

# River Knoll

## Draft Environmental Impact Statement



**Applicant:** Glenco Residential LLC  
Hudson Valley Land Holdings LLC  
670 White Plains Road, Suite 201  
Scarsdale, NY 10583

**Prepared By:** AKRF, Inc.  
34 South Broadway, Suite 401  
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June 2017



**RIVER KNOLL**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT**

~~February~~ June 6, 2017

Lead Agency: Town of Ossining Planning Board

Applicant: Glenco Residential LLC  
Hudson Valley Land Holdings LLC  
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## **RIVER KNOLL**

### **DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Project Name: River Knoll

Project Location: 40 Croton Dam Road, Ossining,  
Westchester County, New York 10562

Lead Agency: Town of Ossining Planning Board  
101 Route 9A  
Ossining, NY 10562A  
(914) 762-8419

Applicant/Sponsor: Glenco Residential LLC  
Hudson Valley Land Holdings LLC  
670 White Plains Road, Suite 201  
Scarsdale, NY 10583  
(646) 473-1014

DEIS Submission Date: February 8, 2017

DEIS Re-Submission Date: June 6, 2017

DEIS Acceptance Date:

DEIS Public Hearing Date:

DEIS Written Comments Date:

This document is the Draft Environmental Impact Statement for the above-referenced project which is sometimes referred to herein as River Knoll. Copies are available for review at the office of the Lead Agency.



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|-------------------------|---------------------------------------------------------------------------------------------------------------------------|
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| Architect:              | Minno & Wasko<br>Architects and Planners<br>80 Lambert Lane, Suite 105<br>Lambertville, NJ 08530<br>Phone: (609) 397-9009 |
| Site/Civil Engineering: | JMC Site Development Consultants<br>120 Bedford Road<br>Armonk, NY 10504<br>Phone: (914) 273-5225                         |
| Traffic Consultant:     | JMC Site Development Consultants<br>120 Bedford Road<br>Armonk, NY 10504<br>Phone: (914) 273-5225                         |
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## MEMORANDUM

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

Date: April 4, 2017

Subject: **River Knoll – Completeness Review of the Proposed Draft  
Environmental Impact Statement | DEIS | dated February 8, 2017**

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As requested, we have completed a review of the proposed Draft Environmental Impact Statement dated February 8, 2017 in connection with a proposed zoning amendment to create a Multi-Family Residence 2 (MF2) district and apply the new district to the former Stony Lodge Hospital site as petitioned by Glenco Residential LLC and Hudson Valley Holdings LLC, in order to redevelop the 17.89-acre site located on Croton Dam Road as 188 units of multi-family housing (the “Proposed Action”).

The subject proposed DEIS was reviewed against the Final Scope (the “Scope”) for the Draft Environmental Impact Statement dated July 20, 2016 adopted by the Town of Ossining Planning Board as Lead Agency. We performed the review for the purpose of determining whether the document is complete with respect to scope and content.

## SUMMARY

Based upon our review, we find that the proposed DEIS requires revisions and supplementation before it can be determined to be “adequate with respect to its scope and content for the purpose of commencing public review.” In our judgment, the current version of the DEIS does not fully and/or adequately address several of the topics identified in the Scope for the DEIS. Therefore, we recommend that the Applicant be requested to revise the DEIS to address the comments in this memorandum and any other comments that the Planning Board, Town staff or other advisors may have.

## GENERAL COMMENTS

We organized our review comments according to the pertinent DEIS page number and subsection reviewed, and note the specific subsection of the adopted Scope on which the comment is based at the end of each comment. These comments address the

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completeness of the information provided, the clarity of the document, and the ability of the public to easily access the information and topics in the DEIS.

This memorandum does not provide substantive comments regarding the Proposed Action. A more detailed substantive review of the DEIS will be performed after it is revised and accepted as complete for the purpose of public review.

1. We will continue reviewing all the components of the DEIS for completeness when all missing, incomplete, or inadequate narrative sections are provided in a revised version of the DEIS.
2. In order to aid in the review of the next draft of the DEIS, all revisions made by the Applicant should be tracked with underline and ~~strikeout~~
3. Throughout the document the Applicant's opinions and conclusions are presented as if they are fact. All conclusions and opinions of the Applicant should be eliminated from the document, or they should be identified as the "Applicant's" or the "Developer's." (*Scope General Guidelines*)

**TITLE PAGES**

4. The name and telephone number of a contact person at the Lead Agency was not provided as required, which should be added. (*Scope Section B.4.a*) - *Provided*

**EXECUTIVE SUMMARY [DEIS Chapter 1]**

5. Revisions made to other sections of the DEIS narrative, and to reports and study results in the Appendices in response to comments in this memorandum should be accounted for by revisions to the Executive Summary. *See updated text*
6. The Executive Summary should not include new or revised information that is not included in the other chapters of the DEIS. *See updated text*
7. Page 1-3, Table 1-1, Required Approvals and Referrals. Table 1-1 does not include all of the approvals listed in Table 1 of the Scope. Table 1-1 should be revised. (*Scope Section A., Table 1, Required Approvals*) *See updated table*
8. Page 1-6, first paragraph: The narrative states that the Phase 1A Archeological Documentary Study will be submitted to NYS OPRHP. This submission, if not already accomplished should be done immediately. The DEIS will not be complete until the results of all archeological and historic resources investigations and determinations are finalized and documented in the

narrative and the reports, and determinations from agencies included in the Appendices. If a Phase 1B investigation or other work is required, a summary of the report of these investigations should be discussed in this section and the report(s) included in the Appendices as well. The results of any further investigations will require revision of the Executive Summary. *(Scope Chapter III.E.1) – Submission made to OPRPH via CRIS*

9. Pages 1-7 thru 1-8: The discussion on these pages regarding land use, zoning and public policy does not provide a summary that includes most of the issues required to be discussed by the Scope. The Executive Summary should provide enough discussion and details to summarize the required analyses included in DEIS Chapter 3G, and the Applicant's conclusions and opinions should be eliminated or identified as such. *(Scope Chapter III.G.1,2 and 3) See updated text*
10. Page 1-10, fourth paragraph: The summary included in the section regarding adverse environmental impacts that cannot be avoided is currently irrelevant to the topic as required by the Scope, which should be corrected. *(Scope Chapter IV) See updated text*

## DESCRIPTION OF PROPOSED ACTION [DEIS Chapter 2]

11. Page 2-3, Table 2-1, Required Approvals and Referrals: Table 2-1 does not include all the required approvals listed in Table 1 of the Scope. Table 2-1 should be revised *(Scope Section A., Table 1, Required Approvals) See updated Table 2-1 (page 2-3)*
12. Page 2-3, Section B., Overview and Description of Site and Environs: The title of the section should be "Overview and Description of Site and Environs." **Done** A general description of surrounding properties should be included, as required by the Scope. *(Scope Chapter II.B.1) See updated text page 2-4*
13. Page 2-5, Section B., Brief History of the Site and Area: A history of the area in which the site is located, as required by the Scope, is missing. A general discussion of the area history should be added. *(Scope Chapter II.B.2) See updated text*
14. Page 2-6, Section C.1, Steep Slopes and Elevations: A description and a discussion regarding the elevations on the property are missing. The general description and discussion should be added, as required by the Scope. *(Scope Chapter II.C.1) See updated text page 2-6.*
15. Page 2-6, Section C, Wetlands, Wetland Buffers, Watercourses and Hydrology: The narrative in the section discusses stormwater management, instead of generally describing and discussing wetlands, wetland buffers, watercourses and the hydrology of the site, as required by the Scope. The current narrative should be replaced by the appropriate descriptions and discussion. *(Scope Chapter II.C.2) See updated text page 2-7.*

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## **WETLANDS (DEIS Chapter 3A)**

21. Pages 3A-1, Section A, Existing Conditions, including Figures 3.A-1, 3.A-2, and 3.A-3, and Appendix G, Wetlands Delineation Memorandum: The narrative in this section does not include discussion of a functional analysis, the wetland buffer, the hydrology of the wetlands present, hydric soils, vernal pools, ephemeral streams, or connectivity of wetlands and streams, as required by the Scope. Appendix G includes US Army Corps of Engineers Wetland Determination Data Sheets for “Wetland A” on the property dated September 14, 2015, but no other wetland related reports, jurisdictional determinations, wetland or watercourse maps, a delineation based on the Town Wetland Code, or functional analyses are provided, as required by the Scope. Since the site was visited in September, no vernal pools would have been present to record. The wetland investigations are incomplete and should be updated, the site revisited in the Spring, and the narrative and Appendix G should be revised to include the missing information, investigations, delineations, documents and analyses. *(Scope Chapter III.A.1) See updated text p.3A-1 to 3A-2*
22. Page 3A-2, Section B, Potential Impact of the Proposed Project: The discussion does not discuss and evaluate potential impacts to the hydrology of the site, wetlands, watercourses, vernal pools (if found), or wetland buffers based on a complete hydrological and wetland investigation of the site, as required by the Scope. When a complete investigation of the site is performed, the discussion should be revised. *(Scope Chapter III.A.2) See updated text p. 3A-2*
23. Page 3A-2, Section C, Mitigation of Potential Impacts: Based on a complete investigation of the site when performed, the discussion included in this section may need to be revised according to the specific items required by the Scope. *(Scope Chapter III.A.3)*  
*See updated text p. 3A-2*

## **SOILS, TOPOGRAPHY (STEEP SLOPES) AND GEOLOGY (DEIS Chapter 3B)**

24. Figure 3.B-1: This figure is referenced in the narrative regarding locations of soil types on the property and is labeled “Soils and Topography.” However, it does not show the soil type boundaries on the site, which should be corrected. *(Scope Chapter III.B.1)*  
*See updated Figure 3.B-1.*
25. Page 3B-3, Section titled Steep Slopes: The narrative references “Figure 3.B-3,” which is missing from the document. The missing figure should be included in the document. *(Scope Chapter III.B.1) Figure added*

## **VEGETATION AND WILDLIFE (DEIS Chapter 3D)**

26. General Comments Regarding Chapter 3D, Vegetation and Wildlife: The following items required by the Scope are missing from the narrative and discussions in the chapter: (a) specifications for all outdoor lighting, and illustration and analysis of night-lighting trespass into

habitats; (b) a tree preservation plan to protect vegetation and habitats during construction; (c) description and details of measures to reverse soil compaction caused by construction activities; (d) a written list of all existing regulated trees on the property indicating species, and DBH, keyed to a location plan; and (e) the field study report submitted and the identity and qualifications of the professional wildlife biologist who performed the field study and provided the report. (*Scope Chapter III.D.1, 2, and 3*) See updated text, chapter 3D

27. Page 3D-1, Section A. Existing Conditions: The first paragraph of the narrative states that field visits to the site were performed on September 14, 2015 and October 17, 2016. However, the Scope also specifically requires an early-season spring visit to identify and catalog ephemeral spring habitats, plants and wildlife, such as those associated with vernal pools, wetlands in spring and early-spring wooded upland areas. (*Scope Chapter III.D.1*) See update text p. 3D-1

#### **HISTORIC AND ARCHEOLOGICAL RESOURCES (DEIS Chapter 3E)**

- Pages 3E-1 thru 3E-4: The narrative in this section states that the Phase 1A Archeological Documentary Study requested through the NYS Cultural Resource Information System (CRIS) on October 20, 2015 was performed in January 2017, and the study will be submitted to NYS OPRHP. Further along in the narrative, the section regarding architectural resources states that in comments received by letter dated October 20, 2015, OPRHP requested additional information regarding the history of the hospital and the 19<sup>th</sup> Century residence that became its main building, and the proposed DEIS again states that the information will be submitted to OPRHP. These submissions, if not already accomplished, should be performed immediately. The DEIS will not be complete until the results of all archeological and historic resources investigations and determinations are finalized and documented in the narrative, and the reports prepared by the Applicant and determinations from agencies are included in the Appendices. If a Phase 1B investigation or other work is required, the report(s) of these investigations should be discussed in the narrative and included in the Appendices as well. (*Scope Chapter III.E.1*) *The initial submission to OPRHP was made in June 2017 and the response to OPRHP's request to provide additional data was submitted – submission number 15PR05971.002.*

The narratives in this section regarding potential impacts to archeological and historic resources and any mitigation proposed are currently irrelevant as the sequence of investigation, agency oversight and determinations is not yet completed. Based on the completion and results of all necessary investigations, the narratives in this section regarding potential impacts to archeological and historic resources, and any mitigation proposed for such impacts should be revised as necessary.

29. Appendix L: The letter dated October 20, 2015 from OPRHP requesting additional information regarding the history of the hospital and the 19<sup>th</sup> Century residence on the property referenced in the narrative on Page 3E-3 in Chapter 3E of the DEIS is missing. The missing letter and any

additional correspondence received from OPRHP should be included in Appendix L. (*Scope Chapter III.E.*) See updated appendix

### **LAND USE, COMPREHENSIVE PLAN, ZONING AND COMMUNITY CHARACTER (DEIS Chapter 3G)**

30. Pages 3G-3 and 3G-4, Community Character: Though the character of the site is discussed at length, its character in relation to the surrounding neighborhood and the character of the surrounding community are not described or analyzed as required by the Scope. The narrative should be revised to include photographs, descriptions and analyses of the building types, building sizes, architecture and open space of the neighborhoods surrounding the site and the current respective characters of the site and the community compared and contrasted. (*Scope Chapter III.G.1*) See updated text pages 3G-3 and 3G-4

31. Picture 3, Figure 3.G-3b: Picture 3 is incorrectly captioned. The caption, which should be revised, should state that the photo is a "View of the Main Building." See updated Figure 3.G-3b.

32. Page 3G-4, Section B, Potential Impact, Land Use: Most of the narrative here is opinion that is not supported by analyses, and it is incomplete. The section should be revised to describe and discuss the impact that a very large-scale multiple dwelling, located at the top of a hill, would have on a neighborhood of single-family dwellings located at the foot of the hill. See updated text page 3G-4 and 3G-5

Photo renderings of the developed site from only three vantage points outside the site are included in Chapter 3G, which does not give a complete analysis of the impact of development. The discussion should include the effect of night-lighting on views to the redeveloped site, and more photo renderings of summer views, winter views and night views into the developed site from residences directly adjacent to or across the road from the site. Sections through the site and surrounding properties in addition to the photo renderings should be provided. (*Scope Chapter III.G.2.a*) See updated figures

33. Figures 3.G-4a thru 3.G-4e: The summer/winter photo renderings of the developed site should be created from photos of the site taken before development and the "before" photos should be presented with the after-development photo renderings. All the viewpoints of all photos depicting views into the site should be located on a map and the direction of the views graphically noted on the map. All photos and photo renderings should be labeled to describe what is illustrated. See updated figures

Page 3G-5, Recreation: The narrative does not include discussion regarding the reservation of parkland or the option of a payment in lieu of reservation as required by the Scope. The required discussion should be provided. (*Scope Chapter III.G.2.c*) See updated text

34. Page 3G-7, Westchester County Fair and Affordable Housing Implementation Plan: The section does not present whether or not the 19 proposed affordable housing units would qualify as “fair and affordable” units as defined by the County and the settlement. (Scope Chapter III.G.2.d) See updated text
35. Pages 3G-7 and 3G-8, MF-2 Zoning District, Zoning: Discussion regarding the potential impact of approval of the MF-2 district and the potential for and impact of other areas of the Town being re-zoned into the new district are not included in the section, as required in the Scope. The missing discussion should be added to the section. (Scope Chapter III.G.2.e) See updated text

**TRAFFIC AND TRANSPORTATION (DEIS Chapter 3H), EXECUTIVE SUMMARY (DEIS Chapter 1), CONSTRUCTION IMPACTS (DEIS Chapter 3K), AND APPENDIX D (DEIS Disk Attachment)**

36. Overall Comment: A more detailed review of the Traffic and Transportation section of the DEIS included in both Chapter 3H and Appendix D will be undertaken after the DEIS has been accepted as complete for purposes of public review. A detailed review of the components of this subsection during the next substantive review stage may result in additional comments that could potentially require the complete and/or partial revision of certain aspects of the Traffic Access and Impact Study and the DEIS narrative. See updated text
37. Pages 1-8 and 1-9, Chapter 1, Executive Summary: An overview of the Traffic Study and mitigation are provided and are complete. (Scope Chapter I) See updated text
38. Page 2-10, Chapter 2E, Vehicular Access and Circulation of the Proposed Project: A description of site access and a summary of the Traffic Study and proposed mitigation are provided and are complete. (Scope Chapter II.E) See updated text
39. Pages 1 thru 5, Appendix D, Section II.A., Existing Roadway Network: A detailed inventory of the Study Area roadways and intersections are provided and are complete. (Scope Chapter 3.H.1) See updated text
40. Pages 3H-1 and 3H-2, Chapter 3H.A., and Pages 3 and 5 Appendix D, Sections II.A and II.B., Existing Traffic Conditions: All intersections listed in the Scope were counted for a weekday morning, weekday afternoon and Saturday midday peak periods, and are complete. The traffic counts were conducted during the time periods required by the Scope. The first paragraph under Section B on page 3H-2 should be located in Section A. (Scope Chapter III.H.1) See updated text
41. Page 5 and Figures 1 thru 3, Appendix D, Section II.B and Appendix B., Existing Traffic Volumes: Peak hour volumes are illustrated for Study Area intersections and are complete. The peak hours were identified and are complete. The Applicant has not provided the

weather conditions on the day of the counts as required by the Scope, which should be provided. (*Scope Chapter III.H.1) See updated text*

42. Pages 3H-3 and 3H-4, Chapter 3H.B, Pages 8 and 9, Appendix D, Section II.D. and Tables 2 thru 4, Appendix D, Appendix A, Capacity Analysis - Existing Conditions: An analysis for all nine Study Area intersections was provided for the weekday morning, weekday afternoon and Saturday midday peak hours. A summary table of the results of the analysis was provided and included the Level of Service, vehicle delay and v/c ratio. There were no tables provided for the storage/queue analysis as required by the Scope, which should be provided. (*Scope Chapter III.H.1) See updated text*
43. Chapter 3 and Appendix D, Accident History: The accident history was not provided as required by the Scope, which should be provided. (*Scope Chapter III.H.1) See updated text*
44. Page 3H-4, Chapter 3H.B, Public Transportation: A description of current public transportation available and its capacity were not provided. Bus schedules for the identified bus routes should be provided. (*Scope Chapter III.H.1) See updated text*
45. Page 3H-2, Chapter 3H.B, Pages 9 and 10, and Figures 4 thru 11, Appendix D, Section III.A. and Appendix B - 2022 No-Build Conditions: A general growth rate of one percent per year was employed. The Applicant noted that traffic for three other developments was included in the general growth and the Parth Knolls development was added. There was no reference to the Parth Knolls development in Chapter 3H.B. The general growth and volumes for the Parth Knolls development are graphically illustrated. (*Scope Chapter III.H.2.a.) See updated text*
46. Pages 3H-3 and 3H-4, Chapter 3H.B, Page10, Appendix D, Section III.A, and Tables 2 thru 4, Appendix D, Appendix A - 2022 No-Build Conditions Capacity Analysis: An analysis for all nine Study Area intersections was provided for the weekday morning, weekday afternoon and Saturday midday peak hours. A summary table of the results of the analysis was provided and included the Level of Service, vehicle delay and v/c ratio. However, as required by the Scope, there are no tables provided for the storage/queue analysis, which should be provided. (*Scope Chapter III.H.2.b) See updated text*
47. Pages 3H-2 and 3H-3, Chapter 3H.B, Page11, Appendix D, Section III.B, and Table 1, and Appendix D, Appendix A - Site Traffic Generation: Site traffic generation for the proposed 188 apartments was illustrated in a tabular format for the three peak hours and is complete. (*Scope Chapter III.H.3.a) See updated text*
48. Pages 3H-3 and 3H-4, Chapter 3H.B, Tables 2 thru 4, Appendix D, Appendix A - 2022 Build Conditions Capacity Analysis: An analysis for all nine Study Area intersections was provided for the weekday morning, weekday afternoon and Saturday midday peak hours. *See updated text*

- A summary table of the results of the analysis was provided and included the Level of Service, vehicle delay and v/c ratio. However, as required by the Scope, tables were not provided that include a storage/queue analysis, which should be provided. (*Scope Chapter III.H.3.b) See updated text*)
49. Page 3H-1, Chapter 3H.A and Page 11, Appendix D, Section IV. - Mitigation: A mitigation plan is recommended by the Applicant to address capacity issues at the signalized intersection of NYS Route 9D at Croton Dam Road and it is complete. (*Scope Chapter III.H.3.c) See updated text*)
50. Chapter 3H, Appendix D, and the Site Plan - Sight Distance Analysis: An Intersection Sight Distance (ISD) analysis was not provided for the site access drive, as required by the Scope, which should be provided. (*Scope Chapter III.H.3.d) See updated text*)
51. Page 3H-4, Chapter 3H.B, and Pages 3K-1 thru 3K-3, Chapter 3K.B, Construction Impacts: A brief description of construction traffic was provided in Chapter 3H.B. The estimated number of trucks, by size, has not been provided, as required by the Scope. Details of the phases of development and employees have not been provided in a tabular format, as required by the Scope. The missing information should be added. (*Scope Chapter III.H.3.e) See updated text*)
52. Page 3H-4, Chapter 3H.B, Public Transportation Impacts: There is no description of the impacts to public transportation, as per the Scope. There is no description provided for potential impacts to school bus routes and stops, as per the Scope. The missing information should be added. (*Scope Chapter III.H.3.f) See updated text*)
53. Page 3H-1, Chapter 3H.A, and Page 11, Appendix D, Section IV - Mitigation: A discussion is provided for improvements to the intersection of NYS Route 9D at Croton Dam Road and is complete. (*Scope Chapter III.H.3.g) See updated text*)
54. Pages 3H-2 and 3H-3, Chapter 3H.B, Page 11, Appendix D, Section III.B, and Table 1, Appendix D, Appendix A - Previous Development: An analysis was not provided for when the hospital was in operation to a Build Condition with the Proposed Action, as per the Scope. Accident data has not been provided for the last three, full years of operation at the hospital for the Study Area, as per the Scope. The missing information should be added. (*Scope Chapter III.H.3.h) See updated text*)
55. Pages 3H-2 and 3H-3, Chapter 3H.B, Page 11, Appendix D, Section III.B, and Table 1, Appendix D, Appendix A - Jitney Service: The proposed jitney service was factored into the analysis, as per the Scope. (*Scope Chapter III.H.3.i) See updated text*)

56. Page 3H-5, Chapter 3H.B, Impacts to Pedestrians and Bicyclists: There is no description of the impacts to pedestrians and bicyclists, as per the Scope, which should be provided. *(Scope Chapter III.H.3.j) See updated text*

### **COMMUNITY FACILITIES (DEIS Chapter 3I)**

57. Page 3I-2, Emergency Services: All correspondence from the Applicant and its consultants to police, fire and emergency service providers, school districts, etc., and all responses from these agencies should be included in the Appendices for substantiation of the information and discussion provided in the DEIS narrative. All responses received should be discussed in the narrative. The response and information received from the Ossining Volunteer Ambulance Corps, located in Appendix C, is not reflected in the discussion in this section, which should be revised to update the information regarding ambulance services. *(Scope Chapter III.I.1) See updated text page 3.I-3, 3.I-4, and 3.I-5.*
58. Pages 3I-2 thru 3I-5, Section B, Potential Impact of the Proposed Project: Regarding the discussions of all impacts to all of the community services described in the chapter, comparisons of projected future demand for the services comparing a fully built site to the un-built site that takes estimated Town growth into consideration are required by the Scope. The chapter should be revised to provide the required analyses for each community service. *(Scope Chapter III.I.2) See updated text page 3.I-3, 3.I-4, and 3.I-5.*

### **FISCAL IMPACTS (DEIS Chapter 3J)**

59. Pages 3J-1 thru 3J-7: Regarding the discussion of all fiscal impacts to the Town and the community services it and the school district provide, the Scope requires the comparison of revenue generated by the residents of River Knoll to the cost of providing community services to these residents, which includes costs to the Town government and other agencies. With the exception of the discussion and analysis of school district fiscal impacts, the chapter does not include generated revenue to cost comparisons for the other services and facilities provided. The chapter should be revised to provide the required comparisons. *(Scope Chapter III.J.2) See updated text page 3.J-5 and 3.J-6*

### **CONSTRUCTION IMPACTS (DEIS Chapter 3K)**

60. Page 3K-1, Section A, Existing Conditions: The description and discussion required by the Scope in this section is missing. The section should be completely revised to provide the required discussion regarding the nature and methods of the construction proposed. *(Scope Chapter III.K.1) See updated text*



61. Page 3K-7, Potential Impacts on Vegetation and Wildlife: The description and discussion required by the Scope in this section is missing. The section should be completely revised to provide the required discussion regarding potential impacts to vegetation and wildlife during construction. *(Scope Chapter III.K.2.f) See updated text p. 3K-7*
62. Page 3K-7, Performance and Maintenance Guarantees: The description and discussion required by the Scope in this section is missing. The section should be completely revised to provide the required discussion regarding the specific guarantees to be utilized to ensure the correction of damage caused by construction, and the continued maintenance of facilities. *(Scope Chapter III.K.2.g) See updated text*
63. Page 3K-7, Potential Impacts Relating to Potential Underground Fuel Tanks, and Hazardous Waste: The description and discussion required by the Scope in this section is missing. The section should be completely revised to provide the required discussion regarding the specific impacts that may be encountered during construction from underground fuel tanks, on-site hazardous waste, and hospital waste. *(Scope Chapter III.K.2.h) See updated text*
64. Page 3K-8, Section C, Mitigation: The draft construction management plan required by the Scope is not included in the DEIS or discussed in this section. A draft construction management plan should be added to the document and the discussion in this section should be revised to discuss the construction management plan. *(Scope Chapter III.K.3) See updated text*

#### **ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED (DEIS Chapter 4)**

65. Entire Chapter 4: The chapter should discuss short-term and long-term impacts from development in the proposed MF-2 district that would be unavoidable or cannot be adequately mitigated. Short-term impacts include construction traffic, increased storm water run-off during construction, and construction noise and vibrations from construction equipment and activities. Long-term impacts include loss of open space and vegetation to impervious surface coverage, permanent alteration of topography, permanent alteration of drainage patterns, loss of wildlife habitat, increased traffic, increased use of energy, increase in potable water demand, increase in sewage generation, and increase in solid waste generation. All of which should be added to the narrative in this chapter. *(Scope Chapter IV) See updated text*

#### **ALTERNATIVES (DEIS Chapter 5)**

66. Entire Chapter 5, Alternatives: Each of the alternatives required by the Scope must be depicted graphically on plans, otherwise the section is incomplete. There should be a full-sized

map of a maximum buildout of each of alternatives, which should be provided. (*Scope Chapter V*) *See updated submission*

#### **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES (DEIS Chapter 6)**

67. Entire Chapter 6, Irreversible and Irretrievable Commitment of Resources: The Scope requires evaluation of the natural resources to be consumed, converted, or made unavailable by the development of the Proposed Action. The chapter should be revised to provide the required discussion. The opinions of the Applicant should be removed. (*Scope Chapter VI*) *See updated chapter 6*

#### **GROWTH INDUCING IMPACTS (DEIS Chapter 7)**

68. Entire Chapter 7, Growth-Inducing Impacts: The Scope requires evaluation of the potential for the Proposed Action to induce growth based on anticipated local expenditures by new residents for goods and services, and the potential for additional residential development based on the proposed MF-2 zoning. The chapter should be revised to provide the required discussion. The opinions of the Applicant should be removed. (*Scope Chapter VII.A and B*)  
*See updated chapter 7*

#### **EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES AND SOLID WASTE MANAGEMENT (DEIS Chapter 8)**

69. Entire Chapter 8, Effects on the Use and Conservation of Energy Resources and Solid Waste Management: The Scope requires the discussion to include the energy sources to be used, the anticipated levels of energy consumption, the standards of the NYS Energy Code and NYSERDA programs, and the management of solid waste, which are not included in the current discussion. The Scope also requires analysis of the potential and feasibility of the use of alternative energy resources for heating, cooling, and power, including solar energy, which also is not included in the current discussion. The chapter should be revised to provide the required discussions. The opinions of the Applicant should be removed. (*Scope Chapter VIII*) *See updated text*

#### **APPENDICES (DEIS Disk Attachment)**

70. Appendix F, Phase 1 Environmental Site Assessment (Phase 1 ESA): The Phase 1 ESA is outdated and should be replaced by a current investigation and report (See Comment 18).  
*See updated text*
71. Appendix J, Natural Resources: The original report and the supporting field notes, species lists and documents from which Chapter 3D was written is not included in Appendix J. *See updated text*

## PLANS

72. A tree preservation plan should be provided. (*Scope Chapter III.D.3) See updated text*

73. Site plans for each of the alternatives required by the Scope should be provided. (*Scope Chapter V) Site Plans for six of the eleven alternatives are provided within the revised DEIS.*

We look forward to discussing our comments with you.

David H. Stolman, AICP,  
PP President

Michael A. Galante  
Executive Vice President

Marilyn Timpone-Mohamed, AICP, RLA  
Senior Associate/Planning/Environmental

Steven T. Cipolla  
Associate/Transportation

cc: Katherine Zalantis, Esq.  
John D. Hamilton  
Dan Ciarcia, PE



*Memorandum*

TO: Town of Ossining Planning Board

FROM: Katherine Zalantis; Daniel Patrick

DATE: April 5, 2017

RE: Comments on River Knoll DEIS

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We have reviewed the proposed Draft Environmental Impact Statement dated February 8, 2017 (DEIS) prepared by AKRF, Inc. for the applicants, Glenco Residential LLC and Hudson Valley Land Holdings LLC, for the proposed redevelopment of the Stony Lodge Hospital. The applicant proposes to amend the zoning code to create a Multi-Family Residence 2 district, apply that new district to the Stony Lodge Hospital property, and subsequently construct a 188-unit multi-family housing development. This DEIS intended to address the environmental impacts that these two impacts will have on the Town, its inhabitants, and the environment.

The purpose of our review was to determine the adequacy of the DEIS in relation to the Scoping Document. Our review process therefore consisted of analyzing the contents of the Scoping Document, the DEIS, and the DEIS exhibits and comparing what was required by the Town Planning Board in the Scoping Document to what was actually provided in this draft of the DEIS. Below is a summary of the various issues constant throughout the DEIS and some specific Scoping Document requirements that need to be addressed in a revised DEIS.

**I Overall Comments:**

Throughout the DEIS there are a few constant issues. First, several statements in the DEIS are conclusory or express opinions. For example, the Executive Summary continuously states that the project will have no adverse impacts. These conclusions or opinions should be avoided, but if the applicant wishes to use them, the DEIS should follow the Scoping Document guidelines and identify these as conclusions or opinions of the applicant or developer. *The DEIS has been updated throughout.*

The second constant issue is that several assertions referencing other documents or statements by another person are uncited or unsupported. Several of the instances needing cites or supporting documents have been identified throughout our copy of the DEIS. *The DEIS has been updated throughout.*

## **II. Comments to Specific Sections:**

### **a. Chapter 1: Executive Summary:**

As stated above, there are several areas in the executive summary that reach conclusions or state opinions that should be identified as those of the developer or applicant. *The chapter has been updated as per comment.*

There are also a few assertions that should be accompanied by a citation or supporting document in this section. For example, on page 1-7, the DEIS quotes the Town's Consulting Engineer as advising that the existing wastewater treatment plant has adequate capacity to serve the proposed project. The DEIS then references Appendix C to support that statement, but Appendix C merely contains an email from the applicant's engineer referencing a conversation between the applicant's engineer and Town's Consulting Engineer. The DEIS should provide documentation from the Town's Consulting Engineer to support this claim. *See updated.*

Finally, there are several references comparing the proposed project to the impacts of the Stony Lodge Hospital. The information regarding the impacts of Stony Lodge should be replaced by newer data reflecting the reduced impact resulting from Stony Lodge Hospital's ceased operations. In circumstances where such data is not obtainable or relevant, these references should indicate whether the comparison is to the hospital's impacts before or after operations ceased since impacts while operating were different than the current impacts. *This is not a comparison for the DEIS as the comparison has been added with the operational Stony Lodge as described in the scope.*

### **b. Chapter 2: Proposed Project:**

In regards to the components of the proposed project, the DEIS does not discuss the size and number of market-rate and affordable dwelling units and bedrooms as requested by the Scoping Document. *See updated text p.2-1.*

### **c. Chapter 3C: Stormwater Management and Subsurface Water:**

The Scoping Document requests the DEIS discuss the deep-test holes and the percolation tests. Although this information is found in the appendices, a brief description and summary of the tests and results should be provided in the DEIS. *See updated text p.3C-2.*

### **d. Chapter 3D: Vegetation and Wildlife:**

The Scoping Document requests a discussion of the migratory birds on-site and the potential effects of the construction and lighting on their migration. Although the DEIS states that the project site is the potential location of 81 migratory birds, the DEIS does not discuss potential impacts that construction and increased lighting may have on these birds. Further, there is no discussion regarding the impacts that the proposed project's lighting will have on any of the wildlife in the area as requested by the DEIS. *See updated text p.3D-7.*

### **e. Chapter 3F: Infrastructure and Utilities:**

Aligned with the issues from the Executive Summary, this section has several unsupported assertions. The Applicant should obtain letters or memoranda from the Town's

Consulting Engineer to support the DEIS's claim that such engineer has advised that the current water and wastewater infrastructure is capable of serving the proposed project. *See revised Appendix C.*

f. Chapter 3G: Land Use, Comprehensive Plan, Zoning, and Community Character:

Several sections of this chapter need to be clearer that the DEIS's assertions of the proposed project's compatibility with the comprehensive plan are the opinions and conclusions of the applicant. *See revised Chapter 3G.*

Also, page 3G-4 misstates the Town's law requiring affordable housing. The DEIS reads that Town Code § 200-33 requires new developments have the greater of 10 or 10% below-market-rate units. However, that code section simply requires that developments of 10 or more units have no fewer than 10% below-market-rate units. The code was quoted listed in the Town's zoning law. *See updated text.*

Further, it should be noted that the density bonuses applied at the bottom of page 3G-4 apply to specific zones and the proposed zoning amendment that would permit this project and any density bonuses has not yet been adopted. *See updated text.*

g. Chapter 3H: Traffic and Transportation:

The DEIS should provide accident report data as requested by the Scoping Document. Also the DEIS claims that since cut-and-fill grading is being used, the amount of truck traffic will be reduced and construction will have no adverse impact on traffic. However, the DEIS should still discuss the anticipated construction traffic with and without cut-and-fill grading. Thus, more information regarding the anticipated construction traffic should be provided. *See updated chapter.*

h. Chapter 3K: Construction Impacts:

As a whole, this section needs a more thorough analysis of the information requested by the Scoping Document. In particular, the DEIS needs the following. First, the DEIS needs more information regarding construction related traffic and truck trips during construction, such as the volumes and time frames. Second, the DEIS states that construction will have varying noise impacts but fails to quantify the expected volumes and impacts of noise on the surroundings. Finally, the DEIS acknowledges that blasting activities are probable but does not describe the potential effects of blasting noise and vibrations on the surrounding land uses and areas. *See updated chapter.*

**III. Conclusion:**

To conclude, the inconsistencies listed above as well as any other inconsistencies discovered by any Planning Board member or other Town consultant should be addressed and a revised DEIS should be prepared by the applicant prior to the DEIS being publically reviewed.

If the Planning Board or any of the Town consultants have any questions about the contents of this review, please contact us.

# CIARCIA ENGINEERING, P.C.

360 Underhill Avenue • Yorktown Heights • New York 10598 (914) 245-0123 Fax (914) 245-5670

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## Memorandum

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

From: Dan Ciara 

Date: April 5, 2017

Re: River Knoll

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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.

**A. INTRODUCTION**

The Glenco Group, LLC, (the “Applicant or “Project Sponsor”) proposes to construct the 188 unit residential community to be known as River Knoll housing 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”). The Project Site is 17.89 acres and is composed of 16.65 acres within the Town of Ossining and 1.24 acres within the Village of Ossining (see **Figure 1-1**). The River Knoll project (“Proposed Project” or “River Knoll”) comprises 169 market-rate and 19 affordable rental units, as mandated by Article VI of the Town of Ossining’s Zoning Code. The Proposed Project would provide a new and upscale housing product for the community for residents who wish to remain in Ossining and the Hudson Valley region.

The Proposed Project also includes a petition to rezone the 16.65 acre portion of 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 (See **Appendix A: “Petition to Amend Zoning”**). 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 1.24 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.

The purpose of this DEIS 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. The Planning Board declared itself Lead Agency and adopted a Positive Declaration requiring the preparing of an Environmental Impact Statement on May 27, 2016. This DEIS has been prepared in accordance with the Scoping Document approved by the Lead Agency on June 22, 2016 (“Adopted Scope”). A copy of the Adopted Scope and all relevant SEQRA documents can be found in **Appendix AB**.

**B. DESCRIPTION OF THE PROPOSED PROJECT**

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. The Proposed Project would make creative and productive use of the former Stony Lodge Hospital’s Site, a property familiar to many residents in the community. Since the closing of the hospital, the buildings on the site have been minimally maintained, and their visible deterioration has become a concern for nearby residents and Town officials. River Knoll will comprise a single multifamily building positioned in the center of this large 17.89 acre former hospital campus. The building will 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 will be one-bedroom with an average unit size of 850 square feet; eighty-three (83) units will be two-bedrooms with a unit size of approximately 1,150 square feet. Ten of the affordable rental



## River Knoll

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units will be one-bedroom and nine will be two-bedroom units. There will be 376 parking spaces for residents of River Knoll and their guests, as required by the Town Code.

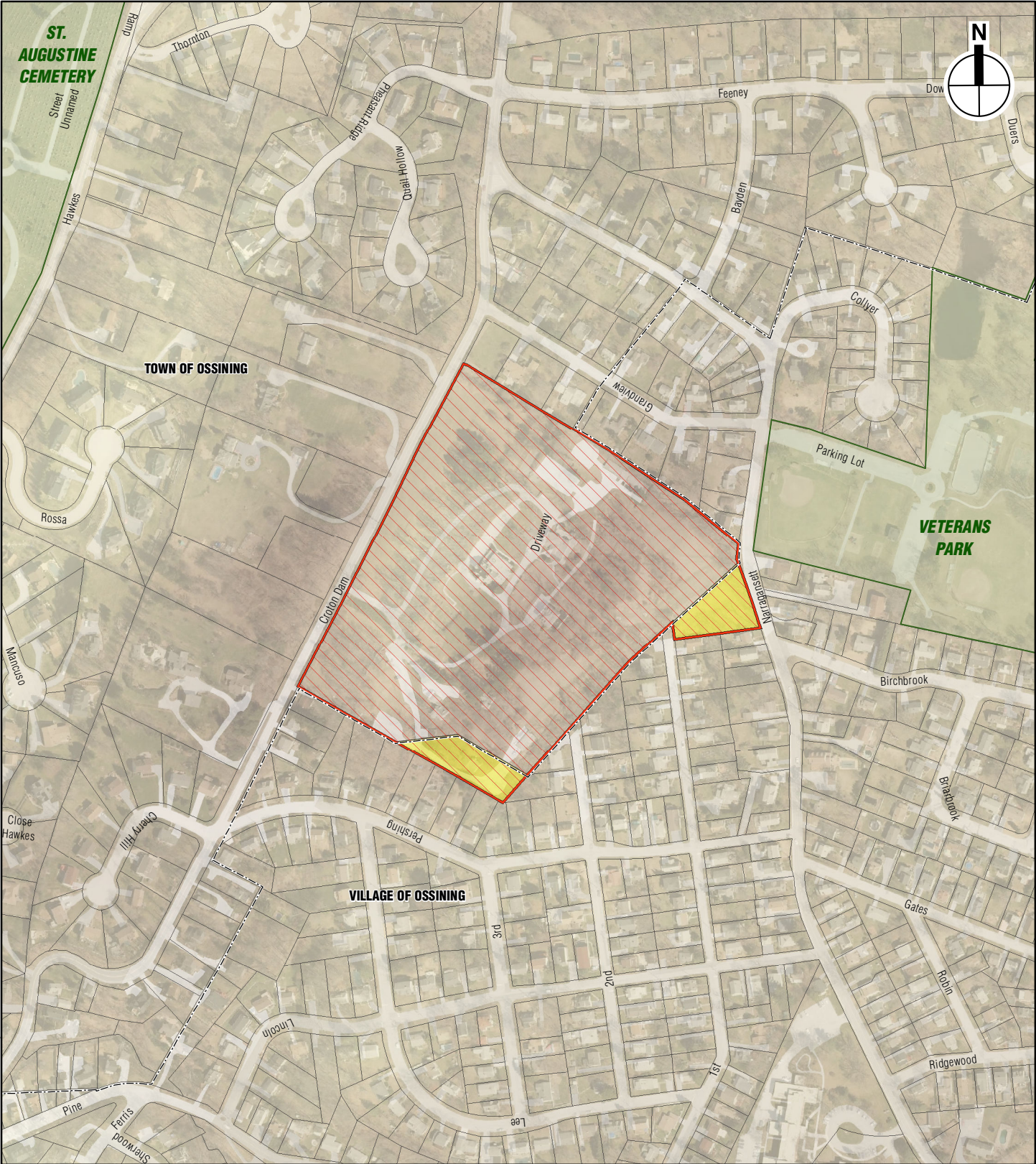
The existing hospital buildings onsite will be removed. The new building will be located in the same general location as the original main hospital building. The proposed building is designed to be reminiscent of the Hudson Valley architectural vernacular. The Proposed Project will create approximately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

The Project Site is generally bounded by Croton Dam Road, Pershing Avenue, Grandview Avenue, and Narragansett Avenue. The majority of the 17.89 acre site lies within the Town of Ossining (16.65 acres or 93 percent); 1.24 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. There is no zoning district within the Town Code to facilitate the development of the Proposed Project at its proposed density. Accordingly, a new zoning district is needed to enable the kind of development envisioned for the Project Site. Therefore, the Project Sponsor is proposing 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. While the Stony Lodge Hospital is a legally permitted use under the Zoning Code, multifamily housing would redevelop this hilly and rocky site with a use more compatible with the surrounding community thereby:

- Enabling significantly more undeveloped permanent open space as the proposed, new residential building will be located in the center of the Premises;
- Preserving more mature stands of trees;
- Maintaining the scenic meadow along the entire frontage of Croton Dam Road as well as the expansive meadow on the easterly side of the Premises;
- Allowing for the addition of sizeable new green buffer areas protecting adjacent homeowners along the northern, eastern, and southern boundaries of the Premises;
- Minimizing internal roadways and extensive infrastructure that would require more impervious surfaces and increased excavation, disrupting the terrain in a manner that also would necessitate tree removal;
- Providing a cohesive stormwater management system to enhance water quality and protect neighboring properties;
- Producing a fiscally beneficial change to the Premises improving revenue generation for the Town, Village and School District; and
- Providing an attractive residential development that will be professionally managed and will enhance the property values of its surrounding neighborhoods.

The Proposed Project includes permanently protected open space in the form of large landscaped buffers surrounding the perimeter of the Project Site. The proposed buffers will be infilled with additional trees and shrubs, and will range from a minimum width of 53.8 feet in the north to



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

0 500 FEET





approximately 260 feet in the south. In addition, the existing signature grassy-meadow fronting Croton Dam Road will be preserved (approximately one quarter-mile in length). These large green spaces will buffer the surrounding single-family residential neighborhood from the Proposed Project, thereby substantially mitigating the potential for visual and noise conflicts, and providing enhanced greenery for the backyards of *all* adjacent property owners.

River Knoll is proposed to be a well-amenitized and upscale multifamily community. Amenities will 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” will also be provided for residents to care for their pets during work hours. 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. The individual units will have hardwood floors, stainless steel appliances, and individual washer/dryers. Each apartment will have at least one indoor garage parking space allocated to it that is in a secure and well-lighted facility. 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.

### **C. PURPOSE AND NEED**

The proposed River Knoll project would make creative and productive use of the former Stony Lodge Hospital’s site, a property familiar to many residents in the community. 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 Proposed Project would provide a new and upscale housing product for the community for residents who wish to remain in Ossining and the Hudson Valley region. In addition, River Knoll would retain the existing beautiful and bucolic buffer around the perimeter of the site that nearby residents have come to enjoy.

Finally, there is no zoning district within the Town Code to facilitate the development of the Proposed Project. Therefore, an amendment to the MF Multifamily zoning district is needed to enable the kind of development envisioned for the Project Site.

### **D. PERMITS AND APPROVALS**

The following permits and authorizations have been identified as potentially required (see ~~Table 1-1~~ **Table 1-1**). Additional permits and/or agencies may be identified at a later date.

**Table 1-1  
Required Approvals**

| <b>Approval Required</b>                                                                      | <b>Government Facility</b>                              |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------------|
| <del>Zoning Map and Text Amendments</del>                                                     | <del>Town Board</del>                                   |
| <del>Sewer District Extension</del>                                                           | <del>Town Board</del>                                   |
| <del>Subdivision Approval</del>                                                               | <del>Planning Board</del>                               |
| <del>Wetland Permit</del>                                                                     | <del>Planning Board</del>                               |
| <del>Steep Slope Permit</del>                                                                 | <del>Planning Board</del>                               |
| <del>Tree Removal Permit</del>                                                                | <del>Planning Board</del>                               |
| <del>Health Department Subdivision Approval</del>                                             | <del>Westchester County Health Department</del>         |
| <del>New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit</del> | <del>NYSDEC</del>                                       |
| <del>Water Supply Approval</del>                                                              | <del>Village of Ossining</del>                          |
| <del>Highway Work Permit</del>                                                                | <del>NYS Department of Transportation</del>             |
| <del>Referral Required</del>                                                                  |                                                         |
| <del>§239-m Referral</del>                                                                    | <del>Westchester County Department of Planning</del>    |
| <del>State Historic Preservation Act Compliance</del>                                         | <del>NY State Historic Preservation Office (SHPO)</del> |
| <del>Town Board</del>                                                                         | <del>Town of Ossining Departments and Boards</del>      |
| <del>Planning Board</del>                                                                     | <del>Town of Ossining Departments and Boards</del>      |
| <del>Highway Department</del>                                                                 | <del>Town of Ossining Departments and Boards</del>      |
| <del>Environmental Advisory Board</del>                                                       | <del>Town of Ossining Departments and Boards</del>      |
| <del>Approval Required</del>                                                                  | <del>Government Facility</del>                          |

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

| <u>Approval Required</u>                                                                  | <u>Government Facility</u>                           |
|-------------------------------------------------------------------------------------------|------------------------------------------------------|
| <u>Zoning Map and Text Amendments</u>                                                     | <u>Town Board</u>                                    |
| <u>Town of Ossining Sewer District Extension</u>                                          | <u>Town Board</u>                                    |
| <u>Subdivision Approval</u>                                                               | <u>Planning Board</u>                                |
| <u>Wetland Permit</u>                                                                     | <u>Planning Board</u>                                |
| <u>Steep Slope Permit</u>                                                                 | <u>Planning Board</u>                                |
| <u>Tree Removal Permit</u>                                                                | <u>Planning Board</u>                                |
| <u>Health Department Subdivision Approval</u>                                             | <u>Westchester County Health Department</u>          |
| <u>New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit</u> | <u>NYSDEC</u>                                        |
| <u>Highway Work Permit</u>                                                                | <u>NYS Department of Transportation</u>              |
| <u>Referral Required</u>                                                                  |                                                      |
| <u>§239-m Referral</u>                                                                    | <u>Westchester County Department of Planning</u>     |
| <u>State Historic Preservation Act Compliance</u>                                         | <u>NY State Historic Preservation Office (SHPO)</u>  |
| <u>Town Board</u>                                                                         | <u>Town of Ossining Departments and Boards</u>       |
| <u>Planning Board</u>                                                                     | <u>Town Board of Ossining Departments and Boards</u> |
| <u>Highway Department</u>                                                                 | <u>Town of Ossining Departments and Boards</u>       |
| <u>Environmental Advisory Board</u>                                                       | <u>Town of Ossining Departments and Boards</u>       |

## E. SUMMARY OF ENVIRONMENTAL ANALYSIS AND MITIGATION MEASURES

### WETLANDS

~~One~~To confirm the presence of on-site wetlands, site inspections were conducted on September 14, 2015, and then again on April 21, 2017. The inspections confirmed one small locally regulated wetland of approximately 0.28 acres in size has been identified in the northeastern portion of the Project Site. The wetland is primarily located within the Village of Ossining (0.273 acres), with a small fraction located within the Town of Ossining (0.004 acres). The inspections also confirmed that there was no vernal pool habitat on the site. The wetland functional assessment found that the wetland primarily serves to modify groundwater discharge and water quality.

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

The Proposed Project will avoid disturbance to the wetland and wetland buffer. ~~Therefore~~ Due to the variety of hydrologic sources on and off site, the Proposed Project will not be expected to adversely impact the existing wetland, wetland buffer, or the hydrologic levels. ~~not result in any significant adverse impacts to wetlands.~~

## SOILS AND TOPOGRAPHY

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

The topography of the Project Site has a high point at elevation 414-ft, and descends in elevation to 305-ft towards the southeast corner. The existing Stony Lodge Hospital is located at the high point of the property. A cut-and-fill analysis to accommodate the Proposed Project demonstrated that the grading has been designed to balance.

Approximately 53 percent of the site has slopes in excess of 15 percent. The Proposed Project is designed to avoid most steep slopes and affects only 25 percent of these slopes. A detailed erosion control plan is included in the Stormwater Pollution Prevention Plan (SWPPP) 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 has concluded that some blasting may be required. If so, blasting will be conducted in accordance with applicable local, state and federal regulations, including Town Code Chapter 89, Explosives, and the Town of Ossining regulations on blasting (Town Code §123).

Through the implementation of an approved SWPPP and 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.

## **POTENTIAL FOR CONTAMINATION FROM ON-SITE UNDERGROUND FUEL TANKS**

A Phase I Environmental Site Assessment (ESA) was updated in May 2017 (see **Appendix E**). According to the ESA, no recognized environmental conditions (REC) nor controlled recognized environmental condition (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 the 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. 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. According to records kept by the Stony Lodge Hospital staff still on-site, all USTs have been removed that were still being used during the time that the Phase I ESA was done. Every storage tank (underground and above-ground) recognized 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 during their 2006 site reconnaissance. 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., as a residential facility, Stony Lodge did not generate typical hospital waste. This was confirmed in the Phase I ESA performed in 2006, and updated in 2017. Nonetheless, if areas of contaminated material are found during construction or demolition, they will be removed in accordance with current regulations.

## **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 runs-off untreated and discharged untreated directly off-site towards to the surrounding neighborhoods and streets, particularly along the southern edge of the property. This condition will be alleviated as the Proposed Project will collect and convey runoff into a thoughtfully engineered new onsite stormwater system. ~~The proposed stormwater collection systems will consist of high density polyethylene pipe, manholes, catch basins with sumps, outlet control structures and infiltration basins. In this way, the Proposed Project will provide a net reduction in the peak rates of stormwater runoff for the 10 and 100 year storms to the benefit of surrounding properties. It will also improve water quality within the Town and Village's drainage systems and receiving surface waters (Oliver Pond Watershed). Therefore, no significant stormwater management impacts will result from the Proposed Project.~~

A subsurface soil investigation 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. The results of the subsurface soil investigation determined that two stormwater management areas were suitable for infiltration basins and one was not. Therefore, two stormwater management areas will be designed for infiltration basins and one will be designed as a micropool extended detention basin.

The proposed drainage improvements include conventional and green infrastructure stormwater practices, such as infiltration basins with forebays and stormwater planters. The vegetated stormwater practices and overland discharges will also provide opportunities to enhance water quality and infiltration practices. The impact of the proposed stormwater management plan will be significantly improved over existing conditions for both runoff and for water quality. The proposed stormwater management improvements will provide runoff reduction, water quality treatment for the 90 percent rainfall event, stream channel protection, and attenuate peak rates of runoff for the 10- and 100-year storms as required by NYSDEC SPDES General Permit No. GP-0-15-002.

## **VEGETATION AND WILDLIFE**

The Proposed Site was inspected on September 14, 2015, October 17, 2016, and April 21, 2017, for 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. 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 **Appendix F**).<sup>1</sup>

The Proposed Project site design is specifically focused on the retention and maximization of the property’s green space. As such, it will result 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 will 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 will be removed within the 100-foot buffer zone of the onsite wetlands.

Retention of these wooded areas will continue to provide wildlife habitat and add to the site’s visual appeal. Because new pavement and buildings will 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 will be expanded particularly to the north, east, and west. In addition, existing impervious surfaces (buildings/pavement) around the periphery of the site will be removed and converted to landscaped areas. In this way, the vegetated buffers will 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. The New York Natural Heritage Program did not identify the potential presence of any State listed species and a site visit conducted by project team biologist did not identify habitat associated with these species. Therefore, no significant adverse impacts to threatened or endangered species are anticipated.

As required by New York State, 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 zoning, 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.

## **HISTORICAL AND ARCHAEOLOGICAL**

### *ARCHAEOLOGICAL RESOURCES*

A Phase 1A Archaeological Documentary Study (“Phase 1A Study”) of the Project Site was prepared to identify areas of archaeological sensitivity in January 2017.<sup>2</sup> 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 1A study was prepared in accordance with the “Phase 1 Archaeological Report Format Requirements,” as issued by the New York State Office of Parks, Recreation, and Historic

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<sup>1</sup> Qualifications of wildlife biologists also included in Appendix F

<sup>2</sup> AKRF (2017): “River Knoll Project; 40 Croton Dam Road; Ossining, Westchester County, New York: Phase 1A Archaeological Documentary Study.” Prepared for: Glenco Ossining, LLC, Bronxville, NY.

Preservation (OPRHP) in 2005<sup>3</sup> 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.<sup>4</sup> As part of the Phase 1A study, a qualified archaeologist conducted a reconnaissance-level walkover survey of the entire Project Site to identify areas of potential sensitivity for prehistoric 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 1A 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 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 1A ~~will be~~was submitted to OPRHP who concurred that a determination whether a Phase 1B Archaeological Investigation of potential sensitive areas within the limits of disturbance ~~needs~~would need to be conducted to confirm the presence or absence of archaeological resources. A Phase 1B study was conducted in May 2017 and found no archaeological artifacts on the River Knoll project. Based on the results of the shovel tests excavated within the project area boundaries, no additional investigations were deemed warranted for the site. (see letter in Appendix I). The Phase 1B report has been submitted to OPRHP, and is included in Appendix I of this DEIS.<sup>5</sup>

~~The results of the Phase 1B have been provided to OPRHP and OPRHP concurs that the presence or absence of pre-contact archaeological resources should be confirmed. The results of this testing will be submitted to the Town and to OPRHP under separate cover.~~

### *ARCHITECTURAL RESOURCES*

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

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 in the 1870s as it first appears on an 1881 Bromley historic map. 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

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<sup>3</sup> <http://parks.ny.gov/shpo/environmental-review/documents/PhaseIReportStandards.pdf>

<sup>4</sup> <http://nyarchaeology.org/wp-content/uploads/2013/12/NYACStandards.pdf>

<sup>5</sup> “Phase 1B Archaeological Field Reconnaissance Survey - River Knoll Project, 40 Croton Dam Road” Hudson Valley Cultural Resource Consultants, Ltd, June 2017.

~~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 program. The North, East, and South Buildings were built in the 1930s. Additional buildings were built on the hospital campus in the 1950s, including a garage, the Maintenance Building (1951), the Administration Building (1953), and the Recreation Room (a former garage close to residential neighbors [1954]). The West Building was built in 1960s.<sup>6</sup> 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 will be was provided to OPRHP so it may make a determination if there are any architectural resources issues for the project. Should OPRHP also requested 'S response to this information was a request for additional information on the eight accessory buildings. This information, along with the result of the Phase 1B Archaeological investigation have been submitted to OPRHP to determine that if any buildings of building(s) on the former Stony Lodge Hospital complex on the project site are S/NR eligible, further consultation would be required with OPRHP to determine whether the potential impact of demolishing any S/NR eligible building(s) may be avoided or not.~~

As there are no off-site architectural resources in the study area, the Proposed Project will have no adverse effect on such resources.

## INFRASTRUCTURE AND UTILITIES

### WATER

Potable water for the Project Site is served by the Ossining Water Department. The Ossining Water Department serves some 47,000 customers and supplies 1.3 billion gallons per day (gpd) in the Village and the Town. The Town's Consulting Engineer has advised that the existing water system has adequate capacity to serve the estimated demand of 30,800 gpd from the Proposed Project (see **Appendix C**), and that an upgrade to the Village's water treatment plant is planned within the next several years which will increase supply.

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

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

Since the water demands of the Proposed Project can be met with or without the proposed improvements, no significant adverse impacts are anticipated to the Ossining Water Department.

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

## *SEWER*

Sewage will be conveyed to the Ossining Wastewater Treatment Plant. The Ossining Treatment Plant treats an average of approximately 1,300 million gallons of wastewater per year (2006 average), or 3.6 million gpd. An 8" sanitary sewer line exists along the east property line of the Project Site. A connection is proposed to the existing 8" sewer line at an existing manhole between First and Second Avenues to serve the new building. As requested by representatives of the Village of Ossining Department of Public Works and Town of Ossining Consulting Engineer, a video inspection was performed of the existing 8" sanitary line along the site's east property line, and the line was cleaned in connection with performing the video.

The Town's Consulting Engineer has advised that the existing wastewater treatment plant has adequate capacity to serve the 30,800 gpd from the Proposed Project (see **Appendix C**). Therefore, no significant adverse impacts are anticipated to the Ossining Wastewater Treatment Plant 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 building in accordance to 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.

Lightpath Communication Services, a division of Cablevision, will continue to provide internet, phone, and cable service. Lightpath can be expected to connect the site to their fiber optic network.

