State Environmental Quality Review Act (SEQRA) Findings Statement

The North 60

Hospital Road, Nilsson Drive, Stevens Avenue, Old Saw Mill River Road
Town of Mount Pleasant, Westchester County, New York

SEQRA Lead Agency:
Town of Mount Pleasant Planning Board
One Town Hall Plaza
Valhalla, New York

Date:
May 5, 2022

Table of Contents

1.0 PROJECT DESCRIPTION

Fareri Associates/North 80 LLC (hereinafter referred to as the "Applicant"), proposes the rezoning and development of an 80± acre property located in the central portion of Westchester County in the Town of Mount Pleasant. The property is bordered on the north by West Stevens Avenue, on the northwest by Old Saw Mill River Road, on the west by Nilsson Drive, on the south by Hospital Service Road and on the east by Sprain Brook Parkway and is more specifically known and designated on the tax assessment map of the Town of Mount Pleasant as Section111.20, Block 1, Lot 80, and Section116.8, Block 1, Lots 3 through 9 (hereinafter referred to as the "Subject Site" or the "Site").

Initial Application as Set Forth in DEIS

The proposed development as described in the DEIS (hereinafter referred to as the "Proposed Action"), consists of the development of a mixed-use community that incorporates approximately three million square feet (SF) of bio-tech/research and development related uses including medical offices, a children's science and education center, neighborhood shopping (retail), and a hotel as part of a comprehensive Master Development Plan.

As proposed in the DEIS, Phase 1 includes 500,000 SF of development consisting of a 120-room hotel (100,000 SF), 100,000 SF of medical office, 220,000 SF of bio-tech/research and 80,000 SF of neighborhood shopping space (e.g., a grocery store, health and wellness center, pharmacy with drive-through and/or other similar types of retail). Access to the Phase 1 development is provided via two driveway connections to Hospital Road. As part of the Phase 1 development, a connection between Hospital Road and NYS Route 9A will be constructed. It is anticipated that Phase 1 would be completed and occupied approximately five years after project approvals are obtained.

The Master Development Plan (Phase 2), as described in the DEIS, represents the full build- out of the Site, including Phase 1, for a total of 3,000,000 SF consisting of a 120-room hotel (100,000 SF), 400,000 SF of medical office, 2,144,000 SF of bio-tech/research, a 142,000 SF children's science and education center and 214,000 SF of neighborhood shopping space.

N 60 Proposed Action Development Program		
Use	**Phase 1**	**Master Development Plan**
Medical Office	100,000 SF	400,000 SF
Bio-Tech/Research & Development	220,000 SF	2,144,000 SF
Neighborhood Shopping	80,000 SF	214,000 SF
Hotel	100,000 SF	100,000 SF
Children's Science & Education Center	N/A	142,000 SF
Total	***500,000 SF***	***3,000,000 SF***

Access to the full build-out development would be provided via two driveway connections to the NYS Route 9A connection and the two driveways to Hospital Road, as noted above. It is anticipated that Phase 1 construction would begin once all necessary permits and project approvals are in place. The remainder of the Master Development Plan would follow completion of Phase 1, with the total construction, subject to market conditions. To facilitate the Proposed Action, the entire Project Site will be rezoned to the OB-5 Office Business District, with a text amendment creating the OB-5 Master Plan (MP) District to

provide the required mechanisms to appropriately regulate the development. Currently, the Town of Mount Pleasant Zoning Code does not have a single zoning district that regulates the types of uses proposed for The North 60. As such, the proposed OB-5 Master Plan (MP) District adds another subsection to the existing OB-5 zoning district to allow for uses focused on bio-technology and medical purposes, neighborhood shopping and other customary uses, a children's science and education center, restaurants, educational facilities, a hotel, and residential uses, among others.

The current action involves the review and approval of a Master Development Plan for the Project Site, and Site Plan approval Steep Slope and Wetland Permits for Phase 1 of the Master Development Plan. Once the Planning Board, as Lead Agency adopts the Findings Statement, the Town Board will consider the adoption of the zoning amendments. Individual site plans for future phases of the Proposed Action would have to be reasonably consistent with the approved Master Development Plan and would be subject to approval by the Planning Board. In accordance with the lease agreement between the Applicant and the County, individual site plans will also be referred to the Westchester County DPW Commissioner for review and approval.

The DEIS included a detailed analysis of six alternatives in addition to the analysis of the DEIS Proposed Action. The alternatives included:

1. **Alternative A - No Action Alternative**
   This alternative assumed the Project Site would remain in its existing condition, with no site improvements and no new site development. The DEIS found that while this alternative would eliminate any potential adverse impacts of the Proposed Action, it would not yield any beneficial effects expected to result from the construction of the development, such as increase tax revenue; increased job and career opportunities; improved Route 9A connectivity to Westchester Medical Center; new public open spaces; restored wetlands; new retail amenities; new hotel; and a new children's science and education center.

2. **Alternative B - Alternative Plan Under the Existing Zoning**
   This alternative includes redeveloping the Project Site as permitted under the existing zoning districts. This alternative assumes the 60-acre County-Parcel would remain in the R-20 One-Family Residential District and the 20-acre Developer-Parcel would remain in the OB-6 Office Building, Distribution, Limited Fabrication District. These existing zoning districts would yield development of 52 five-bedroom single-family homes on the County-Parcel and 292,000 square feet of office space, with 872 parking spaces, on the Developer-Parcel. This alternative would result in less soil and wetlands disturbance and less traffic generation. However, this alternative would result in a higher number of school-aged children and would not realize the benefits that would be provided with the Proposed Action, such as a substantial number of jobs and career opportunities, wetlands restoration, economic growth, a children's science and education center, retail, hotel, bio-tech and medical uses that complement and serve the other uses on the Grasslands Reservation, and new public open spaces. This alternative would be inconsistent with the requirements of the Lease Agreement between the Applicant and the County and would not meet the goals or development objectives of either party.

3. **Alternative C - Alternative Development Program**

This alternative would include development of a new mixed-use community that incorporates approximately 3 million square feet of bio- tech/research and development related uses including medical offices, a children's science and education center, neighborhood retail, a hotel, and low impact residential uses that would cater to the scientific community and may include student housing, and/or micro-unit and co-living housing as part of a comprehensive Master Development Plan. Residential uses analyzed under this alternative included up to 660 units of low impact residential uses, of which 210 residential units would be constructed in Phase 1. The residential uses would likely replace approximately 660,000 square feet of bio-tech uses in the Master Development Plan. Under Alternative C, although some uses would differ from the Proposed Action, points of access, building placement, and building footprints would remain the same, therefore, impacts associated with geology and soils, wetlands, topography and slopes, visual resources and community character, vegetation and wildlife, stormwater management, historic resources, hazardous materials, noise, air quality, greenhouse gas emissions, and construction would remain the same as the Proposed Project. The DEIS determined that Alternative C would not result in significant impacts to land use and zoning, community facilities, or utilities. It was estimated that only approximately 8 school-age children would reside on the Project Site. It is expected that the Mount Pleasant Central School District would have capacity for these students and would receive a net benefit in tax revenue.

Alternative C would result in slightly lower trip generation in Phase 1 but higher trip generation in the overall Master Plan Development than the Proposed Project. However, Alternative C would include the same traffic mitigation as the Proposed Project and no significant adverse impacts would be expected after implementation of mitigation measures. The Town population would increase by 4.4% and higher impacts to community facilities could occur. Impacts to community facilities would be offset by taxes and no significant adverse impacts would be expected. Alternative C would result in similar generated taxes but fewer permanent jobs than the Proposed Project. As established in the DEIS, the proposed residential uses would primarily serve bio-tech employees and students.

4. **Alternative D - Alternative Access**

This alternative examines a scenario where an additional site access point would be provided from West Stevens Avenue at the north end of the Project Site. An additional access roadway would connect from Main Street to West Stevens Avenue. This Alternative is not considered viable because it would not improve access to the Project Site, would result in more neighborhood traffic along West Stevens Avenue and the residential neighborhood to the north, and would require substantial additional site disturbance.

5. **Alternative E - Alternative Phasing Program**

This alternative was evaluated to determine if modifications to the phasing plan would result in a reduction in adverse impacts. Both the Proposed Action phasing plan and the Alternative Phasing Program have been designed to result in the fewest adverse impacts to the natural environment while strategically achieving the Applicant's development goals. Prior to the commencement of construction,

the Applicant, Applicant's engineer, contractor, and representatives of all regulatory agencies would review all aspects of the proposed construction at a pre-construction meeting at the Project Site to determine the appropriate phasing according to market conditions.

6. **Alternative F - Reduced Environmental Impact Alternative**
This alternative was developed to show the extent of the development that could occur if the Proposed Project was designed to avoid environmentally sensitive lands. This Alternative would result in disturbance of approximately 16 acres of land. Development would occur primarily at the central and southcentral portions of the Project Site along with certain infrastructure and parking areas. With these development restrictions, only approximately 894,300 square feet of development would occur. Connections from the center portion of the Site to the eastern and western portions of the Site would not be possible. This alternative is not considered viable because it is inconsistent with the requirements of the Lease Agreement and would not meet the goals or development objectives of the County or the Applicant.

During the course of the review of the DEIS the Lead Agency, Town staff and consultants and the public raised comments regarding the DEIS Proposed Action and potential alternatives.

The FEIS Revisions

In response to comments received from the Lead Agency, the Town Board, the Westchester County Planning Board, the Town's professional review team and the public, and in response to the findings and recommendations from the North 60 Market and Financial Feasibility Study, a new alternative has been identified: Alternative G: Alternative Development Program with Fewer Low Impact Residential Units.

Alternative G (which is similar to Alternative C: Alternative Development Program) would include a new mixed-use community that incorporates approximately 3 million square feet of bio-tech/research and development related uses including medical offices, a children's science and education center, neighborhood shopping, a hotel, and low impact residential uses. Low impact residential uses are defined as residential uses that are less auto-dependent, generate few school children, cater to the Project and area's scientific and research community, and may include student housing, and/or small footprint housing as part of the Master Development Plan.

With Alternative G, the total gross floor area (GFA) proposed for Phase 1 and the Master Development Plan would be the same as the Proposed Action. Phase 1 would include 500,000 SF of development and the Master Development Plan would include up to an additional 2.5 million SF of development for a maximum GFA not to exceed 3 million SF. Alternative G proposes the replacement of approximately 100,000 SF of bio-tech uses in Phase 1 with approximately 100,000 SF of low-impact residential uses. Residential uses proposed for Phase 1 would include 98 residential units with 29 studio units and 69 one-bedroom units. The following tables present the Alternative G development program for both Phase 1 and the Master Development Plan.

Alternative G Development Program		
Use	**Phase 1**	**Master Development Plan**
Medical Office	100,000 SF	400,000 SF
Bio-Tech/Research & Development	120,000 SF	1,830,000 SF
Neighborhood Shopping	80,000 SF	214,000 SF
Hotel	100,000 SF	100,000 SF
Children's Science & Education Center	N/A	142,000 SF
Other Bio-Tech Supportive Uses	N/A	214,000 SF
Low Impact Residential	100,000 SF (98 Units)	100,000 SF
Total	***500,000 SF***	***3,000,000 SF***

Alternative G was developed to include low-impact residential uses as part of the bio-technology campus, in part. The review has established the necessity of adding of low impact residential uses to the project to ensure that the project is economically viable. Low-impact housing is an approach to housing development that uses various planning and design practices to conserve community resources and reduce infrastructure and municipal costs, thereby mitigating potential environmental and fiscal impacts associated with development. This type of housing, including small units, some with potential space for home offices/dens, is proposed when mixed into a bio-tech complex. It is anticipated that many of these units would be occupied by either students or employees of uses on the Project Site or adjacent medical and school uses. All community open space would be publicly accessible.

The Lead Agency finds that this alternative would result in the greatest overall economic benefit to the Town in terms of creating a vibrant bio-technology hub with a 24-hour community on-site. As per the conclusions and recommendations of the Weitzman Study prepared for the County of Westchester, it has been demonstrated that there is demand for this type of low-impact residential use as part of the North 60 development.

The Lead Agency finds that Alternative G represents the preferred action, and this Finding Statement is specific to this alternative (hereinafter referred to as the "FEIS Proposed Action").

2.0 SEQRA REVIEW PROCEDURE

After required pre-application meetings, the Applicant made initial presentations to the Town of Mount Pleasant in the spring of 2019. On March 18, 2019, the Planning Board declared its intent to act as Lead Agency of the project under the State Environmental Review Act ("SEQRA") and to conduct a coordinated environmental review of the project, which is classified as a Type I Action. The Notice of Intent to Serve as Lead Agency was circulated to all Involved Agencies in accordance with 6 NYCRR Section 617.6. No objections were received.

On May 2, 2019 the Planning Board confirmed its Lead Agency designation and adopted a Positive Declaration requiring the preparation of a Draft Environmental Impact Statement ("DEIS"), and scheduled a public Scoping Session on June 6, 2019.

The public Scoping Session was conducted on June 6, 2019, and a written comment period was provided for.

The Applicant submitted a draft DEIS, prepared in accordance with the adopted Scoping Document, which was the subject of a completeness review by staff. The completeness review resulted in comments requiring revisions to the DEIS. The Applicant then submitted a revised DEIS, which was reviewed by staff, and determined to have addressed all of the completeness comments, and was found to be in a form suitable for acceptance by the Lead Agency.

On July 2, 2020 the Planning Board accepted the DEIS as complete, and scheduled a public hearing for September 3, 2020. The DEIS was circulated to all Involved Agencies and publication of notice of its acceptance by the Planning Board was duly published in the Environmental Notice Bulletin ("ENB").

The public hearing on the DEIS was held on September 3, 2020, at which time all those wishing to comment on the project were afforded an opportunity to be heard. The public hearing was continued to October 1, 2020, at which time the Planning Board closed the verbal portion of the public hearing, and established a written comment period to November 1, 2020.

In February of 2021, the Applicant submitted a draft FEIS, which responded to all comments received during the public hearing, as well as all written comments, which was the subject of a completeness review by staff. A completeness review resulted in comments requiring revisions to the FEIS. The Applicant subsequently revised and resubmitted the FEIS, which was reviewed by staff, and determined to have addressed all of the completeness comments, and was found to be in a form suitable for acceptance by the Lead Agency.

The Planning Board accepted the FEIS as complete and scheduled a public hearing for February 3, 2022. The FEIS was circulated to all Involved Agencies and publication of notice of its acceptance by the Planning Board was duly published in the ENB

The public hearing on the FEIS was held on February 3, 2022, at which time all those wishing to comment on the Proposed action were afforded an opportunity to be heard. The Planning Board closed the verbal portion of the public hearing on February 3, 2022, and established a 30-day written comment period ending on March 6, 2022.

