

## **PURSUANT TO THE NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT FINDINGS STATEMENT**

This Statement of Findings is issued by the Village of Haverstraw Village Board pursuant to the New York State Environmental Quality Review Act (SEQRA) -- Article 8 of the New York State Environmental Conservation Law -- and the regulations promulgated there under 6 NYCRR Part 617 (collectively referenced herein as "SEQRA"), in connection with the Proposed Action identified below.

### **PROPOSED REDEVELOPMENT OF THE CHAIR FACTORY SITE AND ESTABLISHMENT AND LANDING OF A NEW ZONING OVERLAY DISTRICT, THE PLANNED DEVELOPMENT DISTRICT, Village of Haverstraw New York**

#### ***SEQRA Lead Agency:***

**Village of Haverstraw Village Board  
Michael F. Kohut, Mayor  
Municipal Building  
40 New Main Street  
(845)-429-30000**

**SEQR Status: Type I**

**Date Adopted: MARCH 18, 2024**

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## 1. PROCEDURAL HISTORY

Timetable of the SEQRA review process of the Project (to date) is as follows:

- 7/14/23 Chair Factory Zoning Change Petition and Conceptual Plans Submitted
- 7/17/23 Petition Accepted by Village Board for Review
- 8/21/23 Village Board Declared Lead Agency, Action Determined as Type I, Positive Declaration Issued, Draft Scope Circulated
- 9/18/23 Public Scoping Session Held on Draft Scope
- 9/22/23 Public Comment Period Closed on Draft Scope
- 11/20/23 Final Scope Adopted
- 1/8/24 DEIS Accepted as Adequate and Complete for Public Review
- 1/29/24 Public Hearing Held on DEIS
- 2/12/24 Public Comment Period Closed on DEIS
- 3/5/24 FEIS Accepted as Complete

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## 2. DESCRIPTION OF THE ACTION

The Proposed Action includes the redevelopment of the Chair Factory Site (the Project Site) and the establishment and “landing” of a new zoning overlay district, the Planned Development District. The Zoning will authorize and regulate the redevelopment of the Project Site. The zoning overlay is based upon recommendations in the Village of Haverstraw’s 2021 Comprehensive Plan and includes form-based zoning regulations that foster a predictable built environment and high-quality public realm by primarily regulating physical form, rather than separation of uses. The zoning overlay is proposed to be applied to defined Development Districts (the Project Site, is the first and only defined Development District described in the Zoning Overlay).

### 2.1.1. PROJECT LOCATION AND BACKGROUND

The Project Site is located on the Village of Haverstraw’s waterfront, adjacent to the Hudson River and Bowline Park. The Project Site immediately adjoins the Hudson River to the east, parkland to the north (opposite the Bowline Pond Inlet) and south, and a residential neighborhood with a mix of single-, two-, three- and multi-family residences intermixed with places of worship and community service uses to the west. The Village’s Downtown Central Business District, consisting largely of mixed residential and commercial use buildings, also abuts the Project Site to the west.

The Project Site involves a total of 12 parcels. Eight of the parcels are currently owned by the Village. One of the parcels is within Emeline Park. The Project Sponsor, along with the Village, will be seeking alienation by the New York State Legislature for approximately 4,000 SF (0.1 acre) of Emeline Park that is proposed to be used in the Preferred Plan in exchange for the creation of approximately 4.2 acres of new parkland strategically connecting Emeline Park to Henry Hudson Quadricentennial Park. **Table 2.1, Tax Parcels and Ownership**, below provides the tax parcel identification, or SBLs, the ownership, and the size of involved parcels.

**Table 2.1: Tax Parcels and Ownership**

<b>OWNERSHIP</b>	<b>SBL</b>	<b>ACRES</b>
<b>Village of Haverstraw</b>	<b>27.05-2-6.6</b>	<b>1.5 (including submerged land)</b>
	<b>27.09-1-3</b>	<b>9.8 (including submerged land)</b>
	<b>27.46-1-80</b>	<b>1.0</b>
	<b>27.46-1-81</b>	<b>0.2</b>
	<b>27.46-1-84</b>	<b>0.1</b>
	<b>27.46-1-85</b>	<b>&lt;0.1</b>
	<b>27.46-1-86</b>	<b>0.2</b>
	<b>27.54-2-16</b>	<b>0.1 (to be alienated)</b>
<b>9 Allison Ave LLC</b>	<b>27.46-1-77</b>	<b>0.3</b>
<b>County of Rockland Rentals</b>	<b>27.46-1-78</b>	<b>0.2</b>
<b>Ramon A. Cruz</b>	<b>27.46-1-82</b>	<b>0.1</b>
<b>4 Allsion Ave Corp</b>	<b>27.46-1-83</b>	<b>0.1</b>

The Project Site is, in part, the location of the former Empire Chair Factory, a factory that was demolished circa 2004 in connection with an Urban Renewal Plan to allow for the planned redevelopment of the Project Site as part of the “Haverstraw Downtown Waterfront Redevelopment” which underwent SEQR review and for which the Village of Haverstraw Board of Trustees, acting as lead agency, issued findings in 2003. The Project Site, at that time, received zoning approval for 210 units of multi-family housing; 65,000 square feet of hotel, retail, and service commercial; a 500-space commuter parking garage; the relocation of the Haverstraw-Ossining Ferry and various sundry uses. Ultimately, site plan approval for construction on the Project Site in conformance with the approved urban renewal plan and zoning approval was not sought by the original private redevelopment partner.

After completing an updated Comprehensive Plan process in July 2021, the Village Board embarked on a process to identify a new private redevelopment partner. A Request for Proposal (RFP) was issued on July 12, 2021, and the Project Sponsor was selected on February 9, 2022, as the “Master Developer.” On September 30, 2022, the Village of Haverstraw and the Project Sponsor executed a Master Developer Agreement and Purchase and Sale Agreement. Both agreements recognized that the Village could not commit itself to any course of action until such time as the SEQRA process is completed through the adoption of Findings. The Project Sponsor then embarked upon a process of gathering additional site information, reaching out to key community stakeholders, and holding several “Crowdsourced Placemaking” events to develop a “Recommended Action Plan (RAP),” which refined the guiding principles and initial concepts developed in response to the RFP. These guiding principles and concepts are the basis for the form-based zoning and conceptual development plan.

### 2.1.2. DESCRIPTION OF THE PREFERRED PLAN

SEQR requires that a range of alternatives be considered that would meet the objectives of the Project Sponsor. Often the Preferred Plan will evolve during the course of the SEQR process, adapting and changing as impacts and mitigations are considered. The following conceptual development program constitutes the Project Sponsor's current envisioned "Preferred Plan" and serves as the basis for the proposed zoning, and these environmental findings.

#### Residential Components

The Preferred Plan consists of 450 multi-family residential units, with approximately 43 percent of said units qualifying as affordable units<sup>1</sup> (with 30 percent of these at 30 to 80 percent AMI and 13 percent at 80 to 110 percent AMI) as determined by New York State Homes and Community Renewal, and in compliance with the Village's affordability requirements.

The Preferred Plan divides residential units among four buildings: Building 1 with 167 units, Building 2 with 128 units, Building 3 with 71 units, and Building 4 with 84 units. Forty-eight percent of the units (217 units) are conceived as one-bedroom units, thirty-two percent of the units (144 units) as two-bedroom units, fifteen percent of the units (67 units) as studio units, and five percent of the units (22) as three-bedroom units (see **Figure 2.3, Preferred Plan**). There are 496 structured parking spaces associated with the four buildings. The section on parking below provides additional information regarding the overall parking associated with the concept. The Preferred Plan includes 20,570 square feet of residential amenity space associated with the residential buildings including a front desk attendant, lobby, mailroom, fitness center, community meeting/entertainment space, bike storage and EV charging areas. All of the residential uses are intended to be built in a single phase.

#### Non-Residential Components

The Preferred Plan includes a hotel, retail spaces, and community spaces. All non-residential components, except for the hotel, are contained within the four buildings containing the residential components described previously and thus will be constructed concurrently with the residential construction. The hotel is intended to be a second phase of the Preferred Plan. The phasing of the Preferred Plan is further discussed in this chapter.

##### Hotel

The Preferred Plan includes a 69,000 square foot hotel consisting of approximately 86 to 120 units. The hotel will have direct views of the Hudson River, along the easternmost portion of the Project Site. The Preferred Plan includes 71 parking spaces associated with the hotel, 50 beneath the hotel and 21 surface spaces.

##### Retail

The Preferred Plan also includes 8,000 square feet of retail space, to be located within Buildings 1 and 2. There are a total of six available retail spaces, ranging in size from 580 to 2,800 square feet.

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<sup>1</sup> Affordable units are defined as units marketed to individuals or households earning between thirty and one-hundred percent of the Rockland County, NY Housing and Urban Development (HUD) Metro Fair Market Rental (FMR) Area Annual Median Income (AMI).

## Community

The Preferred Plan includes 5,000 square feet of space to be used as three community spaces. These will include a non-profit partner to provide case management, employment, healthcare, and day care services including potential services tailored for veterans.

## Parking

The Preferred Plan distributes parking throughout the Project Site and includes a mix of 589 structured and surface parking spaces. Structured parking is divided into four parking areas totaling 192,700 square feet and 496 spaces. Parking associated with Buildings 1 and 2 will be publicly accessible. Parking for Buildings 3 and 4 will be private – resident and guest – parking. Hotel parking will be publicly accessible. Parking Area A consists of a shared footprint of two stories beneath Buildings 1 and 2. Parking Area B consists of two stories beneath Building 3. Parking Area C is one floor beneath Building 4 and Parking Area D consists of one floor beneath the hotel. There is also a total of 93 surface and street parking spaces available, of which 24 spaces will be publicly accessible. Buildings 1 and 2 will have an on-street loading area on Allison Avenue adjacent to Main Street. Building 3 will have on-street parking which can be reserved for loading associated with moving trucks on an as-needed basis. This building has no retail or community facilities associated with it. Building 4 will have an on-street loading area on the west side of Liberty Square. Lastly, the hotel will have a loading area at the front entry to the building at Liberty Square.

