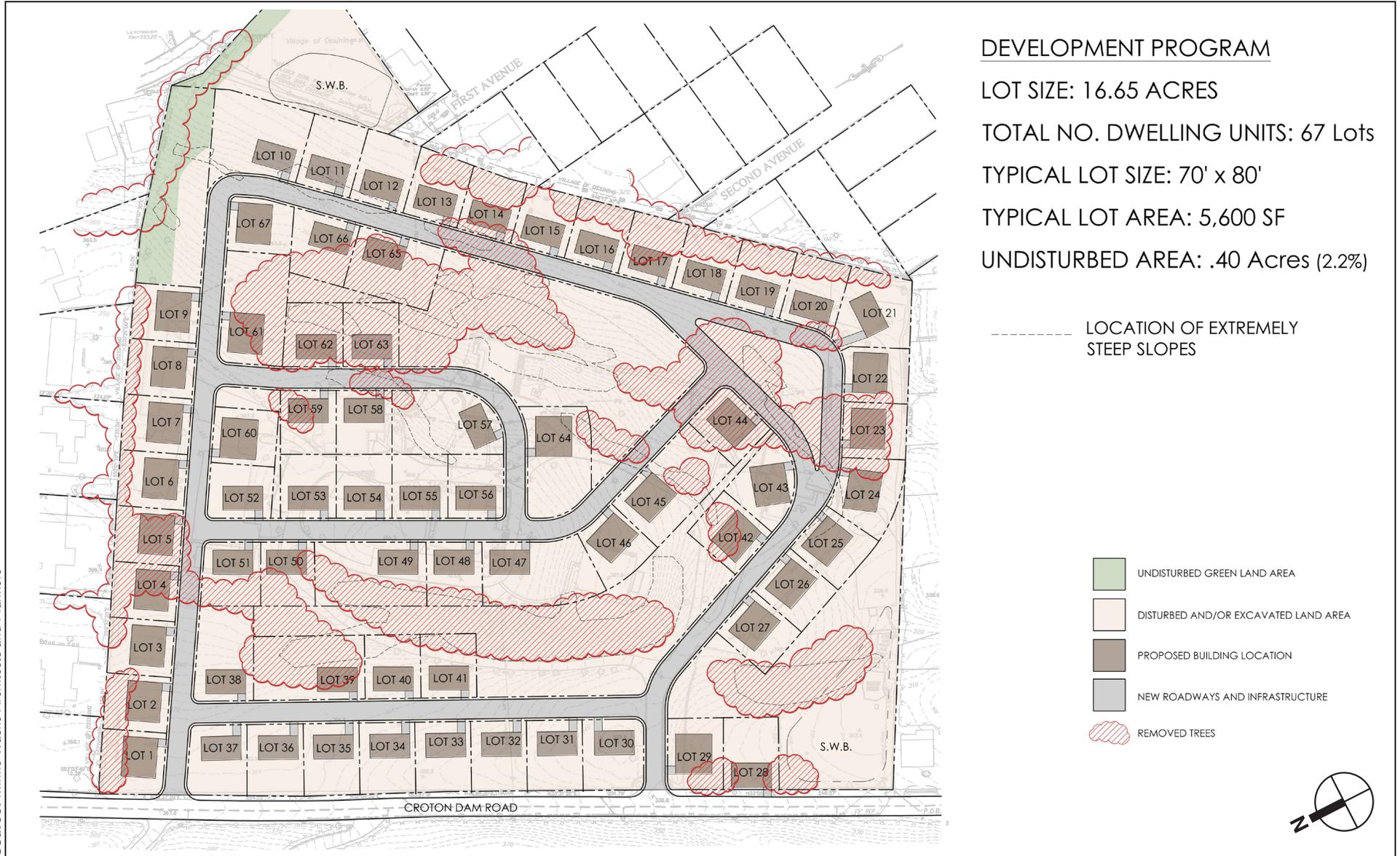
Alternative B - Conventional Layout with R-15 Zoning

Figure 5-2



Alternative C - Clustered Development Based on R-15 Layout Design

Source: Minno Wasako Architects and Planners



VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Natural and manmade resources will be expended in the construction and operation of the Proposed Project. These natural resources include the use of land and energy. Manmade resources include the effort required to develop, construct, and operate the Proposed Project; irretrievably committed because it is highly unlikely that they would be used for some other purpose.

The use of land is the most basic of irretrievably committed resources, as the development of the new condos and associated parking areas, walkways, and driveways require the commitment of land for the Proposed Project. The Proposed Project will demolish existing buildings to construct new townhouse style residential homes.

The Proposed Project will remove 423 trees and leave 278 and will regrade portions of the site. There will be a net increase of 0.5 acres (3 percent) of impervious surface.

A significant portion of the wooded periphery of the site to the north and east will remain undisturbed as well as a portion of the wooded steep slopes on the western-central portion of the site. In addition, no trees will be removed within the 100-foot buffer zone of the onsite wetlands. Some of the currently disturbed areas will be converted to green buffers that help protect adjacent neighboring homes, particularly with homes on Grandview which currently have dilapidated Stony Lodge buildings on their property line and will now have a green buffer. The existing wetland and wetland buffer within the Town and Village of Ossining will remain unaltered.

The actual materials used in the construction (wood, steel, concrete, glass, etc.) of the Proposed Project and energy (in the form of gas and electricity) consumed during the construction and operation of the Proposed Project by the various mechanical systems (heating, hot water, and air conditioning) will also be irretrievably committed to this particular undertaking. However, none of these impacts are considered significant.

VII. GROWTH-INDUCING IMPACTS

As set forth throughout the SDEIS, as well as stated in the previous proposals for the site, there will not be any significant adverse environmental impacts associated with the Proposed Project.

As further discussed in the “Project Description,” the Proposed Project is located on the site of the former Stony Lodge Psychiatric Hospital, closed since 2012. The Proposed Project will generate a new population of approximately 152 people. Based on the Census-estimated Town population of 37,702, the increase in 152 residents represents a marginal 0.4% increase in population. Because this is an age-restricted community, no school age children will reside within the community, and thus no demographic impacts to the school district is anticipated.

Therefore, this population increase will be negligible. Nonetheless, it is the Applicant’s belief that local businesses and services will be beneficially impacted by future residents of River Knoll because they will shop in local stores and avail themselves of local services.

A portion of the residents likely to reside at River Knoll will be local residents age 55+ looking to down-size and stay in the community, and a portion may be new residents to the Town.

While demand for certain services—such as water and wastewater services—will increase as a result of the Proposed Project, there is adequate capacity to serve the public utility needs for the site as described in Chapter III.G, “Infrastructure and Utilities.”

VIII. EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES AND SOLID WASTE MANAGEMENT

A. Introduction

This chapter discusses the impacts on energy use and solid waste management from the Proposed Project, as well as the means and methods that will be implemented to reduce overall energy consumption and generation of solid waste.

B. Energy Use

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 of the units 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. 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 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.

At this time, on-site alternative energy resources for heating, cooling, and power, including solar energy, are not contemplated for the Proposed Project. The Applicant may consider subscription to alternative energy sources through energy service companies (ESCOs) should they be available to properties within the Town.

As discussed in Chapter III.G, “Infrastructure and Utilities, although Con Ed currently has a moratorium on new gas service applications until sufficient supply is available to meet new demand, the Project was able to submit an application prior to the moratorium going into effect and will therefore work with Con Ed to receive gas service.

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 underground all electrical and gas service lines on the Project Site, however utilities along Croton Dam Road will remain in the existing condition.

C. Solid Waste Management

The former Stony Lodge Hospital generated approximately 178 tons per year during its operations based on industry-reported solid waste generation rates for hospitals.

1 The Proposed Project will generate approximately 69-70 tons of solid waste per year.² The decrease in waste generation with the Proposed Project is due mainly to

¹ 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>).

² According to the state of California, the average apartment unit waste generation is of 4 lbs a day, or 1460 lbs.

the switch from an institutional use (hospital) to a multifamily residential development 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 Wheelabrator Westchester Charles Point waste-to-energy facility in Peekskill. No impacts on solid waste generation are anticipated.

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per year. Since the project involves 95 apartments, the total waste generation would be 138,700 lbs., or 69-70 tons, per year. (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm>)

APPENDIX A

Natural Resource Studies

Appendix F
Natural Resources

IPaC Trust Resources Report

Stony Lodge

IPaC Trust Resources Report

Generated October 12, 2016 10:02 AM MDT, IPaC v3.0.9

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



Table of Contents

- IPaC Trust Resources Report [1](#)
- Project Description [1](#)
- Endangered Species [2](#)
- Migratory Birds [3](#)
- Refuges & Hatcheries [6](#)
- Wetlands [7](#)

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

There are no endangered species in this location

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

American Bittern <i>Botaurus lentiginosus</i>	Bird of conservation concern
On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F3	
Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
On Land Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i>	Bird of conservation concern
On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HI	
Blue-winged Warbler <i>Vermivora pinus</i>	Bird of conservation concern
On Land Season: Breeding	
Canada Warbler <i>Wilsonia canadensis</i>	Bird of conservation concern
On Land Season: Breeding	

Cerulean Warbler <i>Dendroica cerulea</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09I	Bird of conservation concern
Fox Sparrow <i>Passerella iliaca</i> On Land Season: Wintering	Bird of conservation concern
Golden-winged Warbler <i>Vermivora chrysoptera</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0G4	Bird of conservation concern
Hudsonian Godwit <i>Limosa haemastica</i> At Sea Season: Migrating	Bird of conservation concern
Kentucky Warbler <i>Oporornis formosus</i> On Land Season: Breeding	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B092	
Olive-sided Flycatcher <i>Contopus cooperi</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AN	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> On Land Season: Year-round	Bird of conservation concern
Prairie Warbler <i>Dendroica discolor</i> On Land Season: Breeding	Bird of conservation concern
Purple Sandpiper <i>Calidris maritima</i> On Land Season: Wintering	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> On Land Season: Wintering	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> On Land Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Snowy Egret <i>Egretta thula</i> On Land Season: Breeding	Bird of conservation concern
Upland Sandpiper <i>Bartramia longicauda</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HC	Bird of conservation concern
Willow Flycatcher <i>Empidonax traillii</i> On Land Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6	Bird of conservation concern

Wood Thrush *Hylocichla mustelina*

On Land Season: Breeding

Bird of conservation concern

Worm Eating Warbler *Helmitheros vermivorum*

On Land Season: Breeding

Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands in this location

Natural Heritage Program

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



November 14, 2016

James Nash
AKRF, Inc.
34 South Broadway, Suite 401
White Plains, NY 10601

Re: River Knoll - residential development
Town/City: Ossining. County: Westchester.

Dear James Nash:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at your site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

A handwritten signature in cursive script that reads "Andrea Chaloux".

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program

Wetland Delineation



Environmental and Planning Consultants

440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

Memorandum

To: Glenco Ossining, LLC
From: Jesse Moore, Sarah Bray (AKRF)
Date: September 17, 2015; *rev 5.4.17*
Re: River Knoll – Ossining, NY – Wetland Delineation Report and Functional Assessment
cc: Nannette Bourne, Jim Nash (AKRF)

A. WETLAND DELINEATION (9.17.15)

INTRODUCTION

Glenco Ossining, LLC is evaluating the Stony Lodge Hospital property in Ossining, New York, as the future location of four (4) multi-family residential buildings (see **Figure 1**). AKRF delineated wetlands on the project site on September 14, 2015 to identify wetland areas with the potential to be regulated by the US Army Corps of Engineers (USACE) as waters of the US, and their boundaries. This memorandum outlines the details of the wetland delineation.

The wetland was reexamined in on April 21 2017 to document wetland hydrology conditions for the purpose of completing a functional assessment.

METHODOLOGY

Prior to the wetlands investigation, the New York State Department of Environmental Conservation (NYSDEC) and United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps were reviewed to determine locations of state-mapped or NWI-mapped wetlands on and in the vicinity of the project site. The Natural Resources Conservation Service (NRCS) soils maps were also reviewed to determine soil types within the project site, particularly with respect to soil series identified as hydric soils. An AKRF wetland scientist conducted a wetland delineation of the project on September 14, 2015, using the United States Army Corps of Engineers (USACE) wetland delineation methodology.¹ Methodology pertaining to the three USACE wetland indicators (i.e., hydrology, soils, and hydrophytic

¹ Environmental Laboratory. 1987. "Corps of Engineers Wetlands Delineation Manual," Technical Report Y-87-1, US Army Engineer Waterways Experiment Station, Vicksburg, Miss; U.S. Army Corps of Engineers. 2011. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (version 2.0), ed. J.S. Wakeley, R.W. Lichvar, C.V. Noble, and J.F. Berkowitz. ERDC/EL TR-12-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

vegetation) is described below. The USACE “Wetland Determination Data Form – Northcentral and Northeast Region” (2012) was used to document the wetlands observed on the project site, and photographs were taken of observed wetland areas.

HYDROLOGY AND SOILS

The hydrology of the site was characterized using aerial photographs, site observations, and an auger to determine soil saturation and/or a high water table. Soils were characterized with the use of an auger and a Munsell Soil Color Chart. During the wetlands assessment, both hydrology and soils observations were made during a period of dry weather.

VEGETATION

The USACE *Northcentral and Northeast 2014 Regional Wetland Plant List* was used to determine the wetland/upland status of the plant identified on the project site. Percent cover was documented in the tree, vine, shrub, and herbaceous strata. A 30-foot (ft) radius plot was established to document percent cover of the tree and vine strata. Within this 30-ft plot, a 15-ft radius plot was established for the measurement of shrubs and saplings. For species in the herbaceous stratum, five 3.28-ft by 3.28-ft square plots were sampled within the 30-ft tree and vine plot and averaged together.

EXISTING CONDITIONS

MAPPING

National Wetlands Inventory-Mapped Wetlands

There are no NWI-mapped wetlands within the Stony Lodge Hospital property (see **Figure 1**).

New York State Department of Environmental Conservation-Mapped Wetlands

There are no NYSDEC-mapped freshwater wetlands within the Stony Lodge Hospital property (see **Figure 2**).

Natural Resources Conservation Service -Mapped Soils

Within the Stony Lodge Hospital property soils are mapped as “ChE – Charlton loam, 25 to 35 percent slopes,” “CrC – Charlton-Chatfield complex, rolling, very rocky,” “CsD – Chatfield-Charlton complex, hilly, very rocky,” “HrF – Hollis-Rock outcrop complex, very steep,” and “LcB – Leicester loam, 3 to 8 percent slopes, stony” by NRCS. The NRCS lists one of the series mapped for the Stony Lodge Hospital property as hydric: LcB – Leicester loam, 3 to 8 percent slopes, stony, one of the three parameters that determine whether an area falls under USACE jurisdiction as a wetland.

ONSITE DELINEATION

One wetland (A) was delineated on September 14, 2015 on the Stony Lodge Hospital property (see **Figure 3**).

Wetland A

Wetland A is a relatively small depressional freshwater wetland located along the northeastern boundary of the Stony Lodge Hospital property, at the toe of a slope. It is vegetated with a mixture of herbaceous species (see **Figure 5a**). The soils, hydrology, and hydrophytic vegetation of Wetland A were documented by sampling point “Wetland A”, and are described below.

The Data Form for Wetland A depicts the dominant species associated with this sampling point. The species is sweet flag (*Acorus calamus*) (OBL) found in the herbaceous layer.

Soils of this wetland meet the criteria of “F6 Redox Dark Surface.” The primary hydrology indicators are “A3 Saturation,” which occurs starting at a depth of 0 inches, and “C3 Oxidized Rhizospheres on Living Roots” and the secondary hydrology indicator is “D2 Geomorphic Position,” since the elevation of the wetland was in a depression compared to the surrounding area (see Data Form Wetland A).

Upland A

The upland area is located to the west and up-slope from Wetland A. The dominant species associated with the upland area include black locust (*Robinia pseudoacacia*) (FACU), in the tree layer, black walnut (*Juglans nigra*) (FACU) and multiflora rose (*Rosa multiflora*) (FACU) in the sapling/shrub layer, Japanese stiltgrass (*Microstegium vimineum*) (FAC) in the herb layer, and porcelainberry (*Ampelopsis brevipedunculata*) (UPL) in both the herb and woody vine layer. The vegetation, soils, and hydrology of this area do not meet the USACE criteria for a wetland. For these reasons, this area was documented as upland (see Data Form for Upland A).

The uplands throughout the rest of the Stony Lodge Hospital property would be best described according to Edinger et al. (2014) as mowed lawn² and successional southern hardwoods³ ecological communities. The mowed lawn community is dominated by Kentucky bluegrass (*Poa pratensis*), crabgrass (*Digitaria* sp), common plantain (*Plantago major*), English plantain (*Plantago lanceolata*), and red clover (*Trifolium pratense*) in the herbaceous layer. The successional southern hardwoods community is dominated by Norway maple (*Acer platanoides*), black locust, and black walnut in the tree layer; multiflora rose and black locust in the shrub layer; porcelainberry and Asiatic bittersweet (*Celastrus orbiculatus*) in the vine layer; and Japanese stiltgrass and goldenrods (*Solidago* spp) in the herbaceous layer.

SUMMARY

As described above, one vegetated depressional freshwater wetland (A) was identified, as per the USACE wetland delineation methodology, within the Stony Lodge Hospital property. This wetland would be expected to be under the jurisdiction of the USACE. Any disturbance to this wetland would be expected to require Section 401 and 404 permits. Wetland A would require a Jurisdictional Determination site inspection from the USACE to make the determination. AKRF will coordinate with USACE to facilitate the necessary site inspection. Once the wetland/waters boundaries are confirmed by the USACE, they are valid for a period of five (5) years. As federal wetlands only, the USACE and NYSDEC do not regulate a 100 foot adjacent area (buffer) around them.

REGULATORY DISCUSSION

FEDERAL WETLANDS

The onsite wetlands delineated by AKRF meet the definition of “wetlands”: “those areas that are inundated or saturated by surface or ground water (hydrology) at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation (hydrophytes) typically adapted for life in saturated soil conditions (hydric soils). Wetlands generally include swamps, marshes, bogs, and similar areas.” 40 CFR 232.2(r). Although the onsite wetland meets the federal definition of “wetland” (outlined in the Corps/EPA methodologies), the issue of whether the onsite wetland is subject to jurisdiction under Sections 404/401 of the Clean Water Act is a separate matter requiring review and likely onsite inspection by the Corps. It is AKRF’s opinion that the onsite wetland may not meet the “significant nexus” requirement for federal wetland jurisdiction because the wetland does not have a permanent connection to other waters of the U.S., aside from the broken storm drain manhole. Regardless, the proposed site plan would not disturb the wetland or any lands within 100-feet of the wetland. Therefore, no federal jurisdictional determination site inspection is required.

² Edinger et al. (2014) define this community as “residential, recreational, or commercial land, or unpaved airport runways in which the groundcover is dominated by clipped grasses and there is less than 30 percent cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50 percent cover. The groundcover is maintained by mowing and broadleaf herbicide application.”

³ Edinger et al. (2014) define this community as “a hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed.”

TOWN OF OSSINING

The Town of Ossining regulates wetlands and a 100-foot buffer around wetlands in accordance with Ossining Town Code, Chapter 105: Freshwater Wetlands, Watercourses and Water Body Protection. Regulated activities, such as the construction of any structure, filling, and excavation activities within a wetland or a wetland buffer, or any other that may impair the natural wetland functions as described in Town Code Section 105-1C, require a permit from the Town. No jurisdictional determination has been made by the Town at this time.

VILLAGE OF OSSINING

The Village of Ossining has no wetland protection ordinance.