3.0 REQUIRED PERMITS & APPROVALS

1. Town of Mount Pleasant Planning Board
   a. SEQRA Findings
   b. Phase 1 Site Plan Approval
   c. Steep Slope Disturbance Permit Approval
   d. Wetland Permit Approval
   e. Subdivision Approval (if necessary)
   f. Subsequent Site Plan Approvals

2. Town of Mount Pleasant Town Board
   a. Adoption of OB-5 Zoning District – Master Development Plan (MDP) zoning text amendment
   b. Rezoning of the Site to OB-5

3. Town of Mount Pleasant Conservation Advisory Council
   a. Recommendation

4. Town of Mount Pleasant Architectural Review Board
   a. Project Review and Recommendation

5. Town Departments
   a. Building Permit
   b. Engineering Approval
   c. Water Department
   d. Sewer District

6. United States Army Corps of Engineers
   a. Permit

7. New York State Department of Environmental Conservation
   a. Stormwater Pollution Prevention Plan (SWPPP)
   b. Protection of Waters Permit
   c. Section 401 Water Quality Certification

8. New York State Department of Transportation
   a. Highway Work Permit

9. New York State Department of Parks Recreation and Historic Preservation
   a. SHPO Cultural Resources Review

10. Westchester County Planning Board
    a. GML 239-m Referral

11. Westchester County Department of Health
    a. Water & Sanitary Sewer Service Connections
    b. Subdivision Plat Approval

12. Westchester County Department of Public Works
    a. Water & Sanitary Sewer Service Connections

13. Westchester County Department of Environmental Facilities
    a. Water Supply Approval
    b. Sewage Flow Confirmation

14. Westchester County Department of Public Works/Transportation
    a. Street Opening Permit
    b. Permits re: Lease

4.0 FINDINGS CONCERNING ENVIRONMENTAL IMPACTS

The DEIS and FEIS include an environmental evaluation of the following resource issues:

- Land Use, Zoning and Public Policy
- Visual Resources and Community Character
- Geology & Soils
- Topography & Slopes
- Vegetation & Wildlife
- Wetlands, Waterbodies and Watercourses
- Stormwater Management
- Utilities
- Traffic & Transportation
- Community Services
- Fiscal and Market Impacts
- Historic, Archaeological and Cultural Resources
- Hazardous Materials
- Noise
- Air Quality
- Greenhouse Gas Emissions, Energy Conservation, Green Building and Sustainability
- Construction Impacts

4.1 LAND USE, ZONING & PUBLIC POLICY:

Land Use:

The Project Site consists of eight contiguous land parcels totaling approximately 80 acres. The approximately 60-acre County Parcel is located on the County's Grasslands Reservation. The County Parcel is mostly vacant land, some of which is being used as a construction staging area by Westchester Medical Center. The southern portion of the County Parcel contains an asphalt parking lot adjacent to Hospital Road. The northern portion of the County Parcel contains a two-family dwelling and asphalt drive. The approximately 20-acre western portion of the Project Site known as the Developer Parcel includes seven land parcels, which contain five single-family residences, a small nursery, storage sheds, an inground pool, asphalt drives and parking areas and related improvements. The remainder of the Project Site consists of old field areas, shrubland areas, woodland areas, forested areas, and wetlands and watercourses.

There are a variety of land uses within a half mile of the Project Site, generally including: institutional and public assembly; office and research; commercial and retail; single family residential; mixed use; agricultural uses; cemeteries; public parks and parkway lands; manufacturing, industrial and warehousing; transportation, communication and utilities; vacant property; and condominiums, apartments, and multifamily residential uses.

The FEIS Proposed Action would facilitate a change of use on the Project Site from largely vacant, undeveloped poor-quality forested land on the approximately 60-acre County Parcel and five single-family homes on the approximately 20-acre Developer Parcel to a master planned mixed-use bio-technology campus with complementary uses, introducing new uses including hotel, medical office, bio-tech/research space, an

educational center, low impact residential and retail space. The Project Site has not been designed to function as an isolated campus but rather as a walkable "main-street" style complex that is open and integrated with the surrounding community. Close to 46 percent of the Project Site would be preserved as wetland and forested area as well as landscaped active or passive open space.

The area within a half-mile of the Project Site contains a well-established mix of uses including health-related institutional, office and research, single- and multi-family residential, agricultural, park, and industrial uses. The County parcel is part of the Grasslands Reservation, which hosts a variety of uses including the Westchester Medical Center, the New York Medical College, the County's lab and research facilities, a fire and emergency training center, public works operation and a correctional facility.

The proposed uses on the Project Site are intended to complement other uses on the Grasslands Reservation and other nearby uses. With the exception of the hotel use, all of the other proposed uses for the Project Site can be found within the half-mile study area. Hotel would be a complementary use within this context. In addition, the FEIS Proposed Action has been designed to be compatible with and integrated into the surrounding uses and overall development pattern within the surrounding area. The site design maintains significant forested buffers between the FEIS Proposed Action and single-family residential uses to the north, while providing an integrated street network that functions with the remainder of the Grasslands Reservation uses.

As the proposed uses on the Project Site are intended to complement those uses that are immediately adjacent to the Project Site, the FEIS Proposed Action would not disrupt the overarching land use patterns in the area. Therefore, larger-scale land use impacts, such as impacts on the hamlets of Valhalla, Hawthorne, and Thornwood, are not anticipated.

Zoning:
As discussed above, the 60-acre County Parcel is within the Town's R-20 zoning district and the 20-acre Developer Parcel is within the Town's OB-6 zoning district. The Town does not currently have a single zoning district with use, area and bulk controls designed to regulate the type of development included in the FEIS Proposed Action. Therefore, The FEIS Proposed Action includes rezoning the entire Project Site to the OB-5 Office Business District and a text amendment to provide the required mechanisms to appropriately regulate the development through the creation of the OB-5 Master Plan (OB-5 MP) District.

The FEIS Proposed Action would comply with all provisions of the OB-5 Master Plan District. The proposed text amendment to the existing OB-5 District regulations is the most appropriate zoning approach to facilitate the FEIS Proposed Action. An amendment to an existing zoning district, as opposed to a new zoning district, ensures that the proposed OB-5 MP District is compatible with the Town's existing zoning hierarchy and regulatory framework, and therefore can be mapped without a significant disruption to existing zoning patterns. Of the existing zoning districts, the OB-5 District regulations are most closely aligned with the FEIS Proposed Action's development program.

The proposed OB-5 MP District is consistent with the purpose and intent of the existing OB-6 and other OB zoning districts and adds uses focused on biotechnology and research facilities.

The OB-5 MP District can only apply to parcels that are "at least 60 acres and bordering a state or county highway" and, therefore, such district has limited applicability to other OB-5 properties.

The zoning text amendments would allow for a more appropriate long-term planning process for a large parcel of property. By requiring a detailed review and approval process of an integrated master plan for the entire site in the beginning, the OB-5 MP amendments provide the Town with the appropriate use, area, and bulk design controls for a large-scale long-term project. Should a use be proposed in the future that is not specifically identified as a permitted use in the OB-5 MP zoning district, a zoning amendment, use variance or interpretation would be required, and potentially also an amendment to the site plan or Master Development Plan.

Public Policy

The Project Site is unique because as part of the County's Grasslands campus, it has never been the subject of private market development pressures. As a result, specific long-term recommendations regarding the use and disposition of the Site are limited. Nevertheless, the EIS evaluated all of the applicable public policy documents to determine if the FEIS Proposed Action is consistent. The public policy documents reviewed included the *Mount Pleasant 1970 Comprehensive Master Plan*, the current Town of Mount Pleasant Comprehensive Plan Update – *Envision Mount Pleasant*, *Patterns for Westchester* (1996) and *Westchester 2025*, the 2017 Regional Plan Associations – *Fourth Regional Plan*, the *National Flood Insurance Program*, the *NYSDEC Stormwater Management Program*, the *New York State Hazard Mitigation Plan*, and the *New York State Climate Action Plan*. In no instance was the FEIS Proposed Action found to be inconsistent with the goals and objectives of these public policy documents.

> ***FINDING***. *The Lead Agency finds that the FEIS Proposed Action is not inconsistent with the applicable public policy documents, most importantly the Town's draft Comprehensive Plan – Envision Mount Pleasant. The proposed OB-5 MP zoning district amendment appropriately integrates into the Town's existing zoning hierarchy and will permit the development of the FEIS Proposed Action without the need for variances or other zoning relief and in a manner that limits its applicability to inappropriate portions of the existing OB-5 zoning district. The uses established in the FEIS Proposed Action appropriately compliment and integrate into the existing pattern of land use surrounding the Site and will not disrupt existing land use patterns. The Lead Agency finds that no significant adverse zoning, land use or public policy impacts will result from the FEIS Proposed Action.*

4.2 VISUAL RESOURCES AND COMMUNITY CHARACTER

The Project Site is primarily characterized by vacant land with vegetation and tree coverage, which ranges from mowed lawn with trees to forested areas in the north of the site. The 60-acre portion of the Project Site, which is owned by Westchester County, is primarily vacant land, some of which has been used by Westchester Medical Center as a construction staging area. There is an existing two-family dwelling and asphalt drive present in the northern portion of the Project Site, which is completely shielded from public view by surrounding trees. The remainder the Project Site contains a variety of vegetation and wetland areas.

The 20-acre portion of the Project Site owned by the Developer contains five single-family residences, a small plant nursery, storage sheds, an in-ground pool, asphalt drives and parking areas, and related improvements. The remainder of the Developer Parcel consists of old field areas, shrubland areas, woodland areas, forested areas and wetlands and watercourses.

Areas to the north of the Project Site generally feature suburban residential patterns of development. Single-family detached homes are the predominant use in the vicinity of the Project Site along Stevens Avenue, Dorothy Court and Philip Place.

To the south of the Project Site is the County's Grasslands Reservation campus which includes the Westchester Medical Center, New York Medical College, the County's lab and research facilities, a fire and emergency training center, public works operations, and a correctional facility. The Westchester Medical Center campus is characterized by surface parking and large institutional buildings, landscaped areas.

The Sprain Brook Parkway borders the Site to the east. It is a six-lane parkway that generally runs north-south through Westchester County and is flanked by a mix of uses including residential, commercial, institutional, and recreational.

The area to the west of the Project Site contains large multi-story buildings in office park settings with large asphalt parking lots and wooded areas beyond. The northwestern portion of the Site is bound by Old Saw Mill River Road with views of retail and residential uses along Saw Mill River Road.

Within one-half-mile of the Project Site, there are two National Register Listed (NRL) properties (Taconic State Parkway and Rockefeller Pocantico Hills Estate Historic District) and one National Register Eligible (NRE) district (the Grasslands Medical/Correctional Facility Historic District). There are no sites listed on the Westchester County Inventory of Historic Places within one-half-mile of the Project Site. State parks and other aesthetic resources within five miles of the Project Site include the beginning of the Taconic State Parkway which does not lie in the viewshed of the Project Site.

Given the isolated and publicly inaccessible nature of the Project Site, it has never been coveted as a significant visual resource. The FEIS Proposed Action will alter the overall character of the Project Site from its current vacant and predominantly wooded state to a campus-like developed property which is visually similar to the adjacent Grassland Campus. The FEIS Proposed Action will be developed in phases which will allow for the visual impact of the project to be assimilated over time in a manner that is entirely consistent with the with the predominant character of the area.

A key to ensuring the FEIS Proposed Action does not result in adverse visual impacts is the overall design and configuration of the site improvements and the architecture of the proposed buildings. The FEIS Proposed Action is centered on a walkable main street with tree lined sidewalks designed to be a central gathering place to facilitate interaction and be a model for "smart growth."

Views of the FEIS Proposed Action will result from the development of the Site, most notably from the Sprain Brook Parkway, Hospital Road and Skyline Drive. Views from

the most sensitive residential areas located to the north will be largely buffered and screened by existing and proposed vegetation.

The architecture for the FEIS Proposed Action would capture the intrinsic natural character of the region and also embody the visionary and technological focus of the development. The natural environment has historically played a significant role in the character of the region. Stone is a common building element in Westchester and charming stone walls define property boundaries. The primary facades are envisioned to be composed of materials that bridge between traditional and modern aesthetics sourced in a responsible way with the design conveying a strong technological identity. Floor to floor height would be a minimum of 15' and up to 18' in order to accommodate research functions and equipment. Building heights would vary across the Project Site to create an interesting blend of heights and engaging environment as if built over many years.

The FEIS Proposed Action will be designed with LEED components and respond to the existing natural character of the Site. Most buildings would be oriented west with short facing facades and/or angled in such a way that thermal heat gain would be minimized in the summer months in order to reduce cooling loads. Some buildings would be built with green roofs in order to aid with storm water management and minimize impervious surfaces. The overall design accommodates solar collection and the installation of solar panels on buildings, parking areas and other ground mounted locations. These features would also strengthen the proposed buildings' link to the natural environment of its surroundings.

The Proposed Action includes an extensive landscape and hardscape plan as well as a thoroughly planned site lighting scheme. The landscaping plan emphasizes screening and buffering areas where visual impacts may result in addition to enhancing the aesthetic character and attractiveness of the development. Lighting shall minimize impact on the surrounding area by using International Dark-Sky Association approved fixtures throughout. Light trespass will not occur off of the Project and would therefore not affect neighboring properties.

> ***FINDING***. *The Lead Agency finds that the FEIS Proposed Action will not result in significant adverse visual or community character impacts.*

4.3 GEOLOGY & SOILS:

Geology

The Project Site is located in the New England Uplands physiographic province. Bedrock underlying the Project Site is comprised of Inwood Marble and Fordham Gneiss. Surficial materials at the Project Site consist of dense glacial lodgment till over much of the vegetated areas. Artificial fill, including construction debris, over glacial till is present is the central, south-central and western portions of the Project Site.

There are no special geological features on the Project Site, therefore, no impacts to special geological features are anticipated. Based upon soils testing performed to date, blasting is not anticipated. If rock is encountered in deeper excavations, it is likely to be weathered and accordingly will be ripable with the use of large excavation equipment. Rock crushing is not currently proposed for the Proposed Action.

Soils

Soils on the Project Site consist of Paxton fine sandy loam, Woodbridge loam, Sutton loam, Ridgebury loam and Udorthents. These soils differ primarily based on their slope (nearly level to exceeding 40 percent), drainage class (well drained to very poorly drained), and parent material (glacial till and artificial fill). These conditions are common in the area and do not represent an unusual condition.

Phase 1 of the FEIS Proposed Action would involve disturbing approximately 38.2 acres of soil. The proposed grading would primarily impact Paxton loam (Pn) soils. A preliminary cut and fill analysis has been performed for Phase 1 and shows a total of 233,443 cubic yards of cut and a total of 214,979 cubic yards of fill, resulting in 18,464 cubic yards of excess cut-material to be exported from the Project Site.

The Master Development Plan would involve the disturbance of approximately 57.47 acres of soil, primarily affecting Paxton loam (Pn) soils. The Master Development Plan preliminary earthwork analysis shows a total of 688,900 cubic yards of cut and a total of 215,841 cubic yards of fill, resulting in 473,059 cubic yards of excess cut-material to be exported from the Project Site.

The onsite soils would not be a limiting factor with respect to construction activities. Stormwater deep test pit results show very well drained soils are found in all proposed infiltration areas. However, proposed deep excavations for building foundations may impact the natural soils found in adjacent stormwater areas. Dewatering during construction may be required for foundation excavations located adjacent to Wetland "A" where soils are more poorly drained and have a seasonably high groundwater table. Erodibility of steep slope areas would require protocols for steep slope areas during construction, specifically in the created slopes adjacent to Building B12 and the altered steep slope along Western Street.

Erosion and Sediment Control During Construction

To mitigate soil impacts, erosion and sediment controls would be employed during construction. It is the intent to provide effective erosion control by minimizing land disturbance at any given time, containing sediment from disturbed areas, treating runoff where possible, and stabilizing disturbed soils as soon as possible. It is anticipated that Phase 1 would be further broken down into approximately nine sub-phases. Further practices and measures may be implemented pursuant to onsite inspections in conformance with the requirements of the SPDES GP-0- 15-002 permit. As per the SPDES permit, inspections shall to be performed by a Qualified Inspector on a weekly basis during construction. All erosion and sediment control practices specified for the Project Site shall be in conformance with the *New York Standards & Specifications for Erosion & Sediment Control.*

The following temporary erosion and sediment control practices as specified on the Erosion Control Plan shall be required. All practices would be installed and maintained in conformance with the *New York Standards & Specifications for Erosion & Sediment Control.*

- Silt fence
- Soil stockpile
- Construction entrance
- Drop inlet protection

- Dust and debris control
- Sediment trap
- Erosion control blankets

Silt fences for the Project Site would consist of a geotextile fabric installed at the toe of all disturbed slopes, and parallel to the contours. The silt fence is intended to reduce runoff velocity, and intercept sediment-laden runoff. The silt fencing would also control litter and construction debris from leaving the Site.

A stabilized construction entrance shall be installed where construction vehicles enter on to existing roadways from the Project Site. The construction entrance is designed to prevent outgoing trucks from tracking soil onto the road.

A water truck shall be maintained onsite for dust control as required.

A temporary sediment trap has been proposed to control sediment laden runoff and store the accumulated sediment for proper disposal. The sediment traps have been designed to meet the standards of the *New York Standards & Specifications for Erosion & Sediment Control.*

Erosion control blankets (anchored stabilization matting) shall be installed on all embankments which are graded steeper than 3 horizontal to 1 vertical. Erosion control blankets provide protective cover for newly graded steep slopes, protect against rainwater splashing/overland flow, and help promote seed germination to aid in stabilizing the disturbed area as quickly as practicable.