## **LAND USE, ZONING, AND PUBLIC POLICY**

The Project Site is improved with the buildings which comprised the former Stony Lodge Hospital. There are nine existing 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.<sup>7</sup>

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

These buildings ~~included~~ 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.

Land uses in the neighboring areas of the Project Site include small and large lot single family homes, apartments, senior apartments, and a town park. Uses along Route 9A, located to the north of the site include various office and commercial uses.

The Proposed Project will change the use on the Project Site from an institutional psychiatric hospital use to a multifamily residential use, and the visual impact will be similar as the proposed building will also be located on the top of the Project Site. However, instead of the three-story Main Hospital building being surrounded by eight accessory buildings there will be only one three-story residential building located at the top of a hill—in the same general area as the former Main Hospital building.

The proposed use will be consistent with the residential policies of both the Town and the Village, and complimentary to neighboring residential properties. The Proposed Project will embody the type of clustered development that will optimize, enlarge, preserve, and protect the significant open space buffer currently provided on the site. The 16.6 acre portion of the site within the Town is zoned R-15 and was designated on the 2015 Comprehensive Plan Update as... “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”.

The 1.2 acre portion of the site within the Village of Ossining is zoned S-50 and designated on the Village’s Master Plan for future residential uses.

The Proposed Project will repurpose the Stony Lodge Hospital property with a new use require that is consistent with the residential policies of both the Town a MF-2 (Multifamily Residence 2) zoning district be adopted to accommodate the use and the Village, and complimentary to neighboring residential properties. The Proposed Project will embody 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 type of clustered development that will preserve and protect proposed MF-2 district by the significant Planning Board as a conditional use subject to the following:

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

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

## TRAFFIC

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

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

- 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.

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

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

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

queue length under existing conditions. However, with the proposed improvements to this intersection, discussed below, the queue lengths would be reduced compared to the No Build condition.

The original TIS that was included in the Expanded Environmental Assessment (EEAF) and submitted to the Town in 2015 for the Proposed Project, identified signal timing improvements to manage the additional trips that would be generated from the Proposed Project mitigated the Proposed 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. Discussions were held with Town officials on potential improvements to address this existing congestion issue. As such, in November 2016 the Project Sponsor submitted preliminary plans to NYSDOT for a right turn lane on both Croton Dam Road approaches, and recommended to reduce the existing 150 second cycle length to 110 seconds. This cycle change will improve the delay experienced by vehicles due to the long cycle length. The review of this improvement by NYSDOT was positively received and will continue concurrent with the SEQRA process. The proposed improvements at the intersection of NY 9A and Croton Dam Road will be a benefit to the community to improve an existing condition. The recommended right turns along the Croton Dam Road approaches are depicted on JMC Figure CHP-1, "Conceptual Highway Improvement Plan," which is contained within Appendix B of the TIS.

### COMMUNITY FACILITIES

In 2000, the Town of Ossining had a population of 36,534,<sup>8</sup> which increased to 38,136 in 2015,<sup>9</sup> for an overall 4.4 percent increase. ~~since 2000. In 2000, the Village of Ossining had a population of 24,010,<sup>10</sup> which increased to 25,311 in 2015,<sup>11</sup> for an overall 5.4 percent increase. since 2000. It is anticipated that the population in both the Town and the Village of Ossining will continue to have moderate growth. increases. With 188 proposed dwelling units, the Proposed Project will be expected to have 373 residents. The residents at River Knoll will be a combination of current Town and Village residents looking to downsize into a well amenitized apartment community, and also residents from the surrounding communities with no similar residential offering within their area.~~

The Town's recently adopted 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.

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<sup>8</sup> U.S. Census Data 2000

<sup>9</sup> American Community Survey (ACS) Data 2011-2015

<sup>10</sup> U.S. Census Data 2000

<sup>11</sup> American Community Survey (ACS) Data 2011-2015

### *SCHOOLS*

According to the analysis presented in Chapter 3.J, the Proposed Project will add 22 to 29 students within the Ossining Union Free School District (OUFSD). Similar to other schools districts in the Hudson Valley, the OUFSD is experiencing programming and space constraints. While the school property taxes that will be generated from the Proposed Project will be sufficient to cover the per student educational costs and provide surplus tax revenues, the Project Sponsor has additionally agreed to a community benefit fund of \$350,000 to contribute towards enhancing school programs and facilities. Therefore, the Proposed Project ~~would~~will not result in any significant adverse impacts to the OUFSD. This contribution is memorialized in a formal agreement between the OUFSD and the Project Sponsor, dated September 29, 2016 (see **Appendix EC**).

### *OPEN SPACE AND RECREATION*

The Project Site's buildings are closed 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 a Wi-Fi equipped library, and a "dog spa" providing a range of pet care, walking and sitting services. Outdoor amenities will include a swimming pool for residents, with beautiful landscaped terraces overlooking the Hudson River, and an outdoor kitchen for private entertaining, quiet landscaped reading pockets, a. Therefore the Proposed Project will provide its residents with ample on-site recreation amenities, and meet the demand for recreational needs.

It can be expected that many of the residents at River Knoll will be existing Town/Village residents looking to downsize within the local area. Nonetheless, River Knoll residents would likely ~~can be expected to~~ participate in Town recreation programs and leagues as well as the many recreation facilities that will be provided on-site. In addition, River Knoll residents will be able to enjoy the passive use of the ~~ample~~ open space and trails and walkways that will be part of the site programming. If all 373 River Knoll residents were new to the Town, this would result in less than 1%one percent increase in population entitled to use Town recreational programs and facilities. The taxes projected to be generated by the Proposed Project, as described in Chapter 3.J, will be sufficient to cover the additional costs.

By providing these many amenities, the Proposed Project will not result in any significant adverse impacts to Town or Village recreational resources.

### *EMERGENCY SERVICES*

The Proposed Project will include 188 residential units. Demand for emergency services will be comparable to the similar residential developments elsewhere in the community. In contrast, the former Stony Lodge Hospital was a frequent and disproportionate user of emergency services. Therefore, no significant adverse impacts to emergency services are anticipated.

### *FISCAL*

Due to the conversion from an almost vacant lot to a residential use, the Proposed Project will ~~generate additional tax revenues. lead to a large increase in taxes.~~ The Proposed Project will result in a 90.5 percent increase in Full Market Valuation (or an increase of \$23,834,291), and



94.4 percent increase in Taxable Assessed Valuation (or an increase of \$1,331,970). Tax revenue will increase by 90.4 percent (or an increase of \$921,486) from 2016 conditions.

Taxes collected for municipal demands include Townwide, unincorporated Town, Ambulance District, refuse, light, fire, Townwide Water District, Ossining school, and library taxes. Currently, the Project Site generates a total of \$85,903 for these services. With the Proposed Project, it is anticipated that the property will generate \$901,910 or a 90.4 percent increase; more than the costs for the additional population from the Proposed Project.

The Proposed Project is anticipated to generate approximately 373 residents, of which approximately 22 to 29 will be students enrolled in the OUFSD. This would represent an approximate 0.6 percent increase in the student population. Projected net tax revenue growth to the Town of Ossining, Village of Ossining, and Ossining Union Free School District will be positive, and will offset additional costs for providing emergency services and educate new school-age children that may reside at River Knoll. While the property taxes that will be generated from the Proposed Project will be sufficient to cover the per student educational costs, the Project Sponsor has agreed to a community benefit fund of \$175,000 to contribute towards and enhance school programs.

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. Therefore, the Proposed Project is anticipated to 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 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 Proposed Project is expected to last approximately 18 months (months 13-18 of construction cycle will largely focus on work internal to the building with less noise generation). As discussed in Chapter 3.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. Therefore, construction of the Proposed Project will not result in any significant adverse impacts.

## ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

As discussed in each of the technical chapters in this DEIS, the Proposed Project will create a number of physical improvements to the Project Site. As noted in each of the technical chapters, the Proposed Project has been designed and developed to avoid, minimize, and mitigate potential impacts to the maximum extent practicable. ~~It is the Applicant's belief that all potential adverse impacts will be avoided by the specific design elements integrated into the Proposed Project.~~

Nonetheless, several environmental impacts will result that cannot be avoided. The Proposed Project will result in the unavoidable clearing and grading of approximately 11 acres (61% percent) and removal of 237 trees within the Project Site. The loss of vegetation, habitat, and trees within the area of disturbance is considered an unavoidable adverse impact. However, much of the disturbed area was previously occupied by uses associated with the former hospital and therefore the impact is not considered to be significant.

The Proposed Project will result in a net increase of approximately 1.32 acres of impervious surface or approximately a 7.1% percent increase (see Chapter 3.D, "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. Furthermore, all of the new impervious surfaces (pavement and buildings) will be clustered in the center of the Project Site where the existing hospital buildings and accessory uses are located. Existing impervious surfaces (buildings/pavement) around the periphery of the 17.91 acre site will be removed and converted to pervious landscaped areas. In this way, the vegetated buffers surrounding the Proposed Project will be expanded, particularly to the east, south, and west, which will create wide vegetated buffer areas of 190 feet or more separating the new building from surrounding properties. Therefore, although there would be a net increase in impervious surfaces, the concentration of the development in the center of the Project Site and the treatment of stormwater runoff would mitigate any impacts and would generally be an improvement over existing conditions.

The Proposed Project will generate additional vehicle trips to and from the Project Site. 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. The Town's Consulting Engineer has stated that there is capacity to accommodate the increase in water demand, sewage generation, and solid waste generation.

Short term impacts will include grading anticipated to involve both cut-and-fill operations. Based on the proposed grading plan for the Proposed Project, the cut-and-fill is expected to balance, with a very small portion that may be required to be trucked off site.

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." 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.

Unavoidable short term construction impacts may also include increased storm water run-off during construction. To minimize these impacts a SWPPP, an erosion and sediment control plan, and a construction plan will be implemented.

Short term construction activities will generate traffic to and from the site, and noise from construction equipment. To minimize these impacts, a phasing plan and traffic safety measures will be implemented. These impacts will be temporary and are not considered significant.

Thus, it is the Applicant's belief that the Proposed Project will have no significant unavoidable adverse impacts.

## **ALTERNATIVES**

SEQRA requires consideration of a No Build alternative and a reasonable range of alternatives that meet project objectives. As such, the DEIS assesses a wide-range of 11 alternatives to the Proposed Project. The Proposed Project alternatives include the No Build or No Action option, nine alternative development options (Alternatives A through D and G through J), and two rezoning options (Alternatives E and F). **Table 1-2 presents a comparison of the environmental impacts between each Alternative.** The alternatives considered are as follows:

- Alternative A: Conventional Development using R-15 Zoning District
- Alternative B: Clustered Development based on R-15 Layout Density
- Alternative C: Conventional Layout using R-5 Zoning District
- Alternative D: Clustered Layout using R-5 Zoning District
- Alternative E: Townhouse and Multiple Dwelling Developments based upon Existing Multifamily Zone
- Alternative F: Townhouse and Multiple Dwelling Developments at Eight Dwelling Units per Acre
- Alternative G: Continued Institutional Use
- Alternative H: Adaptive Re-Use of Existing Buildings for Residential and Other Non-Residential Uses
- Alternative I: Adaptive Re-Use of Smaller Existing Buildings in the Southeasterly Part of the Site
- Alternative J: Alternative Development with Less Trucking of Rock and Earth Off-Site
- Alternative K: No Build or No Action Alternative

As discussed in Chapter 5, "Alternatives," the Proposed Project will result in greater preservation of open space, enhancement of stormwater management, preservation of vegetation

and habitat, and greater tax revenue benefits to the community when compared to the other alternatives. A summary comparing the alternatives is provided at the end of Chapter 5.



**Table 1-2**  
**Comparison of Alternatives**

| <u>DEIS Analysis Area</u>                  | <u>Proposed Project</u>                                                                                                 | <u>Alternative A</u><br><u>Conventional</u><br><u>Layout</u><br><u>R-15 Zoning</u>                                       | <u>Alternative B -</u><br><u>Clustered Based</u><br><u>on R-15 Density</u>                                                  | <u>Alternative C</u><br><u>Conventional</u><br><u>R-5 Layout</u>                                                            | <u>Alternative D</u><br><u>Cluster based on</u><br><u>R-5 Density</u>                                                        | <u>Alternative E</u><br><u>Based on MFD</u><br><u>Zone</u>                                                                                                                                                                                         | <u>Alternative F</u><br><u>MFD 8 du's/ac</u>                                                                                                                                                                                                        | <u>Alternative G</u><br><u>Continue</u><br><u>Institutional Use</u>                                    | <u>Alternative H</u><br><u>Adapt Existing</u><br><u>Buildings</u>                                        | <u>Alternative I</u><br><u>Reuse SE</u><br><u>Buildings</u>                                              | <u>Alternative J</u><br><u>Less Trucking</u>                                                                                                             | <u>Alternative K</u><br><u>No Action</u>                                                      |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| <u>Project Description</u>                 | <u>188 multifamily units,</u><br><u>373 residents.</u>                                                                  | <u>37 single-family lots,</u><br><u>110 residents.</u>                                                                   | <u>29 single-family lots,</u><br><u>107 residents</u>                                                                       | <u>67 single-family lots,</u><br><u>246 residents</u>                                                                       | <u>67 single-family lots,</u><br><u>245 residents</u>                                                                        | <u>150 multifamily units</u><br><u>in 7 buildings or 78</u><br><u>town houses.</u><br><u>387 residents under</u><br><u>the multifamily option</u><br><u>or 211 under the</u><br><u>townhouse option</u>                                            | <u>153 multifamily or</u><br><u>124 townhouse units</u><br><u>349 residents under</u><br><u>the multifamily option</u><br><u>or 320 under the</u><br><u>townhouse option</u>                                                                        | <u>Existing buildings to</u><br><u>remain.</u><br><u>No residents</u>                                  | <u>Existing buildings to</u><br><u>remain.</u><br><u>Number of residents</u><br><u>dependent on use.</u> | <u>Existing buildings to</u><br><u>remain.</u><br><u>Number of residents</u><br><u>dependent on use.</u> | <u>188 multifamily units,</u><br><u>including 19</u><br><u>affordable units, in</u><br><u>one building on one</u><br><u>lot.</u><br><u>373 residents</u> | <u>Existing buildings to</u><br><u>remain.</u><br><u>No residents</u><br><u>anticipated.</u>  |
| <u>Traffic</u>                             | <u>96 AM and 121 PM</u><br><u>peak trips.</u>                                                                           | <u>31 AM and 38 PM</u><br><u>peak trips.</u>                                                                             | <u>34 AM and</u><br><u>37 PM peak trips.</u>                                                                                | <u>56 AM and</u><br><u>74 PM peak trips.</u>                                                                                | <u>56 AM and</u><br><u>74 PM peak trips.</u>                                                                                 | <u>76 AM and</u><br><u>95 PM peak trips</u><br><u>under the multifamily</u><br><u>option.</u><br><u>40 AM and</u><br><u>49 PM peak trips</u><br><u>under the townhouse</u><br><u>option.</u>                                                       | <u>66 AM and</u><br><u>76 PM peak trips</u><br><u>under the multifamily</u><br><u>option.</u><br><u>60 AM and</u><br><u>70 PM peak trips</u><br><u>under the townhouse</u><br><u>option.</u>                                                        | <u>51 AM and</u><br><u>60 PM peak trips.</u>                                                           | <u>NA</u>                                                                                                | <u>NA</u>                                                                                                | <u>96 AM and</u><br><u>121 PM peak trips.</u>                                                                                                            | <u>No change from</u><br><u>existing conditions</u>                                           |
| <u>Off-site road</u><br><u>improvement</u> | <u>Yes Improvements</u><br><u>To Route 9A and</u><br><u>Croton Dam Road</u>                                             | <u>No</u>                                                                                                                | <u>No</u>                                                                                                                   | <u>No</u>                                                                                                                   | <u>No</u>                                                                                                                    | <u>No</u>                                                                                                                                                                                                                                          | <u>No</u>                                                                                                                                                                                                                                           | <u>No</u>                                                                                              | <u>No</u>                                                                                                | <u>No</u>                                                                                                | <u>Yes Improvements to</u><br><u>Route 9A and Croton</u><br><u>Dam Road</u>                                                                              | <u>No</u>                                                                                     |
| <u>Fiscal</u>                              | <u>\$26 mill AV</u><br><u>School taxes exceed</u><br><u>costs</u><br><u>\$350,000 community</u><br><u>benefits fund</u> | <u>\$16.8 mill AV</u><br><u>School taxes do not</u><br><u>cover costs.</u><br><u>No community benefit</u><br><u>fund</u> | <u>\$17.2 million AV</u><br><u>School taxes do not</u><br><u>cover costs.</u><br><u>No community benefit</u><br><u>fund</u> | <u>\$36.5 million AV</u><br><u>School taxes do not</u><br><u>cover costs.</u><br><u>No community benefit</u><br><u>fund</u> | <u>\$36.5 million AV</u><br><u>School taxes do not</u><br><u>cover costs.</u><br><u>No community benefit</u><br><u>fund.</u> | <u>\$48.6 million AV</u><br><u>under the multifamily</u><br><u>option;</u><br><u>\$25.3 million AV</u><br><u>under the townhouse</u><br><u>option</u><br><u>School taxes cover</u><br><u>costs.</u><br><u>No community</u><br><u>benefits fund</u> | <u>\$43.9 million AV</u><br><u>under the multifamily</u><br><u>option;</u><br><u>\$40.3 million AV</u><br><u>under the townhouse</u><br><u>option</u><br><u>School taxes cover</u><br><u>costs.</u><br><u>No community</u><br><u>benefits fund.</u> | <u>Tax exempt.</u><br><u>No community benefit</u><br><u>fund.</u>                                      | <u>NA</u>                                                                                                | <u>NA</u>                                                                                                | <u>\$26 mill AV</u><br><u>School taxes exceed</u><br><u>costs</u><br><u>\$350,000 community</u><br><u>benefits fund.</u>                                 | <u>No change</u>                                                                              |
| <u>Community</u><br><u>Facilities</u>      | <u>22-29 school children.</u><br><u>\$350,000 community</u><br><u>benefits fund</u>                                     | <u>32 school children.</u><br><u>No community benefit</u><br><u>fund.</u>                                                | <u>31 school children.</u><br><u>No community benefit</u><br><u>fund.</u>                                                   | <u>70 school children.</u><br><u>No community benefit</u><br><u>fund.</u>                                                   | <u>70 school children.</u><br><u>No community benefit</u><br><u>fund.</u>                                                    | <u>56 school children</u><br><u>under the multifamily</u><br><u>option.</u><br><u>28 under the</u><br><u>townhouse option.</u><br><u>No community benefit</u><br><u>fund.</u>                                                                      | <u>48 school children</u><br><u>under the multifamily</u><br><u>option.</u><br><u>45 under the</u><br><u>townhouse option.</u><br><u>No community benefit</u><br><u>fund.</u>                                                                       | <u>No school children</u><br><u>would be generated.</u><br><u>No community benefit</u><br><u>fund.</u> | <u>NA</u>                                                                                                | <u>NA</u>                                                                                                | <u>22 to 29 school</u><br><u>children. No</u><br><u>community benefit</u><br><u>fund.</u>                                                                | <u>No school children</u><br><u>generated. No</u><br><u>community benefit</u><br><u>fund.</u> |
| <u>Wetland Disturbance</u>                 | <u>None</u>                                                                                                             | <u>Yes</u>                                                                                                               | <u>Yes</u>                                                                                                                  | <u>Yes</u>                                                                                                                  | <u>Yes</u>                                                                                                                   | <u>Yes</u>                                                                                                                                                                                                                                         | <u>Yes</u>                                                                                                                                                                                                                                          | <u>No</u>                                                                                              | <u>No</u>                                                                                                | <u>No</u>                                                                                                | <u>No</u>                                                                                                                                                | <u>None</u>                                                                                   |
| <u>Soils and</u><br><u>Topography</u>      | <u>4.49 acres (25%) of</u><br><u>steep slopes</u><br><u>disturbance.</u>                                                | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                 | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                    | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                    | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                     | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                                                                                                                                           | <u>More disturbance than</u><br><u>Proposed Project.</u>                                                                                                                                                                                            | <u>None</u>                                                                                            | <u>None</u>                                                                                              | <u>None</u>                                                                                              | <u>4.49 ac steep slopes</u><br><u>disturbance.</u>                                                                                                       | <u>None</u>                                                                                   |



Table 1-2 (continued)  
Comparison of Alternatives

| <u>DEIS Analysis Area</u>                                                                                             | <u>Proposed Project</u>                                                                                  | <u>Alternative A Conventional Layout R-15 Zoning</u>                                                   | <u>Alternative B - Clustered Based on R-15 Density</u>                                                | <u>Alternative C Conventional R-5 Layout</u>                                                           | <u>Alternative D Cluster based on R-5 Density</u>                                                      | <u>Alternative E Based on MFD Zone</u>                                                                 | <u>Alternative F MFD 8 du's/ac</u>                                                                     | <u>Alternative G Continue Institutional Use</u>                              | <u>Alternative H Adapt Existing Buildings</u>                    | <u>Alternative I Reuse SE Buildings</u>                      | <u>Alternative J Less Trucking</u>                                                                  | <u>Alternative K No Action</u>                                   |
|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <u>Site Disturbance</u>                                                                                               | <u>61% of site to be disturbed</u>                                                                       | 87%                                                                                                    | 85%                                                                                                   | 87%                                                                                                    | 82%                                                                                                    | 64%                                                                                                    | 72%                                                                                                    | Limited                                                                      | Limited                                                          | Limited.                                                     | 61%                                                                                                 | None                                                             |
| <u>Stormwater Management</u>                                                                                          | <u>New stormwater management plan</u>                                                                    | Yes                                                                                                    | Yes.                                                                                                  | Yes                                                                                                    | Yes                                                                                                    | Yes                                                                                                    | Yes                                                                                                    | No                                                                           | No                                                               | No                                                           | Yes                                                                                                 | No                                                               |
| <u>Vegetation and Wildlife</u>                                                                                        | <u>13.65 ac preserved &amp; enhanced. Contiguous buffer &amp; habitat. No impact to T&amp;E species.</u> | <u>More impact. Dis-contiguous lawn/green space; less habitat value. No impact to T&amp;E species.</u> | <u>More impact.Dis-contiguous lawn/green space; less habitat value. No impact to T&amp;E species.</u> | <u>More impact. Dis-contiguous lawn/ green space; less habitat value. No impact to T&amp;E species</u> | <u>More impact. Dis-contiguous lawn/green space; less habitat value. No impact to T&amp;E species.</u> | <u>More impact. Dis-contiguous lawn/green space; less habitat value. No impact to T&amp;E species.</u> | <u>More impact. Dis-contiguous lawn/ green space; less habitat value. No impact to T&amp;E species</u> | No change                                                                    | No change.                                                       | No change                                                    | <u>13.65 ac preserved and enhanced. Contiguous buffer maintained, No impact to T&amp;E species.</u> | No change.                                                       |
| <u>Infrastructure and Utilities</u>                                                                                   | Yes                                                                                                      | Yes                                                                                                    | Yes                                                                                                   | Yes                                                                                                    | Yes                                                                                                    | Yes                                                                                                    | Yes                                                                                                    | Yes                                                                          | Yes                                                              | Yes                                                          | Yes                                                                                                 | Yes                                                              |
| <u>Land Use, Zoning, and Public Policy</u>                                                                            | <u>New Zoning required. Consistent with Comprehensive Plan</u>                                           | <u>New Zoning required. Not consistent w/ Comprehensive Plan</u>                                       | <u>New Zoning required. Consistent w/ Comprehensive Plan</u>                                          | <u>New Zoning required. Not consistent w/ Comprehensive Plan</u>                                       | <u>New Zoning required. Consistent w/ Comprehensive Plan</u>                                           | <u>New Zoning required. Not consistent w/ Comprehensive Plan</u>                                       | <u>New Zoning required. Consistent w/ Comprehensive Plan</u>                                           | <u>Certificate of Need required. Not consistent with Comprehensive Plan.</u> | <u>New Zoning required. Not consistent w/ Comprehensive Plan</u> | <u>New Zoning required. Consistent w/ Comprehensive Plan</u> | <u>New Zoning required. Consistent w/ Comprehensive Plan</u>                                        | <u>New Zoning required. Not consistent w/ Comprehensive Plan</u> |
| <b>Notes:</b> mf – multifamily<br>du – dwelling unit<br>AV – assessed Value<br>T&E: Threatened and Endangered Species |                                                                                                          |                                                                                                        |                                                                                                       |                                                                                                        |                                                                                                        |                                                                                                        |                                                                                                        |                                                                              |                                                                  |                                                              |                                                                                                     |                                                                  |





## **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

The Proposed Project will remove 237 trees, and will regrade portions of the site. There will be a net increase of 1.32 acres of impervious surface. The Proposed Project will enable the protection and preservation of the rest of the natural habitat, open space, and significantly forested areas within the Town and Village of Ossining. The steepest wooded habitat will remain untouched. The existing wetland and wetland buffer within the Town and Village of Ossining will remain unaltered.

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. The use of land is the most basic of irretrievably committed resources, as the development of the new building and associated parking areas, walkways and driveways require the commitment of land for the Proposed Project. The actual building materials used in the construction of the Proposed Project (wood, steel, concrete, glass, etc.) 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.

## **GROWTH-INDUCING IMPACTS**

With a 2015 population of 38,136 within the Town of Ossining (ACS 2011-2015), the Proposed Project will generate a 0.98 percent increase in the population of the Town. Therefore, this population increase will be negligible. Nonetheless, it is the Applicant's belief that The Proposed Project will likely have 373 residents, that could increase the Town's population by 0.99 percent. A portion of the residents likely to reside at River Knoll will be local residents looking to down-size and stay in the community, and a portion may be new residents to the Town. Additionally, if other large undeveloped or underdeveloped parcels in the Town were to petition the Town Board to rezone their site to the proposed MF-2 zoning, additional new development would bring new residents to the Town that would increase its population. It should be noted that this scenario is speculative, and the Town Board would retain their discretion to consider whether applying the proposed MF-2 zoning is appropriate and in an areas that could be adequately provided Town services. Therefore, this population increase will be negligible. Nonetheless, 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.

## **EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES AND SOLID WASTE MANAGEMENT**

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

The Proposed Project has been designed with energy conservation considerations from its outset. The compact building plan and building footprint maintains is efficient in minimizing site disturbance and allowing for a building with minimal heated external surfaces – as contrasted

with the applicant's prior plan as shown in the previously submitted Expanded EAF (12/04/15) which showed four distinct buildings each with their own separate heating/cooling systems and adjoining parking. The compact design of the current plan minimizes disturbance to the site with nearly 75% percent of the large 18-acre property remaining open and causing no carbon footprint. The considerable existing paved areas to the south side of the property (Grandview Avenue side) will be removed and planted with greenery. The building's design incorporates two levels of parking situated beneath the building to allow which, thereby, minimizes heat-reflective paved parking areas.

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

- White membrane heat-reflective roof lowering surface temperatures by up to 50%-percent at peak times,
- Energy Star energy-efficient appliances will be 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 will be incorporated into each residential unit,
- LED lighting will be 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,
- Windows and doors will be Energy Star rated double-pane insulated glass.

The conversion of the Project Site from an institutional use to residential would likely reduce the amount of solid waste generated on the Project Site from 178 to 137 tons of solid waste per year. The solid waste will be hauled by a private entity, as it was previously done for the hospital waste. Since the waste generation will be reduced, no significant impacts on solid waste generations are anticipated. \*

## A. PROPOSED PROJECT

### DESCRIPTION OF THE PROPOSED PROJECT

The Project Site is located at 40 Croton Dam Road in the Town of Ossining on the site of the former Stony Lodge Hospital—a child and adolescent psychiatric center. The Project Site is 17.89 acres and is composed of 16.65 acres within the Town of Ossining and 1.24 acres within the Village of Ossining (see **Figure 2-1**). The Proposed Project will occur on property within the Town of Ossining only.<sup>1</sup>

Stony Lodge Hospital has been closed since 2012—and, so the site displays the need for considerable deferred maintenance and the site is greatly underutilized. This proposal describes a residential use that will repurpose the property with a use in keeping with its neighbors, an attractive design using Hudson Valley vernacular, and a concerted emphasis by the sponsors of River Knoll to situate the building at the center of the large 17.89-acre site and, thereby, maximizing the green buffer to protect the view shed of surrounding neighbors.

The Proposed Project is a thoughtfully designed and well-amenitized, upscale multifamily community consisting of 169 market rate rental units plus 19 Town-mandated affordable rental units, as required by Article VI of the Town of Ossining’s Zoning Code. The Proposed Project also includes—The 188 total units will consist of 86 market rate one-bedroom units with an average unit size of 850 square feet, 85 market rate two-bedroom units with an average unit size of 1,150 square feet, 10 one-bedroom affordable units with an average unit size of 850 square feet, and 9 two-bedroom affordable units with an average unit size of 1,150 square feet. The Proposed Project also involves a petition to rezone the 16.65-acre site located in the Town of Ossining from the R-15 single family district to a newly created zoning district, MF-2 Multifamily Residence 2 (See see Appendix A, “Petition to Amend Zoning”). The proposed rezoning, referred to herein as the “Proposed Action,” complements the intended use for the site as identified in the Town’s Comprehensive Plan. No structures or paved areas are 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 will be put into an open space easement to prevent future development on that portion of the Project Site.

This Draft Environmental Impact Statement (DEIS) submitted by the Applicant, The Glenco Group, LLC, will provide the Town of Ossining with additional information related to potential environmental impacts of the Proposed Project. This DEIS will also provide the Town of Ossining with an analysis of the potential impacts of amending the Zoning Code with the proposed new MF-2 Multifamily Residence 2 zoning district. It is the intent of this DEIS to

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

assist the Town Board in adopting a determination of significance, pursuant to the State Environmental Quality Review Act (SEQRA) (6 NYCRR Part 617).

The Proposed Project places all of the residential units in a single building at the center of the site to enable the creation of a permanently protected green buffer of approximately 14 acres (78% ~~percent~~ of the site) around the entire site. This green buffer will protect the views currently enjoyed by the community in perpetuity. ~~With~~ If the Project Site were developed with any of the Alternative uses evaluated for this analysis within this DEIS, much of the proposed greenspace would be eliminated or at least significantly reduced. 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, stores, health and medical services, and more.

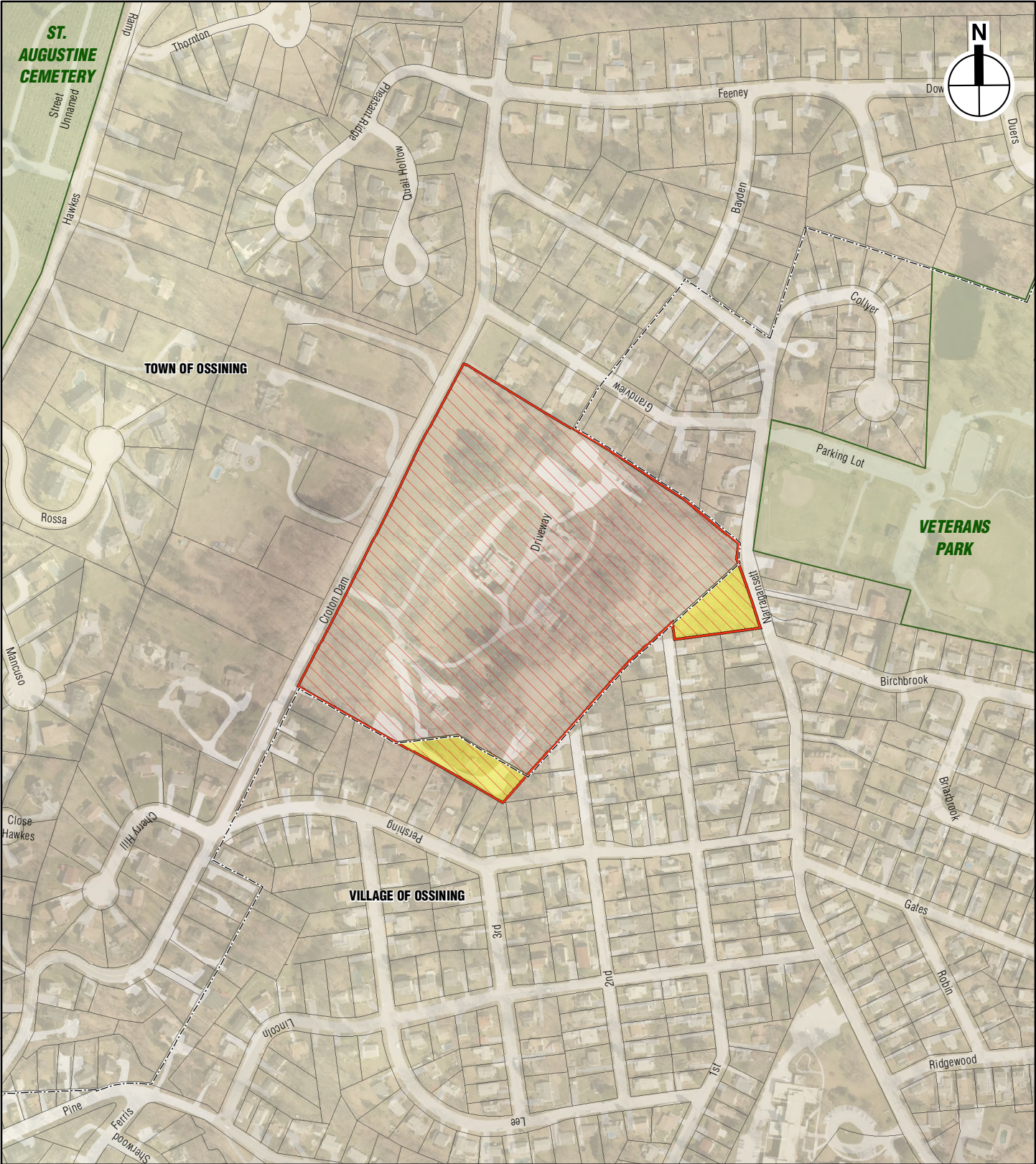
### **REGULATIONS AND REQUIREMENTS OF THE SITE'S EXISTING AND PROPOSED ZONING DESIGNATION**

The Applicant, The Glenco Group, LLC, has applied to the Town Board of the Town of Ossining for approval of the rezoning application and referral of the site plan application to the Town Planning Board. The 16.65 acres within the Town of Ossining is currently zoned R-15, One Family Residence District. The Proposed Project will require approval of a petition to re-zone the site consistent with amendments proposed as part of the Town's Comprehensive Plan Update (2015). The proposed zoning petition, attached herein as **Appendix A** is for a new 'MF-2' (Multifamily Residence 2) zoning district to be added to the Town's zoning for a multifamily residential district. The 1.24 acres within the Village of Ossining ~~is~~ are zoned S-50 Single Family Residence District. No structures or paved areas are proposed in the 1.24 acres of land within the Village of Ossining's jurisdiction, and no modification to the Village's zoning is proposed. The Town of Ossining's 2015 Comprehensive Plan Update specifically recommends that the Stony Lodge Hospital property be analyzed for reuse/redevelopment.

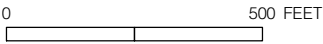
The 16.65 acres within the Town of Ossining are currently zoned R-15 One Family Residence District. A development following the lot and bulk regulations in the R-15 One Family Residence District would yield a conventional subdivision with approximately 37 lots, or a cluster subdivision of 31 lots, with a typical lot size of 100 feet by 150 feet for a typical lot area of 15,000 square feet and a maximum building height of 2.5 stories or 27 feet, and would generally not create a large open space area. The Proposed Action to create a new zoning district, the proposed MF-2 zoning district, would only apply to lots of 10 acres or more, with a lot area per dwelling unit of 4,250 square feet, a usable open space of 50 percent and a maximum building height of 3 stories (or 50 feet) and 12 percent building coverage (see **Appendix A**, "Petition to Amend Zoning").

The Proposed Project will require permits and approvals from the Town of Ossining, as well as stormwater management and sewer/water approvals from the New York State Department of Environmental Conservation (NYSDEC) and Westchester County Department of Health (WCDOH), as listed in **Table 2-1**. A permit will also be required to connect to the Water and Sewer District in the Village of Ossining.





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





**Table 2-1**  
**Required Approvals and Referrals**

| Agency                                       | Approval                                                                  |
|----------------------------------------------|---------------------------------------------------------------------------|
| <b>Required Approvals</b>                    |                                                                           |
| Town of Ossining                             | Rezoning (Zoning Amendment)                                               |
|                                              | Site Plan Approval                                                        |
|                                              | MS4 (Stormwater) Compliance                                               |
|                                              | Steep Slopes Permit (Ch. 167)                                             |
|                                              | Wetland Permit (Ch.105) — <i>if regulated by Town</i>                     |
|                                              | Roadway Improvements — Croton Dam Road                                    |
| Village of Ossining                          | Water/Sewer District Connection                                           |
| NYS Department of Environmental Conservation | SPDES General Permit for Stormwater Discharges from Construction Activity |
| Westchester County Department of Health      | Water and Sewer Connections                                               |
| NYS Department of Transportation             | Improvements to NYS 9A and Croton Dam Road                                |
| <b>Required referrals</b>                    |                                                                           |
| Westchester County Department of Planning    | §239-m Referral                                                           |
| NY State Historic Preservation Office (SHPO) | State Historic Preservation Act Compliance                                |
| Town of Ossining Departments and Boards      | Town Board                                                                |
|                                              | Planning Board                                                            |
|                                              | Highway Department                                                        |
|                                              | Environmental Advisory Board                                              |



**Table 2-1**  
**Required Approvals**

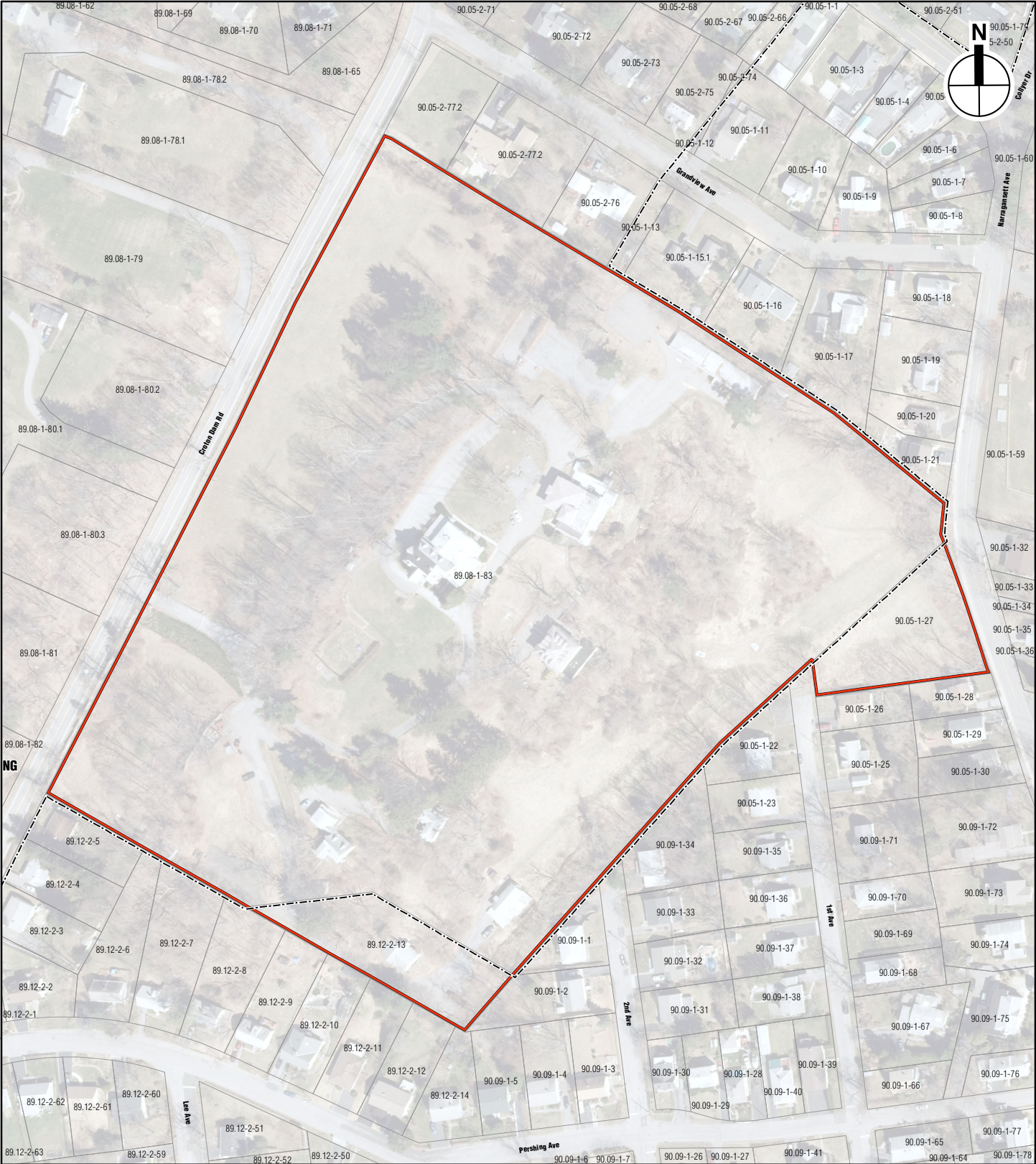
| <u>Agency Approval Required</u>                                                           | <u>Approval Government Facility</u>                 |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <u>Zoning Map and Text Amendments</u>                                                     | <u>Town Board</u>                                   |
| <u>Sewer District Extension</u>                                                           | <u>Town Board</u>                                   |
| <u>Subdivision Approval</u>                                                               | <u>Planning Board</u>                               |
| <u>Wetland Permit</u>                                                                     | <u>Planning Board</u>                               |
| <u>Steep Slope Permit</u>                                                                 | <u>Planning Board</u>                               |
| <u>Tree Removal Permit</u>                                                                | <u>Planning Board</u>                               |
| <u>Health Department Subdivision Approval</u>                                             | <u>Westchester County Health Department</u>         |
| <u>New York State Department of Environmental Conservation (NYSDEC) Stormwater Permit</u> | <u>NYSDEC</u>                                       |
| <u>Water Supply Approval</u>                                                              | <u>Village of Ossining</u>                          |
| <u>Highway Work Permit</u>                                                                | <u>NYS Department of Transportation</u>             |
| <u>Referral Required</u>                                                                  |                                                     |
| <u>§239-m Referral</u>                                                                    | <u>Westchester County Department of Planning</u>    |
| <u>State Historic Preservation Act Compliance</u>                                         | <u>NY State Historic Preservation Office (SHPO)</u> |
| <u>Town Board</u>                                                                         | <u>Town of Ossining Departments and Boards</u>      |
| <u>Planning Board</u>                                                                     | <u>Town of Ossining Departments and Boards</u>      |
| <u>Highway Department</u>                                                                 | <u>Town of Ossining Departments and Boards</u>      |
| <u>Environmental Advisory Board</u>                                                       | <u>Town of Ossining Departments and Boards</u>      |

## **B. OVERVIEW AND DESCRIPTION OF SITE AND ENVIRONMENT**

The Project Site is bounded by Croton Dam Road, Pershing Avenue, Grandview Avenue, and Narragansett Avenue. The primary frontage is along Croton Dam Road. Sole vehicular access to the Project Property currently exists on Croton Dam Road. The Proposed Project will continue to use that access as the only means of vehicular access to the site. The Property is currently occupied by ten buildings that comprise the now closed Stony Lodge Psychiatric Hospital.

The Project Site is surrounded by residences that are typically of modern construction and are not architecturally or historically significant. The homes are detached, low density, two-story single family houses to the north, west, south, and east, on minimum lot sizes of 15,000 to 5,000 square feet. Lots to the south, east and north of the site are smaller than the lots to the west of Croton Dam Road. The Veterans Memorial Park, with three baseball fields is located to the north east of the site. Notable non-residential land uses in the vicinity of the Project Site include the Bethel Nursing and Rehab Center, located at 17 Narragansett Avenue, and Saint Augustine Cemetery. The Project Site, the former Stony Lodge Psychiatric Hospital campus, consists of three parcels located in the Town and Village of Ossining, as listed in **Table 2-2** and shown on **Figure 2-2**. The site is comprised of 17.89 acres, of which 16.65 acres are within the Town of Ossining and 1.24 acres are within the Village of Ossining (collectively, the “Property”). The Proposed Project will remove all existing buildings and create an open space easement in order to preclude future development taking place on the two lots located within the Village of Ossining.

1/17/2017  
Source: Westchester County GIS Division



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



**Table 2-2**  
**Project Site Parcels**

| Tax ID                                                                                                                                                | Address             | Owner                     | Acreage      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------|--------------|
| <b>Parcel in Town of Ossining</b>                                                                                                                     |                     |                           |              |
| 89.08-1-83                                                                                                                                            | 40 Croton Dam Road  | Stony Lodge Hospital Inc. | 16.65        |
| <b>Total</b>                                                                                                                                          |                     |                           | <b>16.65</b> |
| <b>Parcels in Village of Ossining</b>                                                                                                                 |                     |                           |              |
| 90.05-1-27                                                                                                                                            | Narragansett Avenue | Stony Lodge Hospital Inc. | 0.60         |
| 89.12-13                                                                                                                                              | Croton Dam Road     | Stony Lodge Hospital Inc. | 0.64         |
| <b>Total</b>                                                                                                                                          |                     |                           | <b>1.24</b>  |
| <b>TOTAL</b>                                                                                                                                          |                     |                           | <b>17.89</b> |
| <b>Source:</b> Town of Ossining GIS ( <a href="http://www.caigisonline.com/OssiningNY/">http://www.caigisonline.com/OssiningNY/</a> accessed 9/29/15) |                     |                           |              |

Most buildings ~~that on the Project Site~~ are part of the former hospital ~~are~~, vacant, and display significant deferred maintenance and deterioration. The arrangement of hospital buildings is shown in **Figure 2-3**, “Current Arrangement of the Former Stony Lodge Hospital Buildings.” The Administration Building and the Maintenance Building on the south side of the property are still currently occupied by minimal maintenance and administrative personnel. The oldest building, also known as the “Main Building,” was constructed in 1868, and the other buildings were built in the 1930s, 1950s, or 1960s. The architectural integrity of the buildings, including the oldest “Main Building,” has been severely compromised by numerous additions that are of negligible architectural value and have no uniformity of design. Without costly maintenance, the buildings will continue to deteriorate due to their uninhabited state. In addition, the current buildings are technically defunct for the purpose of operating a modern psychiatric hospital that conforms to current design standards. Consequently, the Proposed Project will include the demolition of all existing buildings. The paved surfaces, particularly on the northern and southern sections of the Property will be removed and converted to new lawn, landscaping, and treed buffers. As shown in **Figure 2-4**, “Proposed Project Site Plan,” ~~and~~ **Figure 2-5**, “Proposed Project Site Rendering,” ~~and~~ **Figure 2-6** “Proposed Project Building Rendering,” the proposed River Knoll building has been purposely centered in the middle of the property to maximize green buffers, protect the expansive and beautiful meadows, minimize land disturbance, minimize removal of vegetation, minimize removal of stands of trees, and minimize excavation. By locating the building to the middle of the site, the construction of River Knoll will be situated entirely on land previously disturbed by the existing hospital.

The Proposed Project will remove deteriorating and defunct structures of the abandoned hospital, and will eliminate a degrading influence to the residential neighborhoods within the Town and Village. The existing meadow viewed from Croton Dam Road will be enlarged and protected in perpetuity via a conservation easement. The exact terms of the Conservation Easement will be coordinated with the Town, but it generally will restrict development of any buildings and structures in order to preserve the natural grading and landscaping, subject to reasonable controls to permit any necessary pedestrian or vehicular areas shown on the plans submitted, as well as to allow the removal of dead or diseased plantings and invasive plants. The Conservation Easement will be recorded in the Westchester County Clerk’s Office and will be a restriction in the chain of title to the Premises.

The existing expansive grassy meadow fronting on Croton Dam Road (one quarter mile in length) will buffer the surrounding residential neighborhoods from River Knoll building from



the surrounding residential neighborhood. The removal of all of the existing Stony Lodge Hospital buildings, including the utility buildings and parking areas currently situated adjacent to the northern and southern property boundaries, will enable the placement of new trees and shrubs to create attractive landscaped buffers ranging from a minimum of 150 feet to upward of 800 feet in depth from the nearest neighbors. This additional buffer will substantially minimize the potential for visual and noise conflicts, and provide enhanced greenery for the backyards of adjacent property owners. In fact, most adjacent property owners will have no direct views of River Knoll and those who do will only have very distant and oblique views at most, as further discussed in Chapter 3.I, “Community Facilities.”

The Proposed Project is complimentary to its neighbors and is designed using Hudson Valley vernacular. Additionally, River Knoll represents a concerted effort to position the single structure at the center of the large 18-acre site to maximize open space. This greenspace will be protected by perpetual easements, thereby ensuring natural, landscaped green buffers to its adjacent neighbors. Approximately ~~78%-percent~~ of the site (approximately) 14 acres will be green, and will provide a beneficial amenity to the neighborhood in perpetuity.

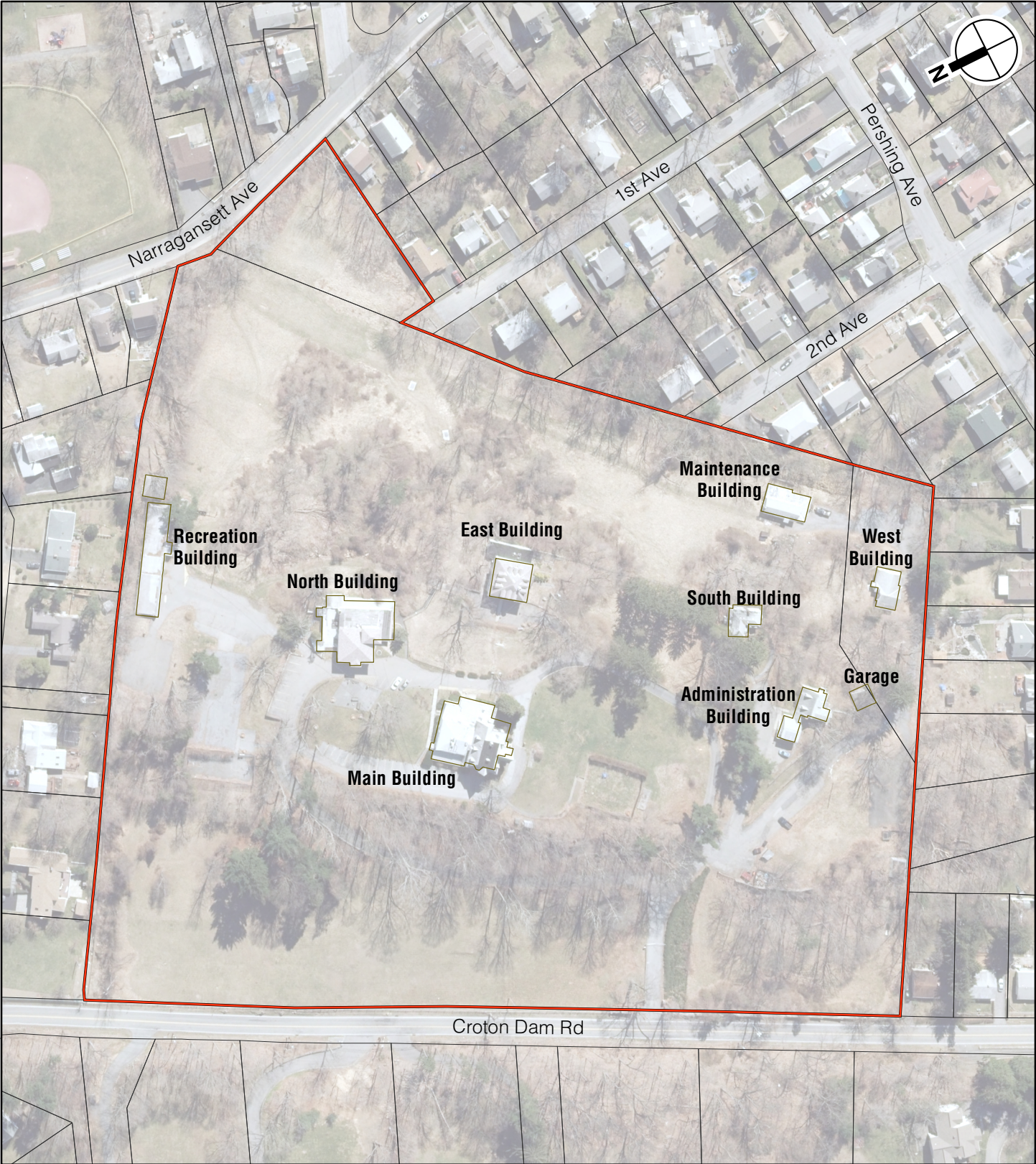
As described in Chapter 3.I, “Community Facilities,” it is anticipated that, at full build-out, River Knoll will have approximately 373 residents, of which approximately 22-29 students will be either enrolled in the Ossining Union Free School District or local private and parochial schools. The Project Sponsor met with the School District’s administration and members of the board early in the planning process to address expected school-aged children that would be likely to reside at the site, and to offer monetary contribution to offset the potential for greater than expected new school-aged children that would enroll in the school district. Projected net tax revenue described further in Chapter 3.J, “Fiscal Impacts,” growth to the Town of Ossining, Village of Ossining, and Ossining Union Free School District will substantially offset additional costs for providing emergency services and costs to educate new school-aged children that may reside at River Knoll.

### BRIEF HISTORY OF THE SITE AND AREA

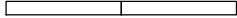
The project site is the Stony Lodge Hospital property. Stony Lodge Hospital was established as a psychiatric hospital in 1927 for adults. It was later modified to serve inner-city children ages 5 to 17 with mental health issues. The hospital provided psychiatric care for 61 children as patients ~~at a time~~, on an average rolling basis of two weeks, hosting an average of 600 patients per year. The oldest building, also known as the Main Building, stands at the top of the hill and was built circa 1868, likely as a private residence. Later, in the 20th ~~Century~~-century, portions of the building were removed, and architecturally incompatible sections were added to expand it; it was substantially remodeled in the late 1940s with renovations undertaken subsequently to adapt the building to meet the hospital’s needs for use as an acute psychiatric program. The North Building and East Building were built in 1931, with the South Building also 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 in what was a large garage adjacent to residential neighbors (1954). The West Building was built in the 1960s.<sup>2</sup> The architectural integrity of the buildings, including the oldest, has been compromised

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<sup>2</sup> Dates of construction of the buildings provided by K. Czipo, CFO and Executive Director of the Stony Lodge Hospital.



