

United Hospital Site Plan Application: SEQRA Statement of Work

In addition to providing the engineering and architectural materials required for a Site Plan application, in conformance with the requirements of the Village’s Zoning Code (i.e., Article 8 of Chapter 345 of the Village Code), and Part 1 of the Full Environmental Assessment Form (“EAF”), the Applicant shall provide a Technical Memorandum that describes the Proposed Project and evaluates the potential environmental impacts of the Proposed Project consistent with the New York State Environmental Quality Review Act (“SEQRA”). The Technical Memorandum will provide the Village Board of Trustees (“Lead Agency”) with sufficient information to determine whether the Proposed Project has the potential to result in one or more significant environmental impacts that were not analyzed in the environmental review of the previously approved text amendments to the then Village Zoning Code and the concept development plan (“2017 Plan”) for the United Hospital Site (“Project Site” or “Site”). The Technical Memorandum should also be informed by analyses in the Generic environmental Impact Statement for the adoption of the Form Based Code, which are summarized in the Findings Statement for the action (“FBC Findings”¹). As such, the Technical Memorandum should analyze the potential environmental impacts of the Site Plan application, with special attention paid to the analyses included in the Draft and Final Environmental Impact Statements (“2017 D/FEIS”), the Findings Statement for the previously approved Zoning Code text changes and the United Hospital concept plan (“2017 Findings”), and the required supplementary analyses required by the FBC Findings. At a minimum, the Technical Memorandum shall cover the following topics as required by the 2017 Findings and FBC Findings, which are informed by the Village’s preliminary understanding of the Proposed Project.

While the purpose of this Statement of Work (“SOW”) is to describe the analyses that are required during the SEQRA review of the Project, additional information may be required, including information based on agency and public comment during the review process. Finally, this Memorandum does not address the engineering and architectural elements required of a Site Plan application.

Project Description

This section shall describe, in narrative and graphics, the Proposed Project, inclusive of the program and the physical site plan. Key differences in program and layout between the Proposed Project and the 2017 Plan shall be summarized. Proposed roadway improvements and re-alignments shall be described and off-Site infrastructure improvements included in the Project shall be summarized.

¹ Within the FBC Findings, many of the supplementary and site-specific analyses that are required for future development proposals are summarized within “Finding N.”

Potential Environmental Impacts

1. LAND USE, PUBLIC POLICY, AND ZONING

1.1. LAND USE

This section shall describe the major land uses proposed for the Project Site and highlight the key programmatic differences between the Proposed Project and the 2017 Plan. Detail on the residential uses shall be provided, including the anticipated number of bedrooms, square feet of various unit types, affordability, and other salient characteristics. Wireless telecommunications facilities, as defined in the Zoning Code, proposed to be located or relocated on the Site shall also be described.

This Section shall discuss whether the Proposed Project is consistent with the Finding that the 2017 Plan would not affect surrounding or downtown uses to the extent that community character would be adversely impacted. (Issues with respect to the potential for indirect residential displacement are addressed in Section 6 of this SOW.)

This section shall describe and discuss any publicly accessible open space within the Proposed Project. Similarly, this section shall describe potential impacts associated with the dedication of roadways to the Village, if any, as well as whether the Proposed Project includes the dedication of parking meter revenue, as did the 2017 Plan.

1.2. PUBLIC POLICY

This section shall confirm the Proposed Project's consistency with the Village's planning documents, as set forth in the 2017 Findings and the FBC Findings.

1.3. ZONING

In accordance with the Applicable portions of Finding "N" of the FBC Findings, this Section shall describe and analyze the consistency of the Proposed Project with:

- The Building and Lot Standards included in Table 345-405.A-10, "SD-PMU Planned Mixed-Use Character District."
- The requirements of Article 8 of the Zoning Code, with special attention to the Site Plan criteria in §345-805(G)(4) of the Zoning Code, inclusive of Subsections (a), (b), and (c).

This Section shall describe and illustrate the potential subdivision or re-subdivision of the Project Site as well as the method by which common elements of the Site will be maintained.

2. VISUAL RESOURCES

2.1. ON-SITE VISUAL CHARACTER

This section shall describe the intended on-Site visual character of the Proposed Project using a combination of narrative and graphics. The narrative shall discuss the consistency of the Proposed Project with the design intent of the SD-PMU zoning district. This section shall also present and describe the Site- and Project-specific design standards required by Table 345.405.A-10(F) of the Zoning Code.

This section shall analyze the consistency of the proposed on-Site visual character reflected by the proposed site plan and design standards with the design concepts and details presented in the 2017 D/FEIS and 2017 Findings.