Maintenance and Inspection Requirements
Maintenance and inspections are required in order to ensure the stormwater and erosion and sediment control practices are acting as designed. Inspections shall be performed by a Qualified Inspector on a weekly basis during construction, in accordance with the SPDES General Permit. Upon completion of construction and the subsequent filing of the Notice of Termination, maintenance and inspections are expected to be minimal. Proper maintenance and inspections will ensure the longevity and effectiveness of the stormwater pollution prevention plan, and erosion and sediment control plan. The "Construction Site Log Book" from the *New York Standards & Specifications for Erosion & Sediment Control* provides guidelines for maintenance inspections during construction and has been provided in the SWPPP.

The Town of Mount Pleasant Stormwater Management Officer may require inspections as necessary to determine compliance with Chapter 183 of the Mount Pleasant Town Code and may either approve that portion of the work completed or notify the applicant wherein the work fails to comply with the requirements of Chapter 183 and the SWPPP as approved.

Short Term Maintenance and Inspection Requirements
During construction the onsite Trained Contractor would have the responsibility to monitor the erosion and sediment control practices on a daily basis. Inspections preformed during construction shall verify all practices are functioning properly, correctly maintained, and accumulated sediment is removed from all control structures. The inspector must also examine the Project Site for any evidence of soil erosion, the

potential for soil-borne materials to enter the storm drain system, turbid discharge at all outfalls, and the potential for soil and mud to be transported on the public roadway at the Project Site entrance. In addition to these general guidelines, the Building Permit plan set would provide additional erosion control guidelines, as well as a construction sequence to guide the contractor through the construction process. Discussed below are specific maintenance and inspection requirements for the temporary practices to be employed at the Project Site. If the control measures need to be supplemented during construction, the contractor shall notify the project engineer and any issue must be rectified immediately. Double rows of silt fencing can be used as a contingency measure downgrade from areas prone to eroding.

During construction, the silt fence shall be inspected to ensure correct installation. In addition, any accumulated sediment resulting in "bulges" in the silt fence should be removed and mixed with onsite soil. Any damaged or torn silt fence should be replaced.

The construction entrance shall be checked to ensure no sediment is being deposited onto the public roadway. Should sediment be observed, it shall be removed from the street, and the stone in the construction entrance replaced.

Once construction is completed and the Project Site has been stabilized, a Notice of Termination shall be filed. At this point limited maintenance requirements are anticipated. The SWPPP shall provide additional details for all permanent erosion and sediment control practices.

Corrective Measures to Overcome Soil Limitations
Erosion control blanketing may be required as a field condition in the steep slope areas to prevent rills from developing on disturbed slopes. Dewatering may be required while constructing building foundations located in areas with seasonably high groundwater.
Construction Phasing Plan.

In order to minimize the area of disturbance at any particular point during project construction, it is proposed that Phase 1 would be constructed in approximately nine sub-phases over a construction period of 60 months. The remainder of the Master Development Plan would also be constructed over several phases to minimize potential impacts.

Soil Contamination
A Phase I/Phase II Environmental Site Assessment (ESA) was conducted for the Project Site in August 2019. The ESA found that three soil samples from the Project Site had concentrations of semi-volatile organic compounds (SVOC) above the DEC unrestricted use clean-up guidelines with several compounds above the restricted commercial use guidelines. These three soil samples are located within the limits of disturbance for Phase 1.

The ESA also found that fill piles associated with the Westchester Medical Center construction can be reused onsite.

A fill soil management plan shall be developed with the Town and the Westchester County Department of Health for specific removal and disposal of contaminated soil prior to

construction of Phase 1. New York State Department of Environmental Conservation approval would be obtained as applicable.

> ***FINDING***. *The Lead Agency finds that the FEIS Proposed Action will not result in any long-term impacts to the Site's soil or geologic resources. Temporary short-term impacts resulting from construction activities will be adequately mitigated through the implementation of an Erosion and Sediment Control Management Program, Stormwater Pollution Prevention Plan and Soil Management Plan.*

4.4 TOPOGRAPHY & SLOPES:

Slopes vary greatly on the Project Site, although the majority of the site (73.4%) contains slopes that are less than 15 percent. Generally, the south-central portion of the Project Site is relatively level and the grade is moderate to severe to the north. Elevations on the Project Site range from approximately 220 feet to 410 feet, an elevation change of 190 feet. Approximately 13.5 percent of the Project Site contains Steep Slopes (15-25%), 6.2 percent contains Very Steep Slopes (25-35%), and 6.9 percent contains Excessively Steep Slopes (35% or greater).

The FEIS Proposed Action includes roadways and buildings located within areas of regulated steep slopes as defined in Chapter 180 of the Town Code, and will require Steep Slopes Permit Approval from the Planning Board. All proposed cut and fill areas have a maximum slope of one vertical to two horizontal and have been blended back into the existing topography. The proper implementation of the Erosion and Sediment Control Plan would ensure slopes are properly protected and stabilized during construction. The Phasing Plan for Phase 1 has been prepared to ensure that construction is sequenced to minimize the amount of exposed slopes at any one given time and large disturbed slopes would not be left bare during winter months.

The significant changes between the existing topography and the proposed topography are limited to the hillside grading cut required to create Western Street, the fill required for Cross Street to pass over and the filling required to create the stormwater basins. The proposed Main Street starts at existing grade on Hospital Road, but the end of Main Street includes a fill area to create a mildly-sloped, pedestrian-friendly Main Street. Each of these changes to topography would be completed during Phase 1 of the FEIS Proposed Action and are integral parts of the Master Development Plan.

The proposed area of disturbance for Phase 1 is 35.8 acres requiring disturbances to approximately 5.7 acres of steep slopes consisting of of 3.6 acres of steep slopes, 1.2 acres of very steep slopes, and 0.9 acres of excessively steep slopes.

The proposed area of disturbance for the Master Development Plan is 57.5 acres requiring disturbances to approximately 8.6 acres of steep slopes consisting of 5.2 acres of steep slopes, 2.0 acres of very steep slopes, and 1.4 acres of excessively steep slopes. The proposed area of disturbance and disturbance to steep slopes for the Master Plan includes all the areas associated with the construction of Phase 1.

A preliminary cut and fill analysis has been performed for Phase 1 and shows a total of 233,443 cubic yards of cut and a total of 214,979 cubic yards of fill, resulting in 18,464 cubic yards of excess cut-material to be exported from the Project Site. The Master

Development Plan preliminary earthwork analysis shows a total of 688,900 cubic yards of cut and a total of 215,841 cubic yards of fill, resulting in 473,059 cubic yards of excess cut-material to be exported from the Project Site. Note that cut/fill estimates may vary depending on the final layout of underground parking.

Retaining walls are proposed throughout the Project Site in areas where proposed grade changes are significant in order to minimize the area of created slopes and reduce overall site disturbance. Retaining walls are proposed at the following locations: along the hillside cut to create Western Street, at the end of Main Street to create the raised pad for Buildings B12 and B13, between Buildings B1 and B8 to create the raised loading area, and along Science Drive/East Drive to minimize grading along the Sprain Brook right-of-way. In many cases the rear side of the proposed building foundations would act as retaining structures to minimize disturbance to the wetland buffer areas.

Construction on steep slopes, and other environmental features on the Project Site, has been avoided to the greatest extent practicable. Where impacts to steep slopes cannot be avoided, appropriate mitigation measures shall be employed to minimize impacts. These measures include the implementation of the Erosion and Sediment Control Plan, the installation of temporary sediment basins, designed in accordance with the NYSDEC Standards and Specifications for Erosion & Sediment Control (Blue Book), to collect and store sediment-laden runoff during construction. Phase 1 will be constructed in ten sub-phases over a construction period of 60 months. All construction shall comply with the steep slope standards established in §180-7 of the Town Code.

> ***FINDING***. *The Lead Agency finds that the FEIS Proposed Action will fully comply with the applicable 25 Steep Slope Ordinance review standards. Additional compliance with the approved Erosion and Sediment Control Management Program, Stormwater Pollution Prevention Plan, will assure that no significant long term adverse impacts to the Site's topography and steep slopes will result from the development of the FEIS Proposed Action.*

4.5 VEGETATION & WILDLIFE:

Ten distinct ecological communities, characterized by primary vegetative cover type, were identified on the Project Site. These areas are comprised of upland and wetland communities, and are common to the region and the state, according to the New York State Natural Heritage Program. The majority of the Project Site is comprised of upland communities, with 75.8 acres, or 96 percent, of the site comprised of uplands and 3.3 acres, or 4 percent, of regulated wetlands and/or watercourses. The ecological communities are:

- Beech-Maple Mesic Forest
- Successional Hardwood Woodland
- Successional Old Field
- Successional Shrubland
- Construction/Road Maintenance Debris
- Paved Road/Parking Lot
- Mowed Lawn with Trees
- Rocky Headwater Stream
- Isolated Red Maple Swamp and Intermittent Watercourse East

- Isolated Intermittent Watercourse

According to the New York State Natural Heritage Program there are no listed threatened, rare or endangered species of on the Project Site. All of the communities within the Project Site are ranked 4 or 5, both globally and state-wide, indicating they are secure and not vulnerable and are not considered to be significant natural communities.

Wildlife

According to the New York State Natural Heritage Program there are no listed threatened, rare or endangered species of wildlife on the Project Site.

Three areas for rare animals were identified within proximity of the Project Site. The first of these areas is north of Tarrytown Lakes Park Buttermilk Ridge, approximately 1.3 miles southwest from the site. Secondly is Rockefeller State Park Preserve, approximately 1.75 miles northwest from the property, and finally the Lower Hudson River, approximately 3.00 miles west from the property.

Additionally, according to the United States Fish and Wildlife Service, Environmental Conservation Online System, three endangered and threatened species are known to or are believed to occur within Westchester County. These are the Indiana bat, which is endangered as well as the northern long-eared bat and the bog turtle which are both threatened.

Based on the ecological assessment of the Project Site communities and surrounding areas, it is determined that there are no suitable hibernacula on-site for both the Indiana and northern long-eared bats. There are potential summer roost trees on-site, however due the limited available food source the Project Site would not be a preferred habitat of the species and would limit the potential usage of the area. Due to the lack of mucky substrate or emergent wetlands on the property, it is also unlikely that the Project Site would serve as viable habitat for bog turtles, and none have been observed or recorded.

Short-term impacts to wildlife resulting from modifications to habitat include displacement to nearby preserved natural areas. "Generalist" species are common wildlife species that adapt well to ecological niches found within and adjacent developed areas. For the most part, the proposed areas of disturbance currently provide habitat for generalist species which are anticipated to return to pre-construction status. Populations of certain species may increase due to greater proportion of developed areas.

Long-term impacts on avian species could include some increased mortality from feral animals (if uncontrolled), bird mortality through window collisions and increased nest parasitism. However, these impacts are not expected to be significant. The Applicant shall utilize guidance from the Audubon Society to minimize bird collision impacts. Additionally, through the incorporation of the wet pond, pocket wetland and other enhancements, the Project Site would have the potential provide new habitat for additional species that cannot utilize the Site today, such as wading birds, warm water fish and other aquatic vegetation.

Long-term impacts from habitat fragmentation are not expected to be significant. Post construction, all existing naturalized habitats would be present on-site, although at a smaller in size than existing. The remaining natural habitats exist in the northern portion

of the Project Site and along much of the western stream corridor and a portion of the eastern stream corridor. Further, the existing on-site habitats are already fragmented and relatively small. Due to this, it is expected the number of flora and fauna species found in each habitat would remain the same and that the quantity of each species would diminish. Although much of the on-site stream corridors would be enhanced and remain post-construction and would allow for birds and insects to continue to travel through these areas much as they do today with opportunities for cover, resting and feeding.

Vegetation

According to the New York State Natural Heritage Program there are no listed threatened, rare or endangered species of wildlife on the Project Site.

Only one important area for rare plants was identified within proximity of the Project Site: Cranberry Lake Preserve, approximately 2.45 miles southeast from the Project Site. Other locations identified as important areas of significant biodiversity and natural communities, are the Lower Hudson River and an Oak-Tulip Tree Forest located in Pocantico Hills, approximately 1.93 miles northwest from the Project Site. The FEIS Proposed Action would have no impact on these areas.

The FEIS Proposed Action has been designed to minimize to the greatest extent practical significant impacts to ecologically sensitive areas of the Project Site. The majority of the proposed improvements are concentrated within more recently disturbed portions of the Site and thereby minimize impacts to significant forest, wetland and watercourse communities.

In the first phase of the FEIS Proposed Action, the upland forest communities decrease by approximately 9 acres, or approximately 27 percent while the remaining cover types decrease approximately 24 acres, or 59 percent. In the Master Development Plan, the forested communities would be cumulatively reduced by 17 acres, or 49 percent, and the remaining cover types communities would be reduced by 36 acres, or 88 percent. Portions of these communities would be re-naturalized following construction activity through the implementation of a Planting Plan which consists of the establishment of diverse native trees, shrubs and groundcovers and through the control of invasive vegetation.

Based on the tree survey, which identifies all trees located within the proposed limit of disturbance measuring greater than 10 inches in diameter at breast height (DBH), the FEIS Proposed Action would require the removal of approximately 1,374 trees from the Project Site: 993 estimated during Phase 1 and 381 estimated during the Master Development Plan. This represents approximately 81 percent of all inventoried trees. there are 94 specimen trees onsite: 20 trees in good condition and 74 trees in fair condition. The specimen trees account for four percent of the total inventoried tree population onsite. In Phase 1, approximately 44 specimen trees would be removed and following the Master Development Plan an additional 23 would be removed, totaling approximately 67 specimen trees to be removed. Of the approximate 1,374 trees to be removed to complete all phases of the project, 1,307 (or 95 percent) are non-specimen trees.

A Planting Plan is proposed for Phase 1 and the Master Development Plan to revegetate areas disturbed during construction. As such, lost vegetative cover would be re-

established throughout the Project Site. While portions of the natural communities would be replaced with buildings, pavement and lawn, portions of these communities would be re-vegetated following development. Following Phase 1, disturbed areas adjacent to the Beech-Maple Mesic Forest, Successional Hardwood Woodland and Successional Old Field habitats would be revegetated with planted trees or seeded/planted with a mix of native meadow species. The areas of the Successional Old Field would be replaced with a Successional Meadow, which would be dominated by native plants. As a result of this revegetation plan, the Beech-Maple Mesic Forest would be reduced by 6.5 acres, or 25 percent, while the Beech-Maple Mesic Forest would increase by 0.66 acres, or eight percent, and 8.7 acres (75 percent) of the Successional Old Field would be undisturbed or replanted.

Following the Master Development Plan, Beech-Maple Mesic Forest would be reduced to 17.2 acres (or by 24 percent) and the Successional Hardwood Woodland would be reduced to 4 acres (or by 52 percent). Approximately 49 percent of Successional Old Field would remain following Phase 1. When combined, Phase 1 results in a 25 percent reduction (12.4 acres) of existing naturalized upland vegetated cover despite 31.4 acres of Developed Landscape being proposed onsite. This community would entirely replace the existing developed communities which total 19 acres. Following the Master Development Plan, the Project Site would be broken down into three main communities: the Beech-Maple Mesic Forest, the Successional Meadow and the Developed Landscape with Structures, Lawn, Plantings and Trees. Similar to Phase 1, immediately following construction, any disturbed area adjacent to the naturalized communities would be revegetated with either a forest or meadow mix of species. The overall landscaping plan shall incorporate a goal of at least 70% native species.

In the long-term, the FEIS Proposed Action proposes the reestablishment of the Beech-Maple Mesic Forest in all remaining wooded areas. Therefore, following the Master Development Plan, the Beech-Maple Mesic Forest is proposed to decrease by only 1.7 acres (seven percent) overall and would succeed the Successional Hardwood Woodland entirely. With proper management, the Project Site would have a high-quality forest community of 27.6 acres total. The Successional Meadow would succeed the Successional Old Field and establish in areas surrounding buildings, infiltration basins and pond where regular maintenance is provided (approximately 4.7 acres). The remaining 43 acres would be the Developed Landscape Community.