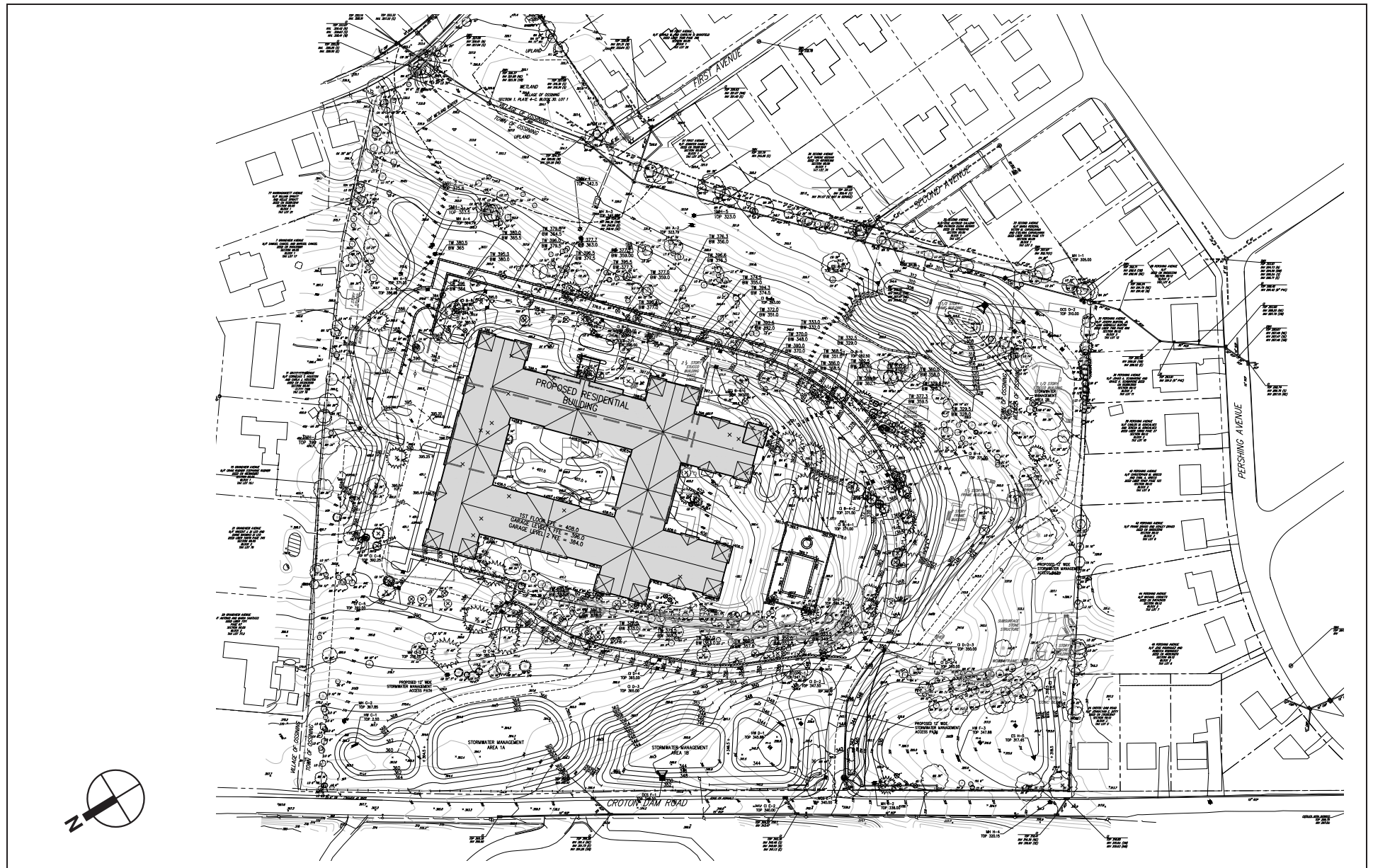
 Project Site  
 Tax Parcel Boundaries

0 200 FEET  


Current Arrangement of the  
former Stony Lodge Hospital Buildings  
**Figure 2-3**

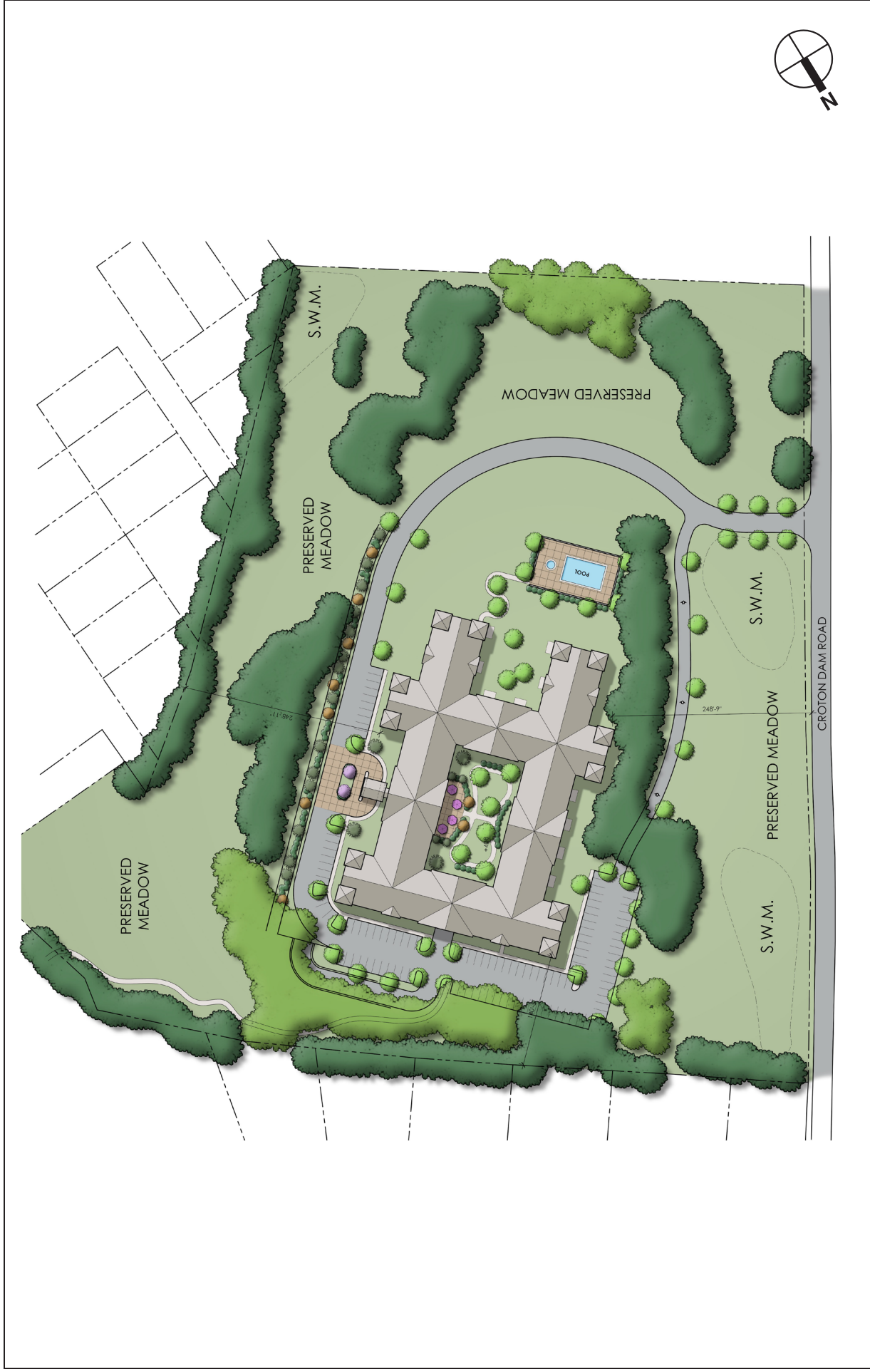












Proposed Project Site Rendering  
Figure 2-5







Source: Minno Wasako Architects



by numerous additions that have no uniformity of design and are of negligible architectural value. Currently, the buildings are vacant and display significant deferred maintenance and deterioration. The arrangement of hospital buildings is shown in **Figure 2-3**. The present hospital was closed in 2012. The area surrounding the site up to the Town and Village Roads at Pershing Avenue to the south, Narragansett Avenue to the west, and Grandview Avenue the north was owned by the Hospital until the 1920s. The areas from the current Project Site to the roads, including First Avenue and Second Avenue were sold by the owners of the Hospital and subdivided during the 1920s and 1930s. The surrounding single family neighborhood was built a little later after the subdivisions.<sup>3</sup>

## C. DESCRIPTION OF ENVIRONMENTAL CHARACTERISTICS OF THE SITE

### STEEP SLOPES AND ELEVATIONS

The topography of the Project Site has a high point at the center of the property at elevation 414' where the main Stony Lodge Hospital building is located, as shown and discussed in Chapter 3.B, "Soils, Topography (Steep Slopes), and Geology." The site descends in elevation towards the peripheries with a low point of 305' at the southeast corner of the site. The Town regulates steep slope disturbance in Chapter 167: Steep Slope Protection. "Steep Slopes" are defined in §167-2 as those areas between 15-25% percent slope with a minimum area of 5,000 square feet or greater; areas between 25-35% percent slopes with a minimum area of 4,500 square feet or greater, and areas 35% percent or greater with a minimum area of 6,000 square feet acre or greater. Assessment of the Project Site indicates that slopes greater than 15% percent are present on-site and would be disturbed by the Proposed Project. **Table 2-3** indicates the acreage and percentage of slope categories on-site.

**Table 2-3**  
**Existing Steep Slopes**

| Slope Category                                                                                      | SF (Acres)            | Percent of Site |
|-----------------------------------------------------------------------------------------------------|-----------------------|-----------------|
| 0-15%                                                                                               | 366,769 (8.5)         | 47%             |
| 15-25%                                                                                              | 218,201 (5.0)         | 28%             |
| 25-35%                                                                                              | 109,107 (2.0)         | 14%             |
| 35% or greater                                                                                      | 85,105 (2.0)          | 11%             |
| <i>TOTAL</i>                                                                                        | <i>779,182 (17.9)</i> | <i>100%</i>     |
| <b>Note:</b> Slope categories conform to Town of Ossining Code Chapter.167: Steep Slope Protection. |                       |                 |

### WETLANDS AND WETLAND BUFFER AREAS, WATERCOURSE(S), AND HYDROLOGY

~~As further described in Chapter 3.C, "Stormwater Management," unlike current conditions in which stormwater runoff discharges untreated directly to the surrounding neighborhoods and streets, the Proposed Project will convey runoff to a new on-site state-of-the-art stormwater system. This will consist of high density polyethylene pipes, manholes, catch basins with sumps, outlet control~~

<sup>3</sup> Information collected during a discussion with Kevin Czipo, CFO and Executive Director of the Stony Lodge Hospital on 4/25/17.

structures, and infiltration basins. The proposed stormwater system for the Proposed Project will provide a net reduction in the peak rate of stormwater runoff for the 10- and 100-year storms to the benefit of surrounding properties. It will also result in improved water quality impacts to the Town and Village's drainage systems and receiving surface waters such as the Oliver Pond Watershed.

As further discussed in Chapter 3.A, "Wetlands," the project site contains no state (NYSDEC) or federal (NWI) mapped wetlands or watercourses or waterbodies. The closest streams and floodplains are approximately 1,000 ft. from the Project Site. A small .0277 acre herbaceous wetland was delineated in the northeast corner of the Project Site. The majority of this wetland, 0.273 acres is located within the Village of Ossining. A smaller amount, 0.004 acres, is located within the Town of Ossining. The Village of Ossining has no wetland protection ordinance. The Town of Ossining does regulate wetlands along with a 100-foot buffer.<sup>4</sup> No jurisdictional determination is required due to the lack of impact to the wetland or the buffer zone.

This wetland will not be disturbed as a result of the Proposed Project. The Proposed Project will include a stormwater management plan that will treat all runoff from the proposed project. In this way, water quality impacts to the on-site wetland will be avoided. Construction and operation of the Proposed Project would not adversely impact wetlands within the Project Site.

### AESTHETIC RESOURCES AND SCENIC VIEWS

The nine buildings of the former Stony Lodge Hospital currently located on the Project Site are visible from the surrounding roads and properties, less during the spring/summer/fall months due to topography and the dense vegetation on the edge of the property.

The Main Building is located at the top of a hill, with views of the Hudson River and surrounding single-family residences. The other buildings are located on the lower elevations of the site. The buildings have views of, and can be from the surrounding residential properties. The northern property boundary currently has structures along the property edge, visible from the homes situated on Grandview Avenue. The western property boundary follows Croton Dam Road, a downward sloping road towards the Village of Ossining's downtown and the Hudson River. The edge of the property along Croton Dam Road is comprised of an extensive meadow, surrounded by wooden pasture fences and a deciduous tree line. From there, the Main Building of the former Stony Lodge Hospital is partially visible. The southern boundary has hospital buildings situated near the property edge that can be viewed by the homes on Second Avenue and Pershing Avenue. A dense deciduous vegetation buffer usually hides those hospital buildings from the houses on the southern boundary. The eastern boundary of the project site has structures that are partially hidden from the immediate neighborhood (especially along First Avenue, Second Avenue, and Narragansett Avenue) due to current landscaping and site layout. During the off-leaf season, the current hospital buildings are dramatically more visible from the neighboring properties due to the deciduous vegetative landscape on the site.

As shown in **Figure 2-34**, the proposed River Knoll building has been purposely centered in the middle of the property to maximize green buffers, protect the expansive and beautiful meadows, minimize land and steep slopes disturbance, minimize removal of vegetation, minimize removal of

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<sup>4</sup> Ossining Town Code, Chapter 105: Freshwater Wetlands, Watercourses and Water Body Protection



stands of trees, and minimize excavation. By centering the building in the middle of the site, the construction of River Knoll will be entirely on land previously disturbed by the existing hospital.

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

For the existing buffer, healthy trees within undisturbed areas have been identified, surveyed, and mapped to be protected and preserved, and will be subject to a Conservation Easement. The exact terms of the Conservation Easement will be coordinated with the Town, but it generally will restrict development of any buildings and structures in order to preserve the natural grading and landscaping, subject to reasonable controls to permit any necessary pedestrian or vehicular areas shown on the plans submitted, as well as to allow the removal of dead or diseased plantings and invasive plants. The Conservation Easement will be recorded in the Westchester County Clerk's Office and will be a restriction in the chain of title to the Premises.

Some selective removal and pruning will be required to promote the health and growth of the remaining trees. The new buffers will be landscaped using as mix of shade trees, evergreens, flowering trees and shrubs (i.e., Red Maple, Red Oak, Bicolor Oak, Sweetgum, Spruce, Fir, Great Western Cedar, Viburnum, and Inkberry) as shown on **Figure 2-5**, "Proposed Project Site Rendering."

#### **FLORA AND FAUNA, INCLUDING BUT NOT LIMITED TO TREES REGULATED BY THE TOWN CODE**

~~The Project Site consists of developed areas of buildings, driveways and mowed lawn interspersed with unmaintained wooded/shrubby areas. Species found during on-site inspections, as well as tree survey description, can be found in Chapter 3.D, "Vegetation and Wildlife."~~The Project Site includes several vegetative cover types (habitats), which include developed areas occupied by pavement and buildings, maintained lawn with mature trees and ornamentals, infrequently maintained field with shrubs, a small herbaceous wetland (infrequently mowed), sloped deciduous hardwood forest, and more mixed deciduous wooded areas within the interior of the Project Site and along the periphery. Approximately 704 trees with DBH of 6" and above were survey-located on-site, as illustrated in the Large Scale Drawing TRS-1 in **Appendix F**, "Tree Survey."

Response from NHP, dated November 14, 2016, indicates that there are no records of rare or state-listed animals or plants, or significant communities on-site or within its immediate vicinity. USFW's IPaC report also revealed no federally threatened or endangered species as having the potential to occur on-site, and no critical habitats are listed. Site reconnaissance indicated that, the majority of the site is characterized by flora and fauna indicative of disturbed suburban sites, with the exclusion of the sloped woodland to in the center-west.

## **POTENTIAL FOR CONTAMINATION FROM ON-SITE UNDERGROUND FUEL TANKS**

A Phase I Environmental Site Assessment (ESA) was originally prepared for the Stony Lodge Hospital site by Schoor De Palma Inc. in March 2006, and updated in May 2017 by Partner Inc., see **Appendix E**. 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. In 2001, two 550 gallon USTs and one 1,000 gallon UST, as well as three 275 gallon ASTs containing #2 fuel oil and one 275 gallon diesel ASTs, were administratively closed. There are four 275 gallon ASTs, two 300 gallon ASTs, and three 1,800 gallon #2 fuel oil USTs remaining in service. Underground storage tanks that remain on the Project Site will be removed prior to beginning construction. According to records kept by the Stony Lodge Hospital staff still on-site, all USTs have been removed that were still being used during the time that the Phase I ESA was done (see **Appendix FE** for more details).

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

### New York State

- 6 NYCRR Part 612, Registration of Petroleum Storage Facilities
- 6 NYCRR Part 613, Handling and Storage of Petroleum
- 6 NYCRR Part 614, Standards for New and Substantially Modified Petroleum Storage Facilities

### Federal Regulations

- 40 CFR Part 280
- 40 CFR Part 281

These regulations would still be followed if an unregistered tank were found during construction.

## **POTENTIAL CONTAMINATION FROM ON-SITE HAZARDOUS WASTE**

The Phase I ESA identified one area of solid waste disposal during their 2006 site reconnaissance. 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.

## **POTENTIAL FOR CONTAMINATION RELATING TO THE PREVIOUS DISPOSAL OF HOSPITAL AND/OR MEDICAL WASTE**

According to former Executive Director of Stony Lodge Hospital Inc., as a residential facility, Stony Lodge did not generate typical hospital waste. This was confirmed in the Phase I ESA performed in 2006. Nonetheless, if areas of contaminated material are found during construction or demolition, they will be removed in accordance with current regulations.

## D. COMPONENTS OF THE PROJECT

The Proposed Project is a residential development of a well-amenitized and upscale multifamily community consisting of 169 market rate rental units plus 19 Town-mandated affordable rental units, for a total of 188 units. Eighty-six of the 169 market rate units will be one-bedroom with an average unit size of 850 square feet; 83 units will be two-bedrooms with a unit size of approximately 1,150 square feet. Ten of the affordable rental units will be one-bedroom and 9 will be two-bedroom units. As shown in the proposed site plan, **Figure 2-4**, “Proposed Project Site Plan,” ~~the Proposed Project will include 96 one bedroom and 92 two bedroom units, 188 units will be distributed in a single low rise three-story building that range-ranges in height from 35 to 40 feet. There will be 376 parking spaces for residents of River Knoll and their guests, as required by the Town Code.~~

Additional amenities will 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” will be also provided for residents to care for their pets during work hours. Outdoor amenities will include a swimming pool for residents with landscaped terraces, an outdoor kitchen for private entertaining, quiet landscaped reading pockets, a dedicated dog walk, and an expansive open space buffer around the perimeter of the site including a walkway to Veterans Memorial Park. The individual units will have hardwood floors, stainless steel appliances, and individual washer/dryers. Each apartment will have at least one indoor garage parking space allocated to it that is in a secure and well-lighted facility. Additionally, a “jitney” will provide morning and evening commuter service to residents, to the Croton and/or Ossining Metro-North rail stations. ~~River Knoll will be located at the highest point of the property providing sweeping views to the Hudson River. The River Knoll building’s roofline will be ten feet lower in height than the current hospital—a specific goal of the design of the building’s plan. The façade will have stone/brick cladding, Juliet balconies, and tall clerestory style windows. The building’s footprint will be organized in wings providing courtyards for the residences, thus adding visual interest for each elevation of the building. Architecturally, River Knoll will be of a Hudson Valley architectural vernacular, though it will also blend modern elements. Materials used will draw from the surrounding area in tone and texture and will include a stone façade complimented by wood textured cladding. The entry approach to River Knoll from Croton Dam Road will remain and be enhanced via a more dramatic and sweeping drive winding up to a landscaped entry courtyard. From this perch residents will be afforded beautiful views of the Hudson River. As stated before, River Knoll will be situated in the same approximate area as the existing Stony Lodge main hospital building, though it will be lower in height.~~

Construction of River Knoll will disturb approximately 10.9 acres of the 17.9 acre site. More important is that River Knoll will ~~convert~~ revert existing impervious surfaces (buildings/pavement) into permanent landscaped areas around the perimeter of the site, described further in Chapter 3.D.

The existing and expanded meadow that fronts Croton Dam Road will be permanently maintained and enhanced. The existing grassy meadow will be replaced with an upland wildflower mix (i.e., Creeping Fescue, Goldenrod, False Indigo, New England Aster, Black Eyed Susan, Little Bluestem, and Milkweed). Areas designated for stormwater management will be treated as wet meadows and planted with a combination of wet site tolerant seed mix (i.e., Sedges, Carex, Bulrush, and New England Aster); live herbaceous plants (i.e., Joe Pye Weed, Switchgrass, and Blue Flag); and native shrubs and trees (i.e., Viburnum, Shadblow Serviceberry, Grey Dogwood, and River Birch). For the existing buffers, healthy trees within undisturbed areas are being identified, surveyed and mapped to

protect and preserve them. There will be selective removals and pruning to help promote the health and growth of the trees to remain. The new buffers will be landscaped using a mix of shade trees, evergreens, flowering trees, and shrubs (i.e., Red Maple, Red Oak, Bicolor Oak, Sweetgum, Spruce, Fir, Great Western Cedar, Viburnum, and Inkberry).

The components of the Proposed Project are summarized in **Table 2-4**:

**Table 2-4  
Components of the Proposed Project**

| Component                                                                               | Existing Condition       | Proposed Project in Town   | Proposed Project in Village |
|-----------------------------------------------------------------------------------------|--------------------------|----------------------------|-----------------------------|
| Lot Area                                                                                | 17.89 ac<br>(779,182 sf) | 16.65 ac<br>(25,252 sf)    | 1.24 ac<br>(54,014 sf)      |
| No. of units                                                                            | NA                       | 188                        | 0                           |
| Lot Area per du (sf)                                                                    | NA                       | 3,858                      | 0                           |
| Min. lot width (ft.)                                                                    | NA                       | 979.5 *                    | 0                           |
| Min. lot depth (ft)                                                                     | NA                       | 665.5                      | 0                           |
| <b>Min Yards for Building (ft.)</b>                                                     |                          |                            |                             |
| Front                                                                                   | 138.1                    | 241                        | 0                           |
| One Side                                                                                | 0.3                      | 140.5                      | 0                           |
| Both Sides                                                                              | 14.4                     | 454.6                      | 0                           |
| Rear                                                                                    | 46.7                     | 248.8                      | 0                           |
| Max Building Coverage (%)                                                               | 3.08                     | 9.96                       | 0                           |
| Max. Building Height (ft./stories)                                                      | 40/3 **                  | 40 / 3 **                  | 0                           |
| Min Parking (9'x18' spaces)                                                             | 112                      | 338 (1.8376 (2.0 per unit) | 0                           |
| <b>Min. Yards for Parking Lots</b>                                                      |                          |                            |                             |
| Front                                                                                   | 253                      | 212.6                      | 212.6                       |
| Side                                                                                    | 3                        | 53.8                       | 53.8                        |
| Rear                                                                                    | 35                       | 192.4                      | 208.5                       |
| Total Site Disturbance (sf/ac)                                                          | NA                       | ± 455,900 / 10.5           | 0                           |
| Impervious Surface (sf/ac)                                                              | 127,044 / 2.92           | 184,668 / 4.24             | 0                           |
| Forested Area Disturbance (sf/ac)                                                       | NA                       | ±60,400 / 1.39             | 0                           |
| Open Space (Pervious Surfaces)                                                          | NA                       | 540,584 / 12.41            | 1.24ac                      |
| <b>Notes:</b>                                                                           |                          |                            |                             |
| * Measured at front of building                                                         |                          |                            |                             |
| ** Measured from finished floor grade to mean height between the eave and ridge of roof |                          |                            |                             |

River Knoll will be located at the highest point of the property providing sweeping views to the Hudson River. The River Knoll building's roofline will be ten feet lower in height than the current hospital—a specific goal of the design of the building's plan. The façade will have stone/brick cladding, Juliet balconies, and tall clerestory style windows. The building's footprint will be organized in wings providing courtyards for the residences, thus adding visual interest for each elevation of the building. Architecturally, River Knoll will be of a Hudson Valley architectural vernacular, though it will also blend modern elements. Materials used will draw from the surrounding area in tone and texture and will include a stone façade complimented by

~~wood textured cladding. The entry approach to River Knoll from Croton Dam Road will remain and be enhanced via a more dramatic and sweeping drive winding up to a landscaped entry courtyard. From this perch residents will be afforded beautiful views of the Hudson River. As stated before, River Knoll will be situated in the same approximate area as the existing Stony Lodge main hospital building, though it will be lower in height.~~

The existing Stony Lodge Hospital has neither a formal collection system nor an organized system to treat stormwater runoff and, as such, stormwater runs off untreated and discharges off-site towards the surrounding neighborhoods and streets. The Proposed River Knoll Project will collect and convey runoff into a new on-site stormwater system, where it will be treated prior to being discharged into a state-of-the-art stormwater management system. The proposed stormwater system will consist of high density polyethylene pipe, manholes, catch basins with sumps, outlet control structures, and infiltration basins to collect and treat stormwater. In this way, the Proposed Project will provide a net reduction in the peak rates of stormwater runoff for the 10 and 100-year storms to the benefit of surrounding properties. It will also result in improved water quality being discharged into the Town and Village's drainage systems and receiving surface waters (Oliver Pond Watershed).

## **E. VEHICULAR ACCESS AND CIRCULATION OF THE PROPOSED PROJECT**

The primary vehicular entrance to River Knoll from Croton Dam Road will be kept at its current location. The entry will be a sweeping drive with fencing, lampposts, stonework, and signage reminiscent of the Adirondack design. An internal and landscaped emergency access will be provided by a separate looping driveway diverging from the same entrance. A total of 338 parking spaces will be provided for River Knoll residents and guests. A shuttle service is proposed as part of the redevelopment to transport residents to and from the train station.

Chapter 3.H describes the Traffic Impact Study (TIS) that was prepared for the Proposed Project. The TIS identifies current level of service and future level of service for nine different intersections as required in the scope. The Proposed Vehicular Access will be done through the already existing entrance and exit on Croton Dam Road. The proposed redevelopment will reconstruct a new and widened driveway at the same location as the existing driveway. Intersection capacity analysis that was computed based on the Build Volumes with and without recommended improvements indicates that the intersections can operate essentially at the same levels of service as projected by the No Build Volumes.

The TIS also describes proposed off-site improvements to the neighboring road system that the Project Sponsor may offer. The original TIS that was included in the Expanded Environmental Assessment Form (EEAF) for the Proposed Project identified signal improvements to manage the additional trips from the Proposed Project. However, in response to concerns raised by neighbors of the Proposed Project during the DEIS scoping hearing regarding existing congestion at the intersection of NY 9A and Croton Dam Road, the Project Sponsor discussed with Town officials opportunities for addressing this existing congestion issue. As such, in November 2016, the Project Sponsor submitted preliminary plans to NYSDOT for the addition of new right turn lanes on both Croton Dam Road approaches. This improvement would reduce the delay currently being experienced by traffic. The review of this improvement by NYSDOT was positively received and will continue concurrent with the SEQRA process as part of the Proposed Project.

## F. OTHER ASPECTS OF PROPOSED PROJECT

The neighborhood in which River Knoll resides already offers a broad range of housing types including numerous small and large-lot single family homes, numerous town houses, apartments and senior's offerings. River Knoll will provide a complimentary housing type that is currently unavailable in greater Ossining. The Proposed Project is designed to appeal to active seniors, empty nesters whose children may be off to college and who want to scale down to simpler living, young families without children, and young professionals. This targeted population seeks a lifestyle free of home maintenance, while providing a *high level* of amenity, quality, security, and—very importantly—a sense of community. People's increasing time commitments—to work, family, recreation, and travel—limit their time available for the maintenance of a home. Apartment living affords them a more carefree lifestyle with the maintenance of their residences performed by professionals. Modern communities like River Knoll provide the amenities and quality people seek that is not available elsewhere in this marketplace. River Knoll will provide the opportunity for residents seeking to scale down from larger homes, while staying in the greater Ossining community they are attached to.

The Project Site presently contains a variety of trees that both serve the landscape and environmentally protect it. Existing wooded buffers on the site will be preserved and enhanced. Healthy trees within undisturbed areas have been identified, surveyed, and mapped; these trees will be protected and preserved. There will be selective removals and pruning to help promote the health and growth of the trees that remain. New wooded buffers will be landscaped using a mix of shade trees, evergreens, flowering trees, and shrubs (i.e., Red Maple, Red Oak, Bicolor Oak, Sweetgum, Spruce, Fir, Great Western Cedar, Viburnum, and Inkberry). The lawn/meadow fronting on Croton Dam Road will be enhanced with an upland wildflower mix and stormwater management basins planted with a wet tolerant seed mix, live herbaceous plants, and native shrubs and trees. The cumulative effect of preserving the wooded buffer and enhancing the Proposed Landscaping Plan will be a net increase in floral diversity and habitat quality, despite the loss of approximately 1.0 acre of existing open space for the construction of the proposed buildings/drives.

All existing impervious surfaces (buildings/pavement) around the periphery of the 17.89 acre site will be removed and converted to pervious landscaped areas. However, the new impervious surfaces will be clustered in the center of the site where the existing hospital buildings and some of the accessory uses are located. By doing so, the vegetated buffers surrounding the Proposed Project are minimized, particularly to the east, south, and west, which will create wide vegetated buffer areas of 53 feet to 252 feet and separating the building from surrounding property boundaries. This is a noteworthy improvement over existing conditions under which some of the hospital's buildings and parking areas sit directly adjacent the property line.

The Proposed Project proposes to permanently protect and preserve its existing open space, expand the buffers of landscaped area separating new structures from all surrounding properties, add new greenery and trees, and remove peripheral buildings/pavement to create larger and contiguous areas of enhanced vegetated open space. Where the Proposed Project encroaches minimally onto the present open space, it adds substantial new green buffers and allows the River Knoll Project to protect and expand existing habitat areas occupied by trees and shrubs as described in Chapter 3.D and Chapter 3.G.

Overall, the Proposed Project will improve the visual character of the study area as the present open space will stay the same. However, new and wider green buffers will be added to the

northern, eastern, and southern portions of the property. The majority of the Proposed Project's buildings will be hidden from view due to the topography, vegetation, and stands of trees on the site and, beneficially, will be approximately 10 feet lower than the existing hospital at its highest point. As previously discussed, the portions of the Proposed Project that will be visible will be in the Hudson Valley design vernacular, and will be a significant improvement over the hospital buildings that are currently in disrepair.

The lighting for River Knoll will be of a residential character and will be ~~fully~~ shielded to prevent objectionable glare on adjacent residential properties. Low intensity and dark-sky-compliant lighting will be providing for security and wayfinding. Minimal down-lighting will be provided at the entrance to the site. The entrance drive and parking lot will be lighted with low intensity fixtures that will have internal glare control devices such as louvers, diffusers, or reflectors that cut the light off at specific angles and direct light downward for traffic safety. No light will encroach onto surrounding properties except for the entrance light that will encroach onto Croton Dam Road for safety and security.

## **G. PLANS FOR MAINTENANCE OF THE COMMON ELEMENTS OF THE PROPOSED PROJECT INCLUDING ROADS, UTILITIES, AND PASSIVE OPEN SPACE.**

~~The common elements of the Proposed Project will be maintained by the management organization for River Knoll and specified within a Common Maintenance Agreement between residents and the property owner.~~ To ensure adherence to the quality of the River Knoll design principals and standards, River Knoll will be managed by the River Knoll Management Association (RKMA), a New York corporation. The RKMA will be organized for the purposes of managing lands and facilities which would be used in common by the residents and their guests. The RKMA will manage the access roads, parking areas, drop-off, wetlands, open space, recreation areas, walking paths and trails, landscaping, snow removal, and the stormwater management system. The RKMA will also manage the shuttle bus that will offer River Knoll residents transport to the Metro North Train Station (see **Appendix B**).

The RKMA will adhere to the environmental protection principals that were articulated within the SEQRA process and will be contained within the conditions of site plan approval regarding protecting the integrity of the wetlands, protecting mature trees, non-toxic pest management.

Internally, the RKMA will manage areas outside the individual apartments, including the entrance foyer, reception, management offices, hallways, elevators, stairs and access up to the apartments, refuse/recycling, parking, community room, and gym. There will be a concierge on-site during normal business hours.

A Common Maintenance Agreement between the RKMA and the owner of River Knoll will specifically state the areas of responsibilities and expectations, as well as its limitations.

A Draft Maintenance Agreement is included as **Appendix B**.

## **H. PLANS AND TIMELINE FOR ONGOING MAINTENANCE OF ALL PROPOSED MITIGATION FOR THE PROPOSED PROJECT**

The proposed mitigation measures for River Knoll will be enforced through permit conditions, agreements, or other legally binding instruments between the property owner and the Town of



## **River Knoll**

---

Ossining. The specifics of these instruments will be detailed in a Maintenance Agreement Plan that will be a condition of site plan approval.

Subsequent to the adoption of the proposed zoning, the Applicant will submit a timeline for maintenance for all mitigation measures as part of the site plan approval application. \*

## A. EXISTING CONDITIONS

~~Site inspection~~To confirm the presence of on-site wetlands, site inspections were conducted on September 14, 2015, and ~~inspection of~~ April 21, 2017. The inspections confirmed the presence of one small wetland in the northeast corner of the site, in a depression in the landscape. No vernal pool habitat was found on-site. A wetland delineation letter report, functional analysis, and Army Corps wetland data sheets are included in Appendix F.

~~Site reconnaissance and consultation with applicable maps confirm that the project site~~Project Site contains no streams or surface water bodies. The closest ~~streams~~stream and floodplains are approximately 1,000 feet from the ~~project site~~ Project Site. As shown in **Figure 3.A-1**, “~~FEMA Floodplains and NYSDEC mapped streams with Classification.~~” ~~no~~No no New York State Department of Environmental Conservation- (NYSDEC)-classified streams or 100-year floodplains occur on-site. In addition, no NWI- or NYSEC-mapped wetlands are mapped for the site or within 200 feet of the project site, as indicated in **Figure 3.A-2**, “~~NWI and NYSDEC mapped Wetlands.~~”

In accordance with federal and Town of Ossining wetland regulations, a small herbaceous wetland was delineated on-site on September 14, 2015.<sup>1</sup> This wetland is 0.277 acres in size, as shown in **Figure 3.A-3**, “~~On-site Delineated Wetland.~~” It is dominated by a mixture of herbaceous plants, including sweetflag (*Acorus calamus*), New York aster (*Symphyotrichum novi-belgii*), arrowleaf tearthumb (*Persicaria sagittata*), and umbrella sedge (*Cyperus strigosus*). (For additional details on the wetland delineation, see **Appendix F**, “Wetland Delineation Memorandum.”) Additional species identified include tussock sedge (*Carex stricta*), and sensitive fern (*Onoclea sensibilis*), and japanese stiltgrass (*Microstegium vimineum*). Most of this on-site wetland, 0.273 acres, is located within the Village of Ossining. A smaller amount, 0.004 acres, is located within the Town of Ossining.

The Village of Ossining has no wetland protection ordinance.

The Town of Ossining ~~does regulate~~ regulates wetlands and a 100-foot buffer around wetlands in accordance with the Ossining Town Code, Chapter 105: Freshwater Wetlands, Watercourses, and Water Body Protection. The 100-foot Town-regulated wetland buffer is shown in **Figure 3.A-3**.

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<sup>1</sup> 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. Town of Ossining 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. Subsequent to the adoption of the proposed zoning, and upon submission of an application for site plan approval, a jurisdictional determination by the Town will be requested.

The on-site wetland ~~may be regulated by the U.S. Army Corps of Engineers (USACE) and is not~~ subject to a federal jurisdictional determination. ~~However, due to the fact that there will be no impacts to the USACE wetland.~~ The U.S. Army Corps of Engineers (USACE) does not regulate any wetland buffer areas. The on-site wetland is not mapped by the NYSDEC; therefore it is not State-regulated.

A functional assessment of the single on-site wetland was conducted on April 21, 2017. The functional assessment of the existing wetland examined hydrologic sources, potential for connectivity to additional waterbodies, and investigated the presence of a vernal pool. Hydrologic sources include run-off, stormwater discharge, both on and off-site, and groundwater. No vernal pools were discovered, and no additional hydrologic connections on or off-site were identified. As discussed in the Wetland Delineation and Functional Assessment report in Appendix F, the wetland serves primarily “modification of groundwater discharge” and “modification of water quality” wetland functions.

## **B. POTENTIAL IMPACT OF THE PROPOSED PROJECT**

As discussed under “Existing Conditions,” no NWI- or NYSDEC-mapped wetlands are located within 200 feet of the Project Site. One freshwater herbaceous wetland was delineated within the Project Site. This wetland ~~would will~~ not be disturbed as a result of the Proposed Project. No disturbance (clearing/regrading) is proposed within the 100ft buffer and it is expected to remain maintained lawn with some woody patches.

The Proposed Project will include a stormwater management plan that will treat all runoff from the proposed project, and stormwater basins that will manage the additional water from impervious surfaces. Due to the variety of hydrologic sources both on and off-site, site development is not expected to adversely impact the existing wetland, or the hydrologic levels. In this way, water quality impacts to the on-site wetland will be avoided. Construction and operation of the Proposed Project would not adversely impact wetlands within the Project Site.

## **C. MITIGATION OF POTENTIAL IMPACTS**

As discussed under “Potential Impact of the Proposed Project,” construction and operation of the Proposed Project would not adversely impact wetlands or the buffer area within the Project Site. Therefore, no wetland mitigation is required as part of the Proposed Project to replace disturbed wetlands. A Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control and Sedimentation (EC&S) measures will be utilized to prevent stormwater runoff and other non-point source pollution from impacting wetlands in the project site or within the vicinity. Mitigation measures ensure a zero influx of road and lawn chemical runoff into the wetland or buffer area. As discussed in Chapter 3.B, “Soils, Topography (Steep Slopes), and Geology,” the Town of Ossining steep slope codes will be adhered to during construction of the Proposed Project to minimize runoff, erosion, and sedimentation to prevent impacts to the Project Site’s wetlands and regulated wetland adjacent areas. \*



6/5/2017

Source: Westchester County GIS Division, USFWS

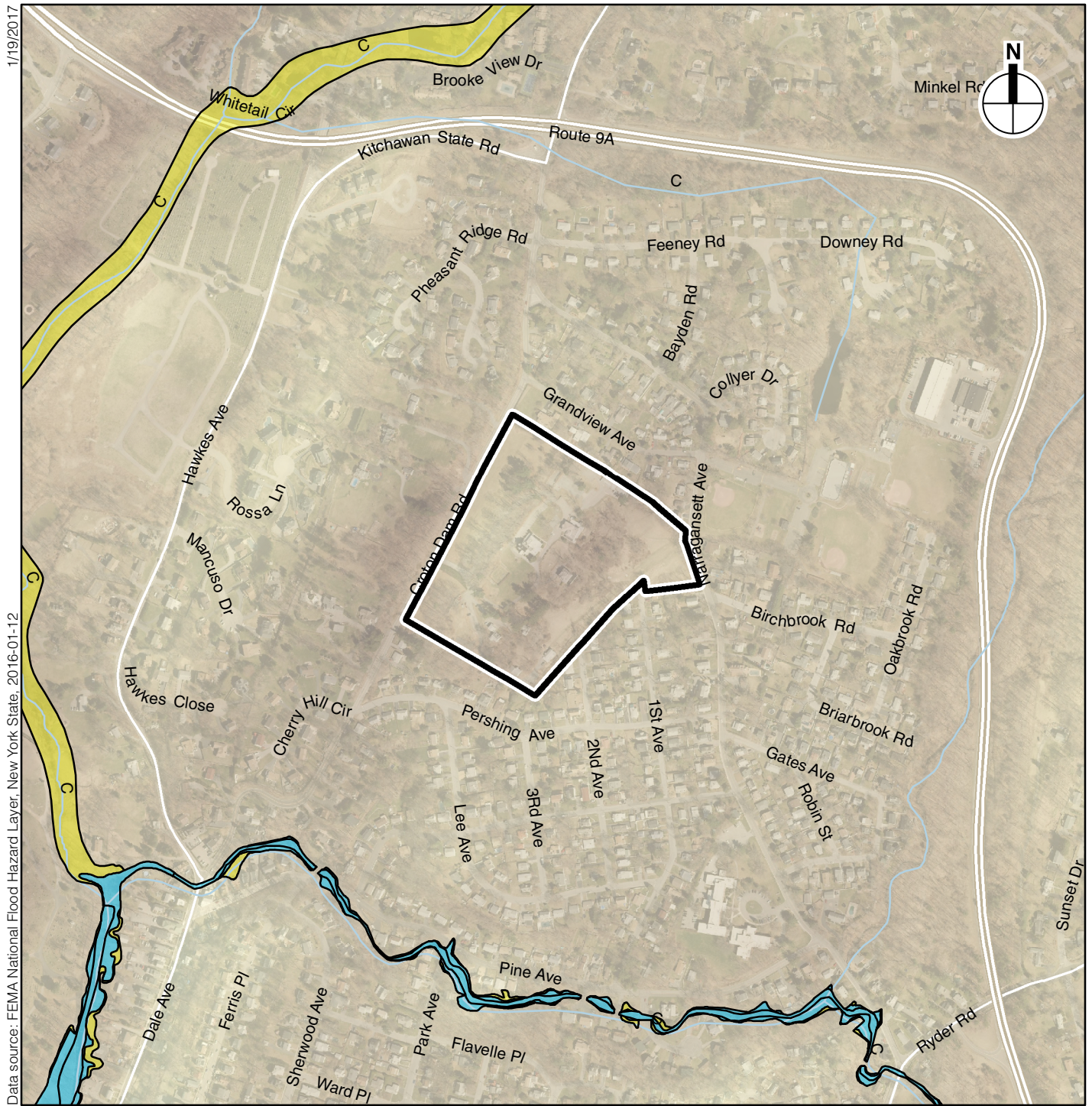


- Project Site
  - Village/Town Boundary
  - DEC Mapped Wetlands - Westchester County
- NWI - Wetland Type
- Freshwater Forested/Shrub Wetland
  - Freshwater Emergent Wetland
  - Freshwater Pond
  - Riverine

NWI and NYSDEC-mapped wetlands  
**Figure 3.A-2**







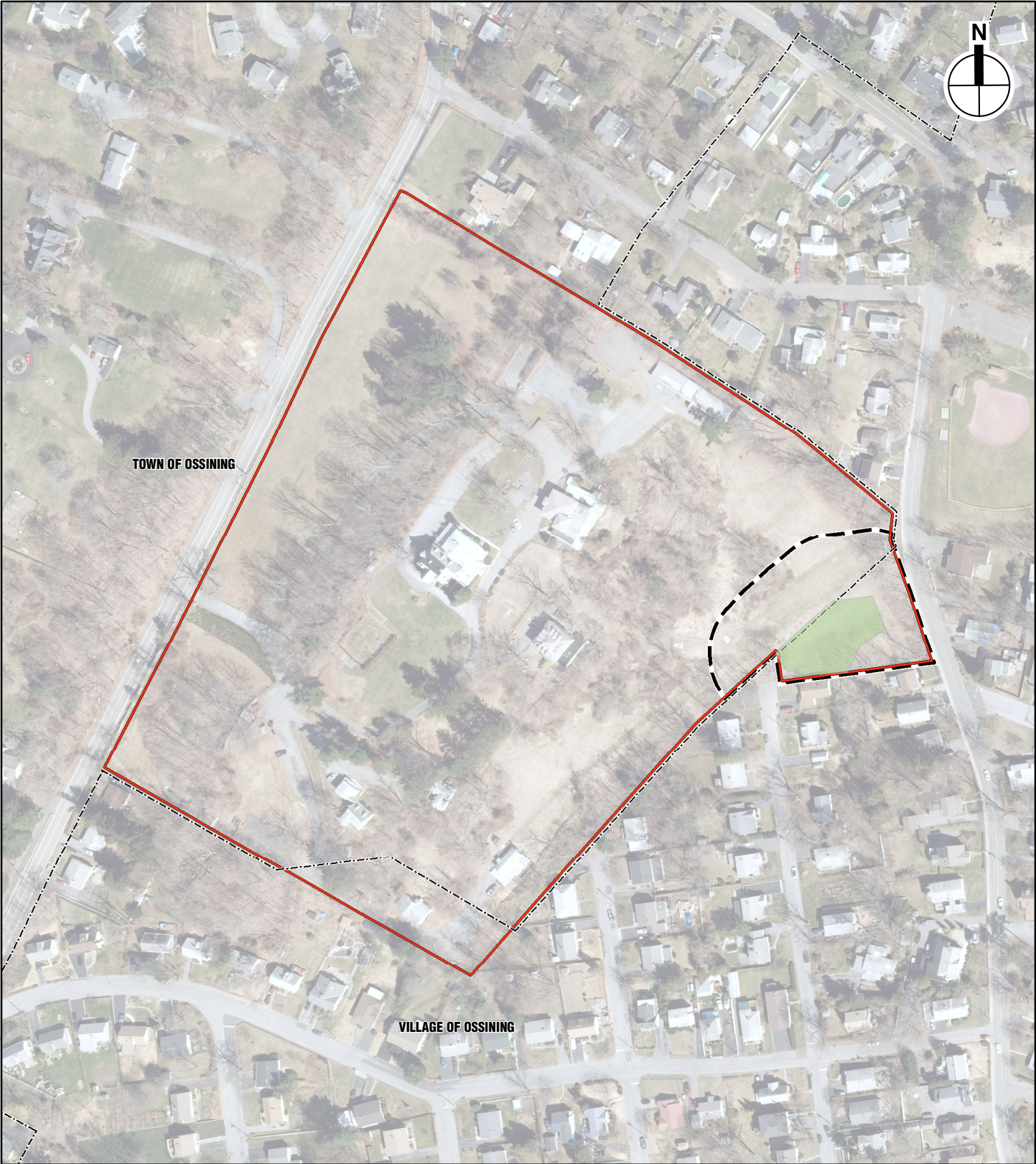
- Project Site
- 1% Annual Chance Flood Hazard (100-year floodplain)
- 0.2% Annual Chance Flood Hazard (500-year floodplain)

0 1,000 FEET

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







- Project Site
- Village/Town Wetland Boundary
- 100 ft Wetland Buffer
- Village/Town Boundary

0 500 FEET



## A. EXISTING CONDITIONS

This chapter describes on-site soils, slopes, and topography and discusses potential impacts to these resources from the Proposed Project.

### SOILS

**Table 3.B-1** lists the characteristics of the soil units mapped for the project site by the USDA Natural Resource Conservation Service (NRCS) soil survey. 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. **Figure 3.B-1** shows the existing soils and topography.

**Table 3.B-1**  
**USDA Mapped On-site Site Soils**

| Soil Name                                                                                                                                                                                                               | Drainage Class               | Depth to seasonal high water | Depth to Bedrock | Percent of Site |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------|------------------|-----------------|
| CsD – Chatfield-Charlton complex, hilly very rocky                                                                                                                                                                      | Well drained                 | > 6feet                      | >60 inches       | 31%             |
| CrC – Charlton-Chatfield complex, rolling, very rocky                                                                                                                                                                   | Well drained                 | > 6feet                      | >60 inches       | 20%             |
| ChE – Charlton loam, 25 to 35 percent slopes                                                                                                                                                                            | Well drained                 | > 6feet                      | >60 inches       | 18%             |
| HrF – Hollis-Rock outcrop complex, very steep                                                                                                                                                                           | Somewhat excessively drained | > 6feet                      | 10 to 20 inches  | 13%             |
| UpC – Urban land-Paxton complex, 8 to 15 percent slopes                                                                                                                                                                 | Well drained                 | 1.5 to 2.5 feet**            | >60 inches       | 12%             |
| LcB – Leicester loam, 3 to 8 percent slopes, stony*                                                                                                                                                                     | Somewhat poorly drained      | 1.5 feet                     | >60 inches       | 5%              |
| PnD – Paxton fine sandy loam, 15 to 25 percent slopes                                                                                                                                                                   | Well drained                 | 1.5 to 2.5 feet**            | >60 inches       | 1%              |
| <b>Notes:</b> *Listed as a soil mapping unit which can contain Hydric Soils by the National Technical Committee on Hydric Soil (NYCHS); Listed as "Prime Farmland" soil by the NRCS.<br>** Perched seasonal water Table |                              |                              |                  |                 |
| <b>Sources:</b> USDA Web Soil Survey, November 2016                                                                                                                                                                     |                              |                              |                  |                 |



## STEEP SLOPES

The Town regulates steep slope disturbance in accordance with Chapter 167: Steep Slope Protection. “Steep Slopes” are defined as those areas between 15-25% percent slope with a minimum area of .3 acre or greater; areas between 25-35% percent slopes with a minimum area of .2 acre or greater, and; areas 35% percent or greater with a minimum area of .1 acre or greater. Assessment of the project site indicates that slopes greater than 15% percent are present on-site. **Table 3.B-2** indicates the acreage and percentage of slope categories on-site. **Figure 3.B-2** shows the existing slope categories on-site.

**Table 3.B-2**  
**Existing Slopes**

| Slope Category                                                                                      | SF (Acres)          | Percent of Site |
|-----------------------------------------------------------------------------------------------------|---------------------|-----------------|
| 0-15%                                                                                               | 366,769 (8.4)       | 47%             |
| 15-25%                                                                                              | 218,201 (5.0)       | 28%             |
| 25-35%                                                                                              | 109,107 (2.5)       | 14%             |
| 35% or greater                                                                                      | 85,105 (2.0)        | 11%             |
| <b>TOTAL</b>                                                                                        | <b>779,182/17.9</b> | <b>100%</b>     |
| <b>Notes:</b> Slope categories conform to Town of Ossining Code Chapter 167: Steep Slope Protection |                     |                 |
| <b>Sources:</b> Town of Ossining Code Sect.167                                                      |                     |                 |

## TOPOGRAPHY

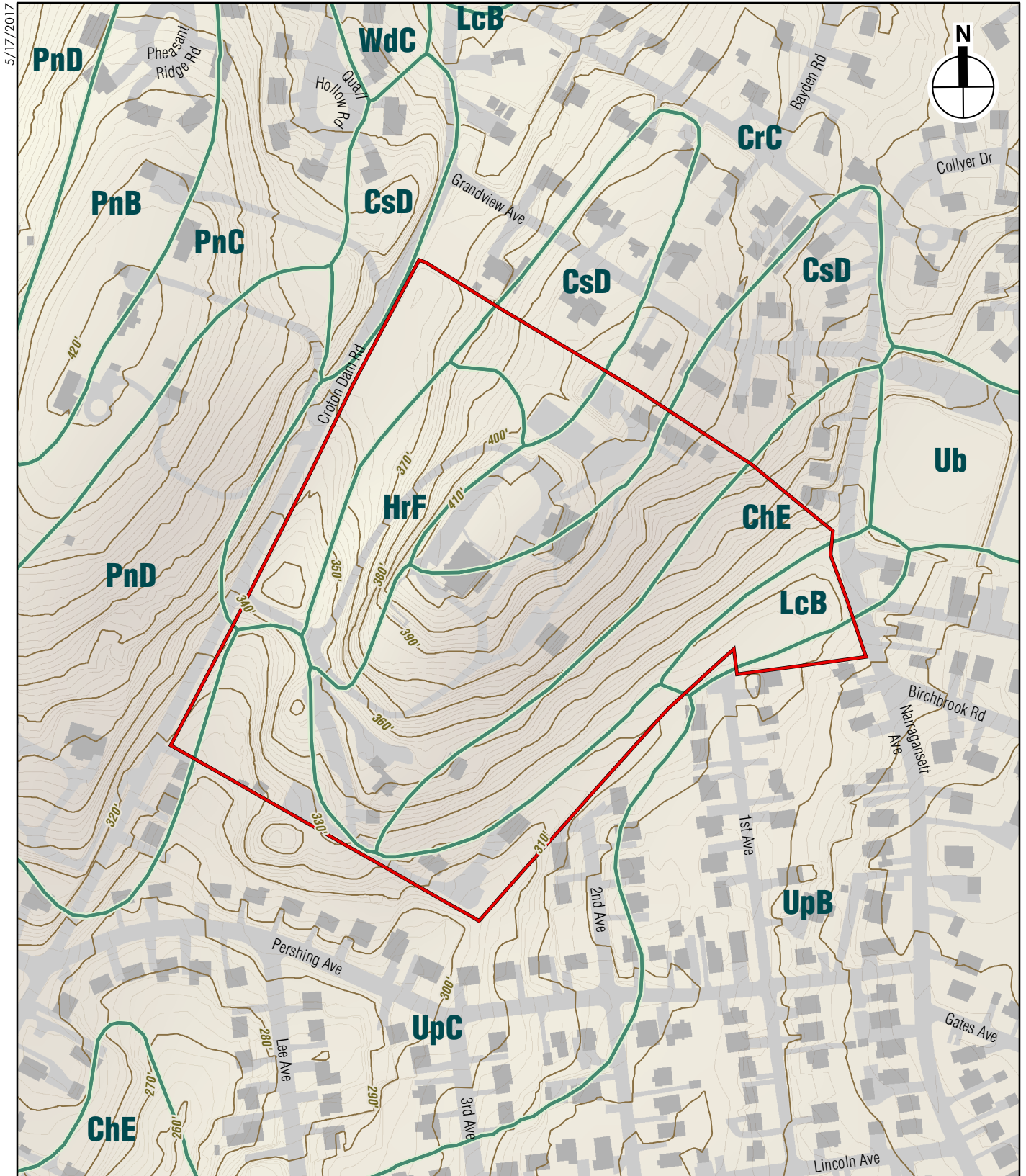
Topography of the Project Site has a high point at the center of the property at elevation 414’ where the main Stony Lodge Hospital building is located, as shown in **Figure 3.B-1**. The site descends in elevation towards the peripheries with a low point of ~~305’~~305 ft. at the southeast corner of the site. Level areas are located around the main building, and in the northern corner of the site.

## B. POTENTIAL IMPACT OF THE PROPOSED PROJECT

### SOILS

The Proposed Project will 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 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 will be employed to prevent the adverse effects of erosion and sedimentation. In accordance with the NYSDEC’s SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002), a Stormwater Pollution Prevention Plan (SWPPP) has been prepared and is contained in **Appendix GH**. This includes erosion control measures to be used during construction to avoid impacts from erosion/sedimentation.

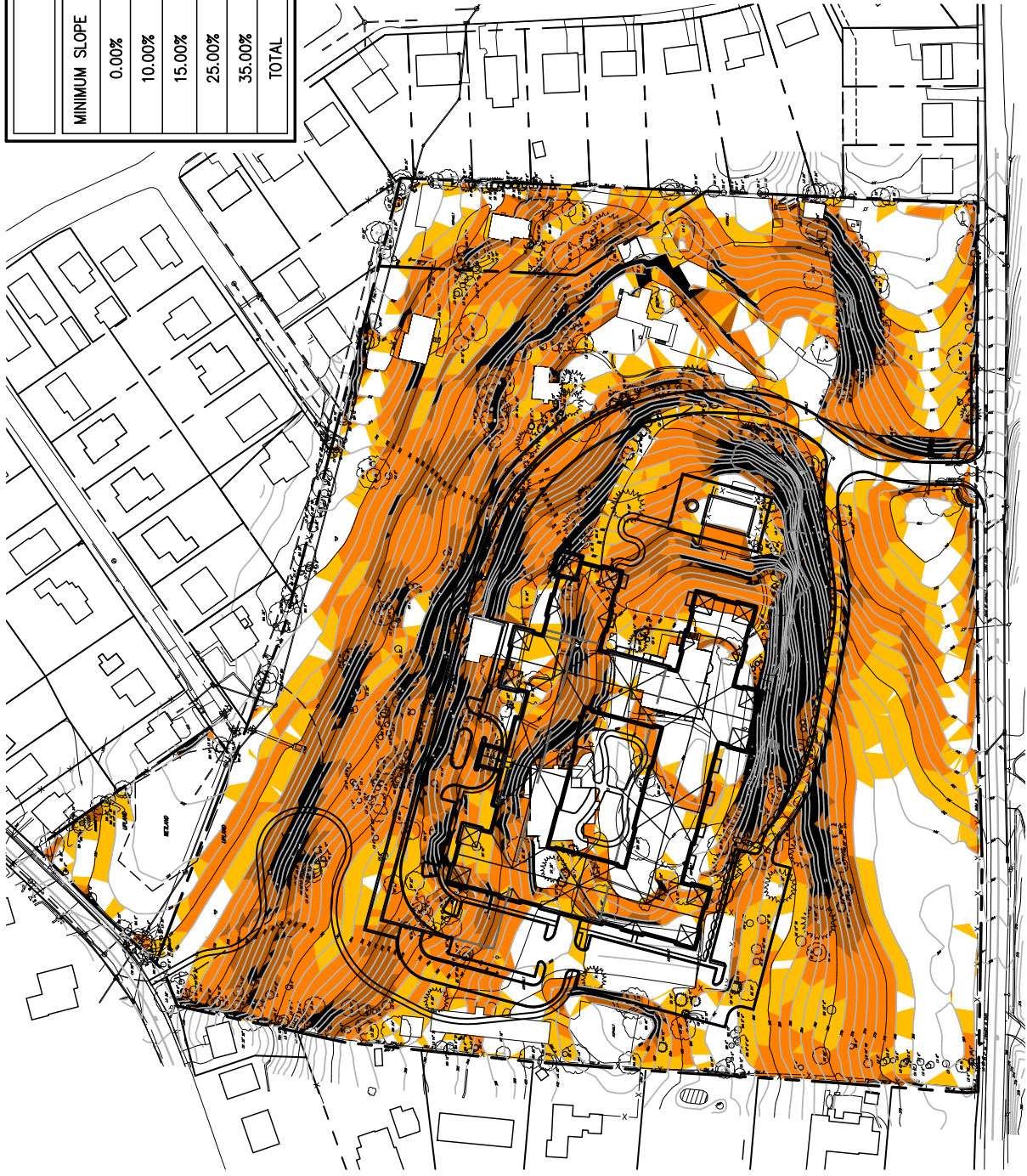


- Project Site
- SSURGO Soil Map Unit Boundaries
- 10 Foot Contour Intervals

0 200 FEET







SLOPES TABLE

| MINIMUM SLOPE | MAXIMUM SLOPE | AREA (SF/ACRES) | COLOR |
|---------------|---------------|-----------------|-------|
| 0.00%         | 10.00%        | 232,603/5.3     |       |
| 10.00%        | 15.00%        | 134,166/3.1     |       |
| 15.00%        | 25.00%        | 218,201/5.0     |       |
| 25.00%        | 35.00%        | 109,107/2.5     |       |
| 35.00%        | VERTICAL      | 85,105/2.0      |       |
| TOTAL         |               | 779,182/17.9    |       |





By limiting the footprint of the disturbance, clustering buildings in close proximity on the upper elevations of the site, and installation and inspection of erosion control measures throughout construction, significant adverse impacts to on-site soils will be avoided.

One soil type on-site, the LcB (Leicester loam, 3 to 8 percent slopes, stony) in the northeastern corner of the site, is listed as a “Prime Farmland” soil by the NRCS, meaning it has attributes best suited to highly productive agricultural use. This area is not used for agriculture, as it is occupied by a wetland (see Chapter 3.A), and will not be developed by the Proposed Project.

### **STEEP SLOPES**

The Proposed Project will require a steep slopes permit from the Town of Ossining. As shown in Figure 3.B-3, Steep Slope Disturbance accounts for approximately 4.49 acres of steep slopes (>15% percent slope), or about 25% percent of the site, which will be regraded during construction of the Proposed Project. Construction on slopes will be minimized to the extent practicable, preserving the largest stretch of steep slope located just west of the proposed building. After construction, all constructed slopes will conform to Town Engineering requirements to ensure safety and stability. The alignment of roadways within the Project Site will follow natural topography.

A detailed erosion control plan is included in the SWPPP 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 Proposed Project will comply with Chapter 167 of the Town Code for Steep Slope Protection, through measures such as not exceeding the natural angle of repose of the soil or rock materials in the cut or fill, except where retaining walls or other structural stabilization is used; completing any steep slope disturbance within one season; installing permanent vegetative cover within three days of completion of grading; and keeping the use of explosives to the minimum extent possible.<sup>1</sup>

### **TOPOGRAPHY**

A cut-and-fill analysis was completed for the necessary grading of the site to accommodate the proposed site plan. The earthwork summary, as shown on **Table 3.B-3**, is as follows:

**Table 3.B-3**  
**Earthwork Summary**

|                                                                                                                                                    |                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Cut Volume (unadjusted)                                                                                                                            | 44,400 cubic yards (cy) |
| Fill Volume (unadjusted)*                                                                                                                          | 46,000 cy               |
| Cut Volume<br>(30% Expansion Factor)**                                                                                                             | 57,700 cy               |
| Cut placed as compacted fill (processed rock at<br>20% compaction)                                                                                 | 55,200 cy               |
| Fill volume to be exported (at 30% compaction)                                                                                                     | 2,500 cy                |
| <b>Notes:</b> * Assumes 1 foot thickness<br>**Expansion Factor accounts for reduction of compaction of native soil material<br>due to disturbance. |                         |

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<sup>1</sup> Town of Ossining code, Chapter 167-6

This quantity of earthwork is based on a conservative estimate used for trucking purposing and demonstrates that the grading has been designed to balance cut-and-fill. This estimate also accounts for that portion of the excavated material that will remain on-site as part of regrading, including rock that will be processed into item No. 4 and used on-site as compacted fill under building foundations, roadways, and other fill areas. The proposed ~~multi-family~~multifamily residential structure is 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 will minimize the need for cut/fill and will avoid significant changes to the site's topography.