2.2. OFF-SITE VISIBILITY OF PROPOSED PROJECT

This section shall analyze the potential visibility of the Proposed Project from representative off-site vantage points and the potential impacts of that visibility. The potential visibility of the Proposed Project shall be compared to the existing conditions and the potential conditions identified as a result of the 2017 Plan. This section should analyze the visibility of the Proposed Project from the same vantage points as were used in the 2017 D/FEIS and, for the locations from which the Proposed Project is visible, include (massing) simulations of the Proposed Project. This is consistent with the applicable requirements of Finding “N” of the FBC Findings.

2.3. OTHER VISUAL IMPACTS

This section shall describe other visual impacts of the Proposed Project, including:

- Landscaped Median on Boston Post Road – This section shall discuss the design of the landscaped area proposed for Boston Post Road.
- Wireless Telecommunications Facilities – This section shall discuss the visual impacts of the Wireless Telecommunications Facilities proposed to be located or relocated on the Site. As required by the 2017 Findings, this analysis should include visual simulations of the relocated antennae (or Wireless Telecommunications Facility).
- Lighting – As required by the 2017 Findings, this section shall demonstrate the compliance of the proposed on-site lighting with the Village of Port Chester’s Zoning Code, which requires that a proposal avoid light spillage onto adjacent properties to the maximum extent practicable and utilize shielded lighting to avoid impacts to the night sky. This section shall describe the consistency of the Proposed Project with these requirements and provide and discuss a photometric plan prepared as part of the Site Plan package.
- Signage – This section shall describe the Sign Management Plan prepared for the Proposed Project, as required by the 2017 Findings. The Sign Management Plan and sign plan for the Proposed Project shall be consistent with the requirements of Article 7 of the Zoning Code.

3. STORMWATER

The 2017 Findings required that a Stormwater Pollution Prevention Plan (“SWPPP”) be prepared and that it contemplate development of the entire Site and “minimize the stormwater runoff from the Project Site to the maximum extent practicable” and maximize the use of green infrastructure practices. Pursuant to §345.405(V)(3) of the Zoning Code, “Development may incorporate elements and practices described in the Village of Port Chester Green Infrastructure Guide.”

This section shall summarize the SWPPP for the Proposed Project, which must be prepared in accordance with New York State Department of Environmental Conservation (NYSDEC) and Village requirements. Specifically, the SWPPP shall demonstrate that the runoff volume and peak runoff rates would be reduced from existing conditions with the Proposed Project. The methods planned to achieve these reductions shall be described. As appropriate, this section shall also summarize the earth disturbance phasing plan included with any contemplated request for a 5-acre

waiver, infiltration testing results, and the phasing of post-construction stormwater management practices.

Finally, as required by the 2017 Findings, this section shall contain confirmation of the ownership of the off-Site drainage lines serving the Proposed Project and confirm the nature and extent of their obligations with respect to the on-going maintenance of these lines.

4. UTILITIES

4.1. WATER SUPPLY

This section shall describe the estimated potable water demand of the Proposed Project, as well as the measures that will be incorporated into the project design to reduce that demand and mitigate potential impacts. These measures may include low-flow fixtures, climate-appropriate landscaping, and other measures as discussed in the Village Code and the FBC Findings.

This section shall briefly describe the proposed on-Site water distribution system and its connection to the Village's existing system. Documentation shall be provided from the water system operator, Suez, confirming that the water system has adequate capacity and pressure to serve the Proposed Project and describing the system improvements, if any, which are required.

In consultation with the Village's Consulting Engineer, the adequacy of the proposed water system to meet "worst-case" fire-fighting demand and domestic demand shall be determined. If booster pumps or tanks are required as a result of this determination, the location and design of these systems, including the need for back-up generators, shall be discussed and consistency of these systems with the requirements of the 2017 Findings shall be analyzed.

As further discussed in Section 17, "Construction", utility work that occurs within Boston Post Road must be coordinated with roadway and other utility improvements planned as part of the Proposed Project.

4.2. SANITARY SEWER SYSTEM

This section shall describe the estimated sanitary sewer demand of the Proposed Project (including average daily flow and maximum hourly flow), as well as the measures that will be incorporated into the project design to reduce that demand and mitigate potential impacts. These measures include low-flow fixtures and other measures as discussed in the Village Code.

This section shall describe the on-Site sanitary sewer system, including its connection to the Village's sanitary mains.

This section shall confirm the adequacy of sub-sewer system to serve the Proposed Project. Specifically, the adequacy of the sanitary sewer improvements included as part of the 2017 Plan to accommodate the Project's flow shall be determined. These improvements are listed in §4.2 of the 2017 Findings. This section shall include a comparison of average and peak daily sanitary flows for the 2017 Plan and the Proposed Project to confirm the scope of proposed sanitary mitigation improvement measures. As required by the 2017 Findings, this analysis shall include confirmatory sanitary flow monitoring that includes a wet weather

event. Previously conducted TV inspections and survey of the sub-sewer system shall also be utilized in this analysis.