## Open Space, Recreation, and Public Amenities

There are multiple open space, recreation and public amenities associated with the Preferred Plan. In terms of public amenities, the Preferred Plan will provide the community with riverfront pathways, passive lawn areas, programmed recreation areas, seating areas, direct access to existing playgrounds, and urban forestry. In addition, the Preferred Plan will provide the community with increased public parking. All exterior public space will be operated and maintained by the Village through subdivided ownership, easement, and use/occupancy agreements.

## Street Network and Site Access

Vehicular access to the Project Site would be provided by the proposed Liberty Street Extension. The Preferred Plan also proposes the development of several paved egresses allowing for vehicular access to the hotel, Building 4, and the parking garage entrance beneath Buildings 1 and 2. Pedestrian access is available throughout the Project Site as shown in the Site Access Routes Sheet in **Appendix B, Site Plans** and will include the development of a trail to connect the Henry Hudson Quadricentennial Park and Emeline Park. All roads, sidewalks, and paved areas will meet Village Design Standards.

## Clearing, Grading, Drainage and Shoreline Stabilization

Most of the Project Site is generally level, with steep slopes along the western portion of the site. Within the limits of disturbance, roadways would be appropriately designed, with an approximately eight percent slope along the proposed Liberty Street extension.

Excavated soil on-site will be reused to the maximum extent practicable. The Preferred Plan proposes 22,000 cubic yards of cut and 19,500 cubic yards of fill. Approximately 2,500 cubic yards of excess cut is anticipated to be exported from the Project Site.

Stormwater runoff and site drainage is proposed to include the installation of green roofs, stormwater planters, porous pavement, hydrodynamic separators, bioretention filterers, and tree planters. All stormwater management practices would be sized to treat stormwater runoff for water quality and volume reduction generated from the Project Site's impervious area for the 100-year and 500-year storm.

The Preferred Plan incorporates two kinds of shoreline stabilization, including living shoreline improvements to the northeastern shoreline and riprap revetment to the remaining areas of shoreline.

#### Water Supply and Sanitary System

The Preferred Plan will receive its water supply through an extension of an existing water main on Broad Street. The sanitary system will include a force main connection to an existing sewer system line on Allison Avenue. The force main will run down the Liberty Street extension to a pump station along the northern end of the Project Site. All proposed buildings will connect to the water and sewer extensions, excluding Building 3 which will have a sewer connection to an existing line on Broad Street. Water and sanitary extensions located in the Liberty Street extension will be under Village ownership and maintenance.

#### Site Lighting and Landscaping

Site lighting and a landscaping plan can be found in **Appendix B, Site Plans**. The Preferred Plan proposes both interior and exterior lighting. There are three types of exterior lighting proposed for the Project Site including 12-foot-tall pedestrian lights, 12-foot-tall streetlights, and 31.5 inch tall bollard lights for walkways. The Preferred Plan includes 15 streetlights, seven pedestrian lights, and 23 solar bollard lights. Landscaping will include various trees, shrubs and grasses to enhance the visual appearance of the Project Site.

### **Construction Schedule and Operations**

Construction is proposed to span 29 months and include two phases as well as site work, some of which would take place concurrently. **Table 2.2, Construction Schedule**, shows a breakdown of each phase and how many months each phase would take. The estimated duration of each phase is weather-dependent and subject to change.

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**Table 2.2: Construction Schedule**

<b>CONSTRUCTION PHASE</b>	<b>START</b>	<b>FINISH</b>	<b>TOTAL # OF MONTHS</b>
Site Work	September 2024	January 2027	29
Phase I- Buildings 1 & 2	October 2024	July 2026	22
Phase II-	January 2025	November 2026	23
Building 4	January 2025	September 2026	21
Building 3	March 2025	November 2026	21
Hotel	May 2025	January 2027	21
<i>Note: Number of months are subject to change.</i>			

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## **2.2. PUBLIC NEED, BENEFITS, AND OBJECTIVES**

The Project Site was identified in the Comprehensive Plan, adopted in July 2021, as a strategic site for redevelopment. The goal of redevelopment was to improve a long-blighted site with pedestrian-friendly, mixed-use development with public and private amenities that would serve as an anchor for the Village’s Downtown by attracting economic activity to the area year-round.

As noted in the Comprehensive Plan, several desired public improvements were highlighted to be associated with redevelopment of the Project Site including extension of Henry Hudson Quadricentennial Park trail to Emeline Park, public assembly space, and affordable housing.

The Project looks to achieve many of these outlined goals, while ensuring that the development complements the uses and scale of the Village and Downtown Haverstraw. The Preferred Plan proposes a continuous waterfront trail from the current terminus of the Henry Hudson Quadricentennial Park to Emeline Park with a Dog Park and Public Assembly Space provided along the trail. The Preferred Plan includes 43 percent of the units being affordable. The Preferred Plan also is consistent with the Comprehensive Plan’s recommendation for multi-family, mixed, and hotel uses for the Project Site.

### 2.3. ALTERNATIVES CONSIDERED

In addition to the Preferred Plan, the DEIS also included an analysis of six alternatives, as follows:

- No Build Alternative  
This alternative anticipates that the status of the existing land use, including vacant waterfront property and residential properties, will remain unchanged. In other words, there would be no improvements done to the Site, including but not limited to land disturbance, grading, placement of buildings, vehicle/pedestrian improvements, landscaping, or shoreline improvements.
- No Action Alternative  
This alternative anticipates that the Proposed Action is not implemented. In other words, this alternative considers if buildout were to occur under the current Waterfront Planned Development Zoning District as analyzed in the 2003 SEQRA analysis. This analysis established a project area of “five land use sub-areas designated as Sites A through E.” Sites C through E essentially correspond to the Project Site.
- Alternative Plan Based on Identified Significant Environmental Impacts  
This alternative incorporates any changes to the Preferred Plan needed as a result of the DEIS analysis. If a significant environmental impact was identified that could not be mitigated without a change in the site plan, the revised site plan will be evaluated under this Alternative. As shown throughout this DEIS, the Project will not result in an unmitigated significant environmental impact. As a result, any further analysis of this alternative is not necessary.
- All Proposed Buildings Would Be Built Above the Base Flood Elevation Alternative  
As described in **Chapter 3J, Floodplains and Sea Level Rise**, the Preferred Plan incorporates parking structures at elevation 7’ (NAVD88), with lowest habitable spaces at elevation 16’ for the hotel and Building 4. Therefore, the Preferred Plan already establishes all construction above the base flood elevation of the effective FEMA Flood Insurance Rate Maps (FIRMs). This alternative therefore assesses the comparative impacts of increasing the parking structure elevation above the Advisory Base Flood Elevation (elevation 11’).
- No Hotel Alternative  
This alternative anticipates the Project Site is developed in a similar manner to the Preferred Plan, with Building 1-4 built following the same layout as the Preferred Plan. The only change to the Site Plan would be the replacement of the hotel with a parking lot. This change results in an additional two spots for the Project Site, as the 71 proposed with the hotel would become 73. Moreover, the spots would be public parking, as the valet service associated with the hotel would not be needed.
- Reduced Footprint Alternative  
This alternative anticipates the Project Site is developed but the Project Sponsor is unable to purchase one or more of the Preferred Plan parcels that are not currently owned by the Project Sponsor or Village of Haverstraw. More specifically, the analysis below is based on the property 8 Allison Street being removed from the Preferred Plan and the existing dwelling remaining in place. The number of residential units is reduced from 450 to 446, and the total parking is increased to 605 spaces, an increase of 16 spaces. The overall design of the Site is largely unchanged, with the



exception of Building 2 no longer having frontage on Allison Street. As a result, Building 2 does not have a layout that emphasizes nor maximizes views of the Hudson River. The courtyard between Buildings 1 and 2 would be smaller, and the internal courtyard of Building 2 would also decrease in size. Building 2's unit count would increase from 128 units over 6 floors to 137 over 5 floors. This increase would lead to the sixth floor of Building 1 needing to be removed to remain within the permitted maximum of 450 units for the Site. Otherwise, Buildings 1, 3, and 4 as well as the hotel remain largely the same.

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### **3. FINDINGS CONCERNING ENVIRONMENTAL IMPACTS**

The Village Board has analyzed the potential environmental impacts of the Preferred Plan and its alternatives. The Lead Agency considered all of the afore-mentioned information with regard to the potentially significant adverse environmental impacts that may be expected from the Proposed Action. These findings show that the Lead Agency has taken a hard look at the potential environmental impacts of the Proposed Action and has considered and addressed each significant potential negative environmental impact.

The Lead Agency finds and determines that all requirements of New York State Environmental Law Article 8 and N.Y.C.R.R. Part 617 have been met, and further makes the following findings, organized by topic. The DEIS and FEIS (together, the "EIS") include an environmental evaluation of the following resource issues:

- Land Use, Zoning and Public Policy
- Community Character and Visual Impacts
- Fiscal and Economic Impacts
- Community Services
- Utilities
- Stormwater
- Geology – Soils, and Topography
- Vegetation and Wildlife
- Wetlands, Waterbodies and Watercourses
- Floodplains and Sea Level Rise
- Archeological and Historical Resources
- Traffic and Transportation
- Construction
- Other Environmental Impacts

The Village Board findings based on the EIS analysis are presented below.