#### ***METHOD OF ROCK REMOVAL***

Based on recommendations in the Geotechnical Investigation, some blasting may be recommended. If so, blasting will 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 §89-8). To ensure compliance, a site-specific blasting plan would 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 will minimize potential impacts associated with blasting. The licensed blasting specialist will use care and caution to prevent excessive shock waves or stones and other materials from flying and endangering life and property.

Where the Geotechnical Investigation recommends removing rock, a hydraulic hammer will 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 are again 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, such as providing the operator of the machinery working with an enclosed cab and/or protective eye gear.

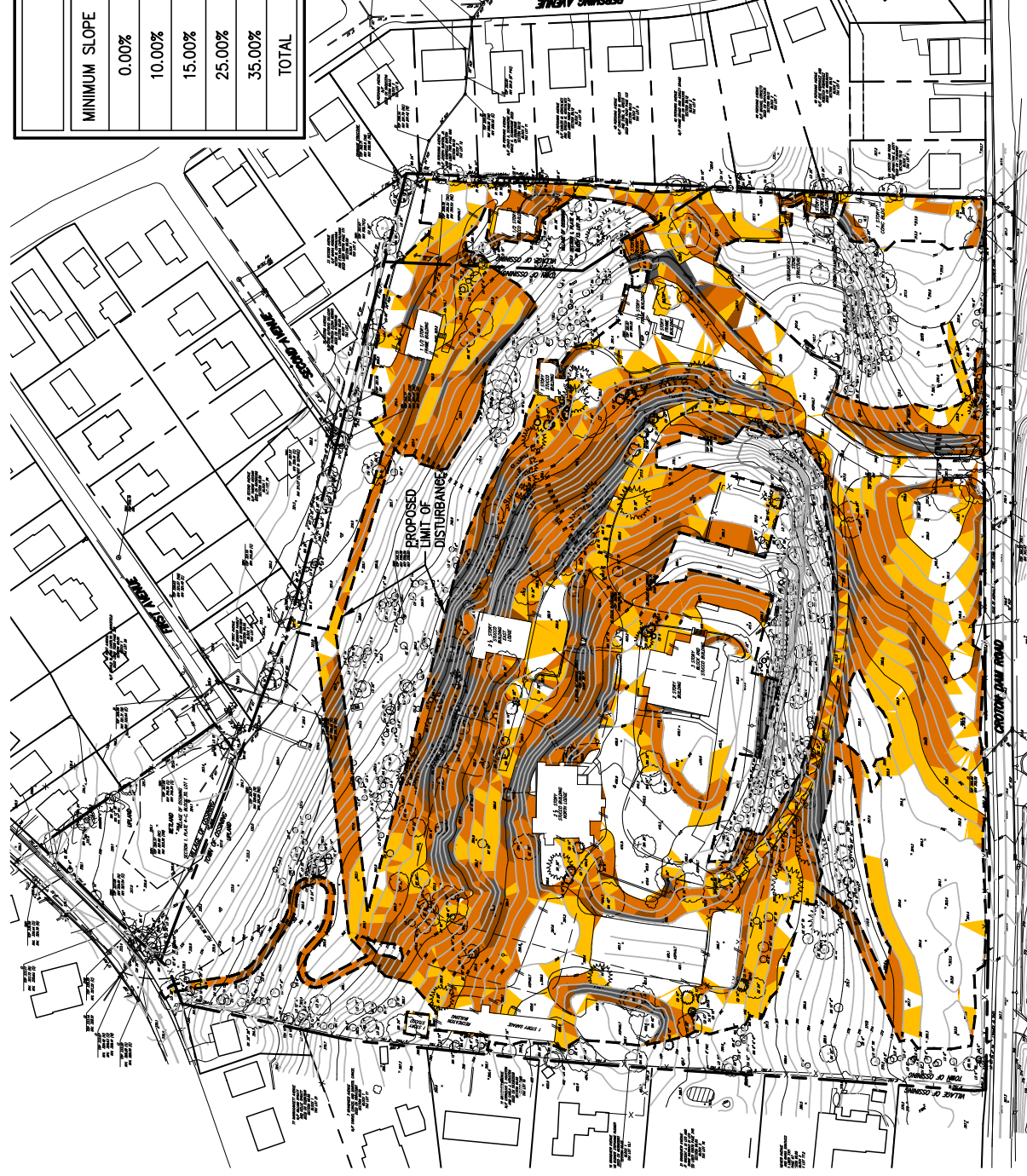
### **C. MITIGATION OF POTENTIAL IMPACTS**

Erosion and sedimentation control measures will be executed in accordance with the Westchester County Best Management Practices Manual for Erosion and Sediment Control (EC&S). During development, the Town of Ossining steep slope code will be adhered to. In accordance with the prepared SWPPP plan, on-site temporary measures such as silt fence, sediment traps, and temporary seeding and mulching will provide controls for erosion, silt, and sediment collection, as well as construction debris and litter. In an effort to minimize runoff and prevent runoff into wetlands and wetlands buffer areas, 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.

With the implementation of the measures noted above, 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 are not expected to be significant. \*

## SLOPES TABLE

| MINIMUM SLOPE | MAXIMUM SLOPE | AREA<br>(SF/ACRES) | COLOR                                                                             |
|---------------|---------------|--------------------|-----------------------------------------------------------------------------------|
| 0.00%         | 10.00%        | 160,068/3.7        |                                                                                   |
| 10.00%        | 15.00%        | 88,232/2.0         |  |
| 15.00%        | 25.00%        | 131,494/3.0        |  |
| 25.00%        | 35.00%        | 59,666/1.4         |  |
| 35.00%        | VERTICAL      | 38,137/0.9         |  |
| TOTAL         |               | 477,597/11.0       |                                                                                   |



Steep Slope Disturbance



**A. EXISTING CONDITIONS**

The existing conditions on the Project Site contain buildings, driveways, grass, wooded areas, and one small emergent wetland. Stormwater from the site flows southwest to existing storm sewer structures that lead off-site and to existing stormwater conveyance systems in Pershing Avenue. Though considerable stormwater flow dumps onto adjoining residences that is not now properly channeled to stormwater conveyance systems. Many of the residences on the southern edge of the Project Site experience this problem. This condition will be substantially alleviated by the proposed improvements.

Based on the United States Department of Agriculture (USDA) web soil survey, all on-site soils are well drained and belong to hydrological groups B, C, and D. The soil types, boundaries, and drainage areas/designations are shown in drawing DA-1, “Existing Drainage Area Map” (see **Appendix G**).

Three separate Design Points were identified for comparing peak rates of runoff in existing and proposed conditions, and three separate Drainage Areas were identified in existing conditions based on the existing drainage divides at the site.

Existing Drainage Area 1A is 2.63 acres in size and is located in the northern corner of the site adjacent to Croton Dam Road. This area consists of parking areas, paved driveways, woods, and lawn areas. Drainage Area 1 discharges into an existing catch basin located in Pershing Avenue.

Existing Drainage Area 1B is 2.34 acres and consists of a portion of the main building, an asphalt parking area, asphalt drives, woods, and grass. Runoff from 1B flows overland to a depression to the north of the site driveway. Runoff from this Drainage Area is collected by a drain inlet and conveyed in a 12 inch corrugated metal pipe.

Existing Drainage Area 1C is 2.88 acres and consists of a portion of the main building, a two-story frame building, asphalt drives, a gravel parking area, several utility buildings, woods, and grass. Runoff from 1C flows overland to a depression at the southeast corner of the site. The depression discharges into a pipe that extends through the neighboring properties and into a catch basin in Pershing Avenue.

Existing Drainage Area 2 includes the eastern portion of the site and consists of existing buildings, paved driveways, asphalt areas, woods, and lawn areas. Runoff from Existing Drainage Area 2 flows east and south towards design point 2, which is an existing manhole located in the southeast corner of the site.

Existing Drainage Area 2A is 2.98 acres and consists of a garage and a recreation building, a portion of the North Lodge, asphalt parking areas, asphalt drives, woods, and grass. Runoff from 2A flows overland to a wetland located primarily in the Village of Ossining.



Existing Drainage Area 2B is 5.79 acres and consists of a portion of the North Lodge, the East Lodge, the West Lodge, the South Cottage, the Administration Building, a garage, a 1 ½ story frame building, asphalt walks and drives, woods and grass. Runoff from 2B flows overland to a swale along the rear property line.

Existing Drainage Area 3 is 0.64 acres and consists of a play area, an asphalt drive, woods, and grass. Runoff from Existing Drainage Area 3 flows overland out to Croton Dam Road.

The peak rates of runoff to the design points (DPs) for each of the three Drainage Areas for the 1-, 10-, and 100-year storms are shown in **Table 3.C-1** below.

**Table 3.C-1**  
**Summary of Peak Rates of Runoff in Existing Conditions**  
**(Cubic feet per second)**

| Storm Recurrence Interval | DP-1 | DP-2  | DP-3 |
|---------------------------|------|-------|------|
| 1-year                    | 1.72 | 3.20  | 0.67 |
| 10-year                   | 5.43 | 15.33 | 1.89 |
| 100-year                  | 9.92 | 42.12 | 4.19 |
| Sources: JMC, PLLC.       |      |       |      |

## B. POTENTIAL IMPACTS

The Proposed Project will include sidewalks, a parking lot, driveways, a subsurface parking garage, and landscaped areas, in addition to the proposed residential building. Stormwater runoff will come from the rooftop of the building, the driveway, parking areas, and the sidewalks, and 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.

A Subsurface Soil Investigation was performed by Carlin Simpson & Associates. Borings and probes 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 Appendix D of the Stormwater Pollution Prevention Plan (SWPPP) (See DEIS **Appendix G**). The results of the Subsurface Soil Investigation determined that stormwater management areas 1A and 1B 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.

The impact of the proposed stormwater management plan will be significantly improved over existing conditions for both runoff and for water quality. The proposed Stormwater Pollution Prevention Plan (SWPPP) will be in compliance with the requirements of NYSDEC SPDES General Permit No. GP-0-15-002 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 corresponds to the Design Point they drain towards.

### **PROPOSED DRAINAGE AREA 1**

Proposed Drainage Area 1 is at the western portion of the site and discharges to Design Point 1, which is a catch basin located on Pershing Avenue. Proposed Drainage Area 1 consists of the following sub-drainage areas:

Proposed Drainage Area 1A (PDA-1A) is 4.55 acres and consists of a portion of the proposed building, driveways, parking areas, grass areas, landscaping, and infiltration basin 1A. Runoff from the roof and parking areas will be collected by roof drain leaders and drain inlets, and conveyed in pipes to infiltration basin 1A, to be constructed in the location of the existing depression. An infiltration rate of two inches per hour was used for Basin 1A. The outflow from the infiltration basin will be conveyed to PDA-1B.

Proposed Drainage Area 1B (PDA-1B) is 3.61 acres and consists of a portion of the building, asphalt parking areas, asphalt drives, pool area, landscaping, woods, and grass. Runoff from PDA-1B will be collected by roof drain leaders and drain inlets and conveyed in pipes to an infiltration basin to be constructed in the location of the existing depression to the north of the site driveway. An infiltration rate of four inches per hour was used for Basin 1B. The outflow from the infiltration basin will be conveyed to PDA-1C.

Proposed Drainage Area 1C (PDA-1C) is 2.27 acres and consists of landscaping, woods, grass and a portion of the driveway. The portion of the driveway that drains to this area is in the same location as the existing driveway and is considered a redeveloped area. Therefore, the driveway will be treated with a Contech CDS Unit, which is a NYSDEC approved alternative practice. Runoff from PDA-1C will flow overland to a depression located south of the site driveway. The outflow from the depression will be conveyed to a series of pipes located in Croton Dam Road and then discharge into an existing catch basin in Pershing Avenue.

Proposed Drainage Area 2 is at the eastern portion of the site and discharges to Design Point 2, which is an existing structure in the southernmost corner of the site. Proposed Drainage Area 2 consists of the following sub-drainage areas:

Proposed Drainage Area 2A (PDA-2A) is 1.66 acres and consists of landscaping, woods, and grass. Runoff from PDA-2A flows overland to the wetland in the northeast corner of the site, as in existing conditions.

Proposed Drainage Area 2B (PDA-2B) is 5.20 acres and consists of a portion of the building, asphalt parking areas, asphalt drives, landscaping, woods and grass. Runoff from PDA-2B will be collected by roof drain leaders and drain inlets and conveyed in pipes to a micropool extended detention pond, to be constructed in the location of the existing depression in the southernmost corner of the site.

The peak rates of runoff to the Design Point of each of the analyzed Drainage Areas for each storm are shown on **Table 3.C-2** below:

**Table 3.C-2**

**Summary of Proposed Peak Rates of Runoff in Proposed Conditions  
(Cubic Feet per Second)**

| Storm Recurrence Interval | DP-1 | DP-2  |
|---------------------------|------|-------|
| 1-year                    | 0.64 | 0.32  |
| 10-year                   | 3.08 | 11.65 |
| 100-year                  | 6.23 | 33.58 |
| <b>Sources:</b> JMC, LLP. |      |       |

The reductions in peak rates of runoff from proposed to existing conditions are shown on **Table 3.C-3** below:

**Table 3.C-3**

**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                             | 1.72                            | 0.64                            | 63                |
|                           | 10-year                            | 5.43                            | 3.08                            | 43                |
|                           | 100-year                           | 9.92                            | 6.23                            | 37                |
| 2                         | 1-year                             | 3.20                            | 0.32                            | 90                |
|                           | 10-year                            | 15.33                           | 11.65                           | 24                |
|                           | 100-year                           | 42.12                           | 33.58                           | 20                |
| <b>Sources:</b> JMC, LLP. |                                    |                                 |                                 |                   |

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.

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 Sediment and Erosion Control (EC&S) 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. \*

## A. EXISTING CONDITIONS

This chapter discusses existing conditions at the Project Site and potential impacts that the Proposed Project may have on Vegetation and Wildlife. This information is based on-site inspections conducted on September 14, 2015, ~~and~~ October 17, 2016, and April 21, 2017, as well as information 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 **Appendix FJ**).<sup>1</sup>

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.

### VEGETATION

The Proposed Project site plan consists of one building, driveways, and parking areas interspersed within both maintained and naturally landscaped greenspace and green buffers. As illustrated by ~~the Table 3.D-1 below~~ and in **Figure 3.D-1: Habitats– Vegetation Cover Types**, the largest portion of the site is covered by early successional woods, periodically mowed fields, and maintained lawns with trees and impervious surfaces.

**Table 3.D-1**  
**Habitat types**

| Habitat Type                          | Area (acres) | Percent of Site |
|---------------------------------------|--------------|-----------------|
| Maintained lawn with trees            | 3.56         | 19.86%          |
| Oak-Maple woods                       | 2.00         | 11.14%          |
| Periodically mowed field              | 3.81         | 21.27%          |
| Wetland                               | 0.277        | 1.55%           |
| Early successional woods              | 4.90         | 27.35%          |
| Impervious surface                    | 2.92         | 15.51%          |
| Building footprint                    | 0.59         | 3.31%           |
| <b>Total</b>                          | <b>17.91</b> | <b>100.00%</b>  |
| <b>Source:</b> AKRF GIS Data Analysis |              |                 |

<sup>1</sup> Qualifications of wildlife biologists also included in Appendix F.

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.

### OPEN MAINTAINED AREAS

During the on-site inspections areas of mowed/maintained lawn were found to be dominated by yellow foxtail grass (*Setaria pumila*), Kentucky bluegrass (*Poa pratensis*), crabgrass (*Digitaria sp.*), common plantain (*Plantago major*), English plantain (*Plantago lanceolata*), Virginia creeper (*Parthenocissus quinquefolia*), white snakeroot (*Ageratina altissima*), heart-leaved aster (*Symphotrichum cordifolium*), bushy aster (*Symphotrichum dumosum dumosum*), and Indian strawberry (*Duchesnea indica*). Interspersed in the mowed areas are mature trees, including 15" diameter sugar maple (*Acer saccharum*); 10" diameter Eastern white pine (*Pinus strobus*), Eastern red cedar (*Juniperus virginiana*); and various ornamentals, including common lilac (*Syringa vulgaris*); forsythia (*Forsythia sp.*); and several specimen of star magnolias (*Magnolia stellata*), located northwest of the Hospital. Interspersed with pavement and lawn areas, several invasive species are taking hold, including Japanese knotweed (*Polygonum cuspidatum*), Japanese honeysuckle (*Lonicera japonica*), Asiatic bittersweet (*Celastrus orbiculatus*), and mugwort (*Artemisia vulgaris*).

Less frequently maintained fields to the southeast contain late-successional field species including orchard grass (*Dactylis glomerata*), little bluestem (*Schizachyrium scoparium*), ground cherry (*Physalis sp.*), wild carrot (*Daucus carota*), black raspberry (*Rubus occidentalis*), porcelainberry (*Ampelopsis brevipedunculata*), and wine raspberry (*Rubus phoenicolasius*).

A small herbaceous wetland area (0.27 acres) is located in the northeast corner of the site, consisting of an area of sweetflag (*Acorus calamus*), New York aster (*Symphotrichum novibelgii*), arrowleaf tearthumb (*Persicaria sagittata*), Japanese stiltgrass, and umbrella sedge (*Cyperus strigosus*). This wetland was delineated in accordance with federal and Town of Ossining requirements.<sup>2</sup>

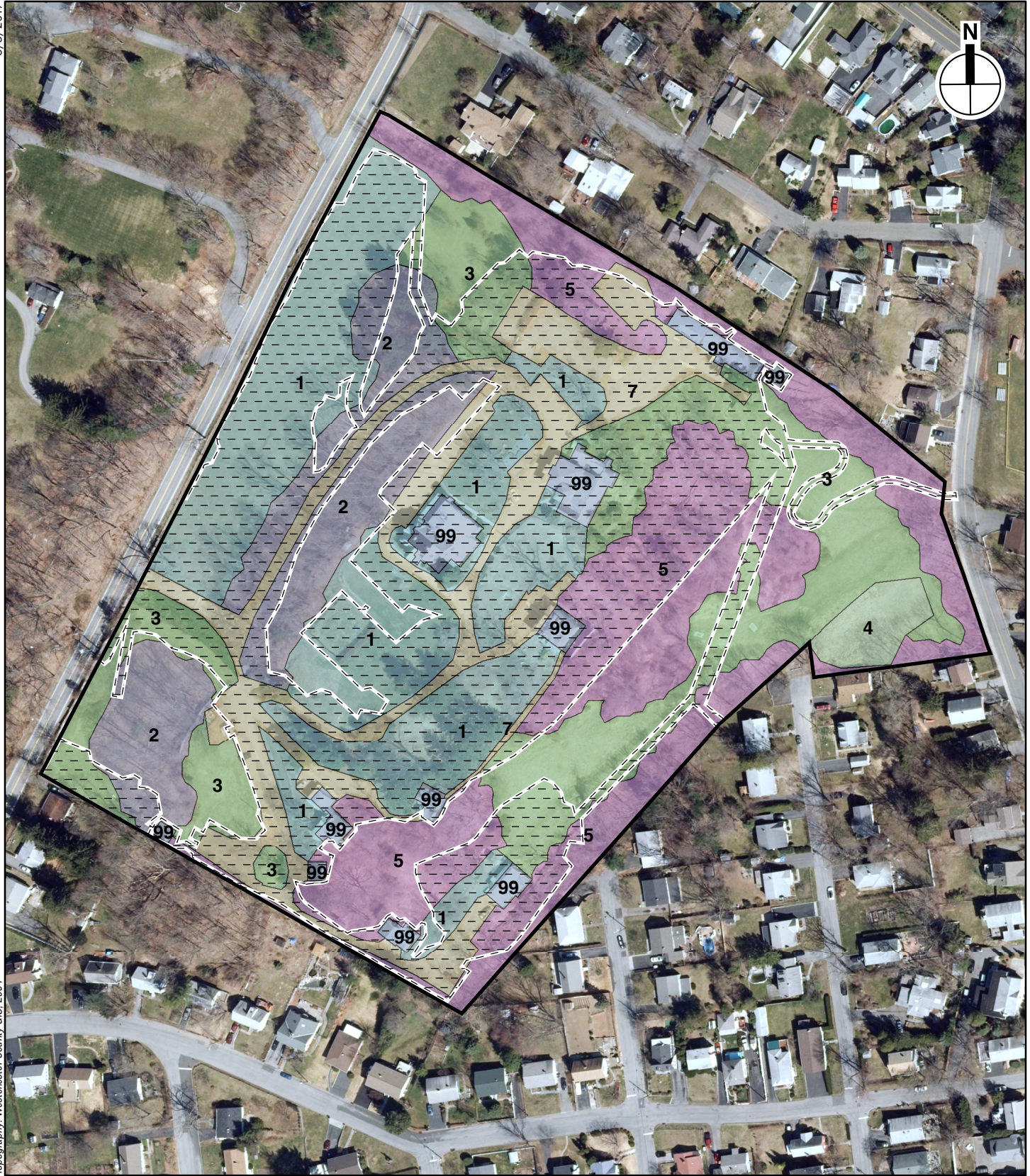
### WOODED AREAS

Forested areas are located on steep slopes southwest of the central developed area, and in a continuous band to the west, running north-south. Species identified in the western wooded area include large mostly deciduous hardwood species ranging from 10-20" Diameter at Breast Height (DBH), with three trees exceeding 30" diameter—~~northern~~. Species identified in the wooded areas include red oak (*Quercus rubra*), American beech (*Fagus grandifolia*), black birch (*Betula lenta*), black cherry (*Prunus serotina*), eastern hemlock (*Tsuga canadensis*), pignut hickory (*Carya glabra*), white pine (*Pinus strobus*), black locust (*Robinia pseudoacacia*),

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<sup>2</sup> 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.





- |                               |                             |                        |
|-------------------------------|-----------------------------|------------------------|
| Project Site                  | 3, Periodically mowed field | 7, Impervious Surface  |
| 1, Maintained lawn with trees | 4, Wetland                  | 99, Building Footprint |
| 2, Oak - Maple Woods          | 5, Early Successional Woods |                        |

0 200 FEET





Norway maple (*Acer platanoides*), sugar maple ~~saplings~~, (*Acer saccharum*), and American hop hornbeam (*Ostrya virginiana*) in the tree layer. The understory is sparsely covered and includes burning bush (*Euonymus alatus*), white wood aster (*Eurybia divaricata*), marginal shield fern (*Dryopteris marginalis*)<sup>3</sup>, rock polypody (*Polypodium virginianum*), Solomon's seal (*Polygonatum biflorum*) and Christmas fern (*Polystichum acrostichoides*) in the understory.

Species in the band of wooded area to the east mostly contain pioneer species such as Norway maple, black locust, Eastern cottonwood (*Populus deltoides*), and black walnut (*Juglans nigra*) in the tree layer, with multiflora rose (*Rosa multiflora*), Asiatic bittersweet, Japanese stiltgrass (*Microstegium vimineum*), Japanese knotweed, and garlic mustard in the understory. Species composition is a reflection of a higher level of disturbance. Perimeter woodlands are a mixed pioneer and hardwood species, with Sassafras (*Sassafras alba*) dominating the understory.

There are no NYSDEC-mapped streams or wetlands, nor are there any USFWS NWI-mapped wetlands on the Project Site. ~~See Figure (see Figures 3.A-2 and Figure 3A-3, "NWI and NYSDEC Mapped Wetlands" in Chapter 3.A, "Wetlands."~~

#### **TREE INVENTORY**

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.<sup>4</sup>

Approximately 704 trees with DBH of 6" and above were survey-located on-site, as illustrated in the Large Scale Drawing TRS-1 in **Appendix F** and **Appendix J K**, "Tree Survey Natural Resources." The inventory includes diameter at breast height (DBH) for each tree, and species name (see Figure 3.D-2).

#### **WETLAND AREA**

As described in Chapter 3.A, "Wetlands," wetland vegetation found on site includes sweetflag (*Acorus calamus*), New York aster (*Symphyotrichum novi-belgii*), tussock sedge (*Carex stricta*), sensitive fern (*Onoclea sensibilis*), and Japanese stiltgrass (*Microstegium vimineum*).

#### **WILDLIFE**

During site inspections, various bird species common to the region were sighted within the open field/woodland mosaic habitat. These species include American crow (*Corvus brachyrhynchos*), blue jay (*Cyanocitta cristata*), red-tailed hawk (*Buteo jamaicensis*), downy woodpecker (*Picoides pubescens*), northern flicker (*Colaptes auratus*), eastern phoebe (*Sayornis phoebe*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), Canada goose (*Branta canadensis*), black-capped chickadee (*Poecile atricapillus*), gray catbird (*Dumetella carolinensis*), white-throated sparrow (*Zonotrichia albicollis*), house sparrow (*Passer domesticus*), and song sparrow (*Melospiza melodia*).

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<sup>3</sup> NYS Exploitably vulnerable native plant

<sup>4</sup> <http://ecode360.com/8410336>

According to the NYS Breeding Bird Atlas, there is a potential for 81 migratory birds to occur on-site. 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.<sup>5</sup> However, these two species nest in deep woods and therefore would not use this Project Site for nesting.

A complete list of NYS Breed bird species identified in Census Block # 5955A, which contains the Project Site, is included in **Appendix J**.

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*), ~~and wood frogs (*Rana sylvatica*)~~. 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.

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 ~~a~~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.

### THREATENED AND ENDANGERED SPECIES

The NHP and FWS were contacted for information on past records of occurrence of any State-listed or ~~Federally~~federally-listed plant and animals species in the vicinity of the subject properties. Additional research included access to FWS records through their IPaC website. Response from NHP, dated November 14, 2016, indicates that there are no records of rare or state-listed animals or plants, or significant communities on-site or within its immediate vicinity.

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<sup>5</sup>Source: The Cornell Lab of Ornithology: [https://www.allaboutbirds.org/guide/Sharp-shinned\\_Hawk/lifehistory](https://www.allaboutbirds.org/guide/Sharp-shinned_Hawk/lifehistory)







USFW's IPaC report (accessed ~~10 October 12,~~ 2016) revealed no federally threatened or endangered species as having the potential to occur on-site, and no critical habitats are listed. However, nine (9) of the species that are listed under the Migratory Bird Treaty Act by the IPaC report, have NYS listed status: American bittern (NYS Special Concern), bald eagle (NYS Threatened), cerulean warbler (NYS Special Concern), golden-winged warbler (NYS Special Concern), least bittern (NYS Threatened), peregrine falcon (NYS Endangered), pied-billed grebe (NYS Threatened), short-eared owl (NYS Endangered), and upland sandpiper (NYS Threatened). None of these species were listed in the NYS Breeding Bird Atlas project as occurring in the region and none are expected to occur on-site due to lack of appropriate habitat. In addition, none of these species were identified on-site during site inspection. Several of these bird species (bitterns, grebe) would not occur on-site due to lack of open water habitat. The cerulean warbler prefers mature deciduous forest and the peregrine falcon prefers cliff-nesting sites. The golden-winged warbler and the short-eared owl are both ground nesters, and the high presence of feral cats on-site makes this site unsuitable for breeding. Some of these species have the potential to fly over the Project Site or to occur as occasional transients.

## B. POTENTIAL IMPACT OF THE PROPOSED PROJECT

As illustrated in **Figure 3.D-23, "Habitat Impacts,"** a total of 10.91 acres will be disturbed by the Proposed Project. Most of this disturbance will occur in areas of low ecological value occupied by buildings, drives and maintained lawn, as shown in **Table 3.D-2** and **Figure 3.D-4**. The higher quality habitats contain mostly native species, most notably the Oak-Maple woods, which would be least affected.

**Table 3D-2  
Habitat Impacts**

| Habitat Type                           | Existing (Acres) | Proposed Disturbance (Acres) | Post-Construction Habitats (Acres) |
|----------------------------------------|------------------|------------------------------|------------------------------------|
| Maintained lawn with trees             | 3.56             | 3.14                         | -                                  |
| Oak-Maple woods                        | 2.00             | 0.70                         | -                                  |
| Periodically mowed field               | 3.81             | 1.74                         | -                                  |
| Wetland                                | 0.277            | 0.00                         | .277                               |
| Early successional woods               | 4.90             | 2.22                         | -                                  |
| Impervious                             | 2.92             | 4.24                         | +1.32                              |
| Building footprint                     | 0.59             | 0.59                         | -                                  |
| <b>Total</b>                           | <b>17.91</b>     | <b>10.91</b>                 | <b>-</b>                           |
| <b>Notes:</b> _____                    |                  |                              |                                    |
| <b>Sources:</b> AKRF GIS Data Analysis |                  |                              |                                    |

**Table 3D-2**  
**Habitat Impacts**

| <b>Habitat Type</b>                               | <b>Existing (Acres)</b> | <b>Proposed Disturbance (Acres)</b> | <b>Post-Construction Habitats (Acres)</b> |
|---------------------------------------------------|-------------------------|-------------------------------------|-------------------------------------------|
| Maintained lawn with trees                        | 3.56                    | 3.14                                | 4.5                                       |
| Oak-Maple woods                                   | 2.00                    | 0.75                                | 1.25                                      |
| Periodically mowed field                          | 3.81                    | 1.75                                | 3.25                                      |
| Wetland                                           | 0.277                   | 0.00                                | 0.277                                     |
| Early successional woods                          | 4.90                    | 2.25                                | 4.4                                       |
| Impervious (buildings and pavement)               | 2.92                    | 2.92                                | 4.24                                      |
| <b>Total</b>                                      | <b>17.91</b>            | <b>10.91</b>                        | <b>17.91</b>                              |
| <b>Note:</b> Numbers may not add due to rounding. |                         |                                     |                                           |
| <b>Source:</b> AKRF GIS Data Analysis             |                         |                                     |                                           |

The Proposed Project will result in an increase in impervious surface of approximately 1.32 acres. The new pavement and buildings will be clustered in the center of the site where the existing hospital buildings and accessory uses are located. Existing impervious surfaces (buildings/pavement) around the periphery of the 17.91 acre site will be removed and converted to pervious landscaped areas. In this way, the vegetated buffers surrounding the Proposed Project will be expanded, particularly to the east, south, and west, which will create wide vegetated buffer areas of 190 feet or more separating the new building from surrounding properties. This is a substantial improvement over existing conditions, under which some of the hospital's buildings and parking areas are directly adjacent to abutting properties.

Most of the wooded periphery of the site and the majority of wooded/shrub areas scattered throughout the site will remain undisturbed, serving to retain the wooded buffers that conceal the site, provide wildlife habitat, and add to the site's visual appeal. Approximately 237 trees, with DBH of 6" or more will be removed to construct River Knoll. A tree removal permit will be required, as stated in Town of Ossining code.<sup>6</sup> No trees will be removed within the 100-foot buffer zone of the onsite wetland.

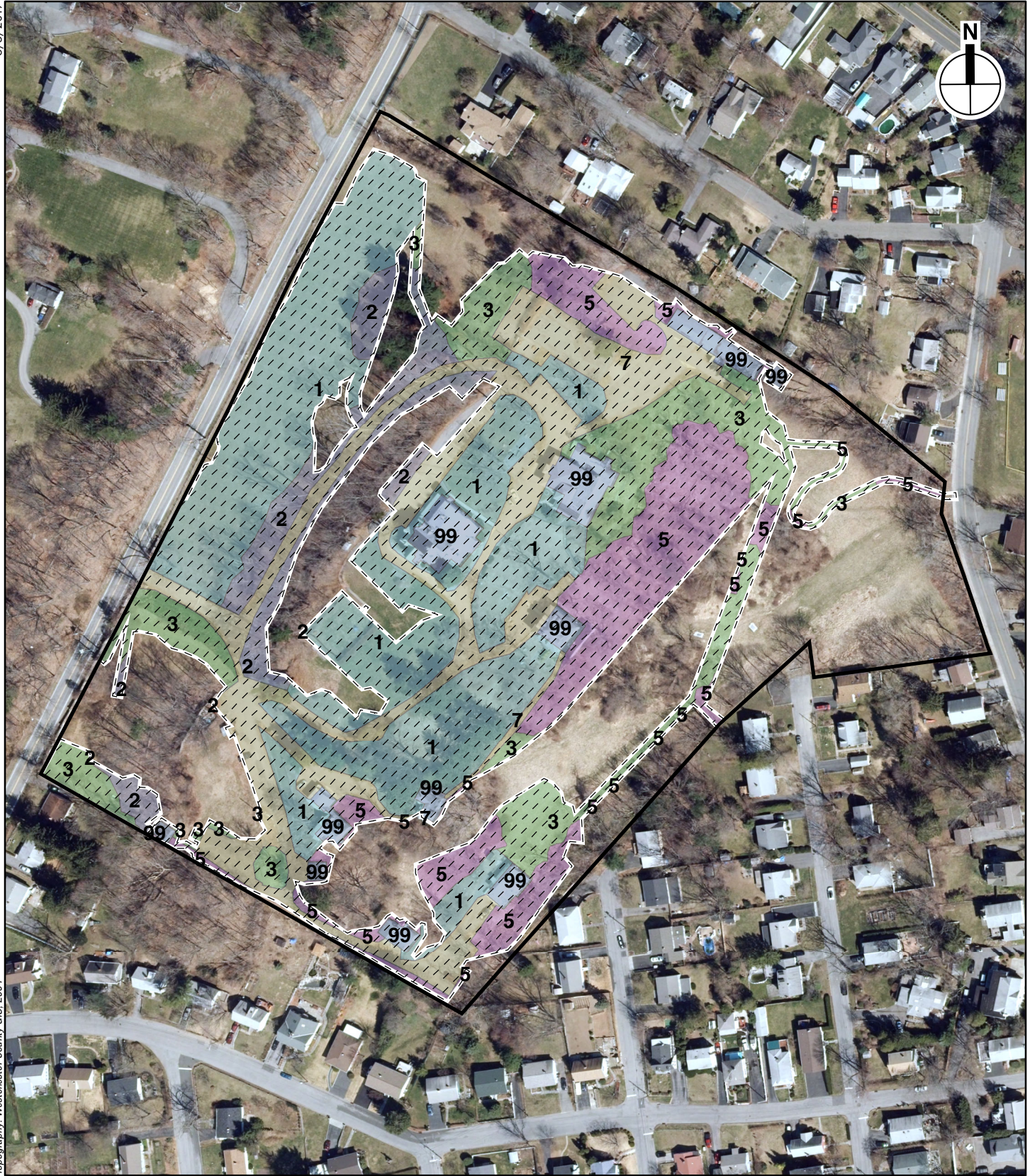
Detention basins have been preferentially located in areas currently occupied by lawn to the maximum extent and away from the small on-site wetland (located primarily in the Village), and the wetland buffer (located within the Town). Although some disturbance to the wooded/shrubby slope in the center of the site would be required with implementation of the proposed site plan, the site will realize a net increase in minimally maintained meadow/forest/shrub habitat.

### C. MITIGATION OF POTENTIAL IMPACTS

As discussed above under "Project Description" ~~above,~~ existing wooded buffers on the Project Site ~~will shall~~ be preserved and enhanced. Healthy trees within areas that will not be disturbed have been identified, surveyed, and mapped for protection and preservation. ~~Some selective removals and pruning will be needed to remove aggressive invasive species and to help promote the health and growth of the trees to remain.~~ Trees to remain, which are within 50' of

<sup>6</sup> <http://ecode360.com/8410336>





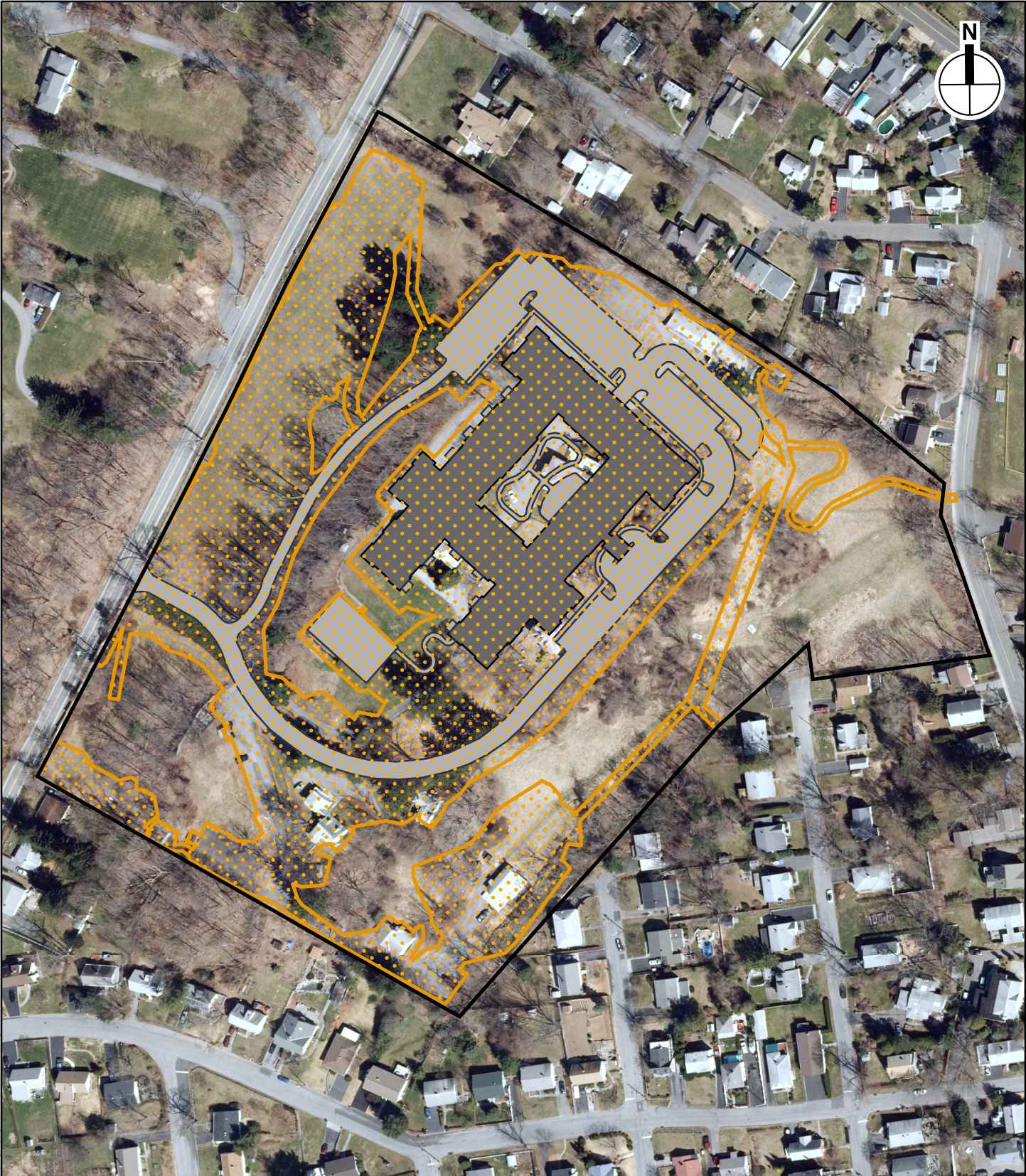
- |                               |                             |                             |
|-------------------------------|-----------------------------|-----------------------------|
| Project Site                  | 2, Oak - Maple Woods        | 5, Early Successional Woods |
| Limit Of Disturbance          | 3, Periodically mowed field | 7, Impervious Surface       |
| 1, Maintained lawn with trees | 4, Wetland                  | 99, Building Footprint      |

0 200 FEET









|                                                                                                         |                                                                                              |
|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
|  Project Site         | Proposed Impervious Groundcover                                                              |
|  Limit Of Disturbance |  Building |
|                                                                                                         |  Other    |

0 200 FEET

Proposed Impervious Surface  
Figure 3.D-4







construction activities will be protected with tree guards and woodchips or plates to protect critical root zones. As shown in the proposed landscaping plan, new wooded buffers will be landscaped using a mix of shade trees, evergreens, flowering trees, and shrubs (i.e., Red Maple, Red Oak, Bicolor Oak, Sweetgum, Spruce, Fir, Great Western Cedar, Viburnum, and Inkberry). The lawn/meadow fronting on Croton Dam Road will be enhanced with an upland wildflower mix and stormwater management basins planted with a wet tolerant seed mix, live herbaceous plants, and native shrubs and trees. The cumulative effect of preserving the wooded buffer and enhancing the proposed landscaping plan will be a net increase in floral diversity and habitat quality, despite the loss of approximately 1.0 acre of existing open space for the construction of the proposed buildings/drives. Additional measures to restore compacted soil beneath existing buildings and impervious surfaces to be removed will also be undertaken prior to planting. Subsequent to the adoption of the proposed zoning, a tree preservation plan to protect 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:

- Table denoting the tree number, health, size, removal y/n, reason, and canopy.
- Before any grading, demolition, or other disturbance, aside from the installation of tree protection and erosion and sediment controls is performed, tree protection needs to be installed per plan.
- Plants should be furnished and installed as indicated, including all plants, materials, and equipment.
- Plants should be typical of their species and variety; have normal growth habits, well-developed densely foliated branches, and vigorous root systems; and be free from defects and injuries.
- Plants should be planted on the day of delivery if/when practical. In the event this is not possible, the contractor should protect stock not planted. Plants should not remain unplanted for longer than a three-day period after delivery. Any plants not installed during this period shall be rejected, unless owner and contractor provide otherwise by written agreement.
- Plants should not be bound with wire or rope at any time so as to damage the bark or break branches. Plants should be handled from the bottom of the root ball only.
- Planting operations should be performed during periods within the planting season when weather and soil conditions are suitable and in accordance with accepted local practice. Plants should not be installed in top soil that is in muddy or frozen condition. Lawns, trees and shrubs should be installed during the appropriate planting season.
- Plant, except groundcovers, should not be planted less than two feet from sidewalks and walkways.
- Trees and shrubs should be planted in holes two to three times as wide and to the depth of the root ball.
- Plants should be planted in situ soil that is thoroughly watered.
- Plants should be set plumb and straight such that the normal or natural relationship between the plant and the ground surface can be established.
- Injured roots should be pruned to clean ends before planting with clean, sharp tools. The leader of trees should not be cut back.

## River Knoll

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- Disturbed areas should be treated with 4" top soil or compost and seeded in accordance with permanent stabilization methods indicated on soil erosion and sediment control sheets and/or landscape plan.

The measures to avoid soil compaction caused by construction activities will include:

- Use mulch for light traffic areas;
- Use geotextiles plus mulch for medium to heavy traffic areas; and
- Use plywood over mulch for heavy traffic areas.

Subsequent to the adoption of the proposed zoning, an application for site plan approval will include specific measures to reverse soil compaction from construction activities.

As required by New York State, 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 (see **Appendix J**). Subsequent to the adoption of the proposed zoning, 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.

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\*

**A. INTRODUCTION**

This chapter considers the potential of the Proposed Project to affect cultural resources, including architectural historic resources (~~“historic resources”~~) and buried archaeological resources. The Project Site is located at 40 Croton Dam Road, Ossining, Westchester County, New York. 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. As construction of the project would require a New York State permit (Stormwater Pollution Prevention Plan [SWPPP]), a submission to the New York State Office of Parks, Recreation and Historic Preservation Office (OPRHP) was made to initiate consultation pursuant to New York's State Environmental Quality Review Act (SEQRA) and Section 14.09 of the New York State Historic Preservation Act, so that historic and cultural resources may be identified and potential project impacts assessed.<sup>1</sup>

The study area for archaeological resources is the project site itself, which is the area that would be disturbed by the Proposed Project's construction. It is important to note that the area of the disturbance of the Proposed Project is nearly similar to the area of disturbance of the existing Stony Lodge buildings. Study areas for architectural resources are determined based on the area of potential effect for construction-period impacts, such as ground-borne vibrations, and the area of potential effect for visual or contextual effects, which is usually a larger area. The architectural resources study area for this project contains the properties that are substantially contiguous to the project site (see **Figure 3.E-1**).

**B. EXISTING CONDITIONS****ARCHAEOLOGICAL RESOURCES**

In comments transmitted through the New York State Cultural Resource Information System (CRIS) on October 20, 2015, OPRHP requested that a Phase 1A Archaeological Documentary Study (“Phase 1A Study”) of the project site be prepared to identify areas of archaeological sensitivity within the project site (see **Appendix E-1**). AKRF prepared a Phase 1A of the Project

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<sup>1</sup> New York State Parks CRIS Application Project 15PRO5971: River Knoll Residential Development (SMEJN4HBVEAU)—April 17, 2017

<sup>2</sup> AKRF (2017): “River Knoll Project; 40 Croton Dam Road; Ossining, Westchester County, New York: Phase 1A Archaeological Documentary Study.” Prepared for: Glenco Ossining, LLC; Bronxville, NY.

Site in January 2017;<sup>22</sup> and submitted the report to OPRHP. OPRHP reviewed the Phase 1A archaeological investigation and concurred with the recommendation that additional testing be conducted on select portions of the property. A Phase 1B study was conducted in May 2017 and found no archaeological artifacts. The Phase 1B study was submitted to OPRHP in June 2017, and is included in Appendix I.

The study Phase 1A Study documented the development history of the proposed Project Site, as well as its potential to yield archaeological resources, including both precontact and historic cultural resources. The Phase 1A study was prepared in accordance with the “Phase 1 Archaeological Report Format Requirements” as issued by OPRHP in 2005,<sup>3</sup> 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.<sup>4</sup> The conclusions of this study are summarized below ~~and the study will be submitted to OPRHP for review and comment.~~ As part of the Phase 1A study, an ~~un-~~qualified archaeologist conducted a reconnaissance-level walkover survey of the entire Project Site to identify areas of potential sensitivity for prehistoric or historic archaeological resources. The primary focus was the identification of level, undisturbed, well-drained areas that may have been suitable for habitation and conducive to site formation and preservation and evidence of historic features. However, once again, the areas that the Proposed Project will ~~disturbed~~ disturb generally coincide with the existing disturbed areas of the existing hospital.

The site assessment identified areas of profound disturbance associated within the continued expansion for the Stony Lodge Hospital through the 20th century. In addition, the project area is located on a high knoll, and significant portions of the project area are steeply sloped. The site assessment revealed that the location of the current parking lots and asphalt driveways required substantial grading to create level sections within the hospital grounds. A total of 45 shovel tests were excavated as part of the Phase 1B survey, of which three shovel tests yielded fragments of coal and a single fragmeant of whiteware. These artifacts were not considered culturally significant.

The Phase 1B archaeological investigation of the 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. ~~survey did not find any archaeological sites~~ (see letter in **Appendix I**). The Phase 1B report has been submitted to OPRHP, and is included in Appendix I of this DEIS.<sup>5</sup>

### *PRECONTACT ARCHAEOLOGICAL SENSITIVITY*

The precontact period refers to the time when Westchester County was occupied by Native Americans prior to the contact with and colonization by European settlers. As described in the

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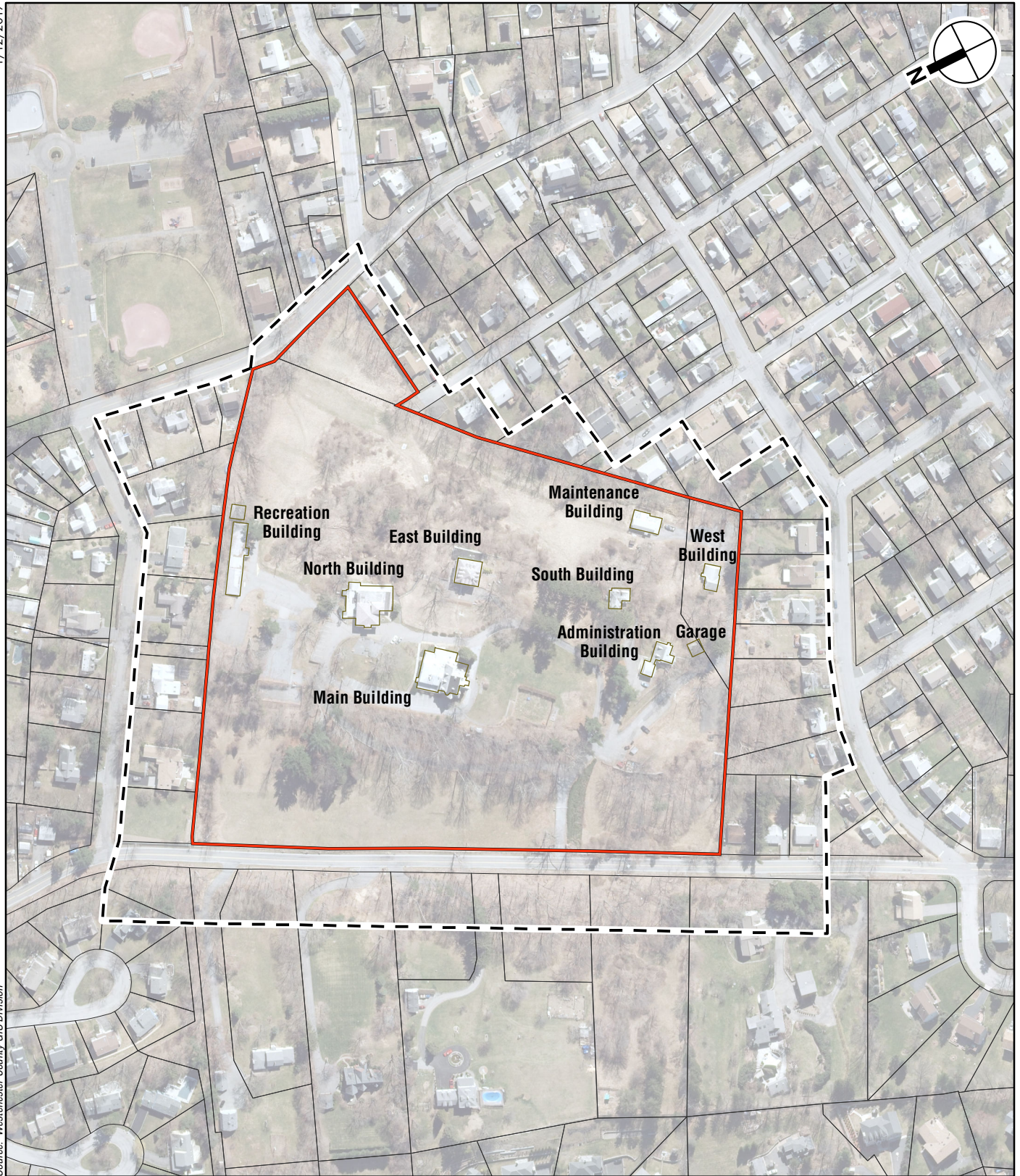
<sup>22</sup> AKRF (2017): “River Knoll Project; 40 Croton Dam Road; Ossining, Westchester County, New York: Phase 1A Archaeological Documentary Study.” Prepared for: Glenco Ossining, LLC; Bronxville, NY.

<sup>3</sup> <http://parks.ny.gov/shpo/environmental-review/documents/PhaseIReportStandards.pdf>

<sup>4</sup> <http://nyarchaeology.org/wp-content/uploads/2013/12/NYACStandards.pdf>

<sup>5</sup> “Phase 1B Archaeological Field Reconnaissance Survey - River Knoll Project, 40 Croton Dam Road” Hudson Valley Cultural Resource Consultants, Ltd, June 2017.





- Project Site
- Study Area
- Tax Parcel Boundaries

0 400 FEET





Phase 1A study, Native American habitation sites in the northeastern United States are typically correlated with level topography (less than 12 to 15 percent slopes), access to natural resources, such as fresh water and lithic source material, and proximity to well-drained soils. The potential presence of Native American activity near a project site can also be predicted by the presence of previously identified resources in the vicinity. The Phase 1A identified two previously known precontact archaeological sites within one mile of the Project Site, both of which were located to the west in the vicinity of the Hudson River. The study also determined that a former body of water known as Sing Sing Creek once ran to the east of the project site. Finally, given the level plateau at the top of the hill, the Phase 1A determined that the Project Site would have been an attractive settlement location for Native Americans residing in the vicinity during the precontact period.

Those portions of the Project Site with slopes greater than 15 percent were determined in the Phase 1A to have no sensitivity for archaeological resources. However, undisturbed level areas within the Project Site were determined to have moderate sensitivity for archaeological resources dating to the precontact period. The site walkover identified potentially undisturbed level areas in three locations:

- 1) within the rear yard north of the Main Building;
- 2) in the 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 (see **Figure 3.E-2**).

### *HISTORIC PERIOD ARCHAEOLOGICAL SENSITIVITY*

The Phase 1A included a summary of cartographic research that indicated that no structures were located on the Project Site before the Main Building was constructed between 1872 and 1881. The home was originally constructed by David B. Moses, who owned several homes in the immediate vicinity. The Main Building is depicted on several historic maps as being surrounded by a long circular driveway that connected the residence with Croton Dam Road to the southwest and compensated for the extreme elevation difference between the hilltop and surrounding area. After 1927, the property was developed as a hospital and the other buildings on the project site were constructed between the late-1920s and the 1960s. No major new developments appear to have occurred since the middle of the twentieth century. The Phase 1A determined that, given the relatively late date of the construction of the Main Building, the Project Site possesses low sensitivity for archaeological resources dating to the historic period.

## **ARCHITECTURAL RESOURCES**

### *PROJECT SITE*

The Project Site contains 10 building and structures that are part of the former Stony Lodge Hospital. The oldest building, known as the Main Building, was most likely built in the 1870s as it first appears on an 1881 Bromley historic map. The Main Building had various additions and modifications and alterations since the 1940s over the years to meet the hospital's needs for use as an acute psychiatric facility. In 1950, sections of the roof were destroyed in a storm and the roof had to be repaired. These changes and inattention to proper maintenance left the Main Building with compromised architecture and irreversible structural damage. By the 1930s, historic maps show that two additional buildings had been constructed for the hospital. Building records and photographs show that these additional buildings were most likely the North and

East Buildings. Subsequently, the Administration, Maintenance, and South Buildings were added to the property. The Recreation and West Buildings were constructed by the mid-1960s. The hospital permanently closed in 2012.

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 ~~will be~~was provided to OPRHP so that they may make a determination if there are any architectural resources issues for the project.

### STUDY AREA

The study area contains residences that are typically of modern construction and are not architecturally or historically significant. Therefore, they do not meet the criteria for S/NR eligibility criteria and there are no architectural ~~resources~~resources in the study area.

## C. POTENTIAL IMPACTS

### ARCHAEOLOGICAL RESOURCES

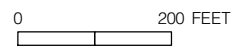
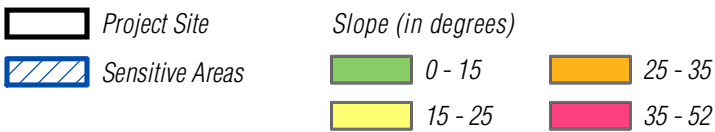
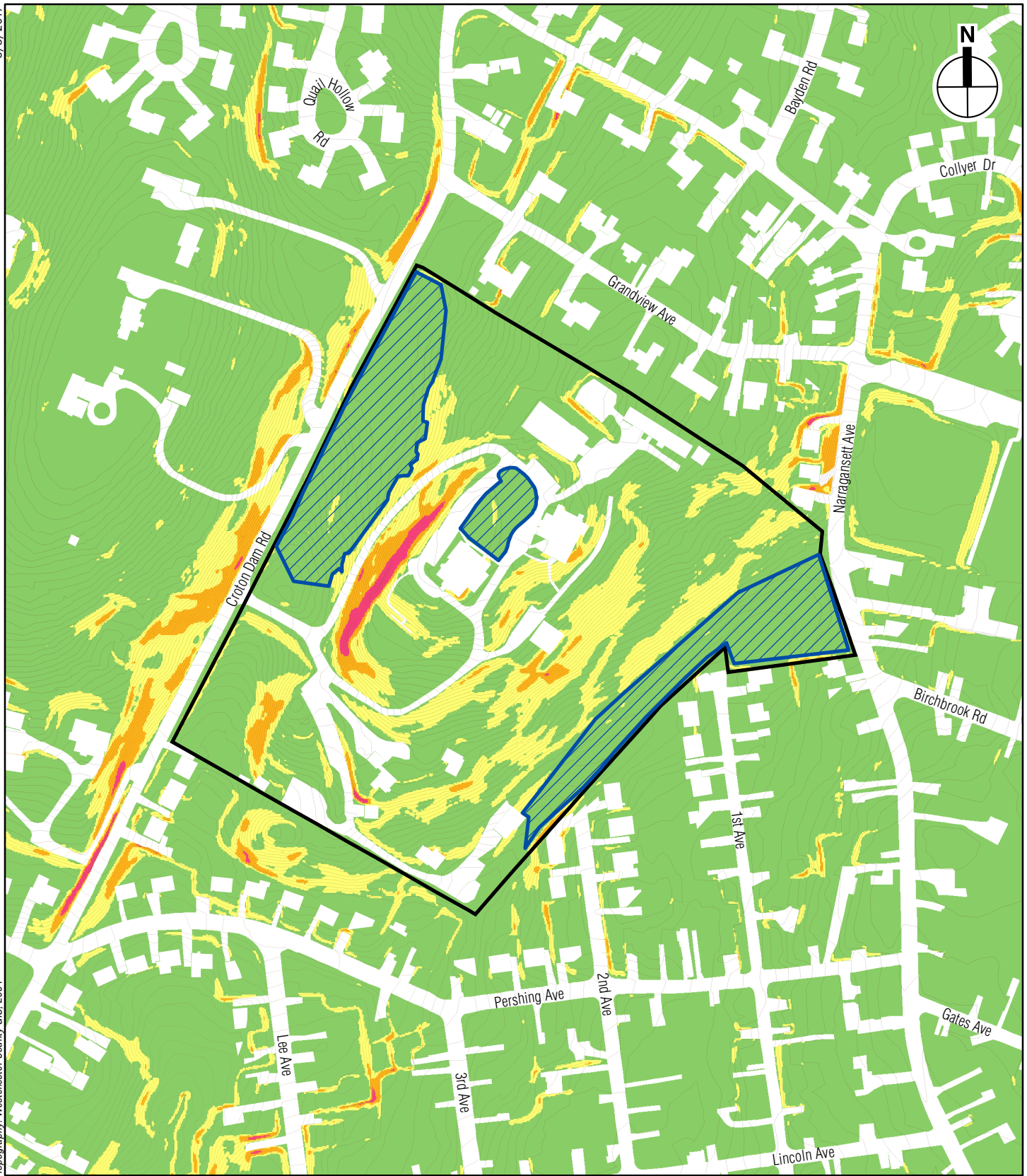
The Phase 1A identified potential areas of precontact archaeological sensitivity in undisturbed level areas in three locations:

- 1) within the rear yard north of the Main Building;
- 2) in the 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 1A will be~~was submitted to OPRHP for a determination of whether a Phase 1B Archaeological Investigation of potential sensitive areas within the limits of disturbance will be conducted to confirm the presence or absence of archaeological resources. If OPRHP determines~~determined~~ that a limited Phase 1B investigation, and any subsequent archaeological should be conducted on the ~~three~~three undisturbed level areas of the site. This investigation is necessary (e.g., a Phase 2 Archaeological Survey or a Phase 3 Data Recovery), this investigation would be undertaken ~~has been conducted in consultation with OPRHP and has been submitted under separate cover to determine~~the Town. The results of the study have also been submitted to OPRHP whether the Proposed Project would result in significant adverse effects on archaeological resources.