B. WETLAND FUNCTIONAL ASSESSMENT

As discussed below, the onsite wetland serves primarily “modification of groundwater discharge” and “modification of water quality” wetland functions. Wetland functional categories are taken from Hollands and Magee⁴, with values rated low/medium/high based on data collected during site inspection (9.14.15 and 4.21.17) and through examination of additional resources, including existing drainage plans, topographic maps, soil maps, and historic maps/aerials of the project site.

HYDROLOGY

The onsite wetland is located in a topographically low area at the southwest corner of the intersection of Grandview Avenue and Narragansett Avenue. Field inspection indicates the wetland receives surface water inputs from a number of drain pipes conveying runoff from adjacent properties to the east and north and from the project site. Drain outlets discharging to the wetland are shown in Figure 7 (photos 5-8). Most notable is the 18-to-24-inch storm drain pipe running beneath the wetland that receives stormwater inputs from catch basins along Grandview Avenue and additional lands to the north. As shown in photo 8, one of the manholes for this pipe is located within the wetland itself and is in disrepair. During site inspection (4.21.17) which occurred the day following ¼-inch of rain in the previous 24 hours, water was observed flowing directly into the broken concrete base of one of the manholes. During rain events, this broken pipe likely serves as a substantial source of surface water inputs to the wetland as well.

Topographic maps indicate that the wetland’s drainage area is roughly 10 acres in size, most of which is offsite to the north and east. However, the current extent of development (roads/houses/sewers) surrounding the wetland has substantially modified patterns of surface drainage which may have increased/decreased the size of the wetland’s contributory drainage area. Historic maps of the area (circa 1900) show a linear drainage feature running through the current wetland, draining southwards to a larger network of drainageways along Pine Avenue to the south, which eventually discharge to the Hudson River as “Sing Sing Creek” by the Ossining Railroad Station. This drainage network no longer exists. Historic farming/grading of the land and more recent fill and piping of stormwater runoff for residential development have removed all evidence of the original surface drainage features.

The wetland’s landscape position in a low valley historically mapped as a surface drainageway and its persistent hydrophytic vegetation, including most importantly sweetflag (*Acorus americanus*) and tussock sedge (*Carex stricta*) both obligate wetland species, indicate that groundwater plays an important role in

⁴ "A Rapid Procedure for Assessing Wetland Functional Capacity based on Hydrogeomorphic (HGM) Classification, February 1998" (manual) by Dennis W. Magee with technical contributions from Garrett G. Hollands.

sustaining wetland hydrology. The wetland is underlain by LcB: Leicester loam soils, a “somewhat poorly drained” soil. This too indicates that this wetland is less likely to be the result of recent hydrologic inputs from the surrounding roadway network and more likely to be a long-standing wetland feature.

- *Modification of Groundwater Discharge – medium/high*

As discussed above, the wetland’s landscape position, historic mapping of drainageways, and persistence of obligate wetland plant species indicates this wetland serves groundwater discharge functions. These conditions sustain wetland plants and sustain downstream surface water flows.

- *Modification of Groundwater Recharge – low*

The presence of the sewer and drain lines mapped beneath the wetland convey surface water rapidly away from this wetland. Although the wetland undoubtedly serves groundwater recharge functions at least seasonally, it is not a primary function.

- *Storm and Floodwater Storage – low/medium*

Due to its low, depressional landscape position, the onsite wetland serves some stormwater storage functions. However, site inspection indicates there is no sustained flooding (no watermarks or drift lines) and the wetland drains to the existing roadway network storm drain through a broken manhole and likely through preferential pathways (seep) along the outside of these pipes judging by its lack of ponding. Therefore, stormwater storage functions are minimized.

- *Modification of Stream Flow – low*

The wetland is small in size (1/4 acre) and has no surface outlet. Instead it discharges to the underlying storm drain, dissipates through evapotranspiration, and infiltrates to groundwater during periods of depressed groundwater elevation. As such, its ability to modify downstream flows is limited.

- *Modification of Water Quality – medium*

The onsite wetland sustains water temporarily during rain events, although this function is limited due to the wetland’s small size and outflows to the broken stormdrain manhole within the wetland. Nutrient and sediment removal processes within the wetland and wetland soils add some amount of water quality improvement function beneficial to downstream surface waters.

- *Export of Detritus – low/medium*

The turnover of senesced vegetation as a source of carbon and nutrients for flora/fauna occupying downstream receiving waters is expected to be minimal. The wetland has no established outlet, only the broken storm drain manhole that effectively drains the wetland during a short period of time after rain events. Therefore export of significant amounts of detrital plant material is not occurring.

FLORA/FAUNA

Examination of wetland and upland plants and animals onsite has occurred on multiple occasions, including the initial wetland delineation effort (9.14.15), a fall season ecological inventory (10.17.16), and a supplemental wetland functional assessment site visit (4.21.17). As discussed in the DEIS, only one amphibian species was noted onsite, the red backed salamander (*Plethodon cinereus*) an upland species found in wooded habitat. Standing water in the wetland occurs sporadically and temporarily during and immediately following rain storms. Water depths and period of inundation in the wetland are not sufficient to provide breeding habitat for any wetland dependent amphibian species and for most aquatic invertebrate species (dragonflies, mosquitos, etc.).

The wetland's lack of trees or shrubs is due to intermittent mowing which is likely undertaken in summer during dry periods. Wetland vegetation is dominated by sweet flag (*Acorus calamus*), with lesser occurrence of sensitive fern (*Osmunda sensibilis*), tussock sedge (*Carex stricta*), and New York Aster (*Symphotrichum novi-belgii*), and Japanese stilt grass (*Microstegium japonica*).

- Contribution of Abundance and Diversity of Wetland Vegetation - **low**

As discussed above, wetland vegetation is limited to a few herbaceous species which do not provide significant food, forage, denning or nesting habitat for wetland-dependent wildlife. Nor are any of the species of plants identified within the wetland uncommon or NYS-listed.

- Contribution of Abundance and Diversity of Wetland Fauna - **low**

As discussed above, the wetland does not retain water for sufficient periods to serve as breeding habitat for wetland-dependent amphibians or aquatic invertebrates. No amphibian egg masses or individual amphibians or other animals were identified in the wetland during the Summer 2015 and Spring 2017 site inspections.

IMPACT ASSESSMENT

The proposed site plan requires no disturbance to the onsite wetland or 100-foot Town-regulated wetland buffer. As such, wetland impacts are avoided. The buffer consists primarily of low-quality maintained lawn habitat with some wooded patches along the periphery of the parcel. These would be preserved. No wetland-dependent vegetation or wildlife would be adversely affected by the proposed site plan.

The wetland's principal functions are "modification of groundwater discharge" and "modification of water quality". Stormwater runoff from onsite and offsite lands contributing hydrology to the wetland will be maintained with the proposed site plan. As discussed, a majority of the wetland's hydrologic budget is supplied by offsite lands, including inputs from the broken storm drain manhole. In addition, its landscape position and persistence of obligate hydrophytic vegetation indicates that groundwater is a primary source of wetland hydrology. None of these hydrologic inputs would be modified by the proposed project. A small portion of the property (drainage area DA-2A on the SWPPP) contributes overland flow to the wetland during larger storm events. Implementation of the onsite stormwater management plan would reduce the size of this drainage area a small amount, by approximately 1.3 acres. This drainage area represents a small fraction of the wetland's overall drainage area. Therefore, the hydrologic budget and wetland hydrology will be sustained in this wetland with the propose site plan. No

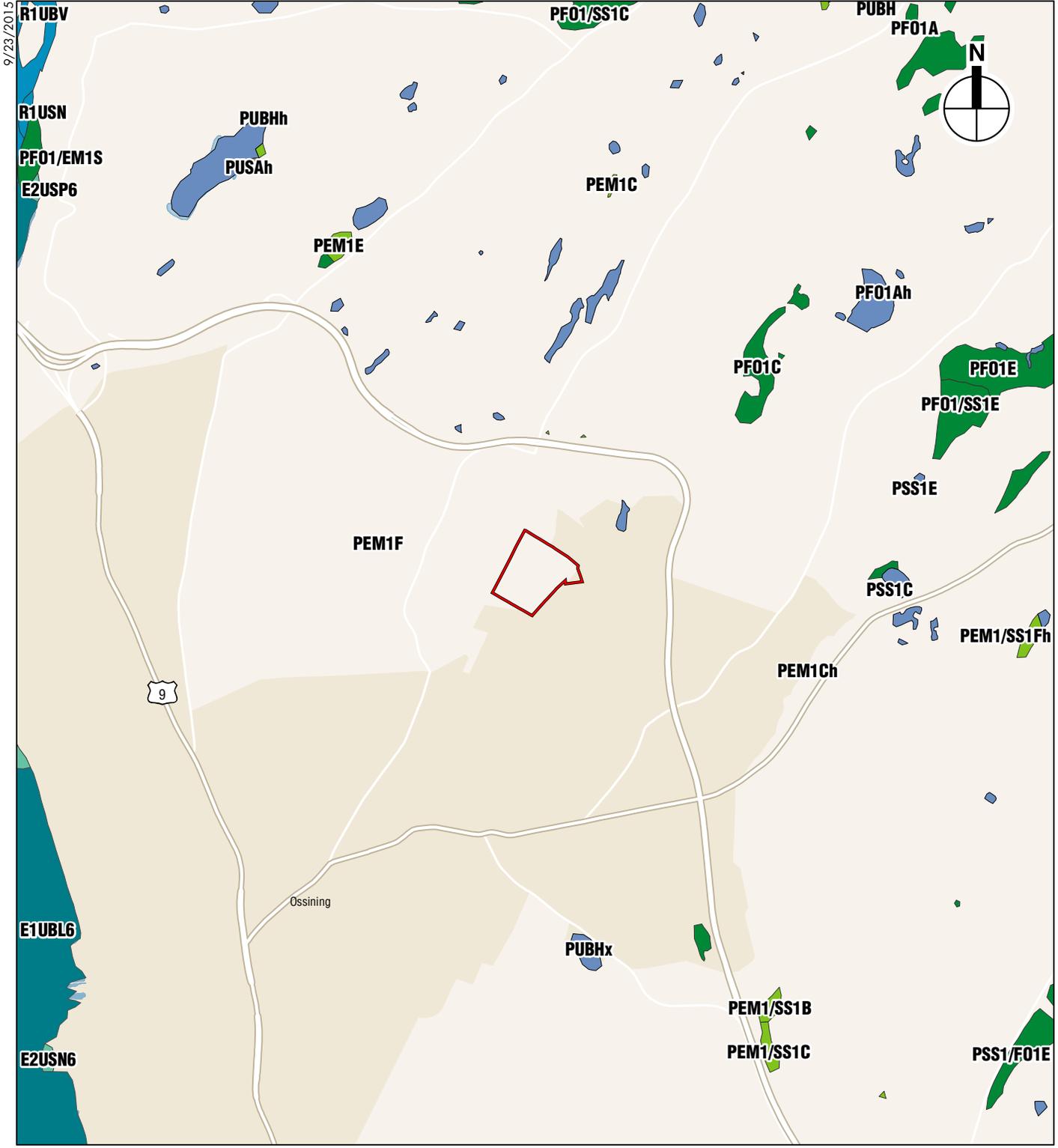
impacts to the groundwater discharge and water quality functions of the wetland will occur under the site plan proposed in the May, 2017 DEIS.

Figures:

1. NWI Wetlands
2. NYSDEC Freshwater Wetlands
3. Surveyed Wetlands
4. Photograph Key
5. Representative Site Photographs
6. Wetland Functional Assessment Photo Key
7. Wetland Functional Assessment Photos

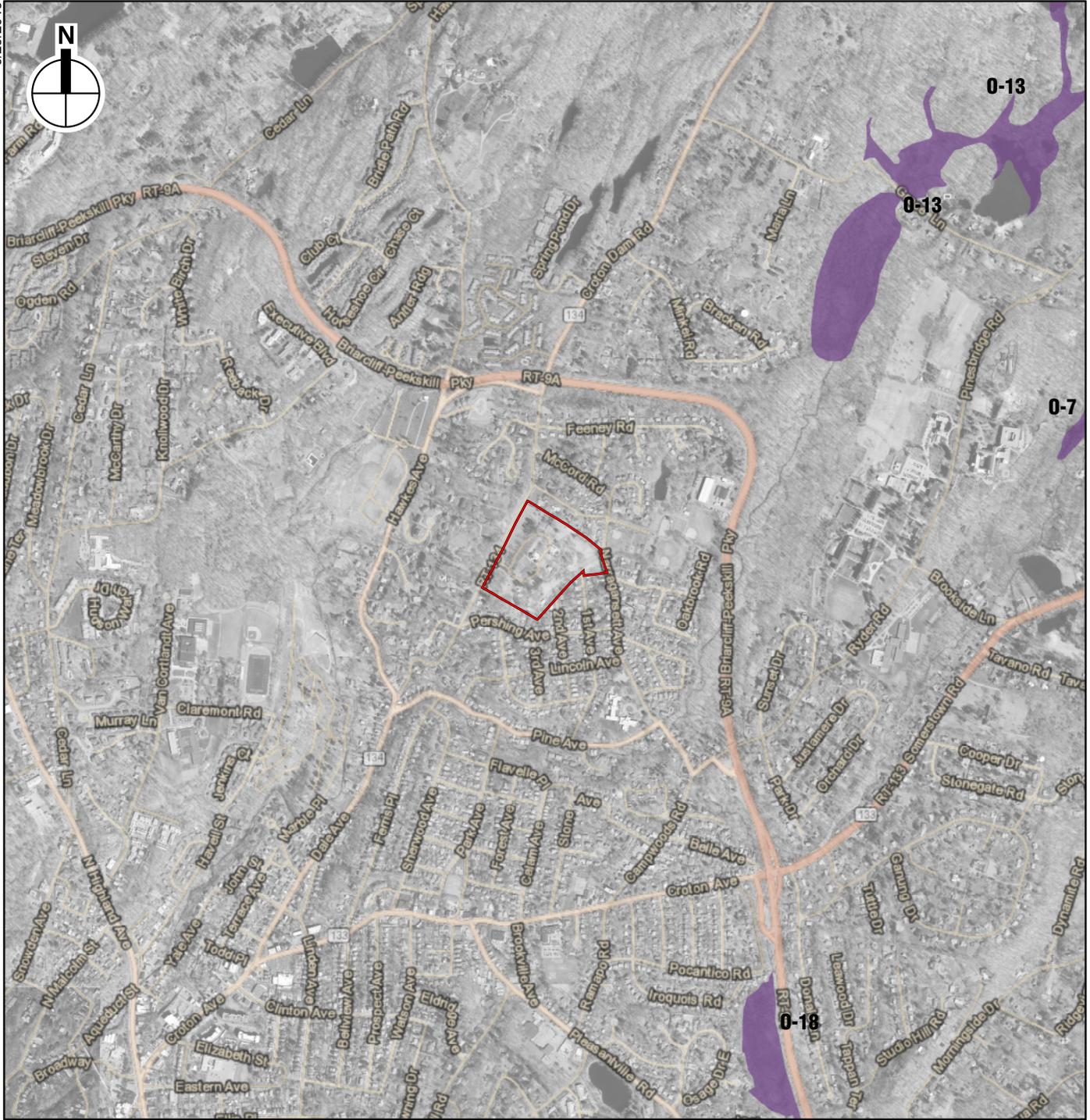
Attachments:

USACE Wetland Determination Data Forms



- Project Site*
- Estuarine and Marine Wetland*
- Freshwater Forested/Shrub Wetland*
- Freshwater Emergent Wetland*
- Freshwater Pond*
- Riverine*
- Estuarine and Marine Deepwater*
- Other Freshwater Wetland*