#### **3.1. Land Use, Zoning and Public Policy**

##### Land Use

The majority of the Project Site is vacant property, mostly wooded or cleared with some paved roadways. Four multi-family residences occupy a small portion of the site, with three located along the east side of Allison Avenue north of Main Street and one located on the north side of Broad Street west of Allison

Avenue. A small portion of the Project Site is used as grassed open space area and a stone overlook structure as part of Emeline Park. The Project Site parcels also include submerged land, but no use of these lands is proposed as part of the Preferred Plan.

Within the ½ mile study area surrounding the Project Site, the adjoining lands to the south and west are predominantly residential. Also adjacent to the west of the Project Site is the Henry Hudson Quadricentennial Park, and directly to the north, across Bowline Pond, is the Town of Haverstraw's Bowline Point Park. Directly to the south of the Project Site is the Village's Emeline Park. Within a ¼ mile of the Project Site is the Village's Central Business District comprised of a mix of residential and commercial uses.

The Project Site will remove the existing four residential structures, clear the existing wooded areas and replace the vacant areas currently covered with brush and grass with a mix of multifamily residential, hotel, retail/service commercial, public, and open space uses. The Preferred Plan will reflect a similar mix of residential, commercial, and public land uses as is located to the west of the site in the Village's Central Business District. The Preferred Plan proposes to include public parkland along the waterfront, including a pedestrian trail to connect to the two Village parks adjacent to the Site.

The redevelopment of the Project Site from its current use of vacant land, four residential properties and a small portion of Emeline Park to a mixed-use development including multi-family residences, a hotel, commercial, and parkland is consistent with the mix of uses existing in the adjacent Haverstraw Central Business District. The proposed waterfront open space and trail will continue the adjacent Henry Hudson Quadricentennial Park to the west and north and Emeline Park to the south and will greatly increase the length of connected trails along the Village's waterfront. The height and density of redevelopment as part of the Proposed Action is compatible with the adjacent Central Business District and is similar to recent waterfront residential development located to the south in the Village of Haverstraw.

### Zoning

The Project Site is located within two Zoning Districts: the eastern portion of the Site, located east of Allison Avenue, is located in the Waterfront Planned Development District (WD), and the western portion of the Site, fronting on Broad Street, is in the Third Residence District (R-3), as regulated in Chapter 245, Zoning, of the Village of Haverstraw Code. The Central Business District (CBD) is located opposite Allison Avenue. Remaining lands within ¼ mile of the site are zoned Second Residence District (R-2), First Residence Townhouse District (R-1T) and Planning Industrial District (PI).

### Policy

The Village of Haverstraw adopted its Comprehensive Plan in July of 2021. The Plan includes an aspirational Vision Statement on what the Village wishes to achieve over the following 10 to 12 years, as well as nine goals which are presented in the 10 chapters of the Plan. Of the nine Goals of the Comprehensive Plan, five are related to the Proposed Action and Project Site.

The Plan discusses a preference for a mix of residential, hotel/conference/banquet, and restaurant uses, and improvements to local parks. It also recommends waterfront access, mirroring the scale of the Village's downtown, providing an anchor to downtown, connecting to the Village's road system, providing a central public gathering space, constructing above future projected flood elevations and respecting view corridors. The Plan recommends that the site be developed through a master plan with form-based codes, infrastructure improvements and public amenities, partnering with a single developer and ensuring the

development reflects the existing Village fabric and is not monolithic or out of character in scale and design. The Plan also recommends linkages to downtown, local waterfront parks and open spaces.

The 2021 Draft Local Waterfront Revitalization Program identifies the Project Site for development with a mix of commercial, residential, public and open space uses. It also notes the Preferred Plan's connection to the adjacent African American Memorial Park and Emiline Park, public access and affordable housing, as well as how the Preferred Plan would maintain continuous public water access, mirror the scale and pattern of the downtown, provide an anchor use for the downtown that attracts economic activity year-round and interconnects to the Village's road system.

The Proposed Action is consistent with the Goals and Strategies of the 2022 Downtown Revitalization Initiative Strategic Investment Plan by:

- encouraging the development of new businesses in vacant and underutilized locations to bring new job opportunities to the Village;
- supporting public and private waterfront improvements that provide public amenities and linkages to downtown;
- supporting public/private partnerships that result in the redevelopment of strategic sites with mixed-income housing, commercial uses, public benefits, and sustainable and resilient infrastructure;
- stimulating the development of private, mixed-income housing development by leveraging publicly-owned properties and resources;
- promoting public/private partnerships to ensure that new private development incorporates improvements that serve the public and strengthen the downtown;
- creating and enhancing spaces for local gatherings, community events, social interaction, and recreational opportunities through the reuse of vacant and underutilized properties.

One of the 14 projects recommended for funding in the 2022 DRI Strategic Investment Plan (SIP) is the construction of a 3,000 linear foot walkway and stabilization of the shoreline with riprap and native plantings around the Project Site to support the future mixed-use and mixed-income development.

The Proposed Action is consistent with the Village of Haverstraw Affordable Housing Regulations. The Preferred Plan will consist of 450 multi-family residential units, with a goal of between 30 to 40 percent of said units qualifying as affordable units.

**Findings:** The Village Board finds that the redevelopment of the Project Site to a mixed-use development is consistent with the mix of uses existing in the adjacent Haverstraw Central Business District and that the proposed waterfront open space and trail will greatly increase the length of connected trails along the Village's waterfront.

The Village Board finds that the Proposed Action is consistent with the Village's 2021 Comprehensive Plan, the 2021 Draft Local Waterfront Revitalization Program, the Goals and Strategies of the 2022 Downtown Revitalization Initiative Strategic Investment Plan and the Village's Affordable Housing Regulations. Given the consistency of the Proposed Action with these plans and policies of the Village, the Village Board finds that the Proposed Action will result in no significant adverse impacts to Land Use, Zoning or Public Policy.

### 3.2. Community Character and Visual Impacts

There are two historic resources listed in the State and National Register of Historic Places that are adjacent to the Project Site, including the King’s Daughters Library Building, also known as Fowler Library, located at the northwest corner of Main Street and Allison Avenue, and the Haverstraw U.S. Post office, at the southwest corner of Main and First Streets. Bowline Point Town Park is directly to the North of the Project Site, Henry Hudson Quadricentennial Park is directly northwest of the Project Site, and Emeline Park is directly adjacent to the southernmost portion of the Project Site. The 2021 Comprehensive Plan includes an objective to “protect and enhance the historic street grid and its view corridors both east/west and north/south to the River.”

During the scoping process, several locations were identified as needing to be analyzed for the visibility of the Preferred Plan. The locations included:

- To and from the Hudson River.
- Scenic Corridors, as identified in the 2021 Comprehensive Plan, of Main Street, Alison Avenue, and First Street.
- Scenic Views, as identified in the 2021 Comprehensive Plan, from Jefferson Park and Emeline Park.

A Viewshed Analysis was completed for eight specific locations along the waterfront and from nearby street corridors. Views of the proposed buildings would be seen in all seasons, regardless of tree/vegetation cover, as well as in close proximity of the Project Site. The eight views considered were at the following locations:

- **View 1 – Bowline Park:** Looking south from Bowline Park to the northern portion of the Project Site;
- **View 2 – Jefferson Park:** Looking east towards the Hudson River from Jefferson Park;
- **View 3 – Division Street:** Looking east across Bowline Pond to the Project Site from Division Street;
- **View 4 – Broad Street:** Looking east towards the Hudson River from Broad Street;
- **View 5 – Main Street:** Looking east towards the Hudson River from Main Street;
- **View 6 – Allison Avenue:** Looking south towards Main Street from Allison Avenue;
- **View 7 – Emeline Park:** Looking north to the Project Site from Emeline Park and the scenic overlook within the park;
- **View 8 – Ossining-Haverstraw Ferry Parking Lot:** Looking north to the Project Site, from the northern edge of the Ossining – Haverstraw Ferry parking lot.

The Visual Impact Analysis also includes recommended architectural elements to be applied to the Preferred Plan:

- Commercial Street Analysis
  - There is a variation in the height above the ground floor, with a strong ground floor expression.
  - Windows have a continuous fenestration rhythm.
  - Colors are varying although most are muted or pastel in nature.
- Residential Street Analysis
  - Distinctive variety of the overall design of residential units.

- Porches facing the water
- Colors are varying although most are muted, neutral, or pastel in nature.

A variety of mitigation measures are proposed to reduce the visibility of the facility from offsite locations while improving the appearance of the Project Site:

- As depicted on the site plan in **Appendix B** of the DEIS, the proposed buildings would be spaced throughout the Project Site to avoid the appearance of large, continuous walls of buildings and to allow views in between and through the five buildings. Public access areas will allow visual openings and help preserve views to Bowline Pond and the Hudson River. Much of the site would remain as open space and be improved with new trees, landscaping, lawns and pathways.
- Building heights will be limited to minimize visual impacts on the surrounding area. Buildings 1, 2 and 3, which will front on Allison Avenue and Broad Street, will be built into the slope to minimize heights and visual impacts on the surrounding streets.
- The proposed zoning overlay district proposed for the Project Site includes detailed design standards for streets and sidewalks, public and private frontage and building designs and civic spaces. These standards will encourage a higher level of visual quality and minimization of visual impacts on the site and surrounding area.
- The proposed buildings would include largely brick facades with neutral or muted colors to blend into the immediate area. Green roofs would be provided to make the buildings look less commercial and enhance the visual quality of the Project Site.
- A landscaping plan, including the installation of approximately 120 trees, is proposed to replace some of the vegetation that would be cleared, enhance the visual quality of the development with diverse indigenous species, and screen man-made structures from the street and other public vantage points.
- An exterior lighting plan was prepared to provide the necessary outdoor lighting to ensure a safe and secure environment without unnecessary and wasteful illumination or negative impacts on the visual character of the area. Walkways, building entrances, access ways, and critical emergency and security areas are among those locations that must be lit.
- Lighting shall be shielded and directed downward, will be energy efficient, and will not illuminate off-site.