~~architectural resources~~

The Phase 1A was submitted to OPRHP for a determination of whether a Phase 1B Archaeological Investigation of potential sensitive areas within the limits of disturbance will be conducted to confirm the presence or absence of archaeological resources. OPRHP determined that a limited Phase 1B investigation should be conducted on the three undisturbed level areas of the site. A total of 45 shovel tests were excavated as part of the Phase 1B 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 1B archaeological investigation of the 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. (see letter in **Appendix I**). The Phase 1B report has been submitted to OPRHP, and is included in Appendix I of this DEIS.<sup>6</sup>

#### *PROJECT SITE*

~~Should~~Subsequent to an initial submission to OPRHP ~~determine that any buildings of the for a~~ determination whether the Main Building on Stony Lodge Hospital complex ~~on the project site~~ ~~are~~was S/NR eligible, ~~further consultation would be required with OPRHP requested an~~ additional architectural survey of the other buildings on the site—in addition to the Main Building—to determine whether the potential impact of demolishing any S/NR eligible building(s) may be avoided or not. Demolition of a S/NR property would ~~constitute~~constitute an adverse impact, and would require that mitigation measures be ~~identified~~identified and implemented in consultation with ORPHP. The additional buildings are of more recent construction and include the administration building (c. 1953), south cottage (c. 1930's), east lodge (c. 1931), maintenance building (c. 1951), west lodge (c. 1960's), recreation building (c. 1960's), and north lodge (c. 1931). This architectural survey has been provided to OPRHP.

#### *STUDY AREA*

As there are no architectural resources in the study area, the proposed project would have no adverse effect on such resources.

### **D. MITIGATION**

#### **ARCHAEOLOGICAL RESOURCES**

The Phase 1B archaeological investigation of the 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. (see letter in **Appendix I**). The Phase 1B report has been submitted to OPRHP, and is included in Appendix I of this DEIS.<sup>7</sup>

~~As described above, in the event that thea Phase 1B investigation identifieswas undertaken to identify the presence of archaeological resources within the Project Site, subsequent archaeological investigations necessary (e.g., a Phase 2 Archaeological Survey or a Phase 3 Data Recovery) would. The results of this investigation will be completed as necessary.provided to the Town and to OPRHP under separate cover. These archaeological investigations would serve as mitigation for any adverse effects and wouldwill determine whether a Phase 3 Data Recovery will be completed in consultation with OPRHP.required.~~

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<sup>6</sup> "Phase 1B Archaeological Field Reconnaissance Survey - River Knoll Project, 40 Croton Dam Road"  
Hudson Valley Cultural Resource Consultants, Ltd, June 2017.

<sup>7</sup> "Phase 1B Archaeological Field Reconnaissance Survey - River Knoll Project, 40 Croton Dam Road"  
Hudson Valley Cultural Resource Consultants, Ltd, June 2017.

## ARCHITECTURAL RESOURCES

As described above, ~~if~~the additional architectural history on the accessory buildings was provided to OPRHP. ~~If~~ mitigation is warranted, consultation ~~would~~will be undertaken with OPRHP to identify and implement agreed upon mitigation measures. \*



## **A. INTRODUCTION**

This chapter focuses on the infrastructure and utilities components of the Proposed Project, water supply, wastewater, electric and gas services. The discussion of these services provides an explanation of existing conditions on the Project Site, presents the estimated demand of the Proposed Project, and discusses the way in which existing resources and sources will meet the project-generated demand.

As previously discussed, the former Stony Lodge Hospital and the majority of the accessory buildings on the Project Site are currently unoccupied and have not been in full operation since 2012 when the hospital closed. When the Stony Lodge Hospital was in operation it would have consumed approximately 14,185 gallons per day.<sup>1</sup> Although the majority of the on-site infrastructure services to the buildings still exist, demand has been significantly reduced from when the site was utilized as a hospital.

An inventory of existing surface and subsurface infrastructure was made to identify and locate utilities and services on and within the vicinity of the Project Site.

Potential impact to the water and wastewater management and infrastructure, and any costs that would be incurred as a result of the Proposed Project, were discussed and identified in coordination with the Village of Ossining Department of Public Works and Town of Ossining Consulting Engineer. Both indicated that no appreciable impacts would be attributed to the Proposed Project and that any increase in maintenance and operation would be covered by property taxes.

## **B. EXISTING CONDITIONS**

### **WATER**

Potable water for the Project Site is served by the Ossining Water Department. The Ossining Water Department serves some 47,000 customers and supplies 4.3.8 billion gallons of water per day (gpd) in the Village and the Town. The Town's Consulting Engineer has advised that the existing water system has adequate capacity to serve the proposed project, see Memorandum in Appendix C.

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<sup>1</sup>Average use of 175 gallons of water per day (gpd) per hospital bed; 15 gpd per staff member; and 30 gpd per outpatient. With an average of 61 beds, 230 staff members, and 2 outpatients per day (15 to 20 per week), the average daily use would be 14,185 gallons of water per day. Source: NYSDEC, 2014.

## WASTEWATER

Sewage generated within the Village and the Town of Ossining, including the Project Site, is conveyed to the Ossining Wastewater Treatment Plant. The Ossining Treatment Plant treats an average of approximately 1,300 million gallons of wastewater per year (2006 average), or 3.6 million gpd. An 8" sanitary sewer line exists along the east property line of the Project Site. The Town's Consulting Engineer has advised that the existing wastewater treatment plant has adequate capacity to serve the Proposed Project. The Consulting Engineer also stated that there were no downstream capacity issues. See Appendix C for the Memorandum from the Town's Consulting Engineer.

## ENERGY AND TELEPHONE SERVICES

Electricity to the Project Site is provided by Con Edison of New York by way of connections, with existing overhead power lines situated atop utility poles located on Croton Dam Road. The existing electrical system contained within the existing buildings and grounds comply with applicable electrical codes. However, these systems have not been upgraded to current standards, and few energy conservation measures have been installed.

Internet, phone, and cable services to the Project Site are provided by Lightpath, a division of Cablevision. Existing service is provided via overhead connections with communication lines attached to utility poles located along Croton Dam Road.

## C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT

### WATER AND WASTEWATER POTENTIAL IMPACTS

The Proposed Project will create new demand for water that will be supplied to the Project Site by the Ossining Water Department, and wastewater that will be conveyed and treated at the Ossining Wastewater Treatment Plant. River Knoll will need to supply water and wastewater for the estimated 373 residents that will live at River Knoll. It is estimated that the Proposed Project will generate a domestic demand of 30,800 gpd for water, and 30,800 gpd for wastewater. Projections of residential water and wastewater demand are based on an average consumption demand rate of 110 gpd per bedroom. These rates reflect a 20% reduction for the use of water conservation devices, which is now typical in new construction. Water demand for the maintenance of common areas and the irrigation of landscaped areas was also taken into consideration for a conservative assumption of daily use.

Anticipated demand for water and wastewater services are estimated to be 30,800 gpd, as shown in **Table 3.F-1**. The Stony Lodge Hospital would have consumed approximately 14,185 gpd when it was open.<sup>2</sup> Therefore the Proposed Project will result in an increase in demand of approximately 16,615 gpd for water and wastewater services.

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<sup>2</sup> 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 3.F-1**  
**Projected Water Demand and Wastewater Flows**

| Project Component                                                                                                                                                                                       | Units            | Flow Rate (gpd) | Total Flow (gpd) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------|------------------|
| Studio/1BR                                                                                                                                                                                              | 96               | 110             | 10,560           |
| 2BR                                                                                                                                                                                                     | 92               | 220             | 20,240           |
| <b>Total</b>                                                                                                                                                                                            | <b>188 Units</b> | <b>--</b>       | <b>30,800</b>    |
| <b>Source:</b> 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 are anticipated as a result of the Proposed Project.

The estimated daily increase will be equivalent to approximately 6.1 million gallons per year. Thus, the project represents an increase in demand of 0.47%.

Wastewater generation from the Proposed Project will be essentially similar to water consumption. The Proposed Project is located within the Ossining Sewer District, and wastewater is conveyed to and then treated at the Ossining Wastewater Treatment Plant. The increase in wastewater flows from the Proposed Project will represent an increase of approximately 0.46% over existing flows.

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

The Town's Consulting Engineer has advised that the existing water system has adequate capacity to serve the Proposed Project. The Town's Consulting engineer has also noted that an upgrade to the Village's water treatment plant is planned within the next several years, which will increase supply. Based on a meeting with representatives of the Village of Ossining Department of Public Works and Town's Consulting Engineer, water system improvements that are being engineered in connection with the Proposed Project will further improve the function and reliability of the Town/Village water system in the vicinity of the Project Site. These improvements include 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 will be connected to the existing 12" water main ~~in~~within Narragansett Avenue; the other end will be connected to the a new 8" water line to be installed in Croton Dam Road, near the northwest corner of the property. The new 8" water main ~~in~~within Croton Dam Road will 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 will be located within a 10' wide easement, which will be dedicated to the Village of Ossining. A service line will be connected to the new 8" water main to serve the proposed building. The service connections will be private.

## ENERGY AND TELEPHONE SERVICES

Electric and gas demands will increase due to the Proposed Project. 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 to 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.

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

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

The Project Site utilizes internet, phone, and cable services, which are 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 is expected to continue to serve the Project Site and can be expected to connect the site to their fiber optic network.

The Proposed Project would utilize internet, phone, and cable services. Lightpath communication services are expected to continue to serve the Project Site, and can be expected to connect the site to their fiber optic network.

## D. MITIGATION

### WATER

Since the Ossining Water Department ~~will be increasing its~~ have plans to increase their Water Treatment Plant, and that there is already enough capacity for the Proposed Project, no there are no anticipated adverse impacts, and therefore no mitigation is needed.

### SEWER

The Town's Consulting Engineer has advised that the existing sewage treatment plant has adequate capacity to serve the Proposed Project. The Consulting Engineer also advised that there were no downstream capacity issues. An 8" sanitary sewer line exists along the east property line of the Project Site. A connection is proposed to the existing 8" sewer line at an existing manhole between First and Second Avenues to serve the new building. As requested by representatives of the Village of Ossining Department of Public Works and Town of Ossining Consulting Engineer, a video inspection was performed of the existing 8" sanitary line along the site's east

property line, and the line was cleaned in connection with performing the video. The video will be shared with the Village representatives to determine if any repairs of the line will be required.

**ENERGY AND TELEPHONE SERVICE**

The Proposed Project will follow the NYS Energy Conservation Code. There is no anticipated shortage of energy or telecommunication for the Proposed Project. Therefore, no adverse impacts on energy and telecommunication are anticipated, and no mitigation is necessary. \*

## Chapter 3.G: **Land Use, Comprehensive Plan, Zoning, and Community Character**

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### **A. EXISTING CONDITIONS**

#### **LAND USE**

The surrounding area contains a variety of land uses as shown in **Figure 3.G-1, “Land Use.”** The Project Site comprises the Stony Lodge Hospital grounds, formerly used as a psychiatric treatment hospital for adolescents. There are nine existing buildings on the property (see Figure 2-3, “~~Stony Lodge Hospital Current Buildings~~”). The oldest building, also known as the Main Building, stands at the top of the hill and was built circa 1868, likely as a private residence. Later, in the 20th ~~Century~~ century, portions of the building were removed, and architecturally incompatible sections were added to expand it; it was dramatically remodeled in the late 1940s with additional renovations undertaken subsequently to adapt the building to meet the hospital’s needs for use as an acute psychiatric program. The North Building and East Building were built in 1931, with the South Building also 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 (in what was a large garage close to residential neighbors [1954]). The West Building was built in 1960s.<sup>1</sup>

The majority of land uses surrounding the project site consist of single family residential uses. Notable non-residential land uses in the vicinity of the Project Site include the Bethel Nursing and Rehab Center, located at 17 Narragansett ~~Ave,~~ Avenue in Ossining, which is shown as “Social and Health Services” land use. The Saint Augustine Cemetery and the Veterans Park are two “Community Facilities and Open Space and Recreation” areas located within a ½ mile radius of the Project Site.

#### **~~COMPREHENSIVE PLAN~~**

#### **PUBLIC POLICY**

##### **TOWN OF OSSINING COMPREHENSIVE PLAN**

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

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



Listed below are those principles from the Comprehensive Plan 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 those policies.

***“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).***

The Proposed Project complies with this requirement as it proposes to preserve and expand its existing open space. The open space will be expanded through buffered landscaped and removal of the existing on-site peripheral buildings and pavement in areas where no buildings or structures are proposed. Whereas the Proposed Project ~~would~~will minimally encroach on the present open space, it also adds substantial new green buffers and creates protection and expansion of already existing habitat areas. Further, the Comprehensive Plan Update, as well as the 2002 Comprehensive Plan, stresses the importance of protecting and conserving the Town’s environmental resources including open space, landscaped buffers, trees, water supplies, watersheds, steep slopes, viewsheds, scenic resources, wildlife habitats, and other important environmental assets of the community. The ~~Proposed Project~~compact building plan and building footprint in the general area of the existing Main Hospital building will keep minimize site disturbance and minimally disturb the existing open space on the Stony Lodge Hospital property ~~and~~. In addition, the demolition of the accessory buildings at the edges of the property will improve upon it allow for this area to revert to open space that will be landscaped with additional native landscaping, as discussed below under Natural Resources. The one small on-site wetland identified and delineated will remain undisturbed. Lastly, the reuse of the property with a ~~multi-family~~multifamily development will significantly minimize additional impacts to the site’s open space and steep slopes as compared to an alternative single-family residential as-of-right development which ~~would~~will clearly require substantially more disturbance, reduced buffers, and loss of vegetated habitat.

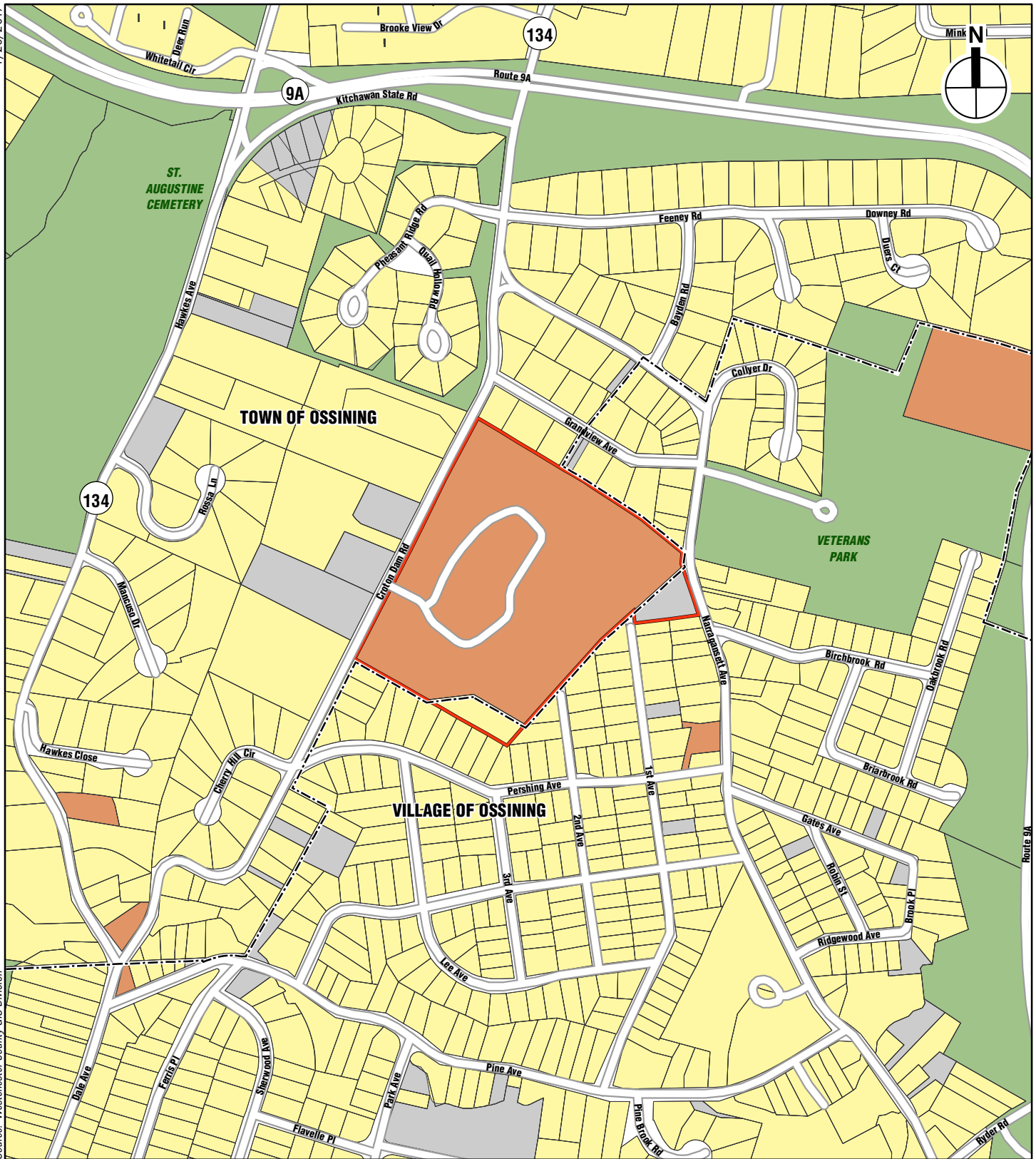
***“Preserve the quality, character, and stability of neighborhoods within the Town... make a wide range of housing opportunities available to members of the community... and require suitable buffer areas for non-residential uses and properties abutting neighborhoods and residential areas” (Residential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

The Proposed Project is located on a site previously used as a psychiatric hospital and is surrounded by residential uses. By proposing a zoning amendment and allowing for the building of a residential community, the Proposed Project will not change the ~~characters~~character of the surrounding neighborhoods, but instead will be compatible with the character of the surrounding neighborhoods.

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

The Proposed Project will provide new highly\_amenitized rental apartment units not currently available in the Ossining marketplace. In addition, the Plan devotes itself to working towards financial assistance for more affordable housing options in its “Residential” chapter. In this vein, the Proposed Project will offer 10 percent of its units as affordable as required by the Town Code (\$200-33) and increase the economic accessibility to members of the community.

1/20/2017  
Source: Westchester County GIS Division





***“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).***

By clustering River Knoll in the center of the site and removing hospital buildings that are currently situated adjacent to the boundaries of the property, increasing the width of the vegetated buffer, and installing a new landscaping plan, the Project Site will be more compatible with and enhancing of the residential land use of the surrounding area. By redeveloping the site for residential use, the Proposed Project will prevent the attractive nuisance that unoccupied buildings can cause, will bring new community members to the Town, and promote thoughtful redevelopment consistent with this Plan’s goals. Furthermore, the Future Development and Redevelopment section directly includes the Project ~~site~~Site and its rezoning.

***“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).***

Since the Proposed Project is located on the old Stony Lodge property, the Proposed Project follows the Town’s Comprehensive Plan.

In addition, a small portion of the Project Site is also located within the Village of Ossining. The 2009 Village of Ossining’s Comprehensive Plan stresses the need for affordable housing. The Village aims to have a 10 percent affordable housing goal in all new development and remodeling of six dwelling units or more. In addition, similar to the Town requirements on affordable housing, the Village of Ossining, per §62-3 and §62-4 of its code, requires that each residential development application that proposes the construction or rehabilitation of six or more dwelling units of purchase or rent provide 10 percent affordable housing units. The Proposed Project is in conformity with these Village goals as it incorporates 10 percent affordable housing.

## **ZONING**

The majority of the Project Site (16.6 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. See **Figure 3G.3.G-2, “Zoning”** for the zoning map of the proposed Project Site.

## **COMMUNITY CHARACTER**

The majority of the Project Site is located within the Town of Ossining, with a small portion in the Village of Ossining. 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. Views of the Project Site from adjacent roadways are shown in **Figure 3G3** and **Figures 3G3.G-3a to 3, 3.G-3a, 3.G-3b, and 3.G-3c**. 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. Cars often cut through this area to get from Route 9A to the village'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. The park has three baseball fields, a playground, two soccer fields, an outdoor ice hockey rink, and a basketball court.

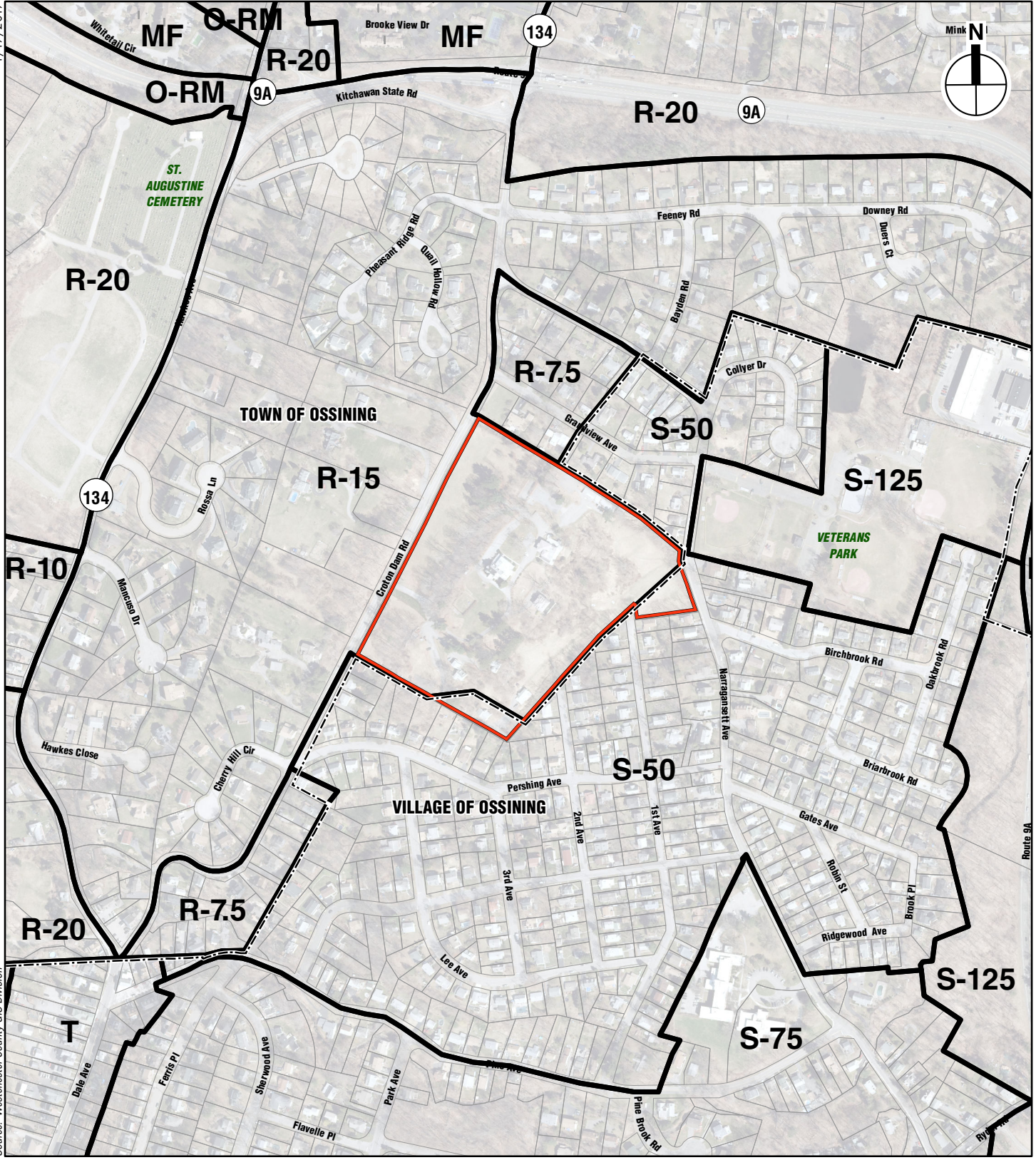
On the western side of the Project Site is a large property obscured from view by a stone wall and heavy woods. This property faces the Project Site, specifically the large meadow on the Project Site along Croton Dam Road, and looks up at the former hospital buildings.

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. 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. ~~The overall views of the Project Site from surrounding properties are fully obscured by wooded borders of mature trees 60 feet or more in height and by additional expanses of wooded areas on the more steeply sloped, interior portions of the site. 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, where its main buildings are located. Dense vegetation and mature trees obscure these views.~~

In winter months, with deciduous tree foliage fallen, the hospital buildings are dramatically more visible. The property is a large gated property on Croton Dam Road in the Town of Ossining. The only portion of the property clearly visible to the public's eye is the large amount of lawn (the "meadow") on the bottom of the hill fronting on Croton Dam Road, as can be seen in **Figure 3G3.G-3a**. ~~The overall views of the Project Site from surrounding properties are fully obscured by wooded borders of mature trees 60 feet or more in height and by additional expanses of wooded areas on the more steeply sloped, interior portions of the site.~~ Views of the Project Site from Croton Dam Road include the large expanse of lawn along the roadway frontage and the wooded border of mature trees further upslope. The larger hospital buildings within the central, higher elevation portions of the site are partially visible from Croton Dam Road. **Figure 3.G3.G-3b** shows the buildings at maximum site elevation from the site. Similarly, views of the site from the surrounding residential community are obscured by thick



1/17/2017  
Source: Westchester County GIS Division



- Project Site
  - Village/Town Boundary
  - Tax Parcel Boundaries
  - Zoning Boundaries
- |                                             |                                       |
|---------------------------------------------|---------------------------------------|
| <b>MF</b> - Multi-Family                    | <b>S-100</b> - One-Family Residential |
| <b>O-RM</b> - Office-Research Manufacturing | <b>S-125</b> - One-Family Residential |
| <b>R-15</b> - One-Family Residential        | <b>S-50</b> - One-Family Residential  |
| <b>R-20</b> - One-Family Residential        | <b>S-75</b> - One-Family Residential  |
| <b>R-7.5</b> - One-Family Residential       | <b>T</b> - One-Family Residential     |





boarders of mature trees as shown on **Figure 3.G-3c**. None of the surrounding roadways provide views of the existing hospital buildings owing to the presence of mature trees or other vegetation. It is noted especially that neither Narragansett Avenue nor Pershing Avenue, nor the two dead-end streets closest to the site including 1st Avenue and 2nd Avenue, provide views to the upper, interior portions of the site, where its main buildings are located. **Figures 3.G-3d and 3.G-3e** show the typical neighborhood and homes surrounding the Project Site.

## **B. POTENTIAL IMPACT**

### **LAND USE**

~~The Proposed Project will create new residential land uses more in keeping with the overall character of the surrounding residential neighborhoods than the previous hospital use. The small portions of the project site in the Village of Ossining, will contain no buildings/parking and would be converted to permanent open space. The Proposed Project will be consistent with nearby land uses which include various housing types and open spaces including parks and cemetery. Therefore, no significant adverse impacts to land use are anticipated as a result of the Proposed Project. character of the study area as the present open space will stay the same; however, new and wider green buffers will be added to the northern, eastern, and southern portions of the property. Additionally, the majority of the Proposed Project's buildings will be similarly hidden from view due to the topography, vegetation, and stands of trees on the site and, beneficially, will be approximately 10 feet lower than the existing hospital at its highest point.~~

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

The existing hospital use has surface parking for over 110 cars. However, with the Proposed Project, the majority of the existing surface parking areas will be removed and surface parking that is currently visible to the adjacent neighbors will be replaced with landscaping and green buffers. The Proposed Project will provide parking for residents and their guests in a parking garage that will be an integrated part of the proposed River Knoll building. The open space that fronts along Croton Dam Road will remain permanently protected, thus maintaining the views of the site from Croton Dam Road. As previously noted, the removal of the eight accessory buildings that are located at the edges of the Project Site will allow for this area to be replaced by a permanently landscaped buffer. The small portion of the Project Site within the Village of Ossining will remain undisturbed and will be incorporated into the permanent open space for the site. Ingress and egress to the site will remain from Croton Dam Road, and will not add traffic to the neighborhood to the south of the site.

### **COMMUNITY CHARACTER**

The portions of the Proposed Project that will be visible will be in the Hudson Valley design vernacular as previously discussed and a significant improvement over the hospital buildings

that are in disrepair (~~Figures 3G-4a through 3G-4b~~). Therefore, ~~no significant adverse impacts to land use will occur as a result of the Proposed Project. see Figures 3.G-4a through 3.G-4g~~. During the summer, the dense foliage will continue to have the existing visual buffer, mostly hiding the proposed building from the surrounding neighborhoods. During the off-leaf months, the Proposed Project will be more visible than during the on-leaf season. The chosen architecture of the building will be in line with the architectural style of the Town and Village of Ossining.

Low intensity and dark sky compliant lighting will be ~~providing~~ for security and wayfinding. Minimal down-lighting will be provided at the entrance to the site.

### **PUBLIC POLICY**

As summarized above, the Proposed Project is consistent with the existing 2002 Town Comprehensive Plan and the update of Town of Ossining's Comprehensive Plan that was adopted on December 15th, 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 will provide 10 percent of its dwelling units as affordable housing as mandated by Article VI of the Town of Ossining's zoning code.

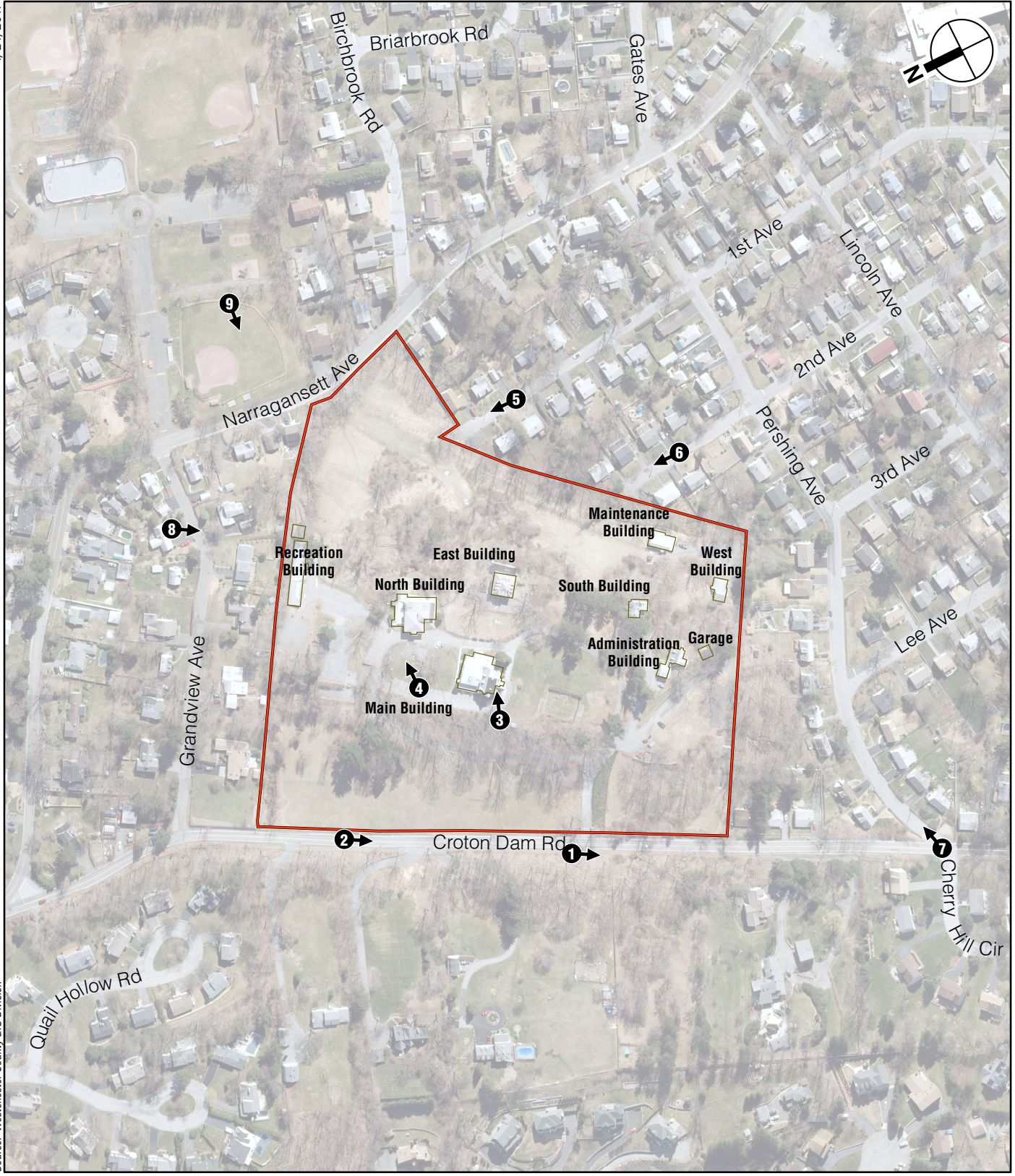
In addition to updates to the Comprehensive Plan, the Town of Ossining has modified and adopted several local laws including the Subdivision of Land Chapter (Section 176); Tree Protection Chapter (Section 183); Freshwater Wetlands, Watercourses and Water Bodies Protection Chapter (Section 105); and Steep Slope Protection Chapter (Section 167). Both the existing steep slopes code and proposed amendments indicate that the Project will require a steep slopes permit due to the presence of slopes greater than 15% in areas of proposed site disturbance. While the existing wetlands code does not apply to the on-site wetland because it is less than ½ acre in size, the proposed revisions the code appear to remove this size exclusion; therefore, the one wetland delineated on-site may be regulated by the Town. See discussions of steep slopes under "Geology" and discussion of wetlands under "Natural Resources."

### ***AFFORDABLE HOUSING***

Article VI of the Town of Ossining's zoning code describes ~~to~~ the number of housing options as essential to the long-term health of the community. Furthermore, §200-33 requires new subdivisions or ~~site plan buildings requiring approval to have new residential developments of 10 or provide~~ 10 percent (whichever is the greatest) of the units of the proposed development to be affordable at below-market rate ~~units created by subdivision or site plan approval~~. 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 percent of its dwelling units (19 out of 188) as below-market rate units and is therefore in alignment with Article VI of the Town of Ossining's zoning code. In addition, the proposed zoning would allow a total of 170 units without the 20 percent density bonus. The 20 percent density bonus would add 34 more units, which is higher than the extra 18 units proposed. Therefore, there are no anticipated impacts on affordable housing.~~





Project Site

Photo View Direction and Reference Number

0 400 FEET







Entrance to Stony Lodge Hospital 1



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







View of the Main Building 3



View on South Building and Recreation Building 4







View of the Property from 1st Avenue 5



View of the Property from 2nd Avenue 6







View of the neighborhood along Pershing Avenue 7



View of the Project Site from Grandview Avenue 8





View of the Project Site from Veterans Park 9







Source: Minno Wasako Architects and Planners

Key Plan  
Figure 3.G-4a







Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Croton Dam Road  
**Figure 3.G-4b**







Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Narragansett Avenue  
**Figure 3.G-4c**







Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Second Avenue  
**Figure 3.G-4d**







Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Second Avenue  
**Figure 3.G-4e**







Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Pershing Avenue  
**Figure 3.G-4f**



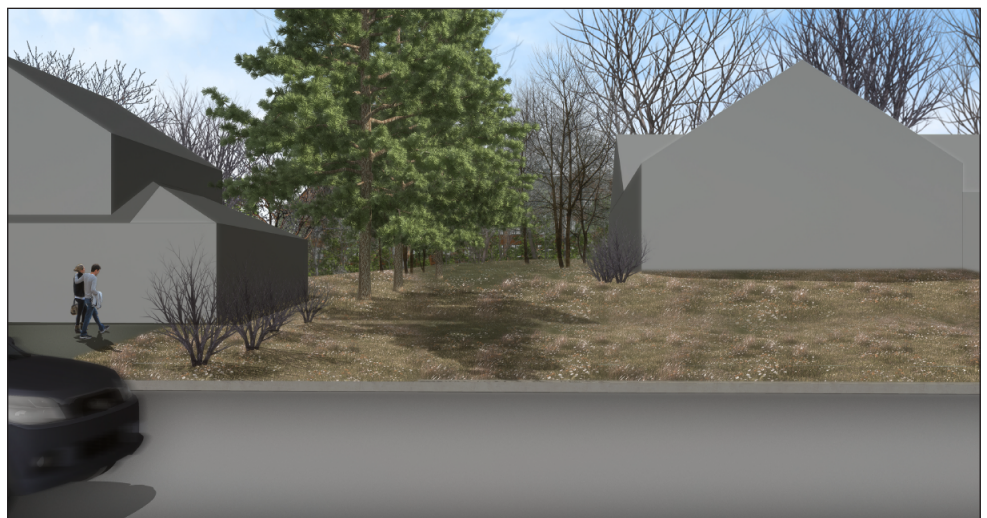




Existing View **A**



Summer View **B**



Winter View **C**

Existing and Illustrative Views from  
Grandview Avenue  
**Figure 3.G-4g**



### *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 ~~would~~will continue to be closed to the public for recreational purposes, though ~~would it will~~ provide visual interconnectivity and an abundance of open space. The Proposed Project ~~would~~will offer recreational amenities to residents of the Proposed Project including a formal entrance courtyard with porte-cochere, 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. Outdoor amenities ~~would~~will include a swimming pool for residents, landscaped terraces overlooking the Hudson River, an outdoor kitchen for private entertaining, quiet landscaped reading pockets, a “dog spa” providing a range of pet care, walking and sitting services. In the future with the Proposed Project, there ~~would~~will be recreational opportunities provided for residents on-site, and opportunities for recreational activities on the site for the general public ~~would~~will remain the same. Therefore, there ~~would~~will be no adverse recreational impacts associated with the Proposed Project. 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.

### *REGIONAL PLANNING*

#### *Patterns for Westchester: the Land and the People*

In 1996, the Westchester County Planning Board developed and published a document entitled *Patterns for Westchester: the Land and the People*. This document provides a general policy framework for the County’s review of, and comments on, local issues referred to the County. It also serves as a basis for review of major development proposals (defined as 50,000 or more square feet of commercial floor area, or 25 or more housing units). *Patterns for Westchester (“Patterns”)* sets forth general policies as the foundation of the County’s involvement in local and regional land use planning. It recommends strategies that are aimed at creating a balance between economic growth and a sound environment by directing growth to centers, reinventing developed corridors as multi-use places, and factoring open space elements into the development process. While *Patterns* does not contain any specific recommendations for the project site, the Proposed Project is in keeping with the themes of the document. Specifically, the Proposed Project ~~would~~will assure a diverse and interconnected system of open space to shape development by preserving open space. The Proposed Project ~~would~~will also encourage a range of housing types that are affordable to renters and buyers through the construction of affordable housing rental units and adding multifamily housing to the area.

#### *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.**

As stated above, the Proposed Project will permanently protect open space with an enlarged landscape buffer surrounding the site, preserving a visible grassy meadow fronting Croton Dam Road which interconnects with the publicly accessible Veterans Memorial Park. The addition of trees, shrubs, and planting will create landscaped buffers to provide linkages among open space systems and to provide a contrast River Knoll's texture in the landscape.

**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 ~~would~~will add housing to the Project Site that is currently vacant, ~~providing with a low assessed value.~~ While the site is not tax exempt, it is not a large tax revenue generator. By redeveloping the site with a proposed multifamily project, River Knoll will generate significant tax revenues for the Town of Ossining, and ~~would~~will bring new residents to the town that ~~would~~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.**

The Proposed Project ~~would~~will not only preserve, but ~~would~~will enhance existing natural resources to foster a park-like experience on the site. Natural resources, such as bedrock currently hidden by overgrowth, will be re-exposed and contribute toward the landscaping plan. Natural resources ~~would~~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 ~~would~~will create a range of housing types on the Project Site with 169 market rate rental units and 19 permanently affordable housing units. This project ~~would~~will contribute significantly toward an overall county goal of affirmatively further fair housing ~~significantly~~ 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 ~~would~~will not be open to the public, it ~~would~~will provide recreational opportunities for the residents with gardens and landscaping, and ~~would~~will enhance the use of the nearby and publicly accessible Veterans Memorial Park by ~~adding~~establishing 70 percent of the 14 acres of the project as greenery and vegetation.

***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.***

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. The large ~~and protect~~ open space and greatly enlarged landscaped buffers ~~would~~will separate River Knoll from the surrounding residential neighborhoods and ~~would~~will also contribute and maintain a meadow fronting Croton Dam Road. It ~~would eliminate~~will eliminate adverse impacts to neighborhood character and also ~~would~~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 ~~would~~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 and trees. The Proposed Project ~~would~~will provide a net reduction in the peak rates of storm water runoff and ~~would~~will result in reduced water quality impacts to the Town and Village draining utility systems.

#### *Westchester County Fair and Affordable Housing Implementation Plan*

As a result of the U.S. *ex rel. Anti-Discrimination Center* ~~Center~~ v. Westchester suit, the County of Westchester is required to process the development of 750 units of fair and affordable housing (rental and home ownership). The Proposed Project ~~would~~will contribute 19 permanently affordable units of housing to the Westchester County's overall supply of affordable housing. It is the intent of the Applicant that the 19 proposed affordable housing units qualify as "fair and affordable" units as defined by the Westchester County Fair and Affordable Housing Implementation Plan.

## ZONING

### *MF-2 ZONING DISTRICT*

As previously discussed, the Project Sponsor was guided by a set of principles in planning for the Proposed River Knoll Project. These development principals were also a cornerstone in the composition of an appropriate zoning district for the Proposed Project.

As there is no zone in the Town that could accommodate a project as envisioned, several zoning options were considered:

- (1) An amendment to the existing R-15 zoning district to permit a clustered development with multi-family uses;
- (2) Creating an ‘overlay’ district that could be part of the existing R-15 or other existing zoning districts that ~~would~~ will permit clustered multi-family development on highly selective sites; and
- (3) A new multi-family zoning district that ~~would~~ will permit the kind of envisioned on this unique site.

In consultation with the Town, it was determined that the most appropriate zoning mechanism to enable the Proposed Project to be developed consistent within the Town’s overall planning goals of environmental protection of large underutilized site ~~would~~ will be a new zoning district, the Multifamily Residence 2 (MF-2) District. Accordingly, the Project Sponsor has submitted a petition for a new MF-2 ~~Zoning District~~ zoning district to be added to the Town’s Zoning Code.

The Proposed Project will require that a new zoning district be adopted to accommodate the use. Accompanying this application is a proposed zoning petition that ~~would~~ will amend the Town’s code to include a ~~multi-family~~ multifamily residence district known as the MF-2 ~~(Multifamily Residence 2) District~~ zoning district. The petition ~~would~~ will also re-map the Project Site from the One-Family Residence (R-15) District to the MF-2 ~~District~~ zoning district. See full text of the proposed zoning petition in **Appendix A**, “Petition to Amend Zoning.”

Multifamily housing ~~would~~ will be permitted in this new district as a conditional use subject to approval by the Planning Board. Goals and conditions of the district ~~would~~ will include:

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

The following bulk regulations ~~would~~ will apply in the proposed ~~MF2 Multifamily Residence~~ MF-2 District, as shown in **Table 3.G-1**.

**Table 3.G-1**  
**Proposed MF-2 Zoning Bulk Regulation**

| Minimum Requirements                                                                                                                                                                                                           | Row or Attached Dwelling | Multiple                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------|
| Lot area (square feet)                                                                                                                                                                                                         | 10 acres                 | 10 acres                       |
| Lot area per dwelling unit (square feet)*                                                                                                                                                                                      | 4,250*                   | 4,250*                         |
| Lot width (feet)                                                                                                                                                                                                               | 50                       | 250                            |
| Lot depth (feet)                                                                                                                                                                                                               | 250                      | 250                            |
| Front yard (feet)                                                                                                                                                                                                              | 200                      | 200                            |
| One side yard (feet)                                                                                                                                                                                                           | 100                      | 100                            |
| Both side yards (feet)                                                                                                                                                                                                         | 200                      | 200                            |
| Rear yard (feet)                                                                                                                                                                                                               | 100                      | 100                            |
| Livable floor area dwelling unit (square feet)                                                                                                                                                                                 | 850                      | 700 per for 1 or more bedrooms |
| Usable open space                                                                                                                                                                                                              | 50%                      | 50%                            |
| Maximum Permitted:                                                                                                                                                                                                             |                          |                                |
| Building height                                                                                                                                                                                                                |                          |                                |
| Stories                                                                                                                                                                                                                        | 3                        | 3                              |
| Feet                                                                                                                                                                                                                           | 50                       | 50                             |
| Building coverage (percent)                                                                                                                                                                                                    | 12                       | 12                             |
| <b>Note:</b> Consistent with §200-33 hereof at least 10% of the units shall be designated as below-market-rate (BMR) units, permitting a density bonus of 20% for sites of 10 acres or more as set forth in Article VI hereof. |                          |                                |

**Table 3.G-2** compares the existing bulk provisions for the Project Site under current zoning with proposed MF-2 zoning.

**Table 3.G-2**  
**Comparison of Existing and Proposed Zoning**

|                                                    | R-15 requirements | Proposed MF-2 Zoning                                            |
|----------------------------------------------------|-------------------|-----------------------------------------------------------------|
| <b>Minimum Requirements</b>                        |                   |                                                                 |
| Lot areas (sf)                                     | 15,000            | 10 acres                                                        |
| Lot width (feet)                                   | 90                | 50 (row or attached dwelling);<br>250 (multiple)                |
| Lot depth                                          | 120               | 250                                                             |
| Front Yard (feet)                                  | 30                | 200                                                             |
| 1 side yard (feet)                                 | 14                | 100                                                             |
| Both side yards (feet)                             | 30                | 200                                                             |
| Rear yard (feet)                                   | 32                | 100                                                             |
| Livable floor area per dwelling unit (square feet) | 850               | 850 (row or attached)<br>700 (multiple, for 1 or more bedrooms) |
| <b>Maximum Permitted</b>                           |                   |                                                                 |
| Stories                                            | 2 ½               | 3                                                               |
| Height (feet)                                      | 35                | 50                                                              |
| Building coverage (percent)                        | 25                | 12                                                              |

**APPROPRIATENESS OF PROPOSED POTENTIAL IMPACT OF APPROVAL OF THE MF-2 DISTRICT**

The potential impact of adopting the proposed MF-2 Zoning District on other areas of the Town will be at the discretion of the Town Board to consider whether or not to entertain rezoning of a candidate site covering 10 acres or more within the Town of Ossining. There are few undeveloped 10 acre sites within the Town. However, there may be underutilized and tax-exempt religious or institutional uses of 10 acres that may be interested in having their property

to be redeveloped as a multifamily housing site. If this were to occur, an applicant would need to petition the Town Board and the Town Board would need to agree to consider the petition to rezone to the proposed MF-2 zoning district.

This potential scenario was included in the Town's recent Comprehensive Plan Update that stated as a goal to:

*"Promote development and redevelopment which is consistent with the current scale and historic character of the community..."*

The Comprehensive Plan Update went on to state that an objective of such a potential zone change will be to:

*"...adaptively reuse(d) or redevelop(ed) in a manner that is feasible and which protects surrounding neighborhoods and environmental resources to the maximum extent practicable."*

As stated above, a candidate site would likely be an institutional or religious based tax-exempt use located within a single family neighborhood zoned for low density single family development. The developed portion would typically be concentrated in the center of the site surrounded by open space. For such a parcel to be redeveloped based on their existing one-family zoning district would mean a conventional or clustered single family residential subdivision that would increase the intensity of use on the site, remove vegetation, reduce the large area of open space surrounding the site, and alter the views of the site. The proposed MF-2 zoning district would provide the Town with an alternate zoning tool that could provide for a greater concentration of development in order to preserve the maximum amount of open space, protect natural resources, and enable the Town to expand the diversity of housing available to its residents.

#### APPROPRIATENESS OF PROPOSED MF-2 ZONING

The exercise of the power to zone must be implemented in a manner that is consistent with a municipality's comprehensive plan and provides some benefit to the community, rather than simply benefiting the property owner. The power to zone is derived from the Legislature and must be exercised in the case of towns and villages in accord with a 'comprehensive plan.'<sup>2</sup> This requirement "not only ~~insures~~ insures that local authorities act for the benefit of the community as a whole but protects individuals from arbitrary restrictions on the use of their land."<sup>2</sup>

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."<sup>3</sup> 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*

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<sup>2</sup> Town Law § 263; Village Law § 7-704)

<sup>3</sup> 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).

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.”<sup>3</sup>

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.<sup>4</sup> Two Appellate Division cases deal specifically with zoning changes to accommodate assisted living facilities. In both cases, the zoning amendments were upheld.

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 project 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.”<sup>5</sup>

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;
- (iv) demographic studies and citizen comments demonstrated a need for such a facility in the community;
- (v) that while the rezoning certainly ~~would~~will benefit the developer, it ~~would~~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

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<sup>4</sup> *Collard v. Incorporated Village of Flower Hill*, 52 N.Y.2d 594 (1981).

<sup>5</sup> *Boyles v. Town Board of the Town of Bethlehem*, 278 A.D.2d 688 (3d Dept. 2000).



long standing principle that “a Village must exercise its zoning power in accordance with a ‘comprehensive plan.’”<sup>6</sup>

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.”<sup>7</sup>

“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 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.”<sup>8</sup>

### **C. MITIGATION**

The Proposed Project will not have any significant adverse impacts on land use, community character, zoning, or public policy. The Project has been designed to minimize its visibility from the surrounding neighborhood, while creating an attractive reuse for residential opportunities on a currently underutilized and blighted project site. The green buffers, open space preservation, and creation and landscaping will strategically minimize land use impacts to the adjacent neighborhood. The Proposed Project will require a petition to rezone the site, but the rezoning of the site to facilitate such a project will be consistent with the amendments proposed as part of the Town’s Comprehensive Plan, currently being updated. The Proposed Project will also be in line with the principles established at the various local and county level public policy documents that shape the development of the Town of Ossining and Westchester County. No mitigation with regards to Land Use is required. \*

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<sup>6</sup> See *Stone v. Scarpato*, 285 A.D.2d 467 (2d Dept. 2001).

<sup>7</sup> *Udell v. Haas*, 21 N.Y.2d 463 (1968)

<sup>8</sup> *Asian Ams. For Equality v. Koch*, 72 NY2d 121 (1989).

## **A. INTRODUCTION**

This chapter discusses the findings of the Traffic Impact Study (TIS) for the Proposed Project, prepared by JMC Engineers. The TIS evaluates the traffic impacts associated with the Project and recommends mitigation for any significant impacts identified. The estimated design year (“Build Year”) used for analysis, or year in which the Proposed Project would be fully occupied and would generate the full increment of traffic, is 2022. This section of the DEIS presents a summary of the TIS, which can be found in its entirety in **Appendix D**.

It should be noted that while the Stony Lodge Hospital was in operation, the hospital had 250 employees, with multiple shifts coming and going 24 hours a day. As a high-risk psychiatric facility, incidents involving patients required NYS-mandated reporting and investigation by local authorities—most often requiring police visits. Outside support agencies also sent staff on a daily basis to coordinate care and provide specialized services. Vans and/or ambulances were regularly used to transport patients to outside medical specialists and emergency rooms. Stony Lodge Hospital was also the site of regional conferences for the training and in-service of medical and rehabilitative staff. In addition, delivery trucks, including large multi-axle trucks, came daily with food, supplies, FedEx, and UPS. Family members came by car to visit patients, usually in the evening and weekends. Staff frequently came to the site when not working to pick up paychecks and meet with their supervisors. ~~And, with~~ Also, due to a relatively high turnover of staff, job applicants visited the site daily.

The TIS also describes proposed off-site improvements to the neighboring road system. The original TIS that was included in the Expanded Environmental Assessment (EEAF) and submitted to the Town in 2015 for the Proposed Project identified signal timing improvements to manage the additional trips that would be generated from the Proposed Project mitigated the Proposed Project’s traffic impacts. However, to “improve” local traffic conditions, and in talks with neighbors, the Project Sponsor discussed with Town officials solutions for addressing this existing congestion issue. As such, in November 2016, the Project Sponsor submitted preliminary plans to NYSDOT for a right turn lane on both Croton Dam Road approaches, and reducing the existing 1150 second cycle length to 110 seconds. This improvement would improve the delay currently being experienced by traffic. The review of this improvement by NYSDOT was positively received and will continue concurrent with the SEQRA process.

## **B. EXISTING CONDITIONS**

Vehicular access for the Proposed Project will continue to be done through the current Project Site’s entrance on Croton Dam Road. To evaluate the potential impacts of the Project, the following intersections were evaluated:

- 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
  - Croton Dam Road and NY 9A.

### **C. FUTURE TRAFFIC CONDITIONS WITHOUT THE PROPOSED PROJECT**

Traffic and turning movement counts were performed on Thursday, September 29, 2016, between the hours of 6:00-10:00 AM and 3:00-7:00 PM, and on Saturday October 15, 2016, between the hours of 9:00 AM and 1:00 PM. The weather condition on September 29, 2016, was partly cloudy and dry. On October 15, 2016, the weather condition was sunny and dry. Based on the counts, the following peak periods of traffic activity associated with the Proposed Project were determined:

- Weekday mornings between 7:15 and 8:15 AM
- Weekday afternoons between 4:30 and 5:30 PM
- Weekends between 10:30 and 11:30 AM

Accident data was requested from the Town/Village of Ossining Police Department for the studied intersections from January 1, 2009, to December 31, 2016. Data from the accident reports have been provided in Appendix D, Tables AR1 thru AR9. This data incorporates three years of accident data while the former hospital use was in operation. During this seven year period, there was one right angle accident at the intersection of Dale Avenue and Pine Avenue. There was a right angle accident and a fixed object accident at the intersection of Croton Dam Road and Narragansett Avenue which involved an impaired driver and aggressive driving. There was one left turn accident at the intersection of Croton Dam Road and Kitchawan State Road due to driver failure to yield the right of way. The other studied intersections have had no reported accidents during the seven year period.

A baseline model of the existing traffic conditions on the surrounding roadway network was created using the traffic and turning movement counts. A growth factor of one percent a year, for a total of six percent was added to the model to account for the background growth in traffic that would be expected to occur between the time of traffic counts (2016) and the Build Year (2022). In addition, the traffic volumes associated with No Build Projects (including the proposed Sunshine Children's Home and Rehabilitation Center in New Castle, the proposed Upper Westchester Muslim Society development in New Castle, and the proposed Hudson Ridge Wellness Center) were studied and would not generate substantial traffic volumes within the Study Area. Traffic volumes associated with the Parth Knolls, LLC residential development have been incorporated into the "No Build" condition. This growth would be expected to occur regardless of the development the Project. Therefore, it is to that level of traffic, ~~known as the "No Build" condition,~~ that the potential impacts of the Proposed Project are considered.

Hourly trip generation rates and anticipated site-generated traffic volumes were estimated using the Institute of Transportation ~~Engineers~~Engineers' (ITE) "Trip Generation Handbook," 9th

Edition, 2013 (**Table 3.H-1**). The results were looked at comparing a Re-Occupied Hospital (“No Build” condition) and comparing it to the Proposed Project (“Build” condition).

#### D. FUTURE TRAFFIC WITH THE PROPOSED PROJECT

The projected traffic associated with the proposed 188 apartment unit redevelopment is based on vehicle trip information published by ITE in its publication, “Trip Generation Manual, 9th Edition.” Table 1 shows the traffic volumes associated with the re-occupancy of the previous hospital land use and the proposed residential land use, as well as the net change in traffic volumes between them. ~~A shuttle service is proposed as part of the redevelopment to transport residents to and from the train station.~~ The redevelopment will result in approximately 21, 30, and 20 net additional total trips during the peak weekday AM, PM, and Saturday midday hours, respectively. A shuttle service is proposed as part of the redevelopment to transport residents to and from the train station. The primary trips for the redevelopment have been shown in the figures in Appendix D.