The site plan application shall include the final design of the required sanitary sewer improvements, including profiles showing existing and proposed inverts and other standard design information, as required by the 2017 Findings. As further discussed in Section 17, “Construction,” utility work that occurs within Boston Post Road must be coordinated with roadway and other utility improvements planned as part of the Proposed Project.

This section shall confirm the monetary contribution to the Village’s inflow and infiltration (I&I) removal program that was required by the 2017 Findings in order to mitigate the increased sewer demand of the project at a rate of three to one. In addition, and as required in the 2017 Findings, “site plan approval for the Proposed Project shall be contingent on smoke testing to identify any significant sources of illicit connections to the sub-sewer system that may...reduce the capacity of the system to serve the users, including the Proposed Project.”

4.3. GAS, ELECTRICAL, CABLE, TELECOMMUNICATIONS

This section shall quantify and describe the potential energy demand of the Proposed Project. Measures included in the Project to reduce electric and gas consumption from the utility provider shall be detailed. As required by the 2017 Findings, a “will serve” letter, or the equivalent, shall be required from Con Edison that indicates that the utility has adequate capacity to serve the Proposed Project and detailing any system improvements that may be required.

As required by the 2017 Findings, “all electric and telecommunication lines shall be placed underground throughout the Project Site, with the exception of wireless telecommunication systems.”

As further discussed in Section 17, “Construction,” utility work that occurs within Boston Post Road must be coordinated with roadway and other utility improvements planned as part of the Proposed Project.

No significant adverse impacts with respect to the provision of wired telecommunications services (e.g., cable TV, internet, wired phone service) were anticipated from the 2017 Plan; assuming that the new Project would not materially change the potential for impacts, no further analysis of these services is required.

5. TRAFFIC AND TRANSPORTATION

5.1. SUPPLEMENTAL TRAFFIC ANALYSES

In accordance with the FBC Findings and consistent with the Traffic Study conducted for the 2017 Plan, this Section shall summarize the results of a Traffic Impact Study (TIS) conducted to evaluate the impacts of the Proposed Project. This section sets forth the methodology by which the TIS shall be conducted.

5.1.1. *Project Trip Generation & Distribution*

The number of Project-generated trips for the Weekday AM Peak Hour, Weekday PM Peak Hour, and Saturday mid-day Peak Hour shall be estimated based on the Institute of Transportation Engineers’ (ITE) “Trip Generation” Report, 10th edition.

As was the case with the 2017 TIS, the current TIS shall make adjustments to the Project-generated trips as a result of internal trip capture, pass-by trips, and transit. With respect to public transit adjustment, the Technical Memorandum should present updated US Census information on commutation to determine the appropriate transit reduction factor.

Utilizing the arrival/departure patterns established for the 2017 TIS, adjusted for the updated site plan access, the trip generation estimates for the currently proposed redevelopment program shall be distributed throughout the Study Area. The Study Area includes the following locations:

1. US Route 1 (Boston Post Road)/Purdy Avenue and Grace Church Street/South Main Street
2. US Route 1 (Boston Post Road) and Slater Street
3. US Route 1 (Boston Post Road) and Pearl Street
4. US Route 1 (Boston Post Road) and Olivia Street
5. US Route 1 (Boston Post Road) and South Regent Street
6. US Route 1 (Boston Post Road) and Former United Hospital Entrance
7. US Route 1 (Boston Post Road) and Kohls Shopping Center Driveway
8. US Route 1 (Boston Post Road) and High Street
9. US Route 1 (Boston Post Road) and I-287 Westbound (Cross Westchester Expressway) Entrance Ramp/I-95 Northbound (New England Thruway) Exit Ramp
10. US Route 1 (Boston Post Road) and I-287 Eastbound (Cross Westchester Expressway) Exit Ramp/I-95 Southbound (New England Thruway) Entrance Ramp
11. US Route 1 (Boston Post Road) and Hillside Road
12. US Route 1 (Boston Post Road) and Cedar Street
13. US Route 1 (Boston Post Road) and Peck Avenue
14. High Street and Project Driveway (Build Condition Only)
15. High Street and Grandview Avenue
16. High Street and Evergreen Avenue
17. High Street and Ridge Street
18. Hillside Road and Grandview Avenue
19. Hillside Road/Wappanocca Avenue and Purchase Street
20. Peck Avenue and Midland Avenue
21. Ridge Street and Purchase Street
22. South Ridge Street and Bowman Avenue
23. South Ridge Street and Westchester Avenue

The overall Project-generated trips, as well as the Project-generated trips at each Study Area intersection, shall be compared to the trips estimated with the 2017 plan.

5.1.2. *Develop No Build and Build Traffic Volumes*

Due to the COVID-19 pandemic, collecting new traffic counts would likely not represent typical conditions at the study locations. Therefore No Build traffic volumes for this study shall be developed by adjusting No Build volumes presented in the 2017 TIS accounting for typical background traffic growth, background traffic increases due to adjacent developments constructed since the approval 2017 TIS, and estimated background traffic increases due to currently planned developments.