**Findings:** The Village Board finds that the mitigation measures, summarized above, would reduce the visibility of the facility from offsite locations and improve the appearance of the Project Site. The Village Board further finds that with the implementation of the required mitigation measures outlined above, the Preferred Plan, consistent with social, economic and other considerations minimizes significant adverse impacts to visual resources and community character to the maximum extent practicable.

### **3.3. Fiscal and Economic Impacts**

The Preferred Plan will generate additional demand for services from the Village, Town and School District. A portion of this cost will be offset by added fees and intergovernmental transfers. Most of the costs will be borne by the local real property tax levy. Additionally, the Preferred Plan will generate revenues. The applicant is seeking a Payment-in-lieu-of-taxes (PILOT) agreement with local taxing jurisdictions. This PILOT would allow the Project Sponsor to make a scheduled and agreed upon reduced payment to each taxing jurisdiction instead of paying full rate taxes. The Project Sponsor is seeking PILOTs for the affordable

housing, market rate housing and retail/public service elements of the Preferred Plan. Lastly, all elements of the Preferred Plan will introduce significant economic activity to the region at both the construction and operational phases of the Preferred Plan.

Construction period economic activity will include the creation of 2,800+ construction jobs and \$330MM+ in increased economic activity over the three to five year construction and lease up period. During the operational phase of the Preferred Plan, on-site businesses will create 90+ jobs, and \$8MM+ in increased economic activity annually. The Preferred Plan will introduce new residents in 436 new households to the community. Those residents will earn more than \$54M and spend more than \$11.5M in the local and regional economy. Additionally, the commercial spaces and hotel will also result in a direct increase in the number of local jobs, which will result in indirect and induced economic benefits.

After full construction, the proposed residential development will operate in a net fiscal deficit of \$518k more in services demanded than funded through the local real property tax levy, although the affordable and work force housing accounts for \$579k, with the balance of the Preferred Plan providing a net benefit. This net fiscal cost impact will be a negligible change of just 0.2% of the total tax levy of the three taxing jurisdictions analyzed. The largest impact (1.08%) being experienced by the Village. The net fiscal impact is balanced against social benefits of meeting regional needs for affordable housing and the economic benefits that the Preferred Plan will bring:

- Achieving 133 affordable housing units for families earning less than 80 percent AMI;
- Achieving 135 “workforce” housing units for families earning less than 130 percent AMI;
- Creation of 2,609 FTE construction job-years and more than \$304MM in construction spending;
- Creation of 93 permanent jobs;
- Increasing annual output by more than \$38MM and local spending by 9 percent or \$11.9MM on an annual basis.
- 

A mitigation was identified by the Project Sponsor as follows:

- the Project Sponsor proposes to potentially include up to 69 of the total affordable residential units to be set-aside as affordable units for seniors, aged 55 and over in accordance with the federal Housing for Older Persons Act (HOPA). HOPA allows senior housing providers to establish age restrictions, ensuring that at least 80 percent of the units are occupied by individuals aged 55 and older, and also provides legal protection to the housing providers who comply with its requirements, allowing them to maintain age-restricted housing without violating fair housing laws. The total number of multi-family residential units in the project will continue to be 450 units, with approximately 43 percent of said units qualifying as affordable units (with 30 percent of these at 30 to 80 percent AMI and 13 percent at 80 to 110 percent AMI) as determined by New York State Homes and Community Renewal, and in compliance with the Village’s affordability requirements.

**Findings:** The Village Board finds that the Proposed Action would result in a net fiscal impact of \$518k more in services demanded than funded through the local real property tax levy. This net fiscal cost impact will result in a negligible change of just 0.2% of the total tax levy of the three taxing jurisdictions analyzed. The Village Board finds that, while a portion of the affordable units may be set-aside as affordable units for seniors and thus may decrease the total net fiscal impact of the Preferred Action to an estimated \$283,000, it would do so by significantly reducing the number of affordable units available for families in the region. Based on the foregoing considerations, the Village Board finds that the Proposed Action is

consistent with social, economic and other essential considerations, avoids or minimizes fiscal impacts to the maximum extent practicable, regardless of whether a portion of the affordable units are set-aside as affordable units for seniors.

### **3.4. Community Services**

#### Demographics

The Preferred Plan of 450 residential units, consisting of 133 affordable housing units and 317 middle income and market rate units, will add an estimated 746-790 additional residents to the Village of Haverstraw depending on whether age-restricted senior units are incorporated. The Preferred Plan includes the demolition of the existing four multi-family residential structures which occupy the site. The estimates also assume that there will be a vacancy rate of 5 percent.

#### Schools

The construction of the Preferred Plan will result in an estimated net increase of 32-49 school children attending the North Rockland Central District's schools, depending on whether age restricted senior units are incorporated. The analysis is based on the actual student numbers collected from recent developments by the Project Sponsor in similar urban villages or small cities in New York State. The analysis accounts for a vacancy rate of 5 percent and removal of the existing site's residential structures which house 10 children currently enrolled in the public school district. The increase of 49 school children averages 3.7 public school children per grade. The 32-49 new school children are well within the range of recent past enrollment in the District.

#### Police, Fire and Emergency Services (EMS)

The Haverstraw Fire Department estimates the response time to the area of the Preferred Plan is about four minutes on average and would be serviced by all five fire companies in the Village. The Department noted that the Preferred Plan, with its mix of residential and commercial space, would have a comparable or higher number of calls as compared with the Harbors at Haverstraw development. Representatives of the Project Sponsor met with the Fire Department Council on October 24, 2023, to review emergency access to the development proposed at the Project Site and will be able to accommodate the current types of vehicles that would respond to the Project Site. The Preferred Plan is expected to increase the population of the Village by approximately 6.5 percent. Based on the planning standards published in the Urban Land Institute's Development Assessment Handbook, the increase in population could result in an increased demand of 1.4 fire personnel and 0.2 additional vehicles. The proposed residential buildings will contain fire suppression sprinklers and will adhere to all local and State building and fire prevention codes. Water supply, including extra demand from fire flow, is anticipated to be adequate.

According to the Town of Haverstraw Police Department, the Preferred Plan would generate 800 additional calls per year based on the Harbors at Haverstraw as a comparable, although the Department indicated it was difficult to estimate. Based on the planning standards published in the Urban Land Institute's Development Assessment Handbook, the increase in population could result in an increased demand of 1.7 police personnel, and 0.5 additional police vehicles.

The Haverstraw Volunteer Ambulance Corps noted that the Preferred Plan will warrant the hiring of additional employees and will require more volunteers. The Corps noted that they would have, "no issue caring for the increase to population that the Preferred Plan would bring." Based on the planning standards published in the Urban Land Institute's Development Assessment Handbook, the increase in population could result in an increased demand of 0.1 EMS personnel and no additional EMS vehicles.

### Solid Waste

Solid waste collection, recycling and disposal will be provided by a private waste carter during construction and upon completion of the Preferred Plan. The Project Sponsor will provide areas for on-site solid waste collection in designated waste receptacle areas which comply with the code of the Village of Haverstraw. The private waste carters serving the Preferred Plan will provide off-site disposal of all refuse and recycling materials produced by the Preferred Plan.

### Recreation and Open Space

An approximately 4,000 square foot portion of the Project Site is within the Village's Emeline Park including a grassed open space area and a stone structure used as a Hudson River overlook. The portion of the Project Site within Emeline Park will be subject to parkland alienation to become part of the Preferred Plan in exchange for the creation of approximately 4.2 acres of new parkland along the waterfront. The new parkland created as part of the Preferred Plan will provide a connection from Emeline Park to the south, through the Project Site, to Henry Hudson Quadricentennial Park to the west. This new waterfront park will extend into and connect the walking trails in both existing parks. The Proposed Action will improve downtown Haverstraw's connection with the waterfront, providing more open space and passive recreation resources for the public.

**Findings:** The Village Board finds that the Proposed Action will add an estimated 746-790 additional residents to the Village of Haverstraw, which is up to a 6.5 percent increase in the population of the Village of Haverstraw. The Preferred Plan will introduce more than 130 units of quality low-income housing to the region and bring economic benefits to the downtown, the Village and the region. The Village Board further finds that the amount of new solid waste is not anticipated to overburden municipal facilities or create adverse impacts. PILOT funds, user fees and Real Property taxes generated by the development will help to offset impacts to community services. The Village Board finds that the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes impacts to community services to the maximum extent practicable, regardless of whether or not a portion of the affordable units are set-aside as affordable units for seniors.

## **3.5. Utilities**

### Water

The Preferred Plan would utilize public water for domestic purposes to be supplied by Veolia Municipal Water Operations from Broad Street and Allison Avenue. The anticipated increase in average daily domestic water demand for the Preferred Plan is estimated to be 90,770 GPD. All construction of the new water mains would be funded by the Project Sponsor and reimbursed by Veolia. The Project Sponsor has sent a request to Veolia to serve the Preferred Plan and to confirm the anticipated upgrades required for the connections, pressure, and load capacities to address the Preferred Plan.