To assign the Project-generated traffic volumes to the existing roadway network, an arrival/departure distribution was developed based on a review of the existing traffic volumes and expected travel patterns. This distribution is depicted graphically in ~~Figure~~Figures 1 through **Figure 3** of the full TIS included in **Appendix D**.

Project generated trips (**Table 3.H-1**) were assigned to the roadway network based on the expected arrival and distribution patterns, including analysis of other planned development as well as with a re-occupation of the site as a Hospital. ~~Figure~~Figures 4 through ~~Figure~~ 8— included in the TIS—depict distribution of Project-generated traffic onto the existing roadway network and the distribution for the 2022 Build Year (~~Figure~~Figures 8 through ~~Figure~~ 11 of the TIS).

**Table 3.H-1**  
**ITE Trip Generation Handbook**

| Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Peak Weekday AM Hour |           |           | Peak Weekday PM Hour |           |           | Peak Saturday Midday Hour |           |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------|-----------|----------------------|-----------|-----------|---------------------------|-----------|-----------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Enter                | Exit      | Total     | Enter                | Exit      | Total     | Enter                     | Exit      | Total     |
| a. Re-occupied Hospital Driveway Trip Volumes <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                        | 30                   | 21        | 51        | 16                   | 44        | 60        | 16                        | 44        | 60        |
| b. Proposed 188 Unit Apartments Primary Trip Volume                                                                                                                                                                                                                                                                                                                                                                                                                                               | 19                   | 77        | 96        | 79                   | 42        | 121       | 49                        | 49        | 98        |
| c. Proposed Shuttle Bus (Jitney) v. Passenger Vehicle Trip Credit <sup>2</sup><br>AM=31% PM = 31% SAT = 25%                                                                                                                                                                                                                                                                                                                                                                                       | 6                    | 24        | 30        | 24                   | 13        | 37        | 12                        | 12        | 24        |
| <b>d. Proposed Passenger Vehicle Primary Trips<br/>(Row d = Row b – Row c)</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>13</b>            | <b>53</b> | <b>66</b> | <b>55</b>            | <b>29</b> | <b>84</b> | <b>37</b>                 | <b>37</b> | <b>74</b> |
| e. Proposed Shuttle Bus Primary Trips                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3                    | 3         | 6         | 3                    | 3         | 6         | 3                         | 3         | 6         |
| f. Net Primary Trips<br>(Row f= Row d + Row e – Row a)                                                                                                                                                                                                                                                                                                                                                                                                                                            | (14)                 | 35        | 21        | 42                   | (12)      | 30        | 24                        | (4)       | 20        |
| <b>Notes:</b> <sup>1</sup> Re-occupied driveway volumes are generated from 2006 existing turning movement counts included in the “Due Diligence Traffic Study” prepared by Schoor Depalma Engineers and Consultants. The peak weekday PM hour volumes were utilized for the peak Saturday midday hour volumes.<br><sup>2</sup> Shuttle bus (Jitney) credits are based on U.S. Census Bureau data for means of transportation to work for Ossining utilizing public transportation and carpooling. |                      |           |           |                      |           |           |                           |           |           |
| <b>Source:</b> JMC, LLC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                      |           |           |                      |           |           |                           |           |           |

For signalized intersections, traffic flow conditions are measured by calculating the Levels of Service (LOS). A Level of Service “A” represents the best condition and Level of Service “F” represents the worst condition. A Level of Service “C” is generally used as a design standard, while a Level of Service “D” is acceptable during peak periods. A Level of Service “E”

represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection, as well as for the overall intersection. The average total delay for any particular critical movement is a function of the service rate or capacity of service, the average amount of vehicle delay is computed for each critical movement to the intersection.

For unsignalized intersections, capacity analysis is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line.

The LOS table in the TIS (Appendix ED), summarizes the Levels of Service, delays and volume-to-capacity for the existing (2016), No Build (2022), and Build (2022) conditions. As shown in the summary table, the overall LOS at the following intersections would experience minor increases in delay:

- Croton Dam Road and Hawkes Avenue—LOS stays the same between the existing and the 2022 Build year (A southbound and B westbound);
- Croton Dam Road and Pershing Avenue with Cherry Hill Circle—LOS stays the same between the existing and the 2022 Build year (A eastbound, northbound and southbound; and B westbound);
- Croton Dam Road and Site Driveway—LOS A to LOS B (change in delay of 0.4 seconds between 2022 Build and No Build) in the Weekday AM and PM Peak hours for the 2022 Build Year westbound, Saturday Peak hour LOS and LOS for eastbound turns would stay the same;
- Croton Dam Road and Grandview Avenue—LOS A to LOS B (change in delay of 0.3 seconds between 2022 Build and No Build and the existing conditions) in the Weekday AM Peak Hours westbound, Weekday PM Peak hour and Saturday Peak hour LOS and LOS for eastbound turns would stay the same;
- Croton Dam Road and Narragansett Avenue—LOS stays the same between the existing and the 2022 Build year;
- Croton Dam Road and Pheasant Ridge Road with Feeney Road Avenue—LOS stays the same between the existing and the 2022 Build year;
- Croton Dam Road and Kitchawan State Road Avenue—LOS stays the same between the existing and the 2022 Build year; and
- Croton Dam Road and NY 9A—The overall intersection LOS would stay the same (Level C) during Saturday Peak hour, change from D to E during the Weekday PM Peak hour, and change from C to D during the Weekday AM Peak hour. Those changes in LOS would also be observed during the 2022 No Build. To potentially remediate this change of service that would happen with or without the Proposed Project. The Project Sponsor proposes to improve signalization timing to keep the existing level of service.

Despite the addition of Project generated traffic, similar Levels of Service and delays are expected at the intersections studied under the No\_Build and Build conditions. Therefore, it is not anticipated that there will be any significant adverse traffic impacts as a result of the Proposed Project.

A sight distance analysis was conducted for the proposed driveway. The sight distance is based on an 85th percentile speed of 43 mph in both directions along Croton Dam Road. The 85th percentile speed was determined by a speed study. A sight distance plan was prepared and is included in Appendix E of the TIS (in Appendix D). The existing decorative walls are proposed



to be relocated outside of the intersection sight line. Based on the plan and the relocated decorative walls, the intersection sight distance is accommodated for the proposed driveway.

### **TRAFFIC DURING CONSTRUCTION**

Construction of the Proposed Project will create construction-related traffic to and from the Project Site, including trips related to workers and 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 proposed grading plan, the cut-and-fill will be essentially balanced on-site. If there is some soil to be removed, it will be minimal and will occur over a period of no more than eight weeks, so this level of truck traffic will not be anticipated to have a significant impact.

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.

### **POTENTIAL IMPACTS TO PUBLIC TRANSPORTATION**

Public transportation is not available in the vicinity of the project site. The County Bee-Line Route 17 travels along NY 9A; however, there are no nearby stops for residents of the project to utilize. Additionally, County Bee-Line Routes 14 and 19 travel along Croton Avenue in the Village of Ossining; however, the closest bus stop is located at the corner of Croton Avenue and Linden Avenue which is not a walkable distance for a resident of the project. Consequently, the Proposed Project will accommodate its residents with a jitney shuttle bus to and from the Ossining and/or Croton train station in order to alleviate traffic during AM and PM peak. With regards to school bus routes, the Project Sponsor will work with the ~~School Districts~~ school district to make whatever modifications are necessary to ensure safe pick and drop off of students during and post construction. Based on discussions with the Ossining Union Free School District Department of Transportation, there are no existing school bus stops nearby for the proposed redevelopment. School bus service will need to be provided to the proposed redevelopment via a new school bus stop along an existing bus route. A location will be identified to pick up school children in consultation with the school district, most likely ~~The school bus will stop along Croton Dam Road at its intersection with the proposed site driveway.~~

Based on the traffic counts which were performed, there is not a significant amount of bicyclists or pedestrians at the studied intersection. The potential adverse impact of increased traffic upon the safety of pedestrians and bicyclists will be minimized by implementing the proposed traffic mitigation as discussed below.

For additional details, see **Appendix D**, “Traffic Impact Study,” of this Environmental Assessment for the full Traffic Study.

### **E. FINDINGS AND CONCLUSION**

The original TIS that was included in the Expanded Environmental Assessment (EEAF) for the Proposed Project and submitted to the Town in December 2015 proposed signal timing improvements to manage the additional trips that would be generated from the Proposed Project. These improvements resulted in levels of service comparable to the re-occupancy of the Stony Lodge Hospital, thus mitigating the Proposed Project’s traffic impacts.

However, in response to concerns raised by neighbors regarding congestion at the intersection of NY 9A and Croton Dam Road, the Project Sponsor independently investigated ways to improve the delay experienced by vehicles due to the long cycle length. Discussions were held with Town officials on possible additional improvements. Initially, left turn lanes were considered along Route 134 as potential additional improvements. NYSDOT requested additional studies before making a recommendation. Subsequently, the initial proposal for left turn lanes at Route 134 ~~were~~was eliminated from further discussion.

Current improvements pending before NYSDOT include constructing a right turn lane on both Croton Dam Road approaches to NY 9A and reducing the existing 150 second cycle length to 110 seconds. The findings of the TIS concluded that these improvements would significantly improve this traffic condition. The review of this improvement by NYSDOT will continue concurrent with the SEQRA process.

Additionally, a queuing analysis was performed at the studied intersections. Tables 5 thru 7 are included in Appendix D and depict the queuing for the three studied conditions (Existing, No Build, Build). The storage lengths depicted in the tables are measured to the nearest intersection of two streets. Based on the queuing analysis, the available storage length can accommodate the projected queue lengths for all approaches at the studied intersections, except for the eastbound left turn and northbound approach at the intersection of NY 9A and Croton Dam Road. These particular movements exceed the available queue length under existing conditions. With the proposed improvements to this intersection, the queue lengths are projected reduce compared to the No Build condition.

The recommended improvements along the Croton Dam Road approaches are further depicted on JMC Figure CHP-1, ~~“Conceptual Highway Improvement Plan,”~~ which is contained within Appendix B of the TIS; (see Appendix D). \*

**A. EXISTING CONDITIONS**

The former Stony Lodge Hospital was a residential treatment center that once provided psychiatric care for children ages 5 to 17. The hospital treated approximately 600 patients a year, with about 61 children being provided in-patient treatment for about two weeks on a rolling basis. The facility had a staff of 200 that worked at the site.

**POPULATION**

The populations within the Town of Ossining and the Village of Ossining have increased since 2000. In 2000, the Town of Ossining had a population of 36,534,<sup>1</sup> which increased to 37,674 in 2010<sup>2</sup> and 38,136 in 2015,<sup>3</sup> for an overall 4.4 percent increase. In 2000, the Village of Ossining had a population of 24,010,<sup>4</sup> which increased to 25,060 in 2010<sup>5</sup> and 25,311 in 2015,<sup>6</sup> for an overall 5.4 percent increase. From this data, it is anticipated that the population in both the Town and the Village of Ossining will have similar moderate increases.

The Town's recently adopted 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**

The Ossining Union Free School District operates six schools that serve the Town of Ossining and the Village of Ossining: Park Early Childhood Center, Claremont Elementary School, Brookside Elementary School, Roosevelt Elementary School, Anne M. Dorner Middle School, and Ossining High School. Data obtained from the School District indicates that it had a total of 5,064 students enrolled in Kindergarten to Grade 12 in the 2016-2017 school year. The latest available New York State School District Report Card, from 2014-2015, indicates that average class size for Grade 8 and Grade 10 ranges from 20 students to 26 students, depending on the

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<sup>1</sup> U.S. Census Data 2000

<sup>2</sup> U.S. Census Data 2010

<sup>3</sup> American Community Survey (ACS) Data 2011-2015

<sup>4</sup> U.S. Census Data 2000

<sup>5</sup> U.S. Census Data 2010

<sup>6</sup> American Community Survey (ACS) Data 2011-2015

subject. Each of the schools in the district is classified as in “Good Standing,” the highest possible ranking in New York State’s accountability system.

While the Stony Lodge Hospital was in use as a residential treatment center, educational services were provided at the site. There were no children from Stony Lodge in the Ossining Union Free School District.

### OPEN SPACE AND RECREATION

Veterans Memorial Park is located approximately 850 feet from the Project Site. The active section of the park includes three baseball fields, two soccer fields, a playground area, a basketball court, and a hockey rink. There are also some passive park features, which include benches dispersed throughout the park. The park also serves as an area to host festivals for the area.

While the Stony Lodge Hospital was in use as a residential treatment center, recreation programs were provided to the children on the Stony Lodge site.

### EMERGENCY SERVICES

The Project Site is served by the Ossining Fire Department (OFD). The OFD is responsible for fighting fires within the Town, as well as within the Village of Ossining. Their average response time to calls is five to six minutes. The OFD is a voluntary department consisting of 450 members, with six engines, one rescue vehicle, one tower ladder vehicle, and one aerial ladder vehicle. The OFD responds to 600-700 calls per year.<sup>7</sup>

The Town and Village of Ossining Police Departments have merged their departments according to the Town of Ossining website. No police information was given through the FOIL request.

The Ossining Volunteer Ambulance District (OVA) received 2,246 227 calls in 2010, with 405 2014, 2,907 in 2015, and 2,086 for the Town first three quarters of Ossining and 1,541 in 2016. The volume given by the Village of Ossining OVA did not include the rest of the ALS paramedic unit calls belonged to other municipalities in the District. The OVA’s average response time to calls is four minutes outside the Ossining area, but does include mutual aid. The Ossining Volunteer Ambulance ~~corps~~ Corps is a volunteer department consisting of two ambulances—one Advanced Life Support (ALS) and one Basic Life Support (BLS). A paramedic unit is shared between Ossining, Croton on Hudson, and Briarcliff Manor. ~~The Ossining Volunteer Ambulance Corps responded to 2,086 calls in the first three quarters of 2016.~~<sup>89</sup>

While the subject site was fully operational as an acute psychiatric hospital for adolescents, the Town received a large number of calls for emergency services.

Correspondence requesting data on existing conditions and potential impacts from the proposed project has been requested, first on September 24, 2015 and then again - on October 11, 2016. Subsequent calls were made to the different emergency services requesting input, and responses

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<sup>7</sup> Call with M. Scarduzio, Chief of Ossining Fire Dept, November 8, 2016

<sup>8</sup> Email correspondence with Chief Franzoso dated October 13, 2016

~~will be provided as soon as they are received. When such data is provided by Town service providers, this and included as part of the SEQRA process. EIS will be amended (see Appendix C for all existing correspondence).~~

## **B. POTENTIAL IMPACT OF THE PROPOSED PROJECT**

### **POPULATION**

With 188 proposed dwelling units, the Proposed Project could have a population of approximately 373 residents. The residents at River Knoll will be a combination of new Town residents, and current Town and Village residents looking to downsize within the area (see Chapter 3.J, “Fiscal Impacts”).

### **SCHOOLS**

At the outset of planning the Proposed Project, the Project’s Sponsor initiated meetings with the Ossining Union Free School District (UFSD) administration and school board, with the purpose of addressing the new school children, the generation that would be brought over by the River Knoll proposal. A productive and valuable discussion evolved, whereby various methodologies were used to ascertain the approximate range of where agreed to. Using those methodologies, a range of school children generation was determined, and a subsequent discussion was held whereby an agreement between the school district and the Applicant would provide \$350,000 to the school district as a community benefit fund for improvements in after school programs and infrastructure (See **Appendix E**).

### **METHODOLOGY**

There are two primary methods used by planners to estimate the number of school-age children (SAC) that would be generated by a project:

- 1) ~~use~~Use of a “multiplier” of the number of SAC per housing unit based on US Census data and specific to housing unit type, size (e.g., bedroom count), and median value/rent; and
- 2) Use of case study data obtained from the local school district for the number of registered public school students per address for representative ~~multi-family~~ multifamily buildings.

Both of these approaches have limitations related to quality and age of data and must be seen as approximations of actual SAC generation. However, both methods are widely used by communities as an effective method for anticipating potential effects of new development. For the purpose of estimating potential impact, both of these approaches are presented herein.

#### *Residential Multiplier*

Two different sets of residential multipliers were used to estimate SAC for the Proposed Project:

- The Rutgers University Center for Urban Policy Research (CUPR); and
- Local Case Study Analysis

#### *Rutgers University CUPR Multipliers*

Rutgers University CUPR uses US Census data to develop statistically reliable multipliers for a number of different potential community impact categories, including the number of SAC.



In June 2006, CUPR released a series of reports entitled, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing,” based upon the 2000 US Census 5% Public Use Microdata Sample (PUMS) data. Separate reports were prepared for the states of New York, New Jersey, Connecticut, and Massachusetts. Each report provides specific multipliers for the total number of people per dwelling unit by age, the total number of SAC by grade level, and the total number of public school-age children (PSAC) by grade for new housing units constructed between 1990 and 2000. Each of these values is provided based upon the type of housing unit (single-family detached, single-family attached, multifamily owner-occupied, multifamily renter occupied, and mobile homes), the number of bedrooms, and the value of the housing unit expressed in terms of top-third, middle-third, and lower-third of value.

The CUPR multipliers for total SAC and PSAC for different housing types are shown in **Table 3.I-1** and the application of those multipliers to the Proposed Project is shown in **Table 3.I-2**.

**Table 3.I-1**  
**CUPR Residential Multipliers**

| Bedroom Count                                                                                                                                                                                                                                                                                                                                        | Rental           |      |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------|------|
|                                                                                                                                                                                                                                                                                                                                                      | Value            | SAC  | PSAC |
| 1 BR                                                                                                                                                                                                                                                                                                                                                 | All Values       | 0.16 | 0.15 |
|                                                                                                                                                                                                                                                                                                                                                      | < \$500          | 0.10 | 0.09 |
|                                                                                                                                                                                                                                                                                                                                                      | \$500 to \$1,000 | 0.30 | 0.27 |
|                                                                                                                                                                                                                                                                                                                                                      | > \$1,000        | 0.08 | 0.07 |
| 2 BR                                                                                                                                                                                                                                                                                                                                                 | All Values       | 0.49 | 0.43 |
|                                                                                                                                                                                                                                                                                                                                                      | < \$750          | 0.74 | 0.67 |
|                                                                                                                                                                                                                                                                                                                                                      | \$750 to \$1,100 | 0.51 | 0.45 |
|                                                                                                                                                                                                                                                                                                                                                      | > \$1,100        | 0.23 | 0.16 |
| <b>Notes:</b> SAC = Total School-Age Children<br>PSAC = Public School-Age Children<br>Bold numbers indicate those selected for use in the analysis of the River Knoll project.<br><b>Sources:</b> Rutgers University Center for Urban Policy Research, “Residential Demographic Multipliers: Estimates of the Occupants of New Housing” (June 2006). |                  |      |      |

**Table 3.I-2**  
**Application of CUPR Residential Multipliers to River Knoll Project**

| Unit Type                                                                                                                                                                                                                                                                              | No. Proposed | Multiplier | Projected students |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|--------------------|
| 1BR                                                                                                                                                                                                                                                                                    | 96           | 0.08       | 7.7                |
| 2BR                                                                                                                                                                                                                                                                                    | 92           | 0.23       | 21.2               |
| Totals                                                                                                                                                                                                                                                                                 | 188          | --         | 28.9               |
| <b>Sources:</b> Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers – Estimates of the Occupants of New Housing, June 2006. Total number of school age children for rental units in buildings with five or more units and highest assumed rents. |              |            |                    |

Application of the CUPR multipliers to the Proposed Project would yield 28.9 students.

Although frequently used, the CUPR multipliers reflect a state-wide analysis of urban areas (e.g., cities of 100,000 or more persons), including New York City. Consequently, including NYC, multifamily housing units skews multifamily housing characteristics due to factors not

found in suburban communities like the Town of Ossining. It is widely recognized that families living in large urban areas have more school-aged children per bedroom than the typical suburban multifamily resident.

#### *Case-Study Analysis*

To evaluate SAC using local conditions, AKRF used a case-study analysis to estimate school-age children based on actual conditions within comparable housing products in Westchester County. The latter set of data is presented in **Table 3.I-3**.

**Table 3.I-3**  
**School Generation Rates for Nearby Developments**

| Development                   | Location         | Total Units | No. of School Children | Number of Children to Dwelling Unit Ratio |
|-------------------------------|------------------|-------------|------------------------|-------------------------------------------|
| Avalon on the Sound           | New Rochelle, NY | 1000        | 125                    | 0.1250                                    |
| The Avalon                    | Bronxville, NY   | 110         | 12                     | 0.1091                                    |
| Avalon Willow                 | Mamaroneck, NY   | 227         | 20                     | 0.0881                                    |
| Avalon Green                  | Elmsford, NY     | 105         | 12                     | 0.1143                                    |
| Avalon Ossining <sup>10</sup> | Ossining, NY     | 168         | 25                     | 0.1488                                    |
| Average                       |                  |             |                        | 0.1170                                    |
| River Knoll                   | Ossining, NY     | 188         | 22                     | 0.1170                                    |

**Sources:** Avalon Development Company; Ossining Union Free School District

Using actual data from comparable projects the number of school-age children that would be generated by the Proposed Project 188-unit project would be 22 students, see **Table 3.I-4**.

**Table 3.I-4**  
**Comparison of School Age Multipliers and Estimated Students**

| Data Source                               | Estimated Students |
|-------------------------------------------|--------------------|
| Rutgers University CUPR Multipliers       | 28.9               |
| Average of Local Case Studies Multipliers | 22.0               |

## **OPEN SPACE AND RECREATION**

The Project Site is currently vacant and is not accessible to the public for recreation purposes. In the future without the Proposed Project, the site ~~would~~ will continue to be closed to the public for recreational purposes, ~~though would~~ but it will continue to provide visual interconnectivity and ~~abundance of comparable~~ open space as currently exists. This includes the large open meadow along Croton Dam Road.

The Proposed River Knoll Project will offer recreational amenities to residents of River Knoll including a formal entrance courtyard with porte-cochere, 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. Outdoor amenities would include a swimming pool for

<sup>10</sup> Avalon Ossining includes three (3) bedroom units and the public school generation rates have not been adjusted for these larger units.

residents, landscaped terraces overlooking the Hudson River, an outdoor kitchen for private entertaining, quiet landscaped reading pockets, a “dog spa” providing a range of pet care, walking and sitting services. ~~Therefore, in~~ In the future with the Proposed Project, there will be recreation opportunities provided for residents on-site, and opportunities for recreational activities on the site for the general public will remain the same. It can be expected that some of the residents at River Knoll will be existing Town/Village residents looking to downsize within the local area, as well as new residents to the area. Nonetheless, River Knoll residents can be expected to participate in both Town recreation programs, as well as the many recreation facilities that will be provided on-site. In addition, River Knoll residents will be able to enjoy the passive use of the ample open space and trails and walkways that will be part of the site programming. If all 373 River Knoll residents were new to the Town, this would result in less than 1% increase in population entitled to use Town recreational programs and facilities. The taxes projected to be generated by the Proposed Project, as described in Chapter 3.J, “Fiscal Impacts,” should be sufficient to cover the additional costs.

### EMERGENCY SERVICES

The Proposed Project will include 188 residential units. Minimal demand for emergency services would be anticipated as a result of the Proposed Project as the residents that will create a demand for new emergency services will be minimal compared to the current Town population. In contrast, the former Stony Lodge Hospital was a frequent and disproportionate user of Emergency Services.

The Ossining Police Department responds to many calls for service each year. With a population of 37,680 people, the number of calls is typical for a suburban residential community. With approximately 373 additional residents in the 188 new dwelling units and the same ratio of calls per person per year, it would not be expected to be significantly different.<sup>11</sup> Due to the minimal increase in population it is not anticipated that any increase in manpower or equipment will be required to provide police protection to for this project. Additional costs to the Police Department will be covered by the increased tax revenues from the Proposed Project.<sup>12</sup>

The Proposed Project will be built with the latest building and fire codes reducing the risk of a fire compared to the average building in Ossining. It should be noted that the Proposed Project is a single building that will have a state-of-the-art detection system and will be fully sprinklered, further reducing potential risk of fire. The height of the project is well below the capacity of the Fire Department’s existing equipment. ~~#~~Due to the minimal addition in population to the Fire Department’s jurisdiction, it is not anticipated that any increase in manpower or equipment will

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<sup>11</sup> ~~Letters and calls were made to the Police Chief requesting information on potential impacts. Response pending (see Appendix C).~~<sup>12</sup> Letters and calls were made to the Police Chief requesting information on potential impacts. Responses when received will be provided as an appendix to this document (see **Appendix C**).

<sup>12</sup> Letters and calls were made to the Police Chief requesting information on potential impacts. Responses when received will be provided as an appendix to this document (see **Appendix C**).

be required to provide fire protection services to this project.<sup>13</sup> Additional costs to the Fire Department will be covered by the increased tax revenues from the Proposed Project.<sup>14</sup>

Ossining Volunteer Ambulance Corps services approximately 38,000 people within the Town of Ossining. The average number of calls per year is between 2,000 and 3,000. The OVAC anticipates that there will an approximately 20-30 calls increase due to the Proposed Project, or 0.10 calls per person per year. With approximately 373 additional residents in the 188 new dwelling units and the same ratio of calls per person per year, the number of total calls to OVAC could increase by 330 calls. That number of new calls should not result in any material impact, or any increase in costs to OVAC.<sup>15</sup>

### C. MITIGATION OF POTENTIAL IMPACTS

No anticipated negative impacts are anticipated from the Proposed Project in Ossining for schools, emergency services, or open space and recreation; therefore, no mitigation of impacts are needed. \*

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<sup>13</sup> Letters and calls were made to the Fire Chief requesting information on potential impacts. Response pending (see **Appendix C**)

<sup>14</sup> Letters and calls were made to the Fire Chief requesting information on potential impacts, without response (see **Appendix C**).

<sup>15</sup> See correspondence with Chief Franzoso in **Appendix C**.

## **A. INTRODUCTION**

This chapter describes the potential fiscal impacts of the Proposed Project to the Town of Ossining, Special Districts (i.e. water, sewer, road, refuse, ambulance, lighting etc.), the Ossining Union Free School District (OUFSD), the Ossining Public Library, and the Village of Ossining. It identifies existing municipal revenues and expenditures, including the property taxes currently generated by the Project Site, and estimates the property tax revenues that would be generated by the Project Site in the future with the Proposed Project. These future property tax revenues are then evaluated against the expected municipal demands generated by the Proposed Project, with particular focus on the projected cost of Proposed Project-generated school children.

## **B. EXISTING CONDITIONS**

### **FISCAL CONDITIONS**

The 17.89-acre site is comprised of three tax parcels. The largest of the three tax parcels, 16.65 acres (89.08-1-83), lies within the Town of Ossining. The two smaller tax parcels, 1.24 acres (90.05-1-27 and 89.12-13) lie within the Village of Ossining.

As shown in **Table 3J3.J-1**, the Town of Ossining's adopted 2016 budget includes approximately \$11.32 million in appropriations to three funds: Town General; Town Outside General; and Highway. The expenditures from the General Fund include overall administrative operating expenses of the Town, including salaries and benefits for Town employees. The Town Outside General fund supports the police department and other public services, such as animal control, building inspection, youth programs, and planning. The Highway fund supports street maintenance, snow removal, and machinery costs to accompany those activities. For the 2016 adopted budget, of the \$11.32 million of appropriations, 74 percent (\$8.36 million) is funded by property taxes.

The Town of Ossining also has \$2.48 million appropriated to special districts: Townwide Water; Consolidated Sewer District; North State Road Sewer District; Lighting District; Fire Protection District; Refuse/Recycling District; and Ambulance District (see **Table 3J3.J-1**). Of the total appropriations for these special districts, \$2.3 million (93 percent) is funded by property taxes.

The Project Site is within the boundaries of the Ossining Union Free School District, which has a projected 2016-2017 school year enrollment of 5,064 students. As shown in **Table 3J3.J-1**, the 2016-2017 proposed school budget is approximately \$125.23 million, of which 78 percent (\$98.1 million) is to be raised by property taxes, for a cost-per-student of \$19,392 raised by property taxes.

The Project Site is also within the boundaries of the Ossining Public Library district. As shown in **Table 3J3.J-1**, the proposed budget for 2016-2017 is \$3.95 million, of which 98 percent (\$3.86 million) is to be raised by property taxes.



The two smaller tax parcels within the Village of Ossining, totaling 1.24 acres, are located in the northeastern portion (see Chapter 2, “Project Description”). As shown in **Table 3J-2**, the 2016 adopted budget for the Village was approximately \$53.87 million. Of this amount, \$21.38 million (40 percent) is to be raised by property taxes.

**Table 3J-1**  
**Town of Ossining 2016 Adopted Budget Summary,**  
**2016-2017 Ossining Union Free School District Budget,**  
**and 2016-2017 Ossining Public Library Budget**

| <b>Fund</b>                                                                                                                                                                    | <b>2016 Spending</b> | <b>Less Non-Tax Revenue</b> | <b>Less Appropriated Fund Balance</b> | <b>Amount To Be Raised by Property Taxes</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------|---------------------------------------|----------------------------------------------|
| Town General (Fund 10)                                                                                                                                                         | \$5,265,044          | \$1,916,323                 | \$50,000                              | \$3,298,721                                  |
| Town Outside (Total)                                                                                                                                                           | \$6,051,154          | \$985,705                   | \$0                                   | \$5,065,449                                  |
| Town Outside General (Fund 20)                                                                                                                                                 | \$3,689,380          | \$900,221                   | \$0                                   | \$2,789,159                                  |
| Highway (Fund 31)                                                                                                                                                              | \$2,361,774          | \$85,484                    | \$0                                   | \$2,276,290                                  |
| <b>Total Town</b>                                                                                                                                                              | <b>\$11,316,158</b>  | <b>\$2,902,028</b>          | <b>\$50,000</b>                       | <b>\$8,364,170</b>                           |
| <b>Special Districts</b>                                                                                                                                                       |                      |                             |                                       |                                              |
| Townwide Water (Fund 50)                                                                                                                                                       | \$54,272             | \$20                        | \$0                                   | \$54,252                                     |
| Consolidated Sewer District (Fund 45)                                                                                                                                          | \$427,377            | \$160,232                   | \$0                                   | \$267,145                                    |
| North State Road Sewer District (Fund 51)                                                                                                                                      | \$57,485             | \$10,062                    | \$0                                   | \$47,423                                     |
| Light/Fire/Refuse Total                                                                                                                                                        | \$1,311,129          | \$4,500                     | \$0                                   | \$1,306,629                                  |
| <i>Light</i>                                                                                                                                                                   | \$82,639             | \$25                        |                                       | \$82,614                                     |
| <i>Fire</i>                                                                                                                                                                    | \$672,090            | \$25                        |                                       | \$672,065                                    |
| <i>Refuse</i>                                                                                                                                                                  | \$556,400            | \$350                       |                                       | \$556,050                                    |
| Ambulance District (Fund 66)                                                                                                                                                   | \$628,651            | \$150                       | \$0                                   | \$628,501                                    |
| <b>Special Districts Total</b>                                                                                                                                                 | <b>\$2,478,914</b>   | <b>\$174,964</b>            | <b>\$0</b>                            | <b>\$2,303,950</b>                           |
| <b>Town including Special Districts</b>                                                                                                                                        | <b>\$13,795,072</b>  | <b>\$3,076,992</b>          | <b>\$50,000</b>                       | <b>\$10,668,120</b>                          |
| <b>Ossining Union Free School District</b>                                                                                                                                     | <b>\$125,231,125</b> | <b>\$27,130,711</b>         | <b>\$0</b>                            | <b>\$98,100,414</b>                          |
| <b>Ossining Public Library</b>                                                                                                                                                 | <b>\$3,949,844</b>   | <b>\$86,900</b>             | <b>\$0</b>                            | <b>\$3,862,944</b>                           |
| <b>Sources:</b> 2016 Town of Ossining Adopted Budget; Ossining Union Free School District 2016-2017 Proposed Budget; and Ossining Public Library Budget Proposal for 2016-2017 |                      |                             |                                       |                                              |

**Table 3J-2**  
**Village of Ossining 2016 Adopted Budget**

| <b>Fund</b>                                                        | <b>2016 Appropriations</b> | <b>Less Estimated Revenues</b> | <b>Less Appropriated Fund Balance</b> | <b>Amount To Be Raised by Property Taxes</b> |
|--------------------------------------------------------------------|----------------------------|--------------------------------|---------------------------------------|----------------------------------------------|
| General Fund                                                       | \$34,052,222               | \$12,035,610                   | \$634,000                             | \$21,382,612                                 |
| Water Fund                                                         | \$11,089,911               | \$10,589,911                   | \$500,000                             | \$0                                          |
| Sewer Fund                                                         | \$1,654,510                | \$1,654,510                    | \$0                                   | \$0                                          |
| Section 8 Program                                                  | \$3,305,829                | \$3,305,829                    | \$0                                   | \$0                                          |
| Debt Service Fund                                                  | \$3,763,760                | \$3,579,020                    | \$184,740                             | \$0                                          |
| <b>Total</b>                                                       | <b>\$53,866,232</b>        | <b>\$31,164,880</b>            | <b>\$1,318,740</b>                    | <b>\$21,382,612</b>                          |
| <b>Source:</b> Village of Ossining Fiscal Year 2016 Adopted Budget |                            |                                |                                       |                                              |

### TAX REVENUES GENERATED BY PROJECT SITE PARCELS

The budget process determines the amount of local taxation required to meet appropriations. For 2016, the Town requires approximately \$8.36 million in property taxes as contributions to the annual budget's three funds (Town General, Town Outside General, and Highway). In addition, Ossining Union Free School District and Ossining Public Library require property taxes of approximately \$98.10 million and \$3.86 million, respectively. Once the amount of required tax revenue is established, property tax rates are determined for each budget fund. Two factors determine these rates: (1) the portion of the budget that is to be financed by real property taxes, and (2) the total taxable assessed valuation. The property tax rate (known as the "millage rate" or "mill rate") is the amount to be paid ~~for~~<sup>per</sup> every \$1,000 of assessed valuation. **Table 3J3.J-3** presents the latest available 2016 millage rates with a 5.95 percent equalization rate.<sup>1</sup>

**Table 3J3.J-3**  
**2016 Property Tax Rates**

| <b>Tax Jurisdiction</b>                                                                                                                   | <b>Tax Rate per \$1,000 Assessed Value<br/>(Millage Rate)</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>Town/County Tax Bill</b>                                                                                                               |                                                               |
| County Tax                                                                                                                                | 59.48628                                                      |
| Townwide                                                                                                                                  | 12.74351                                                      |
| Unincorporated Town                                                                                                                       | 101.77277                                                     |
| Ambulance District                                                                                                                        | 3.78571                                                       |
| County Solid Waste                                                                                                                        | 5.43924                                                       |
| County Sewer Ossining                                                                                                                     | 14.26384                                                      |
| Refuse, Light, Fire                                                                                                                       | 25.8616                                                       |
| Town-wide Water District                                                                                                                  | 0.92416                                                       |
| <b>School/Library Tax Bill</b>                                                                                                            |                                                               |
| Ossining School Tax                                                                                                                       | 449.831                                                       |
| Library Tax                                                                                                                               | 17.713                                                        |
| <b>Village Tax Bill</b>                                                                                                                   |                                                               |
| Village Tax                                                                                                                               | 192.021                                                       |
| <b>Note:</b> Tax rates are rounded.                                                                                                       |                                                               |
| <b>Sources:</b> Tax of Ossining Town/County 2016 Tax Bills, Town of Ossining School Tax Notice, Village of Ossining Tax Bills; AKRF, Inc. |                                                               |

In 2016, the full market value of the three tax lots that comprise the project site was approximately \$2.49 million, and the taxable assessed value was approximately \$140,855. **Table 3J3.J-4** presents the annual tax revenues that are be generated by the Project Site based on the 2015 equalization rate with the 2015 millage rate as the 2016 millage rates were not provided at

<sup>1</sup> The Town of Ossining is in the process of converting from a uniform equalization rate of 5.95 percent to a 100 percent valuation, at which point the market valuation will equal assessed valuation for property taxation purposes. The revised millage rates associated with 100 percent valuation were not available the time this analysis was conducted, and therefore, the analysis applies the former 5.95 percent equalization rate and the latest available millage rates. The updated millage rates are not expected to alter the findings of this analysis.

the time of the assessment. As shown in **Table 3J3.J-4**, the Project Site generated approximately \$97,791 for its various taxing jurisdictions in 2016. The largest portion (approximately 65 percent, or \$663,361) was for the Ossining Union Free School District.

**Table 3J3.J-4**  
**Tax Revenues Generated by the Project Site (2016)**

| Tax Lots                                                                                                                                              |                        | 89.08-1-83      | 89.12-2-13     | 90.05-1-27     | Total Site      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|----------------|----------------|-----------------|
| Full Market Valuation                                                                                                                                 |                        | \$2,425,300     | \$39,000       | \$28,700       | \$2,493,000     |
| Taxable Assessed Valuation                                                                                                                            |                        | \$137,029       | \$2,204        | \$1,622        | \$140,855       |
|                                                                                                                                                       | Mill Rate <sup>1</sup> |                 |                |                |                 |
| County Tax                                                                                                                                            | 59.48628               | \$8,151         | \$131          | \$96           | \$8,379         |
| Townwide                                                                                                                                              | 12.74351               | \$1,746         | \$28           | \$21           | \$1,795         |
| Unincorporated Town                                                                                                                                   | 101.77277              | \$13,946        | NA             | NA             | \$13,946        |
| Ambulance District                                                                                                                                    | 3.78571                | \$519           | \$8            | \$6            | \$533           |
| County Solid Waste                                                                                                                                    | 5.43924                | \$745           | \$12           | \$9            | \$766           |
| County Sewer Ossining                                                                                                                                 | 14.26382               | \$1,955         | \$31           | \$23           | \$2,009         |
| Refuse, Light, Fire                                                                                                                                   | 25.8616                | \$3,544         | \$57           | \$42           | \$3,643         |
| Townwide Water District                                                                                                                               | 0.92416                | \$127           | \$2            | \$1            | \$130           |
| Ossining School Tax                                                                                                                                   | 449.831                | \$61,640        | \$991          | \$729          | \$63,361        |
| Library Tax                                                                                                                                           | 17.713                 | \$2,427         | \$39           | \$29           | \$2,495         |
| Village Tax                                                                                                                                           | 192.021                | NA              | \$423          | \$311          | \$734           |
| Total                                                                                                                                                 |                        | <b>\$94,800</b> | <b>\$1,723</b> | <b>\$1,268</b> | <b>\$97,791</b> |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br>1 Mill Rate is provided in dollars per \$1,000 of assessed value. |                        |                 |                |                |                 |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.      |                        |                 |                |                |                 |

## C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT

### FISCAL CONDITIONS

#### TAX REVENUES GENERATED BY PROPOSED PROJECT

The Town of Ossining uses an income-based approach to assessing the value of income-producing properties, including rental multifamily apartment buildings. With this approach, the Town Assessor's office estimates gross rental revenue using information the building's management and knowledge of comparable projects within the local area. The Assessor applies standard occupancy and expense factors to derive the property's net operating income (NOI), which is then converted into an estimated market value using a capitalization rate of 12 percent.<sup>2</sup> The market value of the income-producing property is combined with the market value of the underlying land to generate a total market value for the tax parcel.

Based on market conditions, comparable projects within the local area, and project information provided by the Applicant, the Proposed Project's market value is projected to be in excess of \$26

<sup>2</sup> The 12 percent figure represents a "loaded" capitalization rate that accounts for property taxes.

million, which equates to approximately \$1.5 million of total assessed value based on the 5.95 percent equalization rate. The millage rates described above are then applied to the assessed value to determine a parcel's property tax burden for the fiscal year. **Table 3.J-5** presents the projected annual tax revenues that would be generated by the Project Site. As shown in **Table 3.J-5**, the Proposed Project (including lots within the Town and the Village) is projected to generate over \$1.02 million annually in property tax revenues to the Town, special districts, OUFSD, and Ossining Public Library. Village taxes ~~would be project~~will remain at \$734 annually.

**Table 3.J-5**  
**Projected Tax Revenues Generated by the Project Site**  
**(Based on 2016 Tax Rates)**

| Tax Lots                                                                                                                                                                                                                                                                                                                                                               |                        | 89.08-1-83<br>(Town Lot) | 89.12-2-13<br>(Village Lot) | 90.05-1-27<br>(Village Lot) | Total Site          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------|-----------------------------|-----------------------------|---------------------|
| Full Market Valuation                                                                                                                                                                                                                                                                                                                                                  |                        | \$26,289,627             | \$15,193                    | \$22,471                    | <b>\$26,327,291</b> |
| Assessed Value                                                                                                                                                                                                                                                                                                                                                         |                        | \$1,469,000              | \$2,204                     | \$1,622                     | <b>\$1,472,825</b>  |
|                                                                                                                                                                                                                                                                                                                                                                        | Mill Rate <sup>1</sup> |                          |                             |                             |                     |
| County Tax                                                                                                                                                                                                                                                                                                                                                             | 59.48628               | \$87,385                 | \$131                       | \$96                        | <b>\$87,613</b>     |
| Townwide                                                                                                                                                                                                                                                                                                                                                               | 12.74351               | \$18,720                 | \$28                        | \$21                        | <b>\$18,769</b>     |
| Unincorporated Town                                                                                                                                                                                                                                                                                                                                                    | 101.77277              | \$149,504                | NA                          | NA                          | <b>\$149,504</b>    |
| Ambulance District                                                                                                                                                                                                                                                                                                                                                     | 3.78571                | \$5,561                  | \$8                         | \$6                         | <b>\$5,576</b>      |
| County Solid Waste                                                                                                                                                                                                                                                                                                                                                     | 5.43924                | \$7,990                  | \$12                        | \$9                         | <b>\$8,011</b>      |
| County Sewer Ossining                                                                                                                                                                                                                                                                                                                                                  | 14.26382               | \$20,954                 | \$31                        | \$23                        | <b>\$21,008</b>     |
| Refuse, Light, Fire                                                                                                                                                                                                                                                                                                                                                    | 25.8616                | \$37,991                 | \$57                        | \$42                        | <b>\$38,090</b>     |
| Townwide Water District                                                                                                                                                                                                                                                                                                                                                | 0.92416                | \$1,358                  | \$2                         | \$1                         | <b>\$1,361</b>      |
| Ossining School Tax                                                                                                                                                                                                                                                                                                                                                    | 449.831                | \$660,802                | \$991                       | \$729                       | <b>\$662,522</b>    |
| Library Tax                                                                                                                                                                                                                                                                                                                                                            | 17.713                 | \$26,020                 | \$39                        | \$29                        | <b>\$26,088</b>     |
| Village Tax                                                                                                                                                                                                                                                                                                                                                            | 192.021                | NA                       | \$423                       | \$311                       | <b>\$734</b>        |
| <b>Total</b>                                                                                                                                                                                                                                                                                                                                                           |                        | <b>\$1,016,285.18</b>    | <b>\$1,723</b>              | <b>\$1,268</b>              | <b>\$1,019,277</b>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><sup>1</sup> Mill Rate is provided in dollars per \$1,000 of assessed value.<br><b>Sources:</b> Tax rates based on 2016 Town of Ossining Adopted Budget, Ossining Union Free School District 2016-2017 Proposed Budget, and Ossining Public Library Budget Proposal for 2016-2017. |                        |                          |                             |                             |                     |

Of the \$1.02 million estimated total, approximately 65 percent (\$662,522) is estimated to be generated annually for the Ossining Union Free School District.

Due to the conversion of an almost vacant lot to a residential use, the Proposed Project will lead to a significant increase in taxes. The Proposed Project will result in a 90.5 percent increase in Full Market Valuation (or an increase of \$23,834,291), and 94.4 percent increase in Taxable Assessed Valuation (or an increase of \$1,331,970). Tax revenue will increase by 90.4 percent (or an increase of \$921,486) from 2016 conditions. Additionally, beyond the direct tax revenues generated by the Proposed Project, there will be new demand for services, products, food, restaurants, and more. The new residents of River Knoll will seek services for food, laundry and dry cleaning, banking, auto care, pharmacy, furniture, and all businesses that provide for everyday living needs. There will be the resultant new sales tax revenues, new demand for personnel, and more. Further, during the construction of the Proposed Project, the many

construction trades—including carpenters, plumbers, and electricians—will use local businesses for their personal and business requirements.

#### *MUNICIPAL DEMANDS GENERATED BY THE PROPOSED PROJECT*

As discussed in Chapter 3.I, “Community Facilities,” the Proposed Project is not expected to have any significant adverse impacts on local municipal services, including emergency services.

The Project-generated population was estimated based on a Rutgers study<sup>3</sup> that analyzed rental home occupations throughout the State of New York and averages the rental apartment occupation at 1.67 occupants per dwelling units for one-bedroom units and 2.31 persons per two-bedroom units. Based on these findings, the Proposed Project would add 373 residents to the Town of Ossining, or Town population increase of ~~0.99 percent~~ 98 percent. Taxes collected for municipal demands include Townwide, unincorporated Town, Ambulance District, refuse, light, fire, Townwide Water District, Ossining schools, and library taxes. Currently, the Project Site generates a total of \$85,903 for these services. With the Proposed Project, it is anticipated that the property will generate \$901,910 or a 90.4 percent increase—more than the costs for the additional population from the Proposed Project.

#### *Emergency Services*

The Proposed Project will result in service calls for police and fire services typical for a residential suburban community, and significantly less than the number of emergency service calls that were experienced by the Town when the site was occupied by an acute psychiatric facility for adolescents. As indicated in Chapter 3.I, “Community Facilities,” there are sufficient personnel and department resources to provide adequate service to the Proposed Project in the event of an emergency. ~~Therefore~~ Additionally, the Proposed Project will generate a 90.4 percent increase in tax revenue for the Town, which will be appropriated to the right various emergency services. The OVAC, a separate taxing district will receive an additional \$5,043 in taxes from the Proposed Project (a 90.4 percent increase). Therefore, there are no anticipated adverse impacts on the emergency services.

#### *Ossining Union Free School District*

Data obtained from the Ossining Union Free School District for the 2016-2017 School Year (the latest information available) reveals that the average cost per student is \$19,372 levied by property taxes. As discussed in Chapter 3.I, “Community Facilities,” the Proposed Project will yield between 22 and 29 school-aged children, with the variation in estimates depending upon the methodology used to project the number of school-aged children. Assuming \$19,372 per student, the Proposed Project would generate total costs for the Ossining Union Free School District within the range of \$426,184 to \$561,788 annually. The highest end of this range of total cost estimates to the Ossining Union Free School District will be lower than the estimated \$662,522 in annual project-generated revenues to the Ossining Union Free School District. Nonetheless, to acknowledge programming and space challenges facing the OUFSD, the Applicant and school administration agreed to a community benefit fund of \$150,000 to be used to enhance educational programs in the district (see Appendix E, “Agreement between Ossining

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<sup>3</sup> Rutgers University, Center for Urban Policy Research, *Residential Demographic Multipliers – Estimates of the Occupants of New Housing* (2006)



Union Free School District and Applicant”). The terms of the original agreement will need to be extended.

#### *Infrastructure and Utilities*

##### *Solid waste management*

As discussed in Chapter 3.F, “Infrastructure and Utilities,” the Proposed Project will induce a decrease in waste generation due to the switch from an institutional use (hospital) to a multifamily residential use. In addition, waste collection will continue to be performed with private haulers. Therefore, no direct municipal costs are anticipated from solid waste collection.

##### *Water and Wastewater Potential Impacts*

As discussed in Chapter 3.F, “Infrastructure and Utilities,” the Proposed Project will result in an increase in demand to the Ossining Water District of 0.47 percent and an increase of 0.46 percent of waste water flows within the Ossining Sewer District. Both districts have enough capacity to provide the Project Site with its needed water intake and sewer disposal, without needing any expansions of the systems. In addition, as a result of the Proposed Project, projected tax revenues for the Consolidated Sewer District (Fund 45) will increase by approximately 7.9 percent, which is more than the marginal increase in demand from the Proposed Project. Similarly, the approximate 2.6 increase in tax revenues for the Townwide Water District (Fund 50), attributable to the Proposed Project, will be substantially greater than the 0.47 percent increase in water demand from the Project, and will be enough to offset the small increases in demand. There are no anticipated adverse impacts to water and wastewater services.

#### *POTENTIAL CONSTRUCTION IMPACTS*

As discussed in Chapter 3.K, “Construction Impacts,” the Proposed Project will create approximately 30 temporary jobs. Materials for construction will come from local shops to the extent possible. Revenues coming back to the Town of Ossining will be in the form of taxes on spending, including on materials and food. However, Westchester County receives all of the local taxes and redistributes the revenues depending on the Town. Therefore, there will be a minimal increase in revenue from construction taxes for the Town of Ossining.

#### **D. MITIGATION**

As discussed under “Potential Impact of the Proposed Project,” the Proposed Project will not adversely impact the Town’s fiscal activities. \*

**A. EXISTING CONDITIONS**

Currently, the site hosts the Stony Lodge Psychiatric Hospital, which has been closed since 2012. The hospital campus currently contains nine buildings (including a garage) that are mostly vacant, and related surface parking areas. Under the Proposed Project, all of the existing buildings are to be demolished.

**B. POTENTIAL IMPACTS**

This chapter discusses the potential for adverse impacts that may occur as a result of the construction of the Proposed Project. During 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 constructing the Proposed Project. The potential for significant adverse impacts is evaluated, together with the techniques and procedures that will be employed to avoid or minimize such impacts.

**SCHEDULE AND PHASES OF CONSTRUCTION**

~~As part of the construction of the Proposed Project, existing structures will be demolished and cleared from the site, trees will be removed, and the site will be graded. The Proposed Project will be completed in a single phase estimated to last 18 months. The Proposed Project will have a construction schedule of approximately 18 months beginning with the demolition of the existing Stony Lodge Hospital buildings. Full build-out of the Proposed Project will occur over a single phase. The sequencing would focus on the creation of a staging, demolition of the existing buildings, and the setting of the foundations for the building. Subsequent to the adoption of the Proposed Zoning, a detailed Construction Management Plan will be prepared to Town specifications as part of the site plan review process.~~

All construction activities will be conducted in compliance with existing regulations, including local day and hour construction limitations. Consistent with Section 130-6.C(1) of the Town Code, construction 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. Construction access will be via the existing site driveway off of Croton Dam Road. Construction will be sequenced in such a manner, so that, as areas are disturbed, they will immediately be protected with erosion and sediment controls.

The number of workers on-site during construction will vary, but on average, 30 workers per day would be expected at the site. During the peak construction period, approximately 9 months, as many as 40 workers could be at the site.

The Proposed Project will incorporate the following construction sequence of tasks:

- a) Pre-construction meeting with Town officials

- b) Installation of erosion and sediment control measures
- c) Demolition of existing buildings
- d) Clear vegetation on portions of property to be developed
- e) Strip and stockpile topsoil
- f) Begin rough grading and construction of building and parking lot
- g) Install storm drain and sanitary sewer system complete (immediately install erosion & sediment control protection on all inlets)
- h) Install utilities (gas, electric and telephone)
- i) Install concrete and asphalt concrete pavement complete
- j) Finish grading, redistribute topsoil and establish vegetation and/or landscaping
- k) Clean pavements and storm drain system of all accumulated sediment in conjunction with the removal of all temporary sediment and erosion control devices.
- l) Complete site and building construction.

All construction and demolition debris that cannot be recycled will be disposed of in accordance with the regulations of all local, state, and federal authorities having jurisdiction.

#### *PRE-CONSTRUCTION/SITE PREPARATION*

Prior to the start of construction or site disturbance, a pre-construction meeting will be held with the contractor, the Town, and project engineer to discuss construction details and erosion and sediment control plans. The Erosion and Sediment Control Plan, described in further detail in Chapter 3.C, “Stormwater Management,” details how the Project Site—particularly the small wetland—will be protected from erosion and sedimentation during construction when soils are being disturbed.

Site preparation will include installing security fencing at the driveway to the site and construction fencing at the limits of disturbance to prevent unauthorized entry to construction areas, to restrict access to areas that could be hazardous to the public, and to protect areas not proposed to be disturbed from construction operations. A stabilized construction entrance/exit will be established to prevent tracking of sediment outside of the Project Site. The construction entrance/exit will be constructed with one- to four-inch stone (or reclaimed or recycled concrete equivalent) layered over a filter fabric and be at least six inches thick. The stabilized area will be maintained regularly to prevent sediment from being tracked onto public rights-of-way. It is estimated that 20-25 workers will be involved in this phase.

#### *DEMOLITION/GRADING*

Demolition will begin 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. Once the buildings and utilities are removed, the area for the proposed temporary sediment traps will be cleared and grubbed and top soil will be stockpiled on-site.

It is estimated that 25-30 workers will ~~would~~ be involved in this phase.

### ***BUILDING CONSTRUCTION***

The major components of the building construction stage will involve installing utilities and infrastructure, pouring the foundation, and erecting the structure of the building, interior-finishing work, and landscaping. This will be the most intensive stage of the construction process where material deliveries will take place regularly and the greatest number of workers will be on-site – approximately 40 workers during this phase. Once the foundation is poured, the building slab will be poured. Once construction work is completed, disturbed areas will be restored and the site will be landscaped according to the approved landscaping plan.

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. It will be confirmed that hazardous materials, if any, have been appropriately remediated and removed.

The clearing and grubbing of the portion of the property to be disturbed will include tree-clearing equipment, chippers, and bucket trucks. This will be followed by creating a staging area for construction, including a gravel parking surface for parking for construction workers.

Next, excavation will begin with excavators, front end loaders, dozers, compaction equipment, and 10-wheel dump trucks. A compactor will utilize a low bed trailer to transport the equipment to and from the site as needed.

The majority of the equipment will remain on-site for the duration of construction, thus minimizing movement of equipment to and from the site.

Specialty equipment may be required during certain phases of construction, including concrete work, asphalt paving, etc. During the foundation/floor construction, concrete trucks and possibly dump trucks would be required on-site. During construction of the driveways and parking, 10-wheel dump trucks and/or trailers will deliver stone subbase to the site to be spread by dozers and/or graders.

The paving operation will require an asphalt spreader, asphalt rollers, a water truck, and 10-wheel dump trucks along with trailers. The paving operation, being weather dependent, will be limited to the April-November timeframe, but could change depending on weather conditions.

### **TRUCK ROUTES**

Construction of the Proposed Project will create construction-related traffic to and from the Project Site, including trips related to workers and 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 proposed grading plan, the cut-and-fill will be essentially balanced on-site. If there is some soil to be removed, it will be minimal and will occur over a period of not more than eight weeks, so this level of truck traffic will not be anticipated to have a significant impact.

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.

**Tables 3.K-1 and 3.K-2** 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 8-9 months, and the building construction is anticipated to take approximately 9-10 months.

**Table 3.K-1**  
**General Construction Truck**  
**Traffic for Site Grading and**  
**Infrastructure Development**

|                            | <b><u>Totals</u></b> |
|----------------------------|----------------------|
| <u>Lowbed</u>              | <u>30</u>            |
| <u>Concrete Truck</u>      | <u>28</u>            |
| <u>Material Delivery</u>   | <u>242</u>           |
| <u>Trailer Load</u>        | <u>158</u>           |
| <u>Dumpsters</u>           | <u>40</u>            |
| <u>10 Wheel Dump Truck</u> | <u>206</u>           |
| <u>Haul Truck</u>          | <u>100</u>           |
| <u>Miscellaneous</u>       | <u>10</u>            |

**Table 3.K-2**  
**General Construction Truck**  
**Traffic for**  
**Building Demolition and**  
**Construction**

|                          | <b><u>Totals</u></b> |
|--------------------------|----------------------|
| <u>Lowbed</u>            | <u>24</u>            |
| <u>Concrete Truck</u>    | <u>281</u>           |
| <u>Material Delivery</u> | <u>303</u>           |
| <u>Trailer Load</u>      | <u>263</u>           |
| <u>Dumpsters</u>         | <u>115</u>           |

### **TEMPORARY AIR QUALITY IMPACTS**

The principal air quality impact associated with construction activities is the generation of fugitive dust from construction, construction vehicles, and truck and worker traffic related to construction activities. Fugitive dust is associated with earth moving, such as site grading, filling, and excavation for foundations. A large proportion of the fugitive dust generated by construction activities will be of relatively large particle size, and will settle to the ground within a short distance from the construction site and will not affect nearby buildings or people. The nearest homes to the proposed construction area are approximately 1,000 feet to the east, 1,200 feet to the south and west, and 300 feet to the north. ~~These distances will minimize the migration of dust off site.~~ Therefore, the large distance of adjacent land uses from construction activities will minimize the adverse impacts of dust migration off-site. With regards to other temporary air quality impacts from construction activities on-site, there will be periodic impacts to adjacent residents from worker traffic, and trucks using local roads to enter and leave the site.



To ensure that the potential adverse impacts to adjacent uses are minimized, the following ~~erosion and dust control~~ measures will be followed during construction:

- Installing truck mats which would clean the trucks' tires prior to leaving the project site;
- Watering of exposed areas during dry periods;
- Using drainage diversion methods (silt fences), and other methods ~~discussed in~~ (see Section III.K.2.e, below) to minimize soil erosion during site grading.

It is not anticipated that the construction traffic traveling to and from the Project Site will increase over existing conditions because NY Routes 9 and 9A are already major roadways and truck routes. Further, by controlling the amount of dust and vehicle emissions migrating from the Project Site, no significant adverse air quality impacts would be expected to occur.

## **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, excavations, foundation, construction of the structures, 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.

Local, state, and federal requirements mandate that certain classifications of construction equipment and motor vehicles be used to minimize adverse impacts. 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 ~~, as shown in~~ (see Table 3.K3.K-3).

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. ~~The nearest homes to the proposed construction area are approximately 1,000 feet to the east, 1,200 feet to the south and west, and 300 feet to the north.~~ 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."

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.