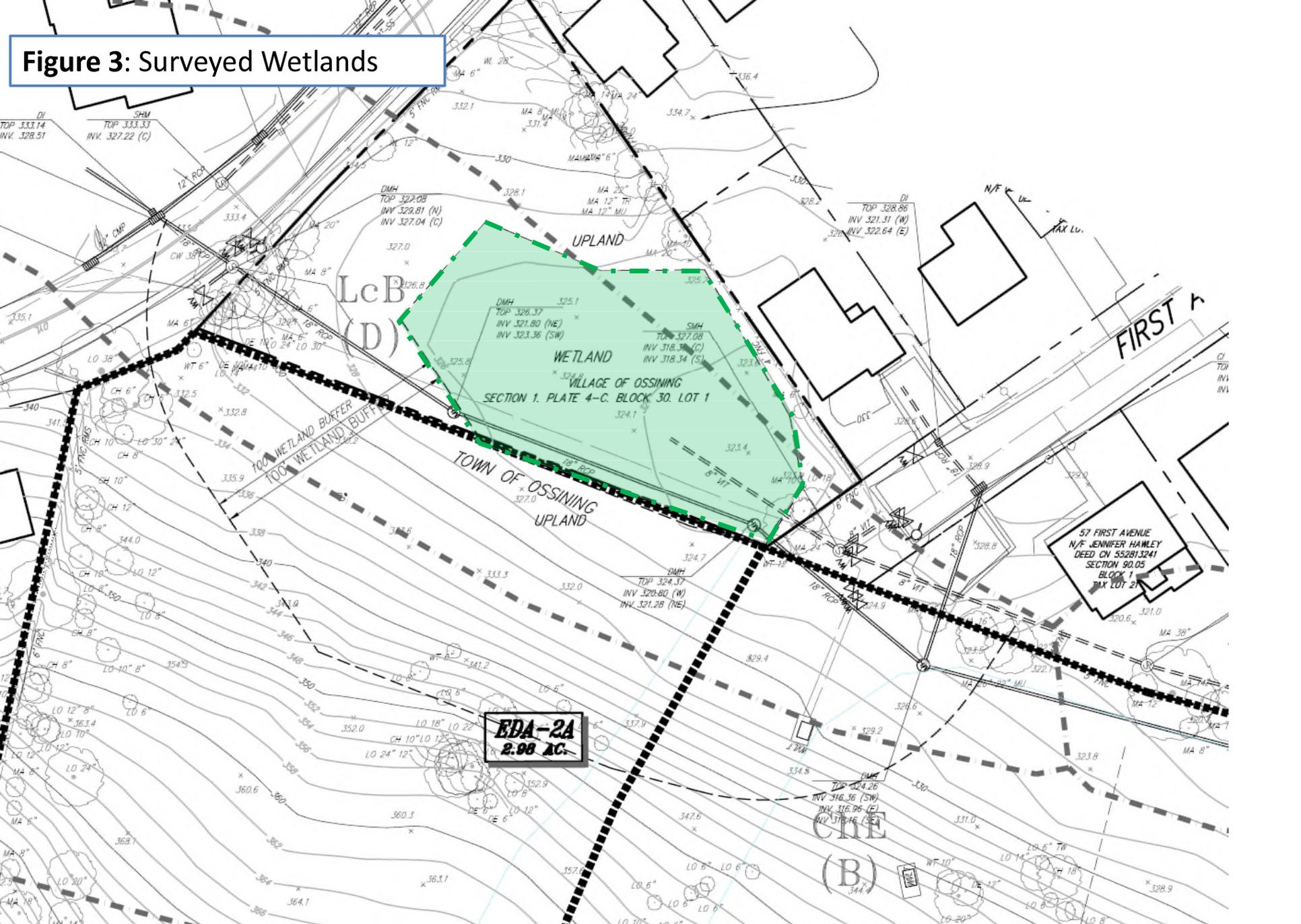
0 2,000 FEET



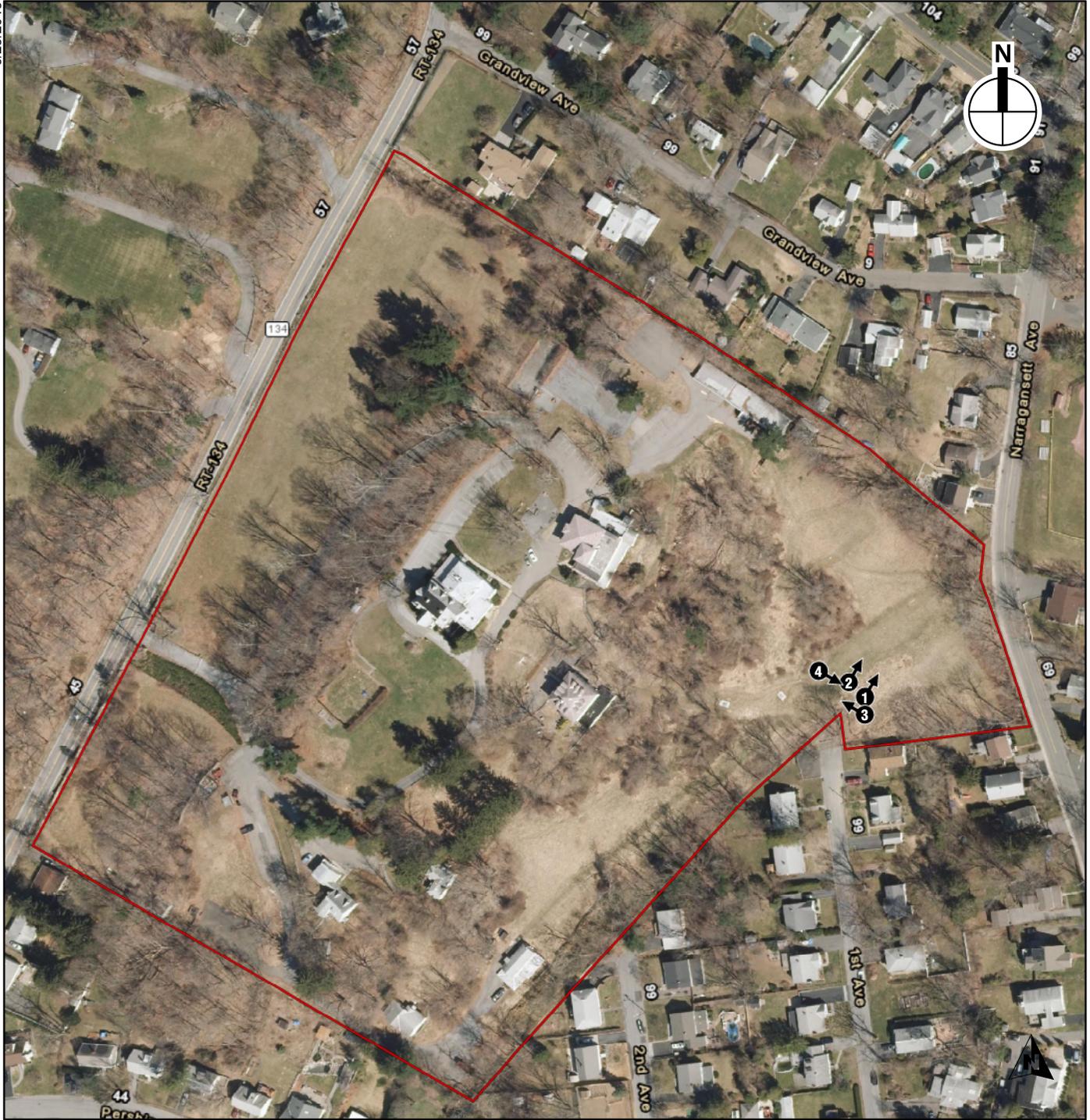
- Project Site
- NYSDEC Freshwater Wetlands (w/ Wetland ID)



Figure 3: Surveyed Wetlands



9/23/2015



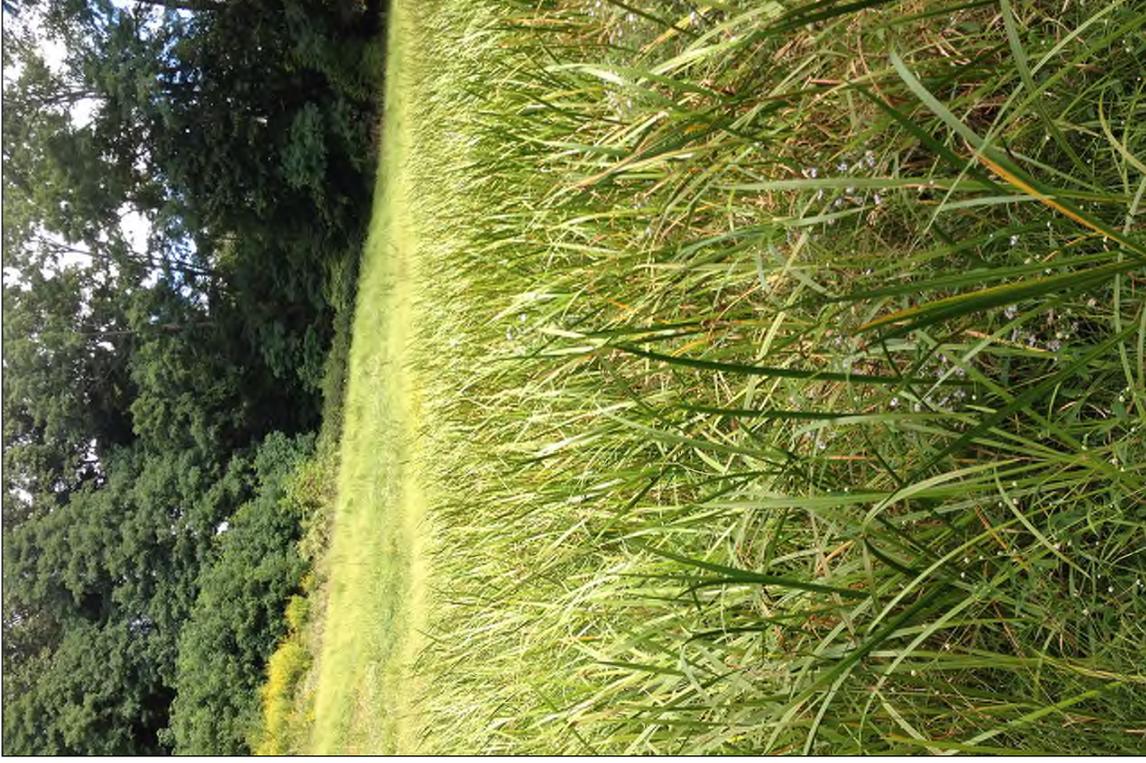
 Project Site

 Photograph View Direction and Reference Number

0 400 FEET



View of Wetland A, facing north **1**



View of Wetland A and the adjacent upland hillslope, facing northwest **2**



View of the southern boundary of Wetland A and the adjacent upland hillslope, facing west

3



View of Wetland A and the adjacent property, facing east

4

Figure 6: Wetland Functional Assessment - Photo Location Key

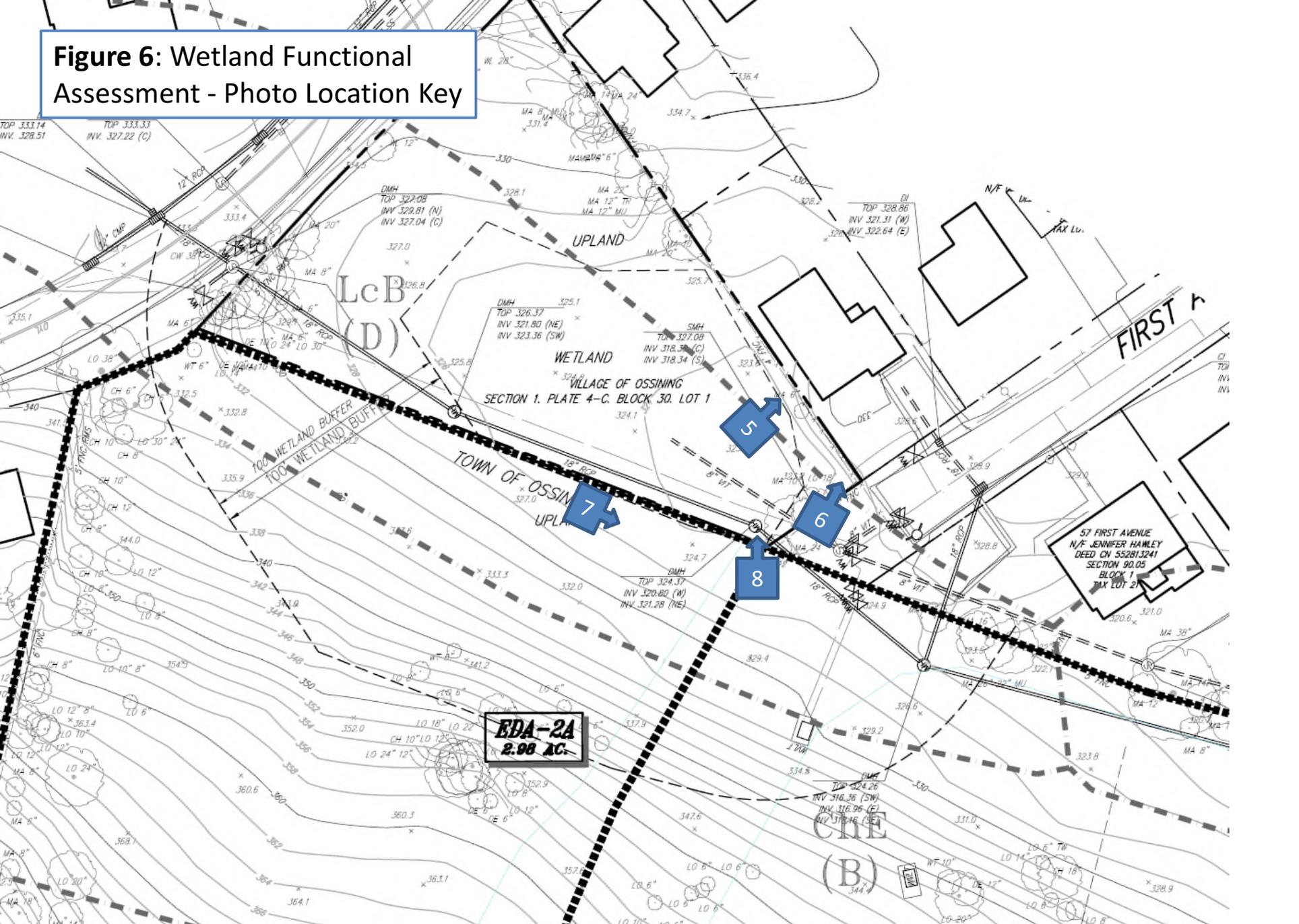


Figure 7: Wetland Functional Photos



Photo 5: Drainage Pipe from Adjacent Property to Wetland (4.21.17)



Photo 6: Drainage Pipes from Adjacent Property to Wetland (4.21.17)



Photo 7: Drainage Pipe from upslope onsite parcel to Wetland (4.21.17)



Photo 8: Broken storm drain within wetland (4.21.17)

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Stony Lodge Hospital City/County: Ossining/Westchester Sampling Date: 9/14/15
 Applicant/Owner: Glenco Ossining, LLC State: NY Sampling Point: Wetland A
 Investigator(s): Jesse Moore Section, Township, Range: Ossining
 Landform (hillslope, terrace, etc.): Depression at toe of slope Local relief (concave, convex, none): Concave Slope (%): _____
 Subregion (LRR or MLRA): LRR R Lat: N 41.177220 Long: W 73.844945 Datum: _____
 Soil Map Unit Name: LcB – Leicester loam, 3 to 8 percent slopes, stony NWI classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)
 Are Vegetation N, Soil N, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes X No _____
 Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No _____	Is the Sampled Area within a Wetland? Yes <u>X</u> No _____ If yes, optional Wetland Site ID: _____
Hydric Soil Present? Yes <u>X</u> No _____	
Wetland Hydrology Present? Yes <u>X</u> No _____	

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:	Secondary Indicators (minimum of two required)
Primary Indicators (minimum of one is required; check all that apply) <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)

Field Observations:					
Surface Water Present?	Yes _____	No _____	Depth (inches): _____		
Water Table Present?	Yes _____	No _____	Depth (inches): _____		
Saturation Present?	Yes <u>X</u>	No _____	Depth (inches): <u>0</u>	Wetland Hydrology Present?	Yes <u>X</u> No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: The soil was saturated at the surface.

VEGETATION – Use scientific names of plants.

Sampling Point: Wetland A

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30' radius</u>)				<p>Dominance Test worksheet:</p> <p>Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)</p> <p>Total Number of Dominant Species Across All Strata: <u>1</u> (B)</p> <p>Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)</p> <p>Prevalence Index Worksheet:</p> <p>Total % Cover of: _____ Multiply by _____</p> <p>OBL species _____ x1= _____</p> <p>FACW species _____ x2= _____</p> <p>FAC species _____ x3= _____</p> <p>FACU species _____ x4= _____</p> <p>UPL species _____ x5= _____</p> <p>Column Totals: _____ (A) _____ (B)</p> <p>Prevalence Index = B/A = _____</p> <p>Hydrophytic Vegetation Indicators:</p> <p>_____ 1 – Rapid Test for Hydrophytic Vegetation</p> <p><u>X</u> 2 – Dominance Test is >50%</p> <p>_____ 3 – Prevalence Index is #3.0¹</p> <p>_____ 4 – Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)</p> <p>_____ Problematic Hydrophytic Vegetation¹ (Explain)</p> <p>¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.</p> <p>Definitions of Vegetation Strata:</p> <p>Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.</p> <p>Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.</p> <p>Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.</p> <p>Woody vines – All woody vines greater than 3.28 ft in height.</p> <p>Hydrophytic Vegetation Present? Yes <u>X</u> No _____</p>
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
=Total Cover			_____	
Sapling/Shrub Stratum (Plot size: <u>15' radius</u>)				
2. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
=Total Cover			_____	
Herb Stratum (Plot Size: <u>3.28' x 3.28'</u>)				
1. <u>Acorus calamus</u>	<u>65</u>	<u>Y</u>	<u>OBL</u>	
2. <u>Symphotrichum novi-belgii</u>	<u>3</u>	<u>N</u>	<u>FACW</u>	
3. <u>Persicaria sagittata</u>	<u>1</u>	<u>N</u>	<u>OBL</u>	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
=Total Cover			<u>69</u>	
Woody Vine Stratum (Plot size: <u>30' radius</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
=Total Cover			_____	
Remarks: (Include photo numbers here or on a separate sheet.)				

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Stony Lodge Hospital City/County: Ossining/Westchester Sampling Date: 9/14/15
 Applicant/Owner: Glenco Ossining, LLC State: NY Sampling Point: Upland A
 Investigator(s): Jesse Moore Section, Township, Range: Ossining
 Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): slope Slope (%): _____
 Subregion (LRR or MLRA): LRR R Lat: N 41.177220 Long: W 73.844945 Datum: _____
 Soil Map Unit Name: LcB – Leicester loam, 3 to 8 percent slopes, stony NWI classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)
 Are Vegetation N, Soil N, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes X No _____
 Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No _____	Is the Sampled Area within a Wetland? Yes _____ No <u>X</u> _____
Hydric Soil Present? Yes _____ No <u>X</u> _____	If yes, optional Wetland Site ID: _____
Wetland Hydrology Present? Yes _____ No <u>X</u> _____	

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:	Secondary Indicators (minimum of two required)
Primary Indicators (minimum of one is required; check all that apply) <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)

Field Observations:	Wetland Hydrology Present? Yes _____ No <u>X</u> _____
Surface Water Present? Yes _____ No _____ Depth (inches): _____	
Water Table Present? Yes _____ No _____ Depth (inches): _____	
Saturation Present? Yes _____ No _____ Depth (inches): _____	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Table 3D
Vegetation Identified within the Project Area
and Study Area

Common Name	Scientific Name	Stratum
Norway spruce	<i>Picea aibes</i>	Tree
poison ivy	<i>Toxicodendron radicans</i>	Vine
yellow foxtail grass	<i>Setaria pumila</i>	Herb
Kentucky bluegrass	<i>Poa pratensis</i>	Herb
showy goldenrod	<i>Solidago speciosa</i>	Herb
crabgrass	<i>Digitaria sp.</i>	Herb
common plantain	<i>Plantago major</i>	Herb
English plantain	<i>Plantago lanceolata</i>	Herb
Virginia creeper	<i>Parthenocissus quinquefolia</i>	Vine
white snakeroot	<i>Ageratina altissima</i>	Herb
heart-leaved aster	<i>Symphyotrichum cordifolium</i>	Herb
bushy aster	<i>Symphyotrichum dumosum</i> <i>dumosum</i>	Herb
Indian strawberry	<i>Duchesnea indica</i>	Herb
sugar maple	<i>Acer saccharum</i>	Tree
Eastern white pine	<i>Pinus strobus</i>	Tree
Eastern red cedar	<i>Juniperus virginiana</i>	Tree
common lilac	<i>Syringa vulgaris</i>	Shrub
forsythia	<i>Forsythis sp.</i>	Shrub
star magnolia	<i>Magnolia stellata</i>	Tree
American redbud	<i>Cercus canadensis</i>	Tree
Japanese knotweed	<i>Polygonum cuspidatum</i>	Herb
dogbane	<i>Apocynum cannabinum</i>	Herb
Japanese honeysuckle	<i>Lonicera japonica</i>	Vine
Asiatic bittersweet	<i>Celastrus orbiculatus</i>	Vine
mugwort	<i>Artemesia vulgaris</i>	Herb
Northern Red Oak	<i>Quercus rubra</i>	Tree
black birch	<i>Betula lenta</i>	Tree
Yellow birch	<i>Betula sp.</i>	Tree
black cherry	<i>Prunus serotina</i>	Tree
pennsylvania sedge	<i>Carex pensylvanica</i>	Herb
eastern hemlock	<i>Tsuga canadensis</i>	Tree
hackberry	<i>Celtis occidentalis</i>	Tree
pignut hickory	<i>Carya glabra</i>	Tree
black locust	<i>Robinia pseudoacacia</i>	Tree
Norway maple	<i>Acer platanoides</i>	Tree
American hop hornbeam	<i>Ostrya virginiana</i>	Tree
Burning bush	<i>Euonymous alatus</i>	Shrub
white wood aster	<i>Eurybia divaricata</i>	Herb
marginal shield fern	<i>Dryopteris marginalis</i>	Herb
Christmas fern	<i>Polystichum acrostichoides</i>	Herb
Eastern cottonwood	<i>Populus deltoides</i>	Tree