The No Build traffic volumes shall be verified with additional historical traffic data available for the area. The source of the historical traffic data may be obtained from other recently completed traffic studies in the area; NYSDOT historical count information; and/or Streetlight Smartphone Technology Data.

5.1.3. *Impacts of the Proposed Project*

Capacity Analysis

Using the SYNCRHO software, the TIS shall conduct capacity analysis (Level of Service, or “LOS”) at the following intersections that were previously identified as impacted with the 2017 plan or are adjacent to the project site:

1. US Route 1 (Boston Post Road) and Slater Street
2. US Route 1 (Boston Post Road) and Pearl Street
3. US Route 1 (Boston Post Road) and South Regent Street
4. US Route 1 (Boston Post Road) and Kohls Shopping Center Driveway
5. US Route 1 (Boston Post Road) and High Street
6. US Route 1 (Boston Post Road) and I-287 Westbound (Cross Westchester Expressway) Entrance Ramp/I-95 Northbound (New England Thruway) Exit Ramp
7. US Route 1 (Boston Post Road) and I-287 Eastbound (Cross Westchester Expressway) Exit Ramp/I-95 Southbound (New England Thruway) Entrance Ramp
8. US Route 1 (Boston Post Road) and Peck Avenue
9. Peck Avenue and Midland Avenue

The TIS shall summarize Weekday AM Peak Hour, Weekday PM Peak Hour, and Saturday mid-day Peak Hour conditions LOS in tabular format.

The No Build and Build capacity analysis shall also include TIS adjustments identified in Section 5.1.2 in the Statement of Findings, including implementing a 5-second Pedestrian Lead Interval (PLI) at signalized intersections and modeling Boston Post Road as a Central Business District.

Intersection Mitigation

This section shall identify the mitigation measures proposed for Study Area intersections and compare those mitigation measures to those proposed as part of the 2017 Plan. Where applicable, any proposed modifications to previously identified improvements shall be noted.

Arterial Analysis

An updated arterial analysis shall be performed along the Boston Post corridor between Peck Avenue and Grace Church Street.

Cut Through Traffic

The TIS shall evaluate the potential for increased cut-through traffic in residential neighborhoods with the updated Site Plan access scheme.

Emergency and Delivery Truck Access

The site plan shall be evaluated to ensure appropriate access for emergency and vehicles to all Site-buildings and public spaces. The assessment shall include confirming adequate internal street turning radii and parking and driveway configurations, as well as the adequacy of the site plan to appropriately accommodate delivery trucks and refuse removal trucks.

Post Implementation Study

A Post Implementation Study shall be performed to verify the mitigation proposed in connection with the proposed redevelopment in accordance with Section 5.1.12 of the 2017 Findings. This study would occur after the Project is operating at full occupancy, as determined by the Village Director of Planning and Economic Development. The methodology by which the Post Implementation Study would be conducted shall be formalized and included in any site plan approval for the Proposed Project. At a minimum, the Post Implementation Study would collect data on Project-generated trips as well as operating conditions at the most critical Project-related intersections, including:

- The Main Site Driveway/Kohl's driveway and Boston Post Road
- I-287 eastbound Exit 11 Off-Ramp and Boston Post Road
- I-95 northbound off-ramp and Boston Post Road
- Boston Post Road and High Street
- Boston Post Road and South Regent Street
- Boston Post Road and Peck Avenue; and, Peck Avenue and Midland Avenue

The formalization of the Post Implementation Study shall be conducted as part of the Site Plan Approval process. This shall include any site-specific revisions that are necessary with respect to the revised access scheme. In particular, the need for the westbound right-turn lane along Boston Post Road into the site driveway (now High Street bypass), as well as the need for the additional left-turn lane turning from the proposed site driveway onto Boston Post Road (now High Street approach).

5.2. TRANSPORTATION SAFETY

This section shall summarize the potential impacts to traffic safety that could result from the Proposed Project.

5.3. CURB CUT MINIMIZATION AND TRANSIT ANALYSES

In accordance with the applicable portions of Finding “N” of the FBC Findings, this section shall the conformity of the Proposed Project with the requirement to minimize and appropriately place curb cuts relative to traffic signals and pedestrian crossings.

This section shall also describe potential impacts to transit service, including the Bee Line Bus and Metro-North, and shall document correspondence and coordination with those agencies as well as measures taken to mitigate potential adverse transit impacts.

5.4. SUPPLEMENTARY PARKING ANALYSIS

In accordance with the applicable portions of Finding “N” of the FBC Findings, the adequacy of the parking included in the Proposed Project shall be evaluated and summarized herein. The parking provided by the Proposed Project shall be compared to the parking provided in the 2017 Plan.