**Table 3.K3.K-3**  
**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 <sup>(1)</sup>            |
| Concrete Spreader                                                                                                                                                                                                                                               | 89                           |
| Concrete Mixer                                                                                                                                                                                                                                                  | 85                           |
| Concrete Vibrator                                                                                                                                                                                                                                               | 76                           |
| Crane (derrick)                                                                                                                                                                                                                                                 | 76                           |
| Delivery Truck                                                                                                                                                                                                                                                  | 88                           |
| Diamond Saw                                                                                                                                                                                                                                                     | 90 <sup>(2)</sup>            |
| 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 <sup>(3)</sup>            |
| <b>Notes:</b>                                                                                                                                                                                                                                                   |                              |
| <sup>1</sup> 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.                                                                          |                              |
| <sup>2</sup> New York State Department of Environmental Conservation, <i>Construction Noise Survey</i> , Report No. NC-P2, Albany, NY, April 1974.                                                                                                              |                              |
| <sup>3</sup> F.B. Foster Company, <i>Foster Vibro Driver/Extractors, Electric Series Brochure</i> , W-925-10-75-5M.                                                                                                                                             |                              |
| <b>Sources:</b> Patterson, W.N., R.A. Ely, And S.M. Swanson, <i>Regulation of Construction Activity Noise</i> , 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 removal may also 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 during demolition.

### **EROSION AND SEDIMENTATION POTENTIAL**

The potential impacts associated with construction include sediment deposition, drilling, 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-0-15-002, and the “New York State Standards and Specifications for Erosion and Sediment Control”, July 2016. This permit requires that projects disturbing more than one acre of land must develop a Stormwater Pollution Prevention Plan (SWPPP), 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 HG**).

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 as geotechnical work is completed:

- **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.

### **POTENTIAL IMPACTS ON VEGETATION OR WILDLIFE**

~~Generally, with the large amount of open space to remain on the property (approximately 78%), it is anticipated that once construction is complete, many of the typical suburban animals that typically inhabit the site would repopulate it.~~

A total of 10.91 acres will be disturbed by the Proposed Project, however most of the disturbance will occur in areas of low ecological value occupied by buildings, pavement, and lawn. The maintained lawn with trees will receive the greatest impact. Vegetated buffers at the perimeter of the site will be preserved and enhanced by removing impervious surfaces and replacing these surfaces with landscaping.

Following construction of the project, the site will be landscaped in accordance with the approved Landscape Plan, and areas that are not impervious surface will be re-vegetated. It is anticipated that once construction is complete, many of the typical suburban animals that currently inhabit the site will re-populate it.

## **PERFORMANCE AND MAINTENANCE GUARANTEES**

The Project Sponsor will provide performance and maintenance guarantees in accordance with Town Law, as part of the conditions of site plan approval.

## **POTENTIAL IMPACTS RELATING TO POTENTIAL UNDERGROUND FUEL TANKS, HAZARDOUS WASTE**

The results of an updated Phase 1 concluded that the closure of underground fuel tanks have been closed per NYSDEC criteria. All required environmental remediation will be conducted and completed in accordance with the relevant regulatory requirements prior to the start of demolition.

## **C. MITIGATION**

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 within 24 hours of any storm event producing 0.5 inch of precipitation or more.

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 fine the parties found responsible for violations.

To ensure that construction takes place as efficiently as possible, the applicant will prepare a detailed construction management plan that minimizes any downtime at the construction site and to assure that construction is carried out in an efficient and orderly manner. \*



## **Chapter 4: Adverse Environmental Impacts that Cannot Be Avoided**

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

As discussed in each of the technical chapters in this DEIS, the Proposed Project ~~would~~ will create a number of physical ~~improvements~~ changes to the Project Site. ~~As~~ However, as noted in each of the technical chapters, the Proposed Project has been designed ~~and developed~~ to avoid, minimize, and mitigate potential impacts to the maximum extent practicable.

Nonetheless, several environmental impacts will result that cannot be avoided. The Proposed Project will result in the unavoidable clearing and grading of approximately 11 acres (61%) and removal of 237 trees within the Project Site. The loss of vegetation, habitat, and trees within the area of disturbance is considered an unavoidable adverse impact. However, much of the area that will be disturbed was previously occupied by impervious uses associated with the former hospital and therefore the impact is not considered to be significant.

The Proposed Project will result in a net increase of approximately 1.32 acres of impervious surface or approximately a 7.1% increase (see Chapter 3.D, "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. Furthermore, all of the new impervious surfaces (pavement and buildings) will be clustered in the center of the Project Site where the existing hospital buildings and accessory uses are located. Existing impervious surfaces (buildings and pavement) around the periphery of the 17.91 acre site will be removed and converted to pervious landscaped areas. In this way, the vegetated buffers surrounding the Proposed Project will be expanded, particularly to the east, south, and west, which will create vegetated buffer areas of 190 feet or more separating the new building from surrounding properties. Therefore, although there would be a net increase in impervious surfaces, the concentration of the development in the center of the Project Site and the treatment of stormwater runoff will mitigate any impacts and will be an improvement over existing conditions.

The Proposed Project will generate additional vehicle trips to and from the Project Site. 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. The Town's Consulting Engineer has stated that there is capacity to accommodate the increase in water demand, sewage generation, and solid waste generation.

Short term impacts will include construction activities and grading anticipated to involve both cut and fill operations. Based on the proposed grading plan for the Proposed Project, the cut and fill is expected to balance, with a very small portion that may be required to be trucked off-site.

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." 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.

Unavoidable short term construction impacts may also include increased storm water run-off during construction. To minimize these impacts a SWPPP, an erosion and sediment control plan, and a construction plan will be implemented.

Short term construction activities will generate traffic to and from the site, and noise will emanate from construction equipment. To minimize these impacts, a phasing plan and traffic safety measures will be implemented. These impacts will be temporary and are not considered significant.

Thus, it is the Applicant's belief that the Proposed Project will have no significant unavoidable adverse impacts.

~~It is the Applicant's belief that all potential adverse impacts will be avoided by the specific design elements integrated into the Proposed Project.~~

~~Unavoidable significant adverse impacts are defined as those that meet the following three criteria:~~

- ~~• There are no reasonably practicable mitigation measures to eliminate the impacts;~~
- ~~• There are no reasonable alternatives to the Proposed Project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts; and~~
- ~~• No alternatives to the Proposed Project would meet the purpose and need of River Knoll, which would eliminate any impact already avoided by project design.~~

~~Thus, it is the Applicant's belief that the Proposed Project will have no unavoidable adverse impacts.~~

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## **A. INTRODUCTION**

The New York State Environmental Quality Review Act (SEQRA) requires the evaluation of reasonable alternatives to the Proposed Project that are feasible considering the objectives and capabilities of the Applicant. In accordance with the adopted Scoping Document, the following development scenarios or “alternatives” have been evaluated:

- Alternative A: Conventional Layout Using R-15 Zoning District;
- Alternative B: Clustered Development based on R-15 Layout Density;
- Alternative C: Conventional Layout Using R-5 Zoning District;
- Alternative D: Clustered Layout Using R-5 Zoning District;
- Alternative E: Townhouse and Multiple Dwelling Developments based upon the Existing Multi-Family-Multifamily Zone;
- Alternative F: Townhouse and Multiple Dwelling Developments at eight (8) Dwelling Units per acre;
- Alternative G: Continued Institutional Use;
- Alternative H: Adaptive Reuse of Existing Buildings for Residential and Other Non-Residential Uses;
- Alternative I: Adaptive Reuse of Smaller Existing Buildings in the Southeasterly Part of the Site;
- Alternative J: Alternative Development with Less Trucking of Rock and Earth Off-Site; and
- Alternative K: No Action Alternative.

Potential environmental impacts from each of the above alternatives have been analyzed to a level of detail to allow reasonable comparison with the Proposed Project (see **Figures 5-1** through **5-8**). The alternatives have been analyzed in the context of each of the DEIS subject areas. Utilizing the conclusions from the preceding chapters, the potential impacts of each alternative are compared to the potential impacts of the Proposed Project. A table summarizing this analysis is provided at the end of this chapter.

## **B. ALTERNATIVE A: CONVENTIONAL LAYOUT USING R-15 ZONING DISTRICT**

Alternative A 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. Under this alternative, approximately ~~37~~ 30 dwelling units could be built on approximately 100 foot by 150 foot lots (15,000 square feet). 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.<sup>1</sup> 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 ~~167,240~~ 135,600 square feet for ~~37~~ 30 lots. This does not include impervious surfaces associated with new roadways.

This alternative would use 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 a large green buffer surrounding the property—an important design feature of the Proposed Project—would be eliminated. This alternative would cause additional adverse impacts on the eastern side of the Project Site because of the need to provide a secondary egress point on Narragansett Avenue.

Overall, unlike the Proposed Project, the green space would not be contiguous, which has less habitat value. Furthermore, construction of this Alternative would disturb nearly the entire Project Site. Existing trees and vegetation would 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 A, the existing topography would be altered to accommodate a ~~37~~ 30 lot subdivision and associated roadway and utility infrastructure. As such, this alternative would disturb nearly 100 percent of the Project Site, compared to 61 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.

### STORMWATER MANAGEMENT AND SUBSURFACE WATER

In comparison with the Proposed Project, Alternative A would likely result in more impervious ~~surface~~ 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.

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<sup>1</sup> 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.

## **VEGETATION AND WILDLIFE**

Alternative A 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 A 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 ~~37~~ 30 individual house lots would result in greater impacts to vegetation, habitat, and wildlife.

## **HISTORICAL AND ARCHAEOLOGICAL RESOURCES**

This alternative would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by the State Historic Preservation Officer (SHPO).

## **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 ~~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.”*

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, ~~view sheds~~ viewsheds, scenic resources, wildlife habits, 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 A would have a greater visual impact than the Proposed Project.

## **TRAFFIC AND TRANSPORTATION**

The ~~37~~ 30 single-family housing units associated with Alternative A would generate fewer vehicle trips on area roadways than would the Proposed Project. Applying standard trip generation rates from the Institute of Traffic Engineers, Alternative A would generate an estimated ~~38~~ 31 trips in the AM peak hour and ~~45~~ 38 trips during the PM peak hour (see **Table 5-1**). Therefore, Alternative A would generate less peak traffic than the Proposed Project.



Table 5-1

**Comparison of Trip Generation for Alternative A**

|                                              | Proposed Project   <del>188</del> <u>110</u> Units | Alternative A   <del>30</del> <u>32</u> Lots |
|----------------------------------------------|----------------------------------------------------|----------------------------------------------|
| AM Peak Hour                                 | 96                                                 | <del>38</del> <u>31</u>                      |
| PM Peak Hour                                 | 121                                                | <del>45</del> <u>38</u>                      |
| <b>Source:</b> Traffic Impact Study, JMC LLC |                                                    |                                              |

**COMMUNITY FACILITIES**

Alternative A would generate a population of approximately ~~136~~ 110 residents. Using the same methodology as in Chapter 3I, “Community Facilities,” there would be approximately ~~39~~ 32 school age-~~aged~~ children that would be eligible to enroll in the Ossining Union Free School District (OUFSD). In addition, these new residential units would generate a demand for community facilities such as schools, police, fire, and public parks, and recreational areas due to the lack of ~~onsite~~ on-site amenities.

This alternative would have a smaller residential population than the Proposed Project (~~136~~ 110 versus 373 residents) that would increase demand for municipal services. However, since this alternative comprises single-family homes, it can be expected to generate ~~10~~ 32 school children, or ~~three~~ (3) more school-aged children than the highest range of the school children projected for the Proposed Project, thereby generating more costs for the OUFSD.

**FISCAL IMPACTS**

~~This alternative would be tax negative to the OUFSD.~~

Under this alternative, the Project Site would be improved with the construction of ~~37~~ 30 single-family homes. As discussed in Chapter 3I, “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 ~~\$20.8~~ 16.9 million. The assessed value per lot has been assigned proportionally to the size of each lot. As shown in ~~the following table~~ Table 5-2, the estimated total taxes generated by this alternative would be approximately ~~\$824,122~~ \$668,213, which is ~~significantly~~ approximately ~~19~~ 34 percent less than the taxes that would be expected to be generated by the Proposed Project (\$1,016,277).

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 A would generate more school children (approximately ~~39~~ 32 compared to approximately 29 for the Proposed Project) but with fewer school taxes (~~\$528,641~~ \$428,632 compared to \$662,522). Unlike the Proposed Project which is net tax positive, the costs associated with the increased 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 \$619,904 under this alternative. Since the taxes generated by this alternative would not cover costs, it would be tax negative to the OUFSD.

**Table 5-2**  
**Tax Revenues Generated by Alternative A (2016)**

| <b>Tax Lot</b>                                                                                                                                               |          | <b>89.08-1-83</b> | <b>89.12-2-13</b> | <b>90.05-1-27</b> | <b>Total Site</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------|-------------------|-------------------|-------------------|
| Full Market Valuation                                                                                                                                        |          | \$19,358,301      | \$697,596         | \$744,103         | \$20,800,000      |
| Taxable Assessed Valuation                                                                                                                                   |          | \$1,093,744       | \$39,414          | \$42,042          | \$1,175,200       |
| County Tax                                                                                                                                                   | 59.48628 | \$65,063          | \$2,345           | \$2,501           | \$69,908          |
| Townwide                                                                                                                                                     | 12.74351 | \$13,938          | \$502             | NA                | \$14,440          |
| Unincorporated Town                                                                                                                                          | 101.7728 | \$111,313         | NA                | \$4,279           | \$115,592         |
| Ambulance District                                                                                                                                           | 3.78571  | \$4,141           | \$149             | \$159             | \$4,449           |
| County Solid Waste                                                                                                                                           | 5.43924  | \$5,949           | \$214             | \$229             | \$6,392           |
| County Sewer Ossining                                                                                                                                        | 14.26382 | \$15,601          | \$562             | \$600             | \$16,763          |
| Refuse, Light, Fire                                                                                                                                          | 25.8616  | \$28,286          | \$1,019           | \$1,087           | \$30,393          |
| Townwide Water District                                                                                                                                      | 0.92416  | \$1,011           | \$36              | \$39              | \$1,086           |
| Ossining School Tax                                                                                                                                          | 449.831  | \$492,000         | \$17,730          | \$18,912          | \$528,641         |
| Library Tax                                                                                                                                                  | 17.713   | \$19,373          | \$698             | \$745             | \$20,816          |
| Village Tax                                                                                                                                                  | 192.021  | NA                | \$7,568           | \$8,073           | \$15,641          |
| <b>Total</b>                                                                                                                                                 |          | <b>\$756,675</b>  | <b>\$30,825</b>   | <b>\$36,623</b>   | <b>\$824,122</b>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><b>1 Mill Rate is provided in dollars per \$1,000 of assessed value.</b> |          |                   |                   |                   |                   |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.             |          |                   |                   |                   |                   |

**Table 5-2**  
**Tax Revenues Generated by Alternative A (2016)**

| Tax Lot                                                                                                                                          |          | 89.08-1-83   | 89.12-2-13 | 90.05-1-27 | Total Site   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------|------------|------------|--------------|
| Full Market Valuation                                                                                                                            |          | \$15,696,045 | \$565,623  | \$565,623  | \$16,865,000 |
| Taxable Assessed Valuation                                                                                                                       |          | \$88,827     | \$31,958   | \$34,088   | \$952,872    |
| County Tax                                                                                                                                       | 59.48628 | \$52,754     | \$1,901    | \$2,028    | \$56,683     |
| Townwide                                                                                                                                         | 12.74351 | \$11,301     | \$407      | NA         | \$11,709     |
| Unincorporated Town                                                                                                                              | 101.7728 | \$90,255     | NA         | \$3,469    | \$93,724     |
| Ambulance District                                                                                                                               | 3.78571  | \$3,357      | \$121      | \$129      | \$3,607      |
| County Solid Waste                                                                                                                               | 5.43924  | \$4,824      | \$174      | \$185      | \$5,183      |
| County Sewer Ossining                                                                                                                            | 14.26382 | \$12,650     | \$456      | \$486      | \$13,592     |
| Refuse, Light, Fire                                                                                                                              | 25.8616  | \$22,935     | \$826      | \$882      | \$24,643     |
| Townwide Water District                                                                                                                          | 0.92416  | \$820        | \$30       | \$32       | \$881        |
| Ossining School Tax                                                                                                                              | 449.831  | \$398,922    | \$14,376   | \$15,334   | \$428,632    |
| Library Tax                                                                                                                                      | 17.713   | \$15,708     | \$566      | \$604      | \$16,878     |
| Village Tax                                                                                                                                      | 192.021  | NA           | \$6,137    | \$5,546    | \$12,682     |
| Total                                                                                                                                            |          | \$613,525    | \$24,993   | \$29,694   | \$668,213    |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.                                                                 |          |              |            |            |              |
| 1 Mill Rate is provided in dollars per \$1,000 of assessed value.                                                                                |          |              |            |            |              |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016. |          |              |            |            |              |

## 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. 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.

## C. ALTERNATIVE B: CLUSTERED DEVELOPMENT BASED ON R-15 LAYOUT DENSITY

Alternative B is for a clustered subdivision layout under the existing R-15 zoning. This alternative includes ~~34~~ 29 single-family homes on 15,000 square foot lots. The clustering of lots and the reduction in dwelling units would only slightly reduce the amount of disturbed land when compared to the conventional subdivision layout described above in Alternative A. Impervious surface coverage would be slightly 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 ~~140,120~~ 131,080 square feet for ~~34~~ 29 lots. This does not include impervious surfaces associated with new roadways.

Compared to the Proposed Project, the buffer area surrounding the Project Site would be substantially reduced. In addition, the meandering 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 make the roadway connection to Narragansett Avenue and 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 and road connection to Narragansett Avenue. 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 A, this alternative would result in considerably more impacts to soils, topography, and steep slopes when compared to the Proposed Project.

### **STORMWATER MANAGEMENT AND SUBSURFACE WATER**

In comparison with the Proposed Project, Alternative B 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 B would significantly increase potential impacts to vegetation and wildlife. The stands of trees on the west-facing steep slope, the south-facing slope, and the east-facing slope would be eliminated. The beautiful meadow running the length of Croton Dam Road would also be eliminated. Both perimeter and interior habitats would be considerably impacted under this alternative, leading to significant habitat loss and fragmentation.

### **HISTORICAL AND ARCHEOLOGICAL RESOURCES**

Alternative B would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by SHPO.

### **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, ~~view-sheds-viewsheds~~, scenic resources, wildlife habits, and other important environmental assets of the community. This cluster concept would significantly impact all of these stated resources when contrasted with the Proposed Project. In addition, Alternative B would have a greater visual impact than the Proposed Project.

## **TRAFFIC AND TRANSPORTATION**

The ~~31~~ 29 single-family housing units associated with Alternative B would generate fewer 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 ~~37~~ 34 trips in the AM peak hour and ~~40~~ 37 trips during the PM peak hour (see **Table 5-3**). Therefore, Alternative B would generate less peak traffic than the Proposed Project.

**Table 5-3**  
**Comparison of Trip Generation for Alternative B**

|                                               | <b>Proposed Project<br/>188 Units</b> | <b>Alternative B<br/><del>31</del> <u>29</u> Lots</b> |
|-----------------------------------------------|---------------------------------------|-------------------------------------------------------|
| AM Peak Hour                                  | 96                                    | <del>37</del> <u>34</u>                               |
| PM Peak Hour                                  | 121                                   | <del>40</del> <u>37</u>                               |
| <b>Sources:</b> Traffic Impact Study, JMC LLC |                                       |                                                       |

## **COMMUNITY FACILITIES**

Alternative B would generate a population of approximately ~~114~~ 107 residents. Using the same methodology as in Chapter 3.I, “Community Facilities,” there would be approximately ~~33~~ 31 school-aged children that would be eligible to enroll in the OUFSD. In addition, these new residential units would generate a demand for community facilities such as schools, police, fire, ~~and~~ public parks, and recreational areas due to the lack of on-site amenities.

This alternative would have a smaller residential population than the Proposed Project (136 versus ~~114~~ 107 residents) that would increase demand for municipal services. However, since this alternative comprises single-family homes, it can be expected to generate four (4) more school-aged children than the Proposed Project, thereby generating more costs for the OUFSD.

## **FISCAL IMPACTS**

This alternative would be “tax negative” to the OUFSD as it would generate more school-aged children, yet less school tax revenue when compared to the Proposed Project. Under this alternative, the Project Site would be improved with the construction of 31 single-family homes. As presented under Alternative A above, the median sales price of single-family homes in the Town of Ossining is approximately \$550,000. Applying this median value to this alternative, the assessed value of the development would be approximately ~~\$18.4~~ \$17.2 million. As shown in ~~the following table~~ **Table 5-4**, the estimated total taxes generated by this alternative would be approximately ~~\$682,001~~ \$729,031, which is approximately ~~28~~ 33 percent less than the taxes that would be expected to be generated by the Proposed Project (\$1,016,277).



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 B would generate more school children (approximately ~~33~~ 31 compared to approximately 29 for the Proposed Project) but with fewer school taxes (~~\$437,476~~ \$467,644 compared to \$662,522). As of 2016, the school district cost per child was of \$19,372, or a cost of \$474,788 under this alternative. Since the taxes generated by this alternative would barely cover costs, it would be tax negative to the OUFSD. Unlike the Proposed Project which is net tax positive, the costs associated with the increased number of school children ~~would~~ could exceed the tax generation for the OUFSD.

**Table 5-4**  
**Tax Revenues Generated by Alternative B (2016)**

| Tax Lot                                                                                                                                                      |          | 89.08-1-83       | 89.12-2-13      | 90.05-1-27      | Total Site       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|-----------------|-----------------|------------------|
| Full Market Valuation                                                                                                                                        |          | \$17,124,651     | \$617,105       | \$658,245       | \$18,400,000     |
| Taxable Assessed Valuation                                                                                                                                   |          | \$967,543        | \$34,866        | \$37,191        | \$1,039,600      |
| County Tax                                                                                                                                                   | 59.48628 | \$57,556         | \$2,074         | \$2,212         | \$61,842         |
| Townwide                                                                                                                                                     | 12.74351 | \$12,330         | \$444           | NA              | \$12,774         |
| Unincorporated Town                                                                                                                                          | 101.7728 | \$98,470         | NA              | \$3,785         | \$102,255        |
| Ambulance District                                                                                                                                           | 3.78571  | \$3,663          | \$132           | \$141           | \$3,936          |
| County Solid Waste                                                                                                                                           | 5.43924  | \$5,263          | \$190           | \$202           | \$5,655          |
| County Sewer Ossining                                                                                                                                        | 14.26382 | \$13,801         | \$497           | \$530           | \$14,829         |
| Refuse, Light, Fire                                                                                                                                          | 25.8616  | \$25,022         | \$902           | \$962           | \$26,886         |
| Townwide Water District                                                                                                                                      | 0.92416  | \$894            | \$32            | \$34            | \$961            |
| Ossining School Tax                                                                                                                                          | 449.831  | \$435,231        | \$15,684        | \$16,730        | \$467,644        |
| Library Tax                                                                                                                                                  | 17.713   | \$17,138         | \$618           | \$659           | \$18,414         |
| Village Tax                                                                                                                                                  | 192.021  | NA               | \$6,695         | \$7,141         | \$13,837         |
| <b>Total</b>                                                                                                                                                 |          | <b>\$669,367</b> | <b>\$27,268</b> | <b>\$32,397</b> | <b>\$729,031</b> |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><b>1 Mill Rate is provided in dollars per \$1,000 of assessed value.</b> |          |                  |                 |                 |                  |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.             |          |                  |                 |                 |                  |

**Table 5-4**  
**Tax Revenues Generated by Alternative B (2016)**

| Tax Lot                                                                                                                                          |          | 89.08-1-83   | 89.12-2-13 | 90.05-1-27 | Total Site   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------|------------|------------|--------------|
| Full Market Valuation                                                                                                                            |          | \$16,019,925 | \$577,295  | \$615,781  | \$17,213,000 |
| Taxable Assessed Valuation                                                                                                                       |          | \$905,126    | \$32,617   | \$34,792   | \$972,535    |
| County Tax                                                                                                                                       | 59.48628 | \$53,843     | \$1,940    | \$2,070    | \$57,852     |
| Townwide                                                                                                                                         | 12.74351 | \$11,534     | \$416      | NA         | \$11,950     |
| Unincorporated Town                                                                                                                              | 101.7728 | \$92,117     | NA         | \$3,541    | \$95,658     |
| Ambulance District                                                                                                                               | 3.78571  | \$3,427      | \$123      | \$132      | \$3,682      |
| County Solid Waste                                                                                                                               | 5.43924  | \$4,923      | \$177      | \$189      | \$5,290      |
| County Sewer Ossining                                                                                                                            | 14.26382 | \$12,911     | \$465      | \$496      | \$13,872     |
| Refuse, Light, Fire                                                                                                                              | 25.8616  | \$23,408     | \$844      | \$900      | \$25,151     |
| Townwide Water District                                                                                                                          | 0.92416  | \$836        | \$30       | \$32       | \$899        |
| Ossining School Tax                                                                                                                              | 449.831  | \$407,154    | \$14,672   | \$15,650   | \$437,476    |
| Library Tax                                                                                                                                      | 17.713   | \$16,032     | \$578      | \$616      | \$17,227     |
| Village Tax                                                                                                                                      | 192.021  | NA           | \$6,263    | \$6,681    | \$12,944     |
| Total                                                                                                                                            |          | \$626,185    | \$25,509   | \$30,307   | \$682,001    |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.                                                                 |          |              |            |            |              |
| 1 Mill Rate is provided in dollars per \$1,000 of assessed value.                                                                                |          |              |            |            |              |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016. |          |              |            |            |              |

## CONSTRUCTION IMPACTS

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. 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. ALTERNATIVE C: CONVENTIONAL LAYOUT USING R-5 ZONING DISTRICT

Alternative C 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 ~~88-67~~ dwelling units would be built with an average lot size of 5,600 square feet and a maximum building coverage of 30 percent. 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 ~~193,600~~147,400 square feet for ~~88-67~~ lots. This does not include impervious surfaces associated with new roadways.

Similar to Alternatives A and B, this alternative would result in significantly more disturbance than the Proposed Project as the lots would be dispersed throughout the property. Since this alternative would disturb the entire site, it would result in the removal of existing trees and other existing vegetation. The entire 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 would disturb more of the Project Site from the meandering internal roadway system, 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 the road connection to Narragansett Avenue.

### **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 ~~88-67~~ 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 an access driveway.

### **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.

### **STORMWATER MANAGEMENT AND SUBSURFACE WATER**

In comparison with the Proposed Project, Alternative C 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**

This alternative would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by the SHPO.

### **LAND USE, PUBLIC POLICY, ZONING, AND COMMUNITY CHARACTER**

This alternative would no 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 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, ~~view sheds~~ viewsheds, scenic resources, wildlife habits, 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**

Alternative C, with ~~88~~ 67 housing units, would have a population of approximately ~~323~~ 246 persons. Alternative C would generate fewer 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 ~~74~~ 56 trips in the AM peak hour and ~~96~~ 74 trips during the PM peak hour, which would be less than traffic generated by the Proposed Project (see Table 5-5).

**Table 5-5  
Comparison of Trip Generation for Alternative C**

|                                               | <b>Proposed Project<br/>188 Units</b> | <b>Alternative C<br/><del>67</del> 88 Lots</b> |
|-----------------------------------------------|---------------------------------------|------------------------------------------------|
| AM Peak Hour                                  | 96                                    | <del>56</del> <u>74</u>                        |
| PM Peak Hour                                  | 121                                   | <del>74</del> <u>96</u>                        |
| <b>Sources:</b> Traffic Impact Study, JMC LLC |                                       |                                                |

**COMMUNITY FACILITIES**

This alternative would yield approximately ~~67~~ 88 new single-family lots with a residential population of approximately ~~323~~ 246, which is less than the Proposed Project. These residential units would generate new demand for community facilities such as police, fire, public parks, and recreational areas due to the lack of on-site amenities.

This alternative would also result in additional demand on the OUFSD by generating approximately ~~92~~ 70 children eligible to be enrolled in the school district, compared to the 29 children estimated for the Proposed Project.

**FISCAL IMPACTS**

This alternative would be “tax negative” to the OUFSD as it would generate ~~92~~ 70 school-aged children—or nearly three times more school-aged children as the Proposed Project—but would not generate an equivalent school tax. Under this alternative, the Project Site would be subject to improvements to real property associated with the construction of ~~88~~ 67 single-family homes. As discussed above, the median sales price of single-family homes in the Town of Ossining is approximately \$550,000. Applying this median value to this alternative, the assessed value of the development would be approximately ~~\$48~~ \$36.5 million. As shown in the following table Table 5-6,

the estimated total taxes generated by this alternative would be approximately ~~\$1,901,821~~ \$447,959, 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 also generate a significantly greater number of school-aged children (approximately ~~92~~ 70 compared to 22-29 for the Proposed Project). As such, the school taxes (~~\$1,219,942~~ \$928,808) would not be adequate to cover the cost per child of \$19,372 (or \$1.3 ~~\$1.7~~ million for ~~92~~ 70 children).

**Table 5-6**  
**Tax Revenues Generated by Alternative C (2016)**

| Tax Lot                                                                                                                                          |          | <del>89.08-1-83</del> | <del>89.12-2-13</del> | <del>90.05-1-27</del> | Total Site          |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------|-----------------------|-----------------------|---------------------|
| Full Market Valuation                                                                                                                            |          | \$44,673,002          | \$1,609,838           | \$1,717,160           | <b>\$48,000,000</b> |
| Taxable Assessed Valuation                                                                                                                       |          | \$2,524,025           | \$90,956              | \$97,020              | <b>\$2,712,000</b>  |
| County Tax                                                                                                                                       | 59.48628 | \$150,145             | \$5,411               | \$5,771               | <b>\$161,327</b>    |
| Townwide                                                                                                                                         | 12.74351 | \$32,165              | \$1,159               | NA                    | <b>\$33,324</b>     |
| Unincorporated Town                                                                                                                              | 101.7728 | \$256,877             | NA                    | \$9,874               | <b>\$266,751</b>    |
| Ambulance District                                                                                                                               | 3.78571  | \$9,555               | \$344                 | \$367                 | <b>\$10,267</b>     |
| County Solid Waste                                                                                                                               | 5.43924  | \$13,729              | \$495                 | \$528                 | <b>\$14,751</b>     |
| County Sewer Ossining                                                                                                                            | 14.26382 | \$36,002              | \$1,297               | \$1,384               | <b>\$38,683</b>     |
| Refuse, Light, Fire                                                                                                                              | 25.8616  | \$65,275              | \$2,352               | \$2,509               | <b>\$70,137</b>     |
| Townwide Water District                                                                                                                          | 0.92416  | \$2,333               | \$84                  | \$90                  | <b>\$2,506</b>      |
| Ossining School Tax                                                                                                                              | 449.831  | \$1,135,385           | \$40,915              | \$43,642              | <b>\$1,219,942</b>  |
| Library Tax                                                                                                                                      | 17.713   | \$44,708              | \$1,611               | \$1,719               | <b>\$48,038</b>     |
| Village Tax                                                                                                                                      | 192.021  | NA                    | \$17,465              | \$18,630              | <b>\$36,095</b>     |
| <b>Total</b>                                                                                                                                     |          | <b>\$1,746,173</b>    | <b>\$71,134</b>       | <b>\$84,514</b>       | <b>\$1,901,821</b>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.                                                                 |          |                       |                       |                       |                     |
| <b>1 Mill Rate is provided in dollars per \$1,000 of assessed value.</b>                                                                         |          |                       |                       |                       |                     |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016. |          |                       |                       |                       |                     |

**Table 5-6**  
**Tax Revenues Generated by Alternative C (2016)**

| Tax Lot                                                                                                                                               |          | 89.08-1-83   | 89.12-2-13  | 90.05-1-27  | Total Site   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------|-------------|-------------|--------------|
| Full Market Valuation                                                                                                                                 |          | \$34,011,976 | \$1,225,657 | \$1,307,367 | \$36,545,000 |
| Taxable Assessed Valuation                                                                                                                            |          | \$1,921,677  | \$69,250    | \$73,866    | \$2,064,793  |
| County Tax                                                                                                                                            | 59.48628 | \$114,313    | \$4,119     | \$4,394     | \$122,827    |
| Townwide                                                                                                                                              | 12.74351 | \$24,489     | \$882       | NA          | \$25,371     |
| Unincorporated Town                                                                                                                                   | 101.7728 | \$195,574    | NA          | \$7,518     | \$203,092    |
| Ambulance District                                                                                                                                    | 3.78571  | \$7,275      | \$262       | \$280       | \$7,817      |
| County Solid Waste                                                                                                                                    | 5.43924  | \$10,452     | \$377       | \$402       | \$11,231     |
| County Sewer Ossining                                                                                                                                 | 14.26382 | \$27,410     | \$988       | \$1,054     | \$29,452     |
| Refuse, Light, Fire                                                                                                                                   | 25.8616  | \$49,698     | \$1,791     | \$1,910     | \$53,399     |
| Townwide Water District                                                                                                                               | 0.92416  | \$1,776      | \$64        | \$68        | \$1,908      |
| Ossining School Tax                                                                                                                                   | 449.831  | \$864,430    | \$31,151    | \$33,227    | \$928,808    |
| Library Tax                                                                                                                                           | 17.713   | \$34,039     | \$1,227     | \$1,308     | \$36,574     |
| Village Tax                                                                                                                                           | 192.021  | NA           | \$13,297    | \$14,184    | \$27,481     |
| Total                                                                                                                                                 |          | \$1,329,456  | \$54,158    | \$64,345    | \$1,447,959  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br>1 Mill Rate is provided in dollars per \$1,000 of assessed value. |          |              |             |             |              |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.      |          |              |             |             |              |

## CONSTRUCTION IMPACTS

This alternative would result in substantially 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. ALTERNATIVE D: CLUSTERED LAYOUT USING R-5 ZONING DISTRICT

Alternative D is a clustered single-family development based upon the R-5 Zoning District. Under this alternative approximately ~~83~~67 single-family homes would be built on lots approximately 5,600 square feet. Clustering would not accomplish any of the planning goals of typical cluster zoning initiatives. There would be no increase in greenspace, no avoidance of environmental features, and no reduction in roadways. Similar to Alternative C, a conventional subdivision under the R-5 Zoning District, the entire site would be disturbed. This cluster concept would disturb three to four times more of the Project Site when compared with the Proposed Project. The opportunity for a green buffer surrounding the Project Site is significantly less with a subdivision layout than with the Proposed Project where development can be concentrated in the center of the site. Under this, and other subdivision alternatives, resulting green space is fragmented and provides less habitat value to wildlife as well as less visual benefit to existing adjacent residential areas.

## WETLANDS

As with Alternative C above, 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 density of this development would also require several larger



stormwater treatment basins, with more detention volume and retention time. This alternative would also disturb the 100-foot Town wetland buffer in order to construct an access road.

### **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.

### **STORMWATER MANAGEMENT AND SUBSURFACE WATER**

The additional land disturbance, including clearing and grading and construction of new impervious surfaces, would require additional stormwater management. As discussed above, the new impervious surfaces would require additional and more extensive stormwater management system than the Proposed Project.

### **VEGETATION AND WILDLIFE**

Similar to the conventional R-5 zone concept, this cluster configuration would not reduce adverse impacts to vegetation and wildlife. Both perimeter and interior habitats would be impacted under this alternative, leading to habitat loss and fragmentation.

### **HISTORICAL AND ARCHEOLOGICAL RESOURCES**

This alternative would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by the SHPO.

### **LAND USE, PUBLIC POLICY, ZONING, AND COMMUNITY CHARACTER**

This alternative would be inconsistent with 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 cluster 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, ~~view sheds~~ viewsheds, scenic resources, wildlife habits, and other important environmental assets of the community. Clustering the ~~83~~ 67 lots would result in no meaningful reduction in site disturbance, nor enable greater protection of environmental resources on the site when contrasted against the conventional layout under the R-5 Zoning District. Furthermore, it would have substantially more disturbance and less protection of environmental resources than the Proposed Project.

### **TRAFFIC AND TRANSPORTATION**

The ~~83~~ 67 single-family housing units associated with Alternative D would generate fewer 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 ~~70-56~~ trips in the AM peak hour and ~~94-74~~ trips during the PM peak hour (see Table 5-7). Therefore, Alternative D would generate less peak traffic than the Proposed Project.

**Table 5-7  
Comparison of Trip Generation for Alternative D**

|                                               | <b>Proposed Project<br/>188 Units</b> | <b>Alternative D<br/><del>83-67</del> Lots</b> |
|-----------------------------------------------|---------------------------------------|------------------------------------------------|
| AM Peak Hour                                  | 96                                    | <del>70</del> 56                               |
| PM Peak Hour                                  | 121                                   | <del>94</del> 74                               |
| <b>Sources:</b> Traffic Impact Study, JMC LLC |                                       |                                                |

## COMMUNITY FACILITIES

This alternative would yield approximately ~~83-67~~ new single-family lots with a residential population of approximately ~~304~~246. These new residential units would generate a demand for community facilities such as police, fire, and public parks and recreational areas. The overall residential population would be less than the Proposed Project (373). However, since Alternative D would be ~~83-67~~ single-family homes, significantly more school-aged children are anticipated than the Proposed Project (~~87-70~~ versus 22-29).

## FISCAL IMPACTS

This alternative would be significantly “tax negative” to the OUFSD and would create a large deficit of ~~\$541,000~~1.3 million per annum. This alternative would generate approximately ~~87-70~~ school-aged children—approximately ~~three times more~~ school age children than the Proposed Project—but would not generate an equivalent school tax. Under this alternative, the Project Site would be subject to improvements to real property associated with the construction of ~~83-67~~ single-family homes. As discussed above, the median sales price of single-family homes in the Town of Ossining is approximately \$550,000. Applying this median value to this alternative, the assessed value of the development would be approximately ~~\$45-36.5~~ million. As shown in the following table—**Table 5-8**, the estimated total taxes generated by this alternative would be approximately ~~\$1,782,957~~ \$1,447,959, which is greater than the taxes that would be expected to be generated by the Proposed Project.

Although this alternative would have a higher assessed valuation, and would thus generate more taxes than the Proposed Project, it would also generate a significantly greater number of school-aged children (approximately 70 compared to 29 for the Proposed Project). As such, the school taxes (\$928,808) would not be adequate to cover the cost per child of \$19,372 (or approximately \$1.3 million for 70 children).

**Table 5-8**  
**Tax Revenues Generated by Alternative D (2016)**

| <b>Tax Lot</b>                                                                                                                                        |          | <b>89.08-1-83</b>  | <b>89.12-2-13</b> | <b>90.05-1-27</b> | <b>Total Site</b>  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|-------------------|-------------------|--------------------|
| Full Market Valuation                                                                                                                                 |          | \$41,880,939       | \$1,509,223       | \$1,609,838       | \$45,000,000       |
| Taxable Assessed Valuation                                                                                                                            |          | \$2,366,273        | \$85,271          | \$90,956          | \$2,542,500        |
| County Tax                                                                                                                                            | 59.48628 | \$140,761          | \$5,072           | \$5,411           | \$151,244          |
| Townwide                                                                                                                                              | 12.74351 | \$30,155           | \$1,087           | NA                | \$31,241           |
| Unincorporated Town                                                                                                                                   | 101.7728 | \$240,822          | NA                | \$9,257           | \$250,079          |
| Ambulance District                                                                                                                                    | 3.78571  | \$8,958            | \$323             | \$344             | \$9,625            |
| County Solid Waste                                                                                                                                    | 5.43924  | \$12,871           | \$464             | \$495             | \$13,829           |
| County Sewer Ossining                                                                                                                                 | 14.26382 | \$33,752           | \$1,216           | \$1,297           | \$36,266           |
| Refuse, Light, Fire                                                                                                                                   | 25.8616  | \$61,196           | \$2,205           | \$2,352           | \$65,753           |
| Townwide Water District                                                                                                                               | 0.92416  | \$2,187            | \$79              | \$84              | \$2,350            |
| Ossining School Tax                                                                                                                                   | 449.831  | \$1,064,423        | \$38,358          | \$40,915          | \$1,143,695        |
| Library Tax                                                                                                                                           | 17.713   | \$41,914           | \$1,510           | \$1,611           | \$45,035           |
| Village Tax                                                                                                                                           | 192.021  | NA                 | \$16,374          | \$17,465          | \$33,839           |
| <b>Total</b>                                                                                                                                          |          | <b>\$1,637,038</b> | <b>\$66,688</b>   | <b>\$79,232</b>   | <b>\$1,782,957</b> |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br>1 Mill Rate is provided in dollars per \$1,000 of assessed value. |          |                    |                   |                   |                    |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.      |          |                    |                   |                   |                    |

**Table 5-8**  
**Tax Revenues Generated by Alternative D (2016)**

| <b>Tax Lot</b>                                                                                                                                        |          | <b>89.08-1-83</b>  | <b>89.12-2-13</b> | <b>90.05-1-27</b> | <b>Total Site</b>  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|-------------------|-------------------|--------------------|
| Full Market Valuation                                                                                                                                 |          | \$34,011,976       | \$1,225,657       | \$1,307,367       | \$36,545,000       |
| Taxable Assessed Valuation                                                                                                                            |          | \$1,921,677        | \$69,250          | \$73,866          | \$2,064,793        |
| County Tax                                                                                                                                            | 59.48628 | \$114,313          | \$4,119           | \$4,394           | \$122,827          |
| Townwide                                                                                                                                              | 12.74351 | \$24,489           | \$882             | NA                | \$25,371           |
| Unincorporated Town                                                                                                                                   | 101.7728 | \$195,574          | NA                | \$7,518           | \$203,092          |
| Ambulance District                                                                                                                                    | 3.78571  | \$7,275            | \$262             | \$280             | \$7,817            |
| County Solid Waste                                                                                                                                    | 5.43924  | \$10,452           | \$377             | \$402             | \$11,231           |
| County Sewer Ossining                                                                                                                                 | 14.26382 | \$27,410           | \$988             | \$1,054           | \$29,452           |
| Refuse, Light, Fire                                                                                                                                   | 25.8616  | \$49,698           | \$1,791           | \$1,910           | \$53,399           |
| Townwide Water District                                                                                                                               | 0.92416  | \$1,776            | \$64              | \$68              | \$1,908            |
| Ossining School Tax                                                                                                                                   | 449.831  | \$864,430          | \$31,151          | \$33,227          | \$928,808          |
| Library Tax                                                                                                                                           | 17.713   | \$34,039           | \$1,227           | \$1,308           | \$36,574           |
| Village Tax                                                                                                                                           | 192.021  | NA                 | \$13,297          | \$14,184          | \$27,481           |
| <b>Total</b>                                                                                                                                          |          | <b>\$1,329,456</b> | <b>\$54,158</b>   | <b>\$64,345</b>   | <b>\$1,447,959</b> |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br>1 Mill Rate is provided in dollars per \$1,000 of assessed value. |          |                    |                   |                   |                    |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.      |          |                    |                   |                   |                    |

Although this alternative would have a higher assessed valuation, and would thus generate more taxes than the Proposed Project, it would also generate a significantly greater number of school—

~~aged children (approximately 87 compared to 29 for the Proposed Project). As such, the school taxes (\$1,143,695) would not be adequate to cover the cost per child of \$19,372 (or \$1,685,364 for 92 children).~~

## CONSTRUCTION IMPACTS

This alternative would result in substantially more disturbance than the Proposed Project. This alternative might be built in phases, because individual homes would likely be constructed as lots were sold. As a result, the construction period would be more protracted than the Proposed Project. A longer construction period could potentially result in prolonged construction traffic, noise, and air quality-related to the construction impacts. 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.

## F. ALTERNATIVE E: TOWNHOUSE AND MULTIPLE DWELLING DEVELOPMENT BASED UPON EXISTING ~~MULTI-FAMILY~~ MULTIFAMILY ZONE

Alternative E is a townhouse and multiple dwelling development based on the two existing ~~multi-family~~ multifamily zoning districts in the Town, the Multifamily District (MF), and the Multifamily Inn District (MF-I). The MF District permits uses that are permitted in the R-40 District and ~~multi-family-multifamily~~ dwellings that each has specific, additional regulations. Such regulations include provision of recreational space, building length limits, and open space set aside as a minimum of 1/3 of the net area. However, the green buffer area would be significantly less than the Proposed Project.

The MF-I District, in comparison to the MF District, allows for a conditional use permit for inns and bed and breakfast establishments in accordance with the bulk regulations of the R-40 District. The MF-I Zoning District is specific to permitting an inn or bed and breakfast and would not be appropriate for this Project Site.

This project alternative under the MF District would have seven buildings with 30 dwelling units per building, for a total of ~~240~~ 150 dwelling units, with ~~368~~ 300 surface parking spaces. The unit designs would be more apt to be for-sale duplex townhouse units with two- and three-bedroom configurations. As such they would be high generators of school-aged children. If the site were developed with only Town Houses, there would be 78 dwelling units with 156 parking spaces.

## WETLANDS

As with the other alternatives, this alternative would locate a stormwater basin within the on-site herbaceous wetland, and the road connection would disturb the 100-foot wetland buffer. Although it could be planted as a stormwater wetland to replicate some of the wetland functions of the existing wetland, it would nonetheless disturb the wetland and the wetland buffer. The density of this alternative would be greater than the Proposed Project.

## SOILS, TOPOGRAPHY (STEEP SLOPES), AND GEOLOGY

The soil, topography, and slopes would be altered to provide needed clearance for leveled construction. Slopes exceeding ~~45~~ 25 percent would be impacted and would require permitting and stabilization. No new soils would be brought in and the slopes and topography would remain intact where they were not disturbed.

## **STORMWATER MANAGEMENT AND SUBSURFACE WATER**

Treatment for stormwater runoff would still be required under state laws: all on-site runoff would need to be properly captured and treated prior to exiting the Project Site.

## **VEGETATION AND WILDLIFE**

All vegetation in the center of the site, including the most mature forest on steep slopes, would be removed. Perimeter habitats would remain intact.

## **HISTORICAL AND ARCHEOLOGICAL RESOURCES**

This alternative would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by the SHPO.

## **LAND USE, PUBLIC POLICY, ZONING, AND COMMUNITY CHARACTER**

This alternative would be somewhat consistent with the Town’s Comprehensive Plan that encourages 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.”*

However, this alternative would add additional townhouse inventory to the Ossining marketplace, where there are already projects that currently exist in this submarket at the intersection of Route 9A (e.g., Fox Hill, The Woods). Although this alternative would 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, ~~view sheds~~ viewsheds, scenic resources, wildlife habits, and other important environmental assets of the community, the adverse impact to these resources would be greater than the Proposed Project. Finally, the 210 units in the seven buildings would create the opportunity for a landscaped buffer, but this buffer would be less than the buffer for the Proposed Project. Most significant, this alternative would not preserve the bucolic buffer along Croton Dam Road.

## **TRAFFIC AND TRANSPORTATION**

This residential alternative with the ~~150~~ 240 housing units would have a population of approximately ~~387~~ 542. Alternative E 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 E would generate an estimated ~~407~~ 76 trips in the AM peak hour when developed with only multifamily, and 40 when developed with Town Houses. Alternative E would generate and 133–95 trips during the PM peak hour when developed with only multifamily, and 49 when developed with Town Houses, which is greater less than the Proposed Project. (see **Table 5-9a** and **Table 5-9b**). However, no improvements to the Level of Service on Route 9A would be provided.

**Table 5-9a**

**Comparison of Trip Generation for Alternative E Multifamily**

|                                               | <b>Proposed Project<br/>188 Units</b> | <b>Alternative E<br/>210-150 units</b> |
|-----------------------------------------------|---------------------------------------|----------------------------------------|
| AM Peak Hour                                  | 96                                    | <del>107</del> 76                      |
| PM Peak Hour                                  | 121                                   | <del>133</del> 95                      |
| <b>Sources:</b> Traffic Impact Study, JMC LLC |                                       |                                        |

**Table 5-9b**

**Comparison of Trip Generation for Alternative E Town Houses**

|                                              | <b>Proposed Project<br/>188 Units</b> | <b>Alternative E<br/>78 units</b> |
|----------------------------------------------|---------------------------------------|-----------------------------------|
| AM Peak Hour                                 | 96                                    | 40                                |
| PM Peak Hour                                 | 121                                   | 49                                |
| <b>Source:</b> Traffic Impact Study, JMC LLC |                                       |                                   |

**COMMUNITY FACILITIES**

The ~~542-387~~ residents associated with this a-Alternative E under the Multifamily development, and 211 residents under the Town House alternative would have a ~~greater~~ similar to smaller impact on the Town's community facilities, compared with the 373 residents anticipated for the Proposed Project. There would be more demand placed on community services under this alternative.

This alternative would generate approximately ~~76-56~~ school-aged children eligible under the Multifamily and 28 under the town house alternatives to enroll in the OUFSD, which is ~~similar to 2.6 times greater than~~ the 22-29 estimated for the Proposed Project.

**FISCAL IMPACTS**

Under this alternative, the Project Site would be subject to improvements to real property associated with the construction of ~~240~~ 150 dwelling units in seven buildings under the Multifamily section and 78 town houses. As discussed in Chapter 3, "Fiscal Impacts," the estimated assessed value of future residential development can be based upon the estimated total sales price realized. Based on local sources, the assessed value of the development would likely be approximately ~~\$68-48.6~~ million under the Multifamily Option and \$25.3 million under the Town House option. As shown in the following table-**Table 5-10a**, the estimated total taxes generated by this alternative with the multifamily housing and **Table 5-10b** under the Town would be approximately ~~\$2,694,246-\$1,924,445~~ under the multifamily option and \$1,000,714 under the townhouse option, which is greater than the taxes generated by the Proposed Project. Because of the size of this alternative, more taxes would be generated than the Proposed Project. Although this alternative would generate similar more school-aged children than the Proposed Project, it is still anticipated to be tax negative to the OUFSD. ~~However, There would be no community benefit fund under this alternative.~~



**Table 5-10**  
**Tax Revenues Generated by Alternative E (2016)**

| <b>Tax Lot</b>                                                                                                                                               |          | <b>89.08-1-83</b>  | <b>89.12-2-13</b> | <b>90.05-1-27</b> | <b>Total Site</b>   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|-------------------|-------------------|---------------------|
| Full Market Valuation                                                                                                                                        |          | \$63,286,752       | \$2,280,604       | \$2,432,644       | <b>\$68,000,000</b> |
| Taxable Assessed Valuation                                                                                                                                   |          | \$3,575,701        | \$128,854         | \$137,444         | <b>\$3,842,000</b>  |
| County Tax                                                                                                                                                   | 59.48628 | \$212,705          | \$7,665           | \$8,176           | <b>\$228,546</b>    |
| Townwide                                                                                                                                                     | 12.74351 | \$45,567           | \$1,642           | NA                | <b>\$47,209</b>     |
| Unincorporated Town                                                                                                                                          | 101.7728 | \$363,909          | NA                | \$13,988          | <b>\$377,897</b>    |
| Ambulance District                                                                                                                                           | 3.78571  | \$13,537           | \$488             | \$520             | <b>\$14,545</b>     |
| County Solid Waste                                                                                                                                           | 5.43924  | \$19,449           | \$701             | \$748             | <b>\$20,898</b>     |
| County Sewer Ossining                                                                                                                                        | 14.26382 | \$51,003           | \$1,838           | \$1,960           | <b>\$54,802</b>     |
| Refuse, Light, Fire                                                                                                                                          | 25.8616  | \$92,473           | \$3,332           | \$3,555           | <b>\$99,360</b>     |
| Townwide Water District                                                                                                                                      | 0.92416  | \$3,305            | \$119             | \$127             | <b>\$3,551</b>      |
| Ossining School Tax                                                                                                                                          | 449.831  | \$1,608,461        | \$57,963          | \$61,827          | <b>\$1,728,251</b>  |
| Library Tax                                                                                                                                                  | 17.713   | \$63,336           | \$2,282           | \$2,435           | <b>\$68,053</b>     |
| Village Tax                                                                                                                                                  | 192.021  | NA                 | \$24,743          | \$26,392          | <b>\$51,135</b>     |
| <b>Total</b>                                                                                                                                                 |          | <b>\$2,473,746</b> | <b>\$100,773</b>  | <b>\$119,728</b>  | <b>\$2,694,246</b>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><b>1 Mill Rate is provided in dollars per \$1,000 of assessed value.</b> |          |                    |                   |                   |                     |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.             |          |                    |                   |                   |                     |

**Table 5-10a**  
**Tax Revenues Generated by Alternative E Multi Family (2016)**

| <b>Tax Lot</b>                                                                                                                                               |          | <b>89.08-1-83</b>  | <b>89.12-2-13</b>  | <b>90.05-1-27</b>  | <b>Total Site</b>   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|--------------------|--------------------|---------------------|
| Full Market Valuation                                                                                                                                        |          | \$45,204,424       | \$1,628,988        | \$1,737,587        | <b>\$48,571,000</b> |
| Taxable Assessed Valuation                                                                                                                                   |          | \$2,554,050        | \$92,038           | \$98,174           | <b>\$2,744,261</b>  |
| County Tax                                                                                                                                                   | 59.48628 | <b>\$163,246</b>   | <b>\$163,246</b>   | <b>\$163,246</b>   | <b>\$163,246</b>    |
| Townwide                                                                                                                                                     | 12.74351 | <b>\$33,720</b>    | <b>\$33,720</b>    | <b>\$33,720</b>    | <b>\$33,720</b>     |
| Unincorporated Town                                                                                                                                          | 101.7728 | <b>\$269,924</b>   | <b>\$269,924</b>   | <b>\$269,924</b>   | <b>\$269,924</b>    |
| Ambulance District                                                                                                                                           | 3.78571  | <b>\$10,389</b>    | <b>\$10,389</b>    | <b>\$10,389</b>    | <b>\$10,389</b>     |
| County Solid Waste                                                                                                                                           | 5.43924  | <b>\$14,927</b>    | <b>\$14,927</b>    | <b>\$14,927</b>    | <b>\$14,927</b>     |
| County Sewer Ossining                                                                                                                                        | 14.26382 | <b>\$39,144</b>    | <b>\$39,144</b>    | <b>\$39,144</b>    | <b>\$39,144</b>     |
| Refuse, Light, Fire                                                                                                                                          | 25.8616  | <b>\$70,971</b>    | <b>\$70,971</b>    | <b>\$70,971</b>    | <b>\$70,971</b>     |
| Townwide Water District                                                                                                                                      | 0.92416  | <b>\$2,536</b>     | <b>\$2,536</b>     | <b>\$2,536</b>     | <b>\$2,536</b>      |
| Ossining School Tax                                                                                                                                          | 449.831  | <b>\$1,234,454</b> | <b>\$1,234,454</b> | <b>\$1,234,454</b> | <b>\$1,234,454</b>  |
| Library Tax                                                                                                                                                  | 17.713   | <b>\$48,609</b>    | <b>\$48,609</b>    | <b>\$48,609</b>    | <b>\$48,609</b>     |
| Village Tax                                                                                                                                                  | 192.021  | <b>\$36,525</b>    | <b>\$36,525</b>    | <b>\$36,525</b>    | <b>\$36,525</b>     |
| <b>Total</b>                                                                                                                                                 |          | <b>\$1,924,445</b> | <b>\$1,924,445</b> | <b>\$1,924,445</b> | <b>\$1,924,445</b>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><b>1 Mill Rate is provided in dollars per \$1,000 of assessed value.</b> |          |                    |                    |                    |                     |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.             |          |                    |                    |                    |                     |

~~Because of the size of this alternative, more taxes would be generated than the Proposed Project. Although this alternative would generate more school age aged children than the Proposed Project, it is still anticipated to be tax positive to the OUFSD. However, there would be no community benefit fund under this alternative.~~

## **CONSTRUCTION IMPACTS**

This alternative would result in a disturbance area greater than the Proposed Project. However, unlike the single-family alternatives, this alternative would likely be built by a single entity at the same time.

## **G. ALTERNATIVE F: TOWNHOUSE AND MULTIPLE DWELLING DEVELOPMENTS AT EIGHT (8) DWELLING UNITS PER ACRE**

Alternative F describes developing the Project Site with townhomes at eight (8) dwelling units per acre under a multifamily option and a townhouse option. At 17.89 acres, this regulation would permit 141-135 dwelling units under the multifamily option and 124 under the townhouse option, which is between 47-units53 and 64 units fewer than what is proposed under the Proposed Project with 188 units. However, these units would be duplex townhouse-configured for-sale homes with either two or three bedrooms. As such, they would have a population of 364349 for the multifamily option and 320 under the townhouse option, but would generate more school-aged children (49 under the multifamily option 44 under the townhouse option54 as opposed to 29).

Once again, when contrasted against the Proposed Project, the disturbance to the Project Site and to the natural resources on the site would be significantly greater. While there are fewer units, there would be more-fewer bedrooms (354-198 bedrooms under the multifamily option and 248 bedrooms under the townhouse option bedrooms-vs 284 with the Proposed Project), but more impervious surface coverage, more roadways, more utility infrastructure, more extensive stormwater system, and more tree removal. Most significantly, this alternative would eliminate the beautiful and expansive meadow fronting Croton Dam Road. The entire green buffer area would be significantly less than the Proposed Project.

## **WETLANDS**

The on-site wetland adjacent to Narragansett Avenue would be disturbed and replaced with a stormwater basin. As with the other alternatives, an access road would also permanently disturb the Town-regulated 100-foot wetland buffer.

## **SOILS, TOPOGRAPHY (STEEP SLOPES), AND GEOLOGY**

Development would impact steep slopes, with only the front west-facing slope remaining intact.

## **STORMWATER MANAGEMENT AND SUBSURFACE WATER**

The stormwater system would be more extensive than the Proposed Project. Overall, this alternative would require additional land disturbance, including clearing and grading and construction of new impervious surfaces. As such, additional detention areas would be required for this alternative.