The FEIS Proposed Action incorporates mitigation measures in the short-term and the long-term. The FEIS Proposed Action minimizes impacts to undisturbed forests and wetlands to the greatest extent practicable. Throughout the construction phase, soil erosion and sediment control measures and vegetation and soil protection measures are proposed to prevent impacts to any ecosystem outside the limit of disturbance. This includes a construction sequencing plan, in addition to physical barriers, erosion mats and stockpile protection, drop inlet protection, sediment traps and dust and debris control, in conformance with New York Standards & Specifications for Erosion & Sedimentation.

The FEIS Proposed Action also maximizes the utilization of existing and more recently disturbed land. The majority of the FEIS Proposed Action improvements are concentrated within currently and more recently disturbed portions of the Project Site and thereby minimize impacts to significant forest, wetland, watercourse communities and other

habitats. The limit of disturbance, in each phase, has been reduced to only that which is necessary for development.

Planting Plans have been developed for Phase 1 and the Master Development Plan showing proposed planting areas, as well as their design intent and function. The Planting Plans include typical plant lists for each of specified functions. Species of plants native to Westchester County would be used to the extent practicable for landscaping, soil stabilization, and stormwater mitigation features, with a goal of 70% native species. The use of pollinator species shall be emphasized. No species identified as invasive to New York State or neighboring states would be used.

Buffer screening is provided to reduce visual impacts on neighboring properties and area roadways. Critical buffer locations, areas that required a nearly opaque and relatively dense and wide buffer along the Site perimeter, are limited to the northeastern portion of the Project Site, as the Project Site is bordered to the northeast by a residential neighborhood. The northeastern portion of the Project Site would undergo the least amount of disturbance. This would maintain a continuous forested buffer between the adjacent neighborhood and the FEIS Proposed Action. The FEIS Proposed Action is otherwise adjacent to other commercial developments and roadways. At these locations, new plantings would buffer these properties in a manner consistent with commercial development landscaping.

Measures would also be implemented to prevent the proliferation of invasive species during construction. Examples of these measures include the use of clean fill; cleaning of equipment before use on the Project Site; and the removal of invasive species from designed landscapes. In addition, areas that are disturbed during construction and grading activities would be seeded to help prevent the establishment of invasive species.

To comply with the tree preservation ordinance of the Town of Mount Pleasant (Chapter 201), the proposed Tree Preservation Plan includes specifications to protect the approximate 27 specimen trees that would be preserved on-site. The FEIS Proposed plan complies with the required density factor calculations.

The final landscape plan shall emphasize xeriscaping with limited use of low-nitrogen or slow-release nitrogen fertilizer, organic herbicides, fungicides and pesticides.

> ***FINDING***. *The Lead Agency finds that there are no state or federally listed threatened or endangered species present on the Site that would warrant revisions or modifications to the FEIS Proposed Action. While the development of the Site will result in disturbances to existing habitats, the design layout and configuration of the FEIS Proposed Action minimizes impacts to the Site's most sensitive environments to the maximum extent practicable. The Planting Plan, combined with the preservation of existing mature vegetation, will mitigate the removal of trees and on-site vegetation associated with the development of the Site. The density requirements of the Town's Tree Preservation Ordinance are satisfied. The loss of some habitat is not considered to be a significant impact, as opportunities exist to relocate the Site's "Generalist" wildlife species, that are characteristic of the area, and adapted to proximal human habitation, and which will likely repopulate the Site post construction. As a result, no significant adverse impact to the Site's vegetation and wildlife will result from the FEIS Proposed Action.*

4.6 WETLANDS, WATERBODIES AND WATERCOURSES:

Watercourses

The Project Site is located within the Saw Mill River watershed, which is the drainage terminus of all on-site waterbodies. Four watercourses were identified on the Site: two perennial streams with adjacent intermittent watercourses identified as Rocky Headwater Stream East and Rocky Headwater Stream West, and two separate isolated intermittent watercourses identified as Isolated Intermittent Watercourse East and Isolated Intermittent Watercourse West. The Saw Mill River is located approximately .07 miles northwest of the Project Site.

Per the NYSDEC Waterbody Classification System, Rocky Headwater Stream East is classified as a class C system and Rocky Headwater Stream West is a class C(T) system. Per the NYSDEC, the best use for streams classified as a 'C' is fishing. C(T) is a higher classification, indicating that the streams best use is fishing and is also considered a protected stream. Thus, Rocky Headwater Stream West is subject to the Protection of Waters regulations under the NYSDEC. The offsite Saw Mill River is also classified by the NYSDEC as a class C(T) waterbody and is a protected stream. Additionally, per a 2016 determination by the NYSDEC in accordance with the CWA, segments of Saw Mill River are considered "impaired waters" due to pollutant loads and fish consumption.

The FEIS Proposed Action would cause direct impacts to the two onsite perennial streams and associated wetlands. Phase 1 of the FEIS Proposed Action results in the loss of 1,300 linear feet of existing stream due to road crossings at the northern and southern end of the stream and from the construction of an onsite pond and wetland system.

Potential indirect impacts to the streams and wetlands include the deposition of sediment and other pollutants carried by stormwater runoff during and following construction as well as from excessive scouring of the stream channels and wetlands from increased flows of stormwater runoff. These potential impacts shall be avoided or minimized to the greatest extent practical during construction via the installation and maintenance of the project's Soil Erosion and Sediment Control Plan. The impacts would be minimized to the greatest extent practical or avoided following construction via the installation and maintenance of the Stormwater Management Plan.

Another potential impact is an increase in sunlight exposure to the streams from the removal of trees and shrubs to allow for the construction of the proposed road crossings and the proposed pedestrian path crossing. The clearing of vegetation required for the pedestrian path crossing is relatively limited, narrow and aligned west to east. As such, this vegetation clearing is not expected to impact the stream from increased sunlight exposure. The area to be cleared for the road crossings also aligned west to east, decreases the potential for impacts from increased solar exposure. However, the area of vegetation clearing is substantially wide. As such, it is expected that there would be short-term impacts from increased solar exposure. The increased exposure likely would lead to the increased growth of invasive vegetation. Consequently, to minimize these potential impacts, the FEIS Proposed Action includes a planting plan that includes the planting of native trees, shrubs and groundcovers and for the control of invasive vegetation.

Stream crossing impacts shall be minimized by using bottomless culverts that span the stream width. The culvert would allow for the continued flow of stream water and movement of wildlife below the proposed roads. Additionally, in lieu of fill slopes extending north and south of the road in the area of the wetland crossing, retaining walls will be constructed to limit disturbance. Educational signage shall be places along the watercourses to highlight the history and ecology of the Saw Mill River.

Wetlands

The only onsite wetlands are those that border the perennial and intermittent streams. Generally, these wetlands are very narrow and are limited to the banks of the watercourses. However, there are some areas where the wetlands extend much further from the watercourse.

The biophysical assessment of the wetland elements revealed that the wetland functionality of all four wetland areas generally low to moderate, with only the wetlands along the Rocky Headwater Streams offering high functions for groundwater discharge and in the case of the West stream, the export of detritus.

Approximately 41,400 square feet of disturbance to wetland and watercourse areas is proposed to complete Phase 1. Approximately 17,900 square feet of upland area would be used to create a pocket wetland area and 44,200 square feet within and adjacent to the eastern stream would be permanently replaced with a pond. This results in a one-to-one ratio of wetlands lost to wetlands created onsite

The indirect loss of wetlands due to modified drainage patterns will results in a net-loss of approximately 0.22 acres. These wetlands areas have developed over time from hillside seeps. Due to the proposed stormwater management plan, it is possible that these wetlands will be substantially drained.

During Phase 1, the potential use of fertilizer, pesticides, herbicides, fungicides and other chemicals would be largely contained to the south-central portion of the Site. For the remaining phases of the Master Development Plan, the eastern and western property boundaries would also have some potential need for applications due to the increase in lawn area and new plantings. These materials have the potential to impact watercourses and wetlands when transported onsite via surface and subsurface water flow. Potential impacts from the potential use of these materials would be avoided or minimized to the greatest extent practical via the use of no or low nitrogen fertilizers and the installation and maintenance of the Stormwater Management Plan.

Following the construction of Phase 1 and the remaining phases of development, water from the Project Site would continue to flow overall from south to north, as would the western and eastern streams and adjacent wetlands. Potential drainage pattern changes from Phase 1 could reduce the flow of water to wetlands that are east of the southern portion of the western stream. Similarly, potential drainage pattern changes from the remaining phases of development could reduce the flow of water to wetlands that are east of the central portion of the eastern stream. To minimize these changes to the greatest extent practicable, infiltration measures shall be installed upgradient of these areas to discharge more water to them.

Other modifications to drainage patterns through the increase in impervious surfaces and the implementation and maintenance of the stormwater management system are not anticipated to significantly affect overall site hydrology. Runoff from proposed impervious surfaces would be captured and conveyed so that runoff passes through one or more of several proposed best management practices for water quality treatment including four subsurface recharge chamber systems, two infiltration basins, a pond and pocket wetland. The Master Development Plan incorporates three additional subsurface recharge chambers that would connect to the Phase 1 infiltration basins to treat stormwater runoff from the increase in impervious surfaces.

As per NYSDEC requirements, the FEIS Proposed Action includes a Stormwater Management Plan which includes measures for runoff reduction volume, stream channel protection volume, overbank and extreme flood control. These measures protect onsite watercourses and wetlands from erosion and flooding and subsequently protect off-site wetlands and watercourses

Impacts to potential downstream aquifer recharge areas and their contributing watersheds resulting from groundwater flow are not expected. As the FEIS Proposed Action does not include wells and the extraction of groundwater, and the proposed Stormwater Management Plan includes measures to reduce runoff volumes and increase groundwater recharge to the greatest extent practicable. Further, due to the installation and maintenance of the stormwater management measures, groundwater quality impacts would be avoided.

To mitigate for short-term impacts, a detailed Soil Erosion and Sediment Control Plan shall be implemented prior to the commencement of construction. The plan would include the installation, regular inspection and maintenance of control measures such as minimizing the area of total soil disturbance at any one-time, stabilized construction entrances, silt fencing, inlet protection, soil stockpile storage and sediment traps. A qualified site monitor would be responsible for inspecting these controls throughout construction to ensure efficacy. Areas of soil disturbance would be minimized by phasing construction activities and through the temporary stabilization of disturbed areas that are temporarily not being worked. A detailed construction phasing plan splits the Site into nine areas and modifies control measures based on the needs of the specific area.

Water handling measures would be used to mitigate short-term impacts from proposed development activities within streams and wetlands. A detailed Water Handling Plan shall be implemented. This plan would include the rerouting of clean water around construction activities and would include the treatment of impacted water that would be pumped from construction areas.

To mitigate for long-term indirect impacts, the Stormwater Management Plan shall be implemented. The plan would include the installation, regular inspection and maintenance best management practices such as naturally vegetated filter strips adjacent to wetlands and watercourses, surface and subsurface infiltration practices, a wet pond and a pocket wetland. The plan has been designed in accordance with NYSDEC standards for water quality volume and runoff reduction volume, stream channel protection volume and overbank and extreme flood control. By doing so, the FEIS Proposed Action would mitigate potential indirect impacts to wetlands and watercourses.

To mitigate for long-term direct impacts to wetlands and watercourses, Phase 1 includes the construction of 0.4± acres of wetlands and one acre of a permanent pond, resulting in a 100 percent replacement of lost wetlands.

The Planting Plan shall document the revegetation of disturbed areas and create long term stabilization of the soils. In many locations, the Planting Plan shall include the establishment of native groundcovers, shrubs and trees to provide habitat opportunities to local flora and fauna and to improve water quality. Permits from the NYSDEC and USACOE shall be obtained as required.

> ***FINDING***. *The FEIS Proposed Action will minimize impacts to the on-site streams through specific design features and the implementation of the Stormwater Management and Erosion and Sedimentation Control Plans. Existing drainage patterns will remain in-tact, and the rate of runoff from the Site will not increase. Impacts to wetlands will be off-set by the reestablishment of new on-site wetland areas on a 1:1 basis. As a result, the Lead Agency finds that the FEIS proposed Action will not result in any significant adverse impacts to wetlands, waterbodies or watercourses.*

4.7 STORMWATER MANAGEMENT:

In general, the Project Site drains to the north toward Old Saw Mill River Road. The south-central portion of the Project Site is relatively level and the grade is moderate to severe to the north. Two small streams that extend and flow south to north in the western and eastern portions of the Project Site. The majority of surface and subsurface water at the Project Site drains into these two watercourses; water in the eastern and east-central portion of the Project Site flows into the eastern system and water in the western and west-central portion of the Project Site flows into the western system. Both systems drain into Old Saw Mill River offsite to the north, which is a class C(T) stream per New York State Department of Environmental Conservation (NYSDEC).

The Project Site does not drain to a drinking water supply of New York City; therefore, the Project Site is not subject to New York City Department of Environmental Protection regulations.

The Project Site currently has a parking area and a construction staging area on the south side of the Site which is accessed from Hospital Road. There are also several residences and a former landscaping business located on the west side of the Project Site which are accessed from an existing paved driveway connected to Old Saw Mill River Road. A majority of the Project Site is undeveloped woodlands and meadows.

Construction of Phase 1 would result in the disturbance of approximately 35.8 acres for impervious surfaces such roofs, access roads, parking areas, walkways, and driveways. The proposed development program for the Master Development Plan would alter the existing land coverage on the Project Site. The conversion of approximately 39 percent of the woods on the Project Site to other cover types, including over 27 acres of impervious cover, would change the recharge of groundwater and subsurface flow patterns of groundwater on the Project Site.

Additionally, wetland disturbances are necessary to accommodate stormwater practices, such as the installation of an onsite wet pond between the Main Street corridor and the proposed hotel building. The proposed wet pond shall be constructed during Phase 1 and would remain as part of the stormwater management system for the Master Plan. The pond would allow for stormwater treatment by creating a permanent pool with extended detention capacity above. As of this writing, the USACE is reviewing the wet pond. Should USACE not approve the proposed pond work, an alternate solution would have to be developed, reviewed and approved prior to disturbance of the wetland. Additional wetland impacts are required to create the network of roadways for the Proposed Action. This requires culvert crossings of the existing watercourse.

To appropriately mitigate potential stormwater impacts, the following stormwater practices shall be installed for Phase 1:

- Four (4) subsurface infiltration systems shall be installed. The infiltration systems consist of Cultec Recharger infiltration chambers to be situated in gravel beds.

- Two infiltration basins shall be constructed. The infiltration basin consists of a flat bottom basin to be located in a highly permeable area of the Project Site and effectively recharges runoff back into the onsite soil which reduces post development runoff volumes from the site.

- One wet pond shall be constructed. The wet pond stormwater practice would consist of a permanent pool of water with extended detention capacity which is to be controlled by an outlet structure. A sediment forebay is included to provide pretreatment at the inlet side of the pond. The water quality volume associated with the 90 percent storm is provided partially in the permanent pool and partially in the extended detention area in accordance with the Stormwater Design Manual.

- One pocket wetland will be established in Phase 1 Plan. The pocket wetland is proposed to consist of a forebay located at the inlet, a shallow marsh area, and a micropool at the outlet structure. The Pocket Wetland has been designed for extended detention to provide 24-hour center of mass detention time for the one-year storm event (2.8 inches). The pocket wetland would also provide extended detention storage above the permanent pool for the larger storm events.

- Required pretreatment for the stormwater runoff shall be accomplished using subsurface Hydro- International First Defense High-Capacity hydrodynamic separator chambers prior to each practice. The pretreatment practices are to be sized based on the peak flow generated by the one-year storm, 2.8 inches of rainfall in 24-hours. The hydrodynamic separator is proposed to meet the requirements of propriety treatment systems set forth in the NYSDEC Stormwater Design Manual.

- Stormwater runoff shall be captured in drop inlet catch basins and all proposed stormwater conveyance piping will be constructed with high density polyethylene pipe (HDPE). Additional pretreatment for the stormwater management systems would consist of 24" sumps in all preceding catch basins.

- The use of pervious or porous pavement shall be considered, in consultation with the Town Engineer, for surface parking areas that would serve Phase 1 but be replaced in subsequent phases.