Table 9-1 (cont'd)
Vegetation Identified within the Project Area
and Study Area

black walnut	<i>Juglans nigra</i>	Tree
multiflora rose	<i>Rosa multiflora</i>	Shrub
Japanese stiltgrass	<i>Microstegium vimineum</i>	Herb
orchard grass	<i>Dactylis glomerata</i>	Herb
little bluestem	<i>Schizachyrium scoparium</i>	Herb
ground cherry	<i>Physalis sp.</i>	Herb
wild carrot	<i>Daucus carrota</i>	Herb
black raspberry	<i>Rubus occidentalis</i>	Shrub
porcelainberry	<i>Ampelopsis brevipedunculata</i>	Vine
wine raspberry	<i>Rubus phoenicolasius</i>	Vine
umbrella sedge	<i>Cyperus strigosus</i>	Herb
white mulberry	<i>Morus alba</i>	Tree
sweet flag	<i>Acorus calamus</i>	Herb
New York Aster	<i>Symphotrichum novi-belgii</i>	Herb
arrowleaf tearthumb	<i>Persicaria sagittaria</i>	Herb
wool grass	<i>Scirpus cyperinus</i>	Herb
ground ivy	<i>Glechoma hederacea</i>	Herb
Canada goldenrod	<i>Solidago canadensis</i>	Herb
blue flag iris	<i>Iris versicolor</i>	Herb
Switchgrass	<i>Panicum virgatum</i>	Herb
spotted ladies thumb	<i>Polygonum persicaria</i>	Herb
beggertick	<i>bidens sp.</i>	Herb
burdock	<i>Arctium sp.</i>	Herb
sensitive fern	<i>Onoclea sensibilis</i>	Herb
Rough bedstraw	<i>galium sp.</i>	Herb
wood sorrel	<i>oxalissp.</i>	Herb
sasafrass	<i>Sasafras alba</i>	Tree
Bamboo	<i>Bambusa sp.</i>	Shrub
bull thistle	<i>Cirsium vulgare</i>	Herb
tulip tree	<i>Liriodendron tulipifera</i>	Tree
sweet cherry	<i>Prunus avium</i>	Tree
common mullein	<i>Verbascum thapsus</i>	Herb
garlic mustard	<i>Alliaria petiolata</i>	Herb

Table 9-1 (cont'd)
Vegetation Identified within the Project Area
and Study Area

Tussock sedge	<i>Carex stricta</i>	Herb
Jewelweed	<i>Impatiens</i>	Herb
Rock polypody	<i>Polypodium virginianum</i>	Herb
Purple violet	<i>Viola sp.</i>	Herb
White violet	<i>Viola sp.</i>	Herb
Wild garlic	<i>Allium vineale</i>	Herb
Wild madder	<i>Galium sp.</i>	Herb
Scilla	<i>Scilla sp.</i>	Herb
American beech	<i>Fagus grandifolia</i>	Tree
Solomon's seal	<i>Polygonatum Mill.</i>	Herb
Common yarrow	<i>Achillea millefolium</i>	Herb
Narrowleaf plantain	<i>Plantago lanceolata</i>	Herb
Common dandelion	<i>Taraxicum officinale</i>	Herb
Leafy spurge	<i>Euphorbia esula</i>	Herb
<p>Notes: Boldface type denotes New York state-listed endangered species. Sources: AKRF, Inc. reconnaissance investigation on June 22, 2016 and April 21, 2017</p>		

Table 3D
Birds Documented during the 2000-2005 New York State Breeding
Bird Atlas in Block 5955A

Common Name	Scientific Name
Canada Goose	<i>Branta canadensis</i>
Mute Swan	<i>Cygnus olor</i>
Wood Duck	<i>Aix sponsa</i>
Wild Turkey	<i>Meleagris gallopavo</i>
Great Blue Heron	<i>Ardea herodias</i>
Green Heron	<i>Butorides virescens</i>
Turkey Vulture	<i>Cathartes aura</i>
Sharp-shinned Hawk	<i>Accipiter striatus</i>
Cooper's Hawk	<i>Accipiter cooperii</i>
Broad-winged Hawk	<i>Buteo platypterus</i>
Red-tailed Hawk*	<i>Buteo jamaicensis</i>
Killdeer	<i>Charadrius vociferus</i>
Rock Pigeon	<i>Columba livia</i>
Mourning Dove	<i>Zenaida macroura</i>
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>
Eastern Screech-Owl	<i>Megascops asio</i>
Great Horned Owl	<i>Bubo virginianus</i>
Chimney Swift	<i>Chaetura pelagica</i>
Ruby-throated Hummingbird	<i>Archilochus colubris</i>
Red-bellied Woodpecker	<i>Melanerpes carolinus</i>
Downy Woodpecker*	<i>Picoides pubescens</i>
Hairy Woodpecker	<i>Picoides villosus</i>
Northern Flicker*	<i>Colaptes auratus</i>
Eastern Wood-Pewee	<i>Contopus virens</i>
Alder Flycatcher	<i>Empidonax alnorum</i>
Willow Flycatcher	<i>Empidonax traillii</i>
Least Flycatcher	<i>Empidonax minimus</i>
Eastern Phoebe	<i>Sayornis phoebe</i>
Great Crested Flycatcher	<i>Myiarchus crinitus</i>
Eastern Kingbird	<i>Tyrannus tyrannus</i>
Yellow-throated Vireo	<i>Vireo flavifrons</i>
Blue-headed Vireo	<i>Vireo solitarius</i>
Warbling Vireo	<i>Vireo gilvus</i>
Red-eyed Vireo	<i>Vireo olivaceus</i>
Blue Jay*	<i>Cyanocitta cristata</i>
American Crow	<i>Corvus brachyrhynchos</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>
Bank Swallow	<i>Riparia riparia</i>
Barn Swallow	<i>Hirundo rustica</i>
Black-capped Chickadee	<i>Poecile atricapillus</i>
Tufted Titmouse*	<i>Baeolophus bicolor</i>

Table 9-2 (cont'd)
2000-2005 NYS Breeding Bird Atlas (Block 5955A)

White-breasted Nuthatch	<i>Sitta carolinensis</i>
Carolina Wren	<i>Thryothorus ludovicianus</i>
House Wren	<i>Troglodytes aedon</i>
Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>
Eastern Bluebird	<i>Sialia sialis</i>
Veery	<i>Catharus fuscescens</i>
Wood Thrush	<i>Hylocichla mustelina</i>
American Robin*	<i>Turdus migratorius</i>
Gray Catbird	<i>Dumetella carolinensis</i>
Northern Mockingbird*	<i>Mimus polyglottos</i>
European Starling*	<i>Sturnus vulgaris</i>
Cedar Waxwing	<i>Bombycilla cedrorum</i>
Blue-winged Warbler	<i>Vermivora pinus</i>
Yellow Warbler	<i>Dendroica petechia</i>
Chestnut-sided Warbler	<i>Dendroica pensylvanica</i>
Prairie Warbler	<i>Dendroica discolor</i>
Black-and-white Warbler	<i>Mniotilta varia</i>
American Redstart	<i>Setophaga ruticilla</i>
Worm-eating Warbler	<i>Helmitheros vermivorum</i>
Ovenbird	<i>Seiurus aurocapilla</i>
Louisiana Waterthrush	<i>Seiurus motacilla</i>
Common Yellowthroat	<i>Geothlypis trichas</i>
Scarlet Tanager	<i>Piranga olivacea</i>
Eastern Towhee	<i>Pipilo erythrophthalmus</i>
Chipping Sparrow*	<i>Spizella passerina</i>
Field Sparrow	<i>Spizella pusilla</i>
Song Sparrow*	<i>Melospiza melodia</i>
Swamp Sparrow	<i>Melospiza georgiana</i>
White-crowned Sparrow**	<i>Zonotrichia leucophrys</i>
White-throated Sparrow**	<i>Zonotrichia albicollis</i>
Northern Cardinal*	<i>Cardinalis cardinalis</i>
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>
Indigo Bunting	<i>Passerina cyanea</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Common Grackle	<i>Quiscalus quiscula</i>
Brown-headed Cowbird*	<i>Molothrus ater</i>
Orchard Oriole	<i>Icterus spurius</i>
Baltimore Oriole	<i>Icterus galbula</i>
American Goldfinch*	<i>Carduelis tristis</i>
House Finch*	<i>Carpodacus mexicanus</i>
House Sparrow	<i>Passer domesticus</i>
<p>Notes: Boldface denotes state-listed species of special concern. *Species observed on site **Species observed on site but not listed as Breeding Bird</p> <p>Sources: 2000-2005 New York State Breeding Bird Atlas Block 5955A</p>	

Table 3D
New York State Herp Atlas Project (1990-1999)

Common Name	Scientific Name
Spotted Salamander	<i>Ambystoma maculatum</i>
Northern Redback Salamander	<i>Plethodon c. cinereus</i>
Northern Two-lined Salamander	<i>Eurycea bislineata</i>
Eastern American Toad	<i>Bufo a. americanus</i>
Fowler's Toad	<i>Bufo fowleri</i>
Northern Spring Peeper	<i>Pseudacris c. crucifer</i>
Bullfrog	<i>Rana catesbeiana</i>
Green Frog	<i>Rana clamitans melanota</i>
Wood Frog	<i>Rana sylvatica</i>
Northern Water Snake	<i>Nerodia s. sipedon</i>
Northern Brown Snake	<i>Storeria d. dekayi</i>
Common Snapping Turtle	<i>Chelydra s. serpentina</i>
Eastern Box Turtle	<i>Terrapene c. carolina</i>
Painted Turtle	<i>Chrysemys picta</i>
Notes:	Boldface denotes state-listed species of special concern. *Species identified on site
Sources:	New York State Herp Atlas Project (1990-1999)

Tree Survey

TREE PRESERVATION PLAN

Tree Number	Size	Common Name	Remain/Remove
1	28" DBH	Willow	Remove
2	8" DBH	Maple	Remove
3	14" DBH	Maple	Remove
4	14" DBH	Maple	Remove
5	24" DBH	Maple	Remove
6	6" DBH	Maple	Remove
7	6" DBH	Maple	Remove
8	6" DBH	Maple	Remove
9	22" DBH	Maple	Remove
10	12" DBH	Maple	Remove
11	12" DBH	Maple	Remove
12	10" DBH	Maple	Remove
13	20" DBH	Maple	Remove
14	6" DBH	Maple	Remove
15	18" DBH	Locust	Remove
16	10" DBH	Maple	Remove
17	14" DBH	Maple	Remove
18	12" DBH	Maple	Remove
19	12" DBH	Maple	Remove
20	16" DBH	Maple	Remove
21	26" DBH	Maple Multiple	Remove
22	22" DBH	Deciduous	Remove
23	12" DBH	Maple	Remove
24	18" DBH	Maple	Remove

25	14" DBH	Maple	Remove
26	8" DBH	Maple	Remove
27	14" DBH	Maple	Remove
28	24" DBH	Maple	Remove
29	6" DBH	Cherry	Remove
30	6" DBH	Locust	Remove
31	8" DBH	Locust	Remove
32	8" DBH	Locust	Remove
33	26" DBH	Maple	Remove
34	12" DBH	Locust	Remove
35	22" DBH	Locust	Remove
36	6" DBH	Maple	Remove
37	10" DBH	Cherry	Remove
38	8" DBH	Maple	Remove
39	28" DBH	Locust	Remove
40	8" DBH	Maple	Remove
41	14" DBH	Cherry	Remove
42	12" DBH	Cherry	Remove
43	4" DBH	Maple	Remove
44	16" DBH	Maple	Remove
45	14" DBH	Maple	Remove
46	18" DBH	Maple	Remove
47	12" DBH	Cherry	Remove
48	12" DBH	Maple	Remove
49	10" DBH	Maple	Remove
50	12" DBH	Maple	Remove

51	14" DBH	Maple	Remove
52	18" DBH	Cottonwood	Remove
53	16" DBH	Maple	Remove
54	6" DBH	Cherry	Remove
55	6" DBH	Cherry	Remove
56	12" DBH	Locust	Remove
57	20" DBH	Locust	Remove
58	24" DBH	Locust	Remove
59	16" DBH	Locust	Remove
60	6" DBH	Cherry	Remove
61	16" DBH	Maple	Remove
62	16" DBH	Maple	Remove
63	24" DBH	Locust	Remove
64	26" DBH	Cherry	Remove
65	22" DBH	Locust	Remove
66	12" DBH	Maple	Remove
67	6" DBH	Cherry	Remove
68	10" DBH	Locust	Remove
69	24" DBH	Locust	Remove
70	6" DBH	Maple	Remove
71	16" DBH	Maple	Remove
72	24" DBH	Maple	Remove
73	16" DBH	Pine	Remove
74	12" DBH	Pine	Remove
75	6" DBH	Pine	Remove
76	18" DBH	Pine	Remove
77	16" DBH	Pine	Remove

78	16" DBH	Spruce	Remove
79	8" DBH	Spruce	Remove
80	10" DBH	Spruce	Remove
81	10" DBH	Spruce	Remove
82	12" DBH	Spruce	Remove
83	6" DBH	Spruce	Remove
84	6" DBH	Spruce	Remove
85	16" DBH	Maple	Remove
86	6" DBH	Spruce	Remove
87	6" DBH	Spruce	Remove
88	12" DBH	Japanese Maple	Remove
89	14" DBH	Locust	Remove
90	14" DBH	Maple	Remove
91	6" DBH	Maple	Remove
92	10" DBH	Locust	Remove
93	10" DBH	Locust	Remove
94	16" DBH	Cherry	Remove
95	12" DBH	Locust	Remove
96	12" DBH	Maple	Remove
97	6" DBH	Maple	Remove
98	10" DBH	Locust	Remove
99	6" DBH	Maple	Remove
100	10" DBH	Maple	Remove
101	18" DBH	Maple	Remove
102	14" DBH	Deciduous	Remove
103	12" DBH	Deciduous	Remove
104	30" DBH	Cottonwood	Remove
105	36" DBH	Cottonwood	Remove
106	18" DBH	Maple	Remove
107	20" DBH	Maple	Remove
108	34" DBH	Cottonwood	Remove
109	34" DBH	Cottonwood	Remove
110	34" DBH	Maple	Remove
111	16" DBH	Maple	Remove
112	24" DBH	Maple	Remove
113	14" DBH	Maple Multiple	Remove
114	6" DBH	Locust	Remove
115	12" DBH	Maple	Remove
116	12" DBH	Maple	Remove
117	6" DBH	Maple	Remove
118	6" DBH	Maple	Remove
119	6" DBH	Maple	Remove
120	10" DBH	Deciduous	Remove
121	6" DBH	Hemlock Multiple	Remove
122	38" DBH	Maple	Remove
123	16" DBH	Deciduous	Remove
124	26" DBH	Deciduous	Remove
125	22" DBH	Spruce	Remove
126	18" DBH	Spruce	Remove
127	30" DBH	Maple	Remove
128	24" DBH	Maple	Remove

129	6" DBH	Locust	Remove
130	6" DBH	Deciduous	Remove
131	8" DBH	Deciduous	Remove
132	8" DBH	Birch Multiple	Remove
133	12" DBH	Maple	Remove
134	6" DBH	Walnut	Remove
135	6" DBH	Cedar Multiple	Remove
136	10" DBH	Locust	Remove
137	6" DBH	Locust	Remove
138	6" DBH	Maple	Remove
139	6" DBH	Maple	Remove
140	8" DBH	Deciduous	Remove
141	6" DBH	Deciduous	Remove
142	6" DBH	Deciduous	Remove
143	8" DBH	Locust	Remove
144	6" DBH	Locust	Remove
145	16" DBH	Deciduous	Remove
146	12" DBH	Locust	Remove
147	18" DBH	Cedar	Remove
148	30" DBH	Spruce	Remove
149	32" DBH	Spruce	Remove
150	46" DBH	Oak	Remove
151	10" DBH	Cedar	Remove
152	6" DBH	Cedar	Remove
153	12" DBH	Cedar	Remove
154	8" DBH	Cedar	Remove
155	8" DBH	Cedar	Remove
156	12" DBH	Cedar	Remove
157	8" DBH	Cedar Twin	Remove
158	28" DBH	Spruce	Remove
159	24" DBH	Spruce	Remove
160	24" DBH	Spruce	Remove
161	18" DBH	Spruce	Remove
162	26" DBH	Spruce	Remove
163	6" DBH	Birch	Remove
164	24" DBH	Cherry	Remove
165	18" DBH	Maple	Remove
166	26" DBH	Maple	Remove
167	6" DBH	Maple	Remove
168	6" DBH	Maple	Remove
169	36" DBH	Maple	Remove
170	18" DBH	Maple	Remove
171	6" DBH	Maple	Remove
172	18" DBH	Deciduous	Remove
173	6" DBH	Maple	Remove
174	6" DBH	Maple	Remove
175	6" DBH	Maple	Remove
176	6" DBH	Maple	Remove
177	12" DBH	Maple	Remove
178	10" DBH	Maple Multiple	Remove
179	14" DBH	Maple	Remove
180	6" DBH	Maple	Remove
181	8" DBH	Maple	Remove
182	6" DBH	Cherry	Remove
183	8" DBH	Cherry Twin	Remove

184	8" DBH	Cherry	Remove
185	8" DBH	Locust	Remove
186	6" DBH	Deciduous	Remove
187	6" DBH	Deciduous	Remove
188	8" DBH	Locust	Remove
189	28" DBH	Walnut	Remove
190	8" DBH	Locust	Remove
191	6" DBH	Deciduous	Remove
192	8" DBH	Locust	Remove
193	6" DBH	Locust	Remove
194	6" DBH	Locust	Remove
195	18" DBH	Cherry	Remove
196	6" DBH	Locust	Remove
197	14" DBH	Locust	Remove
198	10" DBH	Walnut	Remove
199	12" DBH	Deciduous	Remove
200	20" DBH	Locust	Remove
201	12" DBH	Cherry	Remove
202	10" DBH	Deciduous	Remove
203	16" DBH	Cherry	Remove
204	6" DBH	Locust	Remove
205	6" DBH	Locust	Remove
206	6" DBH	Deciduous	Remove
207	6" DBH	Locust	Remove
208	8" DBH	Locust	Remove
209	14" DBH	Locust	Remove
210	6" DBH	Cherry	Remove
211	8" DBH	Maple	Remove
212	6" DBH	Maple	Remove
213	8" DBH	Maple	Remove
214	8" DBH	Maple	Remove
215	20" DBH	Cherry	Remove
216	6" DBH	Locust	Remove
217	6" DBH	Maple	Remove
218	6" DBH	Locust	Remove
219	6" DBH	Maple	Remove
220	24" DBH	Locust	Remove
221	20" DBH	Maple	Remove
222	10" DBH	Locust	Remove
223	10" DBH	Maple	Remove
224	6" DBH	Locust	Remove
225	6" DBH	Locust	Remove
226	6" DBH	Locust	Remove
227	6" DBH	Locust	Remove
228	6" DBH	Locust	Remove
229	6" DBH	Locust	Remove
230	6" DBH	Locust	Remove
231	6" DBH	Locust	Remove
232	16" DBH	Maple	Remove
233	6" DBH	Maple	Remove
234	8" DBH	Maple	Remove
235	12" DBH	Maple	Remove
236	10" DBH	Maple	Remove
237	24" DBH	Locust	Remove
238	24" DBH	Locust	Remove
239	18" DBH	Locust	Remove
240	22" DBH	Maple	Remove
241	12" DBH	Locust	Remove
242	8" DBH	Locust	Remove
243	6" DBH	Deciduous	Remove
244	6" DBH	Deciduous	Remove