### Sewer

The Preferred Plan would utilize facilities from the Rockland County/Haverstraw Joint Regional Sewerage District from Broad Street and Allison Avenue. Under SPDES Permit Number NY0028533, the Haverstraw Joint Regional Sewer Treatment Plant is approved up to 8 million GPD. The anticipated increase in average daily sewer loading for the Preferred Plan is estimated to be 90,770 GPD. The Project Sponsor sent a request to Rockland County/Haverstraw Joint Regional Sewerage Board to serve the Preferred Plan with the anticipated required upgrades required for the connections and load capacities to address the Preferred Plan.



### Electric, Gas, Telephone and Cellular Data

It is anticipated that Orange and Rockland Utilities would be able to supply electric and gas services to the Preferred Plan without impact to its ability to serve its other customers in the area. The Project Sponsor has sent a request to Orange and Rockland Utilities to serve the Preferred Plan and to confirm that gas and electric services can and would be provided to the Preferred Plan. Telephone and cellular data services would be provided from Broad Street and Allison Avenue to the Project Site.

**Findings:** The Village Board finds that “will serve” letters from Veolia Municipal Water Operations, Rockland County/Haverstraw Joint Regional Sewerage District and Orange and Rockland Utilities will be required as part of any development approval. With the utilities upgrades as proposed, the Village Board finds that the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes impacts to utilities to the maximum extent practicable.

### **3.6. Stormwater**

There are currently no specific points of existing stormwater discharge from the Site, as all current stormwater is naturally directed into the Hudson River. According to the Stormwater Pollution Prevention Plan (SWPP) prepared for the Preferred Plan, 28,220 cubic feet (cf) of WQv is required to be treated. The Preferred Plan would achieve pollutant removal from the WQv through five main stormwater features to provide water quality. These are green roofs, stormwater planters, porous pavement, hydrodynamic separators, and tree planters.

All construction activities would be performed in accordance with NYSDEC’s technical standards for erosion and sediment control to minimize potential adverse effects on surface waters, particularly the Hudson River. All permitting processes, stormwater management practices and controls, etc., would also be required to be in compliance with Haverstraw Village Code Section 197. The Village’s Stormwater Management Officer would be involved in the final review of the final Stormwater Pollution and Prevention Plan (SWPPP) and pre-construction, during, and post-construction practices. Potential sediment and erosion control measures, including stormwater mitigation measures and infrastructure, would be implemented in accordance with the approved SWPPP.

Stormwater mitigation measures primarily involve preventing soil erosion and sedimentation resulting from stormwater run-off during and after construction. During construction, this is accomplished by sequencing site disturbance activities to establish erosion controls, minimizing disturbed areas, maintaining existing vegetation as much as possible, and stabilizing newly disturbed areas as soon as possible. Stormwater pollutant controls utilized during construction would include temporary sediment barriers and sediment traps.

**Findings:** The Village Board finds that with the implementation of the SWPPP and the Preferred Plan developed as proposed, the Preferred Plan would not result in a significant adverse impact on stormwater.

### **3.7. Geology – Soils, and Topography**

Much of the eastern portion of the Site is level or is minimally sloped. Steep slopes can be found running along the western portion of the site, to the east of Allison Avenue, and in the area north of Liberty Street. Areas of steep slope are also found along the Site’s water frontage along the Hudson River and Bowline Pond.

According to the U.S. Department of Agriculture Natural Resource Conservation Service Soil Survey, the Project Site has a total of three soil types, with 51.6 percent consisting of Hinckley Gravelly Loamy soil

(excessively deep and drained soils), and 38.8 percent consisting of Urban Land (soils typical of urban environments) and 9.6 percent consisting of Udorthents (soils typical of tidal marshes and flood plains). About 48.4 percent of the Project Site is somewhat to very poorly drained, while the remaining portion of the Project Site is classified as somewhat excessively drained. The Udorthents soil type is also considered hydric soils which are soils that typically form under conditions of saturation, floodings or prolonged ponding.

The 2023 Phase I Environmental Site Assessment found only one REC, or Recognized Environmental Concern, which was the “unknown origin and contents of the fill material used to build up the land, the long history of manufacturing and the associated demolition debris represent a REC for the Property.” The Phase I report recommended a Phase II Subsurface Investigation “to investigate potential impacts to the subsurface.” In February 2023, Terracon conducted Geophysical Exploration services to investigate possible subsurface materials related to the former buildings at the Site. This report concluded that the “main geotechnical concerns facing the site development are the relatively deep zones of existing fill and the deep zones of very soft clay soil.” The geotechnical report did not include any environmental testing of the soil.

The 2023 Preliminary Geotechnical Report determined that there are two types of fill preexisting on the Project Site. The Report found Existing Fill 1 is not expected to be usable as engineered fill, whereas Existing Fill 2 is expected to be usable as engineered fill. The native soils are also expected to be usable as engineered fill as well. The Preliminary Geotechnical Report also provided preliminary recommendations to determine the suitability of the site for development.

A preliminary Grading Plan of the Project Site has been developed, and shows the limits of disturbance for the Project Site. It shows that in comparison to existing conditions, a large portion of the steeply sloped areas on the western portion of the Site would be developed upon with the construction of Buildings 1 and 2. The Liberty Street extension would have a slope of approximately eight percent with most other paths having slopes less than five percent. Most of the fill is proposed to occur along the central portion of the Project Site. The Preferred Plan proposes approximately 22,000 cubic yards of cut and approximately 19,500 cubic yards of fill. The Preferred Plan would therefore result in the export of approximately 2,500 cubic yards of cut. Excess soil and earth materials that cannot be re-used would be disposed off-site in accordance with Village of Haverstraw, New York State and federal regulations and the recommendations of the Phase I Environmental and Preliminary Geotechnical Engineering report. For any fill deemed unsuitable for building construction, pilings would be used to provide additional structural support. A total of 748 piles are to be used site wide. Additionally, based on the depth of the bedrock there is no rock removal necessary for the construction of the Preferred Plan, and no blasting is expected.

The Preferred Plan mostly involves the redistribution of the existing soil to allow the Project Site to accommodate the proposed buildings as shown in the Cut and Fill Plan included in **Appendix B, Site Plans**. The existing soil would be evaluated for suitability for use as fill material to be reused on the Project Site. The most significant area of cut would be along the steeply sloped portion of the site in the location of Buildings 1, 2 and 3. Fill would be distributed throughout the Project Site in areas of proposed buildings, roadways, pathways, at-grade parking and open space.

No significant adverse impacts to the soils, topography, or steep slopes on the Project Site are anticipated to result from the implementation of the Preferred Plan based on the geotechnical and environmental assessments. To further minimize potential adverse impacts, the Preferred Plan includes the following measures:

- Identify limits of clearing prior to site preparation and construction. Limit total site clearing to only what is necessary for building construction, parking, access, staging, equipment, and space for required operations.
- Install temporary fencing (limits of disturbance) as needed to prevent encroachment of clearing and other work into areas that are to remain natural/undisturbed and utilize silt fencing to prevent soil from being transported off the development site, on to streets, private properties, into drainage structures, or into the stream and wetlands.
- Grade or stabilize cleared slopes as soon as possible after clearing and grubbing by developing the site (paving and building construction) and/or seeding and landscaping as soon as possible after disturbance.
- Utilize dust control practices including stabilized construction entrance, applying water and or calcium chloride to bare soil periodically if and as necessary and maintaining low onsite construction vehicle speeds (posting an onsite speed limit of ten (10) mph).
- Ensure that dump trucks are covered when exporting from the site.
- Designate material staging areas and designated temporary stockpile locations onsite as needed and measures taken to prevent erosion and sedimentation from stockpiles as warranted.
- All excavated materials and water from the Project Site would meet all regulatory requirements including the requirements of 6 NYCRR Part 360 for off-site disposal facilities. All analytical results developed during the project development stage would be used to facilitate selection of a suitable disposal facility. If excavated materials require additional characterization depending on the acceptance requirements of the selected disposal facility permit, such additional characterization would be conducted at that time.
- Solid wastes or miscellaneous debris encountered during the construction process would be isolated/ segregated, characterized, recycled, or salvaged where possible. All remaining materials or waste or debris would be excavated, removed, and transported offsite for proper disposal.

**Findings:** The Village Board finds that with the incorporation of the required mitigation measures listed above, no significant adverse impacts to the soils, topography, or steep slopes on the Project Site are anticipated to result from the implementation of the Preferred Plan.

### **3.8. Vegetation and Wildlife**

#### Vegetation

The majority of the Project Site is heavily disturbed, overgrown by introduced, non-native species, and contains large amounts of fill materials and debris. The shoreline is identified as estuarine and marine deepwater wetland, according to the USFWS Wetland Map in **Appendix J, Vegetation and Wildlife** and confirmed not to be a tidal wetland during a site assessment. The NYSDEC Environmental Mapper identified no records of any rare plants or significant natural communities on the Project Site.

The majority of the Site, excluding underwater land, will be cleared and developed for the various buildings, roadway improvements, pedestrian sidewalks, green space, and supporting utilities. Since most of the upland vegetation on the Project Site appears to be mostly invasive to New York State, the Proposed Action would not disturb any significant natural communities or disrupt the habitat of any rare plant or wildlife species in the upland portion of the Project Site. Clearing activities would comply with all NYSDEC and municipal standards and all temporarily disturbed areas would be restored to pre-construction conditions upon completion of the Proposed Action. Approximately 3.4 acres of trees would be removed from the Project Site. Construction activity and mitigation effort would be guided by a Stormwater Water Pollution Protection Plan (SWPPP) approved by NYSDEC that would not only address erosion and

sedimentation but would assist in protecting nearby wetlands environments. Live cutting/live stake joint plantings would be planted on the northwestern portions of the shoreline and riprap repairs are proposed for the shoreline and in the river on the remainder of the shoreline. Both improvements will incorporate regionally appropriate plantings.