In addition to the practices associated with the construction of Phase 1, further stormwater management practices would be implemented for the Master Development Plan; including:

- Additional subsurface infiltration systems shall be installed to capture and treat runoff from the additional rooftops and roadways to be constructed at the Site beyond the limits of Phase 1. The proposed infiltration systems consist of Cultec Recharger infiltration chambers to be situated in gravel beds. Similarly, to Phase 1, the infiltration systems would recharge stormwater runoff back into the onsite soil and each system is designed as an offline practice that would treat the 90 percent design storm and bypass larger storm events via diversion structures.

- A majority of the stormwater management infrastructure to be constructed in Phase 1 would be utilized as part of the Master Development Plan. Many of the catch basins, drainage pipes, manholes, and stormwater practices were purposefully sited in areas which allow the stormwater management component to remain in place when the Site transitions from Phase 1 to the Master Development Plan.

  However, there are several components of the Phase 1 stormwater management design which would no longer be effective when full buildout of Master Development Plan commences. The subsurface infiltration system which treated the surface parking area adjacent to the proposed hotel would be removed as part of the Master Development Plan, in order to construct the Educational Science Center. The stormwater runoff from this area would be treated in the proposed wet pond as part of the Master Development Plan.

- Additionally, one small infiltration basin (SWP-2) which treats a portion of Cross Street and the proposed West Parking Lot during Phase 1 would be removed and replaced by the larger open infiltration basin proposed with the Master Development Plan.

The stormwater systems for the FEIS Proposed Action are proposed for the qualitative and quantitative management of stormwater runoff from the Project Site. As the Project Site falls under the requirements of the State SPDES program, all stormwater facilities employed for this Site shall been designed to meet NYSDEC requirements for water quality volume, stream channel protection volume, overbank flood control, and extreme flood control.

Stormwater peak runoff rates following development of the Master Development Plan would not exceed those in the existing condition. As a result, stormwater runoff rates following development would have no adverse impacts on downstream properties or stormwater conveying systems. Similarly, considering the nature of the existing Site conditions and the level of stormwater treatment proposed in the post- development condition, it is predicted that the Proposed Action would not have a negative impact on

stormwater quantity or degradation in the quality to any reservoir, stream, wetlands or watercourses.

Even though the post-development condition contains more impervious area than existing conditions, the proposed stormwater management facilities mitigate the stormwater quality as per the NYSDEC Rules and Regulations. The design point evaluations based on the 1, 2, 10, 25, 50 and 100-year storm events showed that the peak flows occurring at the design point are less than or equal to the pre- development conditions.

The stormwater management planning process included several design decisions and techniques to help minimize the impacts of development. Roadway pavement and sidewalk widths were designed with the minimum width practicable while meeting the requirements of the Mount Pleasant Town Code. Preservation of natural buffers and undisturbed areas was also a key element of the design. A large portion of the north side of the Project Site is proposed to remain undisturbed woodlands as part of the Master Development Plan. Although a portion of the onsite wetland are proposed to be disturbed, the wetland areas were already previously impacted by surrounding development and their health would be improved by the proposed stormwater management plan.

The natural areas of the Project Site were also preserved by locating proposed construction disturbance in areas which had been previously developed. The proposed Main Street area of the Project Site is located where the existing paved parking lot and construction staging area are currently located. The proposed West Street is located over a portion of the existing paved common driveway which connects the existing onsite residences to Route 9A. This effectively limits the amount of new impervious required for the construction of the roadways.

Parking reductions were also a factor in the stormwater planning for the FEIS Proposed Action. The FEIS Proposed Action includes realistic parking requirements for each proposed onsite use in order to eliminate any unnecessary parking areas which may be in excess of the actual site needs. Dedicated bicycle paths and the proposed shuttle bus route would help promote less vehicular traffic as well, which helps manage the parking requirements for the Project Site. Multilevel parking structures have been proposed under several of the buildings to eliminate the need for large, surface level parking lots which greatly reduces the amount of impervious surfaces proposed for the site.

In addition to the stormwater treatment practices, proper soil restoration techniques shall be conducted where soil disturbance occurs onsite in accordance with the specifications set forth in Chapter 5 of the NYSDEC Stormwater Design Manual. At a minimum, the following soil restoration measures should be taken during construction:

- A new 6-inch layer of topsoil would be spread where the existing topsoil has been stripped.

- De-compaction shall be performed in areas that experience heavy traffic during construction and existing impervious areas which are to be converted to pervious areas.

- The area of the proposed infiltration practice shall be protected during construction to maintain nature and healthy soil conditions.

The intent of the design is not to modify the existing drainage patterns at the Project Site. All stormwater treatment practices are sited at locations that can receive and treat the maximum amount of Site areas. One of the goals of the design was to capture and treat stormwater close to the source and recharge the treated runoff back into the soil to reduce overall stormwater runoff volumes.

The Site layout has been planned to minimize impacts to existing surface water resources by providing facilities that comply with NYSDEC and local standards. This includes ensuring that all surface water runoff from the FEIS Proposed Action would be captured and treated in accordance with the details provided in the attached SWPPP report. Nine total stormwater treatment practices have been proposed, including four subsurface infiltration systems, two infiltration basin, one wet pond, and one pocket wetland. The implemented stormwater practices would result in improved stormwater quality as well as reduced peak discharge rates at both of the project design points under the post development conditions.

Erosion and Sediment Control During Construction

Erosion and sediment controls shall be employed during construction. It is the intent to provide effective erosion control by minimizing land disturbance at any given time, containing sediment from disturbed areas, treating runoff where possible, and stabilizing disturbed soils as soon as possible.

Listed below are the Temporary Erosion & Sediment Control Practices specified on the Erosion Control Plan. All practices shall be installed and maintained in conformance with the New York Standards & Specifications for Erosion & Sediment Control:

- Silt Fence
- Soil Stockpile
- Construction Entrance
- Drop Inlet Protection
- Dust & Debris Control
- Sediment Trap
- Erosion Blankets

A stabilized construction entrance should be installed where construction vehicles enter on to existing roadways from the Site. The construction entrance is designed to prevent outgoing trucks from tracking soil onto the road.

Drop inlet protection for the Site will consist of silt fencing surrounding the catch basins. The purpose of the staked silt fence is to prevent water with large amounts of sediment to enter the drainage system through the inlets.

A water truck shall be maintained on-site for dust control as required.

Construction debris, such as sheet metal and wood scrap, paper and insulation products, styrofoam cups and paper wrappers which could become windblown litter over and off the Site if neglected, shall be attended to. Suitable and ample refuse

containers shall be provided on the Site and emptied when full. Any scattered debris shall be picked up and placed in containers on a continuous basis.

Temporary sediment traps shall be provided to control sediment laden runoff and store the accumulated sediment for proper disposal. The sediment traps have been designed to meet the standards of the New York Standards & Specifications for Erosion & Sediment Control.

Erosion control blankets (anchored stabilization matting) provide protective cover for newly graded steep slopes, protect against rainwater splashing/overland flow, and help promote seed germination. Erosion blankets shall be installed on all embankments which are graded steeper than 3 horizontal to 1 vertical.

In addition to the temporary erosion and sediment control practices listed above, additional measures shall be implemented to mitigate potential pollution during the construction phase of the project. The general contractor supervising Site construction shall be responsible for the implementing the follow measures to control and prevent non-sediment pollution during construction activities; prevent the generation of pollutants due to improper handling, storage, and spills; and prevent the movement of toxic substances from the site into surface waters:

Material Handling & Construction Staging Areas

- All construction waste materials shall be collected and removed from the Site regularly by the general contractor. The general contractor shall supply waste barrels for proper disposal of waste materials. All personnel working on the Site shall be instructed of the proper procedures for construction waste disposal.

- All construction equipment and maintenance materials shall be stored in a construction staging area.

- Silt fence shall be installed down gradient of the construction staging area.

- Shipping containers shall be utilized to store hand tools, small parts, and other construction materials, not taken off Site daily.

- Construction waste barrels, recycling barrels and if necessary hazardous waste containers shall be located within the limits of the construction staging area.

Waste Management & Establishment of Washout Areas

Although it is not anticipated any hazardous waste materials will be utilized during construction, any hazardous waste materials shall be disposed of in accordance with federal, state, and local regulations. No hazardous waste shall be disposed of onsite.

Hazardous waste materials shall be stored in appropriate and clearly marked containers and segregated from the other non-waste materials. All hazardous waste shall be stored in a structurally sound and sealed shipping containers located in the staging areas. Material safety data sheets, material inventory, and emergency contact numbers will be maintained in the office trailer. All personnel working on the Site shall be instructed of the proper procedures for hazardous waste disposal.

Temporary sanitary facilities (portable toilets) shall be provided onsite during the entire length of construction. The sanitary facilities shall be located in the project staging area, or in an alternate area away from the construction activities on the Site. The portable toilets shall be inspected weekly for evidence of leaking holding tanks.
All recyclables, including wood pallets, cardboard boxes, and all other recyclable construction scraps shall be disposed of in a designated recycling barrel provided by the contractor and removed from the site regularly. All personnel working on the site shall be instructed of the proper procedures for construction waste recycling

Proper Equipment Fueling & Spill Prevention
Throughout the construction of the FEIS Proposed Action, several types of vehicles and equipment will be used onsite. Fueling of the equipment shall occur within the limits of the construction staging area. Fuel will be delivered to the Site as needed, by the general contractor, or a party chosen by the general contractor. Only minor vehicle equipment maintenance shall occur on-site, all major maintenance shall be performed off-site. All equipment fluids generated from minor maintenance activities shall be disposed of into designated drums and stored in accordance with the hazardous waste storage as previously discussed.

Permanent Erosion and Sediment Control Practices
The intent of the permanent erosion and sediment control practices is to permanently stabilize the ground surface via vegetative and structural practices, while controlling and reducing runoff velocities. The following permanent erosion and sediment control practices area proposed for the Project Site:

- Land grading
- Vegetation
- Rock outlet protection

Land grading is the reshaping of the existing land surface in accordance with the Grading Plan. Proper land grading is an essential component of the erosion control plan, as well as the stormwater pollution prevention plan. Proper grading ensures that the intended drainage areas are directed to the stormwater management practices.

Vegetation is proposed to be provided on all disturbed soils not covered by the proposed building, driveway, or parking area. Permanent vegetation would reduce runoff velocities, filter stormwater runoff, and minimize soil erosion. Optimum times for planting are the early spring and fall; however, plantings can be started in the summer provided adequate mulch and moisture is supplied.

Rock outlet protection is proposed at the outfall of the outlet pipe from the bioretention basin. The intent of the rock outlet protection is to reduce the depth, velocity, and energy of water to prevent downstream erosion. The flows generated by the 10-year storm have been used to size the proposed rock outlet protection areas in association with the requirements provided in Figure 5B.12 of the New York Standards & Specifications for Erosion & Sediment Control.

Long Term Maintenance and Inspection Requirements
Once final stabilization is achieved, and construction is completed, maintenance and inspections would be limited to the infiltration systems, hydrodynamic separators, and stormwater basins. The owner, its successors and/or assigns shall completely familiarize themselves with the project plans, details and notes. A copy of the Maintenance & Inspection Checklist from the New York State Stormwater Management Design Manual, and other specific inspection information, shall be included in the SWPPP to serve as a guide for maintaining and inspecting the infiltrator systems and stormwater basins.

Ownership and Maintenance
The proposed roadways and their associated stormwater management systems shall be offered for dedication to the Town of Mount Pleasant to own and maintain. Beyond the limits of the dedicated right of ways, the responsibility for the long-term maintenance of drainage facilities which serve the individual buildings, terraces, driveways, parking areas would fall on the owner(s) of record. Some of the stormwater management systems mutually benefit multiple buildings and project areas which would require long term maintenance agreements to be drafted which include all involved parties and their respective responsibilities.

As per Mount Pleasant Town Code Chapter 183, in order to ensure that the stormwater management practices and associated infrastructure have been constructed in accordance with the approved plans, the Town of Mount Pleasant may require a performance bond, equal to the estimated cost of construction, be held for at least one year after the completion of the construction. The bond would be released following a one-year inspection to confirm that the practices are functioning as intended. Additionally, a maintenance bond may be required to be provided to the Town of Mount Pleasant to ensure that the erosion control practices and stormwater facilities, both during and after construction, are being properly operated and maintained. If the Town of Mount Pleasant identifies inadequate operation and maintain of the stormwater facilities, the Town has the ability to draw from the maintenance bond to pay for the inspection, maintenance and operational costs required for the stormwater facilities.

> ***FINDING***. *The FEIS Proposed Action will minimize stormwater impacts through the implementation of the Stormwater Management Plan, Erosion and Sedimentation Control Plan and Stormwater Pollution Prevention Plan. The Lead Agency finds that the implementation of these plans as documented above will ensure that no significant adverse stormwater impacts result from the development of the FEIS Proposed Action.*

4.8 UTILITIES:

Water Supply
The County-owned portion of the Project Site is located within the Westchester County Water District #3. The Kensico Water District, a Town of Mount Pleasant Water District, is located to the north of the Project Site. An existing interconnection between the two districts exists to the west of the Project Site; this interconnection is typically closed. Westchester County Water District #3 has an existing demand of 700,000 gallons per day which is drawn from a storage tank with a capacity of 1,500,000 gallons.

The Developer Parcel is not located in a water district. The existing residential lots are served by drilled wells.

The water supply for the FEIS Proposed Action shall be supplied from a connection either to the Kensico Water District or Westchester County Water District #3. To meet the water demand requirements of the North 60, the FEIS Proposed Action includes the installation of a potable water transmission pipe that would connect the Project Site to the existing water system, either to the Kensico Water District via the existing 12" water main on Old Saw Mill River Road or to the Westchester County Water District #3 via connection to the existing 12" water main located on the Westchester Medical Center campus. Ownership of the water line would be public, and maintenance would be the responsibility of either the Kensico Water District or Westchester County Water District #3.

The water demand required for Phase 1 of FEIS Proposed Action is 42,540 gpd and 260,691 for the full build-out of the Master Development Plan.

A public water-supply source must be able to supply the maximum daily water demand requirements of a proposed development, which is defined by the regulatory agencies as twice the average water demand. Therefore, the combined maximum daily water demand for the FEIS Proposed Action is 521,382 gpd (260,691 gpd x 2).

Kensico Water District or Westchester County Water District #3 have the ability to meet the combined water demands of all potential and proposed uses. The water connection pipe between the FEIS Proposed Action and the Kensico Water District shall be designed for delivery of 900 gpm.

There are adequate residual pressures and required flows to service the domestic demands of the FEIS Proposed Action, according to water modeling conducted for the Proposed Action

The existing wells on the Developer Parcel of the Project Site would be abandoned in accordance with all applicable laws and regulations after completion of the FEIS Proposed Action and connection of all project components to the Kensico Water District and/or Westchester County Water District #3.

The FEIS Proposed Action includes water conserving fixtures such as low-flow toilets and shower heads and irrigation time restrictions (such as early morning and evenings only or every other day). The water conserving fixtures proposed are anticipated to save approximately 20% gpd of the total average daily domestic water flow.

The expansion of the Kensico Water District's system would not provide adequate fire flow to protect the FEIS Proposed Action. Water District upgrades are recommended to accommodate the needed fire flows. Other alternatives for fire protection are being explored and may include utilizing the expansion of the existing Westchester County Water District #3 to provide fire protection needs. Additionally, an onsite storage tank may also be proposed to allow for storage of the required fire protection volume. These alternatives will be finalized during the site plan review phase.

The Town of Mount Pleasant and/or Westchester County own the water infrastructure assets not located on the Project Site and are responsible for all common infrastructure.

As part of the extension of its service area, the Town of Mount Pleasant and/or Westchester County would ultimately own and maintain the water infrastructure on the Project Site. The Kensico Water District operators or Westchester County would be responsible for the operation of the potable water system.

The water service area is proposed to be expanded to include limits of the Project Site, and all applicable regulations and procedures would be followed to accomplish this in order to supply water to the Project Site. Any necessary easements and maintenance agreements would be provided as required as the project progresses, in order to connect to water supply.

Expansion of either the Kensico Water District system or Westchester County Water District #3 system to the Project Site would require:

- NYSDEC water supply permit
- WCDOH permits

The site layout minimizes the demand for the irrigation water service by limiting the lawn areas as much as the design allows and by providing meadow growth for the areas such as stormwater detention basins.