245	6" DBH	Locust	Remove
246	8" DBH	Cherry	Remove
247	12" DBH	Maple	Remove
248	12" DBH	Walnut	Remove
249	8" DBH	Locust	Remove
250	14" DBH	Deciduous	Remove
251	22" DBH	Deciduous	Remove
252	6" DBH	Deciduous	Remove
253	16" DBH	Walnut	Remove
254	10" DBH	Locust	Remove
255	24" DBH	Maple Multiple	Remove
256	6" DBH	Maple	Remove
257	42" DBH	Cottonwood	Remove
258	6" DBH	Maple	Remove
259	14" DBH	Tree of Heaven	Remove
260	8" DBH	Tree of Heaven	Remove
261	20" DBH	Walnut	Remove
262	20" DBH	Ash	Remove
263	12" DBH	Cherry	Remove
264	6" DBH	Maple	Remove
265	14" DBH	Cherry	Remove
266	10" DBH	Locust	Remove
267	10" DBH	Locust	Remove
268	18" DBH	Locust	Remove
269	8" DBH	Locust	Remove
270	8" DBH	Locust	Remove
271	16" DBH	Maple	Remove
272	16" DBH	Locust	Remove
273	10" DBH	Maple	Remove
274	22" DBH	Locust	Remove
275	6" DBH	Maple	Remove
276	6" DBH	Maple	Remove
277	6" DBH	Locust	Remove
278	6" DBH	Locust Multiple	Remove
279	6" DBH	Locust	Remove
280	6" DBH	Maple	Remove
281	12" DBH	Locust	Remove
282	14" DBH	Locust	Remove
283	12" DBH	Maple Twin	Remove
284	14" DBH	Cherry	Remove
285	8" DBH	Cherry	Remove
286	8" DBH	Cherry	Remove
287	10" DBH	Cherry	Remove
288	6" DBH	Maple	Remove
289	10" DBH	Maple	Remove
290	16" DBH	Maple	Remove
291	8" DBH	Maple	Remove
292	10" DBH	Maple	Remove
293	8" DBH	Maple	Remove
294	10" DBH	Maple	Remove
295	6" DBH	Maple	Remove
296	8" DBH	Maple	Remove
297	8" DBH	Deciduous Multiple	Remove
298	10" DBH	Maple	Remove
299	6" DBH	Walnut	Remove
300	16" DBH	Cherry	Remove
301	10" DBH	Maple	Remove
302	8" DBH	Deciduous Multiple	Remove
303	30" DBH	Spruce	Remove
304	30" DBH	Spruce	Remove
305	12" DBH	Cedar Twin	Remove
306	12" DBH	Cedar	Remove
307	14" DBH	Cedar	Remove
308	16" DBH	Spruce	Remove
309	16" DBH	Cedar	Remove

310	8" DBH	Maple	Remove
311	14" DBH	Ash	Remove
312	12" DBH	Maple	Remove
313	10" DBH	Maple	Remove
314	14" DBH	Maple	Remove
315	20" DBH	Maple	Remove
316	38" DBH	Maple	Remove
317	38" DBH	Tulip	Remove
318	12" DBH	Maple Twin	Remove
319	12" DBH	Deciduous	Remove
320	16" DBH	Maple	Remove
321	26" DBH	Deciduous	Remove
322	6" DBH	Maple	Remove
323	6" DBH	Maple	Remove
324	18" DBH	Maple	Remove
325	16" DBH	Deciduous	Remove
326	6" DBH	Maple	Remove
327	34" DBH	Spruce	Remove
328	32" DBH	Spruce	Remove
329	22" DBH	Spruce	Remove
330	14" DBH	Spruce	Remove
331	8" DBH	Cedar	Remove
332	12" DBH	Spruce	Remove
333	12" DBH	Deciduous Triple	Remove
334	38" DBH	Cedar	Remove
335	16" DBH	Cedar	Remove
336	18" DBH	Deciduous	Remove
337	12" DBH	Cedar	Remove
338			

Biologist's Resumes

SARAH A. BRAY

SENIOR ENVIRONMENTAL SCIENTIST

Ms. Bray is an environmental scientist and landscape designer with over seven years of experience in conducting wetland delineations, wetland restoration, permitting, creating upland and wetland planting plans, preparation of environmental review documents, and conducting avian monitoring surveys. Ms. Bray holds a Master's Degree in Ecological Landscape Planning and Design, is an ISA certified Arborist, and holds a certification in Wetland Science and Management. She is a NYSDEC Certified Erosion and Sediment Control Inspector. She has provided wetland and upland restoration specialist and construction monitoring services on NYCDEP and NYCDDC projects, including the OGI New York City-wide Bioswale project, assisted in the preparation of cultural landscape review documents, provided Arborist services, and has worked on Draft EIS documents. She is proficient in the identification of plant species native to New York and New Jersey. She is also experienced in the identification of invasive species and has identified and overseen implementation of measures to eradicate invasive species. She is experienced in design and oversight of installation of restoration plans in accordance with state wetland permit requirements and overseen the implementation of projects in accordance with USACE and state wetland permit conditions. Ms. Bray has contributed to the design and installation of soil erosion and sediment control measures and native plant landscape designs in both highly disturbed as well as pristine environments.

BACKGROUND

Education

M.A. Ecological Landscape Planning and Design, Conway School of Landscape Design

B.A., Environmental Studies, (Studio Art, Minor), Oberlin College

Wetland Science and Management Certification, University of Washington Seattle

Certifications

NYSDEC Certified Erosion & Sediment Control Inspector (SWT# 15T-120513-5)

ISA Certified Arborist (#NJ-1084A)

Wetland Science and Management Certification, University of Washington, Seattle, WA, 2003.

OSHA 10 hour Construction Industry Outreach , November 2010

OSHA 40-hour Hazwoper training, December 2010

OSHA 8-Hour Hazwoper refresher, March 2011 thru 2016

Urban Stormwater Management and Low Impact Development webinar, February 2014

RELEVANT EXPERIENCE

Newtown Creek, DEP Office of Green Infrastructure (OGI) – Right of Way Bioswale (ROWB) and Stormwater Green Streets (SGS) Project (Contract #53320002)

As the prime consultant to the New York City Economic Development Corporation (EDC) and DEP, AKRF is working with EDC Capital Projects and DEP's Office of Green Infrastructure (OGI) on Right-of-Way Bioswale (ROWB) and Stormwater Green Streets (SGS) projects in the Newtown Creek tributary area. Our contract area covers approximately 510 acres in the Bedford Stuyvesant neighborhood of Brooklyn, NY. AKRF is leading the effort on all aspects of the project including hydraulic analysis, site assessment, soil testing and field exploration,



SARAH A. BRAY

**SENIOR ENVIRONMENTAL
SCIENTIST**

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design, permitting and construction monitoring. To meet DEP's Consent Order deadlines, AKRF understands DEP's need to meet planning, design and construction milestones. Our thorough knowledge of green infrastructure, ROWB standards, multiple agency/utility requirements and design criteria has provided DEP with the highest level of technical and project management skills. Out of several contract areas, AKRF's contract area was chosen by EDC/DEP to be bid first due to our expedited project management process. We are currently in design for over 400 ROWBs and approximately 10 SGS areas. Ms. Bray is conducting landscape review and approval of constructed bioswales.

Amy's Kitchen Manufacturing Facility, Goshen, NY

Amy's Kitchen—a family-owned business that has been manufacturing organic vegetarian convenience and frozen foods since 1987—plans to build an approximately 600,000-square-foot manufacturing facility in the Town of Goshen, New York. Amy's Kitchen retained AKRF to estimate the economic and fiscal benefits that would be generated by the proposed facility, and to examine whether the local labor and housing markets can meet the projected labor demand. AKRF also provided geotechnical engineering services as well. Ms. Bray conducted preliminary wetland investigation and habitat assessment services for this project.

Village Planning Services, Irvington, NY

AKRF was retained to serve as the Village planner. As part of our scope services, AKRF is responsible for providing site plan and subdivision application review on as-requested basis. In addition, the firm manages the Environmental Impact Statement (EIS) under SEQRA for site plans or subdivisions that do not receive a Negative Declaration. The firm also advises on application or other planning needs to the Village Board, Council, and Committees. Ms. Bray reviewed the Draft EIS on this project.

Merestead Site Development, Mount Kisco, NY

Ms. Bray assisted in the development of the Cultural Landscape Report for this project. In addition to the report, AKRF was also retained to analyze the septic and water systems, as well as, traffic circulation and parking.

Steiner NYC - HUB, New York, NY

AKRF provided site/civil design services for Steiner NYC's 54-story development located at 333 Schermerhorn Street in Downtown Brooklyn. Design and permitting tasks included obtaining the following agency approvals: Site Connection Proposal from NYC Department of Environmental Protection (DEP), Builders Pavement Plan and Curb Cut Applications from NYC Department of Buildings (DOB), Street Tree Plan from NYC Department of Parks and Recreation (DPR), and approval from NYC Transit related to proposed modifications to existing MTA infrastructure. AKRF is currently providing construction administration services related to utility installation and sidewalk/roadway improvements. Ms. Bray provided on-site Arborist services for construction for this project.

Ethical Culture Fieldston School, Bronx, NY

At the Fieldston School Campus, located in the Bronx, NY, AKRF provided site/civil design services related to sidewalk and stairway replacement as well as the installation of a new synthetic turf field. AKRF worked closely with the school to design a multiuse turf field with an expedited design and construction schedule. AKRF's oversight during the construction phase has assisted in keeping the project on schedule to open for the Spring sports season in 2016. Ms. Bray provided on-site Arborist services for construction for this project.



JESSE I. MOORE

NATURAL RESOURCES

Jesse Moore has a background in terrestrial and aquatic ecology, with practical experience in wetland delineation, threatened and endangered species surveys, habitat assessment, vegetation surveys, ecological restoration, hydrologic monitoring, sedimentation monitoring, and acoustic tracking. Prior to entering the environmental consulting field he worked for the New York City Department of Parks and Recreation's Natural Resources Group, where Mr. Moore was involved in a variety of ecological restoration activities. He has worked on restoration projects related to the Bronx River including: an alewife reintroduction program, oyster reef habitat restorations, bank stabilization and erosion control, and reforestation within the Bronx River floodplain. Most recently, Jesse Moore has been involved in wetland delineations, environmental permitting, and preparation of National Environmental Policy Act (NEPA) documents for projects related to transportation infrastructure.

BACKGROUND

Education

B.S. Environmental and Forest Biology, Magna Cum Laude, State University of New York, Syracuse, NY

M.S. Aquatic Science, University of Michigan, Ann Arbor, MI

Years of Experience

Year started in company: 2012

Year started in industry: 2005

Certifications

Rutgers University Wetland Delineation Series Certificate, 2012

RELEVANT EXPERIENCE

Tappan Zee Hudson River Crossing Project, Rockland and Westchester Counties, NY

AKRF was brought on board by the office of the New York State Governor to prepare the environmental impact statement (EIS) for the replacement of the Tappan Zee Bridge, which carries the New York State Thruway (Interstate 87/287) across the Hudson River between Rockland and Westchester Counties, New York. The bridge, which is owned and maintained by the New York State Thruway Authority (NYSTA), is a critical link in the local and regional transportation network. The existing bridge was built in the 1950s and does not meet current seismic and operational design standards. The replacement bridge would include two new parallel structures having a total of eight travel lanes, full width shoulders and travel lanes, emergency access, and a shared-use pedestrian/bicycle path. The EIS was prepared in accordance with the National Environmental Policy Act (NEPA) and the State Environmental Quality Review Act (SEQRA) with the Federal Highway Administration (FHWA) as the federal lead agency and the New York State Department of Transportation (NYSDOT) and NYSTA as joint lead agencies.

After ten years of project development by others, AKRF was selected to lead the environmental review process at a critical point when the project was fast-tracked by President Barack Obama as one of 14 high-priority infrastructure projects across the country. AKRF staff worked intensively to complete a Draft EIS in about four months, meeting all schedule targets. Following a robust public review, AKRF prepared the Final EIS in three



months with the overall schedule resulting in a Record of Decision less than 11 months following the Notice of Intent. The EIS analyses cover the full range of issues associated with a major bridge replacement project, including noise, air quality, ecology, water quality, and construction impacts. The efforts to complete the EIS were coordinated with permitting requirements, including a biological assessment, essential fish habitat assessment, Phase I and Phase II site assessments, pile installation demonstration project, and development of a memorandum of agreement under Section 106 of the National Historic Preservation Act.

AKRF continues to work on the Tappan Zee Hudson River Crossing Project as lead environmental consultant to the project team, with responsibility for securing all environmental permits, providing environmental oversight to the procurement of a design-build contract, and for ensuring that the mitigation and other requirements of the EIS are carried forward.

Mr. Moore conducts mobile tracking via boat of acoustic-tagged Atlantic and shortnose sturgeon within the Hudson River from the George Washington Bridge north to Peekskill, NY. He also monitors movement of sturgeon within the construction zone of the Tappan Zee Bridge using an array of acoustic receivers, and monitors sedimentation on Piermont Marsh, south of the Tappan Zee Bridge.

Marine Parkway Gil Hodges Memorial Bridge, Brooklyn and Queens, NY

The Triborough Bridge and Tunnel Authority (TBTA) is proposing to implement scour protection measures at the Marine Parkway Gil Hodges Memorial Bridge piers to mitigate the scour risk at the facility over Rockaway Inlet. AKRF prepared an Environmental Assessment Form (EAF) with supplemental studies, including potential impacts during operation and construction, as well as an evaluation of alternatives that resulted in selection of a preferred alternative for the project. The EAF and supplemental studies focused on the analyses of cultural resources, water quality, and natural resources. The firm prepared documentation for the Consistency Determination with the New York State Department of State (NYS DOS) in coordination with the New York City Department of City Planning (NYC DCP) and concurrent with the environmental review process. Potential impacts during construction that required evaluation included: resuspension of sediments which could introduce contaminants into the water column or smother bottom dwelling organisms; loss of bottom or water column habitat; and impacts to fish species that migrate through Rockaway Inlet. AKRF coordinated all environmental services needed for procurement of permits and approvals from the New York State Department of Environmental Conservation (NYS DEC) and U.S. Army Corps of Engineers (USACE) associated with the construction of the proposed project. AKRF also coordinated the selection of a mitigation site at Rulers Bar Marsh, part of the National Park Service's Gateway National Recreation Area (GNRA), and continues to provide wetland monitoring services per NYS DEC and USACE permit conditions.

Mr. Moore conducted wetland monitoring at the Rulers Bar mitigation site and the control site. Wetland monitoring included the collection of soil samples, site photographs, vegetation monitoring of plots and subplots, and benthic macroinvertebrates.

DEP Delaware Aqueduct Rondout-West Branch Tunnel Repair Program Environmental Impact Statement (EIS) and Permitting, Various Locations, NY

AKRF led the environmental assessment and permitting efforts for the Delaware Aqueduct Rondout-West Branch Tunnel (RWBT) Repair Program, in association with the Joint Venture (JV) engineering team of Hatch Mott McDonald and Malcolm Pirnie/Arcadis. The preparation of the first Environmental Impact Statement (EIS 1) for the program and the federal, state and local permits and approvals proceeded simultaneously, to ensure that the program meets a 2013 date for groundbreaking.

The construction of the bypass tunnel involves multiple geographic and jurisdictional challenges and complex project phasing. It required extensive permit and approval requirements and detailed technical analyses in a number of environmental areas, including traffic, air quality, noise, visual impacts, and impacts to historic and natural resources.

Working in close collaboration with DEP's Bureau of Environmental Planning and Analysis (BEPA) and the Bureau of Engineering Design and Construction (BEDC) Permit Resource Division (PRD), AKRF led the effort to identify all necessary federal, state and local permits and approvals necessary to begin site preparation and shaft construction for the RWBT bypass tunnel, as well as to construct the tunnel itself and connect it to the existing aqueduct. As per PRD procedure, AKRF completed a Permit Identification Checklist to ensure that all requisite permits had been identified, and tracked each permit in the Permit Tracking Database throughout the application process. In cooperation with PRD and BEPA, AKRF continuously engaged project designers from DEP In-House Design (IHD) and the JV to ensure that all design decisions, information and materials necessary for permit applications were developed in a timely manner while minimizing environmental impacts and the need for mitigation.

In parallel with the permits and approvals process, AKRF prepared a City Environmental Quality Review (CEQR)/State Environmental Quality Review Act (SEQRA) EIS to evaluate potential impacts resulting from construction of the shafts and bypass tunnel. As with permitting, it was essential to work closely with project designers to achieve consensus on the design decisions and information necessary to complete the EIS analyses. Constant communication with BEPA, PRD, BCIA, IHD and the JV kept the necessary information flowing and the EIS process on track.

During the preparation of the EIS and permit applications, AKRF helped address a number of critical issues in order to prevent delays and other adverse effects to the project. One example was the identification and characterization of potential Indiana Bat habitat on both shaft sites, which allowed trees to be cleared before the April 1st seasonal deadline imposed by New York State Department of Environmental Conservation (NYSDEC) and US Fish and Wildlife (USFWS), so that the geotechnical boring program and the essential design tasks that depend on it could proceed without delay. In another instance, AKRF identified the importance of noise abatement measures for the geotechnical boring program at Shaft 6, conducted extensive noise modeling and monitoring to quantify the performance of such measures, and helped project designers incorporate them into the bid documents. This was a critical component of obtaining site plan approval from the Town of Wappinger for the geotechnical boring program.

With the issuance of DEP's Notice of Completion and Statement of Findings on the Final EIS, and with the receipt of the permits needed to achieve groundbreaking in 2013, AKRF turned its efforts to completing a number of transition documents to prepare the project for the start of construction. Most recently, AKRF began work on a Regulatory Transition Plan from Design to Construction, which outlines the project's environmental commitments and obligations, including permit conditions, establishes procedures for document transfer, and assigns roles for permit and regulatory compliance.

Mr. Moore conducted surveys for Indiana bat habitat, vegetation, and ecological communities within Newburg, New York. He also conducted onsite wetland investigations within the area of disturbance.

National Grid Wildwood Substation, Brookhaven, NY

AKRF conducted an ecological assessment for the Wildwood Substation Environmental Assessment. Mr. Moore performed a threatened and endangered plant species survey and identified two species and numerous plants throughout the project site. Following the identification, stem counts, and flagging of these plants, he coordinated and provided oversight to the landscaping team to ensure the survival of the plants during the transplanting process.

New York City Department of Design and Construction (DDC)

The firm was retained by the New York City Department of Design and Construction (DDC) to assist in the preparation of EASs for DDC's proposal to install separate sewer system components and outfalls in the following areas: City Island, Bronx, Todt Hill, Staten Island, and Ozone Park, Hammels, Edgemere, and Bayswater, Queens.

JESSE I. MOORE

NATURAL RESOURCES

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Mr. Moore conducts the natural resources investigations and authors the natural resource sections for the Environmental Assessment Statements (EASs). The most recent projects are located in the Amboy-Huguenot, Bradley-Willowbrook, and South-Forest locations of Staten Island and Hook Creek-Brookville section of Queens. Mr. Moore conducted a threatened and endangered plantspecies survey for the Hook Creek-Brookville project.

City of New York Department of Parks and Recreation (DPR)/United States Tennis Center Association National Tennis Center, Incorporated (USTA)

AKRF is preparing a Draft Environmental Impact Statement (DEIS) to improve the site plan of the National Tennis Center within Flushing Meadows Corona Park in Queens. Mr. Moore conducted onsite ecological communities surveys and contributed text for the Existing Conditions and Proposed Impacts sections of the DEIS.

Stony Brook University/Dormitory Authority of the State of New York (DASNY)

AKRF was retained by Stony Brook University/Dormitory Authority of the State of New York (DASNY) to prepare an Environmental Assessment for a proposed dining and dormitory facility with a parking lot on the Stony Brook campus. Mr. Moore conducted onsite ecological communities surveys for the parking lot site and contributed text for the Existing Conditions and Proposed Impacts sections of the EA.

NYCDOT Belt Parkway Bridges Project, Brooklyn, NY

AKRF was retained to assist the New York City Department of Transportation (NYCDOT) in its proposal to rehabilitate and ensure the structural integrity of 10 bridges along the Belt Parkway in Brooklyn. Because the various locations required individual approaches and time schedules, and varied ranges of environmental impacts, the firm prepared a Generic Environmental Impact Statement (GEIS) for the overall assignment.