No significant adverse impacts to ecological resources on the upland portion of the Project Site are anticipated to result from implementation of the Preferred Plan, based on the vegetation and wildlife analyses. Proposed species to be planted include mostly native species as well as some ornamental species that are suitably adapted to site conditions. Plantings would help to stabilize loose soils and prevent erosion, provide vegetative screening, mitigate impacts from stormwater, and enhance the overall visual appearance of the Project Site. The Preferred Plan will include the following mitigation measures:

- Areas that are cleared but not physically developed would be stabilized as soon as possible after disturbance. The areas would be reseeded and replanted/landscaped as soon as construction activities allow per the Landscape Plan. Approximately 120 trees are proposed to be planted along with additional plants, shrubs and wetland plantings.
- The Applicant is proposing ample green space for the Preferred Plan, limiting hard scape to the proposed roads and sidewalks, but providing plantings for most of the remainder of the coverage.

#### Wildlife

During a May 2023 site assessment by NPV, wildlife was observed, both visually and auditorily. Information regarding federally listed, threatened, and endangered species and their designated critical habitat was obtained through use of the NYSDEC Environmental Resource Mapper (ERM), Environmental Assessment Form (EAF) Mapper, and communications with the NYNHP. USFWS's Information for Planning and Consultation (IPaC) website was also used as a cross reference for the identification of species.

Shortnose Sturgeon (*Acipenser brevirostrum*), which is an Endangered species within the state of New York, Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*), which is a federally listed endangered species, and Bald Eagle, a threatened species within the state of New York and a protected bird species under the Migratory Bird Act, were noted as potential occurrences proximate to (perhaps within one mile of) the Project Site. None of these species were observed during the NPV site visit. However, the Chimney Swift was observed during the visit and is recognized as a vulnerable species by the International Union for Conservation of Nature (IUCN) and is listed on the United States Fish and Wildlife (USFWS) Birds of Conservation Concern priority list. The NYS Breeding Bird Atlas identified 36 confirmed species in Atlas Block 5856C, which includes the Project Site for the 2000-2005 Bird Atlas. The 36 species were seen in the Atlas Block from 2000-2005 with varying frequencies. Additionally, the adjacent Emeline Park had two confirmed species of Bonaparte's Gull and the Ring-billed Gull.

The Preferred Site would result in the alteration of the wildlife habitats along the shoreline of the Project Site. Despite this, the proposed changes work to improve the poor habitat environment along the shoreline, rather than entirely removing it. The live cuttings will encourage the development of wetland habitat while providing stabilization for the development of the Site.

**Findings:** The Village Board finds that no significant adverse impacts to ecological resources on or adjacent to the Project Site are anticipated to result from the Proposed Action with the implementation of the required mitigation measures.

### 3.9. Wetlands, Waterbodies and Watercourses

The waterfront Project Site is located along the western bank of the Hudson River. During a May 2023 ecological investigation and wetland delineation inspection of the Project Site, NPV observed significant historical disturbance (i.e. fill and various forms of debris) as a primary influence of the overgrown non-native vegetation throughout the site, inclusive of some shoreline areas. NPV's habitat observations of the site are discussed in the "Wetland Delineation and Habitat Assessment" report dated September 29, 2023.

The peninsula's shoreline consists of vegetation intermixed with dilapidating revetments (rip-rap composed of various materials), an old stone wall and fill from previous disturbances and development that utilized both upland and shoreline/in-water areas of the Project Site and adjacent riverine system. Ecological Analysis, LLC delineated a wetland boundary along the shoreline of the Project Site. Ecological Analysis and NPV agree that the Project Site does not contain wetland areas landward of the delineated wetland boundary along the shoreline.

NYSDEC Region 3 staff confirmed that, "the area is not currently mapped as Freshwater Wetland pursuant to Environmental Conservation Law Article 24. But the law was changed, and new standards and as-yet undrafted regulations will become effective in 2025. We cannot at this time say portions of the site will not be under Article 24 jurisdiction in the future." The underwater lands and shoreline of the Hudson River along the Project Site are not NYSDEC regulated Article 25 tidal wetlands. The National Wetland Inventory (NWI) classifies the wetland areas along the Hudson River shoreline of the Project Site as "E1UBL6."

Regulated activities along the shoreline of the Project Site would likely be subject to the following federal, State and local review:

- NYS Environmental Conservation Law (ECL) – NYSDEC Article 15
- U.S. Army Corps of Engineers (USACE)
- New York State Department of State (NYSDOS)
- Local Waterfront Revitalization Program -Haverstraw Waterfront Advisory Commission

The Preferred Plan proposes shoreline and in-water activities/improvements. Shoreline improvements are necessary for protection, resiliency, water-related enjoyment and native habitat creation.

The proposed shoreline improvements have been designed to clear debris from the nearshore area, including the removal of the existing rock wall. The Preferred Plan would construct two types of shoreline improvements to stabilize the shoreline. Both revetments would require disturbance to the watercourse – including excavation and fill – to properly establish the native planting areas.

To mitigate potential impacts to the Hudson River shoreline and waters along the Project Site, Best Management Practices (BMPs) during construction and operation will be used to ensure that any impacts are minimized to the greatest extent practicable. The design of the Project Site itself, as well as anticipated operations, will incorporate several measures to ensure the protection of wetlands and waterbodies and avoid adverse impacts.

**Findings:** With incorporation of the required mitigation measures detailed above, the Village Board finds that the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes impacts on existing wetlands, waterbodies and watercourses to the maximum extent practicable.

### 3.10. Floodplains and Sea Level Rise

The current adopted Hudson River flood elevations published on Flood Insurance Rate Maps (FIRM) by the Federal Emergency Management Agency (FEMA) are from 2014. Portions of the Project Site are in Zone AE which is consistent with a flood to elevation 7 during the 1% flood (also known as the 100-year flood). Additional areas of the Project Site are located in Zone X, which is defined as the “area of moderate flood hazard, usually the area between the limits of the 100- year (1%) and 500-year (0.2%) floods.”

In 2014 FEMA released new FIRMs for Rockland County, that included revised flood elevations for upland areas and held over the earlier adopted elevations for the tidally influenced Hudson River. These adopted elevations continued to be the basis for the Village’s Chapter 141 Flood Damage Prevention Chapter.

In 2021, the Village of Haverstraw amended Chapter 141, to key requirements to the higher advisory base flood elevations as shown in the 2013 maps on the basis that they are believed to be more accurate than the 2014 adopted FIRMs. The Flood Damage Prevention Chapter includes several construction standards, some of which are applicable to the Preferred Plan.

Regarding sea level rise, 6 NYCRR Part 490 established values for New York City and the Lower Hudson Region expressed in inches over the 2001-2004 NAVD88 baseline. The nearest NOAA monitoring station is the Haverstraw Bay Station, which is controlled by the Battery station of Southern Manhattan. Current month (December 2023) high tides range from 0.99 feet to 2.35 feet above NAVD88. Historical data shows that between the Part 490 baseline years of 2001-2004 and the last 34 months (2020-2023) of monthly MSL as observed at the Battery indicated a change of 5.63 inches, which is tracking the medium Part 490 projections.

The Preferred Action includes development within a floodplain, but no fill is proposed below the Mean High-Water line. Moreover, the Floodplain Plan as shown in **Appendix B, Site Plans** shows the Site’s existing condition of 49,904 cubic yards of floodplain will be replaced by a proposed 50,039 cubic yards of floodplain volume. This increases the available volume for the floodplain by 135 cubic yards on the Project Site.

The Preferred Plan will comply with all applicable portions of Chapter 141, Flood Damage Prevention, including but not limited to Article IV, Construction Standards.

Building 3 is located outside all FEMA advisory flood zones. Building 4 is located in the Advisory X Zone (0.2% flood). Building 2 is located in the advisory A zone (1% flood) and advisory X zone (0.2% flood). Building 1 is located in the advisory A, X and V Zones (1% flood subject to wave action). The hotel is located in the advisory V and X zones. Actions at different elevation levels are outlined as the following:

- **Elevation 0-7:** The lowest site elevations correspond with the public esplanade, public open spaces and surface parking areas at the north end of the site. These areas are generally proposed (with a few exceptions) at or above elevation five. These areas will likely flood during the current-year 1% storm.
- **Elevation 7-16:** The Preferred Plan proposes interior surface parking garages at seven feet. These areas are designed to flood and allow river flood waters to travel through the structure without impediment. These areas will flood during the current 1% storm event.
- **Elevation 16-25:** The hotel is partially located in the V zone (the wing closest to the river). The Village’s flood prevention chapter does not allow horizontal structural elements to be located within the V zone.

- **Elevation 25+:** Portions of Buildings 1 and 2 are proposed to be located in Zone A, X and V. The lowest habitable finished floor elevation of Buildings 1 and 2 is 25 feet, and the lowest elevation for horizontal structural elements is anticipated to be no lower than 23 feet.

The Preferred Plan elements most exposed to sea level rise and flooding are the public promenade and open spaces, the surface parking at the north end of the site, and the hotel. Several mitigation measures are proposed for these public areas:

- The public promenade should be designed to survive the wave action of the V zone. While the shoreline improvements may remove the V zone from these areas of the site, sea level rise over time will likely reduce the effectiveness of the rip rap and living shoreline. Materials used should not be easily lifted by wave action.
- The Village via its 2021 Comprehensive Plan has announced its intent to embrace its urban character and continue to encourage population growth. It is likely that as the Village grows, its residents will be decreasingly dependent on individual automobiles and increasingly served by shared automobiles, livery services, bicycle use and pedestrianism and mass transit.
- Under the high projections and as conceptually designed, the hotel may become unusable during severe weather as early as the 2050s. The Preferred Plan includes significant shoreline improvements including riprap and living shoreline.