6. SOCIOECONOMIC AND FISCAL IMPACTS

6.1. AFFORDABLE AND WORKFORCE HOUSING

The Applicant shall describe how the Proposed Project meets the Zoning Code requirements for providing Affordable Affirmatively Furthering Fair Housing (“AAFFH”) units, as well as whether and how meeting that requirement fulfills the Project obligations under §6.1.6 of the 2017 Findings and the applicable portions of “Finding E” of the FBC Findings.

This section shall analyze the potential of the Proposed Project to result in indirect residential displacement. This potential shall be compared to the Finding 6.1.7 of the 2017 Findings. (*Note: Section 6.8 of this SOW, “Commercial Displacement,” addresses potential impacts related to business displacement.*)

6.2. SCHOOL DISTRICT

Using the most recent *Final Mitigation Formula Developer Worksheet*, as corrected if warranted, the Applicant shall estimate the number of public school age children (PSAC) that may live at the Proposed Project, as well as the one-time school mitigation payment that is required pursuant to the FBC Findings.

This section shall also discuss the measures required to confirm that the Project would not have an adverse fiscal impact on the School District, including the 10-year “look back,” (§6.2.4 of 2017 Findings and FBC Findings) and a discussion of potential Payment-in-Lieu-of-Taxes (“PILOT”) income to the School District (§6.2.4 of 2017 Findings).

6.3. POTENTIAL PORT CHESTER INDUSTRIAL DEVELOPMENT AGENCY FINANCIAL ASSISTANCE

This section shall discuss the potential for the Proposed Project to seek financial assistance from the Port Chester Industrial Development Agency (“PCIDA”). The potential fiscal

impacts of the contemplated assistance package to various taxing jurisdictions shall be analyzed.

6.4. FISCAL AND OTHER BENEFITS OF THE PROPOSED PROJECT

In accordance with the applicable portions of Finding “N” of the FBC Findings, this section shall quantify the potential for construction and operational period fiscal and economic benefits from the Proposed Project, as well as other potential fiscal benefits, and shall compare those benefits to those of the 2017 Plan.

6.5. MUNICIPAL AND COMMUNITY FACILITIES

6.5.1. Police & Fire Department

This section shall analyze whether the previously estimated need for two additional police officers to meet the demand generated by the 2017 Plan adequately estimates the demand of the Proposed Project. Based upon the estimated demand of the Proposed Project, this section shall describe the potential fiscal impacts to the Village and Police Department given the costs as well as the tax/PILOT and other revenues. In accordance with the applicable portions of Finding “N” of the FBC Findings, and in coordination with the Police Department and the Design Review Committee (“DRC”), the Applicant shall analyze the necessity for providing on-site private security.

Site circulation and emergency access to the Project’s various buildings will be reviewed by the DRC as part of the site planning process, pursuant to the FBC Findings.

6.5.2. Ambulance Corps

Given the Proposed Project includes uses not originally contemplated by the 2017 Plan (i.e., Independent and Assisted Living), this section shall summarize the potential for the Proposed Project to have impacts to the ambulance service that are greater than those contemplated for the 2017 Plan. This section shall also describe measures incorporated into the Project to mitigate potential adverse impacts to the ambulance service.

6.5.3. Solid Waste

This section shall describe the key elements of the (separately attached) Solid Waste Management Plan, as required by the 2017 Findings and FBC Findings, including the amount of solid waste anticipated to be generated, and the manner and location in which solid waste will be collected and stored. This section shall determine whether the Proposed Project is a “larger, private mixed-use and residential development,” and, as such, whether private hauling of solid waste is required pursuant to the FBC Findings. Measures to reduce the amount of solid waste generated, and the amount diverted to landfills, shall be described.

6.5.4. Recreation & Open Space

This section shall illustrate, quantify, and describe the “usable open space” provided as part of the Proposed Project and compare it to the amount of “usable open space” required pursuant to Table 345.405.A-10 (C)(1) of the FBC and to that provided in

the 2017 Plan. In addition, the method by which the Proposed Project would meet the requirements of §345.805(G)(4)(c), including any applicable recreation fee if required, shall be provided.

This section shall illustrate and describe the pedestrian connection to Abendroth Park, in accordance with §6.5.4 of the 2017 Findings and Table 345.405.A-10 (F)(6) of the FBC.

6.5.5. *Library*

This section shall analyze the potential for the Proposed Project to result in greater impacts to the Library system than those considered for the 2017 Plan.

6.5.6. *Energy*

This section shall summarize the potential energy consumption of the Proposed Project and describe the methods by which it would reduce and mitigate potential building energy consumption with specific attention paid to differences (e.g., reductions or additions) from the measures outlined in the 2017 Findings. As required by the 2017 Findings and the FBC Findings, a sustainability, or green project, checklist shall be completed for the project. The Proposed Project's incorporation of the elements listed in Finding "L.4" of the FBC Findings with respect to energy conservation shall be described as applicable elements of the Village's Green Infrastructure Design Guide.