Since the preparation of the GEIS for the Belt Parkway Bridges Project, the firm has been retained for supplemental work during the final design phase of the project. This included NEPA and SEQRA documentation for three of the bridges — Mill Basin, Gerritsen Inlet, and Paerdegat Basin-which will be federally funded. The additional work included State Pollutant Discharge Elimination System (SPDES) permitting (U.S. Coast Guard Section 9 permits, NYSDEC tidal and freshwater permits, and USACE permits), the design of wetland mitigation areas, and the preparation of Storm Water Pollution Prevention Plans (SWPPP). Supporting analyses included a contaminated materials investigation that included a detailed subsurface contaminated materials assessment, both subaqueous as well as along the upland approaches. A Section 4(f) evaluation for parklands for Gerritsen Inlet and a Section 4(f) evaluation for historic resources for Mill Basin were also prepared.

The services for the 10 bridge projects included:

- CEQR, SEQRA, and NEPA Environmental Impact Statements
- USCG, NYSDEC, and USACE Permitting
- Stormwater Permits and Design
- Contaminated Materials Investigation
- Historic Resources Investigation
- Wetlands Delineation and Mitigation Design
- Threatened and Endangered Species Surveys



JESSE I. MOORE

NATURAL RESOURCES

| p. 5

Mr. Moore conducted onsite wetland delineations of both the Mill Basin Bridge project site and Marine Park freshwater mitigation site, and following the field work contributed to both wetland delineation reports. He also oversaw the installation of piezometers within the Marine Park freshwater mitigation site, and conducted a year-long hydrologic study to help determine the feasibility of the site for freshwater wetland creation. Mr. Moore contributed to the Categorical Exclusion documentation, Final Design Report, Joint Application for Permits for work in tidal and freshwater wetlands and the NYSDEC regulated adjacent area, USCG permit modification, and other documentation for the Mill Basin Bridge project.

NYCEDC/DPR Rockaway Boardwalk Reconstruction, Queens, NY

AKRF is part of a team working with NYCEDC and DPR to provide Engineering and Design Services related to the repair of damage to the Rockaway Beach boardwalk caused by Hurricane Sandy, as well as the implementation of resiliency measures. The project is being funded by a U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant funds for disaster recovery (CDBG-DR), and entails the incorporation of various resiliency elements, making the boardwalk able to withstand storm and tidal forces which will impact the coastline in future years. The Project Site is approximately 4.7 Miles of shoreline in the Rockaways. In addition, the proposed project includes providing new temporary beach access across dunes being constructed by the US Army Corps of Engineers within a portion of the beach where there is no boardwalk. The design of the replacement boardwalk may incorporate a baffle-wall underneath the boardwalk that would prevent sand migration and help to protect the adjacent community.

AKRF is preparing environmental review documents consistent with NEPA, SEQRA, and CEQR. AKRF is also preparing the Joint Application for permit under the NYSDEC tidal wetlands and coastal erosion management regulations.

Mr. Moore conducted threatened and endangered plant species surveys, and vegetation and ecological community characterizations for the project site. Following the field work he contributed to the environmental review documents and Joint Application for permit under the NYSDEC tidal wetlands and coastal erosion management regulations.

NYCDEP Van Cortlandt Park Bluebelt, Bronx, NY

AKRF has been retained to prepare the EAS for the Van Cortlandt Park Bluebelt Project in the Bronx, NY. The firm is responsible for the natural resources field surveys, threatened and endangered plant species surveys, coordination with the New York City Department of Parks and Recreation, and authoring the Natural Resources chapter of the EAS.

Mr. Moore conducted vegetation and ecological community characterization surveys, as well as threatened and endangered plant species surveys within the project site. Following the field work he contributed to environmental review documentation.

New York State Office of Parks, Recreation and Historic Preservation (OPRHP) Heckscher State Park Field 7 Site Design, East Islip, NY

The OPRHP is proposing the Heckscher State Park Field 7 Site Design in East Islip, NY. The proposed project would include improvements to Heckscher State Park's Field 7 with park uses (plantings, bike paths, etc.). AKRF is focusing on natural resources issues associated with this project including the delineation of wetlands and threatened and endangered species surveys. Mr. Moore conducted onsite wetland delineations, and threatened and endangered plant species surveys for the project site. Following the field work he contributed the wetland delineation report, threatened and endangered species memoranda, and final design selection.

St. George Waterfront Redevelopment, Staten Island, NY



JESSE I. MOORE

NATURAL RESOURCES

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AKRF was retained by the New York City Economic Development Corporation (EDC) to assist in the preparation of the Final Environmental Impact Statement (FEIS) and environmental permitting for the St. George Waterfront Redevelopment project.

Mr. Moore conducted onsite ecological community surveys for the project site and contributed text for the Existing Conditions and Proposed Impacts sections of the FEIS. Mr. Moore also contributed to the Joint Application for Permits for work in tidal wetlands and the NYSDEC regulated adjacent area.

Department of Parks and Recreation (DPR) Forestry Technician, New York, NY

Before joining AKRF, Mr. Moore provided services for the NYDPR that included implementing management plans for project sites throughout the five boroughs of New York City, utilizing best management practices to improve and restore native plant communities and instructing volunteers as part of the Million Trees NYC program.

Department of Parks and Recreation (DPR) Fisheries & Marine Ecologist, New York, NY

Before joining AKRF, Mr. Moore provided services for the NYDPR that included conducting habitat monitoring, assessment, restoration within New York City parks and preparation of reports. He also coordinated the reintroduction of alewife to the Bronx River with stakeholders.

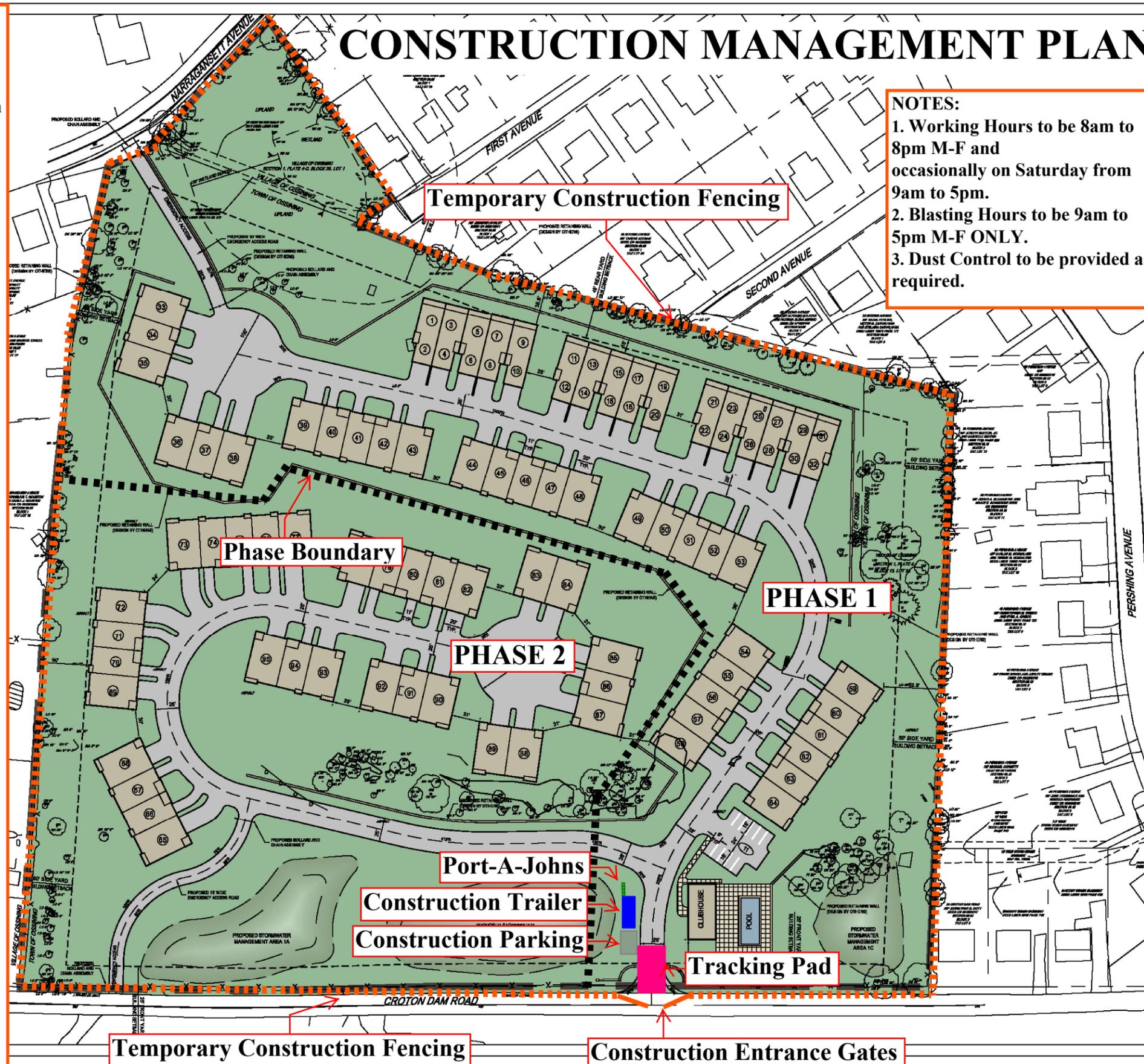
APPENDIX E

Construction Management Plan

CONSTRUCTION MANAGEMENT PLAN

Construction Sequence to be as follows:

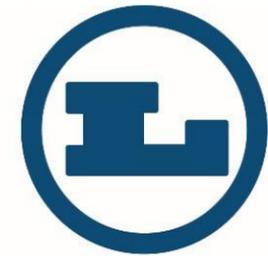
- Pre-construction meeting(s) with Town officials
- Installation of erosion and sediment control measures.
- Demolition of existing buildings.
- Clear vegetation on portions of the property to be developed.
- Strip & stockpile topsoil
- Begin rough grading and construction of roads and buildings.
- Install complete storm and sanitary sewer systems.
- Immediately install erosion and sedimentation controls.
- Install utilities (water, gas, electric & tel/data).
- Install concrete and asphalt pavements complete.
- Finish grade, topsoil and establish vegetation and/or landscaping.
- Clean pavements and storm drain system of all accumulated sediment in conjunction with the removal of all temporary sediment and erosion control devices.
- Complete site and building



NOTES:
 1. Working Hours to be 8am to 8pm M-F and occasionally on Saturday from 9am to 5pm.
 2. Blasting Hours to be 9am to 5pm M-F ONLY.
 3. Dust Control to be provided as required.

LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING SETBACK LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVER-HANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING ROCK LEDGE
	EXISTING PEDESTRIAN CROSSING
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED STORMWATER AREA
	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED CONCRETE SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

- NOTES:**
1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC AND UTILITIES SURVEY OF PROPERTY," PREPARED BY JMC, PLLC, DATED 06/30/2021.
 2. EXISTING WETLANDS WERE DELINEATED AND FLAGGED BY ECOLOGICAL SOLUTIONS, LLC ON JUNE 11, 2021 AND FIELD SURVEYED ON JUNE 28, 2021.



LASBERG CONSTRUCTION ASSOCIATES, INC.

February 1, 2022



SCALE: 1" = 120'

River Knoll - 40 Croton Dam Road - Ossining, New York

APPENDIX F

SEQRA Documentation

**FINAL
SCOPING OUTLINE OF ISSUES TO BE ADDRESSED
IN DRAFT SUPPLEMENTAL ENVIRONMENTAL
IMPACT STATEMENT(SDEIS)
RIVER KNOLL PROJECT, TOWN OF OSSINING, NY
April 22, 2021**

SEQRA Classification: **Type I Action**

Lead Agency: **Town of Ossining Planning Board**

Applicant: **Hudson Park Group, LLC (the “Applicant”)**
 (Successor Company to Glenco Group, LLC)

Public Scoping Session: **April 7, 2021**

The River Knoll Project (the “Project”) has been under review by the Town of Ossining through the municipal review process for more than six (6) years. The Project’s compliance with SEQRA guidelines is required as part of the Applicant’s rezoning petition and the site plan application. To provide perspective on the prior submitted documents and review process completed to date, the following is a summary timeline of those major submissions:

- 2014 – 2015 Preparation and submittal of Long-Form Environmental Assessment Form (the “EAF”) and Comprehensive Plan amendments pertaining to Stony Lodge property.
- 2016 Request for Environmental Impact Statement.
- 2016 Scoping process and adoption of Scope (June 22, 2016) (“Scoping Document”).
- Feb 2017 Submittal of Environmental Impact Statement - Draft #1; the “DEIS”).
- June 2017 Submittal of Environmental Impact Statement - Draft #2.
- Dec. 2017 Submittal of Environmental Impact Statement - Draft #3.
- Feb 2018 Notice of Completion
- Aug 2018 Submittal of the draft Final EIS (the “FEIS”).
- Spring 2019 Preparation of Final EIS incorporating Town’s requests.
- Fall 2019 Project placed on hold following Town public meeting.
- Fall 2020 Presentation of revised Alternative E.b; Townhouse Plan to the Planning Board.

Based upon the review process already undertaken and comments received by the public, the Applicant has revised its development plan to a development similar to “Alternative E.b – Townhouses with Existing Multifamily Zone” as displayed and analyzed in the EIS documents. This alternative is now being re-focused and reduced in size (previously 132 townhouse units for Alternative E.b and now 98 townhouse units), and, based upon public comments, is being

presented as an age-restricted project (the “Proposed Project”). This Proposed Project maintains the same site plan layout as with similar unit clusters. Of the 98 units, 10 will be affordable as mandated by Article VI of the Town of Ossining's zoning code, and 88 units will be market-rate for-sale condominium or PUD (Planned unit Development) units, and all units will be operated as a “55 or over” community pursuant to the Housing for Older Persons Act (“HOPA”).

As such, it was determined by the Planning Board that the revised plan requires a Supplemental Draft Environmental Impact Statement (“SDEIS”) because the changes to the proposed project had the potential to result in one or more significant adverse impact not addressed in the original EIS. The SDEIS will provide a comparison of environmental impacts of the previous 188 multi-family development project (“Former Project”) analyzed in the 2018 DEIS to the Refined Alternative.

GENERAL GUIDELINES

- The SDEIS should cover all items in this Scoping Outline. It is suggested that the SDEIS also conform to the format outlined in the Scope. The word “should” herein has the same meaning as “shall.”
- The document should be written in the third person. The terms "we" and "our" should not be used. The Applicant's conclusions and opinions should be identified as those of "the Applicant" or "the Developer."
- Narrative discussions should be accompanied by appropriate charts, graphs, maps and diagrams whenever possible. If a particular subject matter can be most effectively described in graphic format, the narrative discussion should merely summarize and highlight the information presented graphically. All plans and maps showing the site should include adjacent homes, other neighboring uses and structures, roads, watercourses, water bodies and a legend.
- The entire document should be checked carefully to ensure consistency with respect to the information presented in the various sections.
- Environmental impacts should be described in terms which the layperson can readily understand (e.g., truck-loads of fill and cubic yards rather than just cubic yards).
- All analysis in the SDEIS shall be performed by professionals in their respective fields.
- All discussions of mitigation measures should consider at least those measures mentioned in the Scoping Outline which are the same or similar to the 2018 DEIS Final Scope mitigation measures. Where reasonable and necessary, mitigation measures should be incorporated into the Proposed Action if they are not already

included. For mitigation measures listed in this Scope that are not incorporated into the Proposed Action, the reason why the Applicant considers them unnecessary should be discussed in the SDEIS.

- Maps in the SDEIS should also be made available in shapefile format to facilitate viewing and analysis.
- Scientific and common names will be used for plant identification.

A. SCOPE OF ENVIRONMENTAL IMPACT STATEMENT

COVER SHEET

The cover sheet should identify:

1. Title of the document
2. Title of the proposed action
3. The location of the proposed action
4. Name, address, telephone number and contact person(s) for:
 - a. The Lead Agency
 - b. The applicant
 - c. The preparer(s) of the SDEIS
5. Date of acceptance of SDEIS (to be inserted)
6. SDEIS public hearing date (to be inserted)
7. End of SDEIS comment period (to be inserted)

TABLE OF CONTENTS

The table of contents shall list all of the chapters of the DEIS and the corresponding page numbers, as well as lists of all exhibits, tables, and appendices, etc.

CHAPTER I: EXECUTIVE SUMMARY

The Executive Summary will outline details about the community that the Glenco Group plans to build. It will discuss the layout of the Proposed Project, as well as possible alternatives. This summary will also introduce any potential adverse impacts, along with all mitigation measures. It will also include a list of all approvals and permits required for the project.

CHAPTER II: PROJECT HISTORY AND PROPOSED PROJECT DESCRIPTION

A. Introduction

1. Provide an overall description of the Project History
2. Description of the location, frontage, access, acreage, ownership and tax map designation of lot(s) involved in the Proposed Project, including the proposed future disposition of the portion of the subject property in the Village of Ossining. This should also include descriptions of surrounding properties including those in the Village of Ossining.
3. Provide a description of the Former Project development program.

B. Description of Proposed Project

1. Regulations and requirements of the site's existing and proposed zoning designations.
2. Description of Environmental Characteristics of the Site
 - a. Steep slopes and elevations.
 - b. Wetlands and wetland buffer areas, watercourse(s) and hydrology.
 - c. Aesthetic resources and scenic views.
 - d. Flora and fauna, including but not limited to trees regulated by the Town code.
 - e. Potential for contamination from on-site underground fuel tanks.
 - f. Potential for contamination from any on-site hazardous waste.
 - g. Potential for contamination relating to the previous disposal of hospital and/or medical waste.
3. Describe components of the Proposed Project, including items such as potential number of market-rate and affordable dwelling units respectively, size and number of bedrooms of market-rate and affordable dwelling units respectively, amount of open space, total number of parking spaces required and provided, and nature and amount of other Proposed Project components.
4. Vehicular access and circulation of the Proposed Project.
5. Other components of Proposed Project including vegetated buffers, street trees, landscaping, lighting, roadways, sidewalks, recreation, public pedestrian access connections, and other amenities, etc.
6. Plans for maintenance of the common elements of the Proposed Project including roads, utilities and passive open space.

7. Plans and a timeline for ongoing maintenance of all proposed mitigation for the Proposed Project.
8. Regulations and requirements of the site's existing and proposed zoning designations.
9. Describe the Project purpose and public need and benefits.
10. Summarize required approvals and provide a list of Involved and Interested Agencies.

Table 1: Required Approvals

Approval Required	Government Entity
Zoning Map and Text Amendments	Town Board
Sewer District Extension	Town Board
Subdivision Approval	Planning Board
Wetland Permit	Planning Board
Steep Slope Permit	Planning Board
Tree Removal Permit	Planning Board
Site Plan Approval	Planning Board
Health Department Subdivision Approval	Westchester County Health Department
New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit	NYSDEC
Water Supply Approval	Village of Ossining
Highway Work Permit	NYS Department of Transportation

CHAPTER III: EXISTING CONDITIONS, POTENTIAL IMPACTS AND PROPOSED MITIGATION

A. Land Use, Comprehensive Plan, Zoning and Community Character

1. Former Project: Summarize the 2018 DEIS discussion of the Former Project and the identified impacts to the land use, Town’s 2015 Comprehensive Plan, zoning and community character.
2. Proposed Project
 - a. This section will discuss how the Proposed Project differs from the use of the adjacent properties in the Town and Village. This section will describe the architectural features, intensity and scale of the Proposed Project, relative to the character of residential areas in the surrounding neighborhoods. Visual analysis (such as site sections, photographic or video simulations, 3D computer modeling, etc.) will

be used to generate images of the potential visual impacts of the Proposed Project from various vantage points on the surrounding neighborhood and including visual impacts to and from the Hudson River. Google Earth imaging will be utilized in conjunction with this modeling. Potential impact should include lighting, signage and other proposed changes that may impact the surrounding neighborhood.