**Findings:** the Village Board finds that the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes impacts on floodplains to the maximum extent practicable. The proposal has been designed to avoid impacts from sea level rise and is an implementation of the Village’s sustainable Comprehensive Plan that is designed to result in overall reductions in greenhouse gas generation.

### **3.11. Archeological and Historical Resources**

The Division of Historic Preservation of the New York State OPRHP provided comments on the Preferred Plan that were transmitted through the New York State Cultural Resource Information System (CRIS). As a part of their comments, it was noted that the Project Site is located adjacent to two historic resources listed in the State and National Registers of Historic Sites, the Fowler Library (King’s Daughter’s Public Library) and the Haverstraw United Post Office. Seven properties located within and adjacent to the Project Site have been determined by OPRHP to be Not Eligible for the State and National Registers of Historic Places. Four of these properties are located on the Project Site and are proposed for demolition.

The parcels included in the Project Site have been under consideration for development in the past, in which requisite OPRHP assessments were conducted. In 2001, Hartgen Archeological Associates performed a Phase IA Literature Study and Archaeological Sensitivity Assessment for several waterfront parcels, part of which included the Project Site. In 2008, Pan American Consultants conducted a Phase IB Cultural Resources Investigation for several parcels, two of which were within the Project Site. A Phase 1B was conducted by City/Scape Cultural Resource Consultant in 2002 for a parcel along the waterfront south of the Project Site. Each presented similar results related to previous activity, even prior to development, on the Project Site.

The proposed Preferred Plan is expected to generate actions that may disturb sub-surface cultural resources or impact above ground resources. The ORPHP has reviewed a draft of the Preferred Plan’s building plans and renderings, the draft Cultural Resources Chapter from the DEIS, and the Village of

Haverstraw Public Notice of Positive Declaration. Based on their review, it is the OPRHP's opinion that the proposed development will have No Adverse Impact on historic and archaeological resources.

**Findings:** The Village Board finds that, based on the above review and opinion of the NYS OPRHP, the proposed development will have no adverse impact on historic and archeological resources.

### **3.12. Traffic and Transportation**

Site visits and a subsequent Traffic Impact Study were completed to identify and assess possible traffic issues associated with the Proposed Action and identify any necessary mitigation. A detailed inspection and inventory of roadway network conditions for 14 roadways in the study area was performed as part of the Traffic Impact Study.

#### Existing Parking Conditions

There is two-way on-street parking along the frontage of Broad Street and parking on the opposite side of the street from the development along Allison Avenue. The existing buildings along both Broad Street and Allison Avenue have off-street parking available with private driveways.

#### Existing Crash Data

Within the study area, there were a total of 409 crashes from January 1, 2020, through December 31, 2022. No fatal crashes were recorded during the study period. A majority of the crashes, 42.8% (175), involved property damage only, 14.2% (58 crashes) involved injury, 0 crashes resulted in a fatality, and 43% of crashes were non-reportable. Within the study area, only eight of the 27 locations experienced three or more crashes annually.

#### Assessment of Existing Traffic Conditions

The Traffic Impact Study analyzed traffic capacity for all 27 intersections within the study area, listed below. Level of Service (LOS) is defined as the different operating conditions that occur at an intersection under various traffic volume loads. LOS is designated from A to F, with LOS "A" representing the best operating conditions and LOS "F" representing the worst operating conditions. Intersections studied were the following:

- Route 9W at Short Clove Road – (Saturday counts only)
- Riverside Avenue at Short Clove Road
- Riverside Avenue at Harbor Pointe Drive – (Saturday counts only)
- West Street at Girling Drive – (Saturday counts only)
- Maple Avenue at West Street – (Saturday counts only)
- Maple Avenue at Tor Avenue
- Maple Avenue at Fairmount Avenue
- New Main Street at Route 9W
- New Main Street at Hudson Avenue
- New Main Street at Clove Avenue
- New Main Street at Maple Avenue
- New Main Street at West Street/Broadway
- West Broad Street at Hudson Avenue
- West Broad Street at Conklin Avenue
- West Broad Street at Maple Avenue
- W Broad Street/Broad Street at Broadway



- Westside Avenue at Route 9W
- Westside Avenue at Conklin Avenue
- Westside Avenue/Broadway at Samsondale Avenue
- Gurnee Avenue at Railroad Underpass
- Gurnee Avenue at Route 9W
- Broad Street at Wayne Street
- Broad Street at Rockland Street
- Broad Street at liberty Street
- Main Street at Wayne Street/4th Street
- Main Street at Rockland Street/3<sup>rd</sup> Street
- Main Street at Liberty Street/2nd Street

The Level of Service results for all the unsignalized intersections show that all the intersections operate at acceptable Level of Service D or better during both Existing Conditions except for the northbound approach at intersections of Westside Avenue/Broadway at Samsondale Avenue that operate at Level of Service E in the AM Peak and Level of Service F in the PM Peak during the Existing Conditions.

## **Potential Impacts**

### Trip Generation

The Preferred Plan is projected to generate 259 trips (85 entering and 174 exiting) during the weekday AM peak hour, 295 trips (167 entering and 128 exiting) during the weekday PM peak hour and 303 trips (169 entering and 144 exiting) during the Saturday midday peak hour.

### Signalized Intersections

The Traffic Impact Study found that one signalized intersection requires mitigation following the completion of the Preferred Plan:

- NYS Route 9W at New Main Street.

### Unsignalized Intersections

The Traffic Impact Study found that three unsignalized intersections require mitigation following the completion of the Preferred Plan. These are:

- Broad Street/West Broad Street at Broadway,
- Westside Avenue/Broadway at Samsondale Avenue, and
- Broad Street at Liberty Street.

### On Site Traffic Access

An on-site Access Routes Plan was developed to plan routes for both vehicles and pedestrians throughout the Project Site. Truck turning movements were also analyzed for the Project Site, including the main vehicular access from Broad Street and Liberty Street. Analysis demonstrated adequate on-site access including access for Fire Department vehicles.

### Parking

The Preferred Plan parking is designed to provide spaces for Buildings 1, 2, 3, 4, and the hotel to individually contain enough parking to support the base parking demand they create for their respective programs. Shared Parking for Buildings 1 and 2 total 344 spaces across two floors. This shared parking in both on-street and structured conditions totals 358 spaces. Building 3 parking demand (residential only)

is fully accommodated through two floors of structured car park totaling 76 parking spaces. Building 4 parking demand (residential only) is accommodated through a combination of a structured parking facility totaling 97 Parking Spaces. Parking within the Project Site will be managed through signage as well as a permit or vehicle tag system. For visitors, a time limit will be posted on the signage.

Based on a study of peak parking usage at similar scale multifamily developments a parking ratio of 1.15 parking spaces per residential unit was determined.

#### Shared Parking Model

The shared parking strategy (limited to on-street and Parking Area A located below Building 1 and 2) results in a reduction in the total parking demand from 618.8 to 589 parking spaces which matches the parking proposed to be provided on the site.

#### **Mitigation Measures**

Impacts will be minimized through the incorporation of the following proposed mitigation measures.

- ***NYS Route 9W at New MainStreet: signal adjustment to improve all approach movements to operate at Level of Service D or better.***
- Installing all-way stop controls at:
  - Broad Street/West Broad Street at Broadway
  - Westside Avenue/Broadway at Samsondale Avenue
  - *Broad Street at Liberty Street*

The impacts of construction vehicles upon adjacent streets and within the local street network will be minimized through the incorporation of several mitigation measures:

- Construction vehicles and equipment would be parked on the Project Site in designated staging areas, when possible.
- Construction vehicles will access the site from Liberty Street, and no queuing of construction vehicles will occur on Liberty Street.
- Truck drivers would be urged to limit excessive use of residential streets, encouraging use of Main Street to reach 9W quickly.
- No construction activities would occur outside of the permitted hours as per Chapter 157, Noise of the Village Code.
- Identification of suitable places on-site for vehicle and heavy equipment parking and prohibit the parking of trucks, or prolonged idling, on public streets or within the shoulder area of public streets.

**Findings:** The Village Board finds that consistent with social, economic and other essential considerations and based on the Traffic Impact Study and the proposed mitigations described above, the Proposed Action avoids or minimizes impacts at the study intersections and the surrounding roadways to the maximum extent practicable.

### **3.13. Construction**

#### Schedule

The proposed construction schedule of the Preferred Plan includes a site work phase along with two main construction phases spanning a total period of about 29 months. Phase I focuses on the construction of

Buildings 1 and 2, including residential and commercial uses. Phase II focuses on completing the remaining two residential buildings, Buildings 3 and 4, and then completing the hotel.

#### Site Access

Three access locations are proposed to the Project Site when construction begins, two vehicular and one pedestrian. There would be an increase in the number of vehicles travelling to the Project Site during construction, including construction vehicles and worker vehicles.

#### Site Organization, Dust and Erosion

During construction, there will be approximately five field offices, 11 garbage containers, and eight portable toilets throughout the Project Site. Additionally, the Preferred Plan is anticipating a need to export approximately 2,500 cubic yards of cut from the Project Site. The Project Site would control erosion related impacts by sequencing site disturbance activities to establish erosion controls, minimize disturbed areas, maintain existing vegetation as much as possible, and stabilize newly disturbed areas as soon as possible.