## VEGETATION AND WILDLIFE

While some of the southern and northern perimeter habitats would remain intact, the majority of the mature stands of trees would be removed. Therefore, substantially more of the Project Site would be impacted by development of Townhouses at this density than the Proposed Project.

## HISTORICAL AND ARCHEOLOGICAL RESOURCES

This alternative would remove all buildings on the Project Site, as would the Proposed Project. However, as identified in Chapter 3.E, “Historical and Archaeological Resources,” the buildings do not appear to meet the criteria of eligibility for listing on the State or National Register of Historic Places. As such, this alternative will not produce a significant adverse impact to historic resources. Potential impacts to archeological resources will be determined by the SHPO.

## LAND USE, PUBLIC POLICY, ZONING, AND COMMUNITY CHARACTER

This alternative would be somewhat consistent with the Town’s Comprehensive Plan that encourages 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.”*

However, this alternative would not optimize the 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, ~~view sheds~~ viewsheds, scenic resources, wildlife habits, and other important environmental assets of the community. Further clustering the 135 ~~141~~ units, such as the Proposed Project, would reduce site disturbance and enable greater protection of environmental resources on the site.

## TRAFFIC AND TRANSPORTATION

Alternative F, with the 135 housing units and a population of approximately 364~~349~~ under the multifamily option and 124 housing units and approximately 320 residents under the townhouse option, would generate fewer vehicle trips on area roadways than would the Proposed Project. Applying standard trip generation rates from the Institute of Traffic Engineers, Alternative F would generate an estimated 68 ~~66~~ trips in the AM peak hour, and 80 ~~76~~ trips during the PM peak hour under the multifamily option, and would generate 60 trips in the AM peak hour and 70 trips in the PM peak hour under the townhouse option, which is less than the traffic generation associated with the Proposed Project: (see Table 5-11a and Table 5-11b). However, no traffic improvements in the Level of Service for Route 9A would be offered under this alternative.

**Table 5-11a**

**Comparison of Trip Generation for Alternative F multi family**

|                                                                    | <b>Proposed Project   188 Units</b> | <b><u>141-135 Multi Family</u> Multifamily units</b> |
|--------------------------------------------------------------------|-------------------------------------|------------------------------------------------------|
| AM Peak Hour                                                       | 96                                  | <u>68</u> 66                                         |
| PM Peak Hour                                                       | 121                                 | <u>80</u> 76                                         |
| <b>Sources:</b> Multipliers from the Traffic Impact Study, JMC LLC |                                     |                                                      |

**Table 5-11b**

**Comparison of Trip Generation for Alternative F Town House**

|                                                                   | <b>Proposed Project   188 Units</b> | <b><u>124</u> townhouse units</b> |
|-------------------------------------------------------------------|-------------------------------------|-----------------------------------|
| AM Peak Hour                                                      | 96                                  | <u>60</u>                         |
| PM Peak Hour                                                      | <u>121</u>                          | <u>70</u>                         |
| <b>Source:</b> Multipliers from the Traffic Impact Study, JMC LLC |                                     |                                   |

## COMMUNITY FACILITIES

The ~~364~~ 320 to 349 residents that would live at a project of this size would have a comparable to smaller impact to the Town's community facilities, compared with the 373 residents expected to live at the Proposed Project. In addition, this alternative would generate approximately 51-44 to 48 school-aged children that would be eligible to be enrolled in the OUFSD—nearly twice more than the children than the Proposed Project.

## FISCAL IMPACTS

Under this alternative, the Project Site would be subject to improvements to real property associated with the construction of ~~141~~ 135 attached dwelling units for the multifamily option and 124 for the townhouse option. As discussed in Chapter 3, "Fiscal Impacts," the estimated assessed value of future residential development can be based upon the estimated total sales price realized. The assessed value of the development would be approximately \$43.9 ~~45.8~~ million for the multifamily option and \$40.3 million for the townhouse option. As shown in ~~the following table—~~ **Table 5-12a and Table 5-12b**, the estimated total taxes generated by this alternative would be approximately ~~\$1,814,654~~ \$1,737,432 under the multifamily option and \$1,595,865 under the town house option, which would be more than the taxes that would be expected to be generated by the Proposed Project. Although this alternative would generate more school-aged children than the Proposed Project under both options, it is still anticipated to be tax positive to the OUFSD. However, there would be no community benefit fund under this alternative.

**Table 5-12**  
**Tax Revenues Generated by Alternative F (2016)**

| Tax Lot                                                                                                                                                          |          | 89.08-1-83         | 89.12-2-13      | 90.05-1-27      | Total Site         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|-----------------|-----------------|--------------------|
| Full Market Valuation                                                                                                                                            |          | \$42,625,489       | \$1,536,054     | \$1,638,457     | \$45,800,000       |
| Taxable Assessed Valuation                                                                                                                                       |          | \$2,408,340        | \$86,787        | \$92,573        | \$2,587,700        |
| County Tax                                                                                                                                                       | 59.48628 | \$143,263          | \$5,163         | \$5,507         | \$153,933          |
| Townwide                                                                                                                                                         | 12.74351 | \$30,691           | \$1,106         | NA              | \$31,797           |
| Unincorporated Town                                                                                                                                              | 101.7728 | \$245,103          | NA              | \$9,421         | \$254,525          |
| Ambulance District                                                                                                                                               | 3.78571  | \$9,117            | \$329           | \$350           | \$9,796            |
| County Solid Waste                                                                                                                                               | 5.43924  | \$13,100           | \$472           | \$504           | \$14,075           |
| County Sewer Ossining                                                                                                                                            | 14.26382 | \$34,352           | \$1,238         | \$1,320         | \$36,910           |
| Refuse, Light, Fire                                                                                                                                              | 25.8616  | \$62,284           | \$2,244         | \$2,394         | \$66,922           |
| Townwide Water District                                                                                                                                          | 0.92416  | \$2,226            | \$80            | \$86            | \$2,391            |
| Ossining School Tax                                                                                                                                              | 449.831  | \$1,083,346        | \$39,040        | \$41,642        | \$1,164,028        |
| Library Tax                                                                                                                                                      | 17.713   | \$42,659           | \$1,537         | \$1,640         | \$45,836           |
| Village Tax                                                                                                                                                      | 192.021  | NA                 | \$16,665        | \$17,776        | \$34,441           |
| <b>Total</b>                                                                                                                                                     |          | <b>\$1,666,140</b> | <b>\$67,873</b> | <b>\$80,640</b> | <b>\$1,814,654</b> |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.<br><sup>±</sup> Mill Rate is provided in dollars per \$1,000 of assessed value. |          |                    |                 |                 |                    |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016.                 |          |                    |                 |                 |                    |

**Table 5-12a****Tax Revenues Generated by Alternative F under the multi family option(2016)**

| <b>Tax Lot</b>                                                                                                                                   |                 | <b>89.08-1-83</b>   | <b>89.12-2-13</b>  | <b>90.05-1-27</b>  | <b>Total Site</b>   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|--------------------|--------------------|---------------------|
| <u>Full Market Valuation</u>                                                                                                                     |                 | <u>\$40,811,579</u> | <u>\$1,470,688</u> | <u>\$1,568,733</u> | <u>\$43,851,000</u> |
| <u>Taxable Assessed Valuation</u>                                                                                                                |                 | <u>\$2,305,854</u>  | <u>\$83,094</u>    | <u>\$88,633</u>    | <u>\$2,477,582</u>  |
| <u>County Tax</u>                                                                                                                                | <u>59.48628</u> | <u>\$137,167</u>    | <u>\$4,943</u>     | <u>\$5,272</u>     | <u>\$147,382</u>    |
| <u>Townwide</u>                                                                                                                                  | <u>12.74351</u> | <u>\$29,385</u>     | <u>\$1,059</u>     | <u>NA</u>          | <u>\$30,444</u>     |
| <u>Unincorporated Town</u>                                                                                                                       | <u>101.7728</u> | <u>\$234,673</u>    | <u>NA</u>          | <u>\$9,020</u>     | <u>\$243,694</u>    |
| <u>Ambulance District</u>                                                                                                                        | <u>3.78571</u>  | <u>\$8,729</u>      | <u>\$315</u>       | <u>\$336</u>       | <u>\$9,379</u>      |
| <u>County Solid Waste</u>                                                                                                                        | <u>5.43924</u>  | <u>\$12,542</u>     | <u>\$452</u>       | <u>\$482</u>       | <u>\$13,476</u>     |
| <u>County Sewer Ossining</u>                                                                                                                     | <u>14.26382</u> | <u>\$32,890</u>     | <u>\$1,185</u>     | <u>\$1,264</u>     | <u>\$35,340</u>     |
| <u>Refuse, Light, Fire</u>                                                                                                                       | <u>25.8616</u>  | <u>\$59,633</u>     | <u>\$2,149</u>     | <u>\$2,292</u>     | <u>\$64,074</u>     |
| <u>Townwide Water District</u>                                                                                                                   | <u>0.92416</u>  | <u>\$2,131</u>      | <u>\$77</u>        | <u>\$82</u>        | <u>\$2,290</u>      |
| <u>Ossining School Tax</u>                                                                                                                       | <u>449.831</u>  | <u>\$1,037,245</u>  | <u>\$37,378</u>    | <u>\$39,870</u>    | <u>\$1,114,493</u>  |
| <u>Library Tax</u>                                                                                                                               | <u>17.713</u>   | <u>\$40,844</u>     | <u>\$1,472</u>     | <u>\$1,570</u>     | <u>\$43,885</u>     |
| <u>Village Tax</u>                                                                                                                               | <u>192.021</u>  | <u>NA</u>           | <u>\$15,956</u>    | <u>\$17,019</u>    | <u>\$32,975</u>     |
| <u>Total</u>                                                                                                                                     |                 | <u>\$1,595,239</u>  | <u>\$64,985</u>    | <u>\$77,208</u>    | <u>\$1,737,432</u>  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.                                                                 |                 |                     |                    |                    |                     |
| 1 Mill Rate is provided in dollars per \$1,000 of assessed value.                                                                                |                 |                     |                    |                    |                     |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016. |                 |                     |                    |                    |                     |



**Table 5-12b**

**Tax Revenues Generated by Alternative F under the townhouse option(2016)**

| Tax Lot                                                                                                                                          |          | 89.08-1-83   | 89.12-2-13  | 90.05-1-27  | Total Site   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------|-------------|-------------|--------------|
| Full Market Valuation                                                                                                                            |          | \$37,486,233 | \$1,350,855 | \$1,440,912 | \$40,278,000 |
| Taxable Assessed Valuation                                                                                                                       |          | \$2,117,972  | \$76,323    | \$81,412    | \$2,275,707  |
| County Tax                                                                                                                                       | 59.48628 | \$125,990    | \$4,540     | \$4,843     | \$135,373    |
| Townwide                                                                                                                                         | 12.74351 | \$26,990     | \$973       | NA          | \$27,963     |
| Unincorporated Town                                                                                                                              | 101.7728 | \$215,552    | NA          | \$8,285     | \$223,837    |
| Ambulance District                                                                                                                               | 3.78571  | \$8,018      | \$289       | \$308       | \$8,615      |
| County Solid Waste                                                                                                                               | 5.43924  | \$11,520     | \$415       | \$443       | \$12,378     |
| County Sewer Ossining                                                                                                                            | 14.26382 | \$30,210     | \$1,089     | \$1,161     | \$32,460     |
| Refuse, Light, Fire                                                                                                                              | 25.8616  | \$54,774     | \$1,974     | \$2,105     | \$58,853     |
| Townwide Water District                                                                                                                          | 0.92416  | \$1,957      | \$71        | \$75        | \$2,103      |
| Ossining School Tax                                                                                                                              | 449.831  | \$952,730    | \$34,333    | \$36,621    | \$1,023,684  |
| Library Tax                                                                                                                                      | 17.713   | \$37,516     | \$1,352     | \$1,442     | \$40,310     |
| Village Tax                                                                                                                                      | 192.021  | NA           | \$14,656    | \$15,633    | \$30,288     |
| Total                                                                                                                                            |          | \$1,465,258  | \$59,690    | \$70,917    | \$1,595,865  |
| <b>Notes:</b> Values are rounded to the nearest dollar and may not sum to total.                                                                 |          |              |             |             |              |
| 1 Mill Rate is provided in dollars per \$1,000 of assessed value.                                                                                |          |              |             |             |              |
| <b>Sources:</b> School District Tax Bills for 2015, Town of Ossining Town/County Tax Bills for 2016, and Village of Ossining Tax Bills for 2016. |          |              |             |             |              |

Although this alternative would generate more school aged children than the Proposed Project, it is still anticipated to be tax positive to the OUFSD. However, there would be no community benefit fund under this alternative.

## CONSTRUCTION IMPACTS

This alternative would result in an area of disturbance greater than the Proposed Project. However, this alternative would likely be built by a single entity at the same time.

## H. ALTERNATIVE G: CONTINUED INSTITUTIONAL USE

Alternative H considers the continued institutional use of the Project Site. The reoccupation of the Project Site as an institutional use is improbable as the buildings are not appropriate for use for modern day clinical care. Beyond the impracticality of reuse, the buildings would require extensive structural repair as they have been neglected for many years. Continuing use of the site as an institutional use similar to the former psychiatric facility would require the property owner to obtain a Certificate of Need (CON) from the New York State Department of Health (NYSDOH). NYSDOH governs the establishment, construction, renovation, and major medical equipment acquisition of health care facilities. The objective of the CON process is to provide NYSDOH oversight in limiting investment in duplicate beds, services, and medical equipment. The CON for Stony Lodge expired in 2012. Since institutional uses are oftentimes not-for-profit entities, the reuse of this property for this purpose under this alternative could further decrease property tax revenues from existing conditions.

If the CON process were commenced, the existing buildings would require extensive renovation to be reoccupied. It is unlikely that new buildings would be constructed. The existing impervious surfaces and stormwater management systems would remain as they are today, which would not achieve the stormwater treatment benefits associated with the Proposed Project. Vegetation and wildlife habitat on the Project Site would remain undisturbed as well. However, traffic patterns similar to those when the former Stony Lodge Hospital was in use would be expected to resume.

## **I. ALTERNATIVE H: ADAPTATIVE REUSE OF EXISTING BUILDINGS FOR RESIDENTIAL AND OTHER NON-RESIDENTIAL USES**

Alternative H considers the adaptive reuse of the existing buildings on the Project Site for a mixed use development. Re-occupation of the Project Site for a residential and non-residential use would require extensive interior renovations given the buildings current state of disrepair and neglect. Overall, the existing buildings in their present state are not practical to be adapted for this use. While this alternative may appear to be a sustainable way to provide affordable housing, it would not be consistent with the desire to maximize open space and to preserve the large perimeter buffer that is being provided with the Proposed Project.

## **J. ALTERNATIVE I: ADAPTATIVE ~~RE-USE~~ REUSE OF SMALLER EXISTING BUILDINGS IN THE SOUTHEASTERLY PART OF THE SITE**

Under Alternative I, all of the existing buildings would remain, but only the smaller existing residential buildings in the southeasterly portion of the Project Site would be adaptively reused for affordable housing. A zoning text amendment may be required to facilitate this scenario. The adaptive reuse of these buildings for affordable housing would require extensive interior renovations given their current state of disrepair and neglect. While this alternative may appear to be a sustainable way to provide affordable housing, it would not be consistent with the desire to maximize open space and to redevelop the Project Site for long term sustainability.

## **K. ALTERNATIVE J: ALTERNATIVE DEVELOPMENT WITH LESS TRUCKING OF ROCK AND EARTH OFF-SITE**

In response to concerns raised during the DEIS scoping hearing regarding the number of construction trucks that would be required to export excess soil from the Project Site, the grading for the Proposed Project has been significantly revised. Consequently, the Proposed Project would now balance the cut-and-fill on-site. Therefore, further evaluation of this alternative is unnecessary as it is the same as the Proposed Project.

## **L. ALTERNATIVE K: NO ACTION ALTERNATIVE**

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 5-13**  
**Comparison of Alternatives**

| DEIS Analysis Area             | Proposed Project                                                                                                                                                                    | Alternative A - Conventional Layout with R-15 Zoning                                                                                                                                                                                                   | Alternative B - Clustered Development Based on R-15 Layout Density                                                                                                                                                                                     | Alternative C - Conventional Layout with R-5 Layout                                                                                                                                                                                                | Alternative D - Clustered Development with R-5 Layout                                                                                                                                                                                              | Alternative E - Townhouse and Multiple Dwelling Developments with Existing Multi-Family Multifamily Zone                                                                                                                                               | Alternative F - Townhouse and Multiple Dwelling Developments at 8 Dwelling Units Per Acre                                                                                                                                                          | Alternative G - Continued Institutional Use                                                                                             | Alternative H - Adaptive Reuse of Existing Buildings                                                                                    | Alternative I - Adaptive Reuse of Smaller Existing Buildings in the Southeasterly Part of the Site                                      | Alternative J - Alternative Development with Less Trucking of Rock and Earth Off-Site                                                                                                                  | Alternative K - No Action Alternative                                                                                                   |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Description</b>     | 188 multifamily units, including 19 affordable units in one building. 373 residents.                                                                                                | <u>30</u> <del>37</del> single-family lots.<br><u>110</u> <del>136</del> residents.                                                                                                                                                                    | <u>29</u> <del>31</del> single-family lots.<br><u>114</u> <del>107</del> residents                                                                                                                                                                     | <u>67</u> <del>88</del> single-family lots.<br><u>323</u> <del>246</del> residents                                                                                                                                                                 | <u>83</u> <del>67</del> single-family lots.<br><u>304</u> <del>246</del> residents                                                                                                                                                                 | <u>210</u> <del>150</del> multi-family multifamily units in 7 buildings or 78 town houses.<br><u>542</u> <del>387</del> residents under the multifamily option or <u>211</u> under the townhouse option                                                | <u>141</u> <del>135</del> multi-family multifamily or <u>124</u> towhouse units in 27 attached buildings.<br><u>364</u> <del>349</del> residents under the multifamily option or <u>320</u> under the townhouse option                             | Existing buildings to remain.<br>No residents                                                                                           | Existing buildings to remain.<br>Number of residents dependent on use.                                                                  | Existing buildings to remain.<br>Number of residents dependent on use.                                                                  | 188 multifamily units, including 19 affordable units, in one building on one lot. 373 residents                                                                                                        | Existing buildings to remain.<br>No residents anticipated.                                                                              |
| <b>Wetlands</b>                | Wetland and wetland buffer will not be disturbed                                                                                                                                    | Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and <u>15</u> house lots.                                                                                                                             | Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and <u>35</u> house lots.                                                                                                                             | Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and <u>36</u> house lots.                                                                                                                         | Direct disturbance to wetland for stormwater management and new road. Wetland buffer disturbance for new road and 5 house lots.                                                                                                                    | Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road.                                                                                                                                                      | Direct disturbance to wetland for stormwater management. Wetland buffer disturbance for new road and 9 townhouses.                                                                                                                                 | No new wetland or wetland buffer disturbance.                                                                                           | No new wetland or wetland buffer disturbance.                                                                                           | No new wetland or wetland buffer disturbance.                                                                                           | Wetland and wetland buffer would be avoided.                                                                                                                                                           | No new wetland or wetland buffer disturbance.                                                                                           |
| <b>Soils and Topography</b>    | 4.49 acres (25%) 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.                                                                                                                                                                              | 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.                                                                                                            | No steep slopes disturbance.                                                                                                            | No steep slopes disturbance.                                                                                                            | 4.49 acres of steep slopes (>15%) disturbance.                                                                                                                                                         | No steep slopes disturbance.                                                                                                            |
| <b>Site Disturbance</b>        | 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.*                                                                                                                                                                                             | Approximately 82% would be disturbed by construction.*                                                                                                                                                                                             | Approximately 64% would be disturbed by construction.*                                                                                                                                                                                                 | Approximately 72% would be disturbed by construction.*                                                                                                                                                                                             | Limited ground disturbance anticipated.                                                                                                 | Limited ground disturbance anticipated.                                                                                                 | Limited ground disturbance anticipated.                                                                                                 | Approximately 61 percent of the site will be disturbed by construction.*                                                                                                                               | No change from existing conditions.                                                                                                     |
| <b>Stormwater Management</b>   | 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.                                                                                                                                                                                             | 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.                                                                                                      | Stormwater would remain untreated                                                                                                       | Stormwater would remain untreated                                                                                                       | New stormwater management would improve water quality.                                                                                                                                                 | Stormwater would remain untreated                                                                                                       |
| <b>Vegetation and Wildlife</b> | 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 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. | 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. | No change from existing conditions, existing habitat corridors would remain fragmented. 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. | No change from existing conditions, existing habitat corridors would remain fragmented. No impacts to threatened or endangered species. | 13.65 acres of green space would be preserved and enhanced. Significant amount of contiguous buffer would be maintained, which provides 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. |





Table 5-13 (cont'd)  
Comparison of Alternatives

| DEIS Analysis Area                    | Proposed Project                                                                                                                                                                                                       | Alternative A - Conventional Layout with R-15 Zoning                                                                                                                                               | Alternative B - Clustered Development Based on R-15 Layout Density                                                                                                                                    | Alternative C - Conventional Layout with R-5 Layout                                                                                                                                                | Alternative D - Clustered Development with R-5 Layout                                                                                                                                               | Alternative E - Townhouse and Multiple Dwelling Developments with Existing Multi-Family Zone                                                                                                                                                                                              | Alternative F - Townhouse and Multiple Dwelling Developments at 8 Dwelling Units Per Acre                                                                                                                                                                                       | Alternative G - Continued Institutional Use                                                                                                                                                                         | Alternative H - Adaptive Reuse of Existing Buildings           | Alternative I - Adaptive Reuse of Smaller Existing Buildings in the Southeasterly Part of the Site | Alternative J - Alternative Development with Less Trucking of Rock and Earth Off-Site                                                                                                          | Alternative K - No Action Alternative                                 |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| Historic and Archaeological 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 impact to historic resources. SHPO to determine if assessment to potential impacts to archeological resources is needed.                                                                         | No impact to historic resources. SHPO to determine if further assessment to potential impacts to archeological resources is needed.                                                                                                                                                       | No impact to historic resources. SHPO to determine if further assessment to potential impacts to archeological resources is needed.                                                                                                                                             | No change from existing conditions.                                                                                                                                                                                 | No change from existing conditions.                            | No change from existing conditions.                                                                | No impacts to historic resources. Phase 1B to assess potential impacts to archeological resources.                                                                                             | No change from existing conditions.                                   |
| Infrastructure and Utilities          | Adequate services available to support Proposed 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.                                                                                                                                            | 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.       | 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   | 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.                                                                                                                                 | Zoning amendment required. Consistent with Comprehensive Plan.                                                                                                                                      | Zoning amendment required. Not consistent with Comprehensive Plan.                                                                                                                                                                                                                        | Zoning amendment required. Consistent with Comprehensive Plan.                                                                                                                                                                                                                  | Certificate of Need required. Not consistent with Comprehensive Plan.                                                                                                                                               | Use Variance required. Not consistent with Comprehensive Plan. | Zoning amendment required. Consistent with Comprehensive Plan.                                     | Zoning amendment required. Consistent with Comprehensive Plan.                                                                                                                                 | No change to existing zoning. Not consistent with Comprehensive Plan. |
| Traffic                               | 96 AM and 121 PM peak trips.                                                                                                                                                                                           | 3831 AM and 4538 PM peak trips.                                                                                                                                                                    | 3734 AM and 3837 PM peak trips.                                                                                                                                                                       | 7456 AM and 9674 PM peak trips.                                                                                                                                                                    | 7056 AM and 9174 PM peak trips.                                                                                                                                                                     | 10776 AM and 13395 PM peak trips under the multifamily option.<br>40 AM and 49 PM peak trips under the townhouse option.                                                                                                                                                                  | 6866 AM and 8076 PM peak trips under the multifamily option.<br>60 AM and 70 PM peak trips under the townhouse option.                                                                                                                                                          | 51 AM and 60 PM peak trips.                                                                                                                                                                                         | NA                                                             | NA                                                                                                 | 96 AM and 121 PM peak trips.                                                                                                                                                                   | No change from existing conditions                                    |
| Off-site road improvement             | 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                                                                                                                                                                               | No improvement to LOS                                                                                                                                                                                                                                                                     | No improvement to LOS                                                                                                                                                                                                                                                           | No improvement to LOS                                                                                                                                                                                               | No improvement to LOS                                          | No improvement to LOS                                                                              | Yes Improvements to Route 9A and Croton Dam Road                                                                                                                                               | No improvement to LOS                                                 |
| Community Facilities                  | 22-29 school children.<br>\$350,000 community benefits fund                                                                                                                                                            | 3239 school children.<br>No community benefit fund.                                                                                                                                                | 3133 school children.<br>No community benefit fund.                                                                                                                                                   | 9270 school children.<br>No community benefit fund.                                                                                                                                                | 8770 school children.<br>No community benefit fund.                                                                                                                                                 | 7656 school children under the multifamily option.<br>28 under the townhouse option.<br>No community benefit fund.                                                                                                                                                                        | 5148 school children under the multifamily option.<br>45 under the townhouse option.<br>No community benefit fund.                                                                                                                                                              | No school children would be generated.<br>No community benefit fund.                                                                                                                                                | NA                                                             | NA                                                                                                 | 22 to 29 school children. No community benefit fund.                                                                                                                                           | No school children generated. No community benefit fund.              |
| Fiscal                                | 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, \$175k-\$350,000 community benefits fund proposed. | Net increase in tax revenues (\$16.8 29million 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 (\$17.2 18.4 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 (\$36.548 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 (\$45.36.5 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 to similar in-tax revenues (\$68 48.6 million AV under the multifamily option and \$25.3 million AV under the townhouse option). School taxes generated would cover costs associated with the increase in school children to the OUFSD. However, no community benefits fund. | Net increase in tax revenues (\$45.843.9 million AV under the multifamily option and \$40.3 million AV under the townhouse option). School taxes generated would cover costs associated with the increase in school children to the OUFSD. However, no community benefits fund. | As an institutional use, the property could be not-for-profit and not subject to property taxes. However, there would be no costs associated with school children to the OUFSD. However, no community benefit fund. | NA                                                             | NA                                                                                                 | Net increase in Tax revenues. School taxes generated would exceed costs associated with the increase in school children to the OUFSD. In addition, \$175,000 community benefits fund proposed. | No change from existing conditions.                                   |



|                                                                                                                                                                                                                                                                                                |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                              |                                                                                                                              |                                                                                                                              |                                                                                                                                     |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Construction                                                                                                                                                                                                                                                                                   | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Site cut-and-fill would balance.                                                                                                    | Limited ground disturbance anticipated.                                                                                      | Limited ground disturbance anticipated.                                                                                      | Limited ground disturbance anticipated.                                                                                      | 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.                                                                              | Adverse impacts to steep slopes and wetlands.                                                                                       | Adverse impacts to steep slopes and wetlands.                                                                                       | Adverse impacts to steep slopes and wetlands.                                                                                       | Adverse impacts to steep slopes and wetlands.                                                                                       | Adverse impacts to steep slopes and wetlands.                                                                                       | Adverse impacts to steep slopes and wetlands.                                                                                       | No significant adverse impacts that cannot be avoided.                                                                       | No significant adverse impacts that cannot be avoided.                                                                       | No significant adverse impacts that cannot be avoided.                                                                       | No significant adverse impacts that cannot be avoided.                                                                              | No change from existing conditions. |
| Irreversible and Irretrievable 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. | 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. | New building materials may be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated. | New building materials may be irreversibly and irretrievably committed. However, no significant adverse impacts anticipated. | New building materials may 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 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 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 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.                   | New single-family homes would not be as energy efficient as the design considered for the Proposed Project. Site.                   | New townhouses would not be as energy efficient as the design considered for the Proposed Project. Site.                            | New townhouses would not be as energy efficient as the design considered for the Proposed Project. Site.                            | No new construction. Buildings would be less energy efficient than the Proposed Project.                                     | No new construction. Buildings would be less energy efficient than the Proposed Project.                                     | No new construction. Buildings would be less energy efficient than the Proposed Project.                                     | New building would be designed with green building technology to reduce energy consumption.                                         | 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. |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                                     |                                                                                                                              |                                                                                                                              |                                                                                                                              |                                                                                                                                     |                                     |

★



DEVELOPMENT PROGRAM

LOT SIZE: 17.35 ACRES

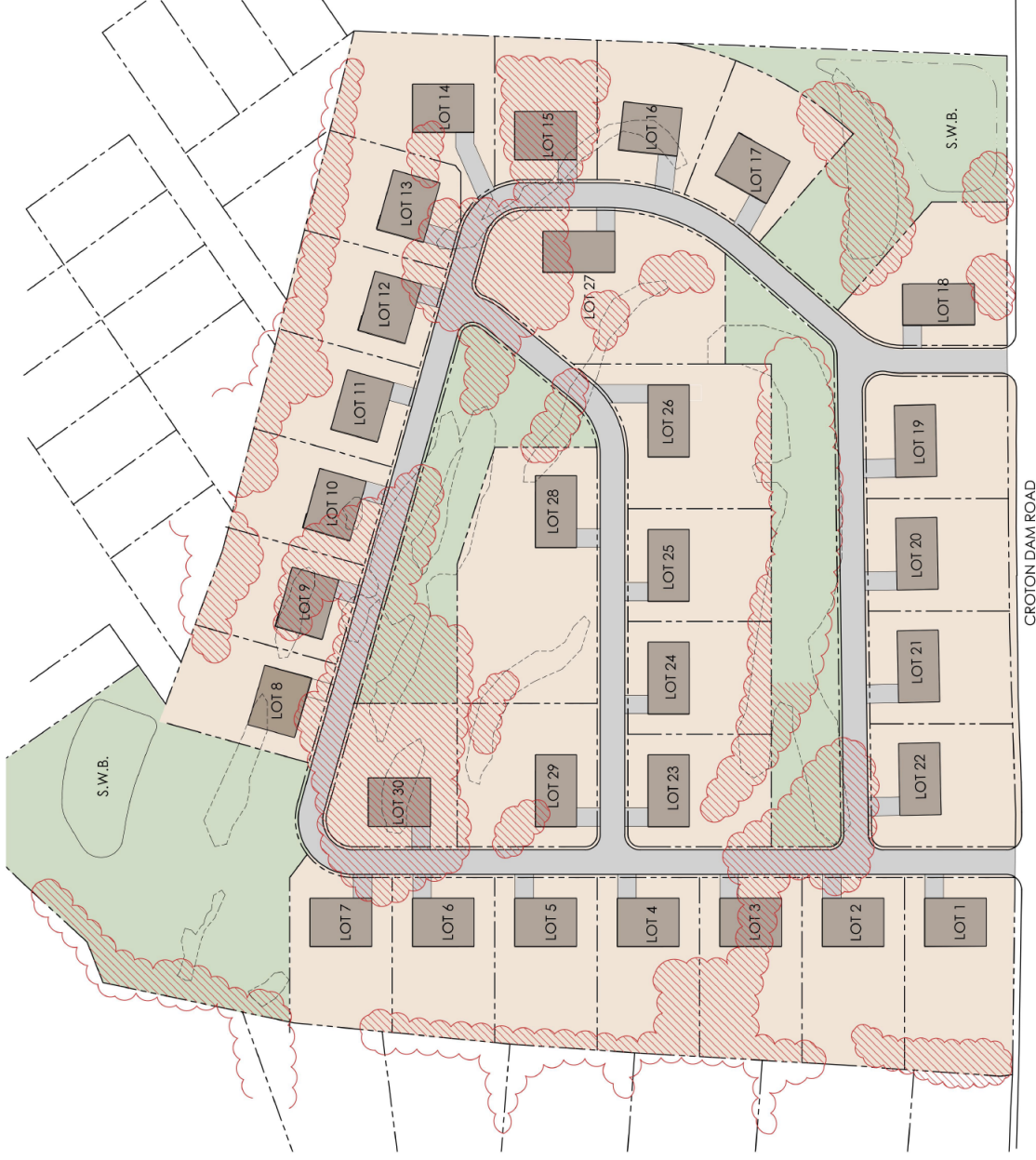
TOTAL NO. DWELLING UNITS 30 DU

TYPICAL LOT SIZE: 100' x 150'

TYPICAL LOT AREA: 15,000 SF

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 A—Conventional Layout with R-15 Zoning  
**Figure 5-1**





DEVELOPMENT PROGRAM

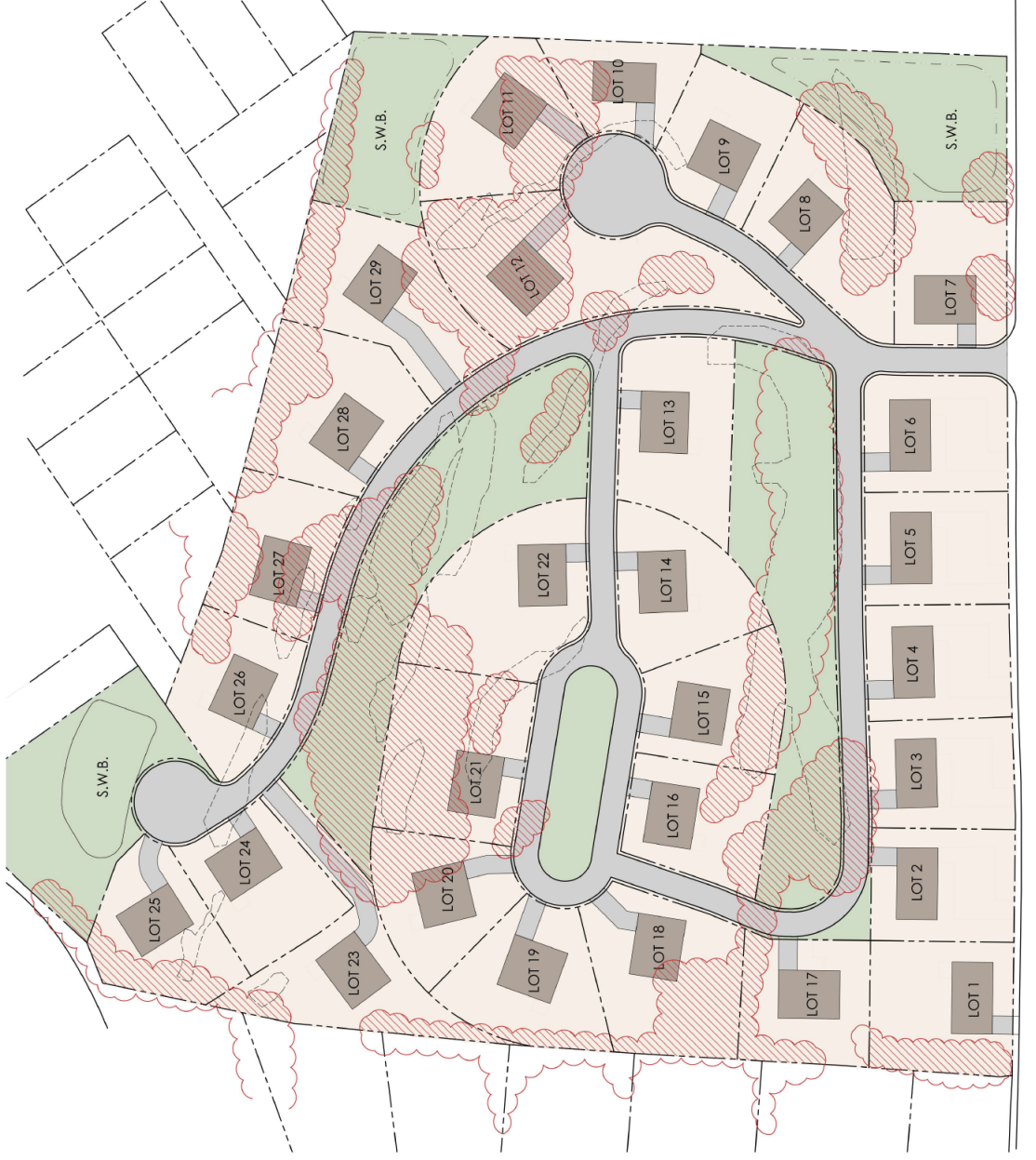
LOT SIZE: 17.35 ACRES

TOTAL NO. DWELLING UNITS 29 DU

TYPICAL LOT AREA: 15,000 SF

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—Clustered Development  
Based on R-15 Layout Density  
**Figure 5-2**



DEVELOPMENT PROGRAM

LOT SIZE: 17.35 ACRES

TOTAL NO. DWELLING UNITS: 67 Lots

TYPICAL LOT SIZE: 70' x 80'

TYPICAL LOT AREA: 5,600 SF

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 C—Conventional Layout  
with R-5 Layout  
**Figure 5-3**





DEVELOPMENT PROGRAM

LOT SIZE: 17.35 ACRES

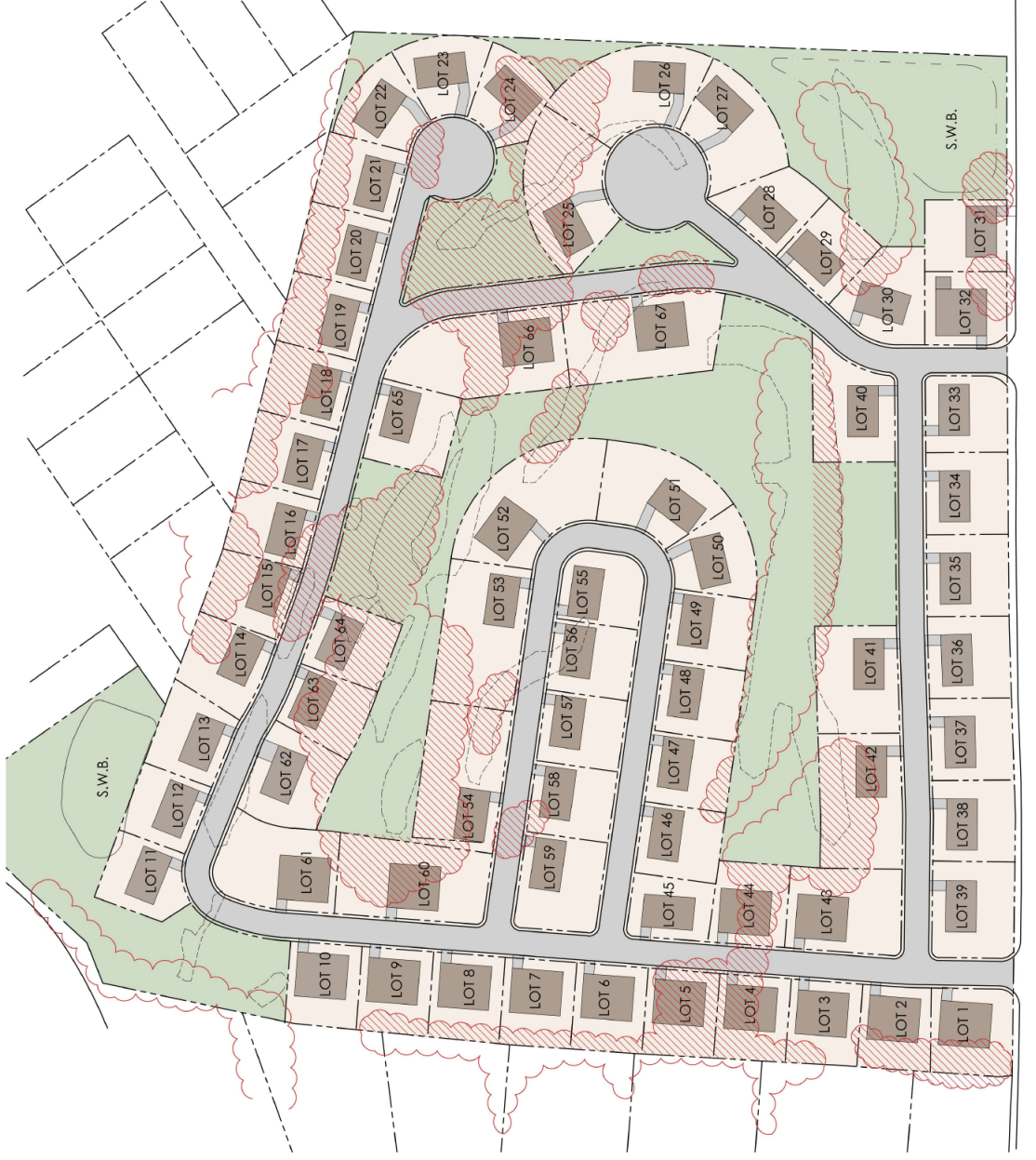
TOTAL NO. DWELLING UNITS: 67 Lots

TYPICAL LOT SIZE: 70' x 80'

TYPICAL LOT AREA: 5,600 SF

LOCATION OF EXTREMELY  
STEEP SLOPES

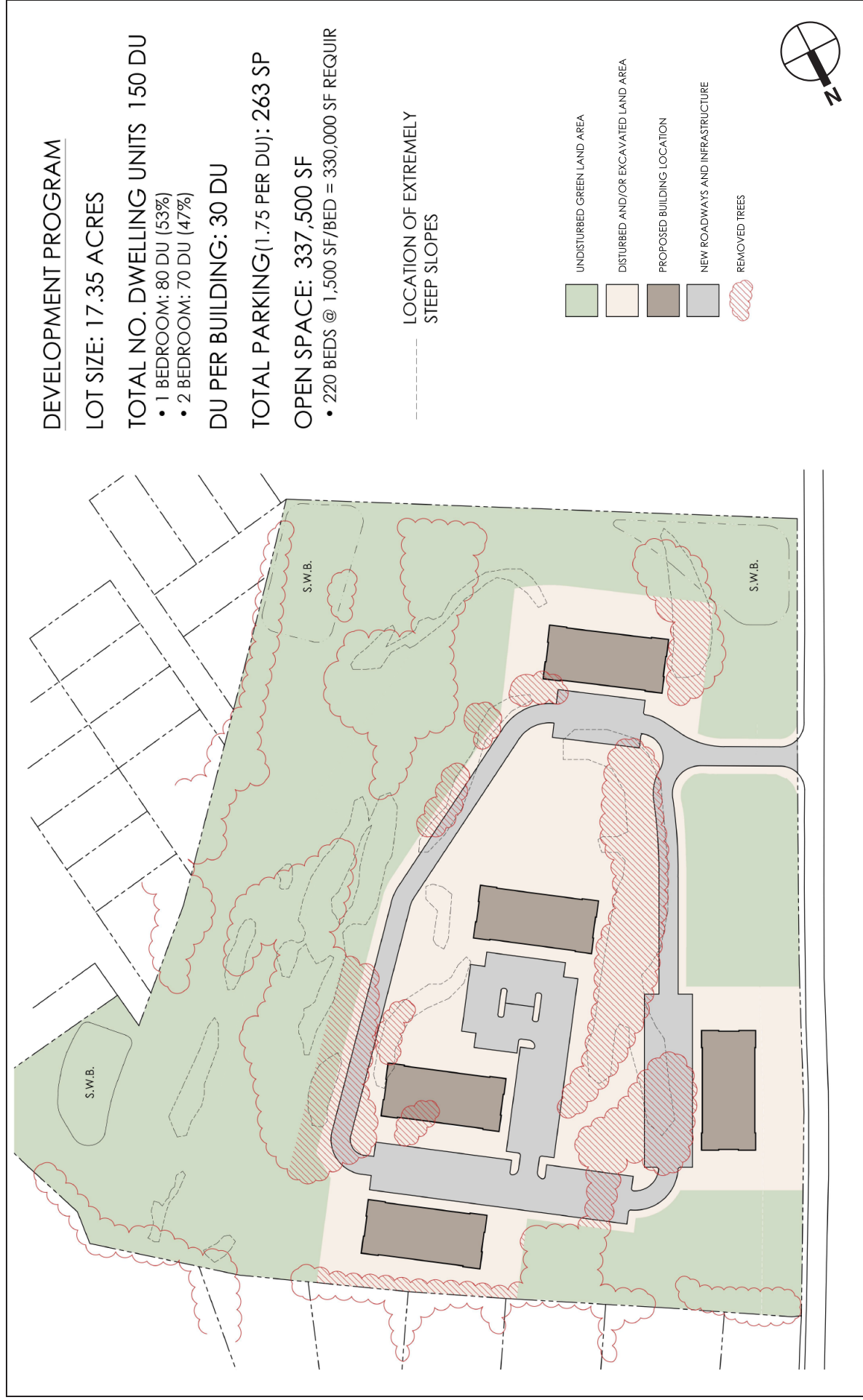
- UNDISTURBED GREEN LAND AREA
- DISTURBED AND/OR EXCAVATED LAND AREA
- PROPOSED BUILDING LOCATION
- NEW ROADWAYS AND INFRASTRUCTURE
- REMOVED TREES



Alternative D—Clustered Development with  
R-5 Layout Density  
**Figure 5-4**







Alternative E.a—Multifamily Housing with Existing Multi-Family Zone

**Figure 5-5**



## DEVELOPMENT PROGRAM

LOT SIZE: 17.35 ACRES

TOTAL NO. DWELLING UNITS 78 DU

- 1 BEDROOM: 0 DU (0%)
- 2 BEDROOM: 78 DU (100%)

TYPICAL LOT SIZE:

- End Unit: 40' x 60'
- Interior Unit: 30' x 60'

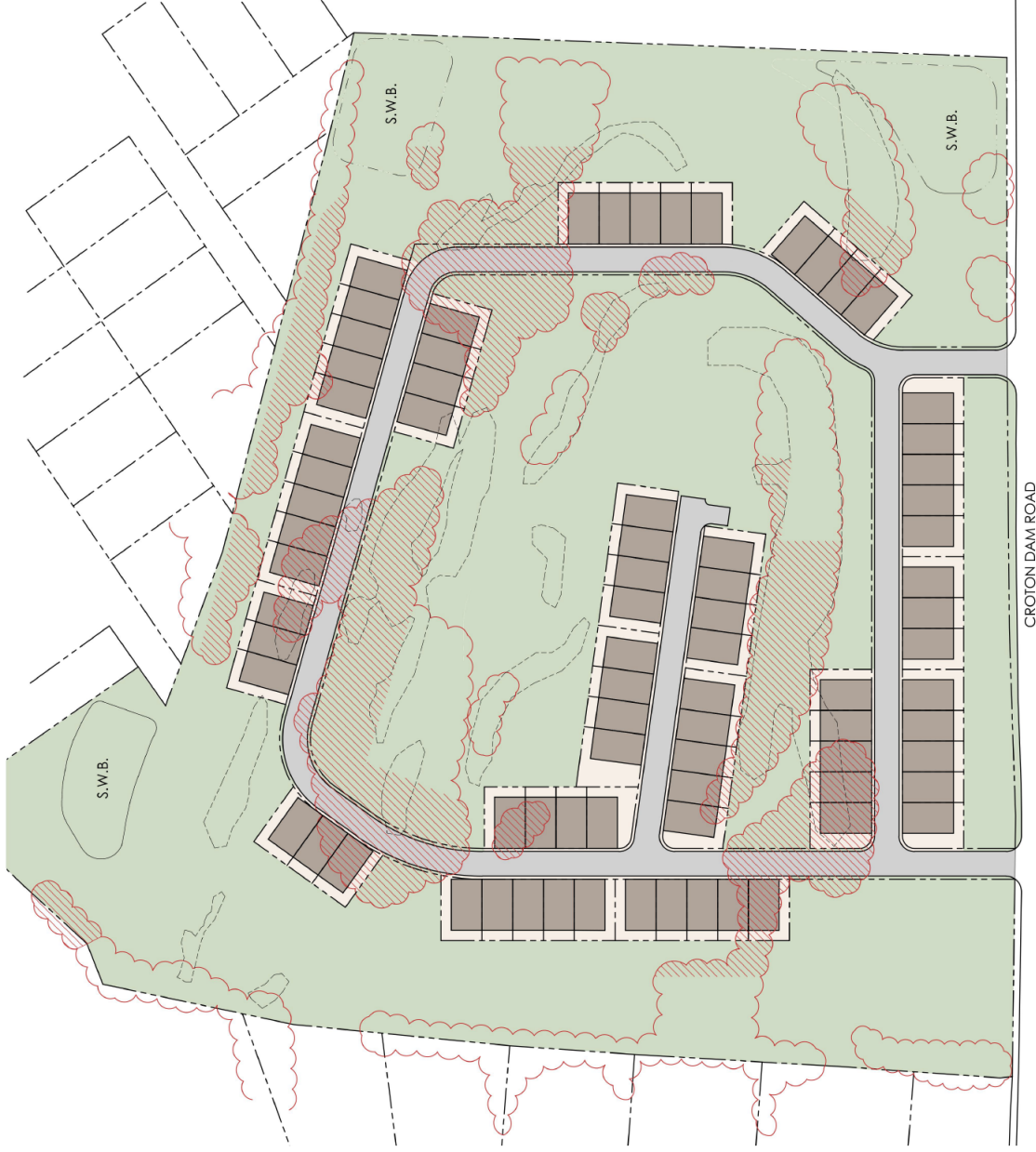
TOTAL PARKING(2.0 PER DU): 150 SP

OPEN SPACE: 300,000 SF

- 156 BEDS @ 1,500 SF/BED = 234,000 SF REQUIR

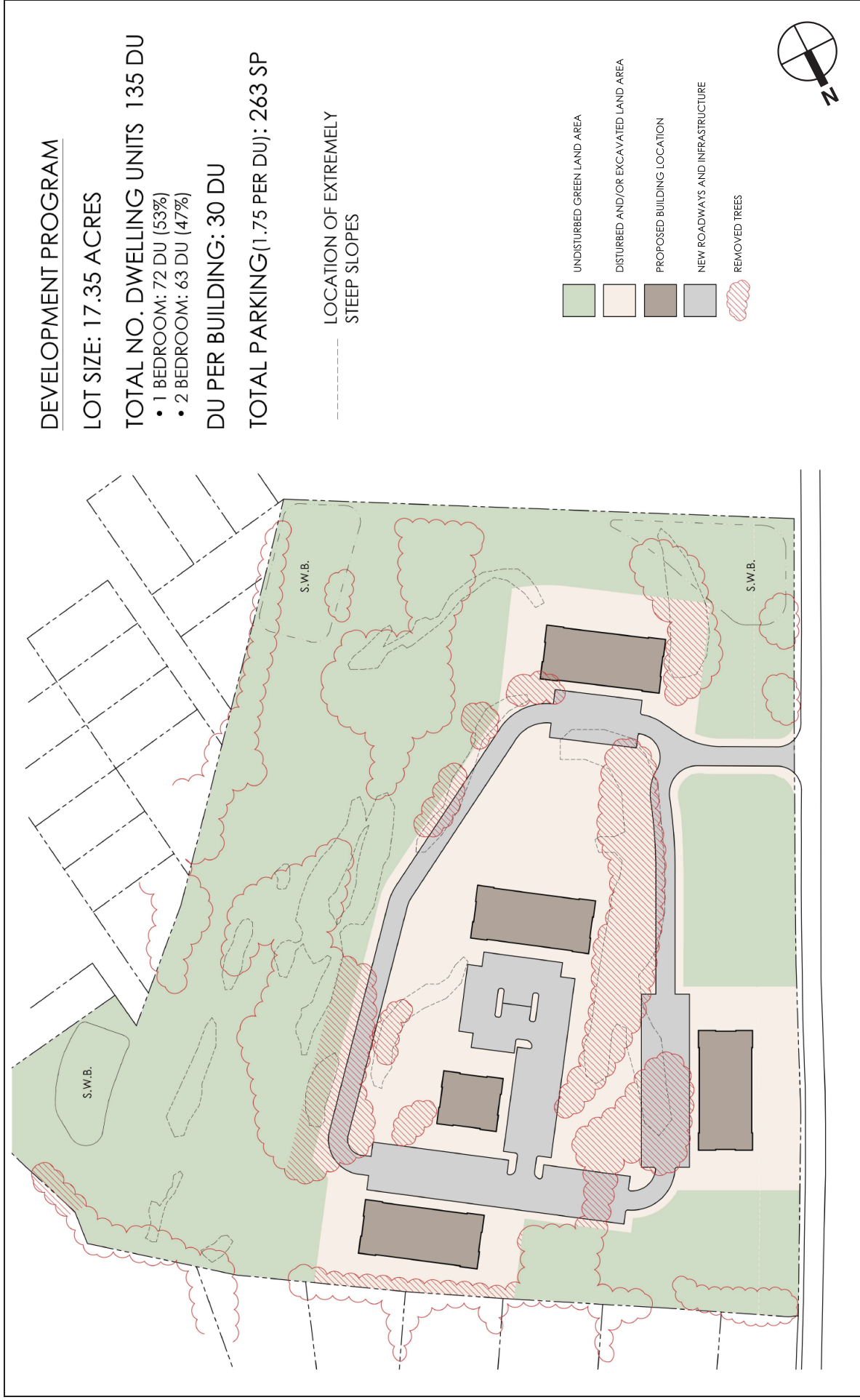
LOCATION OF EXTREMELY  
STEEP SLOPES

- UNDISTURBED GREEN LAND AREA
- DISTURBED AND/OR EXCAVATED LAND AREA
- PROPOSED BUILDING LOCATION
- NEW ROADWAYS AND INFRASTRUCTURE
- REMOVED TREES



Alternative E.b—Townhouses with  
Existing Multi-Family Zone  
**Figure 5-6**





Alternative F.a—Multi-Family Housing at  
8 Dwelling Units per Acre  
**Figure 5-7**





## DEVELOPMENT PROGRAM

LOT SIZE: 17.35 ACRES

TOTAL NO. DWELLING UNITS 124 DU

- 1 BEDROOM: 0 DU (0%)
- 2 BEDROOM: 124 DU (100%)

### TYPICAL LOT SIZE:

- End Unit: 40' x 60'
- Interior Unit: 30' x 60'

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 F.b—Townhouses with  
8 Dwelling Units per Acre  
**Figure 5-8**



## **Chapter 6: Irreversible and Irretrievable Commitment of Resources**

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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 building 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 a new multi-family residential building.

The Proposed Project will remove 237 trees and will regrade portions of the site. There will be a net increase of 1.32 acres of impervious surface. However, the design of the ~~The Proposed Project will enable the permanent protection and preservation of the rest of the~~ natural habitat, open space, and significantly forested areas on the site, within the Town and Village of Ossining. It ~~The steepest wooded habitat will protect the~~ remain untouched. The existing wetland and wetland buffer within the Town and Village of Ossining will remain unaltered.

The actual building materials used in the construction of the Proposed Project (wood, steel, concrete, glass, etc.) 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. \*

As set forth throughout the DEIS, ~~it is the Applicant's belief that~~ there will not be any significant adverse environmental impacts associated with the Proposed Project.

As further discussed in Chapter 2, "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 373 people, and 22 to 29 students. With a 2015 population of 38,136 within the Town of Ossining (ACS 2011-2015), the Proposed Project will generate a 0.98 percent increase in the population of the Town. 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.

As noted above, the 373 residents that will reside at River Knoll will increase the Town's population by 0.98 percent. A portion of the residents likely to reside at River Knoll will be local residents looking to down-size and stay in the community, and a portion may be new residents to the Town. Additionally, if other large undeveloped or underdeveloped parcels in the Town were to petition the Town Board to rezone their site to the proposed Multifamily 2 (MF-2) zoning, additional new development would bring new residents to the Town that would increase its population. It should be noted that this scenario is speculative, and the Town Board would retain their discretion to consider whether applying the proposed MF-2 zoning is appropriate and in an areas that could be adequately provided Town services.

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 3.F, "Infrastructure and Utilities." As further described in this chapter, the Proposed Project will be connected to the water supply from the Ossining Water District through a new private line to the main line. \*

## **Chapter 8: Effects on Use and Conservation of Energy Resources and Solid Waste Management**

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### **A. INTRODUCTION**

This ~~Chapter~~ 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. SITE DESIGN**

The Proposed Project has been designed with energy conservation considerations from its outset. The compact building plan and building footprint will minimize site disturbance and allow for a building with minimal heated external surfaces—as contrasted with the Applicant’s prior plan as shown in the previously submitted Expanded Environmental Assessment Form (EAF) (12-4-15), which showed four distinct buildings each with their own separate heating/cooling systems and adjoining parking. The compact design of the current plan minimizes disturbance to the site with nearly 75% of the 18-acre property remaining open with no carbon footprint. The existing paved areas to the south side of the property (Grandview Avenue side) will be removed and planted with greenery.

The building’s design incorporates two levels of parking situated beneath the building which will minimize heat-reflective paved parking areas.

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

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

- White membrane heat-reflective roof lowering surface temperatures by up to 50% at peak times;
- Energy Star energy-efficient appliances specified for each unit;
- Heating-ventilation-air conditioning controls to efficiently zone heating and cooling demands throughout the building and within each unit;
- Smart thermostats incorporated into each residential unit;

- LED lighting utilized throughout the building, thereby significantly lowering electric demand and minimizing replacement cost;
- Integrated lighting system (e.g. Siemens Gamma Lighting) allowing for lighting control in common areas that are not in use, most particularly in the garage areas; and
- Windows and doors that will be Energy Star-rated double-paned insulated glass.

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

#### **D. 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.<sup>1</sup> The Proposed Project will generate approximately 137 tons of solid waste per year.<sup>2</sup> The decrease in waste generation with the Proposed Project is due mainly to the switch from an institutional use (hospital) to a multifamily residential use. The solid waste will be hauled by a private entity, as it was previously done for the hospital waste. Since the waste generation will be reduced, no significant impacts on solid waste generations are anticipated. \*

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<sup>1</sup> According to the state of California, hospitals generate 16 lbs. of waste per bed per day. Since the hospital had 61 beds, this makes 976 lbs. per day, or 356,240 lbs. or 178 tons per year. (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Institution.htm> last accessed 10.15.15).

<sup>2</sup> According to the state of California, the average apartment unit waste generation is of 4 lbs a day, or 1460 lbs. per year. Since the project involves 188 apartments, the total waste generation would be of 274,480 lbs., or 137 tons, per year. (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm> last accessed 10.15.15)