- b. This section will discuss the affordable housing component of the Proposed Project and whether said component complies with the provisions of Article VI, Affordable Housing, of the Zoning Law.
 - c. This section will discuss the way(s) in which the Proposed Project addresses the reservation of parkland or the provision of money in lieu thereof (recreation fee) requirements of the Town code.
 - d. This section will also discuss regional planning initiatives, including Westchester County’s “Patterns” and “Westchester 2025,” as well as the County’s 2019 Housing Needs Assessment concerning the development of new “affordable housing” units.
 - e. This section will also discuss the project’s consistency with the Town’s planning initiatives, including the 2015 Comprehensive Plan and to the extent that a Draft Vision, Goals, Objectives or Recommendations have been released by the Comprehensive Plan Committee.
 - f. This section will also discuss the potential impact of the approval of the proposed MF zoning district and a comparison of the impacts will be made to the proposed rezoning of the property to a MF zoning district to the 2018 DEIS development of a MF2 zoning district.
 - g. Discussion of any possible relevance of “spot zoning.”
3. Mitigation: Mitigation measures for any adverse impacts caused by the development of this site will be discussed in this section.

B. Wetlands

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.

2. Proposed Project:
 - a. Describe potential new disturbance to or crossing of wetlands, wetlands buffers, water courses, and watercourse buffers as a result of the proposed project including a new analysis of any impact to vegetative cover as the Proposed Project and a comparison will be made to the impacts identified in the 2018 DEIS to the Proposed Project.
 - b. Describe compliance of the Refined Alternative with the Freshwater Wetlands chapter of the Town and Village codes.
3. Mitigation: Wetland disturbance will be avoided as much as feasibly possible. Wetland mitigation measures will be clearly proposed, described, and as deemed necessary and approved by the Town, monitored, and maintained by the developer for a set number of years.

C. Soils, Topography (Steep Slopes) and Geology

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project: Potential impacts to the steep slopes with the different steep slope categories described in the Ossining Town Code §167-2 will be discussed in the SDEIS. Grading will be carried out as to minimize runoff, potentially utilizing land swales to redirect water runoff and minimize any impacts caused by construction (where reasonable and possible). A preliminary grading plan will be provided to identify potential negative impacts to the steep slopes. The potential for, and methods of rock removal shall also be discussed as well as the potential and anticipated amounts of cut and fill. Compliance of the Proposed Project with the Steep Slope Protection chapter of the Town code will be discussed.
3. Mitigation: The developer will comply with the Town of Ossining's steep slope codes, and mitigation will be provided to any adverse impacts, as necessary. Designated soil stockpiling areas and silt fencing will be used during construction to minimize runoff and to prevent runoff into the wetlands and wetland buffer areas. Wetlands protection and the prevention of problematic runoff to the existing adjacent homes below are two important issues on this project; they will be thoroughly and adequately addressed. Blasting mitigation measures will be discussed in the SDEIS.

D. Stormwater Management and Subsurface Water

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.

2. Proposed Project: The potential impact following the introduction of new impervious surfaces (among other things), will be outlined and discussed in the SDEIS. The stormwater management system will be described, including the description and location of any applicable detention basin(s), catch basins and drainage configurations. The project site will be modeled for the peak rates of runoff and volumes of runoff for the 1-, 10-, and 100-year Type III – 24-hour storm events in both the Pre- and Post-Developed Conditions. Pre- and post-developed watershed maps will be included in the SDEIS. The potential short and long-term impact of runoff carrying fertilizers, pesticides, herbicides, fungicides, and other chemicals from lawns, roadways, other impervious surfaces, and sedimentation will also be included. The potential impact of failed erosion, sedimentation, and stormwater control waters during construction activities and post completion should also be assessed. Lack of adverse impact upon neighboring properties shall be demonstrated through the design of stormwater management facilities and practices which are entirely compliant with NYSDEC regulations.
3. Mitigation: An updated Storm Water Pollution Prevention Plan (SWPPP) which complies with the NYSDEC SPDES General Permit No. GP-0-15-002 for Stormwater Discharges from Construction Activity will be provided in the SDEIS to assist with the drainage analysis and design of the mitigating practices. All peak rates of runoff in the developed condition will be *less* than those in the pre-developed condition. Detention basins will only be constructed outside of existing wetlands.

E. Vegetation and Wildlife

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS. Include the identification of Tier 3 and Tier 4 species as listed on the Hudson Valley Prism Index that are located on the property.
2. Proposed Project: Any potential impacts to vegetation, habitats and wildlife will be described and evaluated. All trees that are proposed to be removed are to be identified and compliance with the Town's Tree Law will be discussed. To address potential impacts on existing bird migration patterns, specifications for all proposed outdoor lighting should be provided. Potential light trespass of outdoor lighting onto habitats within the project area should be illustrated and included where appropriate. A landscaping plan that includes a species list both scientific and common name will be provided.

3. Mitigation: Mitigation will be provided, as feasible, for any adverse impacts to the vegetative, habitats and wildlife resources. Methods of erosion mitigation, such as silt fencing, will be utilized during construction to alleviate erosion caused by loss of vegetative cover. Plans and methods that will be employed to protect plant materials not permitted for removal, including but not limited to their complete root systems, will be described. Stockpiling should occur away from root zones of trees. An invasive species removal and management plan will be provided for the Tier 3 and Tier 4 species listed on the Hudson Valley Prism Index that were identified on the property.

F. Historical and Archaeological Resources

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project: Any potential new impacts to historic and archaeological resources will be identified and described.
3. Mitigation: Mitigation will be provided, as feasible, for any adverse impacts to historical and archaeological resources identified.

G. Infrastructure and Utilities

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project: Any new potential adverse impacts/additional loading on current municipal facilities will be described. Any sewer or water main extensions that may be needed for the development will be discussed. Any increase in energy usage, as a result of this development will be discussed.
3. Mitigation: Measures of mitigation will be provided, where possible, and any adverse impacts to existing infrastructure and utilities will be identified.

H. Traffic and Transportation

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS. This should include a summary of the “Future Conditions without the Preferred Project” found within the 2018 DEIS.

2. Proposed Project:
 - a. Provide a description of the internal vehicular circulation and proposed ingress and egress for the site. A discussion of any proposed bicycle parking for future residents should be provided.
 - b. Provide a discussion of how the proposed project will align with the Town's Complete Streets Policy.
 - c. Provide an update of the 2017 Traffic Impact Study based on the Proposed Project that will include all intersections and analysis criteria as the 2017 Traffic Impact Study.
 - d. Provide a comparison between traffic impacts of the Former Project and Proposed Project.
 - e. A mitigation plan, as necessary, should be provided describing responsibility, type of mitigation and basis for need for this mitigation. If a traffic signal is to be warranted at any location, a Traffic Signal Warrant Analysis must be provided, which follows the criteria set forth by the New York State Department of Transportation (NYSDOT). Mitigation will be recommended by the Applicant to address significant traffic impacts to area roadways.
 - f. Intersection sight distance analyses for each of the proposed intersections should follow criteria set forth by the American Association of State Highway and Transportation Officials (AASHTO). Intersection sight distance should be based on the 85th percentile of vehicles traveling on these roadways. The intersection sight distance should not be based on the posted speed limit, but rather on a speed study along the site's frontage.
 - g. A discussion of construction traffic should be provided in text and table format based on each phase of development, as necessary. The number of trucks, by size and number of employees by phase should be provided. Hours of operation for construction should be included. Potential impacts to public transportation, as well as to school bus routes and stops, should be identified.
 - h. The potential to increase the capacity of the intersection of Croton Dam Road and Route 9A, as well as alternate mitigation, shall be discussed.
 - i. The jitney service which is part of the Former Project proposal shall be factored into the traffic analysis if it is anticipated as part of the Proposed Project.

- j. The potential impact of increased traffic from the Proposed Project upon the safety of pedestrians and bicyclists on nearby roadways will be evaluated and discussed.

I. Community Facilities

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project: Any new potential impacts to community facilities will be identified and described. A comparison of demand on community facilities of the Former Project to the Proposed Project will be prepared.
3. Mitigation: Mitigation should be provided, as feasible, for any adverse impacts to community services caused by the development of the proposed community.

J. Fiscal Impacts

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project: Updated current taxes generated from the site will be identified and described. A projection of expected taxes generated from the proposed development will be prepared and discussed. The amount of additional tax revenues generated by construction activity resulting from the proposed community will be estimated. The costs and benefits of the proposed development will be discussed, in terms of tax revenues and increased employment opportunities as a direct result of the construction of the proposed community. Revenue generated from the residents of River Knoll will be compared to the cost of providing community facilities to the extent available from information publicly available. Governmental costs, including an analysis of service costs including but not limited to the Town of Ossining and the school district associated with providing services to the development will be identified. A comparison of the fiscal impacts of the Former Project to the Proposed Project will be prepared. Provide examples of student generation in comparable 55 and older developments.
3. Mitigation: Proposed mitigation measures for any identified adverse impacts will be discussed including the proposed contribution to the Ossining School District as identified in the 2018 FEIS.

K. Construction Impacts

1. Former Project: Provide a summary of the analysis undertaken and the impacts identified in the 2018 DEIS.
2. Proposed Project:
 - a. Any new potential impacts to construction impacts will be identified and described. A comparison of the construction impacts of the Former Project to the Proposed Project will be prepared.
 - b. Describe the anticipated schedule, as well as the days and hours of operation for the various construction phases of the proposed development.
 - c. Identify truck routes and truck traffic volumes associated with construction activities at the site.
 - d. Identify the number of structures to be removed and describe the demolition and removal process of those structures.
 - e. Describe the impacts of dust and debris associated with construction on neighboring properties.
 - f. Estimate construction noise levels and vibration levels from various pieces of construction equipment used at the site and construction traffic. Also discuss the potential for adverse impacts on adjacent land uses. Discuss potential need for rock excavation and blasting, describe the pre- and post-construction protocols for rock excavation and blasting, and discuss alternatives to blasting.
3. Mitigation: Discuss measures to mitigate potential adverse impacts of construction activities including noise, dust, and debris. An updated construction management plan which discusses the mitigation measures related to the potential impacts above should be included in the SDEIS.

CHAPTER IV: ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

Describe the short- and long-term adverse environmental impacts that cannot be avoided or adequately mitigated if the Proposed Action is implemented.

CHAPTER V: ALTERNATIVES

A table layout shall be prepared for each alternative analyzed in the 2018 DEIS. Each alternative will be discussed at such a level of detail sufficient to permit a comparative assessment of the impacts with each alternative and the Proposed Project. Alternatives to be further summarized in the SDEIS are:

- A. The Former Project
- B. Conventional layout which meets all of the requirements of the R-15 zoning district, the balance of the Zoning Law, and the various chapters of the Town Code, and which respects the site's environmental constraints.
- C. Clustered development based upon R-15 conventional layout density.
- D. Conventional layout which meets all of the requirements of the R-5 zoning district, the balance of the Zoning Law, and the various chapters of the Town Code, and which respects the site's environmental constraints.
- E. No Action alternative. The No Action alternative discussion should evaluate the adverse or beneficial site changes that are likely to occur in the reasonably foreseeable future, in the absence of the Proposed Action.

CHAPTER VI: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Identify natural resources that would be consumed, converted or made unavailable for future use by the Proposed Project.

CHAPTER VII: GROWTH-INDUCING IMPACTS

- A. The potential for the Proposed Project to induce growth based on anticipated increases in local expenditures that would be made by new residents of the proposed community through the local purchases of goods and services should be discussed.

CHAPTER VIII: EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES AND SOLID WASTE MANAGEMENT

The energy sources to be used, anticipated levels of consumption, efficiency of energy consumption, and energy conservation measures are to be identified and discussed. The

discussion is to include the standards of the NYS Energy Code and the NYS Energy Research and Development Authority Programs. The management of solid waste and recycling produced by the Proposed Project shall also be discussed. The SDEIS will analyze the potential and feasibility for the use of alternative energy resources for heating, cooling and power, including the use of solar energy.

TECHNICAL APPENDICES SHALL INCLUDE (BUT NOT NECESSARILY BE LIMITED TO)

- A. Any updated Natural Resource Studies (including wetlands, vegetation, soils, all animals including fish, terrestrial and aquatic macroinvertebrates, birds, amphibians, reptiles, etc.)
- B. Storm Water Pollution Prevention Plan
- C. Water and Sewer System Report(s)
- D. Traffic Study
- E. Construction Management Plan
- F. All SEQRA Documentation (for example, Scoping Outline)
- G. All official correspondence related to issues discussed in the SDEIS

APPENDIX G

Official Correspondence

Robert P. Astorino
County Executive

Department of Environmental Facilities

Vincent Kopicki, P.E.
Acting Commissioner

June 29, 2021

Mr. Robert Peak
JMC
120 Bedford Road
Armonk, NY 10504

Re: Ossining Water Resource Recovery Facility
River Knoll Project
40 Croton Dam Road
Ossining (T)

Dear Mr. Peak:

Receipt of your June 28, 2021 request regarding the above referenced project is acknowledged. In accordance with your request, please be advised that Westchester County's Ossining Water Resource Recovery Facility has sufficient capacity to accommodate the proposed flow increase of 11,645 gallons per day to be generated by the above referenced project. The average daily flow for the facility in the 2020 calendar year was 4.0 million gallons per day (MGD), and the SPDES permitted flow for the plant is 7.0 MGD monthly average.

However, as we have done in other County sewer districts, we request that the additional flow to the system be offset by reductions in inflow/infiltration (I&I). The removal for this project should be on a three for one ratio similar to the previous requirements by NYSDEC for sewer extension approvals in the New Rochelle sewer district. We feel this project warrants the same consideration. For units that are considered fair and affordable housing units, the removal ratio for those units can be reduced to a one to one ratio.

Please contact the undersigned at (914) 813-5419 if you need further information.

Very truly yours,



Marian Pompa, Jr., P.E.
Associate Engineer

cc: Dave Kvinge, WC Dept. of Planning
file

Division of Solid Waste
Wastewater Treatment
Water Agency

270 North Avenue
New Rochelle, New York 10801

Telephone: (914) 813-5400

Fax: (914) 813-5460

Website: westchestergov.com



CIARCIA ENGINEERING, P.C.

360 Underhill Avenue • Yorktown Heights • New York 10598 (914) 245-0123 Fax (914) 245-5670

Memorandum

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

From: Dan Ciara 

Date: April 5, 2017

Re: River Knoll

Our review was focused on utilities and stormwater management. The proposed project was reviewed by the Village of Ossining Water Department, and they confirmed that the Village has adequate capacity to serve the project. The DEIS should be revised to show the correct average daily flow. The DEIS cites the amount of water supplied by the Village Water Department as 1.3 billion gallons per day. The correct flow is approximately 3.8 million gallons per day.

Sewage flow projections are appropriate for the proposed use. The Town Highway Department manages the sewage collection system. We were advised that there were no downstream capacity issues. It is recommended that an additional flow analysis be included in the revised DEIS.

The Stormwater Pollution Prevention Plan (SWPPP) included in the appendix appears to satisfy the requirements of the NYSDEC Stormwater General Permit. The report demonstrates that peak flows from the site can be attenuated by the proposed improvements. An analysis of downstream conveyances should be added to the SWPPP.

APPENDIX H

“Context Model” Visual Analysis, dated
05/20/2022



Town of Ossining

Context Model

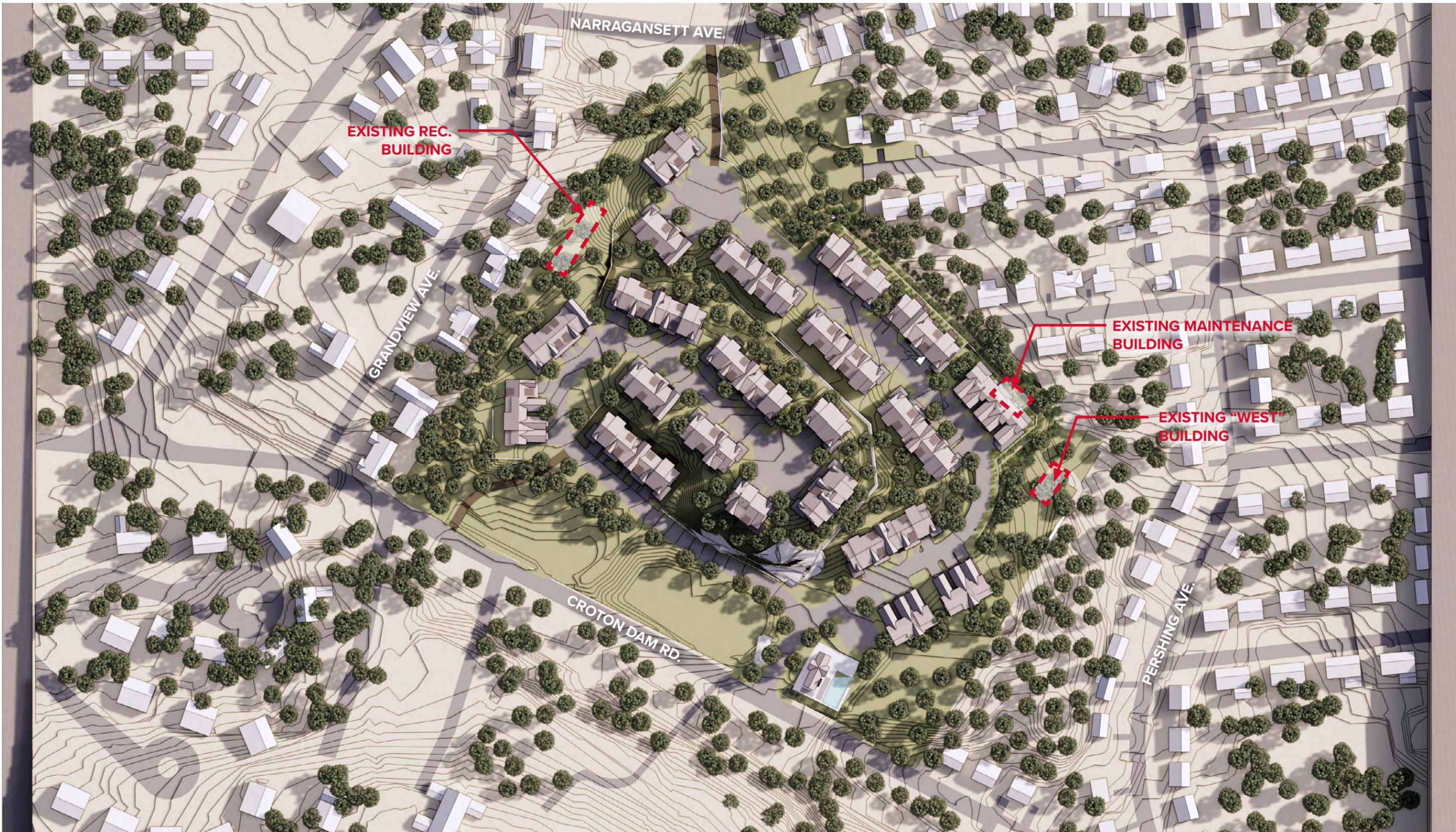
05.20.2022

prepared for:

HUDSONPARK



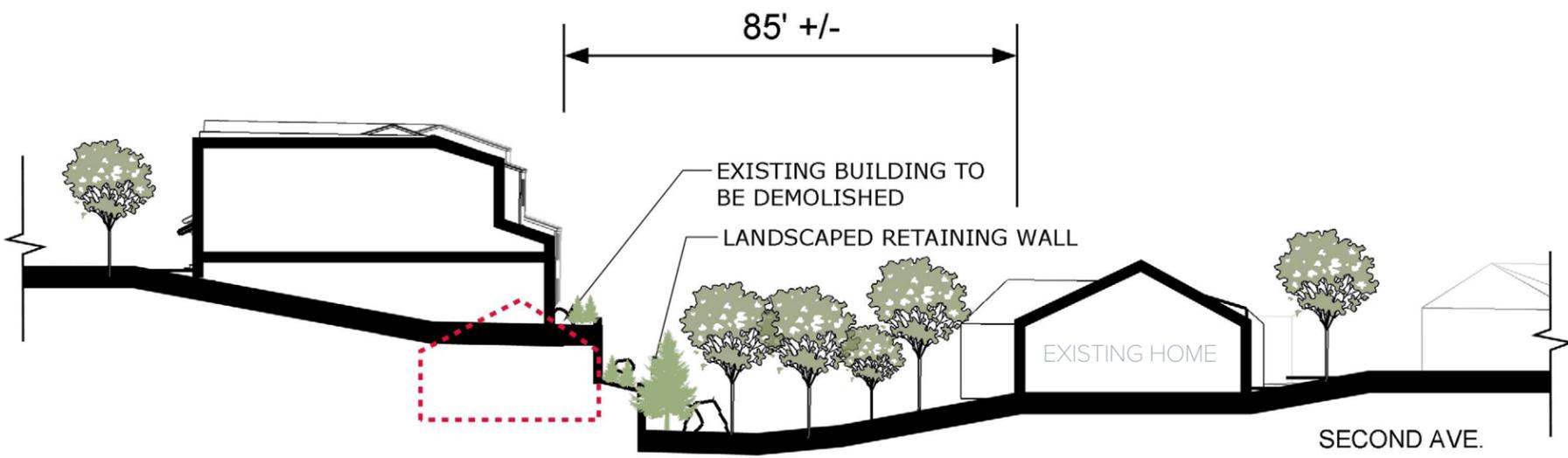
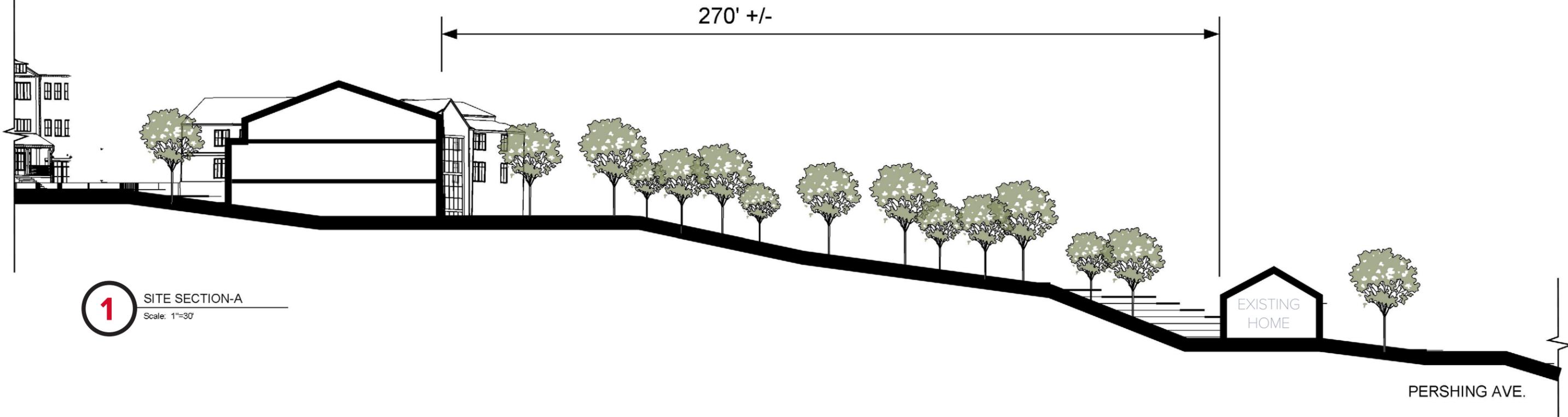
VIEW 01



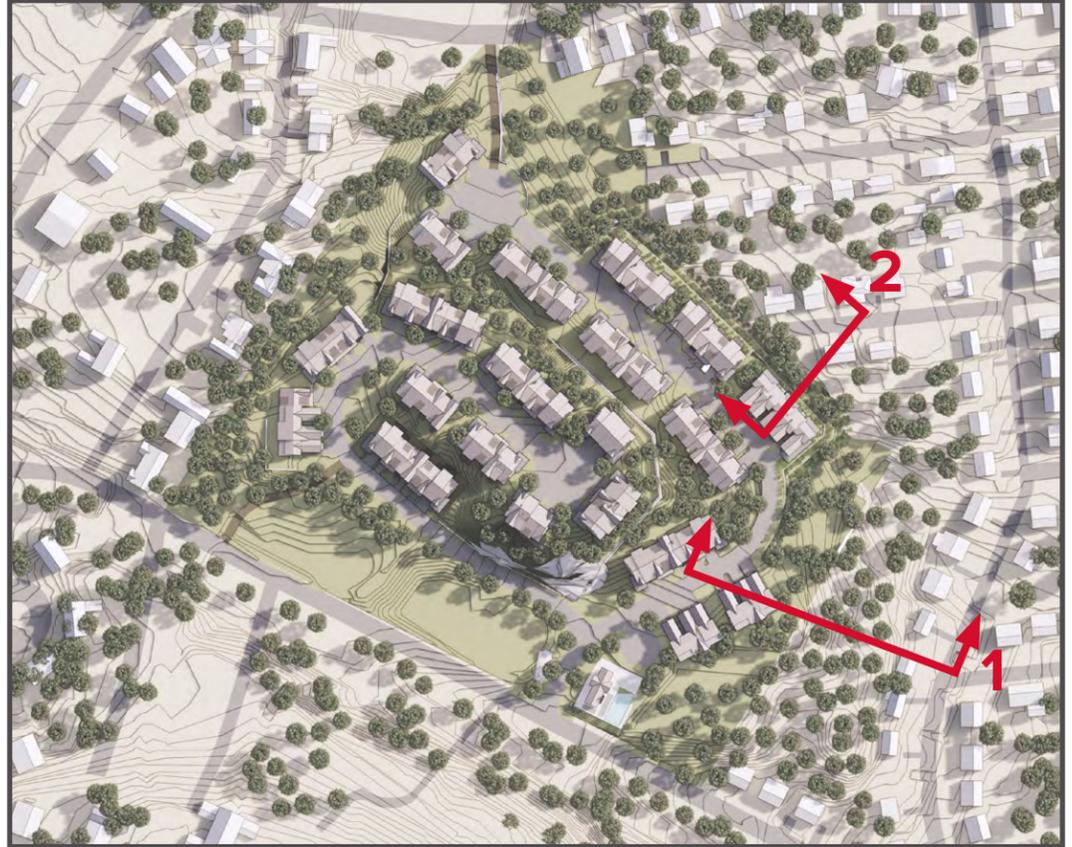
VIEW 02

SCALE 1"=150'





2 SITE SECTION-B
Scale: 1"=30'

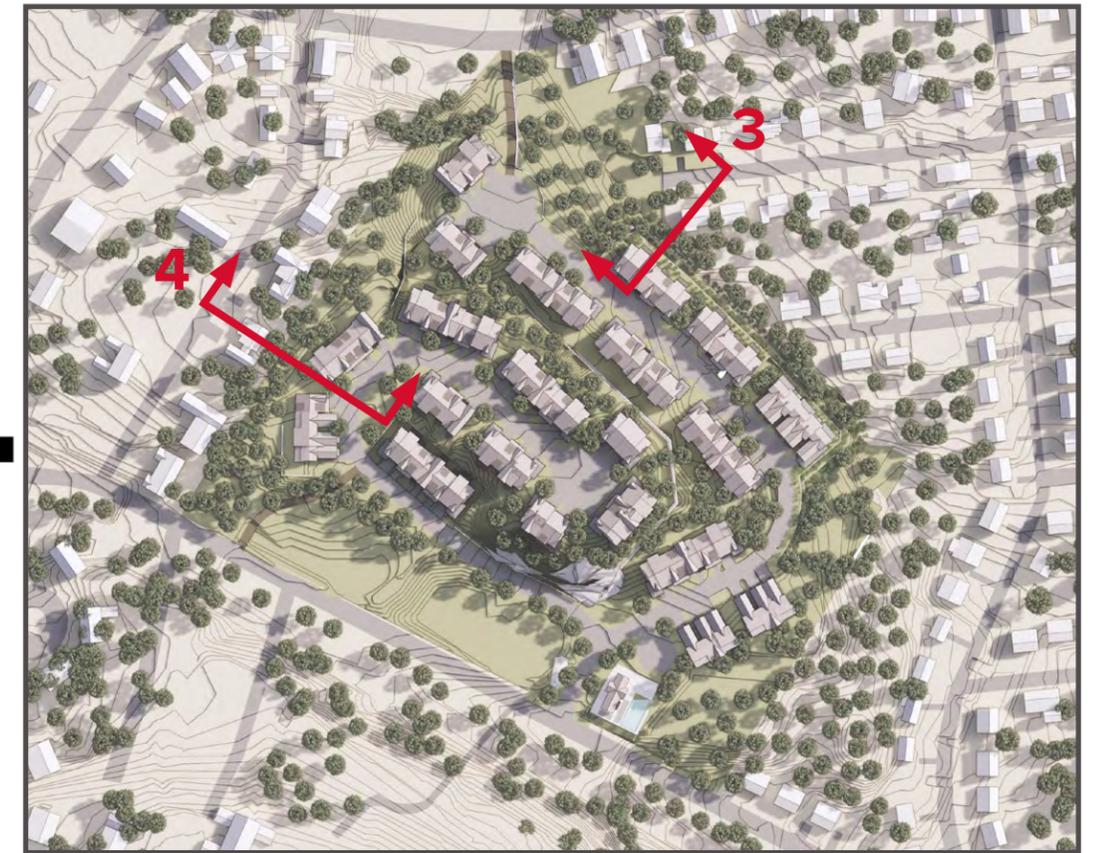
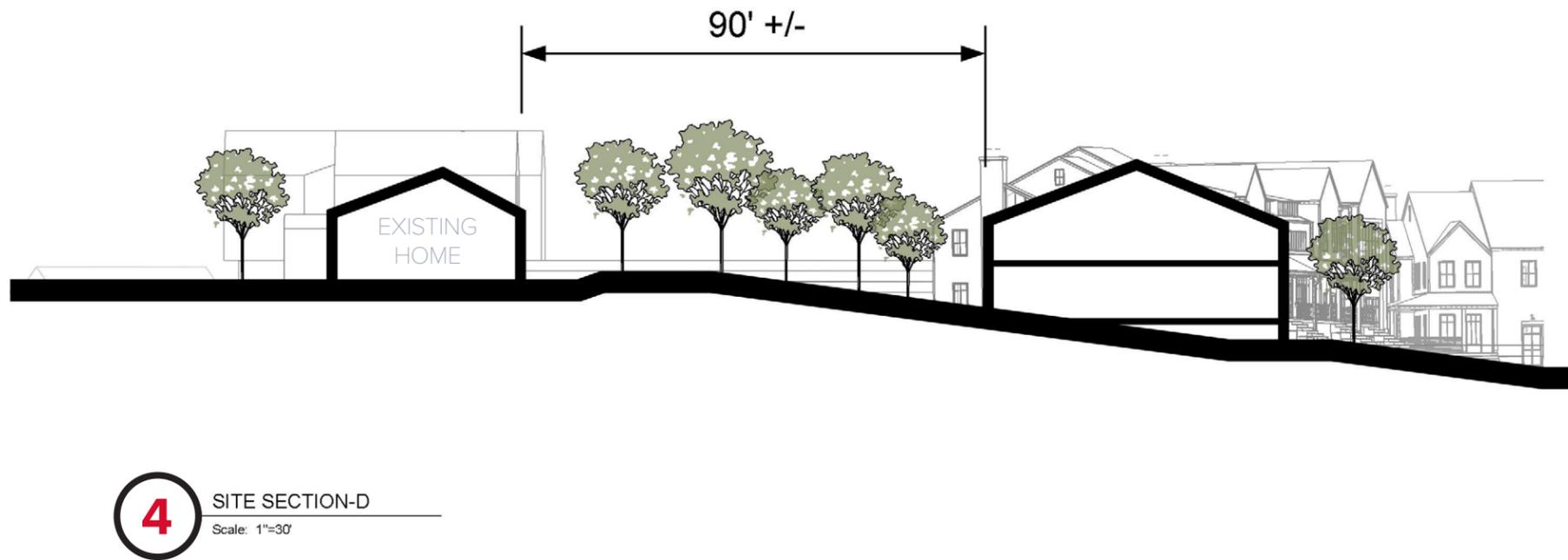
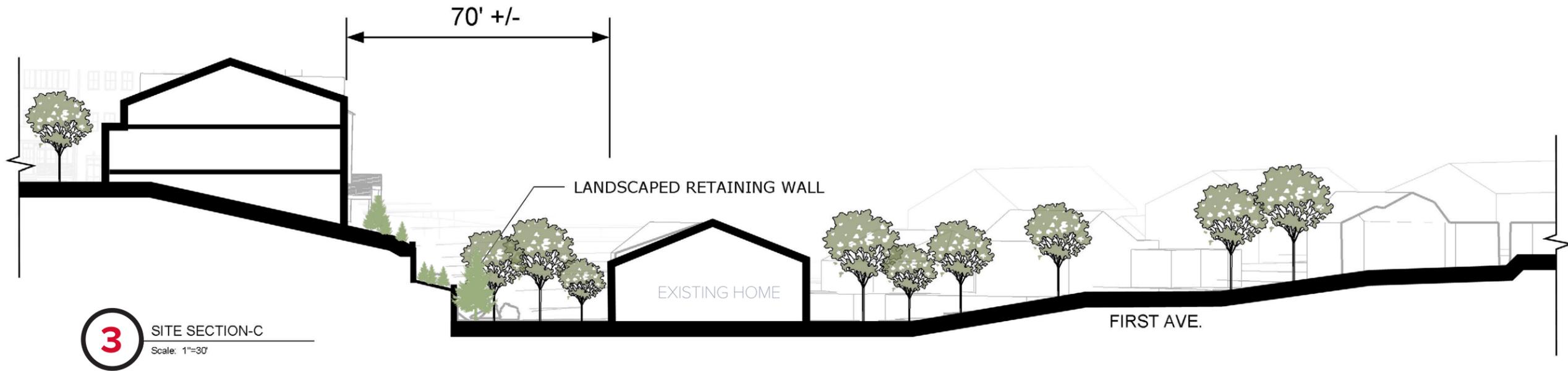


KEY PLAN

SECTIONS

SCALE 1"=30'





KEY PLAN

SECTIONS

SCALE 1"=30'





VIEW 03

CROTON DAM RD.



VIEW 04

CROTON DAM RD.



NARRAGANSETT AVE.

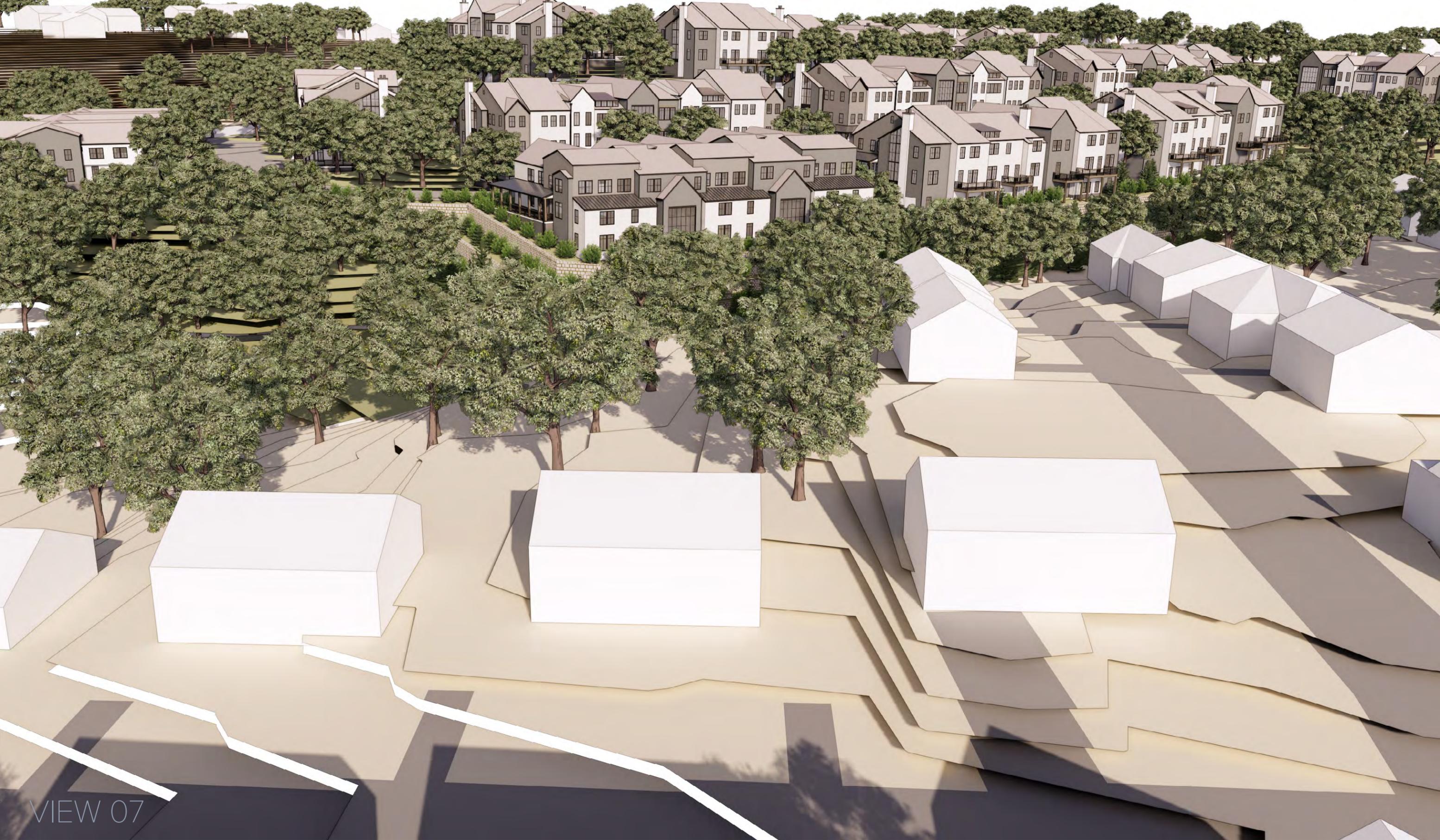
VIEW 05



SECOND AVE.

PERSHING AVE.

VIEW 06



VIEW 07



EXISTING MAINTENANCE
BUILDING TO BE DEMOLISHED

VIEW 08



TOWN OF OSSINING
DEVELOPER:
HUDSON PARK
ARCHITECT:
hct design group

GRANDVIEW AVE.

NARRAGANSETT AVE.

CROTON DAM RD.

PERSHING AVE.

VIEW 09

THANK YOU

100 N. Charles Street, Baltimore, Maryland 21201