The site layout also minimizes the total length of the water system extension as much as possible, by providing a loop layout for the FEIS Proposed Action to provide adequate flow conditions to all the development in case of a breakage of water mains.

Operational and maintenance activities for the proposed water supply system would consist of periodic hydrant flushing and repairs, as necessary. The water distribution system layout has been designed to be located within the shoulders of the roadways as much as possible to avoid impacts to the roadways and other structures in case a repair requires excavation.

Any and all fees and expenses incurred by the Town, including but not limited to, engineering, surveying fees and attorneys' fees, related in any way to the aforesaid, shall be borne by the developer and/or the developer successors and assigns.

Sanitary Sewer

The Project Site is located within the Mount Pleasant Sewer District. The County- Parcel (vacant) does not generate any sanitary sewage, and does not have any onsite sewage facilities. The Developer Parcel has individual subsurface sewage disposal systems. The Mount Pleasant Sewer District is regulated by the Westchester County Department of Environmental Facilities (WCDEF).

The FEIS Proposed Action will be connected to Town of Mount Pleasant Sewer District via a gravity sewer main which connects to the existing 8" CIP sewer main located on the north side of Old Saw Mill River Road. The existing 8" CIP sewer main then discharges into a 42" reinforced concrete pipe, sewer trunk line, which carries the sewage to Westchester County's Yonkers Joint Wastewater Treatment Plant.

The FEIS Proposed Action is projected to generate 42,540 gpd of wastewater for Phase 1 and 140,295 gpd of wastewater for the full build-out of the Master Development Plan. There are no known planned or proposed projects in the vicinity of the Project Site that may impact the capacity of the sewer district. The Westchester County Yonkers Joint Wastewater Treatment Plant facility has additional capacity to accommodate the volume of wastewater generated by the FEIS Proposed Action.

The Town of Mount Pleasant would own the sewer infrastructure on the Project Site and be responsible for the maintenance of the infrastructure. Maintenance agreements shall be established. Easements for pipes and appurtenances shall also be drafted once engineering is completed and locations are determined during the site plan review process. Approvals would be obtained as necessary from NYS Department of Health, NYSDEC, and Westchester County Departments of Health and Planning.
Wastewater generated from the Project Site is proposed to be minimized with the use of low flow fixtures and toilet facilities. The proposed length of the collection system is minimized to the greatest extent practicable. There would be no additional pre-treatment, treatment or chemical storage associated with the sewage treatment work as part of the FEIS Proposed Action. All collection piping would be installed in accordance with the Ten States Standards.

Sanitary discharge from the FEIS Proposed Action shall be mitigated by providing system improvements to mitigate Inflow and Infiltration (I&I) with a target ratio of 3:1. The Applicant will coordinate I&I efforts with the WCDEF. Due to the relatively large average daily sewer demand of the FEIS Proposed Action, reaching the full goal of 318,540 gpd of I&I repairs and improvements may not be immediately achievable on the Project Site. The WCDEF shall identify areas of concern within their existing sewer system and the Applicant will work with WCDEF toward implementing I&I improvements.

Other Utilities

There are several other existing utility services which would be provided to support the FEIS Proposed Action. These utility services include electricity, natural gas, broadband internet and television, and telephone. The Project Site is served by Consolidated Edison (Con Ed) Electric and Gas. Con Ed has also indicated that they can provide interruptible gas service to the project. Cable television, internet and telephone services within the vicinity of the Project Site are provided by either Altice (Cablevision) or Verizon.

The Proposed Action's projected utility loads for electric and natural gas service have been determined to be 32.7 MVA connected load and 20.0 MVA diversified load and 171,944.6 CFH respectively. Con Ed has indicated there is ample power supply available to support the electric demands of the FEIS Proposed Action. Con Ed has also indicated that they can provide interruptible gas service to the Proposed Action. A will serve letter has been provided.

The extension of telecommunication services will be provided to the Project Site. The specific service provider has not been determined at this time. There are no known planned or proposed projects in the vicinity of the Project Site that may impact the capacity of other utilities to serve the project.

The proposed biotechnology/medical technology buildings are envisioned to be designed with LEED components. The FEIS Proposed Action has been designed as a smart growth

low-impact development, with features that are intended to promote energy efficiency, water conservation, and protection of natural resources. Included in the proposal are special features which may include ENERGY STAR appliances and Water Sense fixtures.

Any and all fees and expenses incurred by the Town, including but not limited to, engineering, surveying fees and attorneys' fees, related in any way to the aforesaid, shall be borne by the developer and/or the developer successors and assigns.

***FINDING**. The Lead Agency finds that adequate infrastructural capacity exists to accommodate the Project's sewer, water and other utility demands. No adverse impacts are anticipated.*

4.9 TRAFFIC & TRANSPORTATION:

Traffic

Access to the Project Site is provided from the Sprain Brook Parkway, Hospital Road, Woods Road, Bradhurst Avenue (NYS Route 100), Grasslands Road (NYS Route 100C and NYS Route 100) and Saw Mill River Road (NYS Route 9A). To evaluate the traffic impacts of the FEIS Proposed Action, the following intersections were studied:

- Route 100A/100C and Bradhurst Avenue (Route 100)
- Bradhurst Avenue (Route 100) and 19 Bradhurst Avenue Driveway
- Bradhurst Avenue (Route 100) and Hospital Road
- Hospital Road and Sprain Brook Parkway NB Off Ramp
- Hospital Road and Sprain Brook Parkway SB On Ramp
- Hospital Road and Woods Road
- Hospital Road and Sunshine Cottage Road
- Bradhurst Avenue and Sprain Brook Parkway NB On Ramp
- Bradhurst Avenue and Sprain Brook Parkway SB On/Off Ramps
- Route 9A and Dana Road
- Dana Road and Walker Road
- Dana Road and Hammond House Road
- Route 9A and Saw Mill River Parkway NB On/Off Ramp
- Route 9A and Skyline Drive (North)
- Route 9A and Skyline Drive (South)
- Route 9A & Old Saw Mill River Road (South)
- Route 9A & Old Saw Mill River Road (North)
- Route 9A and Belmont Road
- Broadway and West Cross Street
- Bradhurst Avenue and Brighton Avenue
- Bradhurst Avenue and Broadway//Memorial Drive
- Bradhurst Avenue and Lakeview Avenue
- Bradhurst Avenue and Joyce Place
- Route 100C and Sprain Brook Pkwy NB On/Off Ramps
- Route 100C and Sprain Brook Pkwy SB On/Off Ramps
- Route 100C and Woods Road/Taylor Road
- Route 100C and Walker Road/Clearbrook Road
- Old Saw Mill River Road & West Stevens Avenue
- Bradhurst Avenue and Chelsea Street

- Bradhurst Avenue and Broad Street
- Broadway and Sprain Brook Parkway SB On Ramp
- Hospital Road and Woods Road / Proposed Site Driveway 1
- Hospital Road and Proposed Site Driveway 2
- Hospital Road and Proposed Route 9A Connector
- Proposed Route 9A Connector and Proposed Site Driveway 3
- Proposed Route 9A Connector and Proposed Site Driveway 4
- NYS Route 9A and Proposed Route 9A Connector

These are collectively referred to as the "Site Roadways." The existing traffic volume growth rate along the Site Roadways has been minimal. However, Site Roadway traffic volumes are anticipated to increase as a result of the FEIS Proposed action as well as other vicinity developments including the following:

- Loop Road Holdings (Regeneron Expansion) – Greenburg – Phase 1/Phase 2
- Landmark at Eastview South Campus - Greenburg – Phase 1
- Landmark at Eastview North Campus Mt. Pleasant – Phase 1/Phase 2
- WMC Health – Mt. Pleasant

Phase 1 of the FEIS Proposed Action is projected to generate 629 AM and 733 PM peak hour vehicle trips. Phase 2 is projected to generate 1,854 AM and 2,104 PM peak hour vehicle trips. This volume of additional traffic requires the implementation of roadway improvements to mitigate traffic impacts and associated increased delays in intersection levels-of-service.

The following mitigation measures are required with all public improvements to be paid for by the Developer:

Phase 1

- The construction of a new connector roadway between NYS Route 9A and Hospital Road. The roadway will have one through lane in each direction, and shall be signalized as traffic warrants are met.

- Widening of Hospital Road with new left turn lanes.

- All traffic signals shall include push button signals and countdown indicators to accommodate pedestrian/bicycles traffic (both phases).

- The installation of crosswalks with detectable warning fields at all pedestrian accessible intersections (both phases).

- Extend the sidewalks to the Main Street intersection to access bus stops.

- Provision of dedicated curbed or protected bike lanes where practicable.

- In coordination with the Westchester County Dept of Transportation, expand the existing bus and shuttle system to provide additional stops within the Project Site.

- Designated ride sharing pick-up and drop-off locations shall be established in parking areas.

Phase 2

- Construction of an eastbound through lane on Hospital Road. At Woods Road, this lane will be a designated right turn lane.
- Construction of a right turn lane on Woods Road at Hospital Road.
- Installation of traffic signal at the Hospital Road/Woods Road intersection and/or the driveway to Lot 10, as traffic warrants are met.
- Construction of a roundabout at the intersection of Bradhurst Avenue and Hospital Road with associated modifications to the Sprain Brook Parkway northbound off-ramps.
- Provision of a new shuttle service to Metro North train stations. Initially to the Hawthorne station, and expanded to other stations based on ridership demands. This system shall be designed to meet every northbound and southbound train during the weekday AM and PM peak hours.
- The provision of bike racks and e-bike charging stations throughout the FEIS Proposed Action.
- The Applicant shall explore implementation of a bicycle share program.
- A monitoring program shall be established recommended to ensure that required roadway improvements are "in place" or under construction to support the proposed development.

Parking

Off-street parking for the FEIS Proposed Action will be accommodated in both surface parking lots and parking structures. In total for both phases, 8,505 parking spaces are required and 8,592 spaces are provided (8,158 garage spaces and 434 surface spaces).

For Phase 1, 1,470 parking spaces are required and 1,791 are provided (886 garage spaces and 905 surface spaces). At least 80% of all required parking for Phase 1 shall be located within 300' of the Phase 1 building limits.

Monitoring Program

The full FEIS Proposed Action will be built-out over a number of years. In addition, over time the uses within the FEIS Proposed Action may change resulting in higher or lower traffic generations.

As a result, a Monitoring Program shall be established by the Developer to achieve the following goals:

- Provide flexibility for the FEIS Proposed Action without the need for extensive traffic evaluations with associated roadway improvements each and every time there is a modification to the project.

- Provide the Town and other agencies assurances that the traffic generated by the FEIS Proposed Action are mitigated.

To implement this Monitoring Program, it is necessary to determine the specific roadway and traffic control measures needed to support a specific traffic volume. The required improvements for Phase 1 and Phase 2 are established above. A "Trip Bank" is then established to provide the necessary flexibility within established limits.

Phase 1
The total driveway volume is projected to be 642 trips during the AM peak hour and 751 trips during the PM peak hour assuming the roadway and traffic control mitigation measures are in place. Based on these, a Trip Bank of 1,000 vehicles per hour (vph) for any hour be set for Phase 1.

Phase 2
The total driveway volume is projected be 1,600 trips during the AM peak hour and 1,934 trips during the PM peak hour assuming the roadway and traffic control mitigation measures are in place. Based on these, a Trip Bank of 2,500 vph for any hour be set for Phase 2.

To implement the Monitoring Program, the following steps are required after the first buildings are occupied, and the associated roadway/traffic control improvements and mitigation measures are in place.

1. For future site plan applications, the Applicant shall submit to the Planning Board traffic counts at the driveways to the Project Site on a typical weekday.

2. The Applicant shall also submit estimates of traffic to be generated by the development. They would be added to the highest hourly volume from Step 1. This results in the anticipated traffic volumes for the proposed level of development.

3. The traffic volumes from Step 2 would then be compared to the Trip Bank for that phase plus 10% to account for normal variations. If the resulting developed volume is lower than the Trip Bank plus 10%, **no future analysis is required**. If it is higher, Step 4 is implemented.

4. A new traffic evaluation shall be prepared, with the Planning Board specifying which locations and intersections need to be reevaluated. The Applicant shall prepare the study with specific recommendations to the Planning Board. The study shall document what, if any improvements are required or the measures that the Applicant proposes to reduce the anticipated number of vehicles by the use of various traffic management techniques.

5. The Planning Board shall review the resubmitted information and make a decision as to the appropriate course of action.

6. The Monitoring Program will continue to operate until full completion of the Master Development Plan.

These steps are required every time there is a new site plan application is filed with the Planning Board.

Any and all fees and expenses incurred by the Town, including but not limited to, engineering, surveying fees and attorneys' fees, related in any way to the aforesaid, shall be borne by the developer and/or the developer successors and assigns.

No truck or delivery traffic will be permitted on local roads including through the residential neighborhood to the north.

> ***FINDING.*** *The Lead Agency finds that subject to the implementation of the improvements and mitigation measures established above, The FEIS Proposed Action will not have a significant adverse impact on the Levels of Service of the intersections surrounding the Site, roadway operating conditions or the areas traffic operations.*

4.10 COMMUNITY SERVICES:

Police

The Project Site is served by both the Town of Mount Pleasant Police Department (responsible for property within the developer's parcel) and the Westchester County Department of Public Safety (responsible for the County-owned portion of the Site).

The FEIS Proposed action is expected to introduce approximately 853 employees to the Project Site in Phase 1 and 6,145 employees at full build-out. The residential use would add approximately 143 residents. This level of development will result in a proportional increase in the demand on police services. The applicant is working with the MPPD and Westchester County Department of Public Safety to address security concerns.

The FEIS Proposed Action will incorporate various security measures such as lighting and video surveillance. A private security company shall be hired to provide unarmed communications officers and unarmed safety officers to provide security coverage 24/7/365. Additionally, staffed fixed posts will be located on the campus. The projected increased tax revenues generated by the FEIS Proposed Acton will offset any increase demand for police protection services.

Fire and Emergency Services

The Project Site is within the service area of the Grasslands Fire Brigade, which provides fire suppression and life safety services to the Grasslands Campus and Westchester Medical Center during the day on weekdays. In addition to Grasslands Fire Brigade, the Hawthorne Fire Company (Hawthorne FC) provides fire and emergency medical (EMS) services to the Project Site and surrounding areas. The Westchester EMS (WEMS) also provides EMS service including paramedic fly-car service throughout Westchester County.

The development of the FEIS Proposed Action will result in an increased demand for fire and EMS services.

The Applicant has met with the Hawthorne FC to discuss the FEIS Proposed Action and is continuing to work with the Hawthorne FC to ensure any concerns regarding the FEIS Proposed Action are addressed in the final design and operations.

The FEIS Proposed Action is designed to provide adequate site access to fire apparatus and emergency response vehicles. Additionally, the proposed buildings would be constructed to meet the latest New York State Uniform Fire Prevention and Building Code and would be equipped with sprinklers and fire alarms.

The proposed water connection to the FEIS Proposed Action has been analyzed in regard to the fire flows plus average daily domestic flows anticipated and its effects on the Kensico and Westchester County water distribution systems. Due to the head loss in the dead-end sections of the Kensico Water District, at times of maximum daily demand, operating pressures drop and the system can only provide limited fire flows. The Westchester County Water District #3 system also can only provide limited fire flows. Therefore, in addition to improvements on either system the FEIS Proposed Action shall utilize either fire pumps or fire water storage tanks to enhance the available fire protection.

A hydrant flow test conducted during the site plan review process shall be used to verify that there is adequate residual pressure and required flows to service the FEIS Proposed Action.

It is expected that the increase tax revenues generated by the FEIS Proposed Action would offset any incremental increased costs for fire and EMS services by the Hawthorne FC. WEMS is a nonmunicipal nonprofit agency and would not be impacted by tax revenues.

Recreation and Open Space

The Town of Mount Pleasant maintains 14 Town parks and portions of four school sites, as well as several ornamental and turf areas throughout the Town. The Town also contains three Westchester County parks, and portions of the Westchester County North County Trailway, as well as two New York State parks

The Project Site contains a substantial amount of open space; however, this open space is neither open to the public nor currently used for passive of active recreational purposes.