Methods by which the Proposed Project would reduce energy consumption through Site design, location, and other amenities shall be described and compared to those elements included in §6.5.6 of the 2017 Findings.

6.6. DENSITY BONUS FEE / FAIR SHARE CONTRIBUTION

This section shall confirm that the Applicant, if applying for a project with more than 0.8 FAR, will contribute \$3 million to the Village's Community Planning & Rehabilitation Fund. This section shall also discuss the applicability of the Fair Share contribution, as described in Finding "N" of the FBC Findings.

6.7. DEMOGRAPHICS

In accordance with the applicable portions of Finding "N" of the FBC Findings, this section shall provide information regarding the population anticipated to live at the Proposed Project and describe the percentage increase in population and housing units attributable to the Proposed Project. The potential impacts of this increase in population and housing units shall be described and/or cross-referenced to the applicable section(s) of the Memorandum where the evaluation is located.

6.8. COMMERCIAL DISPLACEMENT

The Proposed Project is not anticipated to result in direct commercial displacement. Therefore, this section shall analyze the potential of the Proposed Project to result in indirect commercial displacement. Measures to mitigate potential adverse impacts, if any, shall be described, including those described in the adopted, "*Commercial Displacement Mitigation Strategies for Port Chester*" report.

6.9. ENVIRONMENTAL JUSTICE

In accordance with the applicable portions of Finding “E” of the FBC Findings, the Applicant shall analyze the potential of the Proposed Project to adversely affect environmental justice populations.

7. NATURAL RESOURCES

This section shall describe and, where appropriate, quantify the physical impacts of the Proposed Project on the Project Site, including changes in site coverage and impacts to the Site’s existing steep slopes. The impacts of the Project’s required excavation and grading, including the anticipated cut and fill, shall be described. In accordance with the applicable portions of Finding “N” of the FBC Findings, this section shall describe the salient findings of a Geotechnical Evaluation of the Site.

As required by the §7.1 of the 2017 Findings, a tree survey, including location, size, species, and condition, shall be conducted for those trees proximate to the northern and eastern boundaries of the Project Site and in other locations where trees may be preserved. This section shall describe the Project’s tree removal and tree protection plans, as well as its Site-wide landscaping program. Consistency with the Village’s Tree Management Plan shall be described. In accordance with the applicable portions of Finding “N” of the FBC Findings, in-kind replacement of removed trees shall be required either on the Project Site or elsewhere in the Village. The contribution of the landscaping program to the overall visual character of the Proposed Project shall be described.

Using on-line databases, this section shall confirm the absence of known or potential NYSDEC and/or federally protected species or habitat on the Project Site.

8. HISTORIC AND CULTURAL RESOURCES

As required by the FBC Findings, consultation with the New York State Office of Parks, Recreation, and Historic Preservation (“NYS OPRHP”), through its online Cultural Resources Information System (“CRIS”), is required for this Project. This section shall summarize the results of that consultation. The 2017 Findings found that the 2017 Plan would not have a significant adverse impact on cultural resources. Consultation with NYS OPRHP, through CRIS, should confirm this finding.

As required by the 2017 Findings, this section shall evaluate the potential feasibility of preserving the stone entrance pillars to the Site.

9. AIR RESOURCES

9.1. STATIONARY SOURCES

This section shall evaluate the potential of stationary sources of Project emissions (e.g., boilers, hot water heaters, etc.) to have a significant adverse impact on air quality. Given the differences between the Proposed Project and the 2017 Concept Plan, it is likely that this evaluation will require a revised EPA AERMOD analysis as the basis for this analysis. Similar to the FEIS for the 2017 Plan, the AERMOD analysis shall be properly calibrated with stack emissions, parameters, and receptor locations and shall calculate worst-case impacts at ground-level and at publicly accessible rooftops and open balconies.

9.2. MOBILE SOURCES

9.2.1. *Off-Site Traffic Emissions*

This section shall analyze the potential for Project-generated traffic to adversely impact local air quality using the methodology contained in the NYSDOT Environmental Procedures Manual. If any intersections are identified in the screening analysis as having the potential to experience a significant adverse impact from the project, a refined air quality modeling analysis shall be undertaken.

9.2.2. *On-Site Parking Structure Emissions*

This section shall analyze the potential for structured parking facilities to adversely impact air quality using the methodology identified in New York City Environmental Quality Review (“CEQR”) Technical Manual and following the same procedures as the D/FEIS for the 2017 Plan.

9.2.3. *Combined Parking & Roadway Emissions*

This section shall confirm the finding of no significant adverse air quality impact as a result of combined parking and roadway emissions for the 2017 Plan, as summarized in the 2017 Findings.