It is likely that dust would be generated because of the preparation of the Project Site. There is no dust anticipated to be generated as a result of post-construction activities on the Project Site

#### Noise

Noise will be generated by vehicles, equipment, tools, and personnel during the construction process. Due to the Preferred Plan's close proximity to surrounding various land uses, compliance with the Village regulations would ensure that construction does not take place at night or during early morning hours when residents are typically at home and are most sensitive to noise.

#### Rock Removal/Blasting

There is no rock removal or blasting anticipated as a part of the Preferred Plan due to the depth of the bedrock.

The majority of the impacts associated with construction would be temporary (during the 28-month construction period) and would conclude when the Preferred Plan is completed, such as noise and traffic. These are temporary, construction-related unavoidable impacts. Much of the Project Site and the construction activity associated with the Preferred Plan will take place at a lower elevation than residences along Allison Avenue and Broad Street. The Preferred Plan would incorporate the following mitigation measures to minimize impacts:

- The construction contractor would develop and comply with a dust mitigation plan as a part of the construction contract. This may include:
  - wetting bare soil.
  - maintaining slow on-site construction vehicle speeds.
  - immediate seeding/planting of bare ground as soon as possible after clearing.
  - installing silt fencing.
  - stabilizing any stockpiles on the Project Site.
- No construction activities would occur outside of the permitted hours as per Chapter 157, Noise of the Village Code.
- Identification of suitable places on-site for vehicle and heavy equipment parking and prohibit the parking of trucks, or prolonged idling, on public streets or within the shoulder area of public streets.

**Findings:** The Village Board finds that with implementation of the required mitigation measures detailed above, the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes impacts from Construction to the maximum extent practicable and all impacts would be temporary and cease once construction is complete.

### **3.14. Other Environmental Impacts**

#### Unavoidable Environmental Impacts

The potential adverse impacts of the Preferred Plan have been assessed in the DEIS, and mitigation measures have been identified for the topics that were reviewed. Some impacts from the Proposed Action, however, are unavoidable, and cannot be completely prevented or avoided by applying reasonable and feasible mitigation techniques as required by SEQRA. Unavoidable adverse environmental impacts are as follows:

#### Short Term Impacts

- Potential dust generation, erosion, and sedimentation may occur during construction.
- Temporary increases in truck traffic and other construction-related activities that would generate noise during the course of the construction period.
- For shoreline improvements, there may be suspended sediment in the waterway during the in-water excavation .

#### Long Term Impacts

- The Preferred Plan would result in the alteration of the wildlife habitats along the shoreline of the Project Site.

#### Irreversible and Irretrievable Commitment of Resources

Irretrievable and irreversible commitments of resources involve primarily the commitment of natural resources on-site, many building materials used in construction, and the consumption of nonrenewable energy sources.

The Proposed Action would result in the following irreversible and irretrievable commitment of resources:

- Approximately 3.4 acres of trees would be removed from the Project Site. The Preferred Plan proposes the planting of approximately 120 trees with additional plants, shrubs and wetland plantings that are native and site appropriate.

#### Growth Inducing, Secondary and Cumulative Impacts

The cumulative impacts of the Action will be analyzed in consideration of the policies and development activities in adjoining communities. The Proposed Action involves a mixed-use development including multi-family residences, a hotel, commercial, and parkland. Each of these parts of the Preferred Plan could result in positive growth-inducing, secondary and cumulative impacts.

#### Growth Inducing Aspects

There will likely be no major growth inducing aspects of the Preferred Plan. The completion of the Proposed Action may induce some additional infill development in addition to the infill development already proposed in the area, but it would not induce major growth in the Village.

#### Secondary Impacts

It is anticipated that the Preferred Action would likely result in positive secondary impacts on the Village, mostly through an increase in shoppers and visitors to downtown Haverstraw. Downtown

businesses would likely benefit from the increased activity due to the added residents of the Project Site or those visiting the Project Site's residential, commercial, public services or open space uses, including occasional larger events at the hotel, commercial spaces and open space areas.

Construction of the residences, commercial retail spaces, and hotel will also create both short-term and long-term job opportunities.

#### Cumulative Impacts

It is anticipated that that the Proposed Action will have no significant cumulative impacts within the Village and surrounding communities related to the variety of local services discussed in the DEIS.

#### Traffic and Transportation

It is anticipated that the Proposed Action will have no significant cumulative impacts on traffic within the Village and surrounding communities. Two other planned projects, 49 West Broad Street (56 units of multifamily residential), Admiral's Cove at 51 Girling Drive (245 units of multifamily residential and 2,100 sf restaurant space), were currently under construction or in the planning stages within the study area. The traffic from these planned projects was added to the ambient Traffic Volumes to develop the 2027 No Build Volumes.

The Preferred Plan would have generated 259 trips during the weekday AM peak hour, 295 trips during the weekday PM peak hour and 303 trips during the Saturday midday peak hour. Capacity analyses were conducted at all the study intersections for the 2023 Existing, 2027 No Build and 2027 Build conditions during the weekday AM, weekday PM, Saturday Midday peak hours. The results of the analyses are described below:

- During the No Build Condition, all the signalized intersections studied operate at overall Level of Service D during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at Level of Service D or better during the analyzed peak hours. Only NYS Route 9W at New MainStreet would need a signal adjustment to improve all approach movements operating at Level of Service D or better.
- During the Build Condition, all the unsignalized intersections studied operates at Level of Service D or better during the analyzed peak hours except for the following:
  - Broad Street/West Broad Street at Broadway which had some impacts with a Level of Service F in the eastbound and westbound PM peak hours. By installing all-way stop control, the Level of Service was improved to Level of Service B or better.
  - Westside Avenue/Broadway at Samsondale Avenue which had some impacts with a Level of Service F in the eastbound AM and PM peak hours. By installing all-way stop control, the Level of Service was improved to Level of Service D or better.
  - Broad Street at Liberty Street which is proposed as the entrance/exit to the proposed Apartment Complex had some impacts with a Level of Service F in the northbound AM peak hours. By installing all-way stop control, the Level of Service was improved to Level of Service B or better.

The Project Site parking layout and overall supply are well balanced with the aggregate parking demand across all programmed uses on the Project Site. In addition, the overall parking strategy results in ample midday parking capacity for public parking to access waterfront park features.

During the busiest phase of construction, truck trips would be required daily to complete the necessary excavation and material transport for building construction, and heavy equipment (e.g., excavators, backhoes, bulldozers) would be used to excavate and grade soil, and load dump trucks. This temporary increase in traffic and operation of construction equipment is unavoidable.

### Demographics

It is anticipated that that the Proposed Action will have no significant cumulative impacts within the Village related to demographics. The Preferred Plan of 450 residential units will add an estimated population of 798 additional residents to the Village of Haverstraw. Of the 450 residential units, 133 will be affordable housing units and 317 will be middle income and market rate. The Preferred Plan and two additional projects in the Village add a total of 751 much-needed affordable and market rate housing units to the housing stock of the Village.

### Schools

The Project Site is located within the North Rockland Central School District. The Preferred Plan would result in approximately 49 public school aged children. It is anticipated that the Proposed Action and the other recently constructed or approved projects in the Village will have no significant cumulative impact upon the North Rockland School District.

### Police Department

The Town of Haverstraw Police Department serves the Village of Haverstraw, the Village of West Haverstraw and the area of the Town outside the two Villages. It is anticipated that the Proposed Action and the other recently constructed or approved projects in the Village will have no significant cumulative impact upon the Town of Haverstraw Police Department.

### Fire Department

The Village of Haverstraw Fire Department serves the Village of Haverstraw. It is anticipated that the Proposed Action and the other recently constructed or approved projects in the Village will have no significant cumulative impact upon the Village of Haverstraw Fire Department.

### Emergency Services (EMS)

The Town of Haverstraw Volunteer Ambulance Corps serves the Village of Haverstraw, the Village of West Haverstraw and the area of the Town outside the two Villages. It is anticipated that the Proposed Action and the other recently constructed or approved projects in the Village will have no significant cumulative impact upon the Town of Haverstraw Volunteer Ambulance Corps.

### Solid Waste

Solid waste collection, recycling and disposal will be provided by a private waste carter during construction and upon completion of the Preferred Action. As all solid waste collection and recycling collection will be completed by a private carter, there will be no significant cumulative adverse impact on the Village or surrounding communities as a result of the Preferred Action.

### Recreation and Open Space

Approximately 4.2 acres of the Project Site will become new parkland for public use. The open space and recreational opportunities to be provided on the Project Site and at the Admiral's Cove

development provide for new open spaces within the Village and along the waterfront and thus result an overall positive cumulative impact on recreation and open space in the Village.

**Findings:** The Village Board finds that with the mitigation measures incorporated into the Preferred Plan as described above and in the EIS, the Proposed Action, consistent with social, economic and other essential considerations, avoids or minimizes unavoidable environmental impacts, the irreversible and irretrievable commitment of resources, growth inducing impacts , and secondary and cumulative impacts to the maximum extent practicable..

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#### **4. CERTIFICATION OF FINDINGS**

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the Draft and Final EIS and information derived from the public review during the course of the SEQRA review process, and having weighed and balanced relevant environmental impacts with social, economic and other considerations, the Village Board of the Village of Haverstraw, as Lead Agency, finds and certifies that: (a) the requirements of 6 NYCRR Part 617 have been met; (b) consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the Proposed Action is one that avoids or minimizes adverse environmental effects to the maximum extent practicable; and (c) adverse environmental impacts revealed in the environmental review process will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the Village Board's decision to approve the Proposed Action those impact avoidance and mitigation measures that have been identified herein as practicable.