The open space features proposed on the Project Site, for both Phase 1 and the overall Master Development Plan, are designed in size and program to serve the population who would work on and visit the Project Site, such as shoppers, diners, hotel guests, visitors of the Children's Science and Education Center, the numerous employees of the on-site uses, visitors to the surrounding Grasslands Campus, and others. The open space features would be privately maintained by the Applicant, so would not adversely impact the Town of Mount Pleasant Recreation and Parks Department budget. It is expected that the open space to be provided on the Project Site would serve the on-site population to the extent that there would be negligible new use of existing public open space facilities.

The overall amount of open space (existing wooded and meadow areas) on the Project Site would decrease by approximately 41.7 acres; however, both the natural areas and

the designed and landscaped plazas and greens would be improved and opened to the public. Natural areas would be preserved and restored to create useful and functional wildlife habitat in areas that currently provide inadequate habitat subject to dumping and erosion. Publicly accessible walking paths, totally approximately one-half mile, will take North 60 users and the public through the restored and enhanced stream valleys. Benches would be provided for resting and opportunities to enjoy the natural environment and small pedestrian bridges would provide access across the streams and interpretive signage will provide education for on-site ecological issues. The area of newly created parks, plazas, and courtyards totals 6.2 acres. Walking paths and the proposed plazas and greens would open these currently inaccessible areas to the public, adding new open space opportunities to the Town.

Designed open space elements of the Master Development Plan are as follows:

- Promenade and Stream Valley Pond – The Promenade and Stream Valley Pond are designed to function as an aesthetic feature, recreational space, and to provide stormwater treatment and attenuation. The total area of berms, embankments, and water surface is slightly less than 2 acres. A portion of the pond would have a hard edge and pedestrian promenade at its perimeter to allow for access and other portions would likely have a variety of hard and soft edge treatments. A small plaza, approximately 7,700 SF, overlooking the pond would provide activity and gathering space. Benches would be provided throughout to provide opportunities for rest and enjoyment and a pedestrian bridge would allow connectivity across the stream.

- Neighborhood Square (16,325 SF) – A neighborhood square would provide opportunities for several activities including a lawn and plaza, a water feature, seating, lighting, landscaping and public art.

- Entry Plaza (2,219 SF) – An entry plaza at the intersection of Hospital Road and the proposed Main Street would serve as a gateway feature to the Project Site. Retail facades shape the space and provide a lively backdrop to the space. The plaza features special pavers, public art, and movable tables and chairs for a variety of seating options.

- Overlook Plaza (55,216 SF) – A plaza located toward the north center portion of the Project Site would provide a paved plaza, lawn spaces, seating, lighting, landscaping, and public art.

- West Green (7,446 SF) – A small green space would be located in the western portion of the Project Site and would be primarily planted with lawns and seating.

- Center Green (9,445 SF) – Another small green space would be provided in the center of the Project Site and would include planted and lawn areas with seating.

- Courtyards – Courtyards would be established, as designated on the Open Space Diagram, throughout the Project Site to face and link with the natural open space system and provide a campus feeling to portions of the Site.

Solid Waste and Recycling

Residential solid waste and recycling are collected by the Town of Mount Pleasant through a private service, CRP Sanitation. Commercial solid waste and recycling services are provided by private contracts with private carting companies. Currently, the Project Site generates a minimal amount of solid waste.

The FEIS Proposed Action would introduce up to 3,000,000 SF of new development at the Project Site. The uses proposed for Phase 1 are expected to generate approximately 56.12 tons per month (tpm) of solid waste. Upon completion of the Master Development Plan, 228.22 tpm of solid waste is projected to be generated.

The FEIS Proposed Action would include a solid waste collection strategy utilizing a private hauler to be paid for by the Developer and/or the respective tenant. Solid waste would be source-separated or comingled depending on the requirements of the hauler, transported off-site, and disposed of according to all applicable local and state regulations. Solid waste collection would meet the Town of Mount Pleasant's sanitation requirements as well as the Westchester County Source Separation Law.

Once operational, the proposed bioscience and technology center will generate solid waste, some of which may be Regulated Medical Waste (RMW) and other specialty wastes. The exact nature of the waste production and the quantities will not be known until specific tenants are identified. New York State has provided regulatory oversight of RMW since the early 1980s, which covers all aspects of handling, storage, treatment and disposal of this waste. RMW activities are governed jointly by the NYSDOH and the NYSDEC. All future tenants of the Project Site would be required to comply at the Developer's cost and/or the cost of any tenant with all applicable NYS regulations for the handling, storage, transport and disposal of RMW. RMW generated at these facilities would be stored on-site prior to transportation off-site by permitted vendors to regulated/permitted disposal facilities.

Schools

The Project Site is located in two different school districts; the 60-acre County parcel is located in the Mount Pleasant Central School District, and the 20-acre Applicant parcel is located in the Pocantico Hills School District. The residential uses are located in the buildings along the proposed Main Street so that residents can take advantage of the proposed plazas and open spaces and commercial uses while being in close proximity to the bio-tech and office uses located elsewhere on the Project Site and the surrounding medical and school uses. The proposed Main Street and adjacent buildings are located within the Mount Pleasant Central School District. Therefore, it is assumed that any school-age children would attend schools in the Mount Pleasant Central School District.

A School Student Generation Study (School Study) was prepared to estimate the number of potential school-age children that would be generated by FEIS Proposed Action. Based on the low impact nature of the proposed housing, and the number of students and young professionals likely to occupy the Project Site, the FEIS Proposed Action would result in approximately 3 school-age children residing on the Project Site and attending schools in the Mount Pleasant Central School District. It is further estimated that the cost to educate 3 students in the Mount Pleasant Central School District would be approximately $47,610 based on current programmatic costs of $15,870 per student. The projected annual school property tax revenue would be approximately $4,918,842,

resulting in a net benefit to the Mount Pleasant Central School District of approximately $4,871,232 annually with the Master Development Plan. There are also significant taxes that will be paid to special districts.

It is expected that the Mount Pleasant Central School District would have capacity for an additional 3 students, who would likely be spread throughout the 13 grades.

The Pocantico Hills Central School District would not receive any new students under the FEIS Proposed Action and would see an annual increase in tax revenue of $1,179,475 over the current $56,936 it currently receives from the portion of the Project Site owned by the Applicant.

> ***FINDING.*** *The Lead Agency finds that the FEIS Proposed Action will result in a proportional increase in the demand for police, fire and EMS services, however these relatively minor increases will be off-set by the significant generation of taxes that would cover the increased demands. The FEIS Proposed Action will not eliminate any existing publicly accessible open spaces or recreational facilities, and includes new recreational facilities and resources that can be utilized by the tenants, residents and visitors of the Site. A potential exists for a small number of school-aged children to be generated from the low-impact dwelling units, which can be easily accommodated in the Mount Pleasant Central School District, and for which significant school tax revenue will be generated to offset any additional impacts. No adverse community service impacts are anticipated.*

4.11 FISCAL IMPACTS:

The Developer Parcel currently generates a total of $109,363 in annual property taxes, of which $52,427 goes to the Town, County and special districts and $56,936 is distributed to the Pocantico Hills Central School District. Special districts for the Project Site include County Solid Waste, County Sewer Sawmill, Hawthorn Ambulance, Hawthorne Fire, Mount Pleasant Consolidated Lighting District, Mount Pleasant Library, and Mount Pleasant Refuse. The County-owned portion of the Project Site is not located in any special taxing districts.

The FEIS Proposed Action was based upon a thorough assessment of the current economic and demographic variables in the region as presented in the Weitzman Study. This study concluded that the demand and absorption rates for the Phase 1 of the FEIS Proposed Action are favorable.

It is projected that Phase 1 will create 1,133 permanent jobs. An additional 710 induced jobs, and 523 indirect jobs would be supported when Phase 1 is fully operational. This employment would produce a total labor income of approximately $246 million, with a total economic output of $477 million. The Master Development Plan (including Phase 1) is estimated to support 6,145 permanent direct jobs. These jobs would support an additional 9,519 indirect and induced jobs to the region. The total 16,414 jobs would produce labor income of approximately $1 billion, with a total economic output of $3.6 billion to the region when fully operational.

The FEIS Proposed Action would result in a net positive impact for the taxing districts of approximately $1,550,000 for Phase 1 and $9,300,000 for Master Development Plan (including Phase 1). The FEIS Proposed Action would also generate revenue from sales tax and the Room Occupancy Tax. Construction spending and associated annually supported jobs would be substantial. Approximately 6,145 direct jobs would be created by the Master Development Plan which would create additional positive economic impacts to the local and regional economies. Construction spending during the construction periods and permanent jobs to be created by Phase 1 and the Master Development Plan would result in significant economic output, which would support local and regional businesses, workers, and residents.

> ***FINDING.*** *The Lead Agency finds that the there is significant market demand for the FEIS Proposed Action and that the development will generate additional real estate taxes, create significant new permanent employment opportunities, create construction jobs and secondary indirect and induced benefits as well. No adverse fiscal impacts will result.*

4.12 Historic, Archaeological and Cultural Resources

According to the New York State Cultural Resource Information System (CRIS) and the Westchester County Inventory of Historic Places, three historic sites are located within ½ mile of the Project Site:

- Taconic State Parkway (National Register Listed)
- Rockefeller Pocantico Hills Estate Historic District (National Register Listed)
- Grasslands Medical/Correctional Facility (National Register Eligible)

Documentary research using CRIS revealed the presence of 11 reported archeological sites within one mile of the Project Site, including eight precontact sites that are generally concentrated along the Saw Mill River to the southwest of the Area of Potential Effects. Of these, two are located on the Project Site:

- Saw Mill River Precontact Site
- J. Van Tassell Historic Site

Neither of these sites contain buildings or structures.

> ***FINDING.*** *There are no significant historic or archaeological sites located on the Project Site. The Phase II Archeological Investigation recommends no further investigation or preservation for the Saw Mill River Precontact Site. The Phase II recommends avoidance of the Van Tassell Historic Site or a Phase III archeological data retrieval study if avoidance is not feasible. Construction activities would incorporate any necessary mitigation measures identified by the Phase III archeological investigation.*

4.13 HAZARDOUS MATERIALS:

Pursuant to a review of all environmental databases, the Site is not listed on the National Priorities List, the Emergency Response Notification System, was not identified as a

hazardous materials generator or storage site and is not subject to any regulatory enforcement actions by the Federal, State or local regulatory agencies.

The analytic results from the soil sampling program conducted across the Site indicated no concentrations of volatile organic compounds above the laboratory detection limits. Concentrations of pesticide – herbicide compounds were below the laboratory detection limits. Metals concentrations were generally below the DEC unrestricted use soil clean-up objectives. Selenium concentrations were slightly above the DEC clean-up objective (3.9 ppm) in samples S-1 through S-10. The sample from location S-6 had concentrations of chromium and lead above the DEC unrestricted use clean-up levels.

Soil samples from locations S-1, S-6 (and related S-13, S-14, S-15), and S-7 had concentrations of semi-volatile organic compounds (SVOC) above the DEC unrestricted use clean-up guidelines with several compounds above the restricted commercial use guidelines.

The Phase I and Phase II Environmental Site Assessments conducted for Project Site revealed the following Recognized Environmental Conditions (REC's):

- Six underground fuel oil tanks associated with the onsite residences are in-use on the Project Site. Although five of the tanks were tightness tested in 2010, the tanks current condition cannot be determined.

- A 275-gallon aboveground fuel oil tank is located adjacent to the garage at 48A Saw Mill River Road. The tank appeared in good condition with no observed leaks or spills but it had no secondary containment.

- Several 55-gallon drums of ethylene glycol were observed in two garages from the former Nilsson Nurseries.

The following mitigation measures are required to address the REC's:

1. Prior to the issuance of the Certificate of Occupancy for the Phase 1 buildings, all drums of ethylene glycol will be removed and properly disposed of from the two garages from the former Nilsson Nurseries.

2. Prior to the issuance of the certificate of occupancy for the Phase 1 buildings, the six underground fuel oil tanks connected to the six residences will be tightness tested by a qualified tank testing contractor, if the homes remain in use. If the homes are scheduled for demolition, then the tanks would be removed in accordance with applicable regulations. Secondary containment will be provided for the 275-gallon above ground tank near the garage at 48A Saw Mill River Road.

3. A fill soil management plan will be developed with the Town and the WCDOH, for the three locations with elevated concentrations of semi-volatile compounds (S-1, S-6 (and related S-13, S-14 and S-15), and S-7). As permitted, some materials may be kept onsite in a capped location.

4. Fill piles associated with the Westchester Medical Center construction can be reused onsite. Concrete, asphalt and organic material such as tree stumps will be removed from the Project Site if the material cannot be recycled onsite.

Once operational, the proposed bioscience and technology center will generate solid waste, some of which may be Regulated Medical Waste (RMW) and other specialty wastes. The exact nature of the waste production and the quantities would not be known until specific tenants are identified. All future tenants of the Project Site would be required to comply with all applicable NYS regulations for the handling, storage, transport and disposal of RMW. RMW generated at these facilities would be stored onsite prior to transportation offsite by permitted vendors to regulated/permitted disposal facilities.

> ***FINDING.*** *The Lead Agency finds that the Project Site has not been identified as an environmentally contaminated property and that the identified Recognized Environmental Conditions can be suitably mitigated in accordance with all applicable regulations. As such, no significant adverse hazardous material impacts will result from the FEIS Proposed Action.*

4.14 NOISE

The Project Site is predominately vacant and does not contain any uses that generate excessive noise levels. The Site is situated in a densely populated suburb adjacent to a medical college and commercial/industrial business park. The main source of artificial sound is from street traffic, including passenger vehicles, buses and commercial trucks, which frequently travel along Hospital Road, Route 9A and Route 100. High-speed passenger vehicles also travel along the Sprain Brook Parkway, east of the Project Site.

Noise measurements were conducted to characterize the existing ambient conditions. Existing sound levels ranged from 51.8 to 71.5 dBA (Leq) during the daytime. The noise receptors are located in commercial and residential zoned districts that all have maximum daytime sound level limit of 65 dBA according to the Noise Ordinance. The quietest location was Stevens Avenue which is north of the Project Site and experiences less roadway noise than other sites. The loudest location was at the North East Westchester Special Recreation site which is located next to the Sprain Brook Parkway.

The FEIS Proposed Action would introduce new sources of noise that may affect existing noise-sensitive receptors in the immediate area surrounding the Project Site during construction and operation of the FEIS Proposed Action. Operational sources of noise associated with the FEIS Proposed Action primarily include rooftop heating, ventilation, and air conditioning (HVAC) mechanical equipment. The specific design of this equipment has not yet been defined at this phase of the FEIS Proposed Action. As needed, approaches to mitigating operational noise may include specifying low-noise equipment and/or introducing rooftop screening walls and would be determined throughout the design process. The mechanical equipment would be designed, constructed and located in a manner so as not to result in a significant adverse noise impact per NYSDEC policy and to comply with the Town of Mount Pleasant Noise Ordinance.

Emergency generators are also proposed. Sound levels from generators are highly variable depending on generator size and enclosure type. Information about potential emergency generators is not yet available for the FEIS Proposed Action. Any emergency

generator used for the proposed development would be designed, constructed and located to comply with NYSDEC policy and the Town of Mount Pleasant Noise Ordinance. Such generators would be appropriately specified to include the necessary enclosure and exhaust silencer to meet the attenuation requirements.

The FEIS Proposed Action has the potential to increase mobile source noise associated with vehicle trips generated by the implementation of the development. Changes in noise associated with roadway traffic is generally correlated to roadway volumes. The greatest potential for increased roadway noise associated with the FEIS Proposed Action would be during the morning and evening weekday peak periods when the most trips are generated. This corresponds to the time-frame when nearby roadways are already most likely to see the highest roadway volumes. Trips generated by both Phase 1 and the Master Development Plan are expected to primarily travel on already heavily- trafficked roadways such as Sprain Brook Parkway, Route 9A, Hospital Road and Route 100. The receptor locations along Stephens Avenue would not see a substantial change in mobile source noise as no trips associated with the FEIS Proposed Action are anticipated to travel on this roadway. Therefore, there would be no significant adverse noise impact due to mobile sources.