10. NOISE RESOURCES

10.1. STATIONARY SOURCES

This section shall identify and describe the location and type of the Proposed Project’s HVAC units and emergency generators. In accordance with the 2017 Findings (at §10.1), and in accordance with the applicable portions of Finding “N” of the FBC Findings, this section shall “confirm that the final specification and configuration of all on-Site noise generating equipment would not create a significant adverse increase in sound levels to residential or other sensitive receptors proximate to the Project Site.”

10.2. MOBILE SOURCES

Based on the analysis contained in the D/FEIS for the 2017 Plan, as well as the TIS for the Proposed Project, this section shall confirm that traffic generated by the Proposed Project would not create a significant adverse impact.

10.3. WIDENING OF I-287 EXIT 11 OFF-RAMP

Based on the analysis contained in the D/FEIS for the 2017 Plan, as well as the TIS for the Proposed Project, this section shall confirm that the widening of the Exit 11 off-ramp from I-287 would not result in a significant adverse noise impact to proximate residential uses.

10.4. ON-SITE NOISE LEVELS

In accordance with the applicable portions of Finding “N” of the FBC Findings, this section shall analyze whether the residential buildings of the Proposed Project, due to their proximity to the highway, require enhanced sound attenuation to achieve the interior target goal of 45 decibels.

11. CONSTRUCTION

This section shall describe the sequence in which the components of the Proposed Project, inclusive of on- and off-Site improvements, are anticipated to be constructed as well as the duration of the various phases of construction. Information with respect to the anticipated number of construction workers, construction worker vehicles, and construction truck trips anticipated by phase shall also be presented. Significant changes in the intensity and duration of construction from the 2017 Plan shall be highlighted. As described below, a Construction Management Plan (“CMP”) shall be provided during Site Plan review consistent with the requirements of the 2017 Findings, the FBC Findings, and the Zoning Code.

11.1. PRELIMINARY CONSTRUCTION PERIOD IMPACTS

This section shall briefly describe the Site safety and pest control elements of the Project’s construction.

11.2. EROSION & SEDIMENT CONTROL

This section shall briefly summarize the Erosion and Sediment Control Plan (“ESCP”) for the Proposed Project, inclusive of the mitigation measures required in the 2017 Findings, such as the de-watering plan (§11.2 of the 2017 Findings and Section I of the FBC Findings). This section shall also summarize the Fugitive Dust Control Plan, which is a required element of the CMP.

11.3. HAZARDOUS MATERIALS

11.3.1. *Beneficial Reuse of Site Materials*

This section shall describe how the Applicant will conform to the requirements of §11.3.1 of the 2017 Findings (and Finding “I” of the FBC Findings) regarding the re-use of on-Site materials to the maximum extent practicable.

11.3.2. *Potential Subsurface Contamination*

The Applicant shall summarize the results of Phase I or Phase II Environmental Site Assessments (“ESA”) or other investigations performed on the Site subsequent to the 2017 Findings. Specific attention should be given to information obtained from these ESAs that was not previously described in the 2017 D/FEIS or 2017 Findings.

11.3.3. *Remediation of Potential Subsurface Contamination*

This section shall describe the scope of work required to remediate potential subsurface contamination. Information related to the investigation and remediation of the Site in the Brownfield Cleanup Program (“BCP”), as well as the remainder of the Site, shall be provided. Attention should be given to describing the ways in which the remediation currently expected compares to the remediation anticipated in the 2017 Findings. The measures proposed to avoid the potential for adverse impacts from Site remediation, including those described in §11.3.3 of the 2017 Findings, shall be described.

11.3.4. *Remediation of Existing Buildings*

This section shall describe the method(s) by which the Applicant will handle and remove potential hazardous materials within the existing buildings to be demolished.

The measures proposed to avoid the potential for adverse impacts, including those described in §11.3.4 of the 2017 Findings, shall be described.

11.3.5. *Oversight of Remedial Activities*

The Applicant shall describe the regulatory regime under which subsurface contamination on the site is proposed to be remediated. Specifically, it is the Village's understanding that subsurface remediation of a portion of the Site will be performed under NYSDEC oversight through the BCP.

The Applicant shall describe the methods by which oversight of building abatement and demolition shall be accomplished in accordance with §11.3.5 of the 2017 Findings.

11.3.6. *Measures to Protect Public Health*

This section shall summarize the various measures taken to be protective of public health and safety during site remediation and building demolition, inclusive of the Health and Safety Plan, Community Air Monitoring Program, and Fugitive Dust Control Plan as described in §11.3.6 of 2017 Findings.