The potential for noise impact due to construction activities would depend upon the phase of construction, the type, amount and location of construction equipment, and the amount of time such equipment operates over a workday. Construction noise may exceed the NYSDEC construction noise criteria and sound level criteria of the Town Noise Ordinance without the implementation of mitigation measures. Specific construction noise BMPs to reduce adverse construction noise impacts should include an appropriate mix of the following:

- Replacing vehicular back-up alarms with strobes, as allowed within OSHA regulations, to eliminate the annoying impulsive sound.

- Assuring that equipment is functioning properly and is equipped with mufflers and other noise- reducing features.

- Locating especially noisy equipment as far from sensitive receptors as possible.

- Using quieter construction equipment and methods, as feasible, such as smaller backhoes and excavators.

- Properly maintaining equipment to avoid louder operation associated with mechanical issues.

- Limiting the periods of time when construction may occur is a common approach to minimizing impact. Adhering to the time-of-day restrictions in the Town of Mount Pleasant Noise Ordinance would minimize impact to existing adjacent noise-sensitive receptors. The noisiest construction activities would be timed so as not to interfere with nearby residential, institutional and recreational uses to the maximum extent practicable.

- Maintaining regular communication and public outreach with adjacent neighbors is a critical step in minimizing impact. Providing information about the time and

nature of construction activities to the community can often minimize the effects (actual and perceived) of construction noise.

FINDING. *The Lead Agency finds that subject to the imposition of the mitigation measures described above, the FEIS Proposed Action will not result in any significant adverse noise impacts.*

4.15 AIR QUALITY:

NYSDEC maintains an air quality monitoring system that measures and records the concentrations of various air pollutants within the area, including carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter and sulfur dioxide. These monitoring data were used to assess the existing air quality levels, or background concentrations, in the area. Background concentrations are ambient pollution levels from other stationary, mobile, and area sources.

An air quality study was to assess whether the Proposed Action would comply with the state and federal air quality requirements, and whether it complies with the 1990 Clean Air Act Amendments (CAAA) following the NYSDEC, the NYSDOT, and USEPA policies and procedures. The analyses performed indicate that the FEIS Proposed Action would not result in any exceedances of applicable air quality standards. As such, no additional mitigation is required, beyond standard measures described above related to construction activities.

Overall, air quality in the Project Site would not be expected to be substantially affected by the construction because of emission control procedures and the temporary nature of construction activities. Emissions from the operation of construction machinery are short term and not generally considered substantial. With the implementation of the various mitigation measures to minimize construction-related air quality impacts, no significant adverse impacts would be expected. Mitigation measures shall include:

- During construction, emission controls for construction vehicle emissions shall include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacturer's muffler equipment or other regulatory-required emissions control devices and adherence to the anti-idling laws.

- Appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and shall include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

FINDING. *The Lead Agency finds that subject to the imposition of the mitigation measures described above, the FEIS Proposed Action will comply with the applicable New York State and Federal air quality requirements, and will not result in any significant adverse air quality impacts.*

4.16 GREENHOUSE GAS EMISSIONS, ENERGY CONSERVATION, GREEN BUILDING AND SUSTAINABILITY.

The FEIS Proposed Action will meet all applicable New York State building codes including the New York State Energy Conservation Construction Code. The New York State Energy Conservation Construction Code regulates the design and construction of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems. The Code establishes minimum requirements for energy-efficient buildings.

The FEIS Proposed Action will require the use of electricity for lighting and air conditioning, natural gas for cooking, heat, and hot water, and water for drinking, laundry, and sanitation.

The design and construction of the biotechnology/medical technology space for Phase 1 and the Master Development Plan shall build at a minimum, to standards equivalent to LEED Silver certification from the U.S. Green Building Council; however, obtaining any formal LEED certification is not required. The FEIS Proposed Action will use green building techniques during construction, materials selection, and operational practices to achieve a sustainable and environmentally-friendly project. The FEIS Proposed Action has been designed as a smart growth low-impact development, with features that are intended to promote energy efficiency, water conservation, and protection of natural resources. Included are special features which include the use of ENERGY STAR appliances and Water Sense fixtures. The site design employs healthy communities concepts and promotes pedestrian and bicycle circulation including on-site walking trails and a cycletrack. The bike/ped path will promote bike/ped circulation throughout the Project Site. The FEIS Proposed Action will provide shuttle service to the Valhalla and Hawthorne Metro-North train stations. These initiatives, along with the Applicant's commitment to restore the existing on-site wetland and preserve more than 36.5 acres (46.3%) of the Project Site as open space, will result in a low-impact, sustainable campus. The Proposed Action will have a recycling program as required by law which will include the recycling of paper, plastic, and glass.

Sustainable strategies incorporated into the FEIS Proposed Action include:

- A mix of uses that can reduce the number of vehicle trips and miles traveled.
- The layout and configuration of the FEIS Proposed Action has been designed to promote pedestrian use.
- Street trees line all streets to provide shade.
- Buildings and streets have been sited to respond to the significant existing topography by:
    - Reducing the amount of required grading.
    - The majority of parking is podium parking beneath the buildings thereby reducing the amount of impervious surfaces that would otherwise be required.
    - Impact to existing trees and wetlands has been minimized.

- New ponds and wetlands are created to address storm water management that includes native aquatic and terrestrial vegetation that will aid in cleansing run-off. This will also provide greater biodiversity for the Project Site.

- Bio-swales and pervious paving are envisioned to promote infiltration.

- Disturbed woodland edges will be planted with native understory trees and shrubs to both increase biodiversity and beauty.

- Most buildings have been oriented with short facades facing west and/or angled to minimize thermal heat gain in summer months and to reduce cooling loads and to accommodate solar facilities.

- Biotechnology/medical technology buildings are envisioned to be designed with LEED components.

- Some buildings are envisioned to have green roofs to aid in storm water management and to reduce impervious surfaces.

- The North County Trailway is located just to the west and bicycle parking will be provided throughout so that users can take advantage of commuting options.

- Conveniently located bus stops will be provided with access to the commuter rail station.

- Interpretive trails will provide educational opportunities about the ecosystem and about our role in the environment.

- The Children's Science and Education Center provides educational opportunities for the region.

The following specific measures shall be utilized:

Water Conservation Measures

- Water Sense technology plumbing fixtures will be used to minimize water usage.

- Energy Star compliant appliances will be provided.

- Landscaping with native plants will occur where possible.

Air Quality Measures

- Low VOC paints and sealants will be used to maintain air quality index.

Material Conservation Measures

- Possible off-site construction of building components to minimize material waste and on- site debris.

Energy Saving Measures

- A combination of LED and CFL lighting will be used to minimize electric usage.
- High efficiency tankless water heaters may be installed to provide on demand hot water to save on energy consumption.
- Energy Star compliant appliances shall be installed.
- Evaluation of the use of solar in every instance where possible for some of the energy source.
- Insulation to reduce heat loss in the winter and heat gain in the summer.
- The windows will be double paned, insulating glass for winter heating and low emissivity for summer cooling.

Greenhouse Gas Sources

- A combination of LED and CFL lighting will be used to minimize electric usage.
- High efficiency tankless water heaters may be installed to provide on demand hot water to save on energy consumption.
- Energy Star compliant appliances shall be installed.
- Insulation to reduce heat loss in the winter and heat gain in the summer.
- The windows will be double paned, insulating glass for winter heating and low emissivity for summer cooling.

The specific design and emissions reduction measures through the implementation of the measures outlined above will be determined as the design of the FEIS Proposed Action advances through the site plan approval process.

> ***FINDING.*** *The Lead Agency finds that the FEIS Proposed Action has been designed to and incorporates an array of greenhouse gas emission reduction, energy conservation, green building and sustainability measures. No significant adverse impacts will result.*

4.17CONSTRUCTION:

Phase 1 construction is anticipated to begin upon project approvals and would take approximately 60 months to complete. Work would begin with establishment of initial site access for construction vehicles and the construction of West Street, the connector road for the Project Site. Wetland rehabilitation activities would be undertaken at the beginning of construction and should be completed within approximately one year. Installation of surface parking would take roughly six months. Building construction would occur simultaneously, and would be sequenced beginning with Building B14, followed by Building B5, then B2 and B1, and finally building B4 as documented on the

phasing plans include in the EIS. While this is the anticipated construction sequencing of the individual buildings within Phase 1, the final order in which individual buildings are constructed within Phase 1 may vary depending on the market and tenant requirements. Individual variations in the order of construction within the parameters of Phase 1 would not impact the overall site plan approval or necessitate a revision to the site plan. Changing the order in which buildings are constructed also would not cause any additional environmental impacts.

Phasing and scheduling for the Master Development Plan beyond Phase 1 is still to be determined. Once the Master Development Plan is approved by the Town Board, individual site plans for various subsequent phases of the FEIS Proposed Action would have to be consistent with the approved Master Development Plan, and would be subject to approval by the Planning Board.

Short-term construction related impacts will result from the implementation of the FEIS proposed Action; including:

Noise

Noise impacts associated with construction are anticipated to be temporary and unavoidable, and would be limited to the period of construction. Noise impacts due to construction activities would depend upon the phase of construction, the type, amount and location of construction equipment, and the amount of time such equipment operates over a workday. All construction activities shall be conducted in accordance with the Town of Mount Pleasant Noise Ordinance to minimize potential impacts. Specific construction noise Best Management Practices shall also be implemented to reduce adverse construction noise impacts.

Air Quality

Construction activities could result in temporary increases of air quality pollutants. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., clearing, grading) and tailpipe emissions from equipment. Air quality impacts (i.e., fugitive dust) associated with construction would be temporary and geospatially diversified as different areas of the Project Site are developed. Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures and idling restrictions. To minimize fugitive dust emissions, a water truck would be utilized (as needed) during construction activities where land surfaces would be disturbed. During construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling on- site.

Construction debris, such as sheet metal and wood scrap, paper and insulation products, styrofoam cups and paper wrappers which could become windblown litter over and off the Project Site if neglected. Suitable and ample refuse containers shall be provided on the Project Site and emptied when full. Any scattered debris would be picked up and placed in containers on a continuous basis.

Environmentally Sensitive Land

Construction on steep slopes and other environmental features on the Project Site has been avoided to the greatest extent practicable. Construction of Phase 1 would result in the disturbance of approximately 35.8 acres for the proposed impervious surfaces such

as roofs, access roads, parking areas, walkways, and driveways. Localized clearing and grading would result in disturbance to presently stable soils and removal of vegetation, which could result in water quality impacts due to raised sedimentation levels. Minor temporary impacts to flora and fauna would occur due to the removal of vegetation and disturbance of certain habitat areas. Portions of these communities would be renaturalized following construction activity through the establishment of an abundance and diversity of native trees, shrubs and groundcovers and through the control of invasive vegetation. Based upon soils testing performed to date, blasting is not anticipated. If rock is encountered in deeper excavations, it is likely to be weathered and accordingly will be ripable with the use of large excavation equipment.

Construction phasing will ensure that construction is sequenced to minimize the amount of exposed area and slopes at any one given time. The Erosion and Sediment Control Plan shall be implemented at the start of construction and would continue throughout the construction period, as outlined in the New York State Standards and Specifications for Erosion and Sediment Control. The proper implementation of the Erosion and Sediment Control Plan will ensure soils and slopes are properly protected and stabilized during construction. A fill soil management plan shall be developed with the Town and the Westchester County Department of Health for specific removal and disposal of excess and contaminated soils and demolition debris in accordance with all applicable regulations. This will occur prior to the start of construction. In addition, the site layout has been planned to minimize impacts to existing surface water resources by providing facilities and practices that comply with NYSDEC and local standards. This includes ensuring that all surface water runoff from the FEIS Proposed Action including during construction, would be captured and treated in accordance with the details provided in the Stormwater Pollution Prevention Plan.

Construction Traffic

Traffic would be generated related to construction activities and equipment, routing of construction vehicles and equipment/trucking, employee arrival/departure, construction staging and storage, and Project Site security. The number of vehicles entering and leaving the Project Site would vary based on the phase of construction. Stabilized construction entrances from Old Saw Mill River Road and the existing driveway will be utilized for construction vehicle access until such time that all necessary permanent traffic control measures have been installed for connection to Saw Mill River Road (Route 9A). Traffic control measures would be implemented in accordance with all state and local requirements, and construction trucks would be required to use local truck routes as designated by the Town.

The development of the Site will require truck trips for every operation but the operations do not become cumulative. Truck traffic can be separated into two categories, regular deliveries and bulk deliveries which are further divided into phases which are associated with; 1) site work, 2) building superstructure construction and 3) finish work.

Regular deliveries related to import of construction materials such as; drainage, water and sewer pipe, sewer and drainage structures, silt fence, trap rock, seed and mulch during the site development phase and then rebar, steel, building components and landscape materials in later phases. These truck trips occur regularly at scheduled times because they require careful off-loading and storage of materials. These trips do not occur multiple times in the same day. The Developer and/or its successors will be required to

implement measures to ensure that no truck traffic or delivery traffic cuts through the residential neighborhood to the north. All truck and delivery traffic must remain on the State and County Roads.

The construction activities that generate the greatest number of daily trips typically occur over the course of a limited number of days, sometimes weeks but, as noted above, do not occur simultaneously. These are peak trips as follows:

- Cut/fill - Every effort to balance the site will be made to avoid the need to truck and dispose of excess fill which is very costly. The excess cut material removed to construct West Street in Subphase 1B is planned to be stockpiled within the limits of Subphase 1A where the existing landscape buildings are to be removed. This area has the ability to store all excess, excavated material from Subphase 1B in a stockpile with an average height of 18 feet. The stockpiled soil shall be appropriately stabilized and protected with erosion control measures as per details found on the Project Plans. The excess material shall be used in Subphases 1C, 1D, 1G, 1I, and 1J as needed. Each of these subphases required additional fill material to be placed within the limits of the subphase. The material stockpiled within the limits of Subphase 1A will be transported to the subsequent subphases via a short trip on Hospital Road to the proposed Main Street entrance of the site. At the completion of Phase 1 it is estimated that 18,464 cubic yards of excess material will remain after construction. The additional material shall be stockpiled and stabilized onsite to be used during future phases of development on the Project Site. If a trucking and disposal operation offsite were to become necessary it would typically involve up to 20 trucks making two trips per day, representing approximately 40 truck trips to the site per day.

- Paving operations: A good paving output on a daily basis is approximately 1,000 tons of asphalt. This would require ten trucks running four trips for approximately 40 trucks trips to the site per day.
- Superstructure concrete: A significant daily concrete pour is approximately 700 cubic yards. At 11 yards per truck, that generate the need for twenty trucks running three trips for approximately 60 trips to the site per day.

Traffic control measures at Old Saw Mill River Road and Saw Mill River Road (Route 9A) will be installed in accordance with NYS NYSDOT and Town requirements. Ingress/egress for the Project Site will initially be provided by the existing paved driveway connected to Old Saw Mill River Road. Once West Street is completed and connected to Hospital Road, construction vehicles can utilize Hospital Road to enter and exit the Project Site. Impacts to the Westchester Medical Center located on the opposite side of Hospital Road are expected to be minimal.

Truck routes will be established with input from the Town, County and State. However, limitations on the surrounding roadway infrastructure indicate that the main corridor to the Site will be Interstate 287, Route 100C and NYS Rte 9A. As these roads are designed for heavy duty commercial traffic, the proposed truck loads which are regulated by law are not expected to cause damage to those roads. Performance bonds shall be put in place prior to commencement of work to address roadway damage issues.

FINDING. *The Lead Agency finds that subject to the mitigation measures*

outlined above and the implementation of construction Best Management Practices, no adverse impacts will result from the construction of the FEIS Proposed Action.

CERTIFICATION OF FINDINGS

Having considered the Draft and Final EIS, and having considered the preceding written facts and conclusions and specific findings relied upon to meet the requirements of 6 N.Y.C.R.R. Part 617, this Statement of Findings certifies that:

1. The requirements of 6 N.Y.C.R.R. Part 617 have been met;

2. Consistent with the social, economic and other essential considerations, from among the reasonable alternatives thereto, the action approved is one which minimizes or avoids adverse environmental effects to the maximum extent practicable; including the effects disclosed in the environmental impact statement; and

3. Consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided by incorporating as conditions to the decision those mitigative measures which were identified as practicable.

Town of Mount Pleasant Planning Board

Michael H. McLaughlin
Planning Board Chairman

5/5/22
Date