11.4. CONSTRUCTION PERIOD TRAFFIC AND PARKING

In accordance with the applicable portions of Finding "N" of the FBC Findings, this section shall describe the temporary changes in traffic flow required by construction of the Proposed Project as well as analyze the potential impacts of construction period traffic and construction worker parking. Specifically, the number, duration, and size of construction trucks shall be summarized in this Section, as should the construction and Site planning strategies used to reuse rock and earthen material on-Site. The number of construction worker vehicles by phase shall also be presented as required by §11.4 of the 2017 Findings. Where appropriate, this section shall compare the potential impacts to those described in the 2017 Findings.

This section shall summarize the required construction truck routing limitations, inclusive of the methods utilized to ensure compliance.

This section shall summarize the plans for accommodating construction worker vehicles on-Site during the various stages of construction. In addition, the Applicant's plans for reducing construction worker vehicle traffic, as described in §11.4 of the Findings, shall be described.

11.5. CONSTRUCTION NOISE

Based upon the Site Plan proposed, as well as the anticipated construction phasing, this section shall summarize an analysis of potential construction-period noise impacts that could be experienced by receptors proximate to the Project Site during the various phases of construction. Potential impacts shall be compared to the levels estimated at the various receptors for the 2017 Plan and documented in the 2017 Findings.

This section shall describe the main elements of the Noise Mitigation Plan for the construction of the Proposed Project, as required by the 2017 Findings. The Noise Mitigation Plan shall be reviewed as part of the Site Plan review, and upon finalization, shall be incorporated into the CMP. The Noise Mitigation Plan shall, at a minimum, include the elements listed in the §11.5 of the 2017 Findings.

The Noise Mitigation Plan shall also describe the measures proposed to mitigate the impact of construction-generated sound levels to the residents of the nursing home on High Street. The mitigation measures proposed by the 2017 Applicant and included in the Statement of Findings shall be evaluated for efficacy given the current site plan and any changed conditions. As noted in the 2017 Findings, significant adverse noise impacts to residents of the nursing home could occur from construction without proper mitigation.

11.6. CONSTRUCTION PERIOD AIR QUALITY IMPACTS

This section shall compare the potential air quality impacts from construction of the Proposed Project to those anticipated by the 2017 Plan. This section shall describe the measures incorporated into the Project to minimize the potential for adverse air quality impacts, including the Diesel Emission Reduction measures required by §11.6 of 2017 Findings.

11.7. BLASTING

This section shall discuss whether blasting is anticipated during construction of the Proposed Project, and if so, to what extent. If blasting is a possibility, a Blasting Specification shall be prepared and summarized herein. The Blasting Specification shall be consistent with the requirements of §11.7 of 2017 Findings.

11.8. CONSTRUCTION WITHIN PUBLIC ROADWAYS

This section shall describe the construction work required within Boston Post Road and High Street, including transportation and utility improvements, with attention given to the duration and times of day anticipated for the construction. A Maintenance and Protection of Traffic (“MPT”) Plan shall be developed and summarized in this section. It shall, at a minimum, include the requirements detailed in §11.8 of the 2017 Findings, including requirements to coordinate utility and transportation construction within Boston Post Road and avoid peak hour lane closures to the maximum extent practicable.

11.9. CONSTRUCTION MANAGEMENT PLAN

A detailed CMP shall be provided during Site Plan review, pursuant to the 2017 Findings. The CMP shall include, but not be limited to, the following elements as required by the 2017 Findings and the FBC Findings. As required by the 2017 Findings, the CMP shall be a condition of Site Plan approval, enforceable by the Village, and made a condition of every contract and sub-contract for construction of the Proposed Project. This section shall confirm that the CMP contains, at a minimum, the following required elements.

- General Construction Information
 - Construction phasing and sequencing plans, including limits of disturbance, areas of staging, parking, and active construction
 - Locations of Site ingress and egress
 - Access for Village staff and contractors
- Village & Stakeholder Coordination
 - Contact information for General Contractor and other appropriate Site personnel
 - Contact information for appropriate Village staff
 - Establishment and schedule for regular coordination meetings
 - Establishment of construction period website (§11.9 of the 2017 Findings)

- General Protocols
 - Safety Protocol (§11.1 of the 2017 Findings)
 - Inspection Protocols
 - Construction waste recycling reports (§11.4 of the 2017 Findings)
- Construction Traffic
 - Construction truck routing limitations (§11.4 of 2017 Findings)
 - Construction Worker Transportation Plan (§11.4 of 2017 Findings)
 - Maintenance and Protection of Traffic Plan (§11.8 of 2017 Findings)
- Fugitive Dust Control Plan (§11.2 and §11.3.6 of 2017 Findings)
- Noise Mitigation Plan
- Diesel Emission Reduction Plan (§11.6 of 2017 Findings)
- Blasting Specification
- Site Remediation
 - Health and Safety Plan (HASP) (§11.3.6 of 2017 Findings)
 - Subsurface Remediation Plan
 - Building Abatement & Demolition Plan
 - Community Air Monitoring Program (§11.3.6 of 2017 Findings)